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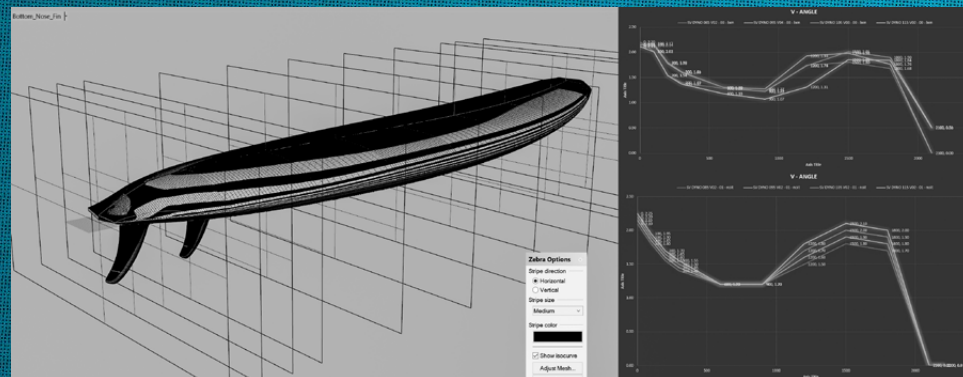
BOARD PROGRAM

JAMES HOOPER / SHAPE AND DESIGN

A mix of computer aided design and precision hand shaping makes the difference. Function does not need to be ugly.

James utilises his skills as a trained craftsman to finesse each board's lines into masterpieces. And his ability to directly evaluate each prototype himself keeps the development process tight and efficient.

Based in Western Australia means James is able to test, refine and experiment and be inspired whenever it's windy.



PRECISION MANUFACTURE

Our design process combines the refinement of traditional hand shaping with the precision of digital manufacture.





MAKO_WAVE

If you love sending it down the line, smashing through lips, launching off liquid mountains and carving through bowls at full throttle then you'll know exactly what the Mako is all about.

Traditional outlines combined with modern design features give a fresh new take on the classic waveboard. Reduced widths and a pronounced hip between the feet recreate the parallel rail effect for efficiency, acceleration and drive.

Versatile enough for use in a wide range of conditions, the Mako can be ridden as quad for down the line S-turns or alternatively as a thruster for cross-onshore drive and upwind ability.

With it's geometry focused on control and stability this board gives you the confidence to step up your wave game. A wider foot spacing and increased span between mast base and footstraps gives a very solid stance from which to power into any move.

Refined rails, reduced tail area and performance rocker mean that the Mako is the real deal.

COMPARED TO THE NANO
/ MORE CONTROL IN BIG WAVES OR ROUGH CONDITIONS.
/ MORE STABLE AT HIGH SPEED, FEELS MORE LOCKED IN.
/ WIDER STANCE.

