

FEB / MAR 18

## WELCOME TO IKSURFMAG

Welcome to Issue 67 of the World's Number One Kitesurfing Magazine! The Red Bull King Of The Air just went down in Cape Town and saw straps vs boots in the ultimate showdown. We've got a huge feature on the event; its impact on the sport and how it has unified riders from all

spectrums kiteboarding. Brazilian wave shredder Sebastian Ribeiro stars in our interview, and Rou Chater gives you a definitive guide on how to ride, and survive One Eye. That's just the icing on the cake; the magazine is packed as usual with the best photos, stories and videos!

## ENJOY THE LATEST ISSUE!



- Click on the corners to turn the pages or use the navigation bars. If you are viewing on a touch screen device then you can use swipe gestures. Swipe left and right to turn the pages and up and down to bring up the navigation bars.



· PUTTING IT ALL ON THE LINE - RED BULL KOTA SPECIAL ·

· SEBASTIAN RIBEIRO INTERVIEW · HOW TO RIDE: ONE EYE ·  
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FREERIDE / FOIL

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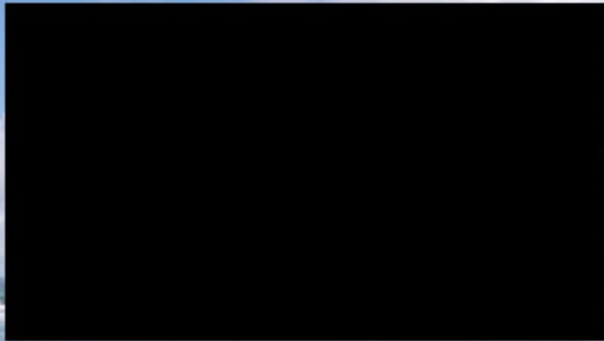


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Alby Rondina



Liam Whaley



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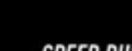
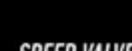
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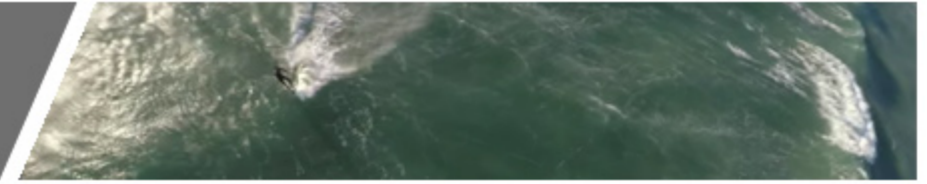
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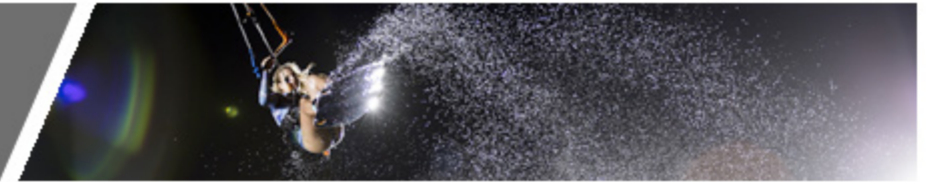
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WHEN THERE'S A STRIP OF SAND, JUMPI  
LACI KOBULSKY IN TAWILA ISLAND, EGYPT  
PHOTO COURTESY OF CRAZYFLY





# WIN

## ...A MYSTIC MAJESTIC X HARNESS!

This issue we have teamed up with Mystic to bring you this fantastic harness that is sure to make your sessions more enjoyable!

The Majestic X from Mystic is their top of the line harness, built around the Bionic Core Frame, which is made from high-end carbon fibre. The harness is designed to be stiff on the horizontal plane but can still twist and follow the contours of your body offering unrivalled comfort. Around this core frame Mystic have used all their harness know how to create something really special.

Memory foam combined with non slip EVA and comfortable neoprene lines the inside of the harness. The spreader bar can be a standard hook or a wave slider bar set up; both feature a unique front leash attachment point for safety. Available in two colours you'll get to choose the size, colour and the preferred spreader bar set up too!

A huge thanks to Mystic for such a fantastic prize, good luck in the competition!

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PHOTO MYSTIC



## ISSUE 67

With the back of the European winter firmly broken, it's time to look forward to a full-on summer of kiting sitting just over the horizon. It's a good time to make some plans and set some goals for what you want to achieve. Foilboarding is no doubt on many of your radars right now; it's rise to prominence within the sport seemingly unchecked.

While the fastest racers in the world exist in a bubble of Formula 1 style technical proportions, where every thousandth of a second counts, fortunately for the mere mortals, there is plenty more on offer. As hydrofoiling matures, so does the equipment and with brands realising that elite racing is a tiny portion of the market, foils are becoming more accessible and easier to ride.

Most brands now have a freeride foil in their line up and the fun you can have on these craft is immense, it's also a lot easier to learn. Imagine my slight disdain after spending weeks learning to foil on tricky gear a few years ago, to see my brother up and flying after only ten minutes on one of the more modern, learner-friendly wings.

Now is the time to give it a go if you haven't already, and equally if you are already ripping around, then the new gear on offer could be worth a look too. If you want unrivalled freedom on the water, the chance to go wherever you please while floating on air, foiling is hard to beat, and now, at last, it is firmly within the grasp of most of us.

After a few months off the foil thanks to cold weather, I can't wait to get back out there for a session!

*Rou Chater*  
**Publishing Editor**



MATHIEU FOULIARD STEERS HIS ADVENTURE VEHICLE ALONG THE TAHITIAN SHORELINE.  
PHOTO COURTESY RRD

# EDITORIAL

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**RPM**

WORDS LINDSAY MCCLURE

# RED BULL KING OF THE AIR 2018

Lindsay McClure takes an in-depth look at the biggest event in Kiteboarding right now, the Red Bull King Of The Air.



KEVIN LANGEREE ON HIS WAY TO THE BIGGEST VICTORY IN KITEBOARDING!  
PHOTO TYRONE BRADLEY/RED-BULL CONTENT POOL

Does kiting have an identity crisis? Quite possibly. We've got wave riding, freestyle, park riding, racing, snowkiting, foiling, and big air, plus the combo disciplines like strapless freestyle and twin tip racing. Throw in the niche categories like surf skate, land kiting, long distance record chasing, adventure kiting, top speed, and all the rest; it's fair to say there's a lot going on in the kiteboarding world.

Aren't we all just kilters though? Sometimes it feels like the answer is no. A lot of hate gets thrown around, and riders immersed in one discipline don't necessarily respect the accomplishments of riders in another discipline. Isn't respect the foundation we need to come together?

**“ WE BUY PLANE TICKETS TO THE OTHER SIDE OF THE WORLD JUST TO STAND ON A BEACH GETTING BLASTED BY THE SUN AND LOSING OUR SKIN TO VICIOUS BLOWING SAND. ”**

I was scrolling through Instagram Stories during the opening heats of the 2018 Red Bull King of the Air when I realised that everyone in the kiteboarding world had their eyes glued to the KOTA live stream. Once a year, the greats in our sport put on a show that grabs everyone's attention. We buy plane tickets to the other side of the world just to stand on a beach getting blasted by the sun and losing our skin to vicious blowing sand. If we can't be there in person, we set our alarm clocks for ungodly hours to watch the live stream, sacrificing sleep and sanity.

Why is everyone wild about Red Bull King of the Air? Is it the risk? The crashes? The hype? The sponsors? The riders? Something indescribable?

JOSHUA EMANUEL GOES ALL SUPERMAN!  
PHOTO TYRONE BRADLEY/  
RED BULL CONTENT POOL



KEVIN WAS REPRESENTING THE OLD SCHOOL MOVES WITH HIS CLASSIC STYLE!  
PHOTO CRAIG KOLESKY/RED BULL CONTENT POOL



Access to the storyline makes the event appealing. The contest is dramatic and easy to understand; go big, win big! Riders wait for the conditions to be optimal and then push the throttle to the max. It's a once-a-year deal, so there is no reason to play it safe. Plus, the venue is spectator friendly, and the live stream is the best there is in kiteboarding.

### History

The first Red Bull King of the Air was held on Maui in the year 2000. After five years of wild competitions in Hawaii, the Red Bull King of the Air went on a brief hiatus. As kiteboarding grew up, public interest swung from big air to freestyle,

**“THE CONTEST IS  
DRAMATIC AND  
EASY TO  
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JESSE RICHMAN IS ALWAYS ON FIRE AT THIS EVENT!  
PHOTO CRAIG KOLESKY/RED BULL CONTENT POOL

**“ WE MIGHT AS WELL USE THIS TECHNOLOGY FOR SOMETHING FUN, LIKE CALLING YOUR BUDDY OUT WHEN HE OR SHE IS CLAIMING THEY JUMP HIGHER THAN YOU.”**

wave riding and racing. In 2013, Red Bull King of the Air landed back on the calendar, this time in Big Bay outside Cape Town, South Africa. The venue fitted the event perfectly, and it was home to Red Bull King of the Air until 2017. In 2018, the contest was held at Kite Beach in Blauberg, just a few kilometres from Big Bay. The change of

venue gave riders stronger and more consistent wind to play with.

#### **What Makes Cape Town the spot for KOTA?**

Cape Town is a windy place. That doesn't necessarily mean it's windy every day, but when it's windy, it's absolutely blasting. The official criteria, according to Sportive Director Sergio Cantagalli, to run Red Bull King of the Air is sustained southeasterly wind over 25-knots. The second most important ingredient for big air is the swell that riders use big waves as ramps to launch off. Cape Town has become the unchallenged

epicentre for big air kiteboarding. Need proof? Check the Woo Leaderboard [HERE](#).

#### **The WOO Factor**

Data rules the world in 2018. Our every move is recorded, dumped into a spreadsheet, exported and analysed. Computers are watching everything we do, embrace it or hate it. Amazon knows what you eat, Google knows where you live, the government know who your friends are, and they all share information with each other. We might as well use this technology for something fun, like calling your buddy out when he or she is claiming they jump higher than you.

LIAM WHALEY WAS A NEWCOMER TO THE EVENT AND STORMED ALL THE WAY TO SECOND PLACE!  
PHOTO TYRONE BRADLEY/RED BULL CONTENT POOL



**“ AS WE SEE KITERS CONSISTENTLY NOTCHING BIGGER AND BIGGER JUMPS, THE LEVEL AT RED BULL KING OF THE AIR HAS, NO DOUBT, GONE UP. ”**

WOO lets riders compete head-to-head. Not only can you and your best mate compare the height, hangtime, and g-force of your jumps, but riders can compare their efforts with other kites around the world.

Loyal WOO users are always in competition mode. A casual session at home becomes another opportunity to climb the leaderboard, pushing riders who have been leapfrogging their way to the top. As we see kites consistently notching bigger and bigger jumps, the level at Red Bull King of the Air has, no doubt, gone up.

### **The Format & Judging**

Eighteen invited riders battled for the podium. The format was designed so that riders couldn't take it easy, not even for a minute. From Round 1, the top rider in each heat advanced straight to Round 4. This gave them a huge advantage, so everyone was going all out, trying to punch a more direct ticket to the final. Even within each heat, riders needed to put up big scores as soon as the horn sounded. In Rounds 1, 3, 4, and the Final, the lowest scoring rider was flagged out of their heat at the halfway point.

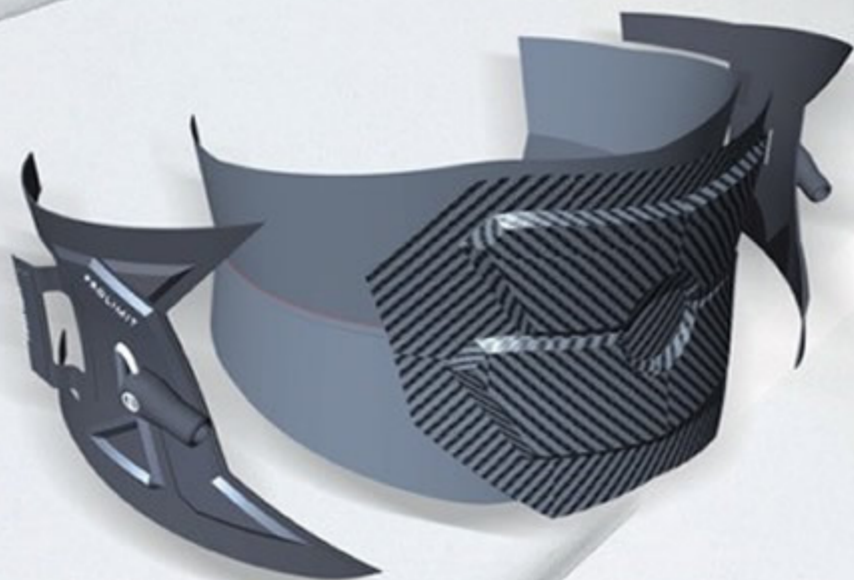
The judging criteria was straightforward. Each rider's three best tricks per heat earned a score based on 70% height and 30% extremity. Added to the scores for the three best jumps was a fourth score for overall impression. A high overall impression score was awarded to riders who were pushing the boundaries of the sport, putting on a show, and had dialled in style and execution.







