

OCT/NOV 16

WELCOME TO IKSURFMAG

Welcome to Issue 59 of the World's Number One Kitesurfing Magazine! We ask the question, "Who's the real game changer?" As we speak to the brands behind the biggest marketing hype in history, is it all

just hot air, or real progress? You decide! On top of that huge feature we have the Kite Park League, Manera go to Iceland and there is so much more inside too, be sure to check it out!

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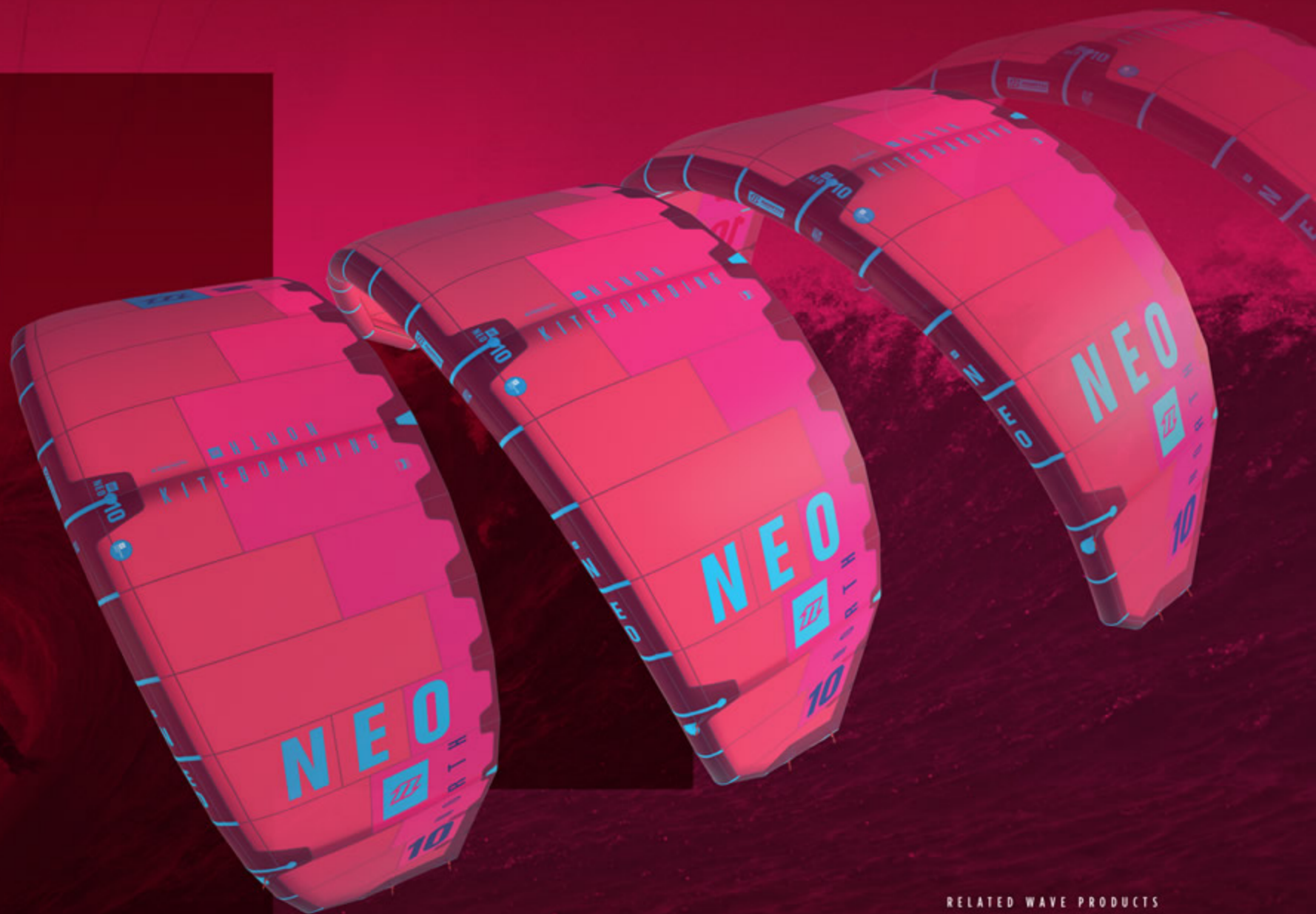


THE REAL GAME CHANGERS
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Departures from the norm and outside of the box thinking are what bring strides in next generation product development. The challenge with this philosophy of thinking and development is to retain all the special characteristics that 7 years of Envy development has achieved. We have reached a point where the Envy is one of the most user friendly, versatile, kites on the market. The 8th version of the Envy is now here. Not only does the NV have a new name moniker, but also utilizes a complete new profile and airframe geometries. The NV still retains its legendary stability, its easy to predict on/off feel and bombproof construction, while holding the position as one of the most versatile cross condition and riding style kites on the market. From pro freestyler, to wave seeker, or the weekend warrior, the NV will perform beyond expectations.

NV SIZES: 5 | 6 | 7 | 8 | 9 | 10.5 | 12 | 13.5 | 15



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DYLAN VAN DER MEIJ GETS CONTORTED OVER SOME CRYSTAL BLUE MOLECULES...
PHOTO FLYSURFER

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We use GoPro's all the time and can't rate them highly enough! If you want to get a great action shot of your riding there really isn't a substitute! With the launch of the new Hero 5 Black action camera on the market, we figured this would be a great prize for our subscribers this issue!

If you've used a GoPro before you will know how great they are, the Hero 4 Black was a fantastic camera and has been in service for a couple of years now. The new Hero 5 Black is fully waterproof without a housing, features voice activation, one button control and has a 2-inch touchscreen display so you can frame your shot and adjust the settings!

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- Image Stabilisation
- Voice Activated
- 12mp Photos
- 2 Inch Touch Screen Display
- Fast Charging
- Waterproof without any housing to 10m

This is without a doubt the best GoPro yet, make sure you are in with a chance to win the prize!

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PHOTO GOPRO



KEAHI DE ABOITIZ IS NO STRANGER TO DOWNTIME, BACK FROM INJURY HE JUST STOMPED A 3RD PLACE AT THE GKA STRAPLESS EVENT IN MAURITIUS! PHOTO: TOBY BROMWICH.

EDITORIAL

ISSUE 59

Hopefully, you've been out there getting some action in on the water, sadly for us, we seem to have had a bit of a rough spell where kitesurfing is concerned. This is always a busy time of year; we've been bouncing around trade shows as new products get launched, plagued with deadlines, and it seems the stars just don't want to align to get us into the water. Two weeks in Ireland to run the Wave Masters have left us bereft of wind too, almost unthinkable at this time of year!

Even my foiling addiction, which usually sees me on the water no matter what the conditions are, hasn't really played out. Sometimes the cards don't play ball, and you'll find yourself in an exhibition hall in Orlando while its all time back at home. Or you'll be running an event, watching people have a blast, and not getting wet yourself. Work, family commitments, friends, weddings, bah mitzvahs, there is usually always something that will conspire to steal a good day on the water from you.

Considering how addictive our sport is that can lead to a painful experience. Withdrawal isn't much fun whichever way you look at it. A good friend of mine once said, though, if it was good all the time it would never be good, and they are quite right. Sometimes it's the downtime between sessions that makes a particular moment on the water so fantastic.

While we've had a spell of two months with hardly any kitesurfing, it's just going to make that next session ever so much sweeter. And that's the greatest thing about our sport, kitesurfing will always be there, waiting patiently for you, and when you do finally engage, you know the thrill of the ride will have been worth the wait.

Let's hope it's windy wherever we are next week!

Rou Chater

Publishing Editor



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HUNTING FOR WINTER

WORDS JULIEN SALLES
PHOTOS ROBIN CHRISTOL

Paradise is often pictured as a deserted tropical island, a private and mysterious place that exudes comfort and warmth. Every kitesurfer dreams of coconut trees, blue lagoons, sunshine and a warm breeze. Except, we've landed on a completely different island: Iceland.





“ IF YOU HAVE THE PATIENCE TO ENDURE INCESSANT RAIN, EXTREMELY HIGH HUMIDITY AND VERY LOW VISIBILITY FOR DAYS, IT'LL BE TOTALLY WORTH IT.”

We thought there would be just as much to discover on this remote island as there is on the deserted and exotic beaches you see on postcards. We were looking for thrills and wanted to reconnect with the feelings of our beginnings, feel that pure pleasure again that only kitesurfing can bring. Travelling far to the North, getting out of our comfort zone, and exploring new lands with a truck full of equipment seemed like the perfect ingredients for an adventure. We found a very different paradise.

It's not always easy in Iceland; you'll have to put up with its fickleness. But if you have the patience to endure incessant rain, extremely high humidity and very low visibility for days, it'll be totally worth it.

Choosing the far north for a kite trip was a risky decision: the wind, wave, and weather conditions are very hazardous, constantly changing, or just non-existent. It's a game of chance, and when you win, you need perfect logistics to make the most of it. To succeed, we had two RVs and a utility vehicle filled with gear to follow the best conditions throughout the island.

This is the kind of trip that demands the right kind of people to make it work. We had riders who shared our vision of travel, adventure, kiting and life in general. Pauline Valesa, David Tonijuan, Mallory de la Villemarque, Etienne Lhote, and Camille Delannoy were chosen to join us on this adventure. Of course, all of them had to be prepared for the frigid waters of the Icelandic coastline!



“ BEAUTIFUL LITTLE GOLDEN LINES ENTERED THE BAY, FIVE KNOTS OFFSHORE, WITH PERFECT WAVES AND NOBODY AROUND. ”

We will also have local support through Ingo. I met Ingo on one of my first trips to Iceland. He and his "Arctic Surfers" team have lots of experience guiding riders from around the world in the Icelandic conditions. He's a surfer, snowboarder, and became a good friend of mine.

After a four-hour flight, we arrived in Keflavik in mid-afternoon. There wasn't a cloud in the sky, but the temperature was

topping out at around 7°C. We got the vehicles, bought survival necessities of food, water and beer and set off to the first spot, where I heard a good session was already looking promising...

Mallo said:

"We loaded the RVs with provisions for a few days, and Julo (Julien Salles) thought there might be a beautiful SUP session not far from the airport. It was Ingo, our local guide, who told him about the spot. It was lucky because we couldn't travel too far from the airport as David Tonijuan was arriving at 2am.

We drove there. The first landscapes were fantastic, much like Fuerteventura or Cape Verde, but about 20°C cooler! We arrived at a deserted spot at 10 PM; the sun was already near the horizon. Time was running out! Beautiful little golden lines entered the bay, five knots offshore, with perfect waves and nobody around. The moment we'd been waiting for: our first ride in Iceland!

We hadn't even finished mounting our fins when Etienne already started running, SUP and paddle in hand. Born in Britain, he is used to such conditions. As for Pauline, who lives in New Caledonia, Camille, who spends half the year in Brazil, and I, who still hold on to my Guadeloupe roots, we were all trying to block out the idea of falling in the water!

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“ IT'S A GREAT FEELING TO NO LONGER BE LIMITED AND BOUNDED BY NIGHT; YOU CAN DO ANYTHING, AND AT ANY TIME.”

We put on all our gear: wetsuits, gloves, booties and hoods to reach Etienne, who was ripping the waves. Two hours and a good thirty waves later, the sun barely touched the horizon. We realised that we did have plenty of time. Here the days are very long and provide about 22 hours of sunlight.

I was the last to leave the water. I turned to see the beauty of the landscape and the vastness of the place, and I felt happy. Nothing better than sharing good waves with some friends and a curious seal at the other end of the world. We finished the day with a beer in front of an endlessly setting sun. All that was left to do was get David from the airport. This trip was already shaping up to be rather special. Welcome to Iceland, guys!"

This first session was just magical: just the four of us in the water, sharing a beautiful experience under the endlessly setting sun. I was afraid of how our team members would react to the cold; most of them have never even worn gloves or neoprene hoods... However, after seeing their smiles and shining eyes, I was immediately reassured! We headed to pick David up at the airport late at night, and on the way back, around 3 AM, we were treated to a magnificent "sunrise." It's a great feeling to no longer be limited and bounded by night; you can do anything, and at any time. It's an incredible feeling of freedom.

We woke up on the second day to travel to the south of the island, with a beautiful drive ahead of us.

“SEVERAL WATERFALLS WERE PLUMMETING OFF THE CLIFF TO OUR LEFT; SOME WERE MASSIVE. WE COULD SEE THE VOLCANOES AND SNOW-CAPPED PEAKS.”

The weather was stunning; there wasn't a single cloud in the sky. I wondered when it would all turn around, and I hoped it wouldn't be too soon. The road was flat and very straight, with the ocean on our right and a massive cliff on the left. We drove between landscapes that changed every 30 minutes: first we were surrounded by green fields, then only black sand beaches were in sight, then we passed between the lava formations. Several waterfalls were plummeting off the cliff to our left; some were massive. We could see the volcanoes and snow-capped peaks. It's a strange feeling to see snow before getting on the water.

This road took us to the great Icelandic glaciers of Vatnajökull and its collection of icebergs, enough to create a beautiful sight while kiting!

This time David got overwhelmed:

"Our plan was to drive down and explore the south of the island... But an enormous white wall on the horizon quickly distracted my attention. We arrived at the largest glacier in Iceland.

We couldn't just sit there and watch! We inflated our kites, took our fins off, then cruised, jumped, and slid between icebergs until the evening, and then we ended our day by swimming with the seals.

I had never seen such a place, let alone kitesurfed in zero degrees. It was a special moment that I will never forget. This was clearly not a beautiful beach with coconut palm trees; it wasn't warm, and the water wasn't turquoise, but I would say it was another kind of paradise.





“ BEING SURROUNDED BY ICE AND WALKING ON GIGANTIC MOVING ICEBERGS WAS PROBABLY ONE OF THE BEST FEELINGS I’VE EVER HAD IN KITING. I KNOW IT WAS COLD, BUT I DIDN’T FEEL IT. ”

We were getting ready faster than ever, eager to go and enjoy this huge playing field. The wetsuits, gloves and booties became our best friends!

Being surrounded by ice and walking on gigantic moving icebergs was probably one of the best feelings I’ve ever had in kiting. I know it was cold, but I didn’t feel it. It was too exciting to even notice the temperature.

It was one of the best experiences of my life, and I am happy to have been able to experience the adventure."

It was extreme, and each one of us got to have one of the best experiences of our lives. We ended this session by grilling out with Ingo and his nephew, who taught us the refined art of wrapping bacon around hotdogs over the fire. We were in the middle of a valley at the feet of the highest volcano in Iceland. It was midnight, and the sun was setting. We held beer and hotdogs in our gloves. It was pure happiness.

The next day we decided to drive even further

to the East to follow the wind. The weather was looking to be more extreme than the last few days; it’s going to get tougher.

We made a stop to ride at the bottom of the legendary Hofn cliff in low wind conditions. The weather is foggy, wet and cold (5°C), these were the typical Icelandic conditions that we expected. We set up camp in a bay surrounded by dark, high cliffs. In the middle, a group of wild horses were occupying the black sand, and the waves were breaking in this fantastic movie-like atmosphere.

We got into the water with a freezing and gusty wind blowing 15-20 knots; luckily the waves allowed us to have a little fun. We returned to the camper frozen exhausted. Still, another extraordinary session awaited us...



“IT WAS LIKE A DREAM IN THE MIDDLE OF AN INCREDIBLE LANDSCAPE AT THE FOOT OF THE CLIFF WITH THE WAVES, THE MIDNIGHT SUN, AND ONLY SEAL PUPS AS COMPANY”

Pauline tells the story:

"That night, we were in a small Viking village. It was around 11 PM when we went to explore the area by foot. The setting was magical. On our left, huge cliffs dominated us while on the right; we could see the lagoons, the sea, loads of wild horses and even some Santa Claus reindeer.

After getting higher to set a better view of the sea, we realised that the waves looked clean and fun. We all wanted to get back into the water as soon as possible. In a few moments, we had made it back to the camp and quickly put on our wetsuits, gloves, hoods and booties to start a night session at midnight! It was like a dream in the middle of an incredible landscape at the foot of the cliff with the waves, the midnight sun, and only seal pups as company who were poking their heads out of the water every so often. We finished riding at daybreak, which was 2:30 in the morning! After this fantastic session, we made a campfire and sat around to eat and talk. There couldn't have been a better ending to a session than to share all those beautiful emotions which each other by the fire!"

Everyone still had a smile plastered on their faces when they came out of the water. Sharing the waves between friends in the dead of "night" like this in such an incredible landscape was crazy... These two days were full of incredible feelings.

The next day, the local conditions were forecasted to be atrocious, even by Iceland's standards.



We wanted to return to Reykjavik a little faster, so we retraced our steps to get back rather than continuing to explore. After travelling for hours, we decided to sleep near a natural hot spring to warm up a bit. Everybody get into the water! What a pleasure to finally be warm, we were surrounded in a valley by waterfalls and were just a few meters from a frozen river. The water steamed like a bath because of the temperature difference.

In Iceland, almost every village has its own heated swimming pool. It's not expensive to get in, and we went in as soon as we could to get warm and also freshen up a bit.

“ WE WERE SURROUNDED IN A VALLEY BY WATERFALLS AND WERE JUST A FEW METERS FROM A FROZEN RIVER. ”

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TEAM RIDER: PAULINO PEREIRA

“ THEY REALISED THEY'D HAVE TO KITE WITH SOME RETRO BINDINGS; FREESTYLERS ARE DEFINITELY A FASHION CONSCIOUS SPECIES! ”

However, they are often outside, which makes getting from the changing room to the pool a little sporting, as you first have to run through frigid air that's about 6°C to get to the warm water.

We had to pass through Reykjavik the next day to get David's board bag, which hadn't made it on the plane with him. His bag had his bindings in it, so fair he had been using some old wakeboard bindings that Ingo had and kindly lent him. It was amusing to see the look on Mallo's and David's faces when they realised they'd have to kite with some retro bindings; freestylers are definitely a fashion conscious species!

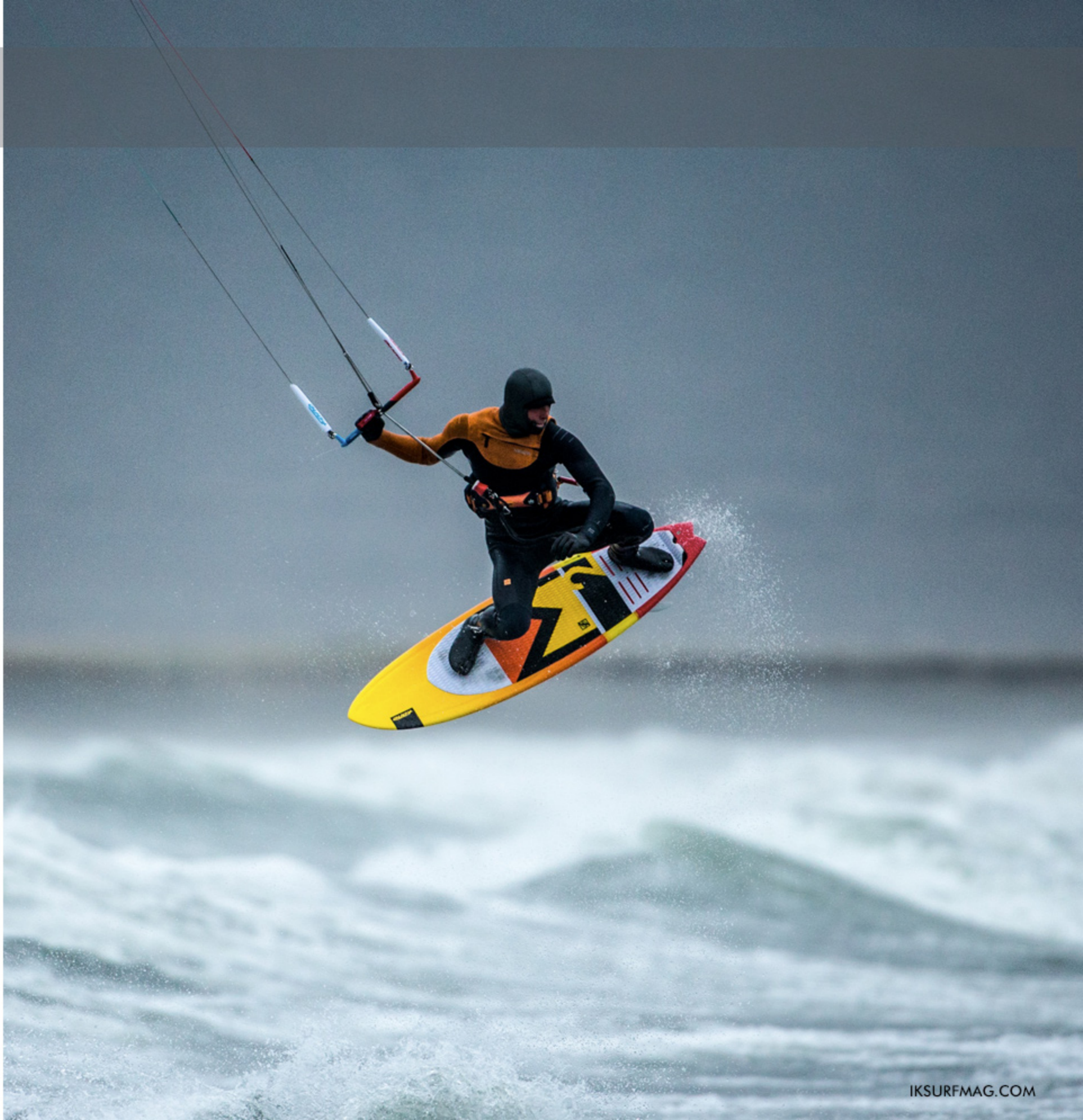
Late in the afternoon, we went up north to find some wind. We knew there were good waves spots and some inland water lagoons that would be perfect for freestyle.

