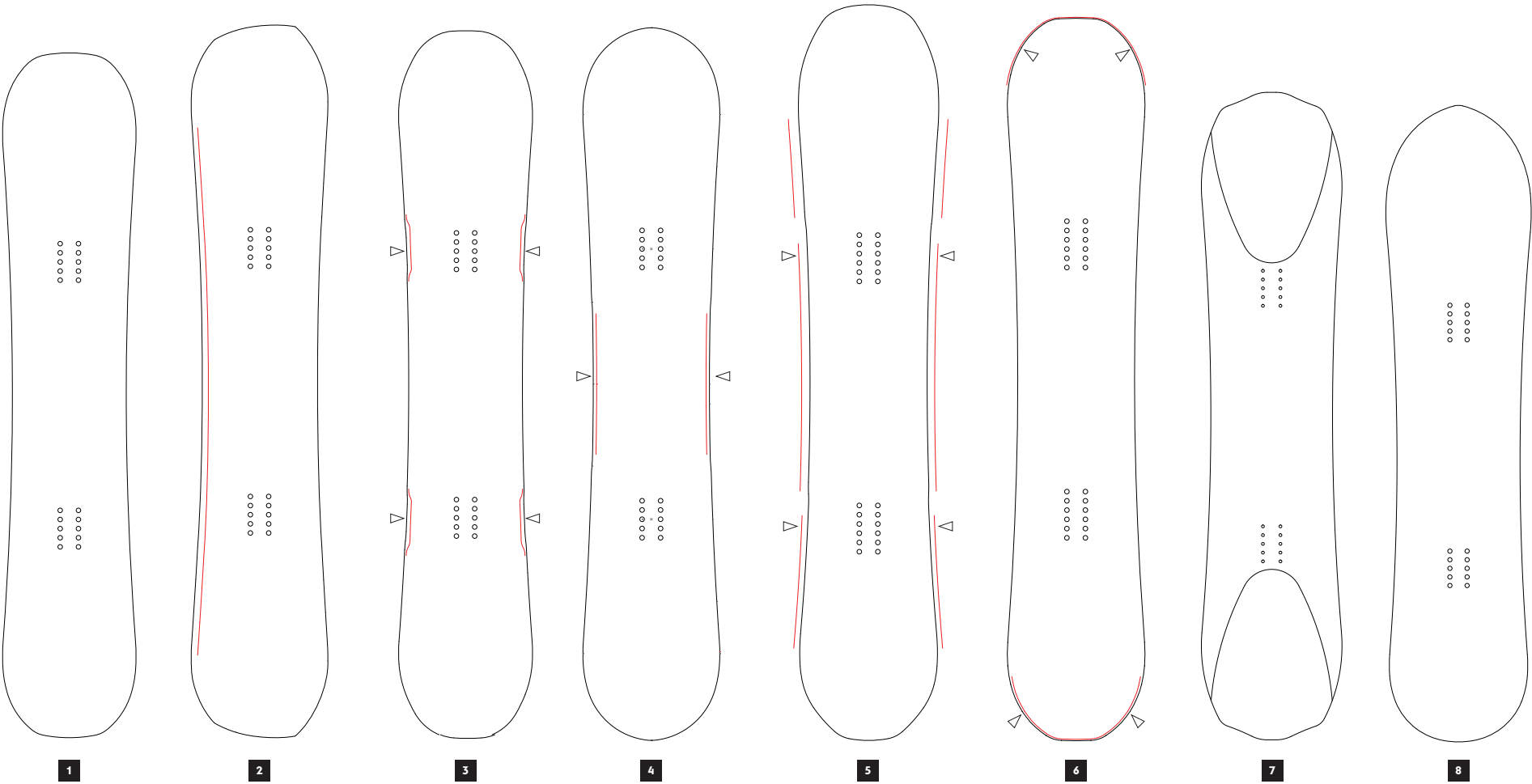


MODEL	LENGTH (cm)	TIP LENGTH (cm)	TAIL LENGTH (cm)	EFFECTIVE EDGE LENGTH (cm)	CONTACT LENGTH (cm)	WAIST WIDTH (cm)	TIP WIDTH (cm)	TAIL WIDTH (cm)
PUBLIC	148	20.5	20.5	113	107	24.8	29.14	29.14
	151	21	21	115	109	25.1	29.48	29.48
	152	21.25	21.25	115.5	109.5	25.7	30.12	30.12
	154	22	22	117	110	25.4	29.77	29.77
JACKPOT	149	20.75	20.75	112.5	107.5	24.8	29.15	29.15
	152	21	21	115	110	25	29.43	29.43
	154	21.25	21.25	116.5	111.5	25.1	29.58	29.58
	156	21.25	21.25	118.5	113.5	25.2	29.77	29.77
	156	21.5	21.5	118	113	25.8	30.34	30.34
	158	21.5	21.5	120	115	25.4	30	30
EMOTICON	143	19.4	19.4	109	104.2	23.7	28.07	28.07
	146	19.75	19.75	111.5	106.5	23.9	28.34	28.34
	149	20.1	20.1	114	108.8	24.1	28.6	28.6
	152	20.45	20.45	116.5	111.1	25.2	28.73	28.73
BASIC	146	20.25	20.25	110.5	105.5	24.7	28.96	28.96
	149	20.5	20.5	113	108	24.8	29.13	29.13
	152	21	21	115	110	25	29.37	29.37
	155	21.25	21.25	117.5	112.5	25.1	29.54	29.54
	156	21.25	21.25	117.5	113.5	25.9	30.29	30.29
	158	21.5	21.5	120	115	25.3	29.81	29.81
	159	22	22	120	115	26.1	30.61	30.61
	161	22.5	22.5	122	116	25.4	29.91	29.91
GREATS	152	20	20	117.3	112	24.7	29.32	29.32
	154	20	20	119.3	114	24.9	29.54	29.54
	156	20	20	121.3	116	25.1	29.73	29.73
	158	20	20	123.3	118	25.3	29.96	29.96
TYPO	.	.	.	.	.	.	.	.
	152	21	21	115	110	25	29.37	29.37
