Skateboard!

BRITAIN'S FIRST SKATEBOARD MAGAZINE

August 45p

THE WONDER WORLD OF SKATEBOARDING

Basic Manouvers and Techniques Explained

SKATEBOARD!

Visits Britain's No.1 Park 'Skateboard escape'

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...Details Inside

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ACS 430BG
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(Standard)

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(Mail order boards must be returned within 14 days of despatch to you, - shop sales within 7 days.)

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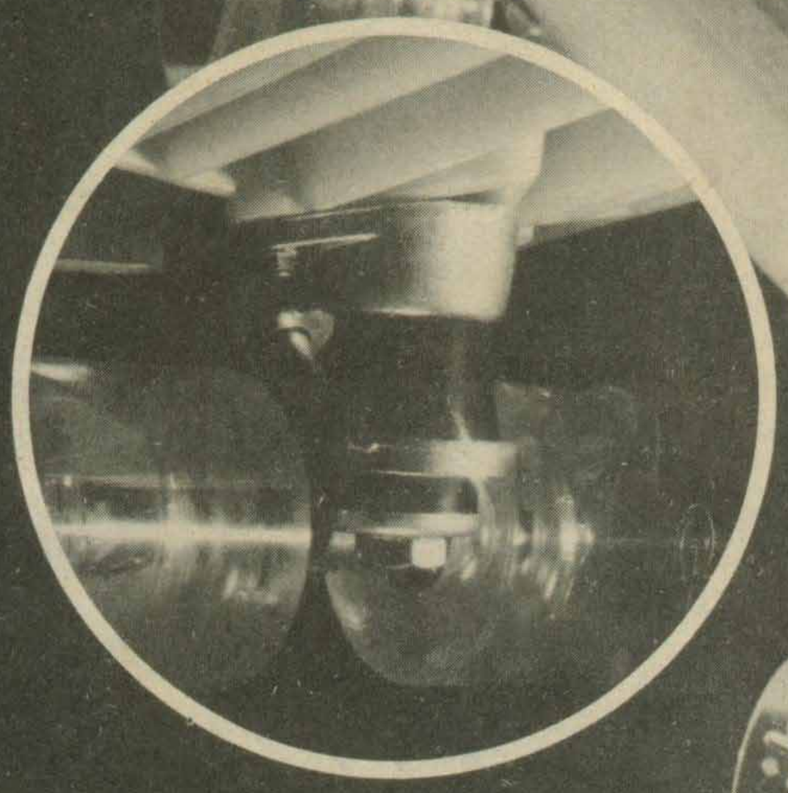

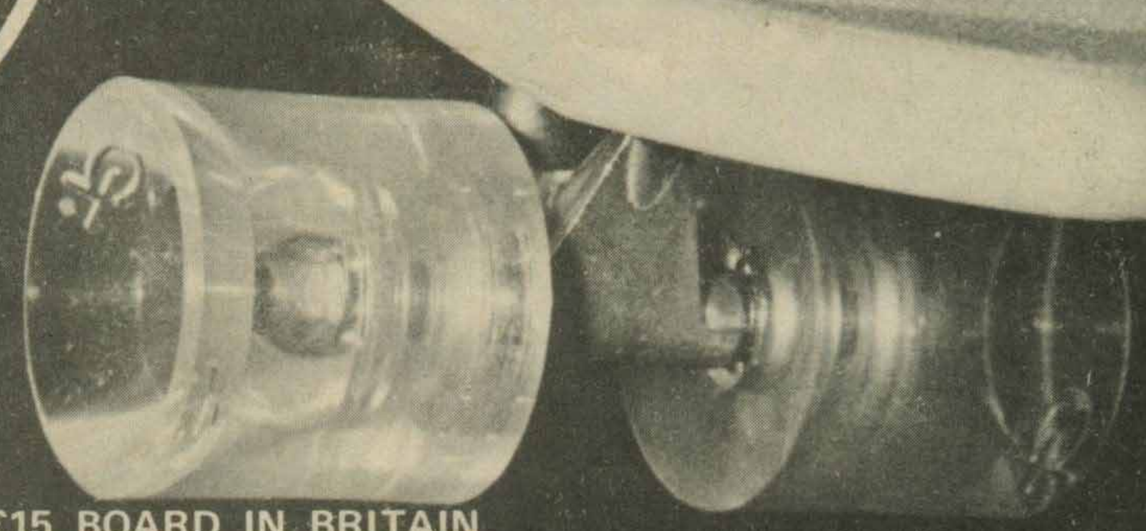

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GECKO FIBREGLASS	TRACKER	GECKO
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FLEX-DEX (ALUMINIUM)	(430, 500, 650, 651)	
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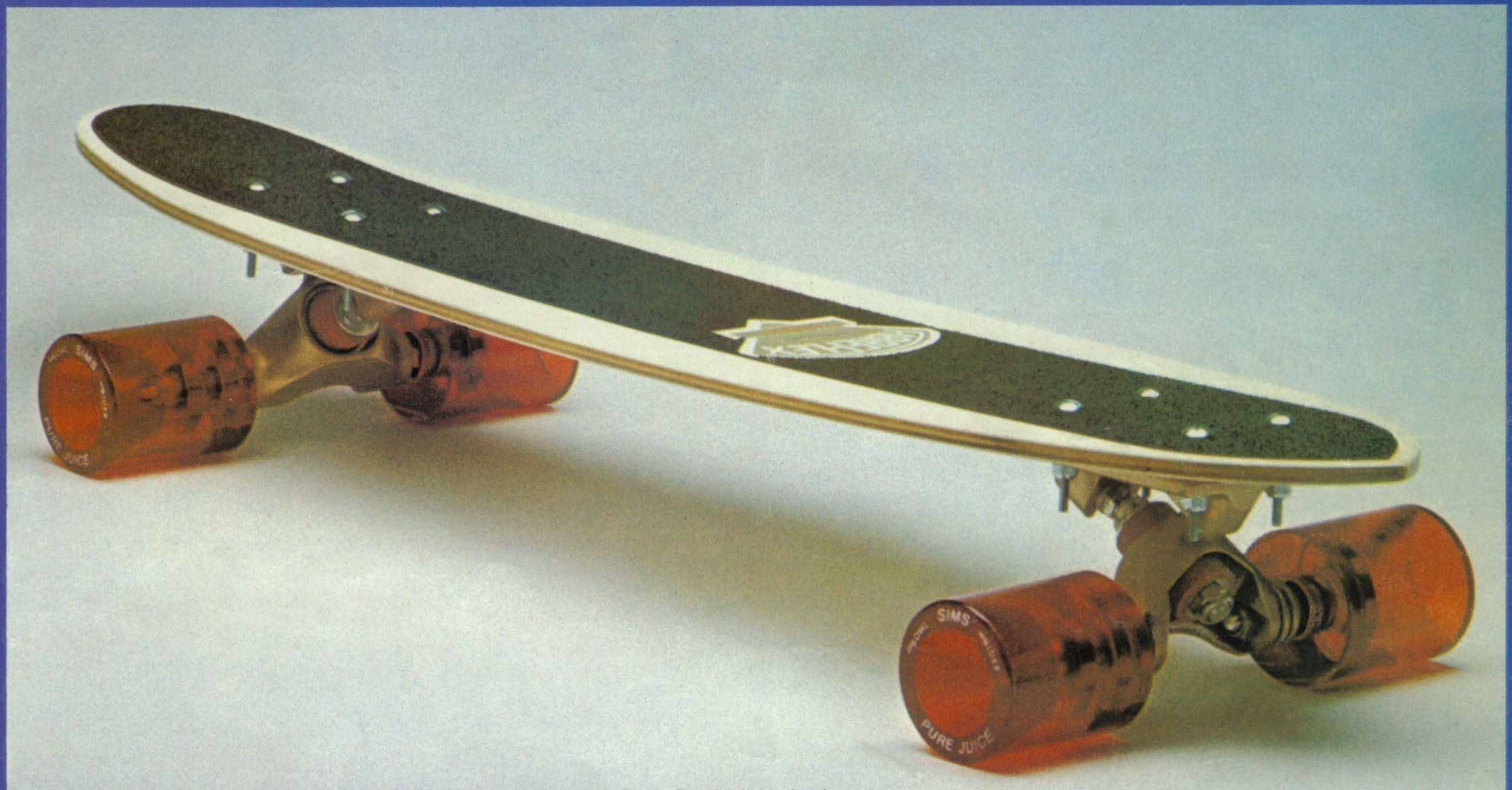

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*As used by Henry Hester, Stacy Peralta, Bruce Logan and all the big names in skateboarding.