The next three days proved to be difficult because of the storm. We were stuck in the campers with incessant rain going horizontally because of the 35 knots winds. The waterfalls were blown by the wind, some even curved back toward the sky and one of the camper windows was blown off. In short, it was like the apocalypse. A flock of sheep even tried to throw themselves under our wheels; even they had enough!

We were desperately looking for a good spot and ended up scoring a beautiful strapless session in the waves right next to a typical small church.

Camille Delannoy was first into the water:

When we arrived at the spot, the wind was blowing around 30 knots; it was onshore with some small waves, perfect for strapless.





“ THE ADRENALINE RISES, I HAD TO BE CAREFUL, STAY CONSTANTLY AWARE AND KEEP MY EYES CONSTANTLY ON THE WAVE TO BE IN THE RIGHT PLACE ”

The place wasn't very welcoming; the water wasn't very inviting. It was very wild just like the rest of the island, with volcanic landscapes and many huge cliffs. To reach the spot, we had to go through a narrow passage to get to the water and then had to cross a river with a very powerful current. It was one of those sketchy sessions that only reward the brave!

We got into the water with Etienne and Julien, and it was a blast. In addition to the great conditions, the crazy landscapes made us feel like we were riding in a different world! It was amazing to share a session like that with them. To kite in this type of a place only with your buddies, it's just the best, what could be better?

We kited for three hours in very tricky conditions surrounded by landscapes that you couldn't see anywhere else. Regarding the water temperature, I haven't suffered from the cold at all, although the water was often less than 7°C. I was a bit nervous at first, but during the whole trip, the water temperature has never been an issue. In the end, being outside and getting changed out of your warm wetsuit was the hardest part.

It was a session that fitted right in with the rest of the trip: truly fantastic kiting, stunning backgrounds, shared with a great team and one that I'll never forget!"

[CLICK OR TAP TO READ MORE](#)

THE REAL GAME CHANGER



Game Changer

noun

1. Sports. An athlete, play, etc., that suddenly changes the outcome of a game or contest.

2. A person or thing that dramatically changes the course, strategy, character, etc., of something:

"Social media has been a real game-changer in the company's marketing efforts."



CRAZYFLY'S NEW FACTORY
PHOTO ANDRE MAGARAO



OCEAN RODEO STICK SHIFT BAR
PHOTO GOPRO



NAISH QUAD-TEX CANOPY MATERIAL
PHOTO QUINCY DEIN

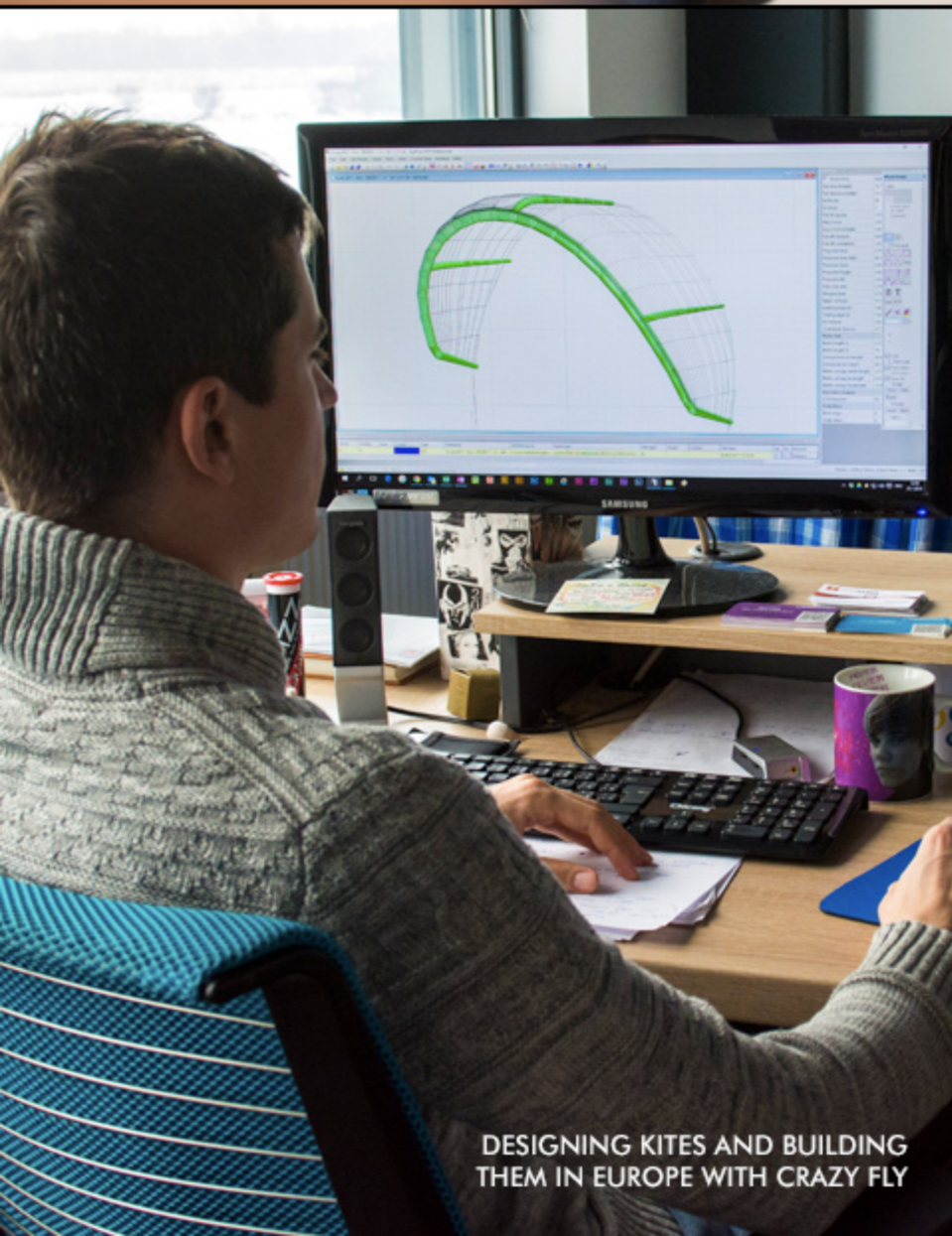


CABRINHA FIREBALL
PHOTO CABRINHA



NORTH CLICK BAR
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A NEW WAY TO CONNECT TO YOUR KITE
- CABRINHA FIREBALL!



DESIGNING KITES AND BUILDING THEM IN EUROPE WITH CRAZY FLY



DAMIEN GIRARDIN WORKS ON THE NEW QUAD TEX MATERIAL EXCLUSIVE TO NAISH THIS YEAR.

Unless you've been living under a rock the last couple of months, you will be acutely aware of the latest innovations from some of the biggest brands in the kite industry. Social media went into overdrive when Cabrinha launched Fireball, only to be closely followed by North and their Click Bar with both brands touting the Game Changer phrase along with their new products.

Kitesurfers are a funny bunch, and launching new products, no matter what they are, will get the full scrutiny of keyboard warriors long before they get used in real life. Some of the comments around these new launches were bordering on the vitriolic! Personally, I'm all for innovation and moving our sport forwards. Take a look at the naysayers that said suspension was cheating in the sport of mountain biking. How wrong were they?

The acid test of any of these developments is how long the product lasts within the sport. Does anyone remember the Naish UDS bar for instance? Many of us still ride the Delta Shape pioneered by F-One however, and of course, bridled kites first championed by Takoon and Cabrinha in 2005 have defined kite development. Time will be the ultimate judge on these innovations and developments.

In light of all this advancement within our sport, we decided to sit down with some of the creators and developers behind the scenes and find out a little more about the products. We also asked the questions you asked on social media and ultimately the aim of this piece is to let you decide which product you think is the real game changer for our sport at this time.



THE FULL CABRINHA FIREBALL SET UP!

In terms of the focus of the article, every brand, every year has new technological developments, be that kite materials that brands like Core are spearheading or the plethora of new kites coming from companies such as F-One. However, to avoid just interviewing 30 odd designers about new products we chose just six brands to shine a spotlight on.

The first two choices were obvious, North and Cabrinha were the inspiration behind this article,

“WE CHOSE JUST SIX BRANDS TO SHINE A SPOTLIGHT ON”

Shinn

Enduro/Freestyle call it what you will, just know that you'll never have the wrong board under your feet.

Enough said.
Go ride now.

RONSON

A
NEW
RANGE

BRIDGING
THE GAP
BETWEEN
FREERIDE
AND
FREESTYLE





THE NEW NORTH CLICK BAR TRIM SYSTEM

and we owe the article's title to their marketing departments. Philipp Becker fielded the questions for North, while Pete Cabrinha took some time out to speak to us as well. I also chose to include Naish and chat to Damien Girardin about their

Quad-Tex canopy material. A new material that makes a kite last far longer could be a real game changer for many of you, saving you money and allowing you to keep your kites for more seasons for instance.

Also, we spoke to Jozef Bukovcak from CrazyFly; you might not know this, but they have just built the world's first kite factory in Europe. That's the first time serial production for kitesurfing, in large numbers, has happened outside of Asia.

Could moving manufacturing closer to home be a real game changer for the industry, will other companies follow suit? Lastly, we spoke to Ocean Rodeo, the second brand to bring a rear line trim system bar to market. Richard Myerscough and the team have had their bar in development for five years, yet on social media were accused of copying North as their product was released afterwards, despite both systems looking entirely different!

Over the next 40 or so pages, you can read their responses and decide for yourself whether a new way of connecting to your kite, improved materials, rear line trim bars, or bringing manufacturing back home is the real game changer.

In reality, they could all be elements that change our sport forever, as we said at the beginning, time will tell how well these innovations get adopted. From a personal perspective, I think that moving our sport forwards is fantastic. We've reached almost "peak development" regarding kite and board shapes. However, how we connect and control our kites through our bars is a virtually unchanged format. Equally, the materials used can always be improved so we get more value for money and more performance out of our gear.

Of course, there will be the naysayers fearing change and shouting abuse on social media down the beach. If we all had that attitude though we'd still be riding Wipikia Free Airs on two-line bars, and what a terrible state of affairs that would be! Bring on the future!

THE REAL GAME CHANGER



CABRINHA FIREBALL

The first in a torrent of new innovations for 2017, the Fireball has taken years to develop and aims to change the way we connect to our kites. The goal is to reduce the force on your body as you ride, while allowing you to have a 360 degree attachment point rather than a fixed hook and a loop. You can read our test of the new Fireball in Issue 58 [HERE](#). We sat down with Pete Cabrinha to ask some of our own questions about the new system as well as some of the concerns you voiced on social media...



CABRINHA ARE CHANGING THE WAY
KITESURFING FEELS...



The launch was met with some scepticism as well as some real praise, were you prepared for the Fireball to polarise opinions in that way?

Pete Cabrinha: Yes. I fully anticipated the scepticism. Anytime you depart from something that is considered a standard the responsibility is on you to prove that what you are offering is, in fact, better. I knew there would be polarised opinions on Fireball and I welcomed the controversy. Controversy is really just another form of conversation. Controversy sparks conversation, and the more people discuss something the facts eventually rise to the top. By having people talk about Fireball, analysing it and comparing it to a loop system they all end up with the same conclusion. Fireball offers a more fluid and friction-free method to connect to your kite.

“ I KNEW THERE WOULD BE POLARISED OPINIONS ON FIREBALL AND I WELCOMED THE CONTROVERSY. ”

DAILY WORK WEAR

STRIKE AMP
ZIPLESS



AARON HADLOW'S
DAILY WORK WEAR

STRIKE AMP ZIPLESS



SURFING ELEMENTS



DAMIEN LEROY FOILING WITH THE FIREBALL

One of the biggest fears in the comments online was its lack of compatibility with other systems. Will you be sharing the patents or is the Fireball something we will only ever see on Cabrinha bars?

Regarding the lack of compatibility; kitesurfing is a very personal experience. Once you connect to your kite and hit the water, it's just you and your equipment. A simple fact is that more than 90% of riders never swap their gear with another rider.

For the tiny number of people who do...they will need to use a Fireball spreader bar as well.

That being said, Fireball has quickly risen to be the preferred method of connection in the Cabrinha offering. There are already thousands of units on the water, and the numbers are rapidly growing. We plan to offer the system to harness, accessory, and other kite brands soon. Details on this will be forthcoming.

What are the benefits of the system for the rider?

This first and foremost benefit is a fluid and friction-free connection that is much closer to the core than a traditional hook and loop system. It is non-binding. It provides a 360-degree rotation. It has an Autolocking gate which secures the ball in place with only one finger. The fact that the socket is closer to your core means that it reduces the leverage (and force) of the bar against your body. Up to 50% less force than some hook and loop systems. Fireball is safe and secure, and the quick release can reconnect in less than 3 seconds. It's smaller and lighter with a modern minimalist design.

Our testers really enjoyed Fireball; it seems when people try it they like it, are you running demo opportunities globally to persuade people to use it?

This is one product that **MUST** be tested to fully appreciate the claims that we are making. Personally, I am someone that does not buy into marketing hype too quickly so I would understand if anyone wants to reserve judgement until they've tested it. We usually ask riders first to go for a spin with their current loop system and then immediately follow up with a Fireball test. Demos and rider testimony have been Fireball's greatest marketing.

Are there particular styles of kiting that it is more suited to?

Fireball is aimed at the 80+% of riders who ride predominantly hooked. This is basically the largest group of kitesurfers so you could say that this is really for anyone. Surfers will love the fluidity, especially anytime they are in extreme body positions where the kite is pulling from acute angles to the body. Toeside for example. It is also ideal for hooked in kite loops and for any type of big air freestyle.

EVEN WITH NO TENSION, FIREBALL STAYS IN PLACE,
ENDING ANY UNHOOKING ON LAUNCH ISSUES.
PHOTO JAMES BOULDING



What was it about the sliding bar systems that you didn't like that lead you to design the Fireball? It offers that similar freedom of movement as an end goal after all.

There are at least three main differences between Fireball and a sliding system.

1) Sliding systems are great for some types of riding, specifically when surfing. However, even while surfing you are getting airs, climbing large white-water, or just heading on long tacks to get yourself back upwind to the peak. Sliding systems are also not ideal for all types of airs. There are many times when you want the pull of the kite to be consistent and centred on your core. Fireball allows for this while giving you the unhindered freedom of a ball and socket connection.

2) The socket connection with Autolock™ allows for an easy one-handed connection and disconnection. This is also great for a situation where you need to hand off a kite to another rider while the kite is already in the sky. You don't need to release and reconnect the chicken with Fireball.

3) Fireball is an integrated system. This means that everything about the control system and the spreader that it's connected to is designed together as a single system. This is especially important when it comes to security, we have precise control over the exact point where the kite connects and releases from the rider.

Unhooking was a huge topic in the discussions online, you can unhook with it, and do you think the marketing should have reflected that aspect a little more?

It's true that you can unhook with Fireball, but we did not want to over emphasise this feature just yet.



QUICKER, EASIER, SAFER AND LESS STRESSFUL ON THE RIDER TOO...
PHOTO JAMES BOULDING

The fact is this: Unhooking with Fireball is incredibly easy. But with the socket being a much smaller target for re-hooking, the unhooking aspect is mainly geared for intermediate to advanced unhooking riders. The second point is that it is not set up from the factory with a suicide release. The second generation of Fireball will have a specially designed unhooking feature that will be a top-level unhooking system.

The beauty of Fireball for unhooking is that while you are unhooked, you only have a small QR and ball below the bar... there is no loop to catch on anything.

This is something our freestyle riders are excited about.

Even riders who don't unhook always aspire to do simple moves like raleys, will you be developing a more unhooking friendly version in the future, or pointing those riders to your other bar systems?

In the transition period we still offer our Quickloop, which is perhaps the best system for unhooked freestyle.

What was the biggest challenge in the development of the product, there must have been an immense amount of tooling?

Fireball went through many different configurations and directions. We made incredible use of different 3D printing and rapid prototyping technologies to get through this stage of the process. In the early stages of development, we were chasing a ball and socket connection whereby the spreader bar could be used for either a loop or a Fireball system.

We had some interesting concepts, but in each case, it was a design compromise for both the Fireball and the loop. It wasn't until we decided to make Fireball a dedicated ball and socket system that all of the current features were fully realised and unlocked. Designing a no compromise connection from the ground up allowed us to make important performance gains across the board.

OCEAN RODEO STICK-SHIFT



Next Generation Kite Control

Your kite has evolved incredibly since two line kites were abandoned 15 years ago. Your bar's hardly kept pace.

Introducing the Stick Shift. Designed to maximize the performance of today's highly tuned, purpose built kites.

Featuring:

- Massive sheeting range with on-the-fly adjustable bar stopper.
- Always within reach bar end trim control.
- Single handed trim operation, even when under full load.
- Hands on the bar depower for maximum control.
- Micro-adjustable trim control to fine tune your kite's performance.
- Simple, single winder design
- Open, easily flushed ultra light composite bar.
- Self tensioning trim lines for simple trim adjustment even with slack lines.
- Ultra stiff Liros lines for maximum boost and performance.
- Single front line re-ride eject
- Compatible with all brands of 4 line SLE kites.



THE FIREBALL IS PERFECT FOR FREERIDING,
WAVES AND ABOUT 90% OF ALL KITESURFERS...
PHOTO JAMES BOULDING

Did you employ any new technologies in the development process?

We used many modern prototyping techniques in the development but relatively traditional techniques in production... for example; plastic injection moulding and cast stainless steel. However, it was this all-new ball and socket concept that made us work with a very non-traditional type of loading. One of the most important features, the Autolock™ gate, was also one of the most demanding design elements due to the way the ball loads in the socket and stays secure without creating friction or binding.

What is the future for Fireball, where do you see it headed and how do you see it developing within the market?

Fireball V.1 is just the beginning of our next generation connection system. We plan to lock in individual specifications for the time being so that we can build onto this modular system while maintaining backwards compatibility. For example, the ball will stay the same size so that any new spreader bar configurations will remain compatible.

Another feature unique to Fireball is that the lower section (the ball) of the connection separates from the top section (the quick release). If you think about this for a second, it's easy to imagine that a rider could have different types of ball and socket connections that are personally geared for their particular type of riding. Whether it be surfing, freestyle, foil boarding, racing, etc. We now have an ecosystem that we can feed into well into the future.

THE REAL GAME CHANGER

Kiteboards have been made in Europe and the USA for years; kites however are a different matter. Aside from small samples and limited batch runs no major kite brand has produced any kites outside of Asia. Lots of companies have moved production facilities away from some of the larger factories, but until now no one has built a new kite factory in Europe from scratch. Jozef Bukovcak, the owner and director of CrazyFly, had the vision to buck the trend and bring all of his production back to Slovakia...

CRAZYFLY'S NEW EUROPEAN KITE FACTORY

PHOTO COURTESY OF CRAZYFLY

JOZEF BUKOVCAK CHECKING THE QUALITY OF HIS FIRST KITES MADE IN EUROPE.





PHOTO ANDRE MAGARAO

You've been producing boards and your excellent kite bar in Slovakia for years, how long did it take to plan and set up the kite factory, and is it in the same location?

Jozef Bukovcak: Since we have decided that we are going ahead with our own kite factory, it took us about a year until serial production started. I have been involved with boards production since 1989, so gained plenty of experience with setting up and running a production facility. However,

I am not going to say that creating a new kite factory was easy, far from it.

We are lucky that our board production is running at full speed every day.

Unfortunately, when we built the board production two years ago, there was not even the slightest thought about producing kites in our own factory. We were not able to fit the kite production in the same building where we make boards, bars and accessories. At the moment, the kite factory

is in a rented place which was previously high-end fashion production site. We were lucky because this place has almost all requirements for a kite production site and only a few adjustments for printing were needed. We do plan to build our own space for kite production right next to our board production site.

Who is stitching the kites, did you ship over any specialists from Asia to train staff, how did you build the skills of your team?