	155	21.25	21.25	117.5	112.5	25.1	29.54	29.54
	156	21.25	21.25	118.5	113.5	25.9	30.29	30.29
	158	21.5	21.5	120	115	25.3	29.81	29.81
	159	22	22	120	115	26.1	30.61	30.61
	.	.	.	.	.	.	.	.
TDF	154	21	21	117	112	24.9	29.36	29.36
	156	21	21	118	114	25	29.48	29.48
	156	21	21	118	114	25.6	30.08	30.08
	158	21	21	120	116	25.2	29.72	29.72
STANDARD	154	21	21	117	112	24.9	29.36	29.36
	156	21	21	118	114	25	29.48	29.48
	156	21	21	118	114	25.6	30.08	30.08
	158	21	21	120	116	25.2	29.72	29.72
	159	21.5	21.5	120	116	25.8	30.32	30.32
	161	22	22	121	117	26	30.52	30.52
OPTIMISTIC	154	21	21	117	112	24.9	29.36	29.36
	156	21	21	118	114	25	29.48	29.48
	156	21	21	118	114	25.6	30.08	30.08
	158	21	21	120	116	25.2	29.72	29.72
	159	21.5	21.5	120	116	25.8	30.32	30.32
	161	22	22	121	117	26	30.52	30.52
HEL	146	19.5	19.5	111	107	23.9	28.25	28.25
	149	20	20	113	109	24.1	28.48	28.48
	152	20.5	20.5	115	111	24.2	28.57	28.57
	155	22	22	117	111	24.4	28.79	28.79
PYL	156	33.5	21.5	116	101	25	29.99	29.44
	159	34	22	118	103	25.3	30.32	29.76
	160	34	22	119	104	26	31.1	30.55
	162	34.25	22.25	120.5	105.5	25.5	30.63	30.07
	165	35	22.5	123	107.5	25.8	31.03	30.47
20/20	146	33.25	33.25	103.5	79.5	27.4	31.82	31.82
	150	33.75	33.75	107	82.5	27.8	32.31	32.31
420	148	36.5	24	105.1	87.5	28.6	33.78	32.18
	152	38	24.5	107.5	89.5	28.6	33.95	32.12
CLARK	155	39.5	26	N/A	89.5	32.5	32.5	32.5