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Just choose the items you need and fill out the order form on the last page of the supplement.

EUROPE'S LEADING SKATEBOARD SPECIALISTS

ALPINE SPORTS is truly Europe's leading specialist skateboard shop, each item of gear is carefully selected from the best available in the States. We buy in bulk and import directly from the U.S. factories consequently you get the benefit of the best gear at the LOWEST PRICES.

DECKS

G & S FIBREFLEX, the top U.S. competition winners, are famous for their range of laminated decks, all of which are fast, light, strong and very responsive. However, they make a very successful wooden deck known as the Stacy Peralta warptail. This deck gives additional stability and very direct transfer of control.

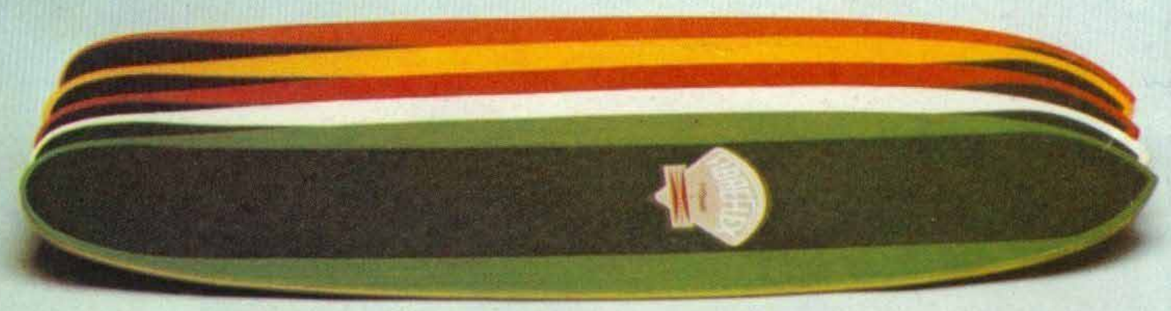
LOGAN EARTH SKI, is another well established manufacturer of similar wooden decks, most of which also feature the kicktail.
Choose a length that's right for you. Shorter lengths are for shorter people or for fast progress with tricks. Medium lengths are for medium builds and for slalom, whilst longer lengths are for speed and stability.

LOGAN EARTH SKI–BRUCE LOGAN KICKTAIL 27" £14.95 29" £16.95

BENJYBOARD KICKTAIL 32" £20.00

G & S FIBREFLEX PRO SLALOM 28" £19.50

G & S FIBREFLEX BOWLRIDER 29" £19.50



G & S FIBREFLEX CUTAWAY SLALOM 28" £19.50

G & S FIBREFLEX HENRY HESTER SLALOM 29" £19.50

G & S STACY PERALTA WARPTAIL 27" £14.95 29" £15.95 32" £19.50

MAGICIAN DOUBLE KICKTAIL 24" £9.95

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We strongly reccommend the use of protective helmets and pads for safe skateboarding. We have top quality gear from COOPER at unbeatable prices. NORCON pads feature extra protection and instantly adjustable straps for comfort and quick fitting.

COOPER PROTECTIVE GEAR

SK100 HELMET £3.95

KNEE PAD £5.95

ELBOW PAD £4.95

NORCON PROTECTIVE GEAR

HELMET £7.50

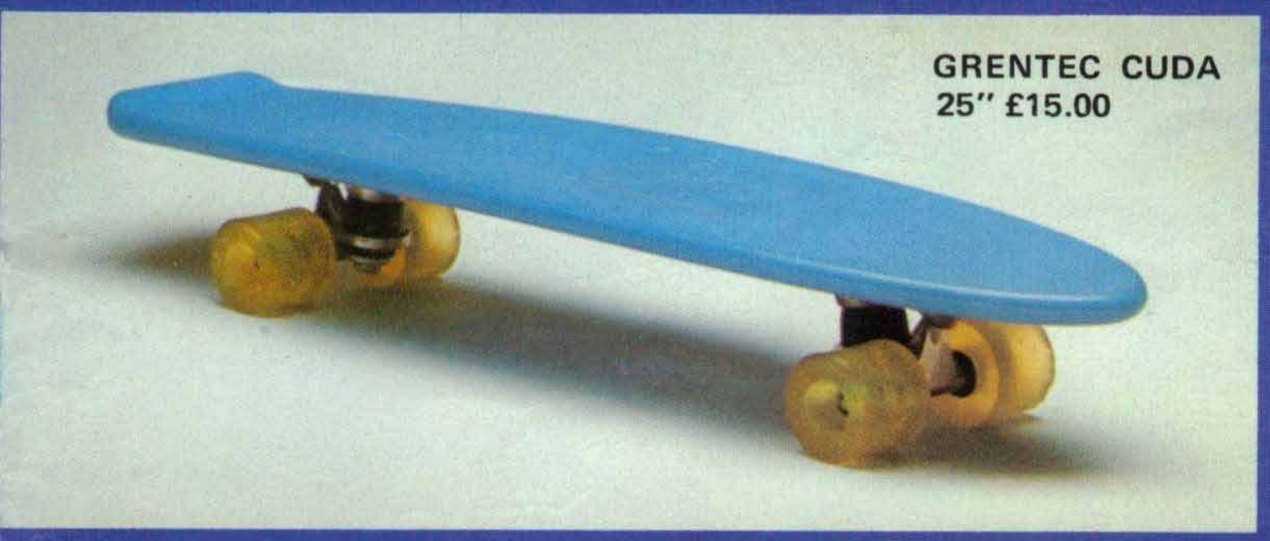
ELBOW PAD

KNEE PAD

PACKAGE DEALS

Save money and buy one of these skateboard packages. We have specially selected six of the most popular combinations for you to choose from. Mounting screws, riser pads and fitting are included free of charge.

The GRENTEC boards are ideal for beginners, for the price, they are the best boards available in Britain. The Grentec Cuda has a polypropylene deck, GT trucks and loose bearing wheels. The Grentec Coyote is of similar quality but has a double kicktail deck and is available with either loose bearing or precision bearing wheels.



GRENTEC CUDA
25" £15.00

GRENTEC COYOTE
24" £15.00

LOGAN KICKTAIL PACKAGE
27" £50.00

LOGAN EARTH SKI-BRUCE LOGAN KICKTAIL
This board is fitted with Bennett Ad-trak trucks and Road Rider 4 precision wheels.