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SAM LIGHT WAS REPRESENTING FOR THE WAKESTYLE CREW...  
PHOTO CRAIG KOLESKY/RED BULL CONTENT POOL



TOM BRIDGE WAS IMPRESSIVE ON HIS FIRST OUTING AT THE KOTA!  
PHOTO CRAIG KOLESKY/RED BULL CONTENT POOL



**“WE MIGHT AS WELL USE THIS TECHNOLOGY FOR SOMETHING FUN, LIKE CALLING YOUR BUDDY OUT WHEN HE OR SHE IS CLAIMING THEY JUMP HIGHER THAN YOU.”**

## 2018

Adding to the drama in 2018 was the unfortunate last-minute injury sustained by 2017 defending champion Nick Jacobsen. Nick broke his ankle training in Cape Town just weeks before the 2018 comp. With Nick out, there were still four former Red Bull King of the Air champions in contention:

Aaron Hadlow (2015 & 2016), Kevin Langeree (2014), Jesse Richman (2013), and Ruben Lenten (2005). Looking for a first KOTA victory were a new generation of big air boundary pushers led by WOO world record holder Joshua Emanuel, Spanish freestyle champion Liam Whaley, and 16-year-old Tom Bridge.

Round 1 was dominated by the Netherlands and the United Kingdom, with each country notching three heat victories. Winning their first heat and advancing straight to Round 4 were Aaron Hadlow, Sam Light and Lewis Crathern from the UK along with

Steven Akkersdijk, Lasse Walker and Gijs Wassenaar from the Netherlands.

In Round 2, the last-place finishers from Round 1 squared off in two-man heats, with the winner advancing and the loser going home. Round 3 and Round 4 were three-man heats that allowed the top two finishers to advance and sent the third-place finisher to watch the rest of the contest from the bleachers. By Round 5, only six riders remained: Jesse Richman, Lewis Crathern, Liam Whaley, Aaron Hadlow, Kevin Langeree, and Steven Akkersdijk.

Although KOTA does a lot to bring the various factions in kiteboarding together, there are still two obviously warring camps: boots and straps.

CAN YOU FEEL THE GLORY? KEVIN CELEBRATES HIS WIN!  
PHOTO YDWER VAN DER HEIDE / RED BULL CONTENT POOL



In the semifinal and final rounds of 2018 Red Bull King of the Air, these two preferences were pitted against each other more starkly than ever. Everyone was throwing megaloops, but the boots riders were also throwing powerful handle pass tricks including megaloop KGBs and huge dangle passes, while the straps riders were focused on the never-been-done megaloop board-offs.

As the tension between these two styles of riding intensified over the course of the competition, kiteboarders around the world enjoyed the debate. The straps riders were jumping bigger, and with 70% of the judging criteria based on the height of the jumps, there was a strong argument for straps riding. On the other hand, the more powerful, technical, and risky tricks being performed by the riders in boots was impossible to dismiss.

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**“POWERFUL,  
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PERFORMED BY THE  
RIDERS IN BOOTS  
WAS IMPOSSIBLE  
TO DISMISS.”**



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There's no doubt that each rider and spectator has his or her preference, but the real question was left to the judges: how to compare the two?

The judges were decisive, and qualifying for the final were Lewis Crathern, Liam Whaley, and Kevin Langeree. At the midway point in the heat the lowest scoring rider, Lewis, was eliminated leaving boots vs. straps, Kevin vs. Liam. In the end, the scores were close. Kevin's top three tricks were a kite loop late backroll, boogie loop, and a kite loop board-off, and Liam's top three tricks were a kite loop backroll, boogie loop, and double dangle pass. Kevin's higher marks for overall impression sealed his victory.

**“ A SINCERE THANK YOU TO THE RIDERS WHO RISKED KNEES, TEETH, AND EVERYTHING ELSE TO ENTERTAIN AND INSPIRE KITEBOARDERS AND FANS ”**

Nobody can forget about Aaron Hadlow, whose signature in-it-to-win-it attitude compelled him to switch between a boots board and a straps board in the middle of his heats, allowing him to earn points for both inverted handle-passes and board-off kite loops. Aaron earned the Mystic Move of the Day award for his boardoff boogie loop.

The sun has set on another year of incredible athleticism in Cape Town, South Africa, and the 2018 Red Bull King of the Air tribal victory mask is Kevin Langeree's. A sincere thank you to the riders who risked knees, teeth, and everything else to entertain and inspire kiteboarders and fans from every corner of the globe. Regardless of the style of kiting you prefer, or how you ride, the King Of The Air unites us as an impassioned group of enthusiasts like no other event in our sport. Long may it continue!

KITELOOP BOARD OFFS WERE DEFINITELY THE MOVE OF THE EVENT! KEVIN THROWS A CASUAL ONE!  
PHOTO CRAIG KOLESKY/  
RED BULL CONTENT POOL





**2018 WINNER**



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## THE INTERVIEW

# SEBASTIAN RIBEIRO

Sebastian Ribeiro has found that if he can relax and focus on the positives, life works out pretty well. This approach seems to be working considering that, when he's not traveling the world competing on the GKA and collecting media for North Kiteboarding, he's at home in Florianopolis, one of the hottest beaches in all of Brazil. One of the many surfers who have embraced kitesurfing, his route to the top followed a different path to most of us...





**“ I FOUND IT EASY TO LEARN TO KITE BECAUSE I KNEW HOW THE BOARD WORKED AND, OF COURSE, BECAUSE I WAS YOUNG. ”**

**You learned to surf before you began kiteboarding. What spurred the transition from surfing to kiting, and how has your background as a surfer shaped your career in kiting?**

I started to kite because of all of the days that weren't good for surfing because it was too windy. I thought to myself, I need something

for these days. I want to stay on the water. Luckily, during that same time, I met Roberto Veiga who has become a life long friend. He was looking for a kid to teach how to kite. I found it easy to learn to kite because I knew how the board worked and, of course, because I was young. I spent three months in the lagoon then I went straight to the ocean.

**Your KSP Rookie of the Year award in 2012 showed you could hang with the best. How did winning this award affect your attitude toward competition and kiting in general?**

Being Rookie of the Year meant that, even though I was new, I could compete with and beat the best in the world, competitors like Mitu Monteiro and Guilly Brandao. Winning the Rookie of the Year award made me a stronger rider. As a surf competitor, I knew that I needed time to adjust to the way kite events are run. For example, the heats are much shorter than they are in surf competitions.

**Florianopolis is rumored to be one of the most beautiful zones in all of Brazil — what's it like to call Florianopolis your hometown?**

I'm so glad to call Floripa (nickname) my home spot.





It has a big wind sports scene, and it's a really good place for my daily training.

**There are so many different disciplines within kiteboarding — even on a directional board there are many different styles and approaches to choose from. How do you define your style, and how do you choose which disciplines to focus on?**

As you know, I came from a surf background so I define my style as pure surf, and my focus doesn't stray from the surf very often. Sometimes I train strapless freestyle, just so I know a few moves.

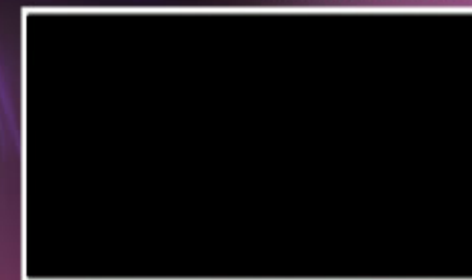
**“ I DEFINE MY STYLE AS PURE SURF, AND MY FOCUS DOESN'T STRAY FROM THE SURF VERY OFTEN. ”**

*Shinn*

HE'S BACK !

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MONK  
GHOST



**“ WHEN IT COMES TO BOARDS, I LIKE TO SURF WITH THE BOARD BEFORE I KITE IT. AFTER SURFING A BOARD, I CAN TELL YOU IF IT WORKS! ”**

**What is your current gear setup, and how do you select your equipment?**

My current setup is the North Neo with North Kiteboarding's pro construction surfboards: Pro Wam, Pro Whip and Pro Session. As a surfer, I like a kite that allows me to surf using the power of the kite to drive the turn, but what I like most about the Neo is that it follows me. Even if I don't have enough power or space to move, I feel that I can push the Neo hard, making my style very surfy.

When it comes to boards, I like to surf with the board before I kite it. After surfing a board, I can tell you if it works!

**Congratulations on your 2nd place finish in the 2017 GKA Mauritius event! For you, how important are competition results, and how to you stay on top of your game?**

Competitions are important to show that you have the talent and are in the mix, but sometimes it just doesn't happen. The last three or four events before the Mauritius comp, I was feeling good. I kept getting hard heats, like my draw in Mauritius in 2016. My first heat was against Airton. I had good scores and I could have won a couple of heats the same round, but Cozzo (Airton Cozzolino) was on fire. Unluckily Mitu lost in the same round, making my heat in the loser's round super hard, even after scoring 17 points I didn't advance. By the way, with that score I could have won any other heat from the same round.





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*stay salty*







**“RIDERS WHO PREFER STRAPLESS FREESTYLE PUSH IT IN FREESTYLE, AND WAVE RIDERS PUSH IT IN THE WAVES.”**

So, this time in Mauritius my focus was not to be focused. Most of the time when I compete, I'm too focused. Now, I feel that I've found the balance between focus and relaxation. It's funny that before the final heats I was surfing

One Eye with my teammate James Carew, and I saw Keahi's heat, the first of the day, from the water. That's how relaxed I was.

**Would you describe the relationship between riders on the GKA as more friendly or more competitive? Who are your best friends and biggest rivals?**

The GKA riders are friendly with each other most of the time. Sometimes personal issues

pop up, but nothing against the game. Riders who prefer strapless freestyle push it in freestyle, and wave riders push it in the waves. In general, we are super democratic, always looking for the best outcome for the sport.

My best friends are my teammates, Cozzo, Matchu, and James and also the Brazilians Filipe Ferreira and Pedro Matos.

Rivals... all of them! But, my biggest rivals are the surf-style riders like Pedro and Filipe.



**What are your personal and professional goals for 2018? Do you have any exciting projects or surprises coming up that we can look forward to?**

My goals for 2018 are to get more involved in North's R&D process, get some good photos, dominate the GKA tour, and finish my profile video with Tiago Azzi who is one of my best friends and part of the new generation taking over the cinematography scene. I also have wave clinics planned in Peru and Mauritius and I'd like to progress at different sports, including snowboarding and foiling.

**" I'D LIKE TO PROGRESS AT DIFFERENT SPORTS, I INCLUDING SNOWBOARDING AND FOILING. "**

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INNOVATIONS**



**“ YOUR BODY IS THE MOST IMPORTANT THING IN EVERY SPORT AND EVERYTHING ELSE YOU DO. ”**

**How important are fitness, nutrition, and cross training? What do you do, outside of kiteboarding and surfing, to stay fit and healthy?**

Your body is the most important thing in every sport and everything else you do. Right now, I'm taking my time after a really busy year. I'm resting, which is also part of the preparation. I will get back to cross training one month before Punta Preta.

**Do you have a personal motto, any words you live by, or any valuable advice that you try to follow?**

Never complain; there is always a positive side.

**Describe your dream session: where are you, who are you with, and what are the conditions?**

My dream session is easy — a right hand barreling wave with perfect, cross-side wind and just my best friends and my girl in the water.

**Thanks Sebastian for taking the time to talk to us, good luck for the coming season!**



#INCONTROL

# MAJESTIC X

HARNESS

**MYSTIC**



BIONIC  
**CORE**  
FRAME

IV-FOAM

BATTLEBELT  
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MITU MONTEIRO IS THE MASTER OF ONE EYE!



WORDS ROU CHATER PHOTO GILLES CALVET

# HOW TO RIDE ONE EYE



If there is one wave that has featured on more covers, in more videos and sits at the pinnacle of most riders ambitions, it is the fabled One Eye in Mauritius..

**“ ONE EYE HAS CAPTURED THE HEARTS OF EVERYONE WHO HAS EVER SCORED IT ON A GOOD DAY. ”**

Ever since the aerial shots by RRD featured on the cover of many a magazine back in 2005, the place had been put firmly on the kitesurfing map. Found on the island of Mauritius off the coast of an area known as Le Morne, One Eye has captured the hearts of everyone who has ever scored it on a good day.

It's a rocket ship left-hander reef break, served by a cross offshore prevailing wind that sits about 500m off the beach. When you are stood on the public beach looking at the beast on a big day, it's a sight to behold. It reels seemingly endlessly when it's perfect and travels at warp speed.

Le Morne is a spot that needs no introduction, we've covered it numerous times, and personally, I rate it as one of the best locations for kitesurfing on the planet. In a 2 mile radius, you have a beach that is perfect for beginners with onshore winds and shallow flat water. The lagoon is ideal for bump and jump riding with a small reef offering an excellent introduction to wave riding. Then further out to sea, the marauding Manawa delivers a sometimes huge, yet safe place to play in bigger waves.

On the other side of the channel sits the infamous One Eye. Sadly the fact that Le Morne is so perfect means it is now pretty busy too. With most brands visiting en masse at some point in the year and holiday companies running trips with up to 30 riders at a time it can be a real zoo out there. Especially on the smaller days when the spot is decidedly safer than when it rears its head.



WILLOW RIVER TONKIN GETTING IT DONE FOR THE DRONE SHOT!  
PHOTO THOMAS BURBLIES



WILLOW RIVER TONKIN SMACKING THE LIPI!  
PHOTO DAVID VAREKAMP

Safety is a key word when talking about One Eye. It's no secret that people sadly die here. A campaign to allow a jetski rescue service is underway; personal watercraft are banned on the island, no doubt in a bid to stop holidaymakers blasting around the bays and spoiling the tranquillity. However, if ever a spot deserved to have a proper rescue service it is One Eye.

The "underwater waterfall" you often see in aerial images is the effect of thousands of tons of water pushing into the lagoon from big swells with only one exit point. The main channel at Le Morne.