TAPER (cm)	TIP RADIUS (mm)	ROCKER / CAMBER (cm)	INSERTS	REF. POINT WIDTH CM	INCHES	REF. STANCE SETBACK (cm)	MIN REF. STANCE WIDTH		MAX REF. STANCE WIDTH	
							CM	INCHES	CM	INCHES
0	400 FLAT	0	2x4x10	57.15	22.5	0	53.2	20.9	61.2	24.1
0	400 FLAT	0	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	400 FLAT	0	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	400 FLAT	0	2x4x10	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	R4 / C4 / R4	2x4x10	57.15	22.5	0	53.2	20.9	61.2	24.1
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	R3 / C2 / R3	2x4x10	50.8	20.0	0	46.8	18.4	54.8	21.6
0	500 FLAT	R3 / C2 / R3	2x4x10	52.07	20.5	0	48.1	18.9	56.1	22.1
0	500 FLAT	R3 / C2 / R3	2x4x10	53.34	21.0	0	49.3	19.4	57.3	22.6
0	500 FLAT	R3 / C2 / R3	2x4x10	54.61	21.5	0	50.6	19.9	58.6	23.1
0	500 FLAT	R3 / C3 / R3	2x4x10	54.61	21.5	0	50.6	19.9	58.6	23.1
0	500 FLAT	R3 / C3 / R3	2x4x10	55.88	22.0	0	51.9	20.4	59.9	23.6
0	500 FLAT	R4 / C4 / R4	2x4x10	57.15	22.5	0	53.2	20.9	61.2	24.1
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23.0	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23.0	0	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	R4 / C4 / R4	2x4x10	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	R4 / C4 / R4	2x4x10	60.96	24.0	0	57.0	22.4	65.0	25.6
0	500 FLAT	R4-C4-R4	2x4x12	57.15	22.50	0	52.4	20.6	64.4	25.4
0	500 FLAT	R4-C4-R4	2x4x12	58.42	23.00	0	52.4	20.6	64.4	25.4
0	500 FLAT	R4-C4-R4	2x4x12	58.42	23.00	0	52.4	20.6	64.4	25.4
0	500 FLAT	R4-C4-R4	2x4x12	59.69	23.50	0	52.4	20.6	64.4	25.4
.	.	.	.	.	.	.	.	.	.	.
0	500 FLAT	R4 / C4 / R4	2x4x10	57.15	22.5	0.5	53.2	20.9	61.2	24.1
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23.0	0.5	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	58.42	23.0	0.5	54.4	21.4	62.4	24.6
0	500 FLAT	R4 / C4 / R4	2x4x10	59.69	23.5	0.5	55.7	21.9	63.7	25.1
0	500 FLAT	R4 / C4 / R4	2x4x10	59.69	23.5	0.5	55.7	21.9	63.7	25.1
.	.	.	.	.	.	.	.	.	.	.
0	500 FLAT	C4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	C4	2x4x10 SLAM Pack	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10 SLAM Pack	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10 SLAM Pack	58.42	23	0	54.4	21.4	62.4	24.6
0	500 FLAT	C4	2x4x10 SLAM Pack	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	C4	2x4x10 SLAM Pack	59.69	23.5	0	55.7	21.9	63.7	25.1
0	500 FLAT	C4	2x4x10 SLAM Pack	60.96	24	0	57.0	22.4	65.0	25.6
0	500 FLAT	R4-C4-R4	2x4x10	58.42	23	1	54.4	21.4	62.4	24.6
0	500 FLAT	R4-C4-R4	2x4x10	58.42	23	1	54.4	21.4	62.4	24.6
0	500 FLAT	R4-C4-R4	2x4x10	58.42	23	1	54.4	21.4	62.4	24.6
0	500 FLAT	R4-C4-R4	2x4x10	59.69	23.5	1	55.7	21.9	63.7	25.1
0	500 FLAT	R4-C4-R4	2x4x10	59.69	23.5	1	55.7	21.9	63.7	25.1
0	500 FLAT	R4-C4-R4	2x4x10	60.96	24	1	57.0	22.4	65.0	25.6
0	R550	R2-C3-R2	2x4x10	53.34	21	1	49.3	19.4	57.3	22.6
0	R550	R2-C3-R2	2x4x10	54.61	21.5	1	50.6	19.9	58.6	23.1
0	R550	R3-C4-R3	2x4x10	55.88	22	1	51.9	20.4	59.9	23.6
0	R550	R2-C4-R2	2x4x10	57.15	22.5	1	53.2	20.9	61.2	24.1
0.55	R1100	R1-C4-R2	2x4x12	57.15	22.5	1	51.2	20.1	63.2	24.9
0.56	R1100	R1-C4-R2	2x4x12	58.42	23	1	52.4	20.6	64.4	25.4
0.55	R1100	R1-C4-R2	2x4x12	58.42	23	1	52.4	20.6	64.4	25.4
0.56	R1100	R1-C4-R2	2x4x12	59.69	23.5	1	53.7	21.1	65.7	25.9
0.56	R1100	R1-C4-R2	2x4x12	60.96	24	1	55.0	21.6	67.0	26.4
0	R1100	R4-C4-R4	2x4x10	55.88	22.0	0	51.9	20.4	59.9	23.6
0	R1100	R4-C4-R4	2x4x10	58.42	23.0	0	54.4	21.4	62.4	24.6
1.6	R1100	R6-C0-R3	2x4x10	57.15	22.5	1.5	53.2	20.9	61.2	24.1
1.83	R1100	R6.5-C0-R3	2x4x10	59.69	23.5	1.5	55.7	21.9	63.7	25.1
0	R1100	R6-C0-R3	4X4X6	59.69	23.5	2	55.7	21.9	63.7	25.1