STACY PERALTA PACKAGE
27" £49.00

G & S STACY PERALTA WARPTAIL.
Also fitted with Bennett Ad-trak trucks and Road Rider 4 wheels.

G & S FIBREFLEX PACKAGE
£55.00

G & S FIBREFLEX (any model)
Fitted with Trakker Trucks and Road Rider 4 wheels.

MAGICIAN PACKAGE
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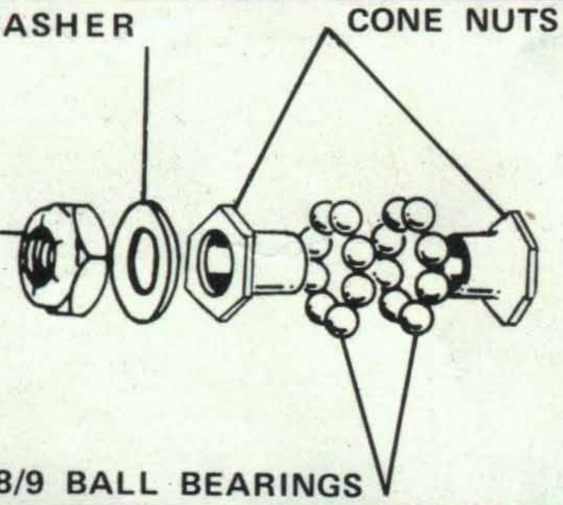
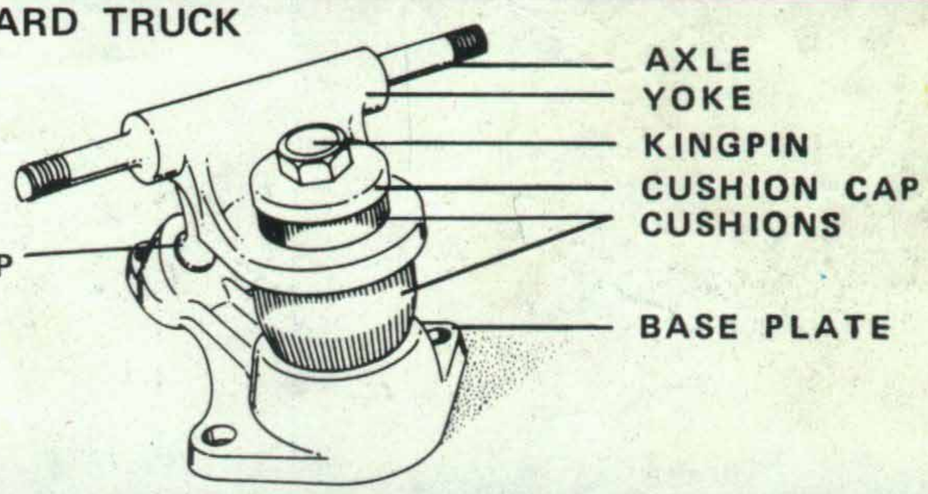
MAGICIAN
All fibreglass deck (double kicktail) with X-caliber trucks and GT precision wheels.

LOOSE–BEARING AXLE ASSEMBLY



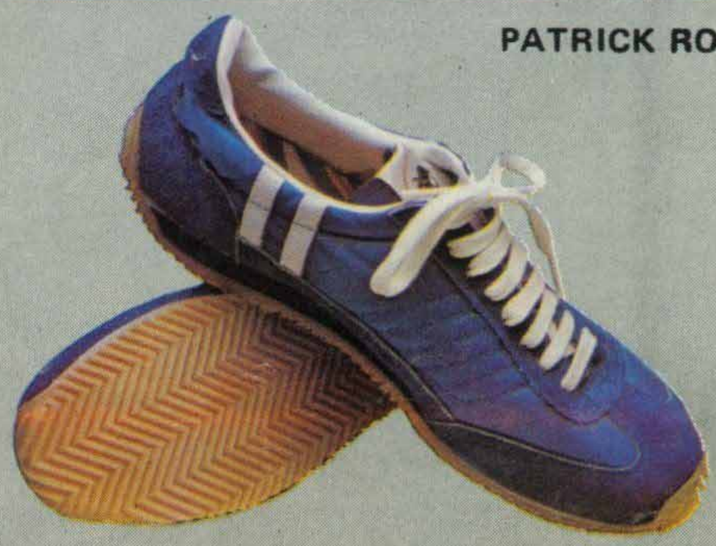
STANDARD TRUCK



FOOTWEAR

We have selected two ideal skateboard shoes both featuring flat, flexible soles and extra reinforcement where necessary. The LOTTO MAGIC has a blue suede upper while the PATRICK ROAD RUNNER is of tough 8oz nylon with suede trim.

LOTTO MAGIC
Sizes (3-12)
£8.50



PATRICK ROAD RUNNER
Sizes (3-12)
£8.25

TRUCKS

TRAKKER and BENNETT are the two big U.S. names in high performance trucks. Both are designed to very close tolerances and have top quality alloy castings. The GULLWING truck features adjustable tension and turning radius. We have recently introduced the CALIFORNIA SLALOM –a reliable wide trak truck at a budget price. (N.B. wheel nuts included with price of trucks.)

ACS 430
4¼" £3.50

CALIFORNIA SLALOM
7" £5.95

BENNETT HIJACKER
5" £5.95

BENNETT PRO AD–TRAK
6½" £7.95

TRAKKER HAFTRACK
5¼" £8.00

TRAKKER 6¾" £8.95

HPG IV GULLWING 6 3/8" £12.50

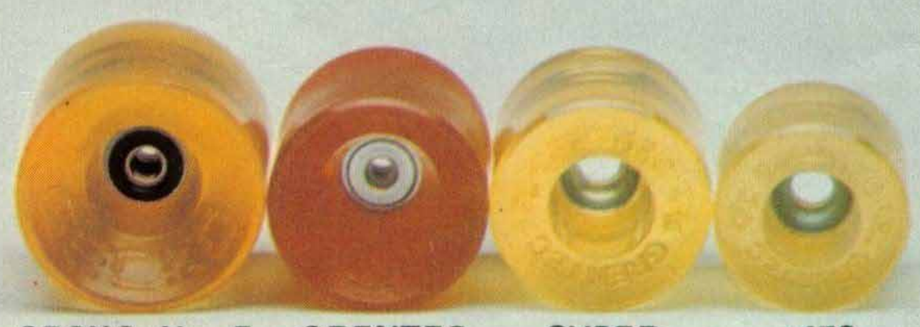
WHEELS

Different wheels are designed for different purposes. For speed and traction both ROAD RIDERS and SIMS are excellent. The Road Rider 4 is an ideal allround wheel at a reasonable price. Henry Hester's are a fast slalom wheel and Road Rider 6's give superior traction on tight turns. The Sims Bowlrider is great for really smooth grippy bank and bowl riding.