**"IF EVER A SPOT DESERVED TO HAVE A PROPER RESCUE SERVICE IT IS ONE EYE."**



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Photographer: Alex Malinchoc  
Riders: Reece Myerscough & Marty Dovick



MITU MAKING THE MOST OF ONE OF THE SECTIONS...  
PHOTO GILLES CALVET



**“ PEOPLE JUST TURN UP AND HEAD OUT WITH NO IDEA OF THE CONSEQUENCES IF THINGS GO WRONG. ”**

This creates a river of water that runs directly out to sea and into the Indian Ocean. Next stop is arguably Australia if you are lucky.

The danger factor is increased as once you are behind the waves and outside of the lagoon, you are invisible to those on shore. You can't be seen if your kite is down and so you need to rely on the kindness of

strangers, or indeed your mates to alert the limited rescue cover on offer. On a big day the rescue boats can't even get out to you as the channel closes out, so then my friend you are really on your own.

Safety is paramount here, and it amazes me just how little information there is about the dangers on the public beach. People just turn up and head out with no idea of the consequences if things go wrong. If you're sensible, you can ask a local for some advice, if you're lucky you are coming with a friend who can talk you through it.

To venture out at One Eye without understanding the risks and dangers is as foolhardy as putting a 12m up in a force nine gale and relying on the "100% depower" the brand boasted about on the website.

Before you even think about riding here, you should be an exceedingly confident swimmer and happy swimming in huge waves. If things go wrong, the current is such that you might find yourself swimming for hours on end if you are stuck on the outside. If you get washed over the reef, then you'll have to contend with a severe rinsing over razor-sharp coral.



**“ IF YOU LOSE YOUR BOARD HERE, THEN YOU OPEN YOURSELF UP TO A WORLD OF ISSUES PUTTING YOURSELF BUT ALSO OTHERS AT RISK. ”**



If you crash your kite on a decent sized day, there is a good chance it won't survive. I've seen so many people head back to the beach in pieces; lost kite bars are common as the lines wrap around the coral, trapping the kite and delivering it a beating in the impact zone that it was never intended for. You can usually cut the lines and salvage the kite, but the bar and lines will be toast if they spend too long down there.

Another safety consideration is a leash; I often get asked why I ride with a surfboard leash on my board. One Eye is a classic example of a spot where you can't ride without one. If you lose your board here, then you open yourself up to a world of issues putting yourself but also others at risk. Having a leash means that when the inevitable happens, and you get a pasting from a massive lip you can at least body drag out of there.

You might feel like you've been put through traction, your board leash will probably be three or four foot longer for the experience, but you will be able to quickly gather your senses and get the hell out of there before the next onslaught. Without a leash, you'll be body dragging through the impact zone getting in the way of other riders chasing after a rogue board that is headed all the way to the inside of the lagoon.

It's also imperative that you have a solid understanding of the rights of way when wave riding. If you don't, please don't head out there.



AIRTON COZZOLINO LOOKING CALM IN THE FACE OF THE BEAST!  
PHOTO TOBY BROMWICH

JEREMY CHAN IS A LOCAL RIDER AND  
MASTER OF THIS SPOT...  
PHOTO DAVID VAREKAMP



You'll just join the other riders dropping in and ruining waves and spoiling what should be a magic time for everyone.

On a smaller day here you will see the very worst that kitesurfing has to offer. I hate to say it, but it's true. Small days make the place reasonably safe and easy to ride. It will be insanely busy, and everyone and their dog will be trying to stake a claim to riding One Eye. I've seen some of the worst infringements during these days, know the rules and be prepared to call people out on drop-ins and wave stealing.

**"SMALL DAYS  
MAKE THE PLACE  
REASONABLY  
SAFE AND EASY  
TO RIDE."**



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SURFING ELEMENTS

**“ THE NUMBER OF TIMES I SEE PEOPLE OUT HERE TURN 180 TO HEAD IN OR OUT WITHOUT LOOKING IS CRAZY. ”**

When it gets bigger is when the magic happens. Anything over 6 foot is chunky here and as the size increases the ability of the riders increases by default. This means experienced guys with an awareness of the other riders around them. The number of times I see people out here turn 180 to head in or out without looking is crazy. Crashing one kite is a nightmare you don't want to visit, crashing two is unthinkable.

This is the sort of place where you have to be aware not only of yourself but of everyone around you too, anticipate, if you can, what they are likely to do. If you see someone turn without looking, call them out and avoid them like the plague in future. Always look before you gybe or tack and even when you are on the wave be aware of the guy on the wave in front and the wave behind and how your riding and decisions will affect them.

To say this isn't a place for the novice is an understatement, yet sadly still they come. Why? Because in all honesty, this wave is easy to ride. The reef, swell and wind line up perfectly to enable you to drop in as deep as you wish. The shoulder is a safe place to be, and you can quickly turn face and get the hell out of there with the wind and reef angle as they are as soon as things get a little spicy.

#### **What's the best way to approach One Eye?**

Firstly be armed with information, know the wind forecast and the swell forecast, is it stable for the day?



WILLOW RIVER TONKIN HAS CUT HIS TEETH ON THIS FABLED BREAK!  
PHOTO THOMAS BURBLIES



MITU MONTEIRO WITH A CLASSIC BACKSIDE HACK!  
PHOTO GILLES CALVET



**“ SCOPING A SPOT BEFORE YOU RIDE IT FOR THE FIRST TIME CAN BE INVALUABLE. ”**

Will the swell jump up later on; is the wind forecast to drop off? Another important thing to be aware of is the tide. At low tide the reef is dry, and I mean dry. It can be six inches above the waterline on a low spring tide, literally leaving you between a rock and a hard place should you get caught on the inside!

The next thing to do is sit and watch; take a

look at the guys already out there. Study the waves, look where they are closing out, where they are running and where the barrel section is. Spending an hour or two scoping a spot before you ride it for the first time can be invaluable. Even more so if you start to visualise yourself out there, picture yourself on the wave and think about where your escape routes are and what your action plan will be should things go wrong.

Those last two paragraphs are the Seven P's - "prior preparation and planning prevent piss poor performance". Never underestimate the

value of knowledge and how going into a situation prepared can be far more beneficial than charging into the line up with no real action plan.

The next decision you need to make is how to get out there. There are two routes to One Eye. The first is to ride out the channel to the right of Manawa, hug the reef at Chameaux and then drop in at the top end of One Eye. This is by far the easiest option; it is also the long way around. Personally, I prefer it in most situations. It puts you right in the spot without ever having to deal with any oncoming waves, unless it's a huge day and the channel is closing out. Even then it's still a safer bet.





AIRTON COZZOLINO BUSTING THE FINS OUT!  
PHOTO TOBY BROMWICH

The other route is to head out through the waves at One Eye. There is a channel in the reef that you can use. However, it is worth noting that this is further down to the right as you look at the wave and the wind here can be gusty and fickle. If the tide is in, then you can make a break for it over the reef and right into the white water and the waves. This is the highest risk approach and should be reserved for the pro's and more experienced riders only.

The direct route only works at high tides. Otherwise, you'll risk losing your fins before you even get a wave, or worse still running aground and wrecking your board... You should be able to see what the tide is doing from the beach,

**“ THIS IS THE HIGHEST RISK APPROACH AND SHOULD BE RESERVED FOR THE PRO'S ”**



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**“ DROPPING OFF THE BACK OF THE SWELL IS A COMMON ISSUE HERE WHEN YOU JUST CAN'T RIDE FAST ENOUGH TO KEEP UP WITH THE OCEAN. ”**

watch the other riders and spot the best place to tackle this launch technique. It's not for the faint of heart.

If you've taken the easy route out through the channel, you'll now be positioned high up on the reef and ready to take on the wave. If you're regular you'll be riding backside, this place is a goofy footers dream. The swell in the Indian Ocean moves fast, and getting into a wave at One Eye on a big day requires you to ride at Mach 10 to and keep up with the swell before it slows as it hits the reef.

Dropping off the back of the swell is a common issue here when you just can't ride fast enough to keep up with the ocean. The other problem is that it is pretty choppy too, so you'll need to be flexing your knees as the board bounces around and clinging on with your toenails. You might find straps make it a lot easier for your first foray out there, we won't judge you!

All that's left to do now is decide how deep you want to go; it's easy to be a shoulder warrior and hug the end of the wave rather than get deep. This is an excellent way to familiarise yourself with the spot, then as confidence builds just drop in a little deeper and deeper. As you get deeper, you'll need to watch out for the closeout sections.

Here you have a few options, drop over the back of the wave before the wave closes out. Tuck in for the barrel if you are feeling ballsy, although the closeouts aren't the best place for this and are usually a recipe for disaster. Or try and outrun the section and head towards the reef.



MITU HAS MORE BARRELS THAN A WHISKY DISTILLERY...  
PHOTO GILLES CALVET





**“ THE MOST IMPORTANT THING TO DO IS TO RELAX, DON’T PANIC, ASSESS THE SITUATION AND TAKE YOUR TIME WITH YOUR DECISIONS. ”**



MATCHU LOPES GETTING AS CRITICAL AS IT GETS...  
PHOTO TOBY BROMWICH

This last option is only really open at higher states of the tide, and of course, each situation is different depending on the size of the swell and the conditions of the day. Dropping off the back is usually the best option, however, be aware of who’s on the wave behind and where they are, sometimes you might be forced to stay in front and navigate your way over the reef if there is no clear exit behind.

The epic barrel shots here are all taken in the same

spot, so while you might think you can get in and out of the barrel at any point on this wave, the easiest place to do it is at the end section just before the small channel that the boats use.

**What to do if it goes wrong?**

The easiest thing to do is to NEVER, EVER, drop your kite. In ten years and countless sessions at this spot with a couple of near-death experiences, the worst situations are always when you drop your kite.

I’ve only done it a couple of times and each time was in my early career here. These days at all costs I try and keep the kite in the sky, it’s a lifeline that you really need.

If you do drop it, you need to make a decision based on the conditions of the day, but don’t be afraid to ditch the kite and surf in. Your kite is worth less than your life, and the chances are it will be trashed pretty quickly anyway. On small days it isn’t so bad, but on a big day, there is a solid chance of being dragged underwater for longer than you may care.

Again it comes down to preparation, being physically fit, being comfortable in big waves, taking waves on the head and holding your breath. If you do get into a tricky position, the most important thing to do is to relax, don’t panic, assess the situation and take your time with your decisions.

I’ve been lucky enough to have been coming here since 2005; It’s an almost annual pilgrimage that delivers every time it is on. These days I prefer the larger days as there are fewer people, but the small ones can be fun too. If you wave ride, then this spot should be on your bucket list.

Ridden properly, it’s a fantastic spot to challenge yourself and push your wave riding further. Just remember that it has a darker side too, it will punish you if you aren’t prepared and aren’t ready for it.

For those that are, the memories will stay with you forever...

## SPECIAL GUEST EDITION FEATURING HELARDE CABRINHA DA SILVA

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KARINE AND CHRISTIAN



HELARDE

WORDS &amp; PHOTOS CHRISTIAN &amp; KARINE

Once again we have Heliarde Cabrinha da Silva helping out in the tech pages as our special guest. If it's the first time you've heard of him, there's a little introduction in last issue's technique. So, what delights are in store for Issue 67 of everybody's favourite kite magazine?

Fun and function lead the way with a run through of both the most stylish and the most practical way to rescue your fellow kitesurfers when they lose their kite – the rider rescue. If you're interested in trying out some new boards the Board Swap Back Roll could be for you. Surely there is no better way to borrow somebody's board than to take it for a cheeky spin whilst they're walking back up the beach. And finally we have a returning blast from the past. The board of varial, cheerleaders at the ready. Have fun:) C&K and Heliarde

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### RIDER RESCUE



CLICK OR TAP TO READ MORE

### BOARD SWAP BACK LOOP



CLICK OR TAP TO READ MORE

### BOARD-OFF VARIAL



CLICK OR TAP TO READ MORE

## RIDER RESCUE &gt;

**Kite:** Switchblade 9m      **Board:** Ace 138 with H1s

Without wanting to sound all sensible, we thought it worthwhile to add something that is both functional and fun. Functionally the rider rescue is probably the most practical method to get someone back to the beach if they've lost their kite or it's already been taken in. You often see kites body dragging each other in, which does work, but it takes time, energy, strength and usually, culminates with a hefty walk back upwind as the drag will, unfortunately, take them downwind. Fun-wise you can do it just for a laugh, towing your friends on any form of board. This is a classic Heliarde rescue method if someone has a complete kitemare, so who better to demonstrate it than the man himself.

This is pretty simple to do if both pilot and rescuee, or tower and towed as we'll use here, understand the concept. Let's have a look at both parts so that you're able to both rescue and communicate to the kiter in distress what you'd like them to do.

**Set Up Pic A**

If you intend to tow someone, it will be more comfortable for both of you if you have a long leash. In which case the tower passes their leash behind them so that they have it looping from one side of their harness, around the back and then back in front of them. The advantage with a long leash is that it will give a bit so that the tower won't feel it as much and the towed won't feel like they're having their hands ripped off. And it'll place a bit more distance between both riders,



meaning less likelihood of bumping into each other. However, if you don't have a long leash, it is possible for the other kiter to hold onto the handle or leash line on the back of the harness. The tower should tell the towed where to grab and to get their board on. It'll be easier for the towed if the tower is not drifting downwind too quickly. Here you can see Heliarde patiently waiting as Christian fumbles to get his board on with one hand while holding Heliarde's leash with the other.