OUTLINES



1. TRUE TWIN / RADIAL

A mainstay of freestyle riding. Completely symmetrical outline; the stance is centered on the effective edge, tip and tail are identical length and shape, flex is identical at both ends of the board. Radial sidecut is effective and predictable. The overall shape allows complete freedom of expression by keeping the board a neutral, yet responsive tool.

(Public)

2. ASYM TWIN / RADIAL

Back in the day, asymmetrical boards meant you had to choose between a regular or goofy-stance board. Not only was that a nightmare for retailers, it didn't suit anyone with a duck stance – which is everyone now. The Asym Twin applies a tighter, deeper heelside radial sidecut compared to the toe. In effect, balancing out the difference in a body's natural tendency to over-turn the toe edge and allowing you to ride switch better than you ever have.

Regular or goofy; it's still a true twin. Just flip it around.

(The Greats)

3. UNDERBITE EDGES

TWS GoodWood winning tech expands to the Hel this year!

UnderBite edges re-distribute a riders weight in such a way that it enhances turning ease and edge hold.

Creating divots inward at the binding area reduces and disrupts the surface area of the edge that has contact with the snow while the board is turning. This increases the edge pressure by distributing your weight/energy in the areas where you need it - from the binding out, and through the center of the board where the carving arc is taking place. This segmentation of the sidecut into 3 key zones focuses your body weight and onto areas that initiate, hold and release turns.

(Basic, Typo, Emoticon, Hel YES.)

4. MIDBITE

MidBite Blends the response of a narrow waist width with the stability of wider nose and tail.

The MidBite steps the outline of the board inward 1.5mm just inside the insert pack. This step remains (rather than bumping back out like the Basic) down about 1/3 the length of the sidecut until just inside the next insert pack. This single long disruption of the sidecut between the bindings cheats the waist width narrower, providing quicker edge-to-edge response. Meanwhile, from your binding out to the end of the sidecut we maintain a board width that is a stable platform for popping, spinning, and landing.