SIZES 79 / 84 / 91

SALES FOR THE REVOLUTION

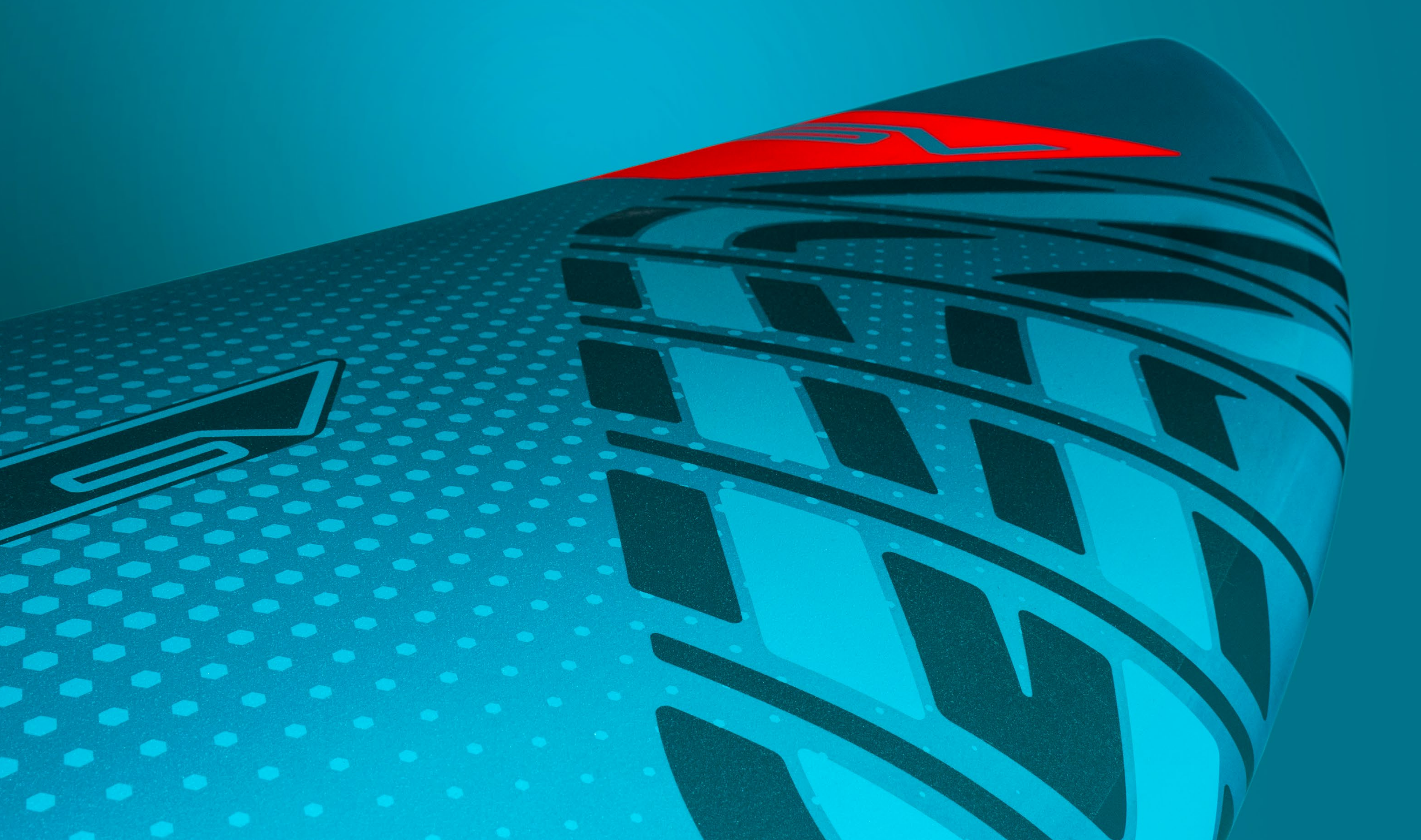


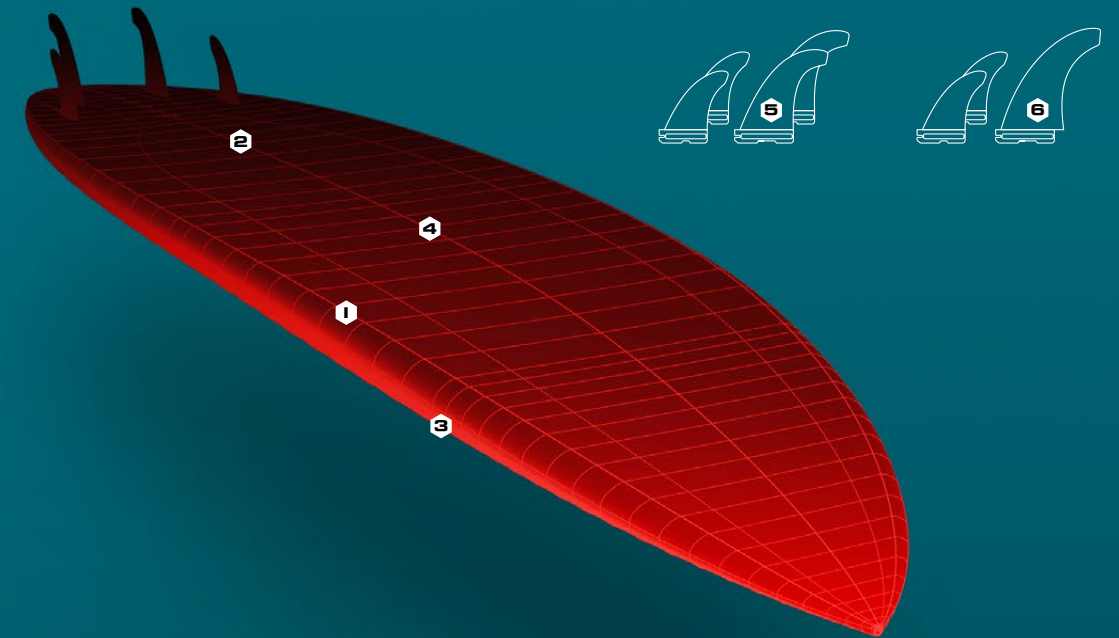
K19 SCOTT McKERCHER
MAKO
WAVE
CMC

SCOTT McKERCHER
MARGARET RIVER, WA

MAKO

PHOTO: JAMIE SCOTT





1. SURF OUTLINE

The traditional surf style outline has been straightened up through the mid sections to create parallel rails to decrease drag and increase stability and control. Then flowing into a pinned out squash tail for grip and reliability through turns.