ROAD RIDER WHEELS

HENRY HESTER £5.95 | No. 6 £5.95 | No. 4 £4.95 | No. 2 £3.95

GECKO/GRENTEC WHEELS



GECKO No. 5 £3.50 | GRENTEC PRECISION £2.95 | SUPER STAR £1.95 | 1470 £1.50

SIMS PURE JUICE

COMPETITION £5.95 | BOWLRIDER £5.95

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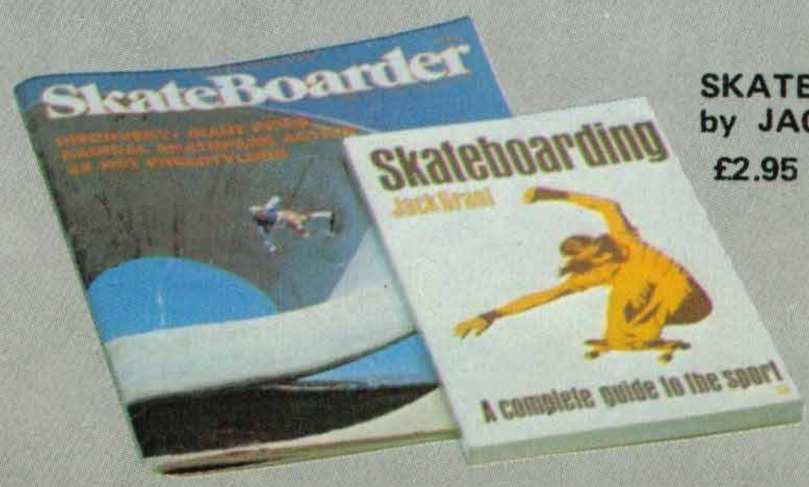

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Bowlrider 29" (with kicktail)	each £19.50		=£ .....
Kicktail 27"	each £15.95		=£ .....
Pro Slalom 28"	each £19.50		=£ .....
Cutaway Slalom 29"	each £19.50		=£ .....
Henry Hester Slalom 28"	each £19.50		=£ .....
G&S wood decks			
Stacy Peralta 27" Warptail	each £14.95		=£ .....
Stacy Peralta 29" Warptail	each £15.95		=£ .....
Stacy Peralta 32" Warptail	each £19.50		=£ .....
Logan Earth Ski			
Bruce Logan 27" Kicktail	each £15.95		=£ .....
Bruce Logan 29" Kicktail	each £16.95		=£ .....
Magician			
Double Kicktail Fibreglass Deck	each £ 9.95		=£ .....
Benjyboard 32" Kicktail	each £20.00		=£ .....
TRUCKS			
Gul-wing 6 3/8"	each £12.50		=£ .....
Tracker 6¾"	each £ 8.95		=£ .....
Tracker Half-Track 5¼"	each £ 8.00		=£ .....
Bennett Pro Ad-trak 6½"	each £ 7.95		=£ .....
Bennett Hi-Jacker 5"	each £ 5.95		=£ .....
ACS 651 6½"	each £ 7.00		=£ .....
ACS 500 5"	each £ 5.00		=£ .....
ACS 430 4¼"	each £ 3.50		=£ .....
California Slalom 7"	each £ 5.95		=£ .....
If your wheels are the loose bearing type please specify 4 sets of axle cone nuts.(25p total for two trucks			=£ .....
WHEELS			
All below are supplied with two precision sealed bearings			
Road Rider Henry Hester	each £ 5.95		=£ .....
Road Rider 6	each £ 5.95		=£ .....
Road Rider 4	each £ 4.95		=£ .....
Road Rider 2	each £ 3.95		=£ .....
Sims Competition	each £ 5.95		=£ .....
Sims Bowlrider	each £ 5.95		=£ .....
O.J. Super Juice	each £ 5.95		=£ .....
Grentec G.T.	each £ 2.95		=£ .....
Gecko No5	each £ 3.50		=£ .....
The following loose bearing wheels are supplied with ball bearings, cone nuts etc. if required. please tick here			
Grentec Super Star	each £ 1.95		=£ .....
Grentec 1470	each £ 1.50		=£ .....
		SUB TOTAL 1	**£ ____**

Item	unit cost	quantity	Total cost
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Grentec coyote	each £15.00		=£ .....
Grentec Coyote Super	each £20.00		=£ .....
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Magician A superb intermediate board. ACS 430 trucks precision bearing wheels, ½" riser pads, 24" long with double kicktail fibreglass deck.	each £29.00		=£ .....
G&S Fibreflex(state which model..... + Tracker Trucks + Road Rider 4's	each £55.00		=£ .....
G&S Stacy Peralta Warptail 27" + Bennett Ad-Trak + Road Rider 4's	each £49.00		=£ .....
Bruce Logan 27" Kicktail + Bennett Ad-Trak + Road Rider 4's	each £50.00		=£ .....
Supplement for Road Rider 6's per board	£ 4.00		=£ .....
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wood ½"	each £ .50		=£ .....
urethane ¼"	each £ .60		=£ .....
urethane ½"	each £ 1.00		=£ .....
Truck Rubber cushions- Tracker	each £ .25		=£ .....
Bennett red	each £ .25		=£ .....
Grip Tape 4" wide (per foot)	each £ .75		=£ .....
Ad-Trak spacers	each £ .20		=£ .....
Chassis mount bolt + lock nuts. 1½"	each £ .10		=£ .....
1¾"	each £ .10		=£ .....
IKS sealed bearings (2 req'd/wheel)	each £ 1.00		=£ .....
Lotto Magic skate shoes (size.....)	each £ 8.50		=£ .....
Patrick Road Runners (size.....)	each £ 8.25		=£ .....
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Norcon Helmets (sm, med, lge.....)	each £ 7.50		=£ .....
Cooper EK4 Elbow pads (small)	pair £ 4.95		=£ .....
EK3 Elbow pads (med)	pair £ 4.95		=£ .....
EK2 Knee pads	pair £ 5.95		=£ .....
Norcon Elbow pads	pair £ 9.50		=£ .....
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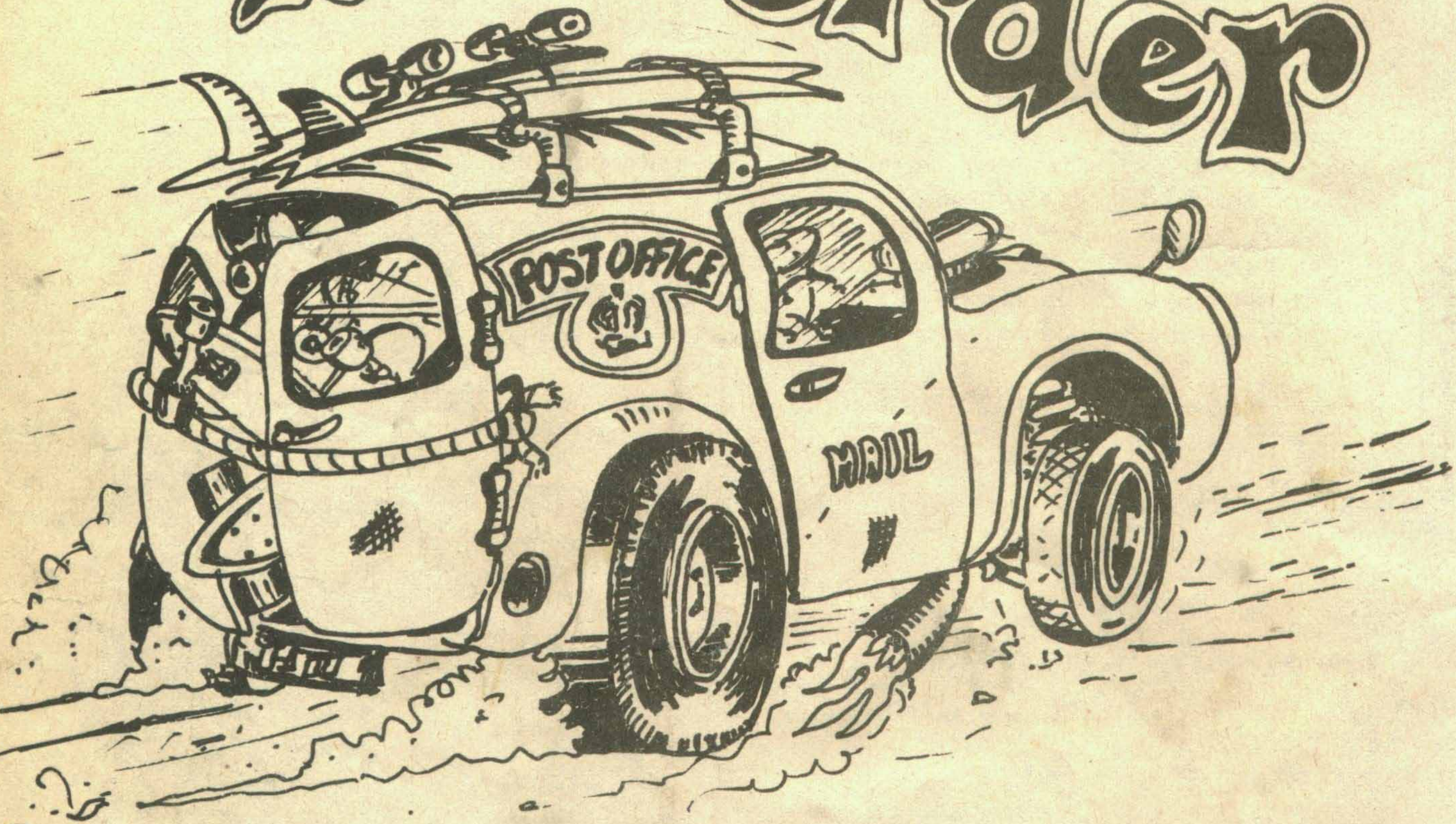