(Jackpot)

5. TAPERED UNDERBITE

Similar looking to “wings” or bumps on a surfboard, it functions a little different on snow. Each side the board's effective edge is segmented into 3 distinct parts. Beginning at the nose, the sidecut is approx. 8 meters. At the front binding area, the edge steps inward by 2mm, the sidecut changes to approx. 7 meters and continues with that radius until the rear insert pack. Then, the edge steps in again 2mm and the sidecut tightens to approx. 6 meters. Traditional “tapered boards” take the full sidecut and pull the tail inward, which is away from the arc of your turn – this is why they tend to wash out under hard carving. The Tapered UnderBite corrects this by 1, keeping the sidecut parallel to it's corresponding one on the other side of the board and 2, increasing the sidecut depth as you move towards the tail creating a corrective “hook” to the taper. The board blends into turns effortlessly, has the directional drive and float you'd expect from a tapered board, but it holds an edge and rockets out of turns like nothing else.

(Pick Your Line)

6. DIRECTIONAL VOLUME TWIN / RADIAL

As the lines between freeride and freestyle continue to erase we needed to address the need for guys committed to riding only twins but finding themselves in more pow. Nose and tail volume is hard to notice in hardpack unless you're nose/tail pressing, but in pow it affects floatation and you can feel it. This led to the simple idea of the Directional Volume Twin. Symmetrical flex, centered stance, identical wide-points of the board (therefore, NOT tapered), identical length shovel lengths but with a slightly lower volume tail.

(Standard, TDF, Optimistic)

7. 3D POWDER HULL

The 3D Powder Hull starts with a base profile that combines 2 distinct rocker lines that, when blended together, create a pronounced base concave in the nose and tail. The centerline is fully rockered starting from the insert packs, all the way to the tips of the bluntly shaped nose and tail. Out at the contact edges, is a more conventional base profile that we use on many of our other boards. The resultant concave across the nose and tail acts differently at the leading end of the board than it does at the trailing end when riding in deep snow. At the leading end (nose), the concave draws air under the board – just as a concave spoon-nose does on longboards in the surf – causing lift and floatation. As the snow moves across the base it releases off the tail and the exaggerated rocker line along the center, causes the tail to drop downward.

So even though it's a perfectly balanced twin, the board rides through deep snow with the same pitch, or planing angle, that we get with directional shapes and set-back stances.

On hard-pack it's just a short, wide, super fun twin.

(20/20)

8. DIRECTIONAL WIDE / TAPERED

Inspired by Steve Lis, and the revolution that occurred when kneeboards influenced surfboard design. Powder is all about speed and floatation. Displacement of a board's volume is affected by more than just length. With the 420 for example, we're able to get the stability and float normally associated with much longer boards by punching out the waist width and drastically chopping the length. The148 for example has the same circumference and base surface as a traditional 160 but it's mass is located much closer to your feet resulting more maneuverability and far less swing weight

A slight taper (12mm) helps keep the nose up without loosing the tail's ability to hold in hardpack. Stance is only slightly set back from center of effective edge because the difference in nose and tail shovel keeps you from going over the nose.

(The 420)