All our employees are currently from Slovakia, and we did not bring anyone from Asia to help initiate the production. Everything was managed and set up by our CrazyFly staff. We are lucky that in our region, it is relatively easy to find skilled workers. We are based in the suburb of Trenčín, which is also known as the city of fashion in Slovakia. Trenčín has a long history of premium fashion production dating back to 1907.

All our sewing staff have more than twenty years of experience in the field. In my opinion, work is not only about good skills. It is about experience, dedication, and passion. We are lucky that we found the right employees that fit with our company culture and are more than just skilled people.

Traditionally the materials are in Asia, which is why the factories have always been there, are you shipping materials from Asia to put together over here or is there another source of canopy material?

You are right, two of the main kite fabrics come from Asia, and we have to import these to Europe. On the other hand, we save money, because we do not have to import finished kites. All in all, it evens out, logistics wise it costs us the same.



THE CRAZYFLY TEAM OUTSIDE THE FACTORY IN SLOVAKIA

The Ripstop fabric we use comes from Japan and Marcloth comes from Taiwan. However, the Dacron we use is from Germany. We have very good relationships with our current kite fabric materials, willing to make custom fabrics for us. I think this will give us an advantage in the future, because when we produced our kites in the Asian factories, we only had limited selection of materials they used. And these were used for other brands too.

What are the advantages for you as a brand in producing kites in Europe?

I would start with faster R&D on kites. We are now able to make prototypes in one or two days, whether it is a new shape or an improvement in construction. With a one-year product cycle, waiting for prototypes from Asia for a month or more was too long. We can now implement new ideas on kites immediately and test them right away. Quality control is also under our supervision nonstop.

**“ WE CAN NOW
IMPLEMENT NEW
IDEAS ON KITES
IMMEDIATELY
AND TEST THEM
RIGHT AWAY. ”**



ALL MADE IN EUROPE

All CrazyFly kites, boards and accessories are made in the CrazyFly Factory in Europe.

STRUT JUNCTION

We have completely changed how the strut is connected to the leading edge. The connection is now stronger, cleaner and straighter without unwanted material folds, which cause quicker wear.

The whole junction is reinforced with Arptex material for ultimate strength and durability. We moved the strut connection points on the leading edge much closer to the canopy. This is tedious work, but the canopy now precisely follows the profile of the strut and ensures much more efficient airflow.





Another advantage is that we can work with all materials available, nobody is limiting us to what we can use. With the help of our suppliers, we can also come up with new and unique materials for kites. We will never lose another kite sale due to a lack of stock. Just the same as our boards, all kites will be in stock 365 days a year. End of the year stock leftovers are also minimised. Everything is in our hands, and our goal is to only create the best possible kites available in every single detail.

Plus, personally, I prefer to do things in our factory because producing things is what I love and have done for many years.

What are the advantages for the consumers?

At the moment, much more durable kites, which fly better than ever before. Precisely made with attention to detail at the highest possible quality, using the latest machinery, such as laser cutting and CNC sewing, and high-end fabrics.

By challenging traditional kite construction, we came up with numerous innovations and improvements on the 2017 kites. The kite construction is more rigid, durable, yet lighter. This results in improved flight characteristics. For more information about the improvements of our 2017 kites, please visit our website: www.crazyflykites.com we have 22 different elements that now make up our kite tech, too much to list here.

I believe the kites being available 365 days a year is also a benefit for the customer. For the future, we will definitely bring out new shapes and never before used fabrics which should push the kites to another level.



What was the most difficult aspect of the project?

It is hard to pick out one single toughest aspect of the project. But if I have to do so, I would say the hardest part was to decide to go ahead with this. Because, once you start the project and invest in machines, there is no going back. We had to succeed and make good kites ourselves. Otherwise, we would lose everything we invested in this project. Once we started the pressure was on, and it kind of still is. We are only shipping 2017 made in Europe kites out to customers for a month. First feedbacks were positive, but we are still anxious to see what the overall market satisfaction will be with these kites.

Will you produce kites for other brands in the future or is it just CrazyFly, do you see this as the start of a shift towards more locally developed manufacturing in the industry?

At the moment, no. We are very busy with filling our orders and want to focus on improving our own kites and production processes first. Maybe later on, in a year or so, we will consider producing for other brands.

It is tricky to say if this is a shift in the industry. We decided to start our own kite factory, we thought about this long and hard. We put everything on paper, pluses, minuses, risks, etc. In the end, we thought this was the right thing to do for our company under current circumstances. Whether this would

work and be a viable option for other brands, I do not dare to answer. It is quite complex, and many factors come into play, and these are strategic decisions. If done wrong, such decisions can put you into real struggle, or out of business completely.

Are there any special techniques that you can employ now you run the factory yourselves?

Of course. If you look at how the kites are constructed and sewn, not much has changed over the past ten years, except for more modern materials. For the past few years, we wanted to change some things on the construction, but getting a factory that makes over thirty thousand kites a year out of their habits is quite a task.

At the same time, we had to consider higher labour costs in Europe, so there were two reasons for looking at the kite construction in detail. Immediately, we could see that the factories were choosing the easier roads in tricky details like the connection of the strut to the canopy, especially the point where the leading edge meets the strut and canopy. Our unique technique is to take no shortcuts, because if you improve a couple of small bits, it results in a significant improvement.

What is the warranty on the kites you produce in Europe?

The warranty conditions did not change, and all kites have a standard one year warranty. Our company has always been focused on quality, so one of our main tasks every day is to have products that will not have warranty issues. We pride ourselves with one of the best customer services in the industry and in many cases we have accepted warranties even after the official warranty period. Just because something is out of the warranty period, we will not turn our back on the customer, and we always try to help out and play fair. Happy customers are always our goal.

JESSE RICHMAN TESTING OUT THE NEW CANOPY MATERIAL...
PHOTO QUINCY DEIN



Kite materials have improved dramatically in recent years, you can now get a couple of seasons use from a kite and still sell it on in good condition. A couple of years ago the new D2 Teijin canopy fabric was introduced, making kites stiffer and last even longer. Naish have just taken the next step along that road with the development of their Quad-Tex material. Stronger, stiffer materials can make a kite more responsive, but they can also make a kite last a lot longer too, saving on wastage and the need for you to dip into your pocket every couple of years. We chatted to Damien Girardin about the new material and what led them to take canopy material to the next level.

NAISH QUAD-TEX

THE REAL
GAME
CHANGER





DAMIEN GIRARDIN WITH THE NEW QUAD TEX MATERIAL
PHOTO OLI STA

First, it was North, then Core with triple ripstop, now you guys have gone for Quad, what's the benefit of adding these strands to the canopy material?

Damien Geradin: Well, I can't speak for North or Core, as it seems like they were going after a different goal than we were. North, for example, has been claiming an added durability and prevention from rips.

On our side, the increased durability and rip prevention was secondary and came with the nature of the material.

The very first goal was to increase stiffness and longevity of the canopy material. Increasing the stiffness of the canopy makes your kite respond faster to bar input and wind gusts, making your kite so much more direct and fun to ride. "Faster turning",

"more direct" and "more crisp" are few of the key characteristics that most people are feeling on kites made out of Quad-Tex.

Finally, our long-term (3 years) testing has proven that these characteristics continue to deliver responsive performance longer on a Quad-Tex kite and, over time, will still feel superior to a kite made out of other canopy materials. This is because with Quad-Tex you rely less on the resin of the material to provide the stiffness. Instead, these characteristics come from the very nature of the core of the canopy itself.

Why not just beat everyone else to it and go for Octo Tex? This seems like the razor wars that started out with one blade, went to two, then three then five. Everyone one-upping each other, what was behind the number four?

Instead of starting with a material and adding ripstop yarns to it, I looked at it the other way around. I started off with a matrix of ripstop yarn (typically 3x stronger than the rest of the yarn in the material) that would give superior characteristics to the material and then added the "regular" yarn in between this matrix to complete the material —4 of these yarns turned out to be the right number.

Did you develop the material with anyone else, Teijin or one of the other canopy material factories, or was it done in house?

The material was a full-on collab with Teijin, our partner for many years already. Working with Teijin was a key to the success of the project. They are the best of the best, and their quality is just irreproachable.

JALOUR LNAGEREE TESTING OUT THE NEW KITES ON MAUI!
PHOTO QUINCY DEIN



“ THE RESULT OF THIS 3-YEAR LONG DEVELOPMENT PROCESS HAS TURNED OUT EVEN BETTER THAN I’D EXPECTED! ”

Their attention to detail is unparalleled, and the result of this 3-year long development process has turned out even better than I’d expected!

Have you patented it? Will it be something we will see other brands start to use?

We do not have a patent for Quad-Tex. However, only Teijin can make it, and we have a one-year exclusivity agreement on the material use.

Obviously, the Quad Tex makes for a stiffer stronger material, how does that effect the flying characteristics of the kite, did you have to change the shapes and layouts of the panels to still achieve decent twist in the kite to improve the handling?

The main thing, as you stated, is that the material is stiffer, which makes for a more reactive kite.



MYSTIC

**MAXIMUM STRETCH AND
FREEDOM IN MOVEMENT**


M J S T C  **[F:ZIP]**

**STRETCH
TO THE MAX** 

M-Flex 2.0 offers superior stretch and flex to maximize your freedom in movement.

**BLOCK
THE WATER** 

The Aquabarrier is a silicone printing which forms a barrier, preventing water from entering your suit.

**STAY
TOASTY** 

Polar lining offers a soft feel on the inside of your wetsuit, reflects body heat and makes sure you will stay warm longer.

WE CREATE PRODUCTS THAT PUSH RIDERS FURTHER, ALLOWING THEM TO BREAK ALL THE EXISTING BOUNDARIES AND TAKE ACTION WATERSPORTS TO A WHOLE NEW LEVEL.

Team Mystic

INCONTROL // MYSTICBOARDING.COM



At the same time, the material is also stronger, which enabled me to reduce some of the extra reinforcements that we had on the kites in the past, which ended up reducing weight on the kites as well.

Aside from the extra strands in the material what else is different about it?

Apart from the 30% increase in strength compared to the best materials on the market, Quad-Tex also exhibits the least amount of elongation and stretch—consistently outperforming competitors in warp and weft tests. Simply stated, Quad-Tex will last longer and our testing for over three years has shown that a 1-year-old Quad-Tex kite is still stiffer than a brand new kite made from other leading materials.

What was the biggest challenge in the development process?

The biggest challenge was to learn how to work with such a big industrial manufacturer, where a sample takes about six months to be made. I'm used to having kite prototypes ready about a week after I design them! It was definitely an entirely new and different approach for me. Organising the long-term testing of the material was also challenging since I had to spend long hours kiting and crashing in the waves!

How does Quad Tex benefit the consumer and why should they buy it?

Quad-Tex makes a better, stiffer, more reactive kite that will last longer—indeed, it keeps value for a longer time. I think that once you've tried our Quad-Tex kites and felt the difference, there is no going back to the other designs and materials.

THE REAL GAME CHANGER



The new North Click bar has been turning heads on the internet for a month or so now, it has also been turning heads on beaches too. We've had one on test for a while and so far we've been loving it. Rear line trim systems make a lot of sense, there is less pressure on the rear lines so it is easier to power up and depower.

You also don't have to lean off your edge to reach up for the depower rope and you don't even have to look at what you are doing as once you are familiar with the system you can find it and adjust it easily. We talked to Philipp Becker from North Kiteboarding about the bar and how it can benefit you, we also added in some of your questions from social media.

NORTH CLICK BAR

AIRTON COZZOLINO USING THE NEW NORTH CLICK BAR!
PHOTO TOBY BROMWICH



THE NORTH WAVE CREW CHECKING OUT THE NEW CLICK BAR.
PHOTO TOBY BROMWICH



You've had the best-kept secret in the kite industry for years. I first saw a rear line trim bar in Mauritius about five years ago. How did you manage to keep it a secret and were there many leaks?

Philipp Becker: Five years is a bit early as we only started working on our rear line trim system about three years ago, we realised that the concept was great, and the prototypes were working well already. The real challenge was how to get it into serial

production without any mistakes. We were estimating to sell approximately 10.000 pieces in the first year, so there was no room for teething problems. Luckily everyone involved was stoked on the idea and was focused on making a solid product that would be around for years to come.

Obviously, there were some leaks, you can't avoid it, but just two weeks before we launched our campaign one of our competitors started with the #Gamechanger.

So now there are two Gamechangers, but the proof is always in the pudding. All I can say is get both products in your hands, and it will quickly become clear who is the real Gamechanger.

There have been many comments saying that it won't work, that it will fill with sand and corrode etc. How long did you test the final production versions for, and how long was the development in total?

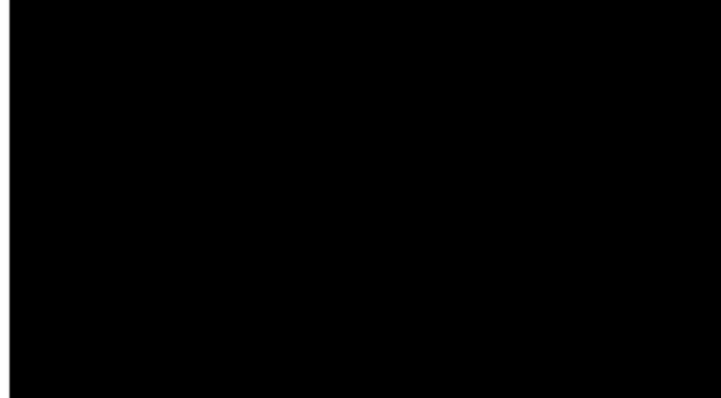
In total, the development ran for three years. We had planned for it to be a little shorter but we wanted to be 100% sure that everything was working smoothly. The very final version was tested for over a year, and there were a hundred test bars being put through their paces across the globe. Everyone from our regular customers, developers, office crew, ambassadors, not to mention our huge team of world class riders tested the products in every condition and destination imaginable. There's no doubt that the final version has been put to the test.

It's always interesting how people know so much about a product they never had in their hands, be it the new iPhone, the new Audi A6, even the new Ducati. My recommendation is to go to a North Kiteboarding demo event, test the bar, see if you like it and then decide. At the end of the day, if something were to go wrong we have our warranty terms as well as the +6 registration scheme that gives an additional six months. It's all covered. I've been using one of the early prototypes for nearly a year now. I've never rinsed it with fresh water, never taken good care of it, I've tried to abuse it as much as possible wherever I go, and I still haven't had any problems.

What was the biggest challenge with the development of this product, aside from keeping it under wraps?



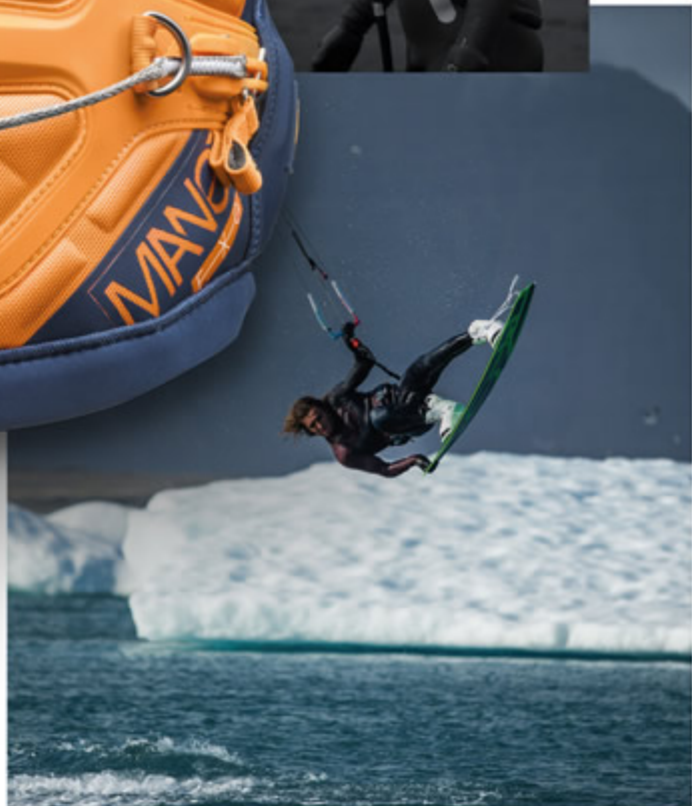
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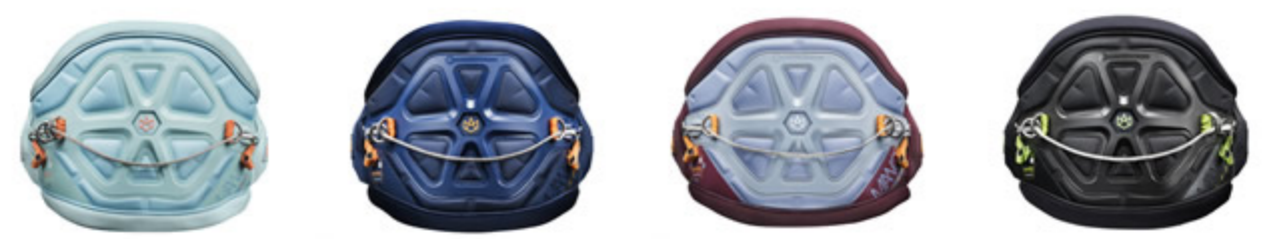
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THE EXO HARNESS



The EXO harness can significantly increase the length of your sessions thanks to its comfort. We worked with a human kinetic science lab to help us on this project, their scientific approach and knowledge of human morphology enabled us to create a harness providing a level of comfort that was previously nonexistent.

The EXO has been developed to optimize load distribution and thus prevent the rider from having misplaced pressure points such as on the floating ribs or lower back. The body no longer has to compensate for pressure on the wrong areas with muscle contractions or taking unnatural positions. This reduces the fatigue and pain of the rider, allowing him or her to ride longer and with more comfort.

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THE UNIQUE RECTANGULAR TPU COVER FOR THE DEPOWER LINE AND THE SHAPED HOLE IN THE BAR PREVENT ANY LINE TWISTS...

The biggest challenge was to get the idea from the prototype stage into mass production. It's easy to build one prototype, but to have a couple of thousand pieces produced with the same quality is a challenge.

How many people worked on it at North Kiteboarding, and did you have any outside help aside from the original patent designs?

The original idea came from Jerome Bonieux. He and one of our product designers Aurelien Mierswa were the main people pushing the project to where it is today. I think we can all agree that it is a real innovation for our sport. During the testing phase everybody within the NKB team was involved, making it the biggest panel of critics and honest testers. This was crucial for finding solutions to all problems encountered asap.

Do you see the Click Bar replacing all bars in the future? Do you still have the Trust Bar and Wakestyle Bar available at the moment? Is it suitable for everyone?

The Click Bar definitely has the potential to do so, but it is also at a higher price point from other bars which is often an influencing factor. That said, the Click Bar allows you to use it with 22m and 24m – due to extensions - and you can fly nearly any kite on the market due to the V adjustment and additional pigtails. So for a bit more money, you can actually save money by not having a second bar.

For the first year, we wanted to carry over the Trust Bar for our loyal customers, as well as the Wakestyle Bar for the team and dedicated wakestylers. We were 100% sure that the Click Bar would be brilliant for freeriders in terms of comfort, safety and ease of use.



NICELY FINISHED, THE TRIM MECHANISM IS ENCLOSED AND PROTECTED...

For wave riders, it delivers much more freedom and options for powering and depowering. It's like shifting gears on your bike. We were surprised to see this translate across to our park riders like Craig Cunningham, who loves the bar for depowering the kite just before he hits a feature and knowing exactly the amount of clicks he had to do each time to suit the

conditions; something impossible to do with a dangling rope adjuster. So yes, I do think it's suitable for everybody.

Photoshoots and contests are always a good indicator as well. I just got back from a wave shoot and the GKA contest in Mauritius where we gave the riders the option to choose between the Trust Bar and the Click Bar. Yes, you guessed, they all chose the

Nevertheless, the Trust Bar is still state-of-the-art in terms of safety and reliability when compared to many competitors.

It's been designed to run on any kite, with lots of tuning options to ensure it works across a broad range of kites from many brands. Do you see a future where we buy a kite from one brand, then a bar from another, according to our preference of the systems in use?



SEBASTIAN RIBEIRO TUCKS UNDER THE LIP AT ONE EYE WITH THE NORTH CLICK BAR
 PHOTO TOBY BROMWICH

For now, I predict that you'll buy a kite and then a bar with the most comfort and safety for that kite. Unfortunately, there are still some bars out there for the same amount of money with inadequate safety systems. Surprisingly enough, the V-adjustment and the quality of the lines of the Click Bar further enhances the feel of the kite.

What are the advantages for the riders with the Click Bar, and are there any disadvantages?

The main advantages are the super precise adjustment system, the automatic untwisting feature,

“THERE ARE STILL SOME BARS OUT THERE FOR THE SAME AMOUNT OF MONEY WITH INADEQUATE SAFETY SYSTEMS.”