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magazines, posters, tee-shirts etc.,

Trucks - ACS 430 – £4.00, 500 – £6.00, 650 – £9.00
651 – £8.00, Chicago – £4.50, Skuda £4.00

Wheels - Precision, including bearings.
Red Devil 2" x 2¼" – £3.50 Yellow Bolt 1¾" x 2¼" – £3.50
2¼" x 2½" – £4.00 Mag. 1⅞" x 2½" – £4.00

Loose Ball Wheels
Red Devil 1⅝" x 2" – 90p, Skuda 1⅝" x 2" – 80p

Accessories
Spanner £1.00 – Base Plate 75p – Cone Nut – 20p
Locking Nut – 12p – D Washers 5p – Axle 4.3" £1.00
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Gecko Glass £8 – Mahogany (K.T.) £11 – 30" Mahogany £10
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Contents

13
Skate News – UK: What's happening, where, in Great Britain

17
Skateboarding Around The World: All the latest in our foreign news round-up

18
Who's Hot: Skateboard! picks out just a handful of Britain's rising stars – for closer inspection

20
The Story Of Skateboarding: Where from and where to . . . an in-depth look at California's one-time surfing hybrid

26
Wiring Up To Manoeuvres: Skateboard secrets unwrapped . . . essential reading for the newcomer and expert alike!

33
Skating At The Palace: A hungry look at the July 24th Crystal Palace Championships

37
Skata Data: Skateboard! looks at some popular boards and gives handy tips on how to go about buying the right equipment

48
Welcome To Skateboard Escape: Time out at Portland . . . UK's first skatepark

53
Skateboarding And Safety: Essential reading for any 'board artist

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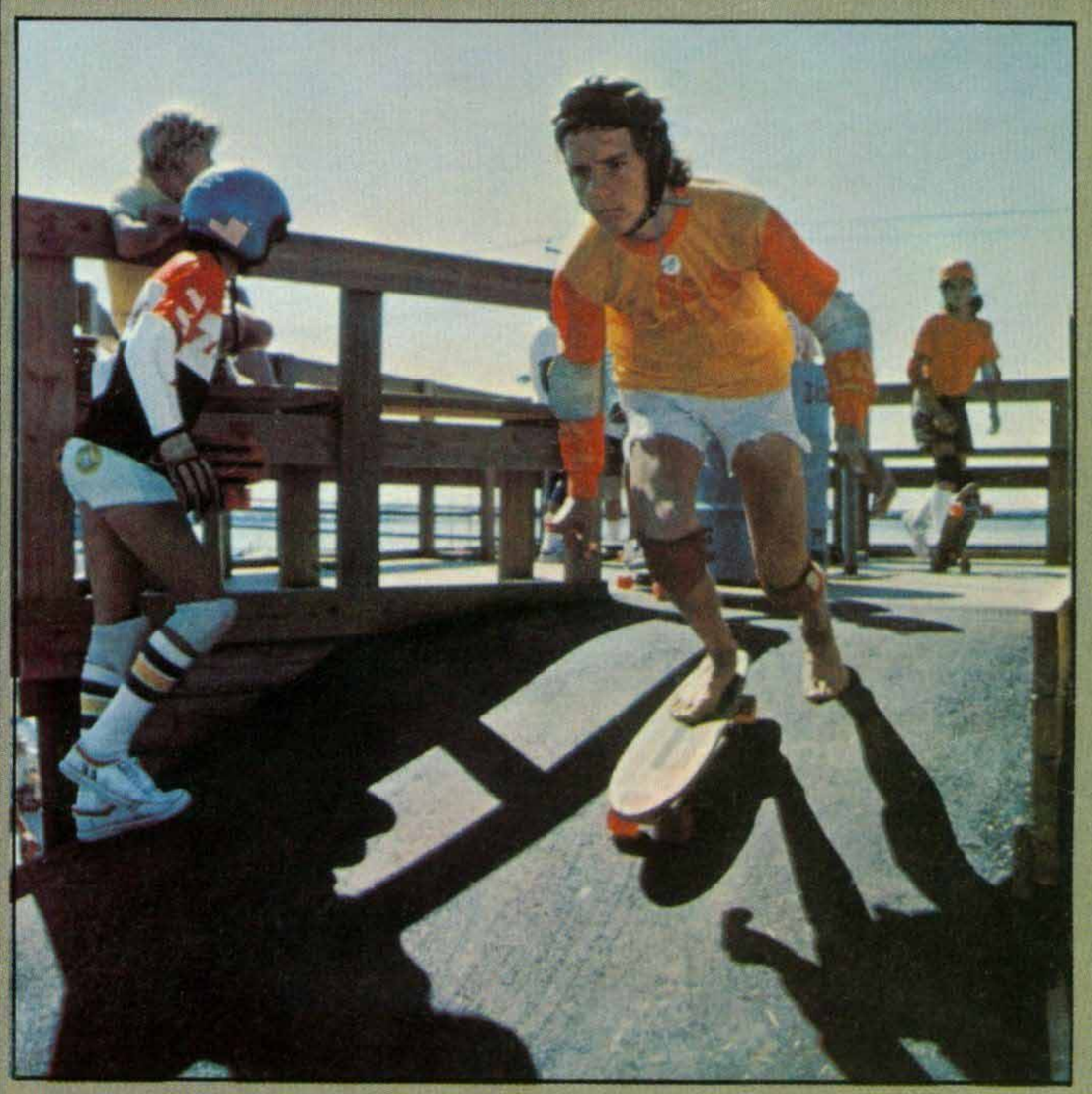
Editorial



Skateboarding has had a pretty rough ride over here in the UK . . . maybe not as bad as it had initially in the USA, but tough enough. Believe it or not, the Kensington Gardens Broadwalk incident made *world news!* An American skater confirmed this for me not two or three days ago. For those of you who maybe need a little memory jogging, cast your minds back to the middle of last May and you'll recall seeing in your papers a living example of how moves the cold hand of officialdom. It was on view in a little impromptu scene that took place behind the back yard of the Royal Gardens Hotel in London.