BASE PROFILES

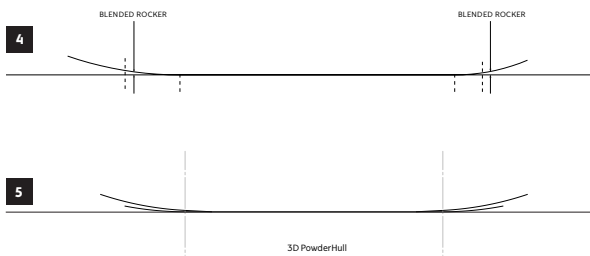
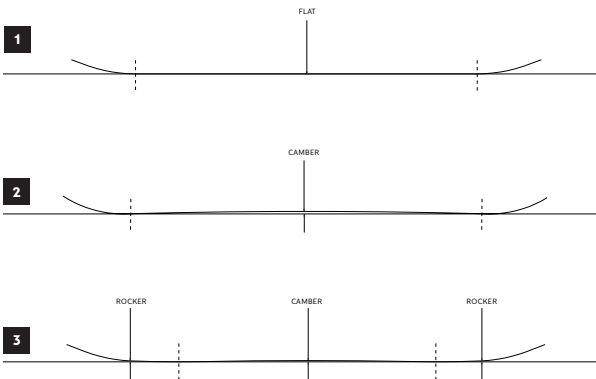
1. FLAT (PUBLIC)

2. MODERN CAMBER (TDF, STANDARD)

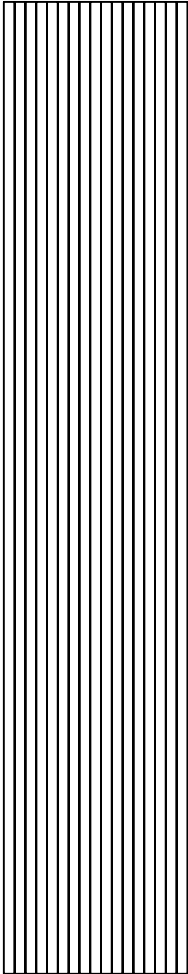
3. CAMROCK (EMOTICON, BASIC, TYPO, JACKPOT, GREATS, HEL, PYL)

4. POWROCK (420, THE CLARK)

5. 3D POWDERHULL (20/20)



CORE PROFILES

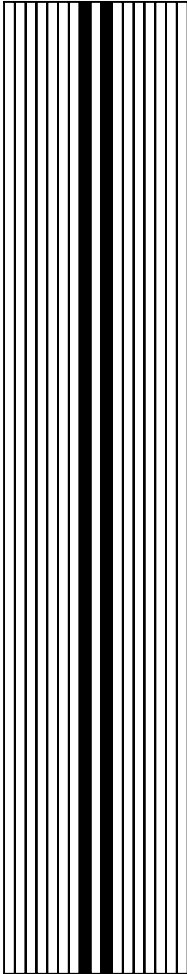


POPLAR

1. FULL POPLAR

Our baseline core for tip to tail woodcore snowboard construction. Strikes a predictable balance between durability, consistent flex and lightweight.

(Clark, Public, Emoticon, Basic, Typo, Jackpot)

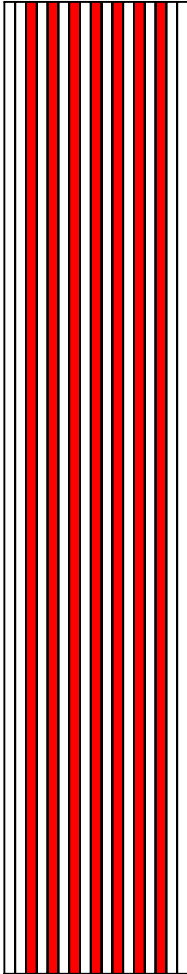


POPLAR
 BAMBOO

2. POPLAR + BAMBOO

Creating a lighter, more responsive core than the Full Poplar. The Poplar + Bamboo uses the same durable core, lightens it up by replacing 30% of the Poplar with Paulownia and then inserts two bamboo stringers down the full length for added pop and response.

(TDF, Hel YES., Optimistic, Greats)



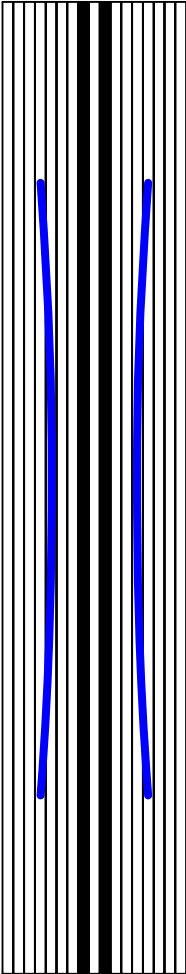
POPLAR
 PAULOWNIA

3. WEIGHTLESS CORE

Designed specifically for the 420 and 20/20.