2. REFINED BOTTOM SHAPE

Single concave through the mid section adds acceleration and stability, then blends into V through the tail for release through turns.

3. PROGRESSIVE RAIL DESIGN

The full, surf rails through the front section of the board allow the rail to be fully engaged without risk of tripping. Progressing into a refined release edge through the tail for grip and speed.

4. AGGRESSIVE ROCKER LINE

Continuous rocker throughout has been tuned together with the outline and bottom contours to enhance turning ability without sacrificing speed.

5. FIN OPTIONS: QUAD

The Quad set up delivers a responsive surf feel with grip and drive for faster down the line conditions.

6. FIN OPTIONS: THRUSTER

The thruster fin set up gives enhanced upwind ability and efficient speed and acceleration for both jumping and wave riding.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	FIN BOX	QUAD FINS (SUPPLIED)	ALTERNATIVE THRUSTER FIN
74	226	55.0	6.1	3.0 - 5.0	SLOT BOX+	2 x 110 + 2 x 140	1 x 170
89	228	57.0	6.2	4.0 - 5.3	SLOT BOX+	2 x 110 + 2 x 140	1 x 190
91	229	58.0	6.4	4.7 - 6.3	SLOT BOX+	2 x 110 + 2 x 150	1 x 190





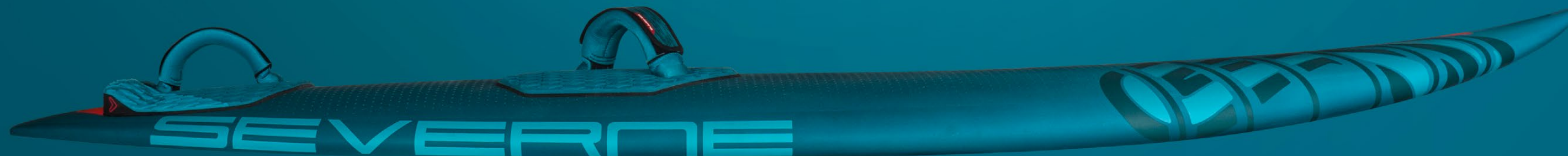
OUTSIDE THE BOX.

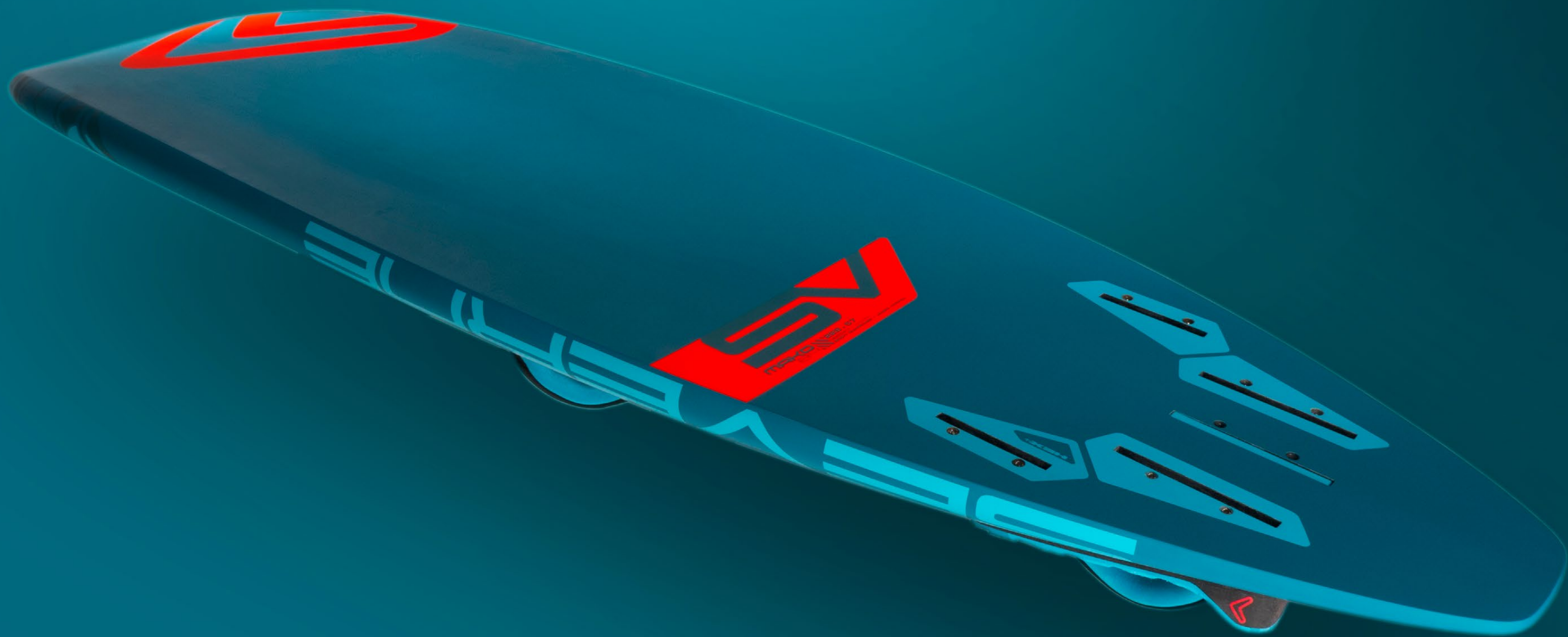
The idea behind us building boards is simply to produce a better board. Better is partly design, but also construction. Most windsurf boards in the world are made in the one factory with limited options for how the boards are put together. Sure, there's vast differences in layups and material specs but the basic way the boards are built is the same. For us, we see the first step in revolutionising board construction is to step outside that box. This allows us to experiment and develop different ways to build a better board.