**Talk Pic B**

The tower should ask the towed to let them know when they have the board on and are ready.



Once they are, the tower should trim their sweet spot out if they haven't already and pull the bar in so that both riders drift down wind. This will stretch the leash, and the towed will feel resistance against their board, making it easier to keep balanced and lined up. It's also worth checking that both riders know which way they're about to go. Final word from the tower is to tell the towed that they just need to roll up on the board and that there is no need to edge hard, just follow.

**The Off Pic C**

Once both riders are ready the tower says go and dives his/her kite, while the towed keeps his/her knees



up in their chest, just like they were taught in the beginning. You can see here the advantage of a long leash. Imagine if Christian was hanging onto Heliarde's handlepass loop on the back of his harness, he'd need to bend forward a lot more... If you're the tower be prepared for the pull back on your harness as the leash tightens. If you're the towed hold tight – if you let go the tower will go flying.

### Work The Kite Pic D

It's fair to say that you're unlikely to

get enough pull from your initial dive as the tower, unless the towed is considerably lighter than you. This means that you'll need to get the kite working. Now without wanting to teach your grandmother to suck eggs, some kites aren't great at this skill so we'll have a brief recap. To work the kite efficiently and effectively you need to use as much of the window as you can, keep the bar in the sweet spot and use both hands. So, if you've just dived the kite and not much is happening

**RELIGION**

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pull on your back hand while pushing away with your front hand. This will make the kite turn and respond quicker. It will also help you keep the bar out on the sweet spot and therefore prevent the kite from stalling, which will happen if you just pull in. And finally, to get the most bang for your buck, take the kite all the way up to 12 o'clock or even just a smidgen past it before diving it all the way down again. If the kite goes up, it might take you with it, so as you rise, start to dive. Keep doing this until you get moving. As the towed just stay tucked up small and wait until you feel that you have enough pull to roll up.



### The Roll Up Pic E

Up until now, the tower has been doing all the work while the towed just hangs on grimly waiting for some pull. As the tower keeps working the kite, the towed needs to be patient and wait until they feel that there is enough pull to waterstart. One of the main differences here is that the pull won't be coming from above, but rather from in front (unless the tower takes the kite too far back:). What this means is that there is no kite to lift you onto the board. Instead, when you feel that the tower is moving enough to get you both going you must bend your knees completely,



lean forward and roll up into a Gollum like hunched position, staying low over your board until you build speed. You must not try to edge, lean back and extend your legs. Think about how someone can roll you up off the floor while holding your hands.

### Chocks Away Pic F

And they're off! While the towed waits patiently in a crouched position, the tower works up some speed. Both will eventually feel their board planing happily, and this is the queue for the towed to straighten up and ride along in a more comfortable position. The tower decides on the course and the towed merely follows,



while trying to keep their board from snapping at their hero's ankles.

### Top Tips & Problems

Power in the kite is important. When you think that we generally kite with enough to move us and jump, adding an extra sack of spuds will make a big difference. If you're feeling a bit under juiced you may well have trouble towing someone.

As for being towed. If it does get uncomfortable and/or you can't hold on, then please feel free to let go. For sure this will jettison the tower upwards of forwards, but unless you're stupidly close to any downwind obstacles, they'll only land in water.

Now have a gander at the sequence and videos to see the boys in action.

### Keystones

1. Communicate, how, and which way
2. Leash behind
3. Towed signals he/she is ready
4. Tower signals the start and works kite
5. Towed rolls up and doesn't edge

" WHEN YOU THINK THAT WE  
GENERALLY KITE WITH ENOUGH TO  
MOVE US AND JUMP, ADDING AN  
EXTRA SACK OF SPUDS WILL MAKE A  
BIG DIFFERENCE. "





**BOARD SWAP BACK LOOP** ➤**Kite:** Switchblade 9m**Board:** Ace 138 & XO 133 with H1s

There are subtle ways to impress and more swanky ways to enjoy yourself. This, however, is a smooth hybrid in true Heliarde style. Someone loses their board, why not try it out! What better way to switch craft, than mid-flight during a sent back rotation. Who wouldn't?

**Skills needed.** Realistically a grabbed Back Loop Transition would be ideal as at least you'll be familiar with both the root move and controlling the kite throughout with only your back hand. Bonus move is a board off, but more for slotting the second one on, rather than ditching number one. You could say this is a board on move rather than a board off. As is our tradition let's have a look at the central mechanics of the move so that you can add these steps together and spend your next session flamboyantly "borrowing" and testing all your friends' trusty steeds.

**The Set-Up Pic A**

As with any move that requires you to get a board back on your feet, you will need hang-time. Your options to achieve this are float, height or a combination of these. Now before going any further, we'd strongly suggest that float is your friend here. Why? You'll be holding your newly acquired test vehicle in your front hand, the idea of sending the kite hard with just your back hand on the bar may not be so appealing or wise. As such trimming your sweet



spot out and sending the kite up in a more dignified manner will fashion a more successful outcome. Wiggling your feet slightly out of the straps so that you are only loosely in contact with the board will make the next step easier too. You can see in the photo that Heliarde is coming in on a good edge, just look at that kite face, with his back hand centred on the bar. He then sends the kite up by cranking his wrist as you would when body dragging, while holding the board out in front of him with an extended arm. If the board has a handle, use it, as holding it by the toese edge will be quite tricky and need some good forearm strength.

**Kick Off – Quite Literally Pic B**

Here's where the fun really starts. As the kite moves overhead and inches past 12 o'clock Heliarde initiates his lift off and back roll. At this stage, you've got three jobs. First is to get up off the water and stop the kite moving any further back in the window while starting your rotation. Second is to ditch your own board. Third is to keep the new board up and ready, from where you'll be able to slip it on your expectant toes. To get up off the water keep edging and pull the bar in. With your hand centred this should also stop the kite from moving any further. In the pic, you can see that Heliarde's elbow is high,



which means that he'll pull the bar down level. Ditching the board goes hand in hand with kicking off your back foot as you carve that little bit to get your rotation going. Footstraps are designed to let go, so if you've already wiggled your feet loose, as soon as you kick off the water with your back leg, roll over onto your feet and point your toes down. Gravity will take over from here as it does in the photo. And finally holding the board up and out is fairly self-explanatory, but it does require both mental and physical effort to keep it there.

#### The Incoming Squirrel & The Runaway Board Pic C

As much as we feel that Sir David Attenborough would better explain this, in a nutshell getting yourself as small and compact as possible as soon as possible is key. When a flying squirrel extends into flight,

it soon compresses as it eyes up the rapidly approaching branch. Here again float rather than height is justified. If you go big, you'll be extended for longer. So, to get into board on position sooner, less send is required. The other important factor here is the off-required slow rotation. With only your back hand on the bar, you really need to get your toes in the stirrups sharpish, so that you can get your rear hand back on. Here Heliarde is barely off the water, and yet he's pulled his knees straight back up. It's also worth noting that he's looking at the board. As well as guiding feet and straps towards unification, it keeps his head perpendicular to his shoulders which keeps his rotation slow. All the while it's imperative to keep the bar in on the sweet spot with your elbow high. Otherwise, the kite will flutter back and drop you unceremoniously.



#### Board On Pic D

Everything that you've done up to this point is to make this, the crux of the move, more achievable. Keeping the kite high with bar in, rotating slowly, getting nice and small with your knees up and holding the board up high, all put you in the right place to get the job done. You have essentially aligned the planets, so all that's left to do is lower the board onto your feet and the jobs nearly a good'un. You can see that Heliarde is barely half way round his back loop and already has the board on. All the while he's kept the kite steady and the float on. Final note here, remember to pull the board down onto your feet so that the footstraps grip - you still need to land it to make it count:)

#### Dualistic Pic E

It should be obvious now that this is a move of



FORTALEZA



MANCORA



CABARETE



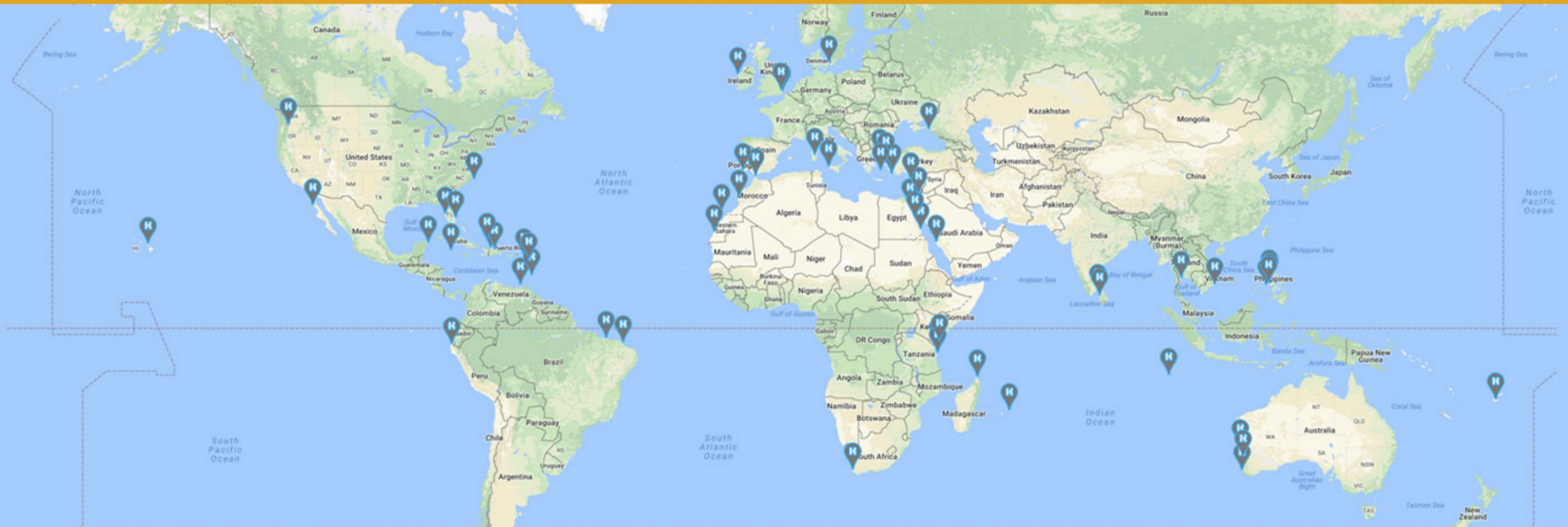
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DAKHLA

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two halves, although it's also fair to say that the first half is a tad more intense and from here on in it's "just" a matter of finishing. Your priority from the moment you get your feet into the new straps (hope they fit!) is to secure your front hand back onto the bar and fly the kite, and yourself back down towards a happy ending. Although most of you will be happy landing with just your front hand on the bar, having only the back hand on is a completely different kettle of fish that we'll do well to reserve for other tricks. You can clearly see that Heliarde has now got both hands on the bar and has the luxury of steering in stereo. Once the front hand is on, turn your head and look over your shoulder for your potential landing strip.

### The Arrival Pic F

Assuming that you're well versed in the back rotation department, the final approach to a soft and secure

landing should be painless. With the kite sat just behind 12 o'clock you shouldn't be coming around quickly at all, and as such you can time your dive of the kite to finish your back roll and pull you gleefully downwind for a marshmallow landing.

### Top tips

There are a few things you could/should practice to make this all the more achievable. The most glaringly obvious unfamiliar part of this move is taking off without the comforting feel of the bar in your front hand. Therefore, it wouldn't hurt to practice a few gentle sent back rotations where you use only your back hand to send the kite, keeping your front hand close to the bar ready to iron out any surprises.

This will be all the simpler of you trim your sweet spot out. With the sweet spot away from you, it will be

both easier and feel more comfortable to attempt this. Adding to the achievability of this move is the speed of your rotation, so concentrate on kicking up and not spinning around. Do this, and you'll have oodles more time.

And finally, the one-handed send can actually help your rotation. With the kite slightly behind 12 o'clock during your jump, you are less likely to spin as the kite position will stall your rotation.

OK, so time to have a good look at the sequence and videos before making like Heliarde.

### Common Problems

Over-sending the kite. This is usually as result of pulling the bar in to steer it rather than using your wrist. Keep the elbow high and push with your thumb to help initiate the cranking of your wrist.



That said if you're in a hurry to ditch the board you might not be edging right up until take off, so make sure that you edge just as much as you normally would.

If you find that the board is not coming off your feet smoothly and you have wiggled your feet free, then it's likely that you're stamping into your back rotation too early. You should be able to edge all the way and hard with your feet barely in the straps.

You can't get the board back on! A couple of possibilities here. Assuming that this is something that you either can do or feel that you're flexible enough to do, then the likelihood is that you haven't got enough support from the kite. Make sure the bar is trimmed out and that you don't send it too much. There is also the rather annoying fact that some of us find it hard to get a board on. If this is you then make sure you keep the board away at arm's length and lean back slightly to raise your feet. If all else fails, make yourself a longer handle...

### Keystones

1. Wiggle feet loose, board held up and forward
2. Moderate send using wrist
3. Kick up into slow rotation
4. Knees up for quick board on
5. 2 hands-on, turn head to spot landing



**BOARD-OFF VARIAL** >**Kite: Switchblade 9m Board: Ace 138 with H1s**

Here's a blast from the royal competition past. Four line kites were the latest thing; Martin Vari wasn't throwing down any handle passes in a heat, Shiny was winning both world titles with a customary beer and ciggie and even Dre, the godfather of all things wakestyle had straps and was throwing the board about with gay abandon. The point is this was a show stopper and still looks the business. Kevin does them somewhere between earth and the ISS, and they're suddenly all the rage again, just look at Nick AND even Aaron!!!