The weightless core strikes a critical balance between lightweight and strength. Using a lower density species of poplar in areas that are not as structural and Paulownia in the areas that are, we're able to shave precious weight off our beloved 420 and now the 20/20. This helps a board not only float, but "feel" floaty.

(420, 20/20)

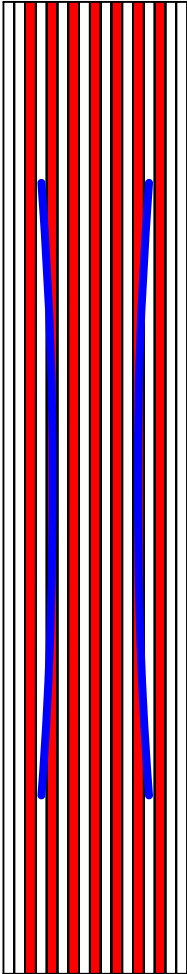


POPLAR
 BAMBOO
 POWERDRIVE RAI

4. POWERDRIVE 2.0

Custom-crafted turbo's for the PYL and Standard.

We've re-designed the PowerDrive core from last year evolving the original idea into what we call Carbon PowerDrive. The Standard begins with the same Poplar and Bamboo core that is on the Optimistic. The PYL uses a lighter weight Poplar and Paulownia composition. On both models, we then mill two custom programmed channels



POPLAR
 PAULOWNIA
 POWERDRIVE RAIL

about 30mm in from the edge, running parallel to the sidecut. Inserted into these channels are pre-bent bamboo stringers wrapped in carbon. The end result is a highly responsive core that precisely matches and compliments the outline of each board.

From intuitive turn initiation, solid edge hold and explosive release, the PowerDrive core is constantly active.

(PYL, Standard)

BASE MATERIALS

THE TERMS SINTERED AND EXTRUDED ARE VERBS USED TO DESCRIBE THE PROCESS BY WHICH A BASE MATERIAL IS MADE.

SIN-TER VERB \SIN-T'R\

transitive verb

: to cause to become a coherent mass by heating without melting

EX-TRUDE VERB \IK-STRÜD\

: to force, press, or push (something) out

: to shape (something) by forcing it through a hole

Most of us however have been taught to think of Extruded and Sintered as ways of describing the quality and/or hardness of a base material. Extruded being softer and slower and Sintered being harder and presumably faster. Unfortunately this this is not always true, but rather than re-educate, the industry tends to play on your current understanding, which we think is a little disingenuous.

So here are the 3 base materials we use.

EXTRUDED.

Just like it says. This material is formed by extrusion. It's softer than our other two bases, which isn't necessarily a bad thing. At the speeds many of us ride, this material is actually quicker - gets up to speed faster - than sintered when waxed correctly. You may have your own proof of this when you're smoking by someone with a dried out "high-end" base. It also retains wax better because it's more porous and is easy to fix with a P-Tex stick if you get scratches in it.

SINTERED SPEC.

This is the term we use and is the grey zone many companies play in. We call it Sintered Spec because it's hardness and chemical properties are very close to true sintered and it's on-snow performance is also very close to true sintered - but it's formed using the extrusion process. How? - Well the raw material is actually pre-consumer recycled (meaning it never left the factory) sintered base material. So while the heating and extrusion process has softened it slightly, it's still much harder than true Extruded.

SINTERED TRUE.

Just like it says. Pellets or course powder is pressed until it forms a solid. There are several suppliers for our entire industry and they each have different codes for them, depending on the colour and transparency. These codes can make it seem like you're getting many different kinds and grades of sintered but they're all pretty much the same as far as you and I will ever tell. True Sintered is harder and more expensive than extruded and it can be faster for those that ride aggressively fast. But to do that, it needs to be waxed and prepared for local conditions.