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NAISH



MATCHU LOPES USING THE CLICK BAR IN MAURITIUS!
PHOTO TOBY BROMWICH

the accessibility, the comfort and the freedom this bar delivers. For wakestylers/freestylers I can see that the length of the bar is not ideal for passes, however, for freeriders and in the waves it's a whole new sensation of kiteboarding.

What is the warranty on the product like?

As I mentioned before the Click Bar carries the warranty terms of your country, plus an additional six months if you register your product with our +6 scheme.

Why is it so expensive and what makes kite bars cost so much money?

Is it actually that expensive? Compared to your mountain bike, your electric skateboard or anything that delivers you guaranteed fun? It might be more expensive than other North Kiteboarding bars but equal in price to existing bars on the market, which don't have the new brilliant concept.

With this Click Bar, you'll feel the innovation in kitesurfing, you'll get the option for 22m and 24m lines, it can be upgraded to 5 lines, it has several new functions, most of all it's safe. You can use all your old kites with it no matter the brand, it comes with the newest safest and most reliable Iron Heart, and without a doubt, it's worth every penny!

THE UNVEILING OF
THE OCEAN RODEO
STICK SHIFT BAR.

OCEAN RODEO STICK SHIFT BAR

Ocean Rodeo launched their Stick Shift bar at Surf Expo, it's not yet available for test but the finished product will be in shops soon. Online the launch was met with calls of "copy" with regards to North's Click Bar. However, both systems are totally different in the way they trim the rear lines. Richard Myerscough worked with a small team for five years to develop the Stick Shift, we caught up with him to find out as much as we could...

THE REAL
GAME
CHANGER





You're the second brand to come out with a rear line trim bar, is this a direction we will see all kite bars head in the future?

From a design perspective, front line trim has always presented problems we have had to work around. Trim systems on the front lines flap in the rider's face; the weight tends to sink the front lines and can cause tangles with the rider in the water. The system is either out of reach or limits the overall potential throw of the bar;

the cleat carries the bulk of the rider's weight and so is awkward to adjust when fully powered; and, if the system fails the rider is left with a fully powered kite.

For all those reasons and for the simple desire for an uncomplicated, clean and efficient bar design I expect you will see many brands adopt back line trim.

However, it's also important to look at things from the consumer's point of view. It is our opinion that many riders won't care if they

are adjusting the front or back lines. They will simply care that their new Stick Shift bar is intuitive to use, is easily adjusted when riding and has a clean, ultra light design that is free of all the clutter and confusion of the older style bars.

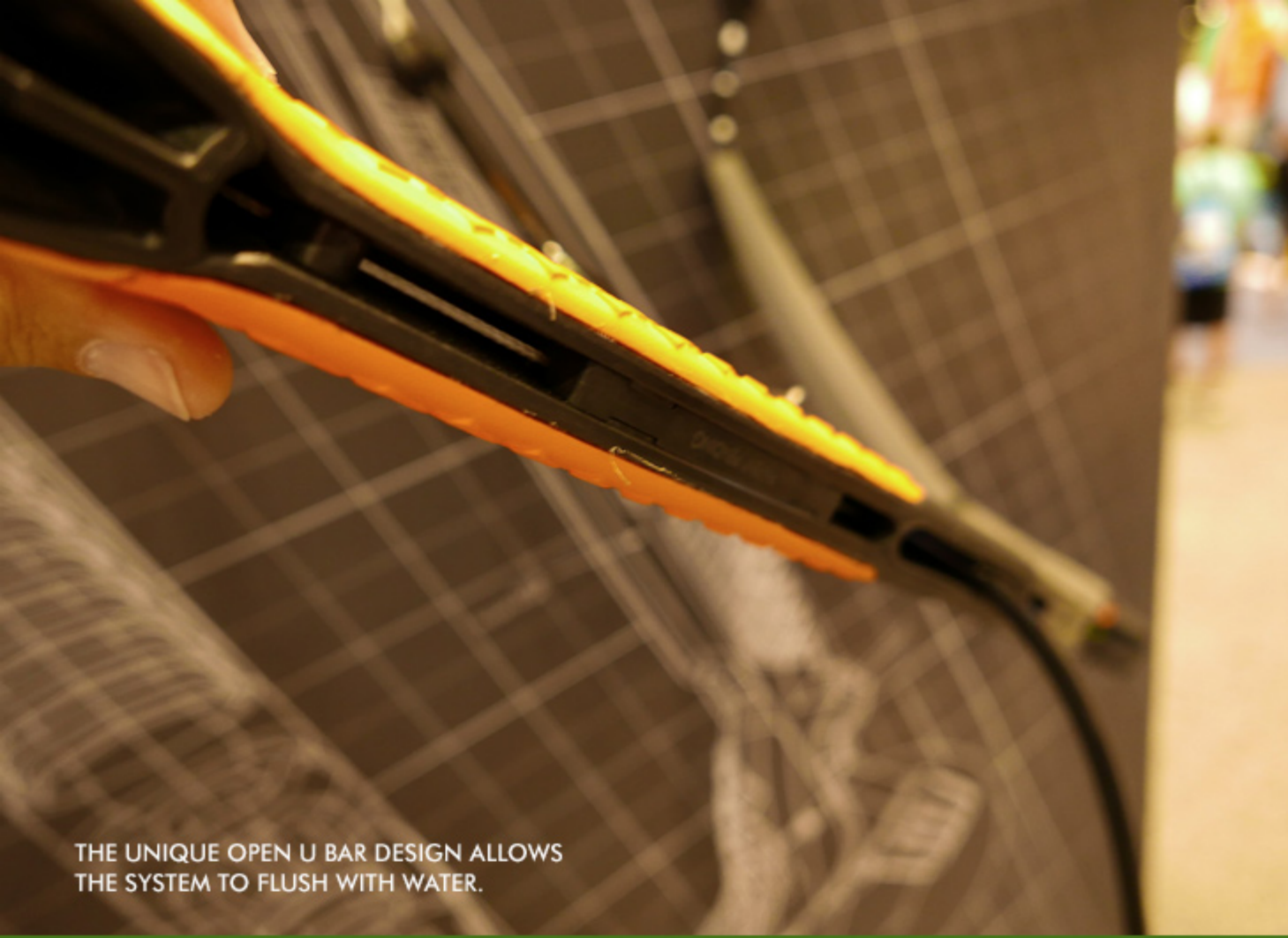
Everyone is saying you copied North, but obviously, this has taken years to work on, what's the story behind your bar and how long have you been developing it?

I think most consumers are smart enough to tell that this is a project that takes more than a few months to whip together!

The truth is, our company enjoys a long history of innovation within the industry. Our first patent - filed in 2001 - is now the default eject system for all kite control bars and we expect this innovation to have an equal impact on the industry.

We started design on the bar in 2010 when we partnered with Rudo Enserink to address the design challenges. Rudo is the primary inventor, conceiving of the nudge winder and open channel bar. Ross Harrington and I contributed our own industry know-how and developed the idea with such novel additions as the rear line tensioner that ensures your back lines cleanly pay out when unspooled, even when the back lines are not under tension. As we neared completion, we elected to sub-brand the components as R3, a nod to each of our first names. A simple patent search will show patent applications for this project that date back to 2012.

The actual bar is really unique, it's open at the bottom, can you tell us about that? Was it always the intention to make it open or did that develop from early prototypes?



THE UNIQUE OPEN U BAR DESIGN ALLOWS THE SYSTEM TO FLUSH WITH WATER.

At the start, we quickly identified that we would have a difficult time keeping sand and debris out of a closed unit and so the open U-shaped channel concept quickly emerged from the early sketches. Throughout the design process, we worked to keep wide operating tolerances for all parts to ensure the sand and debris could be quickly flushed out and that any lingering debris would not negatively affect the mechanics.

It was also important to us that the system is as mechanically simple as possible, ensuring easy in-the-field maintenance and repair and the open U-shaped design helped ensure consumers would be able to quickly inspect all the parts and easily replace and fix the bar should they need to.

“THE OPEN U-SHAPED CHANNEL CONCEPT QUICKLY EMERGED FROM THE EARLY SKETCHES.”



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TIDY DESIGN ELSEWHERE ON THE BAR TOO

That raises a good point - is this bar hard to service?

Not at all. The open U shape makes it easy to inspect your trim line, and if it needs replacement, the consumer simply needs to pop one set screw to drop the winder out of the bar to replace the trim line. We estimate the replacement parts will take less than 10 minutes to swap out for most consumers.

Your bar is visually quite different to North's Click Bar, do you use a similar internal mechanism?

In fact, they are entirely different solutions. We do not have an internal mechanism; ours is an externally mounted winder in full view on the lower edge of our open U-shaped channel bar. Our winding

mechanism is a unique and very simple pawl and cogged winding spool that offers the rider both power and depower with the same control knob.

Our system adds power in simple quarter turn increments where each complete turn of the knob equals about 2 cm of traditional front line trim power adjustment. Depowering can be slow and controlled with small nudges or rapid with a hard push and - crucially - does not require that the rider take his or her hand off the bar when attempting to depower. Additionally, our rear lines have a unique tensioner inside the bar floats that ensure even spooling of your lines when adjusting the trim on the beach or in situations where the kite is not tensioning the back lines for you.

What was the biggest challenge with the development of this product, aside from keeping it under wraps?

Our biggest challenge was the design and production of the channel bar. Finding the right design, materials and manufacturing partners to produce this part was very difficult and even then, once we settled on all of that we needed to ensure it would stand up to abuse. For this, we worked closely with the engineering department of Victoria's Camosun College to do extensive destructive testing on the bar samples, providing the critical data we needed to refine this part to our design parameters.

What are the advantages for the riders with the Stick Shift Bar, and are there any disadvantages?

Our Stick Shift bar offers consumers a simple to use and understand bar that is easily adjusted even when fully powered. It offers a clean, clutter-free front line

THESE INDICATORS SHOW YOU HOW MUCH THE KITE HAS DEPOWERED.



that affords virtually unlimited sheeting range and fewer parts to fail on these heavily loaded front lines. It shifts your trim adjustment closer to you, keeping it in reach at all times and allows the rider to keep both hands in control and on the bar when seeking to depower the kite in heavy winds.

It also removes potential safety hazards from your bar by ensuring there is less weight on the front lines to potentially sink your lines and tangle you in the water and ensures a tangle-free front line re-ride with every eject. Our unique back line tensioner provides smooth spooling of your lines even when the back lines lack tension.

When sailing the Stick Shift gives the rider the ability to make on-the-fly, micro adjustments to their kite's trim without coming off their tack and without needing to look away from their point of sail as the trim adjustment is always within reach and in the same location.

Our unique, U-shaped open channel bar flushes all debris quickly and easily and offers the consumer quick in-the-field maintenance and repair options. Total trim line replacement is less than a 10 min job for most consumers.

As of now, we've not identified any negatives to our design, but we do recognise that the diversity of riding styles out there might demand slight variations on the bar design with future releases of the bar.

What is the warranty on the product like?

Our standard Ocean Rodeo warranty applies and - as with all our products - we offer a 60 Day Satisfaction Guarantee if you're not entirely satisfied with your purchase we will buy it back from you!

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TECHNIQUE



WORDS & PHOTOS CHRISTIAN & KARINE

This issue we hope to have a little something for everyone as we've got an advanced water start, some old school air and a fancy pop for you to contend with.

If you ever tire of rolling yourself around, destroying your abs and drinking gallons of water just to get the board in front of you so that you can get back on the damn thing, then it's high time you learnt the board behind water start.

Then, as is the way with kiting we'll combine a couple of classics, this time, a double back loop/roll with a toeside landing.

And finally to finish things, you can swat up on how to stomp the popped toeside indy grab. We hope you enjoy the moves....C&K.



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BOARD BEHIND WATERSTART



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DOUBLE BACK LOOP TO TOESIDE



CLICK OR TAP TO READ MORE

TOESIDE POPPED INDY GRAB



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BOARD BEHIND WATERSTART >

Kite: Switchblade 9m & Fireball **Board:** Ace 139

Stylish and practical, definitely two words that fit this down to a T. Stylish because what better way can there be to regain your pride after a wipe-out, other than just boosting back up into the air from which you fell and scooting gracefully off. Practical as most of us spend a lot of time getting back on the board and this one relieves your abs of their constant and exhausting task of pulling the board back under you after each and every dunking. It's also a bit of a precursor to moves like the jumping beach start and will also give you a good feeling for when you come to learn the dark slide. That should hopefully be enough to tempt you?

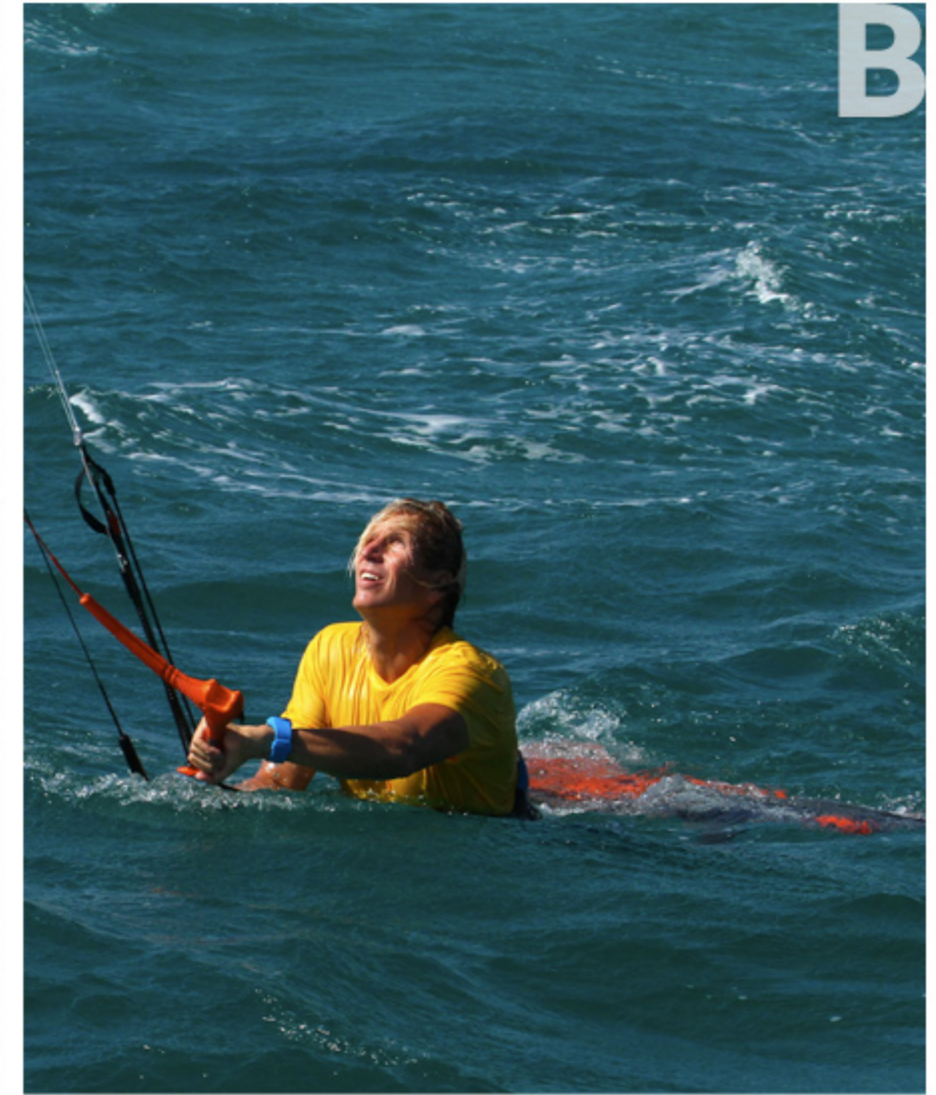
By way of an additional forward, this is most handy and practical should you fall and find yourself with the board still attached and behind you. The only prerequisite for this may be the ability to jump, even if only baby ones, as you'll have an idea of what the kite should be doing and how to land. Right, let's have a look at the bits that make this possible.

A New Beginning Pic A

So you're in the drink, your feet are in the straps, and the board is behind you. The good news is that you no longer need to abuse your stomach, but rather use the wind. Regardless of wind strength, gusts, lulls, sea state or anything else that mother nature cares to hurl at you, the pre-start checklist remains the same. First off your board is securely on both feet and is,



therefore, unlikely to come off when you launch yourself from the water. Secondly, your sweet spot needs to be trimmed out away from you. This will not only help you get more lift, but more importantly, it will enable you to man handle the bar as it will be up in front of you. If the sweet spot is down near the chicken loop, the bar and your hands will feel too low, they'll be out of sight under water, and you'll feel less balanced. Assuming that the above is correct you now need to work out which way you'll go and check to see if the coast is clear. Christian will go right, starboard, so he has a good check. All this can be done with the kite at 12 o'clock, but if it's very



windy slightly to one side or the other will keep you in the water.

The Set Up Pic B

As you can well imagine, if there is most of you and your board in the water, you're likely to create a far amount of drag and resistance. This means that you do need to move the kite for assistance. Think back to the early days, or your first lessons. More often than not you'd try to dive the kite from 12 o'clock and either not much would happen or if there was enough power the kite would go flying straight down towards the ocean and you'd get pulled over the figurative handle bars.



The chances are that if your instructor was worth his or her fee, they'd then tell you that you "still" needed to start with the kite behind you, or rather behind 12. Meaning that if you were going right, your kite needed to be back towards 11, and if you were going left back towards 1 o'clock. It's the same here, and the same rings true that it's better to start with too little and then slowly ramp it up rather than moving the kite too much. To set himself up here, Christian has slowly moved the kite to his left, so it creeps around the edge of the window to about 11:30 (it's quite windy). If he moves or you move the kite quickly you'll be lifted, and you

don't want the lift yet, so slowly does it. Once the kite is back where you want it, you can then send it forwards with more meaning. You can see that Christian has been quite positive with his bar, as he's trying to move the kite quickly and he keeps the bar out on the sweet spot as he doesn't want the kite to stall.

Now's the Time Pic C.

If you look at this pic, it's a continuation of the last point. Christian has given the kite the command to move with meaning, and he's watching it like a hawk to make sure that it turns fast but goes up over 12 rather than overdoing it and diving it down.

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In this scene 12 is your magic number. With the kite going over and past 12 the kite is already lifting Christian so his upper body raises out of the water. This moment of lift is your cue...

To Pull the Bar Pic D.

With the kite moving overhead Christian pulls down on the bar for some extra lift. The chances are that this will stall the kite a bit so the pull will be both upwards and downwind. At this moment you want to tense your core and be ready for the pull, as with the board lying behind you in the water there will some resistance to you going up. Now Christian is looking forwards in the direction in which he'll travel. This will keep him, and you, balanced once you take off. Also by pulling down on the bar you will be levelling it, so the kite will stop moving forward.



The Big Chill Pic E.

As the kite lifts you out of the water, you want to stop it somewhere around 12. Much like you would in a jump, but the main difference being that your objective is to take the kite from one side across to the other. However, at this moment you want to press the pause button. This way all the energy will be up, you'll have tension on the lines, and you'll be in a position from which you can then orchestrate the landing, so keep the bar level. The other point here is not to do much with your legs - yet. The reason for this move, other than looking and feeling great, is that you're trying to save your poor abs. If while the kite is pulling you up and through the water, you try and pull the board underneath you, you'll actually have more resistance than if you were stationary in the water. So leave your whale tail behind you until



the board is clear, just like Christian is here.

The Dive Pic F.

Just like a standard jump, you'll want the kite to pull you downwind so that you can turn the board to follow it for a smooth, marshmallow landing. The only way to achieve this is to dive the kite hard down through the window. Just like a jump timing is key here, so wait with the kite at 12ish until you're dropping. Then once you're close to the water dive the kite hard. Do however make sure that you have your knees up and the board underneath you before you dive.

The Reception Pic G.

And again just as per a jump your aim is to land slightly tail first with the board pointing downwind and the kite diving. So hopefully this will be second nature by now?

Take the landing by standing up over the board, and once you are balanced, you can then carve back onto your edge and continue as if nothing happened.

Top Tips

Aside from making sure that both your feet are firmly in your straps, you will need more oomph than you think to get up and out of the water. Trim your sweet spot out, so that the bar will remain above the water when you send the kite, and you'll get a bit of extra stall lift when you pull the bar in. That said it is better to build up to the perfect take off, rather than fire yourself straight into orbit on your first attempt, so start off with the kite just behind 12 and see what happens. If you don't feel much, take it back a bit further for the next attempt.

Take in the sequence and videos to get a feel for the bar movement and timing.

Common Problems

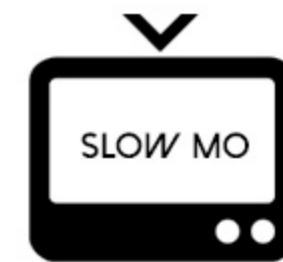
The most likely problem is not getting enough lift. If this is the case take the kite back further before sending it up and over.