Whether you like to use a handle or prefer the edge of the board, it's entirely up to you. What is guaranteed though is plenty of fun? And we'll even go out on a limb and say that no previous board off experience is required, although it will of course help. So what is it, how did they and how will you do it?

A board off varial means that you'll take the board off with a tail grab and then spin the board 360° before sticking it back on your feet. Before breaking this down into its relevant parts, let us ponder for the moment what type of jump you're after. Sure we can all agree that some height will look good, but at the same time if you want the confidence to start twirling your board like some cheerleader twirls a baton, then you don't want to be flying downwind at Mach 10 with your kite swinging precariously behind you. Unless of course, you're one of the last three names in the intro. As such you're after a high but controlled



jump, something slightly more bow, while slightly less wang style.

**Elevate Pic A**

Seeing as you're after this type of elevator jump, it is paramount that you're fairly powered. If you don't have enough power, you'll be forced into sending the kite with gusto, and therefore it'll be swinging you around like a wrecking ball. Having your sweet spot trimmed comfortably out will also help. And finally, a good solid edge heading in a straight line will keep you balanced rather than a sudden carve into the wind on take off which will both unbalance and extend you. Your aim is to come in with the kite below 1 or 11 o'clock so that you can give it a good but short send, aiming for it to go no further back than 30 minutes each side of 12. With the sweet spot trimmed out you



can then use the bar for a bit of extra lift. Looking at the picture you can see that Heliarde's board is raked right over onto its edge. He's got weight on both legs to get as much board from nose to tail into the water for maximum resistance, hands centred on the bar. He's broken at the waist so he can keep the bar on the sweet spot and not stall the kite and he's given the bar a good short, sharp send, but has already pretty much levelled the bar even though he hasn't yet left the water. This will see him elevate nicely up into the skies, while not being pulled and extended over his board.

**Knees Up Mother Brown Pic B**

To overly simplify a board off, one could say that getting the board off early, really, really helps you get it back on, as it gives you so much more time.



Hence the elevator jump. If you're not getting launched into orbit, you'll find it much easier to lift your knees up quickly after take off, rather than ripping your abs as you find yourself smack bang in the middle of a fight between lift and gravity. Another plus point is that with the kite only just past 12 o'clock you won't feel the need to get everything balanced first and can, therefore, go straight into board off mode. To achieve some form of control over your board spin, you're aiming to grab the tail of the board, and if you can get a handful of the fin, it'll be even better. You can see in the photo that Heliarde has brought his knees right up, just as you would for a tail grab and while holding the bar in and level he's looking for the grab. Also worth noting that he's dropped his rear shoulder behind the bar, leaning

back to give himself more space and he's kept the board flat, bottom down.

### The Board Off Pic C

Once you've got the grab getting the board off shouldn't be too much of an issue! Having your straps a tad looser than normal will help a lot and is almost essential for getting it back on. Because you've lent back and all your weight is in the harness, and your board is flat, you should be able to just lift the board up with your hand while pulling your feet back. However, concentrate on keeping the bar in or else the kite will stop supporting you, and you'll already start your decent. All through this, you should ideally still be on the way up. Here Heliarde has his feet pulled back, bar is level, and the board is officially freed.



### The Varial Pic D

We might have been exaggerating with the baton twirling comparison. For good reason though, as considering that the wind will be blowing and you are moving, the practicality of actually tossing your board a full rotation may be somewhat optimistic. What you will, in fact, be doing is flipping it. Think more of ironing your shirt or hitting a top spin shot. Best bet here is to look at Pic D. and see what Heliarde is up to. He's actually brought his hand up, over and across in front of him while still holding the tail. That's half a spin sorted. Only once he's got the tail across does he release the board. This means that he's got control of the board and can keep it closer, with less chance of the wind catching it and blowing it off. Somehow the cap always stays put...



### Catch ASAP Pic E

This is a no-nonsense moment. As soon as you release the board you want to catch it pronto! The easiest way is to aim for the middle of the toese side rail, as this will make putting the board back on a bit less of an effort. It's interesting to look at the pic because even though Heliarde ironed the shirt and released the board late it still "floats" behind him. When you let go the board will slow and you won't, so be as quick as you can.

### On Like Donkey Kong Pic F

Getting the board back on requires a certain amount of flexibility, but there are a few things you can do to make it doable. The most important thing that is often forgotten is flying the kite. It's amazing how much



simpler it is to get the board back on if you have time and are not rushing, no different to your socks. If you keep the kite flying above you with the bar in you'll be floating down, not dropping. And if you're already near the water, starting your dive will bring the kite up and over 12 o'clock which will actually give you more time. Here Heliarde has oodles of time, but you can see how much room he makes for himself. He is holding the board as far in front of him as possible on an outstretched arm. All he has to do is bring his knees up, aim his feet at the straps and then release the board onto them. If you lift your hand and push your thumb against the deck of the board, it'll make up for a few decades of not stretching. Once the board is on, lower your undercarriage as you dive the kite.

### Top Tips

If you've never tried a board off before then working on getting your knees up and grabbing as quickly as possible is a skill that will help no end.

Some kites also find it easier to control the kite with their front hand centred on the bar, with the centre line between the first two fingers. However, it can feel very unnatural to send the kite like this, so it's something else you can practice. Alternatively, you can change your front hand position on the way up.

If all goes wrong in the air try and drop the board below and behind you so that you don't land on it and it doesn't land on you.

Now have a look at the videos and sequence for some real-life inspiration.





### Common Problems

If you can't get the board off the chances are that the board is underneath and behind you, so make sure to lift your legs and lean back away from the bar.

If you have trouble controlling the board once you have taken it off. This likely means that you're travelling too quickly through the air, so concentrate on your elevator take off.

If you're dropping and running out of time, remember to trim out, keep the bar in and be prepared to redirect and dive for landing even if your feet aren't in the straps.

### Keystones

1. Loosen straps
2. Elevator take off
3. Knees up quick for board off

4. Flick board across and re-grab centre sharpish
5. Dive for landing even if feet aren't yet in



FROM THIS ANGLE IT DOESN'T LOOK TOO FAR! RACERS EMBARK  
ON THE 19KM CROSSING!

WORDS ROU CHATER PHOTO PETA NORTH

Rou Chater takes on the Red Bull Lighthouse to Leighton race, a high-speed blast from Rottnest Island to Leighton Beach in Perth, dodging sharks, catamarans and oil tankers along the way...



# UNFINISHED BUSINESS

*Well*

AT THE RED BULL LIGHTHOUSE TO LEIGHTON!



THE LAUNCH AREA IS PRETTY TRICKY! HARDLY ANY ROOM AND A LIGHT GUSTY OFFSHORE WIND!  
PHOTO PETA NORTH

*level*

**“ THESE DAYS THERE IS A LOTTERY FOR ENTRY, SIGN UP AND KEEP YOUR FINGERS CROSSED THAT YOU GET A PLACE! ”**

I’ve been lucky enough to be involved with the Red Bull Lighthouse to Leighton race for four years now. Initially as a journalist and photographer, then as a racer, once more as a photographer and journalist and finally this year as a racer again.

It’s an extraordinary event and the highlight of kite racing in the southern hemisphere. Attracting racers from all over the world this isn’t just an elite foilboarders fancy; the race is aimed at being inclusive for everyone who can kitesurf. With categories for twin tips and race craft plus equal prize money for both men and women, it is easy to see why it attracts such a huge following. Places sell out in quickly, and these days there is a lottery for entry, sign up and keep your fingers crossed that you get a place!

The race itself is simple enough, a fast blast from Phillip Point on Rottnest all the way to Leighton Beach. With the prevailing Fremantle Doctor providing a consistent southwesterly breeze it’s a straight run from point to point covering a distance of 19km. While that sounds simple, the race is far more complicated than that.

Elite racers mix with weekend warriors on the start line, launching from a beach with a slightly offshore and very gusty breeze. With 140 competitors all jostling for position before the gun goes off it can get hectic! It would be fair to say 50% of this race is won before you have even crossed the start line!



An enormous credit should go to the organisers, each year the event runs like clockwork. It's a huge logistical task to organise 140 kites, the media, volunteers and race crew and get them over to the island with all their equipment and get the racers across safely with no incidents. Each year Tim Turner and his team somehow achieve the impossible and give every competitor an afternoon to remember.

My story this year was one of redemption, those of you who know me will be aware I am fiercely competitive, a trait I'm not proud of but one that drives me to be the best I can be.

TIM TURNER, THE MASTERMIND BEHIND IT ALL WITH AARON HADLOW, COLLEEN CARROLL AND ROU CHATER  
PHOTO ROU CHATER

*well*  
"THOSE OF YOU WHO KNOW ME WILL BE AWARE I AM FIERCELY COMPETITIVE"  
.....



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## Level

### “MY KITE DID A 360 FLIP, BOWTIED AND STARTED DRINKING SEAWATER LEAVING ME SWIMMING WITH THE SHARKS”

Two years ago I was given an entry into the race and training started in earnest.

Equipment choices were mulled over and discussed with previous winners, and my competitive streak saw me eyeing a finish near the top of the fleet.

Armed with the latest race kite from Ozone and a fast slalom board from Airush I

managed to get held up at the start and went about gaining places and fighting my way towards the front of the fleet. In the distance, I saw all the kites go down and was soon overtaking downed riders as the wind disappeared.

It was all going so well until my high-performance foil kite got hit by a poltergust (a freak gust of such ferocity it moves things where they shouldn't be). My kite did a 360 flip, bowtied and started drinking seawater leaving me swimming with

the sharks in the channel a few miles from the finish line at Leighton Beach.

That year was plagued by the weather, and 50% of the racers were classed as DNF's (did not finish) like me. My only salvation was that I was in good company; most of the top pro's suffered a similar fate. However, it did leave me with a sense of wanting more, a chance to actually make the crossing under my own steam and not clamber onto the shore at Leighton Beach out of a rescue boat with a foil kite that resembled a birds nest tangled with bin bags full of seawater!

*level*

“NICO LEFT EVERYONE IN HIS WAKE AND WAS SO FAR AHEAD YOU COULD SEE HIM BUT NO OTHER KITES EVEN CLOSE...”

The following year I was back on photo duties so got to see Nico Parlier break the course record from the lead boat. Arguably the best seat in the house this remains as one of the most impressive things I have seen someone do with a kite. Despite a stacked field of world-class racers from the recent hydrofoil event in Perth, Nico left everyone in his wake and was so far ahead you could see him but no other kites even close...

This year, Tim had mentioned there might be a spot for me in the race, unlike my previous attempt I decided not to get too excited until it was confirmed. Rather than spend time training and getting race gear sorted and taking it over for my trip, I decided to see what I could blag on the other side of the world.

Taking a bunch of race gear over with a 30-kilo luggage allowance when you plan on spending most of your days riding the waves in Lancelin seems a bit of a waste. In a case of the ultimate in preparation two days before the event, I called the excellent crew at WA Surf in Safety Bay. Drew and his team run a tight ship and while bespoke race gear would be hard to find I figured I could enter the twin tip category and just blast across in relative comfort.

Aaron Hadlow was back this year to defend his title in this category, along with Colleen Carroll. I had mentioned the race to her while I was still in the UK as I knew she was travelling around Australia for the premiers of The Bubble. The twin tip category has become more popular in recent years with the elite hydrofoil crew effectively locking off the podium in the race class.

DREW MALCOLM FROM WA SURF ABSOLUTELY PINNING IT!  
PHOTO PETA NORTH





*well*

“ MY CHANCES OF BEATING THE LIKES OF OLLY BRIDGE  
ON A HYDROFOIL ARE SLIM TO NONE ”  
.....





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My chances of beating the likes of Olly Bridge on a hydrofoil are slim to none, but perhaps I'd have half a chance at doing well on a twin tip was my thought process. It also meant I didn't have to try too hard to get race gear, anyone will lend you a twin tip, but borrowing someone's hydrofoil is a little like asking to borrow their wife...

Once again the wind forecast was looking shifty, it seemed that Tim's patience would be tested as the outlook was showing light winds and even thunderstorms on the day of the race. Deciding that I just needed a big kite and a board I arranged a 13m Rebel with Drew and a Jaime 133, a smaller board than my usual tastes, but small is fast, and as long as the wind showed up I figured this would be a solid set up.

THE LEVEL OF RACING AT THE TOP END OF THE FIELD IS EXCEEDINGLY HIGH!  
PHOTO PETA NORTH

*level*

“BORROWING SOMEONE'S HYDROFOIL IS A LITTLE LIKE ASKING TO BORROW THEIR WIFE...”

.....

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*well*

“ WITH MY NOT-SO-RACEY GEAR SORTED ALL I NEEDED NOW WAS FOR THE FORECAST TO BE WRONG AND FOR THE WIND TO BLOW. ”

Little did I know Colleen was also in the market for some racier gear from Drew, needless to say, we had double booked. Being the chivalrous chap I am, I let Colleen take the 13m Rebel, and I scooped up a 12m Evo. With my not-so-racey gear sorted all I needed now was for the forecast to be wrong and for the wind to blow. This is Perth after all, and despite the odds, the sea breeze is usually a solid bet, and that was where I placed all my chips!