With IQC we are building boards very differently: high pressure compression molding produces quite different strength to weight ratios and more accurate, consistent shapes. Oversized EPS blanks apply pressure on the inside of the laminate whilst heavy concrete molds compress the outside to the exact shape of the master. There are no partially closed molds, or re-finishing differences. Strong, accurate and consistent. A better board.

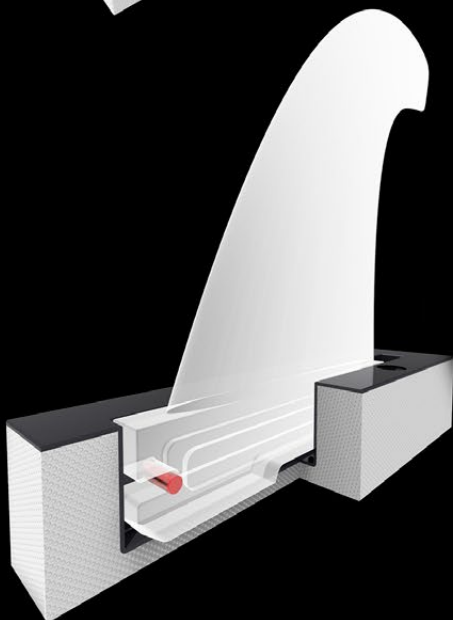
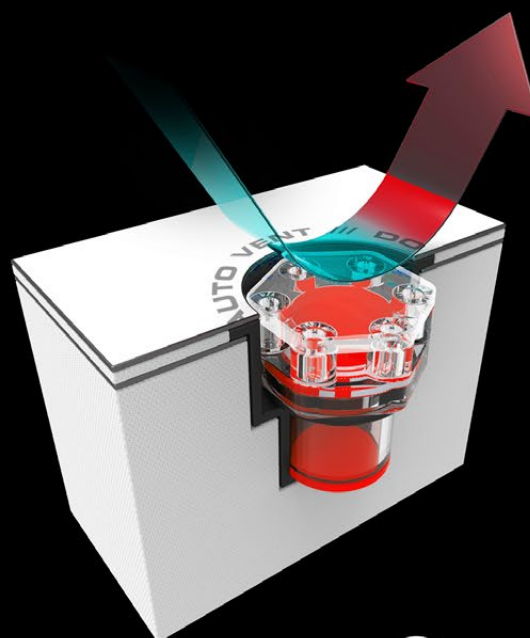
MATERIALS.

Overbuilt to withstand heavy use through choppy conditions. We use a higher density sandwich layer combined with internal T-stringers to prevent rocker deformation under continuous impacts. The deck also uses a higher density sandwich and has an added bamboo layer to reduce any softening between the footstraps. Pre-laminated carbon rails are key to adding enough stiffness for responsive performance, but allowing more flexible fibreglass laminates to be used on the deck and underside to avoid a harsh ride through rough water. An added benefit of the pre-laminated carbon rails is it maintains heel integrity by vertically reinforcing that area under the heels. The susceptible nose and tail sections are massively reinforced with carbon.