If you're getting dragged hard forwards but not getting lifted out, it means that you're diving the kite when you send it. Think of turning it quickly to make it move but then let off so that the kite goes via 12 o'clock.

If you're landing nose heavy or falling to the side as you land, this means that the kite has crept too far round the edge of the window, so it's now too much to the side you are going. Make sure you level the bar and stop the kite at 12, and then make sure you give it a decent dive to land.

Keystones

1. Move the kite slowly back towards 11 or 1
2. Turn the bar aggressively to move the kite quickly up towards 12.
3. As the kite lifts, pull the bar in and level it
4. Wait to clear the water before bringing knees up.
5. Dive hard for a downwind landing as per a jump



DOUBLE BACK LOOP TO TOESIDE >

Kite: Switchblade 9m & Fireball **Board:** Ace 139

This jump really typifies what kiting is all about, both getting air and adding together moves, marrying them, adding parts on like a text bundle and coming out with something new and exciting. The constant challenge in kiting makes it fun, and combining skills that you already have makes it achievable. With this win-win in mind, let's ponder the killer combo, which is the double back loop (or roll) landing toeside.

Ideally, we'd strongly recommend that you can already land a decent sent back loop :) And having a dependable toeside will also make sticking the landing one hundred times easier. If you've already got the double nailed life will be simpler still! Bearing this in mind let us ponder the finer points of this move.

The Approach Pic A.

If you read this column regularly, you'll know by now how important the approach to any move is. If something is missing on the run in, your chances of success will be drastically reduced. So make sure you go through your pre-flight checklist. You will need enough height to complete a double back rotation. You'll need enough rotation to complete the double. And you'll need enough control to have the kite in the right place and bring the back foot through to toeside at the end. So come in on a good edge with speed and send the kite positively to get enough height while maintaining forward momentum, just as you



would for a normal jump. Here, Christian is on a solid edge with his hips back, but back leg resisting hard so his bum is low, shoulders twisted forwards to keep as much board in the water as possible. He's sent the kite with both hands, pushing away with his front hand as well as pulling in with his backhand. He's looking forwards and upwind to keep a good straight line into the takeoff.

The Take Off Pic B.

As if the approach wasn't important enough, it's your take off which will set everything in motion, so here you'll need total concentration. As you're going for



the double, it's necessary to get a bit more spin to guarantee you get into the 2nd rotation. However, this part is a compromise as you don't want to wildly throw yourself into the back rotation because you need control at the end for the toeside landing. To get enough spin you will carve into the rotation hard with the edge of your board, and you can lean back slightly to use the board's tail to push you round – this will spin you quicker. However, you must still keep your head relatively perpendicular to your shoulders, if you throw your head around over your front shoulder you won't have the control, and you're more likely to lose your edge. The other must do here, is to use your back leg.



You can see how Christian's back leg is extending. He's pushing against the board, which results in him going up and around. The danger here is to soften the back leg and roll back, which will only end in tears. The final but equally important part of the take off is to level the bar as you go up. Christian has pulled the bar in and as a result levelled it. This will stop the kite swinging too far back and means that as he rotates, the kite should move forwards towards 12 o'clock. In essence, the extension of the back leg and the levelling of the bar keep any unwanted surprises at bay.

The First Rotation Pic C.

Immediately after take off your job is to get the kite back where you want it for the most float, and keep tension in the lines so that the kite is ready for action when you next need it. As you rotate, you can have a cheeky peak, as Christian is here. If the kite is too far back, pulling on your front hand will bring it forwards towards 12 o'clock. Christian's head is still looking forwards, not looking over his shoulder. With the kite moving forwards towards 12 o'clock you should be lifting all the way around your first rotation.

SROKA

TWIN KITE

OUESK KITE

FOIL KITE



Your aim is to get number 1 out of the way on the way up as this way you will steel feel where the kite is. Once you start to drop you won't have the same feedback on the bar so it will be more difficult to time your landing. Christian has finished his first rotation here; the bar is still in, and his knees are up for balance.

Number 2 Pic D.

To get the 2nd rotation happening with enough urgency you now need to use your head. Christian literally throws his head around, looking over his front shoulder, encouraging the rotation. This also gives him a view of where he is, giving him the cue to move the kite further forward. Bringing the kite slightly forward when you can see the water over your front

shoulder will give a bit more lift as it comes over and past 12 o'clock. This will give you a bit more time in the air and with the kite pulling you'll feel where it is and it will react more quickly when you come to dive it. Apart from that Christian still has the bar in and his knees up.

The Decent Pic E.

If you're already familiar with toeside landings, you'll be aware that to start with you should prepare as for a heelside landing. If this is new to you, it's even more important on a back rotation. Theoretically, you're aiming for a double back loop; you're not aiming for two and a half. You want to be coming down reading for a downwind heelside landing, and the toeside is an "add-on" at the last minute. So really the only



difference is that you'll keep your legs up and knees high, rather than put the undercarriage down. In the pic, you can see that as Christian drops he's diving the kite to pull him out of the rotation and downwind for a smooth landing. However, he has his knees bent, and he's leaning his shoulders down and forwards ready to bring the board through...

And Finally the Toeside Pic F.

With the shoulders down and head forwards, Christian can bring his back knee up and through, turning the board to toeside and ready to touch down tail first. It's worth noting here how his shoulders have not yet turned. This is because his body is not rotating another half back loop, but actually facing downwind, the way in which he's travelling. Only the lower half is "toesiding".



Top Tips

Height is your friend here. You don't need to be breaking any records, but if you get a couple of meters in the air you have time to rotate in a controlled manner, which gives you time to think and prepare. Whereas if you're getting shoulder high and spinning like a Tasmanian Devil, you'll be leaving everything to chance. Assuming that you get the rotation right your aim is to really concentrate on trying to land heelside, but at the last minute, as

the kite pulls, to bring your legs and board "through" to toeside. Don't try and rotate there; it won't work...

Have a look at the sequence and videos to see the move in its entirety.

Common Problems

Kite is flying too far back after take off. This is really the most typical of errors, and it's a result of trying too hard to rotate quickly. The chances are that if this is happening to you,

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you are softening your back leg as you send the kite in an effort to lean back and get yourself turning very quickly. The result is that your weight goes onto your backhand and the bar is left behind you. From here it is very hard to then redirect the kite. Make an effort to pop up into the rotation and get the bar level before you leave the water.

If you're under rotating but getting the height, the chances are that you're not redirecting the kite forwards as you finish the first rotation. If the kite stays back you'll stop and drop, so try and steer the kite forwards as you throw your head into number 2.

However, if you're over rotating it'll be similar to the

kite flying too far back. Your take off will be a wild effort as opposed to controlled rotation. Look at the videos, and you can see that it's about one up and one down, so flying the kite throughout the move is key.

Landing with too much power is a result of moving the kite forward too soon. It's an easy mistake to make, especially if the wind is strong. After the first rotation, you only need to bring the kite forward just past 12 o'clock as from here you can dive it. Also beware of pulling the bar too far in, past the sweet spot, as this will stall the kite and accelerate you downwind.

Keystones

1. Controlled approach on solid edge as per jump

2. Up and around while levelling bar
3. Knees up, number one while rising
4. Throw head into number two and bring kite forward
5. Dive as for normal landing and bring board through late for toeside



TOESIDE POPPED INDY GRAB >

Kite: Switchblade 9m & Fireball **Board:** Ace 139

This is a fun little addition to your toeside box of tricks which works equally well on flat water as it does off chop and kickers. If you've ever felt, yourself bereft of things to try on a downwinder this is a sure smile inducer. For starters having a small ramp, such as a piece of chop will make life easier as it'll give you a target with which to help with timing.

Needless to say, you need a fairly solid toeside to make this work, but the beauty is if you don't have one, yet this will force you to get more dynamic. If you're riding with a seat harness, either a sliding bar or something like a Fireball (shameless pimp but it really did make a massive difference here) will enable you to get more locked in on your toes. So what do you need to do?

The Approach & Carve Pic A.

For the set up of this move you will want some speed, but not so much so that you can't control your toeside. It is a pop trick so you don't want your kite any higher than 11 or 1 o'clock. In fact, if you have the kite too high it'll make it tough to edge against it. Finally, you need to have your sweet spot trimmed in close so that the bar doesn't seem a stretch away. If it is, you won't be able to drive upwind off your toes. We've covered a lot of toeside moves and the same always applies; you need to be driving off both feet with both knees bent and your weight forwards.



From this position, you can then move your weight back to carve up, as in this picture. If you already have your weight back, you can't then pop as there'll be too much pressure against your back leg. Going into this picture Christian was pushing himself upwind of the board with both legs, now he's spotted a bit of chop so he's let the bar out slightly, dropped his weight back and is carving upwind and up-chop. Notice how his shoulders are twisted forwards, not upwind, and his free hand is extended upwind but also out in front of him. This will keep his weight from falling too far back when he pops.



Pop Time Pic B.

Popping from your toes shares a lot with its heelside cousin, but if we were to point out one significant similarity it would have to be that you make it happen. When popping there is a huge tendency for many riders to wait, expecting the heavens to open, a few rainbows to appear and the magical unicorn to lift you up and off the water. Now unless you've had too much nutmeg the reality is that you, the rider, make it happen. So once you carve, you have to stamp. Wait too long, and you'll slow down, which will then encourage you to use the kite in your next attempt.

THE GAMECHANGER. THE CLICK BAR



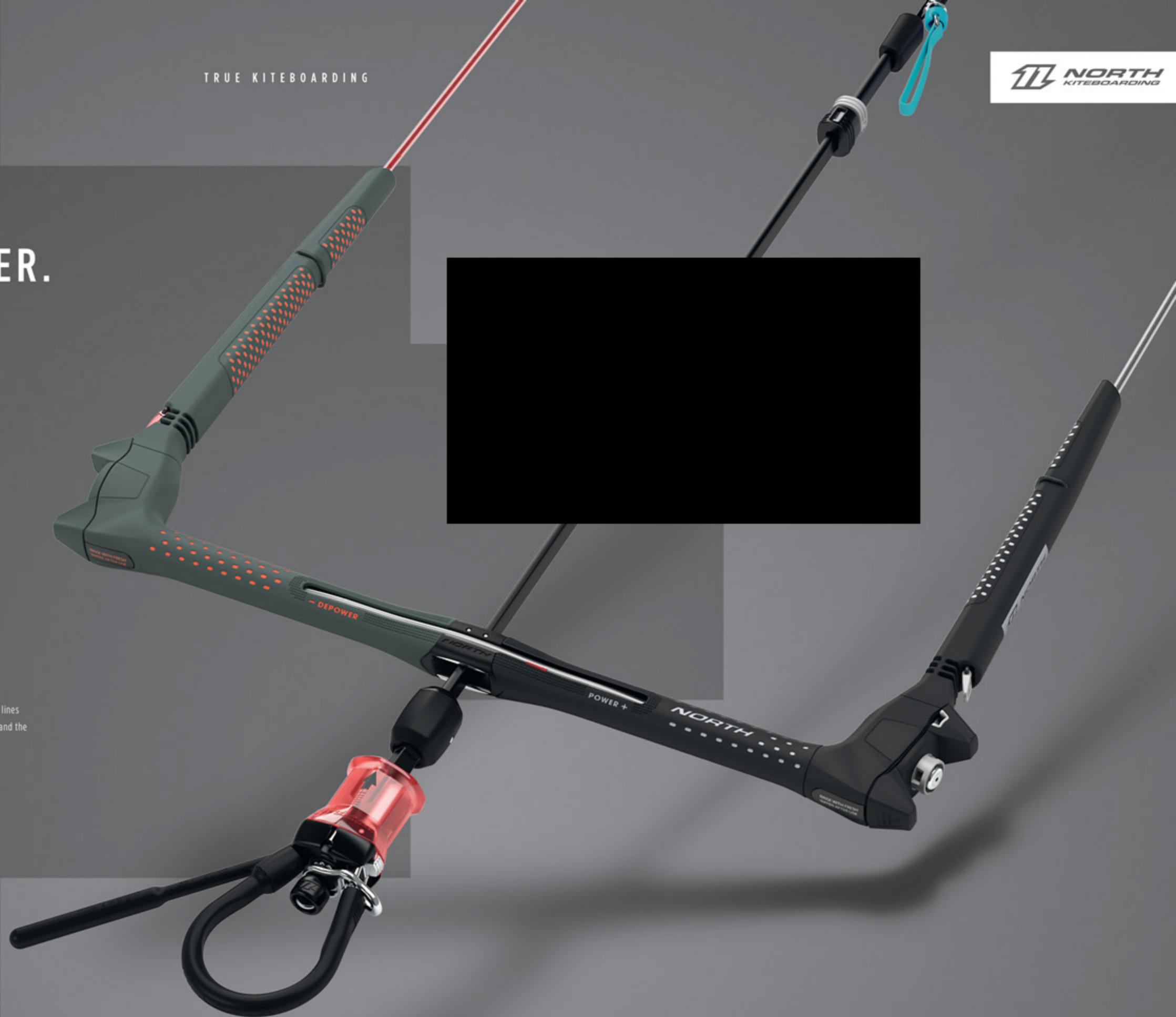
TRIM UNIT

NEW WAY OF POWER – THE WINDER

- > For more power twist the Winder of the Trim Unit clockwise – this shortens the back lines
- > The level of power is visible at the neon orange mark in the power display of the bar and the neon orange mark on the floater
- > Half a rotation on the winder is one power step

NEW WAY OF DEPOWER – THE BUTTON

- > To depower push the Button – this lengthens the back lines
- > Pushing the button once is one depower step





Here as soon as Christian carves up into his chosen stunt ramp, he stamps down hard against his edge with the ball of his back foot, trying to kick the board away and himself upwind. This sudden explosion of energy will force the board up and off the water. As you pop you can also pull the bar back into the sweet spot, the added tension should help. You can see that Christian's shoulders are still facing forwards and his free hand is still leading him. If he were to turn his shoulders more upwind and move his hand back, he would just rock onto the tail of the board, kill his speed and get wet.

Compress Pic C.

Seeing as you're popping, once you're off the water, you won't have long so you must get everything ready for the grab. As your front hand is already free, reaching down for the board shouldn't pose too many problems. However, you need to get the board up within reaching distance sharpish. Aim to bring your front knee up towards your chest and let the back leg follow. That said this is part 3 – you must extend fully to gain maximum pop before you compress for the grab. What's good here is that you can see how the body position of arm and shoulders forward with chest open fits perfectly with what you're trying to achieve, the pieces are the right shape to fit...

The Indy Pic D.

The proof is in the pudding. With the chest open there's plenty of room for you to grab the toeside of the board in between your feet, even if you have the flexibility of a park bench. Once you've got the grab give the board a tug with your hand and as long as the bar is in you'll have balance in the air.



Keeping yourself together also means that you'll travel with the kite and won't get left upwind, which would make the imminent landing considerably more challenging. Hold the grab until you feel yourself dropping, which in real time won't be that long:) You can see with the kite in the right place, a bit of a ramp, full extension, and then bringing the board up you can get a nice bit of air.

Touchdown Pic E.

Being a pop trick there shouldn't be any need to dive the kite, which is quite fortunate as it would be more than a tad tricky with your front hand

otherwise engaged. You will find that as soon as you release the grab and extend your legs, your weight will pull you back slightly. Hence it's good form to hold the grab as long as possible. Try to keep your arm forward, and of course, your chest open, as this will encourage you to follow the kite downwind for a smoother landing. Landing on the tail will also help and remember to compress your legs to absorb the impact. The chances are that you will land with speed, but if you have trimmed the sweet spot close, you should be able to push the bar away to give you an instant to get back on your edge and regain control.

Top Tips

There is really no substitute for a solid toeside, so making sure you have one is really your number one priority. Find the flattest water you can and really work on getting both knees bent, facing forward and working together so that you can then push off the balls of your feet, driving the board onto a solid edge while keeping the board trimmed fairly level from nose to tail, reducing drag and increasing speed. This will also enable you to get more speed and a better edge without the need for silly amounts of power in the kite.



It's also worth mentioning that probably the easiest way to carry speed into any towside move is to pop to your towside already carrying a lot of speed from your heelside. Have a good look at the sequence and videos to see how it all pans out while noting that the sequence has been stretched out so that you can see each part.

Common Problems

The two most common errors here are the towside issue, which we've pretty much covered, and the actual

pop. The pop relies heavily on both the speed that you carry and your body position. If your weight is too far back on the board pre-pop, you will lose speed, and you can't pop against a slow moving board. Make sure that you keep the chest open and the free arm forward and only move your weight back as you're about to stamp.

Keystones

1. Solid towside with speed
2. Drop weight back as you edge upwind and stamp hard to pop

3. Keep chest open and lift board
4. Bar in and sweet spot and hold grab
5. Drop legs and release bar for a controlled landing



Kitesurfing and kids go together like peas and carrots, fish and chips and Guinness and the Irish. As adults, we all know how fantastic our sport can be, but getting your kids involved can often seem daunting. However, if you take the plunge the rewards are endless, more time on the water for one, a healthy lifestyle garnered from a young age, and the chance to be really, really good at something by the time they are old enough to have a beer in the pub after a session...



WORDS SUKIE ROBERTSON PHOTO STEVEN AKKERSDIJK

THE YOUTH ARE OUR FUTURE

“ THE BEST WAY TO GET CHILDREN INITIALLY STARTED IS WITH A SMALL 2-3 METER TRAINER KITE AND HAVE THEM FLY THIS AT EVERY OPPORTUNITY. ”

Right now, kitesurfing has never been safer. Incredibly simple, quick releases, cutting edge design and also top coaching have resulted in people learning to kitesurf and be self-sufficient in under 10 hours. Safety has always been the main reason people, or rather, parents, were reluctant to get their children into kiting. The risks borne out by the sport in the “good old days” have been eliminated by modern safety systems and improved knowledge. Now the benefits of teaching children to kitesurf are so great they far outweigh any negatives.

How do you go teaching your loved one the greatest sport on the planet, though? Generally speaking, a traditional 3-day course would simply be too much at one time for kids under 15. Not only in terms of muscle endurance but also the sheer amount of information having to be taken in in such a short period.

Children learn a lot better in small chunks using as much practical method as possible. In fact, the best way to get children initially started is with a small 2-3 meter trainer kite and have them fly this at every opportunity. Not only will this teach them about the wind, which is essential, it will also encourage “playtime with a kite”, which is a great attitude in kitesurfing.

Once you’ve got to this stage, there are a couple of options. Various kite schools will teach children while the parents are present, in clubs or traditional lessons. The alternative to proper lessons would be teaching them yourself. As with all things, learning something from someone close to you can sometimes be a recipe for disaster, kitesurfing is no different.

LEARNING TO KITESURF SHOULD ALWAYS
BE ABOUT HAVING FUN!
PHOTO STEVEN AKKERSDIJK



NORTH ARE REALLY PUSHING THE YOUNG BLOOD PROGRAM AT THE MOMENT, OFFERING LOW COST GEAR TO YOUNG RIDERS!
PHOTO JT PRO CENTRE



Of course, it is fundamental that parents know the basics to assist, but you don't have to teach them, and often they will respond far better to a professional instructor than they will their mum and dad...

What is essential with choosing a school is checking they supply specific children's equipment. Harnesses, wetsuits and buoyancy aids need to be well fitting, and kites, boards and straps must be of a suitable size. Many brands now do kid specific gear, and a school that has this gear should have experience of teaching children.

"A SCHOOL THAT HAS THIS GEAR SHOULD HAVE EXPERIENCE OF TEACHING CHILDREN."



TAYLOR HÖL FROM MAURITIUS IS A YOUNG RIDER HIMSELF, BUT HE ALSO WORKS WITH KIDS ON THE ISLAND TO PROMOTE THE SPORT AND GET THEM INTO RIDING.
PHOTO CORE KITEBOARDING



*514 ELEMENTAL IN WESTWARD HO, UK RUN SEVERAL KIDS CLUBS TO ENCOURAGE YOUNGER RIDERS.
PHOTO ROBIN SNUGGS



“PLAYING GAMES WITH KITES MAKES GOOD KITERS AND CHILDREN PLAY BEST WITH OTHER CHILDREN.”

The UK specifically it seems has some incredibly exciting and encouraging projects going on for youths. Two kite schools within the south-west have started 'Kids Clubs' which allow children aged between 10 and 18 to experience kitesurfing with their peers.

Edge Watersports, famous for the incredibly successful Bridge family, started their courses last year and have a thriving youth scene. No stranger to teaching children, Steph Bridge taught her three sons Ollie,

Guy and Tom to kitesurf when they were very young, and they are now at the pinnacle of their chosen disciplines.