In the end the race got cancelled for the Saturday as the thunderstorms held true and with a postponement to Sunday things were looking up. Warm sunny weather was forecast, the perfect recipe for a sea breeze, although the temperature was in danger of going too high and causing an upset on the wind front.

With the wheels firmly set in motion, the Red Bull Lighthouse to Leighton train was going to be a difficult thing to stop. We arrived bright and early at the Rous Head ferry port ready to board the Rottnest Express over to the island. True to the forecast it was hot, sunny and there wasn't a breath of wind. Time was on our side though; it was way too early for the sea breeze to even start showing its head yet...

Rottnest is a fantastic place to spend some time, and if you ever get the chance to visit Perth then be sure to tick this offshore gem off your list. With stunning beaches, crystal clear waters and some quaint little shops, bars and cafes it's not a bad place to spend a few hours. Throw the quokkas in the mix, and that's the entertainment sorted for the day!

THE FINISHING AREA AT LEIGHTON BEACH  
PHOTO PETA NORTH



*level*  
“THE START WAS GOING TO BE TRICKY AS KITES FELL OUT OF THE SKY EVERY TIME THEY HIT A LULL.”  
.....

I've seen some tricky conditions for this event over the years, but when we arrived at Kingstown Barracks for the race briefing, I have never seen the flag at the top of the mast hanging as limp as it was. This was not a good sign although the infectious enthusiasm of Tim and his excellent race crew had the 140 or so riders all hoping for a miracle.

As Colleen and I climbed over the dunes to the beach the site wasn't much better, hardly a breath of wind at the launch spot and not a single white cap out on the water. The faintest of breezes was blowing in the right direction, but this was most definitely not 12m weather!

As the racers got themselves ready, the big foil kites and hydrofoils took to the water. The rest of the fleet was beached with the wind barely registering over ten knots. The start got delayed, delayed again and then to my surprise the call was made for a 15.30

race start. With such a sketchy launch, and such light winds the start was going to be tricky as kites fell out of the sky every time they hit a lull.

Once again it was going to be the start line where it mattered the most, I opted to clamber down the reef barefoot at the leeward end of the line. Away from the usual hustle for the windward end of the line and hopefully get a clear run without getting tangled. Usually, at a start, I'd make a few runs and be riding around on the water, but with barely enough wind to stay upwind my plan changed to just waiting for 30 seconds to light up my watch and then to hammer at the line as fast as possible.

level

“ THE TANKERS POSED THE NEXT ISSUE, WHILE STATIONARY THESE HUGE BEHEMOTHS OF THE SEA CREATE MASSIVE WIND SHADOWS ”

Luckily this plan worked, to a point, and I got a clean start without any incidents, it wasn't exactly a flyer over the line at the front of the pack though. With the light wind and just a 12m and a small twin tip, the next twenty-five minutes would be a battle of fitness. Constantly diving the kite for power, I realised I would have to keep this up for the entire crossing to be in with a chance of making it across the line.

The first incident arrived when a 40foot catamaran along to watch the race decided to hold it's course and sail right through the racers. The guys and girls around me seemed to get an easy pass, but on my line, I ended up having to stop and sail around to the leeward side and lost all momentum and wind in the kite. Thankfully I kept it in the air, and after a few minutes of battling with dirty air, I managed to get some speed up again.

The riders I had been close too were now way off in the distance; it was time to put the hammer down as much as you can when you are underpowered and struggling not to sink. The next section of the race I found a good rhythm and managed to make up quite a lot of ground. Aaron and Colleen were long gone in front of me; Aaron was sporting a far more appropriate 17m Dyno, so I knew I would never be in a race with him. Fair play to Colleen she was flying along with the 13m Rebel and arguably a few less pounds than me!

In the middle of the channel, the tankers posed the next issue, while stationary these huge behemoths of the sea create massive wind shadows and you have to pick a good line in between them.

THE VIEW FROM ABOVE IS PRETTY INCREDIBLE!  
PHOTO PETA NORTH



IT TAKES ALL SORTS, YOU WILL LITERALLY SEE EVERY KIND OF KITE AND BOARD BEING RACED, EVEN SOME YOU HAVE NEVER SEEN BEFORE!  
PHOTO PETA NORTH



*level*

**“ IT WAS DEFINITELY THE HARDEST CROSSING I HAVE EVER DONE WITH NO LET-UP OR HELP FROM THE WIND ”**

Unfortunately, I got hung up here once again and had a moment of panic as I was up to my neck in the sea trying to do everything I could to keep the kite in the sky.

A lucky gust came to my aid, and I was off again, I'd managed to overhaul a few of the riders in front of me and finally had the finish line in site. Weirdly my front leg was cramping more than the back one, and my arms were feeling pumped from all the effort on the

bar. It was definitely the hardest crossing I have ever done with no let-up or help from the wind, a constant battle to keep speed and keep momentum from start to finish.

To my surprise, as I crossed the line there weren't too many kites on the beach, and there were even less twin tips. Had I maybe snuck into the top ten? Aaron hadn't kept his title; his 17m Dyno was leaking air, while he was powered up towards the end of the race the kite had deflated enough to start folding if he put any real power through it. Longtime competitor Jordan Girdis had beaten him to the line with a foil kite and a very fast looking custom twin tip!

Colleen had sewn up the girl's twin tip class while Olly Bridge had taken the win for the men in the race class after a few years of mishaps and Steph Bridge led the women's race fleet home. On the beach, everyone had their own tales of trials and tribulations. It's a tough race to get right, and there are a myriad of things that can go wrong.

As we rehydrated and watched the rest of the racers come home, there was one common theme among all of them. Everyone was stoked to have made it across and even more stoked the race crew had decided to run the race, despite the testing conditions. For sure it might not have been the fast blast we all hoped for, but it was immense fun, and I finally get to say I finished the race.



MENS TWIN TIP PODIUM



WOMENS TWIN TIP PODIUM



MENS OVERALL AND RACE PODIUM



WOMENS OVERALL AND RACE PODIUM

In the end, I managed to come 9th in the twin tip category, not bad with such a small kite and board and 35th overall. Had I taken bigger gear I could have done better, but I was just happy to have finished and be able to sink a few beers that evening with a sense of satisfaction you don't often get in life...

The Red Bull Lighthouse To Leighton will be back in 2018, and international riders and racers are actively encouraged to take part. Why don't you plan a winter trip and tie in racing in one of the most prestigious events in the Southern Hemisphere! Maybe I'll see you on the start line!

Huge thanks to Drew and the crew at WA Surf for the loan of the race gear! If you are ever in Perth be sure to pay the guys a visit in Safety Bay!

[www.wasurf.com.au](http://www.wasurf.com.au)

#### MENS RACE

Olly Bridge  
Theo De Ramecourt  
Jean De Falbaire

#### MENS TWIN TIP

Jordan Girdis  
Aaron Hadlow  
Antoine Sabourin

#### WOMEN'S RACE

Steph Bridge  
Natalie Flintrop-Clarke  
Fabienne Bosiger

#### WOMEN'S TWIN TIP

Colleen Carroll  
Rachael Hughes  
Kathryn Davies



WORDS AND PHOTOS THE IKSURFMAG TEST TEAM  
PHOTO THIS PAGE SAM LIGHT RIDING THE SLINGSHOT REFRACTION PHOTO ANDRE MAGARAO

Some of the best kites and boards on the market get put through their paces by our test team again this issue!

# TRIED & TESTED



## KITES

Cabrinha Drifter  
F-One WTF?!  
Naish Slash  
Slingshot RPM

## BOARDS

Cabrinha Ace Wood  
F-One WTF?!  
North Pro Whip CSC  
Ocean Rodeo Mako  
Ozone Code  
RRD Bliss V5  
RRD Poison V5  
Slingshot Refraction

BRAND CABRINHA

MODEL DRIFTER

SIZE 5M

YEAR 2018



"THE  
VERSATILITY OF  
THIS KITE FAR  
EXCEEDED OUR  
EXPECTATIONS!"



### At A Glance

The Cabrinha Drifter is the surf-orientated kite from powerhouse Cabrinha. A 3 strut hybrid design, it has been designed to be equally at home gunning down the line as performing some crazy strapless airs.

Redesigned for 2018, this year the kite has had its shape and arc reinvented to accommodate the growing strapless freestyle trend. The result is a kite which houses the elusive pop needed to get you airborne for those moves, as well as handling the speeds and drift of those classic big wave days.

Cabrinha use their own materials on all their kites, and their new High Tenacity Dacron has been specifically designed for leading edges on kites. This new material has been designed with warp in mind and as such leads to a more accurate kite with less deformation. The bridle on the Drifter is simple and minimalistic.

New for 2018, the Drifter has two key settings; the Onshore and Offshore setting. These allow you to fine-tune the kite to the conditions on the day and are well worth using. The Offshore setting allows the kite a superior upwind performance,

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TO VISIT THEIR  
WEBSITE, CLICK HERE



BRAND F-ONE

MODEL WTF!?

SIZE 9M

YEAR 2018



“ THIS KITE IS A  
FREESTYLERS  
DREAM! ”



### At A Glance

Brand new and eagerly awaited from F-One for 2018 is the WTF!?. A true C kite, the WTF!? is for non compromising freestyle riders who demand only the best pop, slack and control from their kite.

The WTF!? or, Win The Freestyle, is five strut, high aspect ratio kite. Direct back, front and 5th line attachments keep everything simple and precise. The WTF!? uses F-Ones new Reactor Valve combined with a one pump system for speedy inflation and deflation.

There have been a few key changes to the construction used by F-One in their kites for 2018. This means stronger, more aerodynamic kites which last longer and perform better. Panels on the canopy are now glued and sewn, and the trailing edge has changed from Dacron to double layered Ripstop which disperses tension bringing new gains in stability and performance.

F-One have designed each of the many sizes individually to ensure they work perfectly for the conditions in which they will be flown rather than scaled off a central size.

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WEBSITE, CLCK HERE



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BRAND NAISH MODEL SLASH SIZE 9M YEAR 2018



"A FANTASTIC WAVE KITE WITH INCREDIBLE BUILD QUALITY."



### At A Glance

We have recently had our hands on the new 2018 Naish Slash; the Slash is a dedicated wave and strapless riding kite. It's 3-strut, thin leading edge, swept wingtip design gives the kite the ultimate blend of flying characteristics for wave riding. We see all the usual Naish design features included in the 2018 Naish Slash, Octopus inflation system, Quad-Tex ripstop, tons of re-enforcements, ABS bridle, making the kite not only robust but ready to handle all conditions.

However, this year we see the introduction of the Shark Teeth Trailing edge which replaces the old heavy Dacron trailing edge with a lighter weight Quad-Tex re-enforcement, reducing flutter and wear. The 2018 Slash has also had the wingtips reduced in diameter which should increase the speed of the kites turns.

The Slash comes in a variety of sizes, two colourways: Grey/Blue, Yellow/Blue and can be ridden with both above the bar and below the bar options. We see the introduction of 11m and 12m Slash kites this year, enabling you to continue ripping it up in the lighter winds.

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BRAND SLINGSHOT

MODEL RPM

SIZE 10M

YEAR 2018



"THE BEST  
FREESTYLE  
KITESURFER ON  
THE PLANET  
USES THIS KITE  
TO WIN  
COMPETITIONS!"

TO VISIT THEIR  
WEBSITE, CLICK HERE



### At A Glance

The RPM almost defines the three strut Open-C kite market, for 2018 it is back, quite literally, stronger than ever. The RPM is designed to be a jack-of-all-trades, with an emphasis on freestyle. Its unhooked performance has been proven time and time again with numerous World Champions hanging beneath it, and the freeride capabilities are seen on beaches worldwide. Most recently Carlos Mario has clocked up two world titles with this kite, impressive when you think a lot of riders get one as soon as they finish their lessons too!

The RPM is a three strut kite with a compact bridle to support the Leading Edge. The bridle, known as the IRS bridle, is now in its 4th year and is somewhat unique in design. No pulleys are present. However, sections of the bridle are made with bungee lines which flex and retract to allow constant tension through the lines when you are steering the kite.

Slingshots legendary build quality has been even more refined to cement their bombproof reputation. There are bumper pads in key areas,

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"IT LOOKS SICK,  
AND IT SHREDS."



**BRAND** CABRINHA    **MODEL** ACE  
**SIZE** 138 X 41.5CM    **YEAR** 2018

#### AT A GLANCE

Cabrinha have brought a huge range of products to the table for us in 2018. We now see multiple variants of some of their top end twin tip boards, the Xcal Carbon (which we reviewed recently, check this out in the previous issue or via our website), Xcal Wood, Ace Carbon and the all new Ace Wood.

For 2018 Cabrinha have redesigned the Ace and given it some new features. This wood core all-round

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WEBSITE, CLICK HERE



"A SOLID CHOICE  
WITH  
IMPRESSIVE  
PERFORMANCE!"



**BRAND** F-ONE    **MODEL** WTF!?!  
**SIZE** 138 X 42CM    **YEAR** 2018

#### AT A GLANCE

Over the last few years, F-One have been growing their range of kites, boards and foils. We have seen many new additions such as the Breeze, Furtive, and now the WTF!?! range. The WTF!?! range is all about out and out freestyle riding; we now see a Linx freestyle bar, the WTF!?! C-kite and the new WTF!?! Freestyle board.