CONSTRUCTION_ BOARD PROGRAM



/ HEX 4

A single tool does everything.

- / BATTEN TENSION ADJUSTMENT.
- / FIN SCREWS (BOTH SLOTBOX AND POWERBOX).
- / FOOTSTRAP INSTALLATION.
- / BEER OPENER.

The HEX4 tool is supplied with every sail and every board. Compared to a Philips screwdriver, the 4mm hex key is a much easier system to tighten and adjust footstraps and fins. It only requires a rotational movement rather than downforce + rotation. The wide boomerang gives enough leverage to fully tighten footstraps with a fraction of the effort of a Philips screwdriver.

/ GORETEX AIRVENT

Maintaining a constant internal pressure inside the board minimizes the risk of delamination or core damage. The waterproof Goretex membrane allows air to transfer freely into and out of the board constantly to automatically regulate internal pressure.

The main advantages over a traditional screw-type plug are;

/ IMMEDIATE REGULATION. RATHER THAN ONLY EQUALIZING PRESSURE WHEN THE SCREW IS OPENED, THE GORETEX AIRVENT IS CONSTANTLY BALANCING THE PRESSURE.

/ HANDS-FREE OPERATION. INSTEAD OF MANUALLY OPENING A VALVE, THE GORETEX AIRVENT REGULATES PRESSURE WITHOUT HAVING TO DO ANYTHING.

Our Airvent features a second membrane at the base of the plug as a back-up failsafe. Even in the unlikely event of damage to the top of the Airvent plug, the back-up will prevent water entry.

The Airvent is completely automatic, so don't adjust or tighten before or after windsurfing or flying – it's always working to keep your board at optimum pressure.

/ SLOT BOX +

The original SlotBox design offered some advantages over a standard US box:

/ WEIGHT. THE SLOTBOX WAS LIGHTER, SO HELPED PREVENT BOARDS WITH MULTIPLE FIN BOXES BEING TOO TAIL-HEAVY.

/ SIMPLICITY. INSTALLING A FIN IN A SLOTBOX WAS QUICKER AND EASIER WITHOUT HAVING TO FIRST INSTALL A PLATE AND THEN LINE UP THE HOLE IN THE FIN TO ADD THE SCREW.

But there were some disadvantages. Even minor impact could cause damage to the box, or easily knock the fin out.

With the new SlotBox+ design the advantages have been maintained and the disadvantages addressed. Even lighter than the original SlotBox means multiple fin setups can be used on the one board without a weight penalty. Thruster or Quad options can be chosen depending on conditions or preference.

By adding a locking pin at the front of the box fin retention is now a lot more reliable, which means minor reef contact isn't likely to end your session. Supplied fins have a groove in the base to lock onto the pin for added reliability, but any existing SlotBox fin is still compatible without any modification.

Bigger HEX4 grub screws handle impact and also add to overall reliability. And uses the same tool as your batten tensioners.

/ CONSTRUCTION

EFFICIENT. ALIVE. COMFORTABLE.

Our goal with construction is to maximise the ride qualities of the boards by controlling flex, weight and balance.

Increased flex is preferred as it enables boards to compress and then release energy for explosive performance, whilst also adding to ride comfort. The key element of this flex pattern is the Internal Carbon Frame which amplifies the flex response. A carbon outer skin is used only on the deck for compression resistance, with more flexible materials used on the underside.

Premium materials and efficient usage helps to minimize weight for increased performance. Strategic placement of Double Sandwich layers of high density PVC adds strength in the high load areas and enables better weight distribution, avoiding a tail heavy balance. We use carbon finboxes to reduce weight in the tail for drag-reducing trim angles.

Correctly matching construction to the 3D shape delivers superior performance.

1. INTERNAL CARBON FRAME

Pre-laminated carbon rail bands bonded directly to the EPS core controls torsional flex.

2. HIGH DENSITY SKIN

100kg PVC foam sandwich used on both sides of all boards.

3. QUALITY EPOXY RESINS

A highly flexible resin system that is resilient to cracking and fracturing. UV resistant.

4. PREMIUM PAINT

UV resistant automotive paint, cured at high temperature for increased scratch resistance.

5. SEALED EPS CORE

The outer surface of the EPS core is sealed to improve lamination strength and reduce excess resin absorption.

CUSTOM CARBON FINBOXES

Lighter finbox weight allows multiple fin options without compromising overall board weight or balance.

DOUBLE SANDWICH

An added layer of PVC foam in high load areas for increased strength and durability.