Why a club rather than traditional lessons? Simply put, Steph says, "Children learn better with other kids, and the emphasis must be on fun. Playing games with kites makes good kiters and children play best with other children."

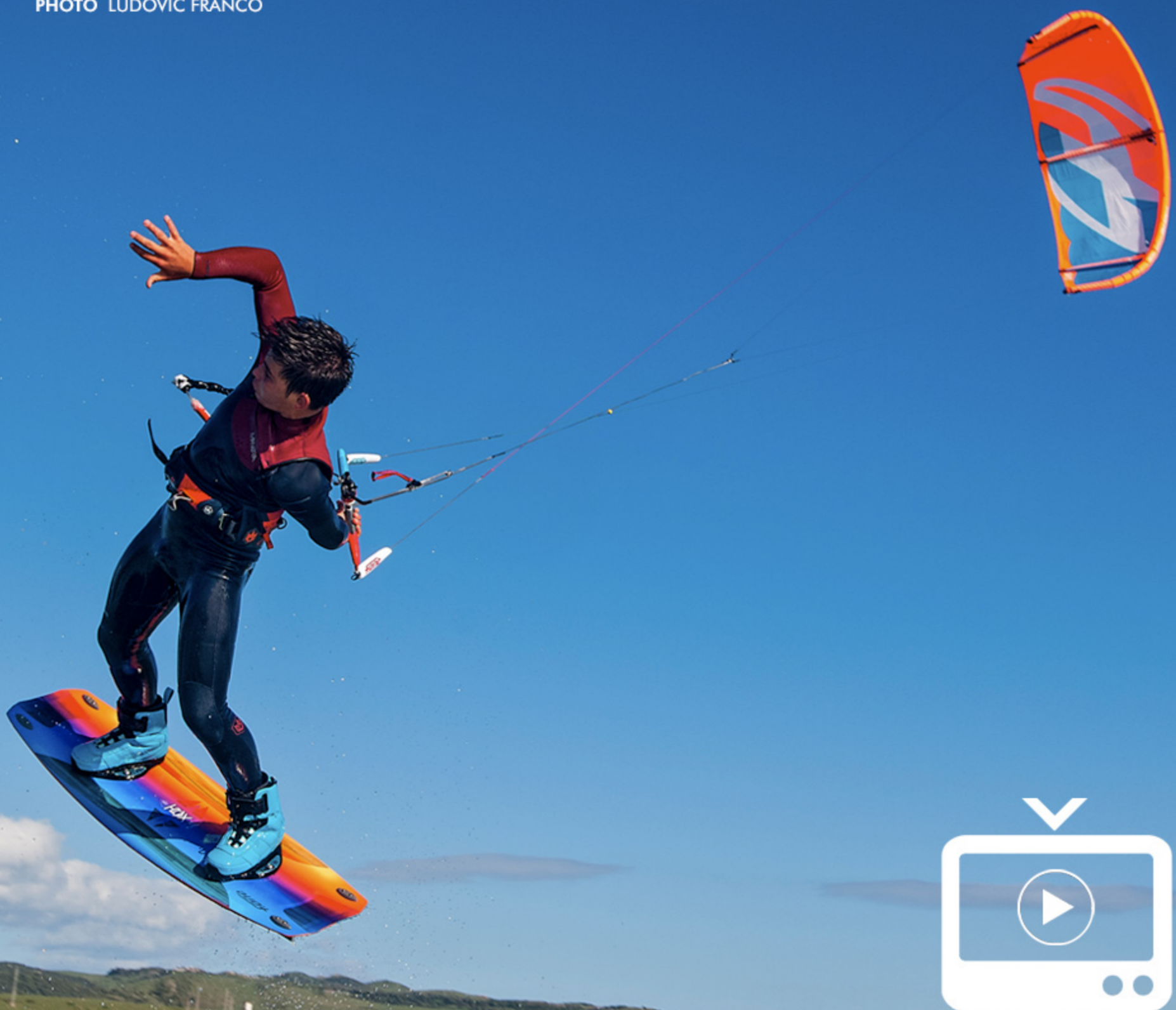
Edge and North Kiteboarding go hand in hand, and the reintroduction of the 'Young Blood Project' has been great for all the kids on the course. North have recognised that finances play a huge part in a parents

decision to get their child kitesurfing, so have offered a limited amount of youth friendly packages at half the RRP. When you consider that for a second, it's a huge saving and a superb way to encourage parents to push their children into kitesurfing.

Just up the coast, my kite school has three different clubs to suit different levels. 514Elemental Kitesports have been running their clubs for three years and not only teach kitesurfing but land kiting too. Robin Snuggs and I both started kiting as children ourselves so we know first hand the battles that are faced.

We have a huge beach, which is perfect for land boarding and buggying, and this is now a prerequisite for any child wishing to enter the water through our clubs.

JAVIER JIMENEZ IS PART OF THE F-ONE NEXT GENERATION TEAM
PHOTO LUDOVIC FRANCO



“THE CONSTANT COACHING AND RIDING WITH PEERS WILL KEEP THE JUNIORS PROGRESSING AND RIDING TO A HIGH LEVEL.”

The more time anyone spends on a kite, the better, and for children in particular, if things become second nature then everything is more fluid.

Once kids learn to buggy and landboard, they learn the same movements used in kitesurfing, how it feels to be generating power and the angles they can achieve into the wind. Once they head into the water, their progress is very quick, and no thought on the child's behalf really goes into the kite. Fundamental to all kids sessions is praise and fun. The simplest thing can be worthy of a 'good job' or 'really well done' and kids respond well to praise. They try harder and get better results.

Of course, not many places have the facilities to teach these land based sports, but what is important is how much longer these kids spend on the trainer kites resulting in top kite skill. After all, kitesurfing is just flying a kite stood on a board! The great thing about a club is that the coaching continues long after the riding has begun. The constant coaching and riding with peers will keep the juniors progressing and riding to a high level.

If you have access to one of these clubs, and more are popping up all the time; then we can only encourage you to join in. A child will stay with kiting if their friends do it. If kiting is something they only do with their dad and friends, then there is a danger they will be more influenced by their friends at school playing Pokémon Go or whatever the latest fad amongst their peers and friend and they will lose interest.



SOAKING UP THE INFO AT THE TEAM BRIDGE YOUTH
ACADEMY WITH EDGE WATERSPORTS.
PHOTO EDGE WATERSPORTS



If there are none near you, you could always ask your local school to start one up. If there are enough juniors, then it makes sense for the school to push the club and one will start. If there are no schools, then why not get your kiting friends kids involved too. The most important factor for success is that there are other young riders on the beach so the children can interact and have fun on their level...

Many schools worldwide run camps, great weeklong events which produce great friendships with kitesurfing at their core.

**“ THE MOST IMPORTANT
FACTOR FOR SUCCESS
IS THAT THERE ARE
OTHER YOUNG RIDERS
ON THE BEACH SO
THE CHILDREN CAN
INTERACT ”**

**WE'VE UPDATED YOUR
FAVOURITE KITESURFING APP!**



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**IMPROVED FUNCTIONALITY FOR MOBILE DEVICES,
IT'S NOW FASTER WITH LOTS OF NEW FEATURES!**

CLICK HERE TO CHECK IT OUT

“ WE DON'T ALWAYS USE THEM OURSELVES, BUT THERE IS NO EXCUSE FOR JUNIORS NOT TO BE WEARING THEM, REALLY WE ALL OUGHT TO BE LEADING BY EXAMPLE, BUT THAT IS A WHOLE OTHER SUBJECT! ”

These are often attended by high profile kitesurfers who started themselves as juniors and will be a great inspiration. These are also worth a Google search for and can be a fantastic way to spend a week or so of the summer holidays!

Kit wise, as we all know you need equipment that fits you and how you ride. A junior harness for the smaller kids is essential to deter any later back pain. Helmets are a given. As adults, we don't always use them ourselves, but there is no excuse for juniors not to be wearing them, really we all ought to be leading by example, but that is a whole other subject!

There are junior specific boards, which are great when kids are small and just cannot manoeuvre a big board. Many brands now include these in their ranges and they hugely aid juniors when they ride, arguably more than any other piece of equipment. Almost more important though are the foot straps, you would be surprised but tiny sized 3 feet do not fit into adult straps although wearing booties can help to pad out the straps!

A couple of brands do now produce children's specific kites and bars, this is personal preference, but the throw of the bar should be of consideration. Younger riders have shorter arms, so they need to be able to depower the kite with a short throw of the bar. Otherwise, they will get out of control and overpowered too quickly.

MIKAILI SOL A YOUNG LADY FROM BRAZIL WHO ABSOLUTELY RIPS ON THE NEXT GENERATION TEAM WITH F-ONE.
PHOTO LUDOVIC FRANCO





ADEURI CORNIEL FROM CABARETE, AT 16 HE IS ONE OF THE MOST PROMISING RIDERS ON THE PLANET RIGHT NOW!
PHOTO SVETLANA ROMANTSOVA

“COMPETITIONS ARE ALSO AN EXCELLENT WAY TO MEET OTHER KIDS, THEIR PARENTS AND COACHES.”

Above all though, make sure that release is safe, safe, SAFE, and your child can eject without a moment's hesitation. Buy recent and buy safe. Don't get something cheap off eBay from 5 years ago; this is your child's life we are talking about!

Once your precious little one has paid their dues learning to ride and nailed their first few tricks, what happens next? For most riders, and children, in particular, competition is a natural progression.

Most national event series have a junior category, and now there is even a separate world championship event for riders under 21 years old.

Most recently we have had the incredibly exciting inclusion of twin tip racing in the Youth Olympics in 2018; there is still plenty of time to get training for that!

Your national tour is a great place to start, and not only will competition push anyone, young or old, but it will inspire the riders to progress. Competitions are also an excellent way to meet other kids, their parents and coaches. For children, in particular, seeing

another kid doing a trick will be the best inspiration out there, knowing size is no boundary. The Pro riders in each competition often started as juniors themselves and will be an excellent role model for your child to aspire to as well.

The British Kitesurf Championships, for example, has a great bunch of junior competitors, many of whom train with former women's champion Jo Wilson. A professional kitesurfer herself, Jo set up her Jo Wilson Coaching business after a lack of coaching available for herself while competing. Through this, she has successfully set up the UK's Youth Coaching Scheme which trains riders aged between 12 and 20 both on riding and also working as a professional rider.

GETTING PROPER LESSONS IS REALLY IMPORTANT
PHOTO JT PRO CENTRE



JO WILSON ON ONE OF HER YOUTH
COACHING WEEKENDS
PHOTO MIKE SMITH



**THE YOUTH
ARE OUR FUTURE**



STEPH BRIDGE, NED TAYLOR AND SOME OF THE YOUNG RIDERS AT THE TEAM BRIDGE YOUTH ACADEMY IN EXMOUTH, UK. PHOTO EDGE WATERSPORTS

Coaching weekends are spread throughout the year allowing the Juniors to train and also then compete together. Many of these riders have even gone on to ride in international events.

On a larger scale, F-ONE kiteboarding has been brilliant in their encouragement of young riders. Etienne L'Hote runs their "Next Generation" team, whose competition successes far outweigh the age of many of their riders. These young riders attend an intensive training camp, which focuses on riding and competition training, media and what it is to be a professional rider. Their current crop is truly phenomenal at kitesurfing!

"MANY OF THESE RIDERS HAVE EVEN GONE ON TO RIDE IN INTERNATIONAL EVENTS."

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Wind (mph)	19	19	20	20	21	21	22	23	25	26
Gust	27	28	29	29	30	31	32	33	35	37
Sky	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁
°F	56	56	56	56	56	56	56	56	56	55
Wave Ht (ft)	8	8	8	8	8	8	8	8	8	9
Per(s)	9	12	15	18	14	11	7	7	7	7

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iKitesurf.com



ADEURI CORNIEL IS CURRENTLY RANKED 11TH ON THE WORLD KITEBOARDING LEAGUE! THE FUTURE CAN BE BRIGHT FOR YOUNG RIDERS, THEY JUST NEED THE ENCOURAGEMENT TO GET INVOLVED!
PHOTO SVETLANA ROMANTSOVA

“STUDENTS TRAVEL WITH THE SCHOOL TO LOCATIONS THE WORLD OVER, TRAINING IN DIFFERENT CONDITIONS WITH DIFFERENT ATHLETES AT ALL TIMES.”

Of course for some people kiting at the weekends and holidays is just not enough. That's where the World Class Kiteboard Academy (WCKA) comes in. A true 'Kite School', kitesurfing and academia are side-by-side, day in day out. Based in the US, Lindsay McClure has been with the Academy since its inception in 2014. Mentor, coach and tutor, she explains how even just one semester can be catalytic in their freestyle development.

"Students travel with the school to locations the world over, training in different conditions with different athletes at all times. It's a pretty sweet way to learn your times tables! Luckily, the WCKA acknowledge kitesurfing should not be a reward for the wealthy and do offer various scholarships for those who feel they would benefit from this type of school but may not have the cash to offer their child the world."

After all of this coaching and competition, your superstar offspring is the next world champion. Or not. And it doesn't matter; the most important aspect in all of this is that kitesurfing stays fun and 'play like' for kids and that they enjoy being out on the ocean amongst the elements sharing your passion for the sport!

There is of course, no matter how safe the current equipment, an inherent risk in kitesurfing, which we cannot ignore, and it would be irresponsible of us to do so. No matter how experienced the rider,



CLICK OR TAP TO READ MORE

Loads of new 2017 gear on test this issue as the brands start to pump out the new products that will shape our sport for the coming year!

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM
PHOTO THIS PAGE OZONE

TRIED & TESTED

KITES:

Cabrinha Apollo 14m
Core GTS4 9m
CrazyFly Sculp 9m
Liquid Force Elite 12m
Naish Slash 9m
North Mono 12m
Ocean Rodeo Flite 12m
Ozone Reo 9m

BOARDS

Cabrinha Spectrum 136 x 41cm
CrazyFly Raptor Ltd 136 x 41cm
RRD Poison 138 x 42cm

SURF BOARDS

F-One Mitu ESL 5'8"

BARS

North Click Bar



BRAND CABRINHA

MODEL APOLLO

SIZE 14M

YEAR 2017



" AN INSANELY
RAPID,
POWERFUL YET
STABLE AND
EFFORTLESS
KITE "



AT A GLANCE

Cabrinha have been developing a new kite for the 2017 range. Released on the first of August, in time for the inbound 2017 seasons, the Apollo has made its way into Cabrinha's line up. The Apollo is presented to us as a high efficiency / high performance freeride kite. Ultra high aspect in design, the Apollo is bound to provide not only lift, hangtime and upwind ability but rapid forward speed as well.

Looking at the Apollo's design features the first thing we notice is the new panel cuts, Cabrinha's new Pure Profile Panel technology uses two canopy panels for each leading edge section, giving the kite a smoother arc and cleaner aerodynamic flow. What does this mean for us the rider? Well, we will benefit from increased stability, performance and efficiency from our kites. We see the use of Cabrinha's skeletal frame, 2DR double ripstop, pro span, sprint airlock, three bridle setting options and reduced diameter struts across the Apollo.

Coming with a choice of bar from Cabrinha you can tailor your setup to ensure your Apollo feels the way you want it too.

TO VISIT THEIR
WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND CORE

MODEL GTS4

SIZE 10M

YEAR 2017



"WHATEVER
YOUR GAME,
GO GTS4"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Founded in 2007 Core Kiteboarding have been advancing through the ranks at a rapid rate. Based in Germany, Core are renowned for their cutting edge technology and quality.

One of Core's elite kites from their range is the GTS4. Aimed at hitting the Freestyle market as well as performing in waves and for those freeride riders it has a lot to live up to. The GTS kites have proven their success over previous years; you may have seen them sending riders flying when kite looping in various kite loop videos. The GTS4 is a 3strut, future c shape kite jammed with tech and well thought out features. We see shorter bridles on the GTS4 than previous editions giving the rider a more direct positive feel in the sky. The wingtips of the GTS4 have been altered for this version, the GTS4's radical reaction tips are slightly squarer and slope off more towards the trailing edge. The GTS4 can be customised via the CIT system; here we can alter bridle points on the kite to change the bar pressure and tension and the feedback we received from the kite. Taking it from the powerhouse we all see online to the freeride/wave weapon it can be.

[CLICK OR TAP TO READ MORE](#)

BRAND CRAZYFLY

MODEL SCULP

SIZE 9M

YEAR 2017



" FLOATY AND POWERFUL, YOU GLIDE THROUGH THE AIR WITH EASE "



AT A GLANCE

CrazyFly's kite range has gone from strength to strength over the past few years, and the Sculp is a product of that progression. Featuring three struts, a simple bridle system and a flat delta shape; the CrazyFly Sculp has been designed as a one kite do it all machine.

CrazyFly have upped their game of late in both design, but most notably the construction of their kites. The Sculp features the fantastic Techno Force Double Ripstop which has a new coating increasing its strength by 30%. Reinforcement is where it's needed but nothing over the top, reducing the weight making the kite incredibly efficient. The one pump system and large inflate valve means speedy and effortless setup and pack down.

Not usually something of note, but the Sculp comes in a most excellent technical backpack, with plenty of space for the kite without squashing it too much, and pockets for your keys and the included repair pack. It also features a handy mesh section allowing any sand and water to drain away rather than sitting with your kite.

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND LIQUID FORCE MODEL ELITE SIZE 12M YEAR 2017



“THE FLOAT IS OUT OF THIS WORLD.”



AT A GLANCE

Liquid Force spearheaded the hydrofoil revolution with their Foil Fish set up last year. The crew at the brand are fully on the program so we weren't too surprised when the PR about the new Elite landed in our inbox. Foil kites and hydrofoils go together like peanut butter jelly so it makes sense for the brand to explore this avenue. The Elite, despite the name, hasn't been designed to be an outright race winner like some foil kites. It's a freeride design aimed to provide an easy foil kite experience, which is accessible for anyone.

Developed with assistance from Benoit Tremblay the kite offers fast and easy pressurisation through unique double barrel air intake ports. Inside the kite there is a baffle system, which helps to distribute the air through the cells, making the kite easy to launch. It's a closed cell ram air design that offers increased water relaunch time. It can fly on any four-line bar; our test kite was sent with the 2016 Liquid Force Response control bar. It is worth mentioning there is a totally new bar now in production for 2016.

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND NAISH MODEL SLASH SIZE 9M YEAR 2017



“ A BOMBPROOF,
LIGHT, RAPID
TURNING,
STABLE KITE. ”



AT A GLANCE

Naish have been pioneering quality kiteboarding design for many years now. Starting as a windsurfing brand, Naish moved onto kiteboarding, surf and SUP products. Founded and massively influenced by Robby Naish the brand has gone from strength to strength over the years. Driven by a massive passion for watersports the brand's team uses its athletes and engineers to innovate and construct the gear we see today.

The Slash is a new model for the 2017 lineup and comes preloaded with features its bound to catch your eye. The Slash is aimed at the wave and strapless market; it is a three strut swept arc design kite. With design features such as its lightweight solid frame construction, radial segmented arc, low drag wing tips, ABS bridle and the octopus inflation system.

The construction of the Slash is incredible, and we can see Naish's Quad Tex quadruple ripstop, easy access zippers (octopus system), trailing edge and bumper reinforcements, Aramid patches, canopy stabilisers, a high flow inflate/deflate valve and much more.

[CLICK OR TAP TO READ MORE](#)

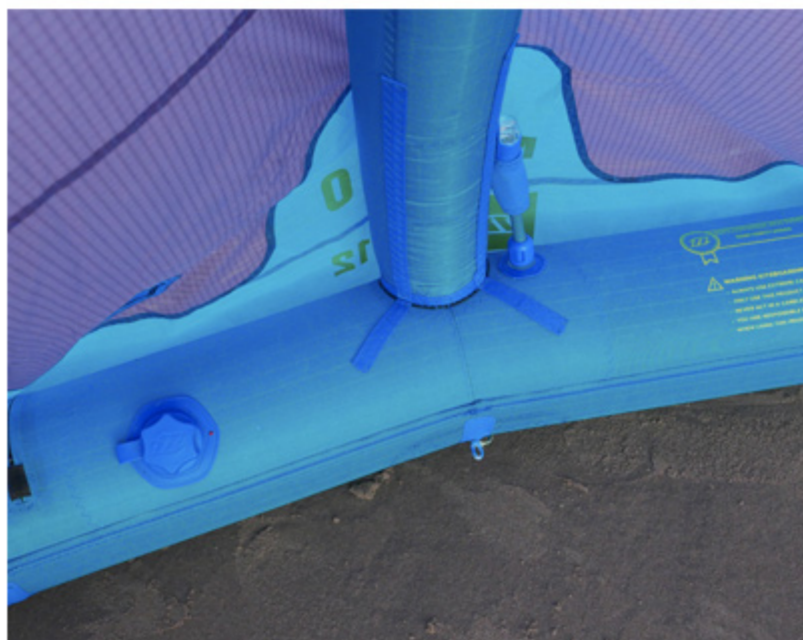
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WEBSITE, CLCK HERE



BRAND NORTH MODEL MONO SIZE 12M YEAR 2016



"OUR NEW FAVOURITE LIGHT WIND WAVE MACHINE."