We recently got our hands on the range and here we were going to take a look at the WTF!?! freestyle board.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR  
WEBSITE, CLICK HERE





" LIGHTER, FASTER,  
MORE STABLE  
AND JUST AS  
DYNAMIC! "



**BRAND** NORTH    **MODEL** PRO WHIP CSC  
**SIZE** 5'2"    **YEAR** 2018

#### AT A GLANCE

The CSC series of boards from North have been around for a few years now; this new Pro Whip CSC replaces the Pro Series CSC from last year. North have reduced the number of boards in the lineup, this year both the Wam and Whip come in two different constructions. Before North had these boards and then had different shapes for the Pro Series. For 2018 they have simplified the line and offer three Pro Series models, the Whip, Wam and Session.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR  
WEBSITE, CLICK HERE



" A UNIQUE  
RIDING  
EXPERIENCE AND  
A BUNDLE OF  
DIFFERENT  
OPTIONS. "



**BRAND** OCEAN RODEO    **MODEL** MAKO  
**SIZE** 165 X 44CM    **YEAR** 2018

#### AT A GLANCE

The Mako, Ocean Rodeo's renowned signature board, has recently undergone a revamp and we were excited to be able to test it out.

Presented as a surf-orientated twin tip, the Mako doesn't look like a modern-day kiteboard; in fact, you may think it's from a different era. A continuously curved rail from the centre to the very rounded tips combined with the largest concave you have ever seen in a kiteboard, let alone a twin tip.

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TO VISIT THEIR  
WEBSITE, CLICK HERE





"FAST, FUN AND OH SO SMOOTH!"



BRAND OZONE    MODEL CODE V1  
SIZE 138 X 41CM    YEAR 2018

#### AT A GLANCE

The Code V1 is Ozone's first foray into board building, and they have not done it lightly. Famous already for their own purpose-built factory, they have done the same with their board line and grown their factory to accommodate a new production facility.

The Code V1 has been designed as a high-end freeride board. Available in 4 sizes, it will cover a large spectrum of rider sizes and preferences.

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"EASY TO RIDE, FORGIVING AND ABLE TO DELIVER SOME IMPRESSIVE PERFORMANCE"



BRAND RRD    MODEL BLISS V5 WOOD  
SIZE 136 X 40CM    YEAR 2018

#### AT A GLANCE

The Bliss has been in the RRD line up for many years now, and 2018 sees it get an update. Don't panic though, if you are a huge fan of this board already, and there are plenty of those around the world, the updates are subtle and designed to improve the performance.

There is a new LTD version in Carbon which offers a slighter stiffer and more tuned up ride.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE





" IF YOU WANT TO GO HIGH, YOU GOTTA GO FAST! "



**BRAND** RRD    **MODEL** POISON V5 LTD  
**SIZE** 138 X 42CM    **YEAR** 2018

**AT A GLANCE**

The Poison V5 LTD from RRD is aimed at the high-end freestyle and freeride market. Riders looking for a high-performance board with plenty of speed and pop should have this on their shopping list.

New for 2018 the board has been made thinner and lighter, 20% lighter in fact. LTD stands for the Limited construction that utilises Biax Carbon layers on the top and the bottom of the board with a Paulownia wood core sandwiched in between.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



" THE POP PRODUCED IS PHENOMENAL! "



**BRAND** SLINGSHOT    **MODEL** REFRACTION  
**SIZE** 139 X 42CM    **YEAR** 2018

**AT A GLANCE**

The Slingshot Refraction is the signature model of international kiteboarder Sam Light. Built to keep up with Sam's skills in the park, freestyle riding and looping at the King of the Air, it is also designed to perform at the cable park too!

The board is made with a Paulownia wood core, sandwiched between urethane rails; then an extra thick Durasurf base is layered on the bottom to protect the board from whatever obstacle you may hit next.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



[FEMALE FOCUS]

# ANNELOUS LAMMERTS

WORDS LINDSAY MCCLURE



Annelous Lammerts, reigning Kite Park League champion, is a Dutch kiter who lets her riding do the talking. Annelous was blessed with both talent and a strong work ethic. She's driving the level for the ladies, both park and freestyle, way up. If her meteoric rise through the KPL ranking is any indication of what she's capable of, we can't wait to see what she'll get up to in 2018!



" I LOVE TO DO BOTH, AND WHEN I GET TIRED OR A BIT STUCK WITH ONE I SWITCH DISCIPLINES "



**Annelous, 2017 was a fantastic year for you. Which achievement from the last year are you most proud of?**

Thanks! 2017 was my best year so far. The achievement I am the proudest of was landing the first double handle pass, the toeside backside 540, off the kicker, helping me win the first Kite Park League stop of 2017. From that moment, I knew I had to go for the overall title.

**After claiming the 2017 Ladies Kite Park League title, what's next?**

This year, I want to focus on pushing my riding.

I have some new tricks in mind that I want to learn, and I'm working on filming a video part. Also, standing on top of the Triple S podium is still a big goal. Last year I got second place, and winning the biggest park riding event is still a dream that I want to achieve.

**Freestyle or park riding? Why?**

Both, that's the beauty of it! I love to do both, and when I get tired or a bit stuck with one I switch disciplines and, just like that, I get a new boost of motivation. The best sessions I've had were this winter in Brazil at the Kite Mansion. We built a kicker and put our rail in the lagoon so that we could combine park

riding and freestyle. We even managed to do some slider-freestyle combo lines. It was so much fun to do an air trick and, without hooking back in, hit the rail.

**When you first started kiteboarding, you would bike 17 kilometres to the beach with all your gear, and you still seem super motivated to kite as much as you can. How do you keep the stoke alive?**

Kiteboarding is part of me. I can't go long without it! When I started kiteboarding, I didn't mind cycling all the way to the beach. All I was thinking about was getting on the water. Missing a session was the worst thing in the world,





PHOTO  
JAMES BOULDING

and even though I spent hours on the beach waiting for wind and being frustrated, I would do it all again the next day. When I started park riding two years ago, I got a new burst of motivation because I had so much to learn. I also started looking to other boardsports for motivation, seeing women pushing their limits in wakeboarding, skate-boarding and snowboarding. Watching what other women are doing inspires me a lot for both park riding and freestyle.

**How have your sponsors helped you achieve your goals?**

When I started kiteboarding the guys from my local beach club saw me passing by on my bike every windy day. One day it was snowing a bit,

**" I GOT A NEW BURST OF MOTIVATION BECAUSE I HAD SO MUCH TO LEARN. "**

# SUP TONIC

05  
AUTUMN 2017

INTERNATIONAL MAGAZINE



**WE'VE LAUNCHED A BRAND NEW MAGAZINE ALL ABOUT STAND UP PADDLE! IT FEATURES THE SAME AMAZING TECHNOLOGY AS OUR KITE MAGAZINE WITH AN AWESOME APP, WEBSITE, AND DIGITAL MAGAZINE, ALL FOR FREE!**

and I still wanted to go kiteboarding. After my session, the owner of the beach club told me he wanted to help me out. From that moment they supported me and helped me as much as possible, even though I could barely do any tricks. Thanks to them, I got in contact with new sponsors. I'm super happy that I joined Cabrinha International one and a half years ago. Also, my sponsor Maltem Consulting saw the passion that my boyfriend Alex Maes and I have for our sport, and thanks to their support I can continue pushing my riding as much as possible.

**Is there anything new and exciting in the works over at Cabrinha that we can look forward to?**

There is a lot happening at Cabrinha, and there are some great products coming soon. I'm excited about the girl's board, the XO, that is back in the lineup. It will be released at the beginning of March.

**I enjoy sessions with you because you are always having fun, pushing yourself, and encouraging others. Who inspires you on the water and why?**

I love to ride with people who are not only riding for themselves but who ride together, pushing each other and cheering for each other. I love to ride with Alex Maes because he is always pushing me and helping me land new tricks. This winter, Nicolas Gilomen, Manuela Jungo and James Boulding joined us in Brazil, and we had some amazing sessions. Everyone was trying new tricks, taking hard slams and cheering for each other, creating the type of environment that inspires me and pushes me the most.

" I LOVE TO RIDE WITH PEOPLE WHO ARE NOT ONLY RIDING FOR THEMSELVES BUT WHO RIDE TOGETHER, PUSHING EACH OTHER AND CHEERING FOR EACH OTHER. "



PHOTO JAMES BOULDING



PHOTO  
JAMES BOULDING

**How do you think the experience is different for men vs women who are at the top of the sport of kiteboarding?**

The experience for men vs women who are on the top of kiteboarding can be quite different. Personally, I think that women tend to overthink what they are trying to do. When I get stuck with a trick or have a bad result, I spend time thinking and worrying about it. A lot of guys who I ride with have an easier time separating from their thoughts.

*" I THINK THAT  
WOMEN TEND TO  
OVERTHINK WHAT  
THEY ARE TRYING  
TO DO. "*

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OUR CONTENT, IT'S INTUITIVE, AMAZING AND 100% FREE!**

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**You have travelled the world over to kite. Where is your favourite place to ride, and where's the next place on the map you want to explore?**

My favourite place to ride is at the Kite Mansion in Icapui, Brazil. We discovered this lagoon three years ago, and it has the best wind, flat water and no one around. This year, I really want to go to Hawaii. It's the home base for Pete Cabrinha, and since before I even started kiteboarding, I've wanted to go to Hawaii.

**You've produced some great videos over the last few years. Can you share some advice about how to produce interesting and unique kite videos?**

I have always loved to film and edit videos. For me, it is a way to show everyone what I love to do and to share my passion. Working on a video also pushes me to work on my style.

When you are only competing, you might find yourself doing the same tricks over and over and just working on things that the judges want to see. But, when you are working on a video, it is about what you want to show the world. It's a chance to be creative, try new tricks and add different grabs. The most important tip I can share is that you can never start too early with filming. Trips pass by much faster than you expect, so it is important to start accumulating footage from the beginning.

"IT IS ABOUT WHAT YOU WANT TO SHOW THE WORLD. IT'S A CHANCE TO BE CREATIVE. TRY NEW TRICKS AND ADD DIFFERENT GRABS."



PHOTO TOBY BROMWICH

"SPEND AS MUCH TIME ON THE WATER AS POSSIBLE! GO RIDE IN STRONG WIND, LIGHT WIND, FLAT WATER OR BIG WAVES."

### How do you stay fit and healthy?

Most of all, I just ride a lot, not only on my twin tip but also on my surfboard and foil. I love to spend as many hours on the water as possible. Practicing different disciplines helps me to stay fit. When it's not windy, I ride a lot of cable. In addition to being on the water, I have a training schedule from my physiotherapist at KiteMedical that helps me prevent injuries.

### Any tips for the up and coming shredders?

Spend as much time on the water as possible! Go ride in strong wind, light wind, flat water or big waves. It might be hard to do your tricks in difficult conditions, but one day you will notice that all those sessions helped you to become a better kiteboarder. Work hard, save money and chase the wind. You can make it if you work hard enough!

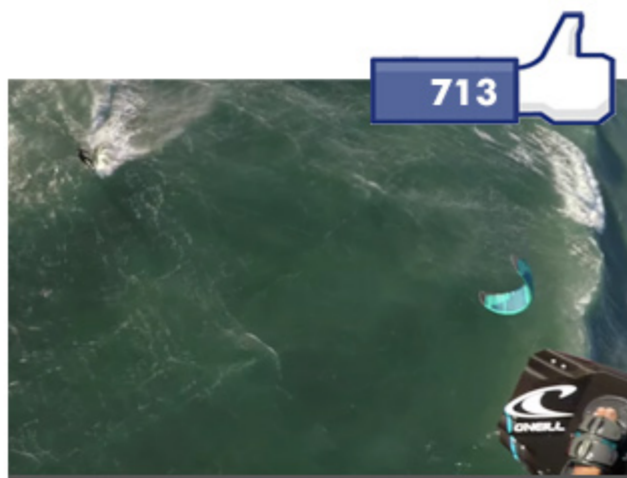
The IKSURFMAG website is crammed with news and videos everyday, we only show the best videos, so to make it onto the site is an achievement in itself.

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 I JUMPED 28.3 METERS KEVVLOG #34

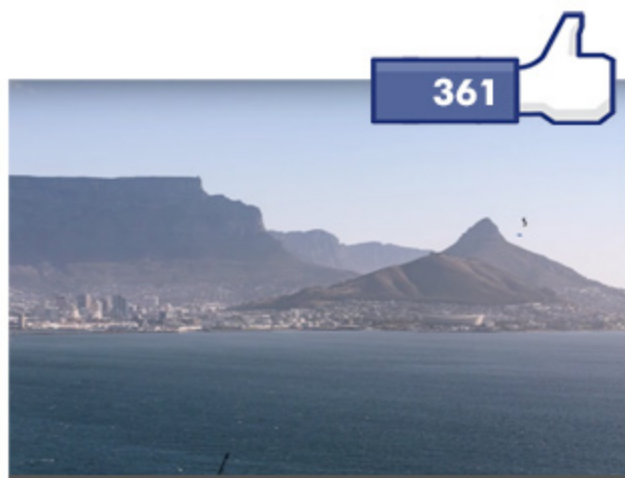
Feel like flying? Jump on board with Kevin Langeree during a mental session in Cape Town. The wind was pumping over 40 knots, helping Kevin break his previous Woo record with a jump of 28.3 meters. Everyone is chasing down that 30 meter milestone!



[CLICK HERE FOR VIDEO](#)

## #2 NICK JACOBSEN SETS WORLD RECORD AT 277 METERS

More insanity coming out of Cape Town. This is an absolute MUST SEE video! Just in, Nick Jacobsen has yet again done the unthinkable. Watch this 277 meter tow-up behind a Volvo Ocean Racing yacht. We hope that was a parachute on his back!