Up and coming skateboarders practised their craft while surprised and admiring onlookers took time off to be entertained at their antics. Naturally, the authorities soon arrived to put a stop to everybody's fun. Their action was interesting – gravel was laid over the asphalt. Since that time, regular park-goers have reported a marked drop in usage of the path *by anyone.* Of course the park is public and of course efforts must be made to ensure nobody gets hurt. But, surely in a park of that size, it should be possible to fulfil safety precautions and still allow the skaters to continue skating . . . what do you think?

Super hot artists will get hotter, skateboard machinery will improve in design, new and better parks will be raised up and records will continue to get smashed to smithereens. Skateboard! magazine will be keeping you in touch on all these things, although to do it to the best of our ability, we're going to need help. Information, pictures and news will always be useful to us – so too, criticism and comment. If there's something that you want to tell us or discuss, why not drop a line to Skateboard!, Hot Line, 14 Rathbone Place, London W1P 1DE. The letters column opens next issue. All of us here feel pretty confident that somewhere along the line we'll be hitting a harmonious chord with most skateboarders. Tell us if you think we're right!

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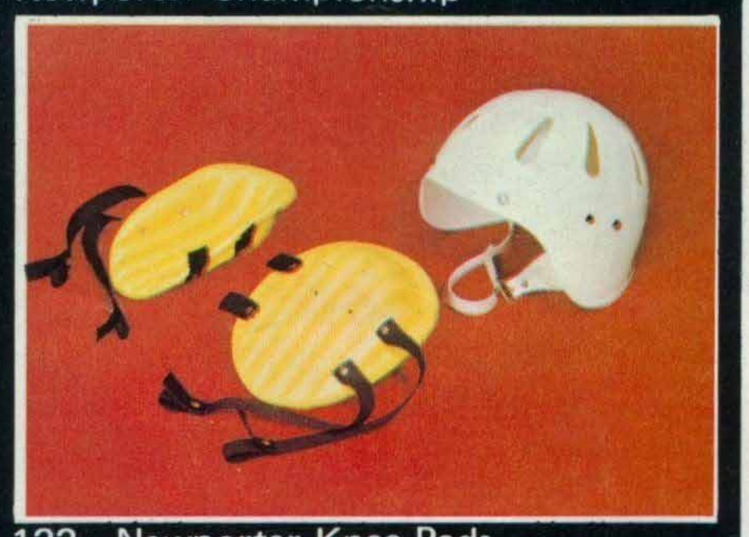

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Skate News

Skateboarding in the UK is in its infancy – but that said it seems to be undergoing the swiftest childhood of any new sport known to man. Across the length and breadth of the country skateboards are continuing to sell like the proverbial hot cakes and from places as far apart as Penzance and Leeds, word is reaching us of skate park crash building programmes. What we have for you here is more a sample of what's happening rather than the complete picture. That final portrait will take more time to assemble. Perhaps the greatest news of all is the complete wipe-out of the "It could never happen here" brigade. We shan't be hearing much from them for a while . . . they are all too busy eating their own words!

Meanwhile Skatepark

Here it is at last, Britain's first 'peoples' skatepark. In West London's Westbourne Park Road, a large area of wasteland is being converted into an ambitious playground area, with a cycling track, an open air theatre, a boat building workshop, an orchard, a fish pond and – a skatepark.

The project is the brainchild of one Jamie McCullough, who has built up the area from a rubble strewn no-man's land into what will be Meanwhile Gardens, and he has many voluntary workers to help him.

Jamie is a hot skateboard enthusiast himself, who can often be seen at Kensington Gardens and The South Bank. He is currently experimenting with wind machines. Early on Jamie saw the need for a skateboard arena in London, and now he hopes to have the Meanwhile Skatepark ready and in operation by August. It will measure approximately 55 by 25 yards, and incorporate some fairly steep banks and good sized runs. Kids from all over will be able to use the park, and Jamie hopes that there will be room for all. He doesn't want to turn it into a commercial venture.

At the time of going to press, money is still needed to concrete the surface and complete the project.

A top Tory MP has added his voice in demanding justice for London skaters. Mr Bernard Brook-Partridge is the chairman of the Arts Committee, and deputy leader of the recreation and community services policy group.

"Whoever said the GLC (Greater London Council) hac no land available for skateboarders must be off their heads," he said to the London Evening Standard recently. "We own more acres of the stuff than the Government has old iron, and I intend to see that the people get something out of it."

Enlightenment is filtering through, and the GLC has recently had many talks with manufacturers and investment companies with a view to some early constructions.

Islington Council are looking at two possible sites for skateparks – one at Barnard Park, and the other in an open space near Archway.

The Lions Club is a multinational charity which sponsors many different sporting activities, and the Wembley Lions are at present having meetings with Parks and Amenities Departments in Wembley with the aim of forming a local skateboard association. Another section of the Lions Club is donating £1,000 towards the building of a skatepark.

Skateboard manufacturer John Harding, and his company Newporter have offered to finance the construction of skateboard arenas, and he has currently been negotiating with five different authorities: Harrow, Bournemouth, Hove, Birmingham and The Channel Isles. He's also had serious talks with the GLC, who have agreed to the building of a skatepark – if a suitable site can be found. Newporter will amalgamate with Rollerboard Parks for the building of these skate areas and £5,000 has already been earmarked for this purpose. Harrow County Council are also interested in the building of a skatepark in the Harrow Leisure Centre – a sports complex which also contains swimming pools and a golf course. Mr Harding is confident that Newporter/Rollerboard Parks *will* be building *three* parks – one of which should be ready by the end of September. The designs have already been drawn up – and quite ambitious they are too – comprising Competition Slalom runs, very fast swales, 60 foot bowls and large freestyle areas. The parks will also have resident instructors and supervisors, skate shops, refreshment bars and changing rooms.

Newporter are also planning to sponsor three competitions in July. They are: Hounslow, 16th July; Leeds, 17th July; Cleethorpes, 30th July. Contact Newporter for details.

"The Bristol area has at least 10,000 skateboarders, and out of these, 1,000 are pretty serious about it, skating daily. There's a lot of energy going on around here."

This is Norman Gosney speaking, of the Windcraft Co., Sion Lane, Clifton, Bristol.

"We were the first to be making skateboards here. We started off being interested in hang-gliding, and then we developed the wind skate – a kind of small land yacht. A year ago we got into skateboards, as this comes under the free energy bracket – our primary interest. First we started experimenting with other makes of boards, now we make our own. Our latest idea is the Land Board, a board with big wheels which can even go over fields. You can put a sail on this

Transworld Feature Syn.

board, too. We also make a board six feet long which is very fast but just goes in one direction – you could win a downhill race on it any day. We're investigating motorised boards at the moment.

"We are opening a separate skateboard centre and boutique with the emphasis on American sports clothes. We stock all the best of the commercial protective gear – and we're also producing our own. The Skateboard Centre is at Boyce's Avenue, Clifton, Bristol.

"We've also formed our own association down here – The South-West Skateboard Association. This is at Sion Lane.

"Blaise Castle is a park nearby here which has bowls that are perfect for skate-boarding. We are renovating them along with the Youth Council – they are full of flotsam and jetsam at the moment because they used to be ornamental ponds. They are great for skating as they have good banks – although some of them, being only four to six feet at the moment, need building up to about eight feet.

"To keep skateboarding going in the winter, we are investigating some warehouse space with a large riding surface. We are making portable banks and ramps for indoor use, and we've got people in architectural design helping us with this.