AT A GLANCE

The new North Mono is a totally new kite from the NKB stable. It features a one strut design and a lightweight build that enables the kite to fly in the lightest of breezes. The kite features the usual North build quality, even if it has been slimmed down a touch to save on weight. The kite features the North adaptive tips to tune the handling and bar pressure as well as the updated Airport Valve II inflation port.

There are Anti-Snag tips as well as the TechnoForce D2 canopy material and a single Fusion Strut. The trailing edge is reinforced with Dacron, and there are load distribution panels to take the stress off the canopy. The overriding factor here though is the weight of the kite, compared to other 12m kites it is exceedingly light.

The Bar

There are no significant changes to the 2017 bar aside from a new colour way; turquoise and blue is the new red and blue it would seem!! The whole set-up is of a very high standard, clean and uncluttered and using quality Teufelberger lines.

TO VISIT THEIR WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND OCEAN RODEO MODEL FLITE SIZE 12M YEAR 2017



“ SUPER STABLE,
MANAGEABLE
POWER WITH
INCREDIBLE
HIGH
PERFORMANCE
IN LIGHT WIND.”



AT A GLANCE

Starting in 1999 with their first product, the PYRO drysuit, Ocean Rodeo have been around since the beginning of kitesurfing time. Based in Vancouver Island, Canada, the company started off making drysuits before moving onto kites and now a range of equipment. Considering that the conditions they ride in are so cold, rugged and often hit by North Pacific storms, getting the design and, most importantly, the build quality of their products right is imperative.

The Flite comes to the market as a light wind x-over freeride kite, Ocean Rodeo's lightest kite ever produced. Some serious design has gone into the Flite to make it not only a great light wind kite but also to enable it to perform the way it does. The Flite features the OR speed inflate system, direct depower safety system and variable line lengths.

Available in a variety of sizes and colour ways there's a Flite out there to suit you.

Sizes: 8, 10, 12, 14.5, 17m

TO VISIT THEIR WEBSITE, CLCK HERE



CLICK OR TAP TO READ MORE

BRAND OZONE MODEL REO V4 SIZE 9M YEAR 2017



“ A MORE RESPONSIVE TURN AND A DIRECT FEEL THAT THE TEST TEAM LOVED.”



AT A GLANCE

The Reo is Ozone's flagship wave kite, it's got a huge following around the world and is the kite that Paulino Pereira uses to devastating effect on the GKA Strapless Wave Tour. For 2017 the kite has been completely updated from the V3 version of last year. It still keeps the Reo DNA, but features updated tips and a new strut design. The canopy profile has been tuned to improve performance too.

However, fans will be pleased to know this is still a Reo. It's a three-strut kite, built to Ozone's usual exacting standards, unlike some kites that are covered in reinforcement patches the Reo instead relies on a solid build from the ground up to ensure it can survive a heavy crash. The bridle is really short and doesn't feature any pulleys, and there are three tuning options for bar pressure too. There is a large aperture inflate and deflate valve to make getting on the water as fast as possible, and a one pump system comes as standard. It's worth a mention that if you want, you can get this kite with custom colours too!

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

" A BREEZE TO RIDE BUT WHACKS A PUNCH "



BRAND CABRINHA MODEL SPECTRUM
SIZE 136 X 41CM YEAR 2017

AT A GLANCE

Heading into the 2017 season we take a look at the 2017 Cabrinha Spectrum. Aimed at the freeride market the Spectrum is a do it all type of board. The Spectrum is designed to excel in a variety of conditions and provide its user a smooth, manageable ride. Compatible with the H1 or H2 footpad systems, the Spectrum comes with 50mm fins, handle and packed with tech features.

TO VISIT THEIR WEBSITE, CLICK HERE



CLICK OR TAP TO READ MORE

" THE RAPTOR LTD IS PACKED WITH PERFORMANCE "



BRAND CRAZYFLY MODEL RAPTOR LTD
SIZE 136 X 41CM YEAR 2016

AT A GLANCE

CrazyFly have been making boards long before they started on their kites and the results speak for themselves, now entirely made in Europe, CrazyFly pride themselves on their attention to detail and the eco-friendliness of their products.

The Raptor LTD is an impressive intermediate to advanced board packed with tech and looks to rival anything out there. A wood core is sandwiched between two beautiful layers of Carbon,

TO VISIT THEIR WEBSITE, CLICK HERE



CLICK OR TAP TO READ MORE

" A SLICK, FLUID
YET GRIPPY
TWIN TIP WITH
EXPLOSIVE POP "



BRAND RRD **MODEL** POISON LTD V3
SIZE 138 X 42CM **YEAR** 2017

AT A GLANCE

We were lucky enough to get our hands on the new 2017 Poison LTD V3. The Poison is RRD's pro freestyle twin tip board, and the LTD V3 is the carbon edition, making it a lighter and thinner model. The Poison boasts a swept in tip outline with a straight section through the centre of the board; this enables the rider to have a carvy fast ride without compromising edging abilities.

TO VISIT THEIR
WEBSITE, CLICK HERE



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"SNAPPY AND RESPONSIVE WHILE BEING SMOOTH AND FORGIVING"



BRAND F-ONE **MODEL** MITU PRO ESL
SIZE 5'8" **YEAR** 2017

AT A GLANCE

The Mitu Monteiro pro model range from F-One has been a hugely popular design. One of the world's favourite wave riders Mitu from Cabo Verde has an insane amount of talent and is a good bloke too. His boards have been developed with F-One for a few years now and last year saw a new shape coupled with the HD Foam Flex construction that F-One first introduced in 2015. For 2017 the range expands even further with four sizes and three different construction methods!

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, [CLICK HERE](#)



BRAND NORTH MODEL CLICK BAR YEAR 2017



“WELL PUT TOGETHER AND A VERY FINISHED AND POLISHED PRODUCT.”



AT A GLANCE

The new North Click bar hit the market with a massive fanfare of revolution. Immediately the keyboard warriors shot it down in flames and picked it apart, while others thought it looked fantastic. We've been lucky enough to watch this bar develop over the years. While we read the comments online we had a little bit of inside knowledge and understanding about this new set up. It's an ingenious system that comes neatly packaged by North in a very polished offering.

This bar trims the rear lines instead of the front lines; it is designed to work on any kite out there that uses a 4 or 5 line bar where the line lengths are all the same. It ships with pigtails which mean you can attach it to any kite and is packed with technology and innovation which we will aim to go through here.

The mechanism itself winds in both rear lines simultaneously; you just have to either rotate the bar end to power up or push the button to depower. Each wind or click adjusts the lines by about 2cm.

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has" - Margaret Mead



IF YOU BUILD IT, THEY WILL COME...

THE BIRTH OF THE KITE PARK LEAGUE

WORDS SENSIGRAVES



SENSIGRAVES HITS THE KICKER AT THE RHOSNEIGR PARK JAM IN THE UK!
PHOTO ROU CHATER





“ IT’S TAKEN A LONG TIME FOR THE APPEAL OF HITTING HUNKS OF PLASTIC TO GAIN ATTENTION. ”

Does kiteboarding really need another acronym? What’s the KPL? Isn’t there enough confusion already? To add to the alphabet soup that has dominated the kiteboarding lexicon over the past 18 months, I’d like to invite you to read the following piece on the introduction of a brand new acronym, KPL. You may not be the slightest bit familiar with slider riding,

and you might have zero interest in ever hitting one. You may also question what possesses one to hit a static, hard object while attached to a kite in the first place, but in the interest of education, let me tell you a story. A story of the legitimacy that is, and family that makes up the Kite Park League.

2016 marked the inaugural season for the first ever park world tour, with riders from over 17 countries participating in five tour stops around the globe. After years in the pipelines, a legitimate world slider/kicker ranking and series of events has finally reared its ugly head and doesn’t look like it

will be going away anytime soon.

Read on for insight into how it started, how our first year went and where we hope to take it.

How it started.

The wakestyle movement and especially park riding have most certainly remained on the fringe of kiteboarding since its very inception as a discipline. Much like half-pipe riding in snowboarding and skateboarding, in the beginning, it’s taken a long time for the appeal of hitting hunks of plastic to gain attention. Few locations had slider parks; few individuals were motivated to build features, and few events were dedicated to this side of the sport.



NOÉ FONT HITS THE NORTH SLIDER AT THE RHOSNEIGR PARK JAM
PHOTO MARY BOOTH

“ THE OUTLOOK FOR THE YEAR WAS POSITIVE AND OPPORTUNITY RIPE TO MOVE FULL STEAM AHEAD. ”

2016 has marked a turning point for the sport as a flood of support has begun to back park kiteboarding. Three brand new sliders-only events popped up, more feet of plastic slider have been developed than any other year prior and more riders have descended on the parks than I've ever seen before.

This influx served as the perfect platform to launch the KPL. "We've been talking about the idea for years." James Boulding told me "Billy Parker has been spreading the idea of a Triple Crown for a long time, but we were always like yeah, one day. It's all happened really quickly. I'm pleased with how it came together. "

With the dedication and commitment of just a few individuals and with the support of our entire crew, the KPL launched. The KPL was officially formed post-completion of the first slider event of 2016, the brand new Blue Palawan Kiteboard Open. The brainchild of Filipina Paula Rosales, Blue Palawan launched the New Year with a bang with almost 30 participants showing up motivated to ride. January had opened with the first park event of the season, and a number of other slider events were already scheduled. The outlook for the year was positive and opportunity ripe to move full steam ahead.

Eric Rienstra is without a doubt the driving force behind the KPL. His passion and dedication to slider riding have never wavered, and he's taken the bull by the horns. After the Palawan event, Eric along with the crew quickly decided this was the year to have a tour.



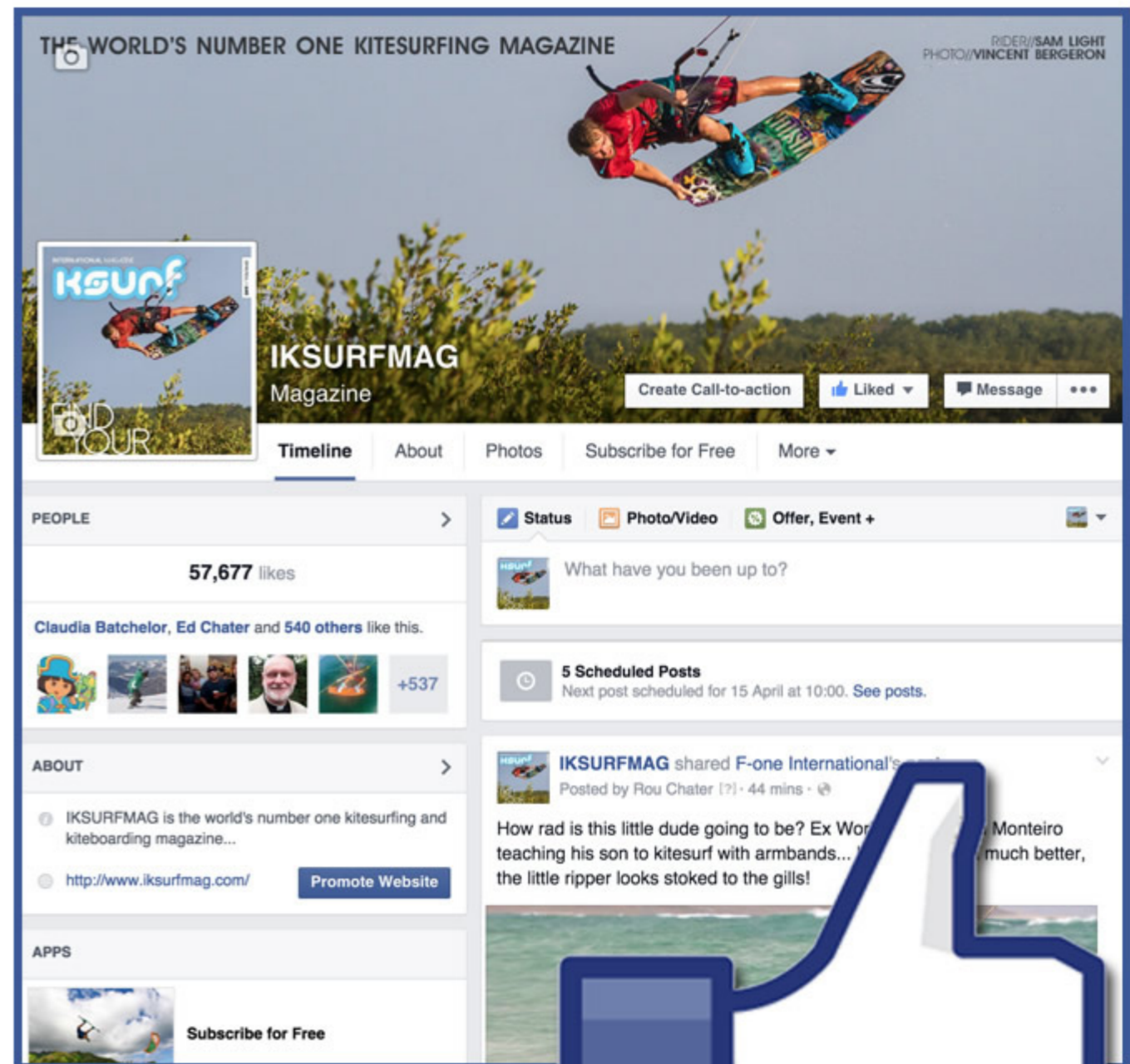
THE CREW WHO ARE JUST MAKING IT HAPPEN!
PHOTO TOBY BROMWICH



He made a facebook group, added the 24 top park riders including driving forces such as Craig Cunningham, Tom Court and Sam Light and as a group we elected five representatives via popular vote.

These members were responsible for promoting and representing the interests of the group and included Sam Light, Colleen Carroll, Brandon Scheid, Eric Rienstra and Alexander Lewis-Hughes. Manuela Jungo soon had our website up, Tom Court started pumping out video projects and the KPL was off and running.

“ MANUELA JUNGO
SOON HAD OUR
WEBSITE UP, AND
THE KPL WAS OFF
AND RUNNING. ”



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BRANDON SCHEID HITTING THE NORTH CHEESE WEDGE AT THE HOOD JAM
PHOTO TOBY BROMWICH

“ THE FEEDBACK AND LOVE I GOT FROM THE WHOLE CREW CONVINCED ME THAT I HAD MADE THE RIGHT CHOICE. ”

The next big hurdle was creating a scoring system that could be applied to any qualifying KPL event. Eric Rienstra and ex-PKRA judge Alexander Lewis-Hughes wrote the rules and formulated the system that we'd utilise at every event.

While doing it for the love of the sport seems crass, none of this would've happened without the riders stepping up and looking to bring opportunities for themselves, their peers and for the side of the sport they love. We couldn't do it without the overall stoke of the group.

How did the year go?

Every single rider that I questioned answered this the same way, better than expected. Operating on a shoe-string budget and with almost half of the events occurring for the first time this year, every single participant had to pull together. It was with the support and commitment of the riders that made each event happen. Whether that was moving sliders into position during the Hood Jam. Or maintaining a good attitude while we huddled under kites waiting for a squall to pass during the Triple S.

“I made it to every event I could, regardless of whether I was going to be paid or not just because I really wanted to see this thing work out. The feedback and love I got from the whole crew convinced me that I had made the right choice.” - Alexander Lewis-Hughes.



EWAN JASPAN SHREDDING AT THE RHOSNEIGR PARK JAM
PHOTO ROU CHATER





“ AS THE PRESSURE HAS GONE UP SO HAS THE LEVEL OF RIDING AND THIS YEAR WAS THE HIGHEST I’VE EVER SEEN. ”

The Blue Palawan Kiteboard Open launched the season. It takes commitment to buy \$1500 plane tickets to the opposite side of the world and have faith that it will be worthwhile. It was precisely that commitment and trust in Paula that gathered the troops. Everyone wanted to support a brand new slider event. Palawan was light wind and competitors rode on big kites (I competed in the women’s kicker final

on a 17m!). We were treated to three brand new obstacles for our sliding pleasure. After a 6-month hiatus from the previous slider event, Palawan got everyone amped up and stoked on riding with one another and pushing the sport.

Up next was the Triple S Invitational. In its 11th year, the Triple S has consistently attracted some of the biggest names in wakestyle and has done more for our side of the sport than anything else. What started out as a week filled with jam-session style riding and epic parties has turned into heat-style riding and a lot of money on the line. As the pressure has gone up so has the level

of riding and this year was the highest I’ve ever seen.

During the women’s final, three front-side 540’s were thrown right in a row. And in the men’s heat, the guys were going massive, making for arguably the most exciting kicker heat we’ve experienced to date. Real Watersports is home to the largest slider park in the world, and the Triple S is the pinnacle of slider riding. The high level of riding this year was a true testament to how far slider riding has come.

Next came Hood Jam, an entirely grassroots event with Colleen Carroll spearheading organisation and support. Hood Jam has quickly become the go-to event of the season. I’ve never seen the slider park in Hood River as busy as it was this past summer.



“ WE’RE ALL THERE TO PUSH ONE ANOTHER, PROMOTE SLIDER RIDING AND GIVE AN OPPORTUNITY FOR EVERYONE TO SHOWCASE THEIR SKILLS. ”

Brandon Scheid and Rich Sabo run the Slider Project, a non-profit that runs the slider park. This year, the Slider Project was able to fund, with the help of new sponsors and supporters two new features for the park.

The spirit of the Hood Jam is that we’re all there to push one another, promote slider riding and give an opportunity for everyone to showcase their skills. The Hood Jam is unique in that the riders collectively decide what they want to do. The build component of the event is especially fun as one day is dedicated to creating a home-made feature to increase the creativity of the park.

This year we built a corrugated tube on wooden legs that we stuck up against the end of the North cheese wedge. The small step-up gap in between the features and general riskiness of the set-up made this the most technical feature that we’ve had in a slider event to date. It was amazing to see every single one of the ladies charging it. The Hood Jam also brought out more trick variations and never before executed kicker hits than we’ve seen before. In the men’s kicker final more 720’s of all variations were stomped than I think in any other competition before.

The fourth stop was Rail Masters in Blagoveshchenskaya, Russia put on by Konstantin Bobovik. Although the top riders decided to use this event as one of their two discards, the Russians showed up to represent and put up an amazing level of riding.

ERIC RIENSTRA IS A BIG INSTIGATOR IN THE TOUR HAPPENING!
PHOTO ROU CHATER



“ THIS MEANT WE COULD REALLY DO THE EVENT JUSTICE ”

The Naoba2 Kite Park boast one of the largest parks in the world next to Real and Hood River and this year saw the introduction of an incline box to double pipe with a step down, the most technical feature on the tour. That said, the carnage was spectacular! Ilya Iskhnopulo took the win with a solid all around performance followed by Aleksandr Minov and Anton Uzhegov.

Finally, we wrapped up with the Rhosneigr Park Jam. This was another one that needed support, and I made the journey to the UK purely for that reason. Events aren't going to be successful unless they have competitors and media. With two home-made features and a small pot of prize money, the Rhosneigr event had the least financial support on the tour.

I was pleasantly surprised by the quality of the rail and the event overall. KPL champion Sam Light elaborates "Organizer Ben Todd built a really fun park and had a legit team of helpers braving the cold out there all day helping move the features. We were blessed with six days of good wind and we even had a few days of sunshine! This meant we could really do the event justice and make all that hard work building the park worthwhile. The international guys came prepared with a lot of neoprene, and there actually wasn't much moaning about the temperature, it wasn't that cold, I was wearing a 4/3 most of the time."

CLICK OR TAP TO READ MORE

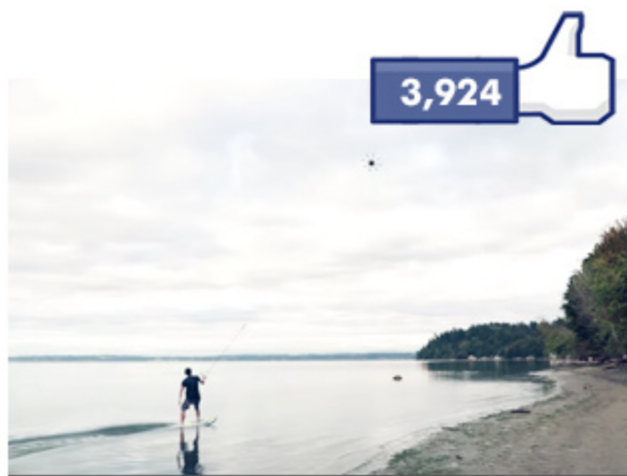
The IKSURFMAG website is crammed with news and videos everyday, we only show the best videos, so to make it onto the site is an achievement in itself.