[CLICK HERE FOR VIDEO](#)

## #3 THE KITER AND THE WHALE

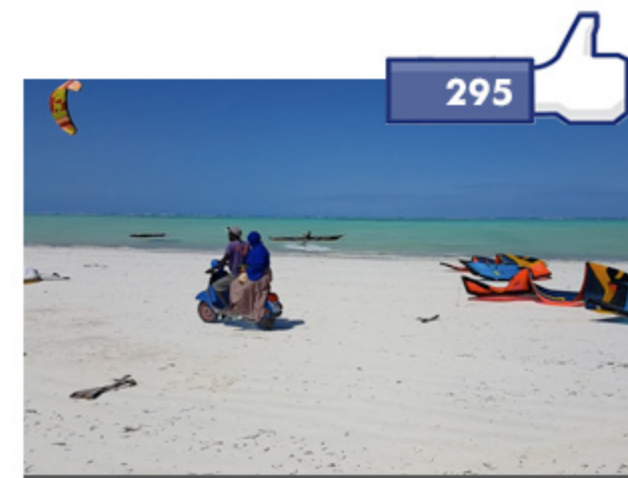
"No tricks, no Photoshop. This is the real thing!" Check out this short video that tells the story about this incredible shot with a kitesurfer in the foreground and a whale getting air in the background. You won't see this every day!



[CLICK HERE FOR VIDEO](#)

## #4 ZANZIBAR - BACK INTO THE BLUE

Does anyone have travel fever? Check out this mesmerizing footage from Zanzibar, home to some of the best conditions in the world for kitesurfing. If blue lagoons and steady wind is your jam, this spot is calling! Back Into The Blue features Wojciech Piotrowski and Monika Piotrowska.



[CLICK HERE FOR VIDEO](#)

HANNA TWAROG SPRAY PAINTS FOR OUR FAVORITE ARTIST BEHIND THE LENS  
PHOTO ANDRE MAGARAO



*Lightroom*

More shots with no particular place to go  
this issue, feast your eyes!

LIGHTROOM



*Lightroom*

SWINGING YOUR FOIL UP NEAR YOUR LINES IS A MOVE RESERVED FOR THE WELL PRACTICED. MARK SHINN SHOWS US HOW IT'S DONE IN EGYPT

IKSURFMAG.COM



LIGHTROOM



*Lightroom*

WHO HAS SNOW? NORWAY, AND THE CONSISTENCY IS JUST RIGHT!  
THANKS TO DIDIER BOTTA FOR CONFIRMING  
PHOTO MLAND PICTURES

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LIGHTROOM



*Lightroom*

ABEL LAGO, STRETCHED OUT AND ENJOYING LIFE!  
PHOTO JOHN CARTER

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LIGHTROOM

LILLO FOUREE PUSHES SEND IN THE MIDDLE OF ITALY'S MIRROR-FLAT LO STAGNONE LAGOON  
PHOTO LACI KOBULSKY



*Lightroom*

LIGHTROOM

THERE'S NO TERRAIN THAT ISN'T BEGGING FOR A KICKER! LOCAL RIDER FABIAN OBERHOFER TRICKS HIS WAY INTO A SECOND PLACE FINISH AT THE 2018 INTERNATIONAL SNOWKITE OPEN AT LAKE RESIA, SOUTH TYROL, ITALY  
PHOTO TOM OTT

*Lightroom*

LIGHTROOM

HANNA TWAROG'S BRAZILIAN BLUES  
PHOTO ANDRE MAGARAO

*Lightroom*

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LIGHTROOM

IT'S BEEN AN INCREDIBLE YEAR FOR SNOWKITING, JULIEN MEISTER  
MAKES THE MOST OF IT AT RICKEN, SWITZERLAND, AT JUST 790M  
ABOVE SEA LEVEL THE CONDITIONS AREN'T USUALLY THAT GOOD,  
BUT THIS YEAR IT'S BEEN POWDER DAY AFTER POWDER DAY!  
PHOTO LUKAS PITSCH

*Lightroom*

LIGHTROOM

REECE MYERSCOUGH FINDS A RARE MOMENT OF SOLITUDE IN LA VENTANA, MEXICO.  
WHAT DID HE DO TO SCARE EVERYONE AWAY?  
PHOTO TODD MACSWEEN

*Lightroom*



LIGHTROOM

MORE AND MORE, THE MOUNTAINS ARE BECOMING AN OUTLET FOR PEOPLE ESCAPING THE NOISE AND HUSTLE OF CITY LIFE.  
JÜRGEN INNOCENTE IS HAPPY TO CONCENTRATE ON WHAT'S ESSENTIAL  
PHOTO TOM OTT

*Lightroom*

# 10 QUESTIONS

WORDS LINDSAY MCCLURE

## Joshua Emanuel

A native of South Africa, Joshua Emanuel has big air in his blood. As we write this, he sits at the very top of the Woo All-Time Leaderboard with a jump of 29 metres, which means he has a target on his back. The race to the 30-metre mark is on! Read on to find out what he's been doing to try to hit 30 meters before anyone else.



**What's it like to boost 29 metres?!?**

When I got my 29-meter jump, it honestly felt like I was on top of the world. When I hit the peak of a jump and get this sensation in my stomach, that's when I know I have crossed new barriers.

**You are currently at the top of the Woo leaderboard — congratulations! Do you worry that your record is going to fall? If someone beats it, who do you think it will be? How much higher do you think it's possible to boost on a kite?**

I don't worry about the record being broken again; my main worry is someone beating me to the 30-meter mark. Guys that I think that are in the run for 30 meters are Stuart Downey, Kevin Langeree and Nick Jacobsen. Unfortunately, Nick is out due to injury — he was probably my biggest worry. I believe it's possible to go up to about 33 meters or 35 meters. I think it will take a lot to get there, but we never know what's possible until it's been done.

**How do you think that Woo has changed the sport of kiteboarding?**

Woo has made kiting a more social sport. We are always on the water alone or just shredding with a few mates. Now we have devices that we can use to challenge each other when the conditions are right. We can see who can jump the highest among a group of friends who are spread out all over the world.

“ When I hit the peak of a jump and get this sensation in my stomach, that's when I know I have crossed new barriers.”





**You're from Durban - what's the kite scene like there, and how did you get into kiteboarding?**

The kite scene in Durban is reasonably small, but it has grown over the years. I got into kiteboarding in 2004. When some of my friends started, I saw what was possible and became interested in the sport. They referred me to Twiggy Baker for kite lessons who then managed to get me up and riding.

**Do you think Cape Town is the best place in the world for going massive?**

Cape Town is the best place in the world for going massive. We have super strong winds and some pretty perfect kickers to line up with. With these two elements combined, it allows us to break through new barriers and set new records.

PHOTO BO VAN WYK

“ We have super strong winds and some pretty perfect kickers to line up with.”



PHOTO WAYNE SCHONEWOLF

“The winners have been invited to come and challenge me in a boost-off in Cape Town.”

**Can you tell us about the XR5 Challenge? How much of a factor does your equipment play in helping you send it?**

The XR5 Challenge is a competition that started four months ago. It was open to any kiter, anywhere in the world. The winners have been invited to come and challenge me in a boost-off in Cape Town. We selected the biggest female booster, biggest male booster, highest accumulated height and then one

wildcard. The Challenge went down from the 17th of January until the 21st of January. By the time you're reading this, you'll be able to find the final results at [corekites.com](http://corekites.com).

Equipment plays quite a factor in every session. If I want to send it as high as possible, I will use my XR5 as it has loads of lift and float. If I'm heading out for a mixed session of loops and big air, I prefer my GTS4.

**Do you ever get tired of boosting sessions?**

**What other styles of riding appeal to you? What are your interests outside of kiteboarding?**

Yeah, I get tired of boosting sessions. When the wind isn't 30 knots +, boosting's not as fun because I can't reach extreme heights. I also love wave riding and the strapless freestyle. Finding the perfect wave to kite is always a good mission.

I really enjoy surfing, skating, SUPing, wakeboarding and anything else that involves a board and being outdoors.



PHOTO KAY JANSEN

**What have been the biggest accomplishments of your career?**

So far, my biggest accomplishment would be winning the Red Bull Megaloop Challenge in 2017. Along with that, I'm currently holding the record on Woo for the biggest recorded jump in kitesurfing.

**How do you manage risk vs reward when it comes to big air and mega loops?**

Sometimes it's hard to distinguish between risk and reward when it comes to pulling loops. You need to make sure you know the conditions you're riding in. The better understanding you have of the conditions, the easier it is to distinguish between the two.

“ Sometimes it's hard to distinguish between risk and reward when it comes to pulling loops.”



PHOTO: TOBY BROMWICH

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I try to ride in the cleanest possible conditions to minimise the risk and focus on the reward.

**What are your goals and predictions for 2018 Red Bull King of the Air?**

My goal for Red Bull King of the Air this year is to get a spot on the podium. My prediction for KOTA this year is a win for either Jesse Richman or Kevin Langeree.

**What are your plans for the future? How are you going to continue to push the limits of what is possible with a kite?**

I have some pretty exciting plans for this year. I'm heading to Russia, then to Norway for Red Bull Ragnarok 2018. I then plan to go on a road trip through Europe. I hope to find some exciting things to do, and I want to push the limits of the sport. I will also be heading back to Mauritius for the GKA wave comp and then back to Cape Town for the next season!

**Thanks Joshua for taking the time!**



“ I hope to find some exciting things to do, and I want to push the limits of the sport. ”

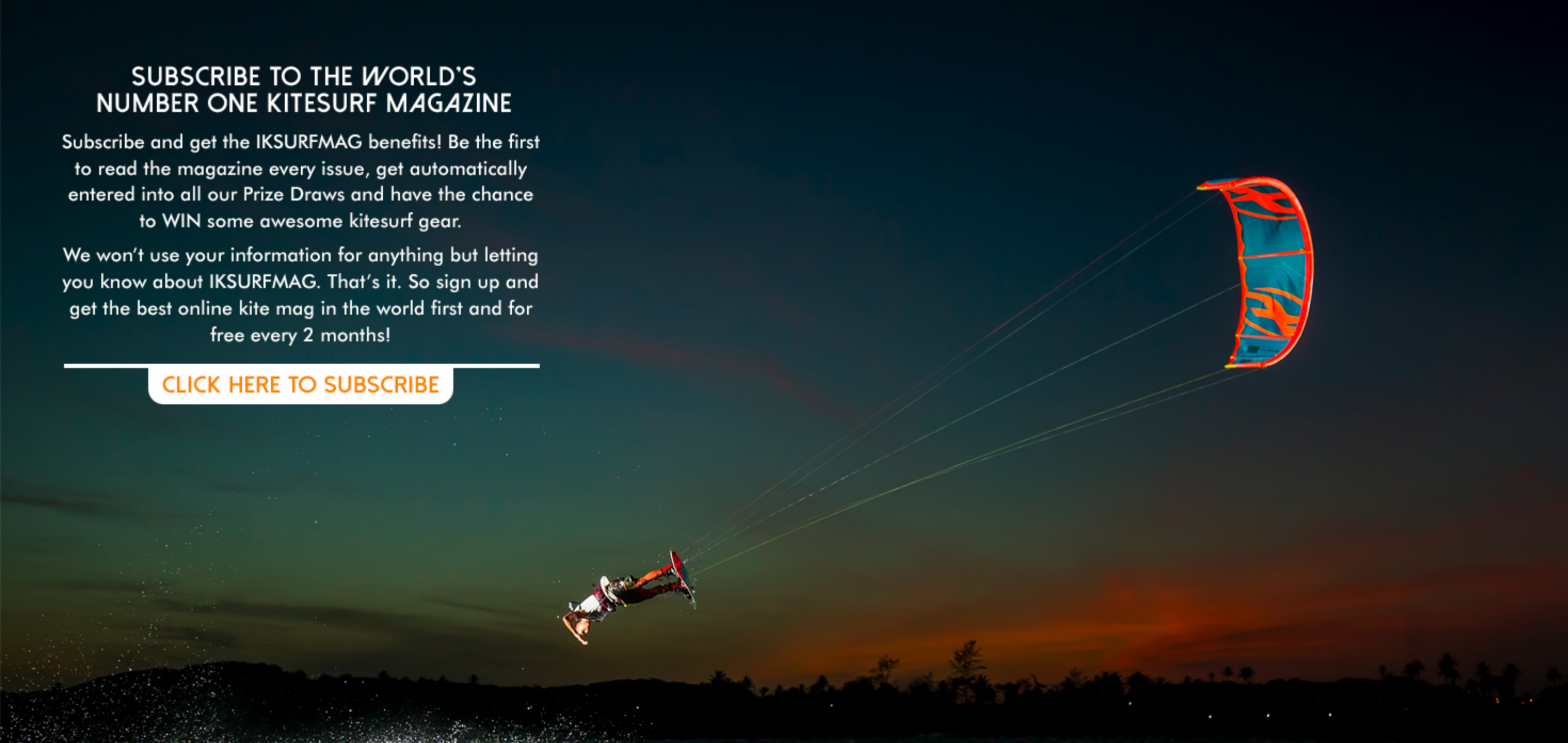


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A kitesurfer is captured in mid-air, performing a trick. The kite is a vibrant mix of red, orange, and blue. The background is a dark night sky with a faint orange glow on the horizon, suggesting a sunset or sunrise. The water below is dark, with some splashing visible.

SET TEIXEIRA ENJOYS THE FINEST BRAZILIAN NIGHTLIFE  
PHOTO ANDRE MAGARAO

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