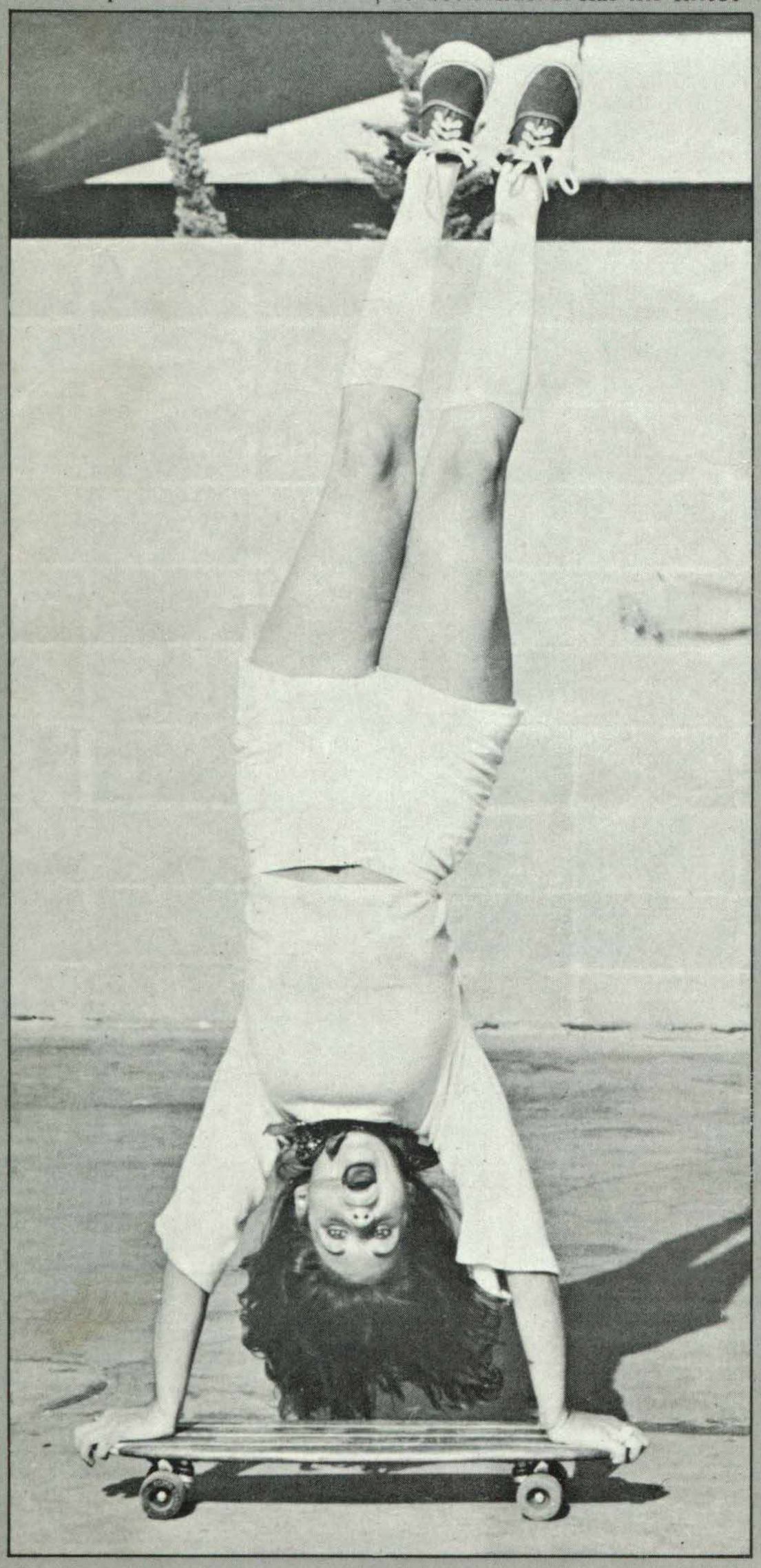
"We have a place called Ashton Park where we've been given permission to skate during the week, though not at weekends. It has the finest concrete downhill slope imaginable, about quarter of a mile long, and very fast. We're hoping to organise a competition here – it's a perfect site – and we're training a team for this. We've got a Boys Competition Team (13 – 16 year olds), a Girls Team, and The Old Fools – which consists of us old Windcraft guys ourselves – all over twenty. We've been skateboarding for some time. The Boys Team is being coached by Rocky Braun, an 18-year-old student who rides at present for Slick Willies – he'll soon be riding for Windcraft.

"We do a lot of stuff with the local schools, going around giving safety lectures and demos. We've also been on TV a couple of times – on Nationwide – and on BBC's Tomorrow's World with the wind skate."

We're going to be hearing a lot more from Windcraft in the future.

been designated for this purpose.

A recent competition at Preston Park lasted from 9am until 2pm and attracted around 500 kids from all over the area. Prizes came from Newporter, and there was some outstanding skate-boarding, particularly from winners Jock Patterson and Tim Dirkley.



Brighton is the centre of the South Coast Skateboard Association, and the organiser is Andy Barnard, who can be contacted at 99 Hythe Road, Brighton. Andy is an art student, and prints his own newsletters. Most members are around 16 to 17 years old, and they don't as yet have a regular meeting place. Membership costs 75p a year.

There are several hundred skateboarders in the Brighton area – mostly using the Church Hill Square to skate. This is a complex of shops boasting a small slope, plus an access road underneath with a steep concrete wall along the edge of the pave-ment for more radical manouevres. Skaters also favour the sea front, which has slopes from the upper to lower promenades.

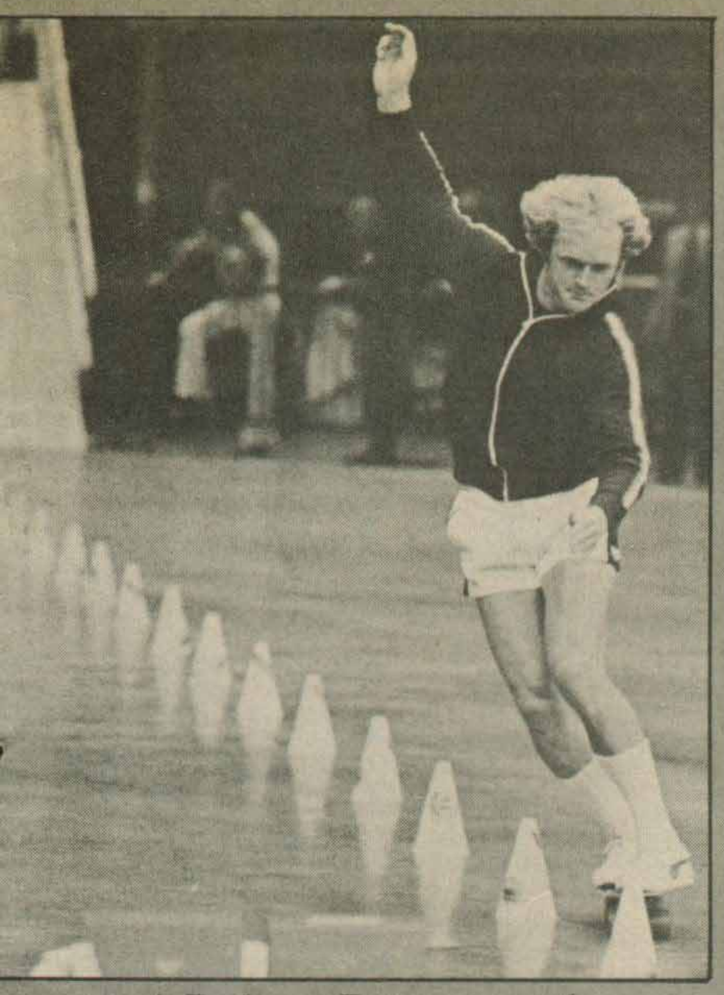
Sports and Leisure, owned by Mr Geoffrey Thomas, is the local shop and meeting place for skateboarders. They are busy organising their own skateboard team, using an assortment of American equipment. Sports and Leisure are hoping to organise a competition at Eastbourne in the near future, and they have a stand at the East-bourne Exhibition, which regularly attracts 20,000 people. It's whispered too that Eastbourne Corporation are planning a skatepark, and that £6,000 has already

The last Saturday in May saw the opening of the first, albeit embryonic, commercial skateboarding area in Britain – just a few yards from the sea and in the centre of Southend's Golden Mile.