These are the 4 most popular videos that have been viewed on the site as voted for by you with your thumbs up likes in the last 2 months! Check out the full list [HERE](#), and if you see a video you like on the site, give it the thumbs up, it might just help to push it onto this page!

MOVIE NIGHT

#1 DRONESURFING

Well, I guess it had to happen at some point, didn't it! The rise of the drones seems inevitable and while we reckon this is a long way off replacing a kite it is still pretty cool. Can you imagine crashing it, though, that's not your average DJI Phantom up there pulling him along!



[CLICK HERE FOR VIDEO](#)

#2 KITELOOP EXTREME VERSION

OK, so we had to watch this one twice, then once more, then another time just to check, then a few more times just to make sure our eyes were not deceiving us! The only question that remains is exactly how does Philipp Zach sit down on the way home from the beach with balls that big?



[CLICK HERE FOR VIDEO](#)

#3 CLICK BAR PRODUCT CLIP

The biggest secret in the kitesurfing industry was let out of the bag a couple of months ago. The new North Click Bar has been five years in the making, and this video caused quite a stir when it was finally released. Have you tried one yet, it's clever tech that will no doubt change the way we kite.



[CLICK HERE FOR VIDEO](#)

#4 MANERA - VALHALLA

Amongst all the tech and viral videos, it was great to see that a proper production can also garner massive reader attention! The Manera crew headed out to Iceland to try out their new range of winter suits, and the results are just stunning; a truly epic video!



[CLICK HERE FOR VIDEO](#)

LIGHTROOM

HOW STUNNING IS THIS SHOT... SNOW KITE SEASON IS COMING!
PHOTO FLYSURFER

Lightroom



LIGHTROOM

MARK SHINN THROWING SOME OLD SCHOOL SHAPES, STYLE FOR MILES!
PHOTO ROBERT HAJDUK



Lightroom

LIGHTROOM

SENSI GRAVES BETWEEN A ROCK AND A HARD PLACE!
PHOTO VINCENT BERGERON



Lightroom

LIGHTROOM

POLLY CRATHORNE GETTING LOST IN THE COOK ISLANDS...
PHOTO LANA FEROVIC

Lightroom

LIGHTROOM

A CLASSIC SOUL ARCH FOR THE NOBILE SHOOT!
PHOTO NOBILE



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Lightroom

With Legendary
Ride Engine founder
**Coleman
Buckley**

WORDS ROU CHATER

10 QUESTIONS



How did you get into kiting, you're from Santa Cruz which has a pretty big scene now, but what drew you to it in the first place and what were you doing before?

I've always been into surfing and water sports, one day when I was 13 I saw Jesse Richman, we're the same age, throw a truly massive air. That's when I became interested in kiteboarding but didn't have a chance to pick it up then. About eight years later I was driving far from town looking for surf that wasn't super crowded and stumbled upon a large point break with a sparse crowd of kites that were getting insane rides. It seemed like they were on to something so I tried it out.

The first Armor harness was a hit with your pro riding buddies, at what stage did you realise you had created a success story?

At the time I invented the harness I was working a lot of odd jobs to pay the bills, ding repair, tutoring high school kids, freelance illustration, growing marijuana in my closet. One day about a year into working on harnesses I realised that I had enough orders that I could stop all that and focus entirely on making gear. That felt like success.

Initially, you had to send a mould back to you to get a custom bespoke harness, how did you go from that to the stock versions we see today, does everyone have the same shape back?

I made about 400 of those custom harnesses and kept the back moulds from every order more or less.



“It seemed like they were on to something so I tried it out.”

10

10

“ my dream of staying home and working in my little shop was turning into a nightmare. ”



When I had the opportunity to make a mass-produced version I measured all those and put the dimensions into a big spreadsheet. After some statistical slicing and dicing, I came up with some dimensions that looked right and turned out to work for ~95% of people. There are some people whose shape is too far on the edges of the bell curve to enjoy a non-custom harness, but almost everyone seems to love them.

Do you still make custom harnesses for people based on a mould?

No, I stopped, it was too much work. A single harness took a full day. I've got other things to do.

How did the collaboration with 7-Nation come about and what did they bring to the table?

I felt like my dream of staying home and working in my little shop was turning into a nightmare. I had too many orders to fill myself, was burned out on the repetitiveness of making the harnesses and was seeing my design theory get ripped off by a larger company that I couldn't compete against. I decided I needed to team up with a bigger player and really liked Slingshot's kites and brand ethos (they are a 7Nation company). Patrick Rebstock, Alex Fox, and Sam Light were riding my harnesses, and I asked

them to introduce me to the guys behind the scenes, which lead to a strong partnership between the companies.

What was it like to get out of the garage and into their factory, was it an easy transition?

It was easy for the most part. The folks there took all the stress off my shoulders and really carried the ball regarding getting a product to market since I had no idea what I was doing. I still work in my garage on the next design we will produce, and they handle the business, which is a relationship that's very enjoyable for me.



“90% of what I do is “garage tech”, just throwing things together and seeing how they feel on the water.”



What was it like to get out of the garage and into their factory, was it an easy transition?

It was easy for the most part. The folks there took all the stress off my shoulders and really carried the ball regarding getting a product to market since I had no idea what I was doing. I still work in my garage on the next design we will produce, and they handle the business, which is a relationship that's very enjoyable for me.

Did you have to learn new skills like CAD along the way or has that always been something you've worked with?

I knew some CAD etc. but had to get a lot better at it once factories for asking for files. Honestly, though 90% of what I do is “garage tech”, just throwing things together and seeing how they feel on the water. I think that method works best because it's easy to aesthetically polish up something that works well but hard to design function into something that was designed on looks.

The Rope Slider Spreader Bar system is ingeniously simple, did you have many prototypes to develop it, or did you always start off with such a simple idea?

That system was what everyone in Santa Cruz was using when I learned. They'd just hacksaw the hook off a regular bar and tie a rope on. I believe I was the first offer that system to the mass market, but it wasn't my idea.

10

“ I think if we keep making the best product, that will carry us to success. ”



We're starting to see a few copies of your work reach the market, how do you feel about that?

I think it's exciting to see the idea get traction on a global scale. Making a true hard shell harness is really hard from a manufacturing standpoint. For that reason, a lot of companies took our marketing message but deliver an inferior product that can still be folded in half or has a back plate that hinges or doesn't reach all the way to hips which all defeat the purpose of a shell harness. I feel like insufficient copies like that give the design a bad name since your average Joe rider doesn't know that they aren't the same.

In the end, though I think if we keep making the best product, that will carry us to success.

You've got a range of suits, harnesses and bags, what's next for the Ride Engine brand?

I've been really into spreader bars and control bars recently. We are still a way off from having anything in the market but what we've got cooking is a full departure from what people are on now so I'm excited about that.

Thanks for taking the time Coleman!

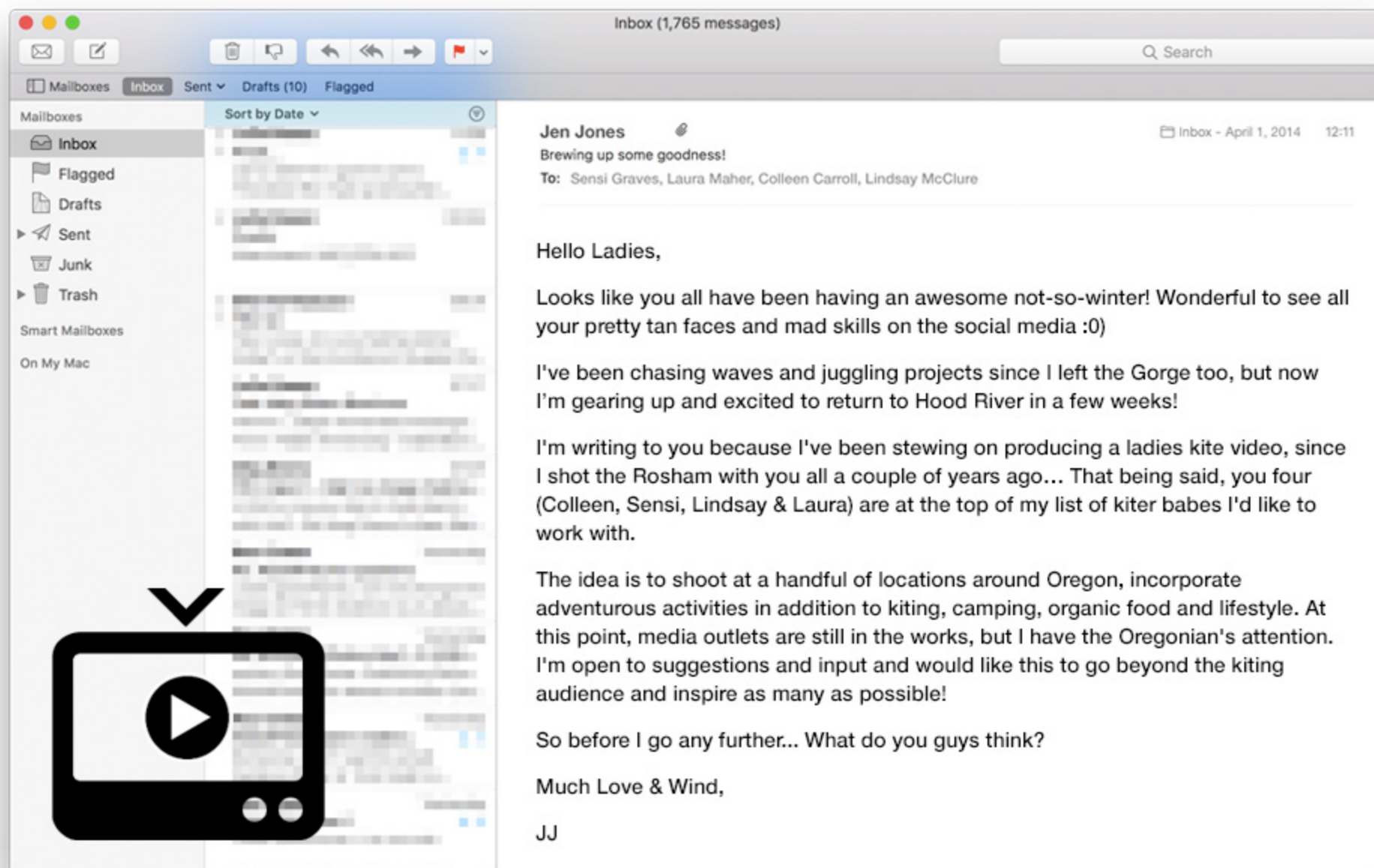
Sure thing, thanks!

[FEMALE FOCUS]

WHERE THE WIND BLOWS BEHIND THE SCENES

WORDS LINDSAY MCCLURE
PHOTOS JEN JONES





Jen Jones sent the above email to Colleen Carroll, Laura Maher, Sensi Graves and myself on April 1, 2014. Who would have imagined that two and a half years later we would have produced three full seasons - a total of nine episodes - together? During three summers of filming, we've chased the wind all over the Pacific Northwest, from the Eastern Columbia River Gorge, through Hood River's slider park, and out to the Oregon coast. We climbed to

park, and out to the Oregon coast. We climbed to the top of a 264 ft tall wind turbine. Then, we packed our bags for North Carolina where we toured a new wind energy project in Elizabeth City and made waves across the Outer Banks.

From the start, we've believed that this project is bigger than each of us individually, and bigger than kiteboarding. Although simply kiting with the girls would have been a fun project, the opportunity to



highlight the good that exists in the Pacific Northwest, and the world, has been a huge motivation for *Where the Wind Blows*. Promoting a sustainable lifestyle and respect for mother earth have been fundamental goals for this project.

Following the initial email, a flurry of messages and phone calls were exchanged before we launched into our first summer of production. Jen took charge from the start, cracking the whip while wearing her trademark, ear-to-ear smile. Jen's first move as the producer was to seduce her second-half, Wiley Watson, into the role of cinematographer and editor. Wiley's background is in producing motocross films with his company, Red Tide Pictures. However, he's also a dark horse in the kiteboarding scene, a ripping kiter who tackles all disciplines.

Hectic personal schedules and fickle Gorge wind challenged our squad during our first summer of production. Our aim with season one was to introduce viewers to the natural beauty, conscious lifestyle, and kiteboarding scene in Hood River, OR. We were proud of our three original episodes, but we knew we were capable of even more.

For season two, we shifted our focus and plan of attack. Instead of trying to get everyone together for each shoot, we focused on producing individual "Selects" and filming in smaller groups. We also put together our "Harnessing Wind" episode about Avangrid Renewables' wind energy operations in Eastern Oregon. In the fall of 2015, we strapped into full-body harnesses, slapped on hard hats and laced up our work boots before carefully climbing, rung-by-rung, to the top of a wind turbine. Once we reached the nacelle (the box-car sized unit at the top of the turbine where the blades meet) we, slowly and steadily, climbed out of the hatch absorbed the view from the top of the giant beast. During season two, we filmed a tonne and came up with some pleasing results, but we were capable of even more.

Then, on April 22, 2016, Jen Jones blasted out an email titled, WTWB... 2016?! This email proposed an episode based in North Carolina. One of the strengths of the WTWB production team, and Jen specifically, has been the ability to manifest ideas. Jen has a talent for making dreams a reality. The "Where The Wind Blows- North Carolina" episode is a prime example of this skill. Filming in and around our hometown is one thing, but hitting the road with the cast and crew was a much bigger tiger to tackle. After a hard look at the viability of taking Where the Wind Blows to the East Coast, Jen green-lighted the project.

For the first time, our team was able to spend an uninterrupted week working and living together. We were able to be on-call, free from distractions, and under one roof for the entire shoot.

" WE STRAPPED INTO FULL-BODY HARNESSSES, SLAPPED ON HARD HATS AND LACED UP OUR WORK BOOTS BEFORE CAREFULLY CLIMBING, RUNG-BY-RUNG, TO THE TOP OF A WIND TURBINE. "





" THE CONSTANTS OF KITEBOARDING AND THE DESIRE TO LEAVE A POSITIVE MARK ON THE WORLD REMAIN. "



When the wind was up, we were able to assemble and be on the water in less than 30 minutes. We were also able to enjoy downtime together, sharing meals and margaritas while sorting through footage. The result is undoubtedly the tightest Where the Wind Blows episode to date.

Each season of filming has concluded with an exciting release and celebration, and then we go our separate

ways. It's remarkable to see how this team has been able to reconnect each summer, stronger, more committed, and closer than before.

Each of us are at different stages in our careers and personal lives compared with where we were in 2014. However, the constants of kiteboarding and the desire to leave a positive mark on the world remain.

Laura is as dedicated to kiteboarding as ever. Her career as a hair stylist provides enough stability and flexibility so she can chase the wind and ride her kites all year around.

Sensi's bikini business is booming, and her riding is more aggressive and progressive than ever.



" I'M STILL TRAVELLING LIKE CRAZY WITH THE WORLD CLASS KITEBOARD ACADEMY, WHICH KEEPS ME ON THE WATER NEARLY EVERY DAY. "



Colleen has remained at the forefront of women's kiteboarding, and she shows no sign of relaxing.

Jen's photo and media genius is more remarkable than ever. During the spring of 2016, she added the Fotobus, a vintage 1971 VW Bus + photo booth, to her array of creative projects.

Wiley is busy bouncing from one high-octane project to another. His films are bigger and more stunning than ever, yet he still finds time to progress his riding at lightning speed.

And me, I'm still travelling like crazy with the World Class Kiteboard Academy, which keeps me on the water nearly every day.

Thanks for tuning in.

READERS GALLERY

Thanks for all your contributions to the Facebook page these last two months. Once again we were inundated with pictures, so if we didn't pick yours we are very sorry, but thanks for sending it to us...

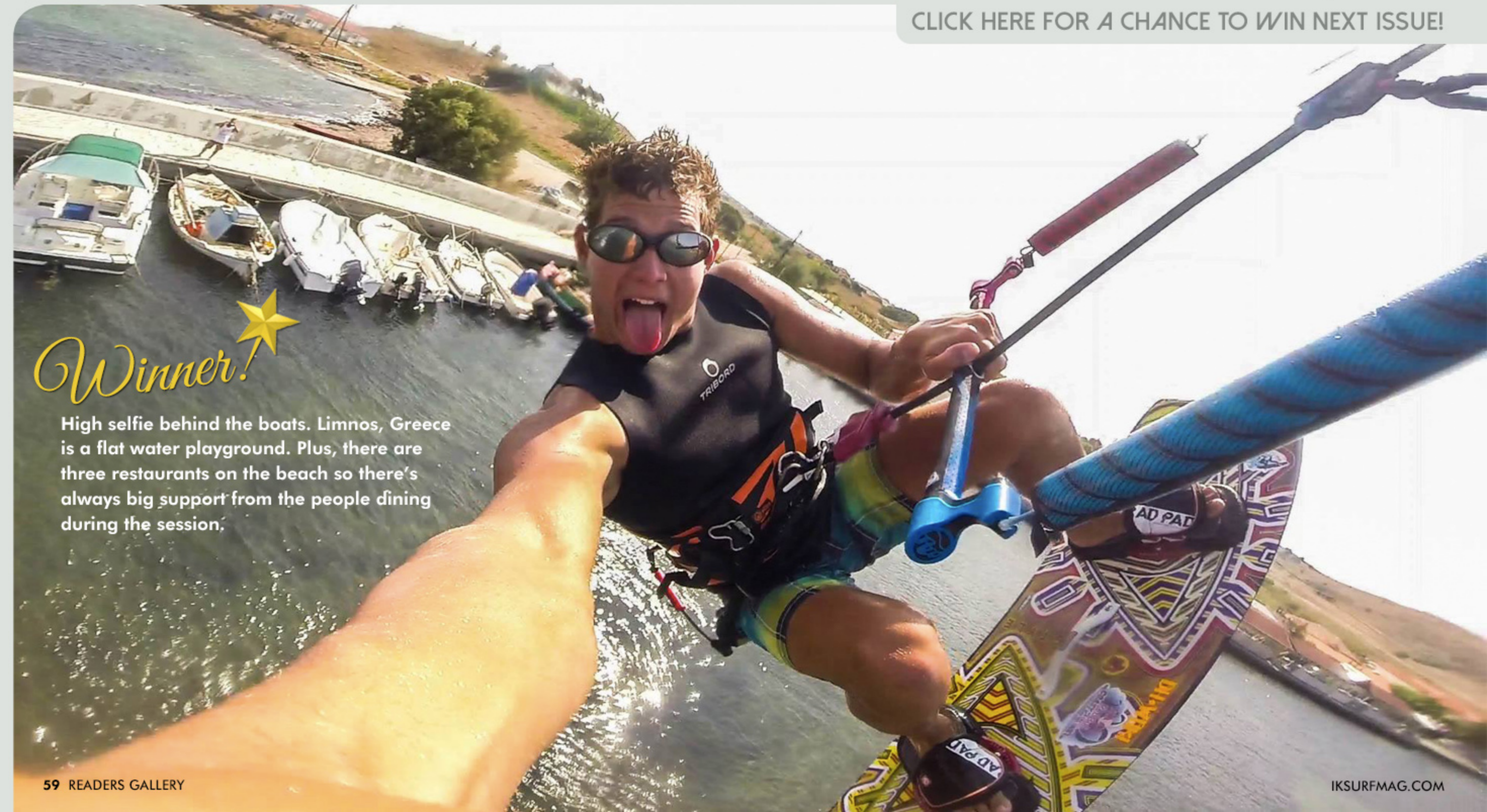
Turn the pages though maybe we made you famous?

This issues winner is Tomi Deák. Well done Tomi, get in touch and we'll send you the t-shirt!

[CLICK HERE FOR A CHANCE TO WIN NEXT ISSUE!](#)

Winner! ★

High selfie behind the boats. Limnos, Greece is a flat water playground. Plus, there are three restaurants on the beach so there's always big support from the people dining during the session.





▼ Fifteen-year-old Emmet Sproul from Breckenridge, CO, looking right at home at Kite Beach, Maui. Photo: Rick Dobrowski ▶





▼
Takis Morfis flying at Marmari, Evoia, Greece
Photo: Eleftheria M.



▼
Tom Seager, training hard and going big with World Class
Kiteboard Academy in the Columbia River Gorge.
Photo: Rutger Bogard





Hurricane Hermine brought gusty 20-35 knot wind to Tampa Bay, Florida. Sean Buell rides perfect, butter flat water on the offshore side of the Dunedin Causeway with a handful of close friends.
Photo: Rebecca Wilcox



Dimitry Muttou Khan, disconnected and at the mercy of gravity.
IKSURFMAG SAYS: Progression usually requires a few misses.



LACI KOBULSKY THROWS DOWN AS THE SUN
SETS ON ANOTHER PERFECT DAY IN SICILY!
PHOTO ROGER WANKE



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