Basically a roller skating rink, Skatermania is also open for skateboard-only sessions at certain times during the week, at a cost of 30p per hour, including hire of a rudimentary board.

Paul Beverley, the proprie-tor, also runs a wholesale toy company in the town, and it was the overwhelming demand for skateboards from his customers in East Anglia and the South which prompted him to take this first step into the skatepark business. But even though he'd only been operating for a week when we went to see him, he was already considering turning the whole area over to skateboarding full time. He also plans to build a purpose built park in the town. The 10,000 square foot rink is well surfaced with fine asphalt, and runs fast and true, but . . . it's freestyle and flatland tricks only at the moment.

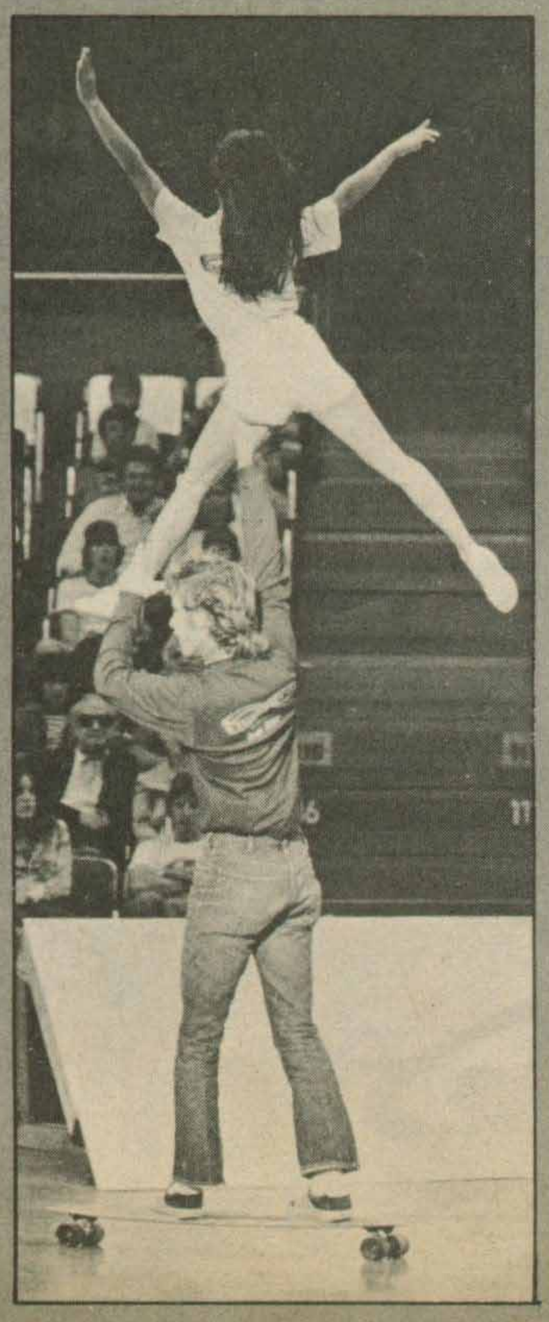
"I'm going mad trying to get some banks built," said Mr Beverley, "but without any success." Well, we were able to put him in touch with



Endover Enterprises, the only professional skateboard service company this side of the Atlantic, and as a result it looks like Skatermania will have a 150 foot long bank, rising to six or eight feet on a parabolic curve, perhaps as soon as the first or second week in July.

So, watch out, Brighton – Southend is after you!

Skateboarders around the Bournemouth area have just got themselves organised into the Bournemouth Skateboard Club. To date there are about 40 paid up members, each paying 25p annual subscription. A local sporting personality, Ken Bailey, is their president, and they are seeking to affiliate themselves with The American Skate-



board Association.

The club has good backing from the local sports council and youth council, and they are hoping to build their own £3,000 skatepark at Slades Farm – a local sports arena. This won't be ready for use until the end of the year, so meanwhile the council are letting local skaters use part of the West Cliff Promenade to practice. It's a downhill slope measuring 270 feet by 25 feet, and the council are fencing off the area for exclusive use by skateboarders – who won't have to pay for a piece of the action. Well done the council.

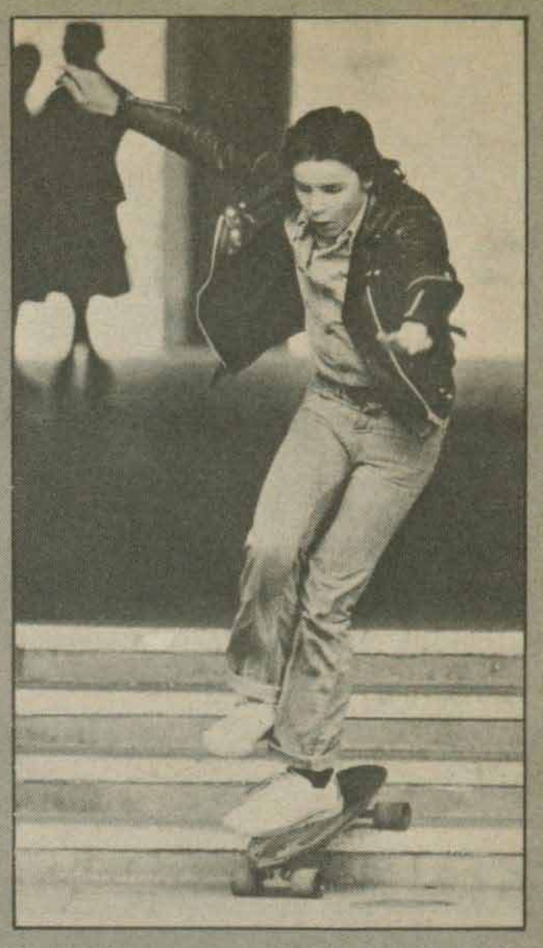
Skateboarding has really taken off in Plymouth – as it has all over the West Country. Local skaters are really putting pressure on the council to build a skatepark, but until this comes about they are reasonably happy with some of the areas that are already being enthusiastically used. For example, Plymouth Hoe is a traffic free, silk smooth tarmac area a quarter mile long and about 75 yards wide, and ideal for freestyle and slalom. The action down here at weekends is quite mind-blowing!

Leeds council have already received a petition with over 1,000 signatures asking for a local skatepark. The Director of Leisure Services has agreed to do all he can to get a park built – meanwhile Dave Clark of Centresport is trying to organise a temporary one. One hundred yards from his shop is a subway which is popularly regarded as the best skating area in Leeds. It's pretty dangerous though, and police are likely to step in soon to ban radical hot shots riding there.

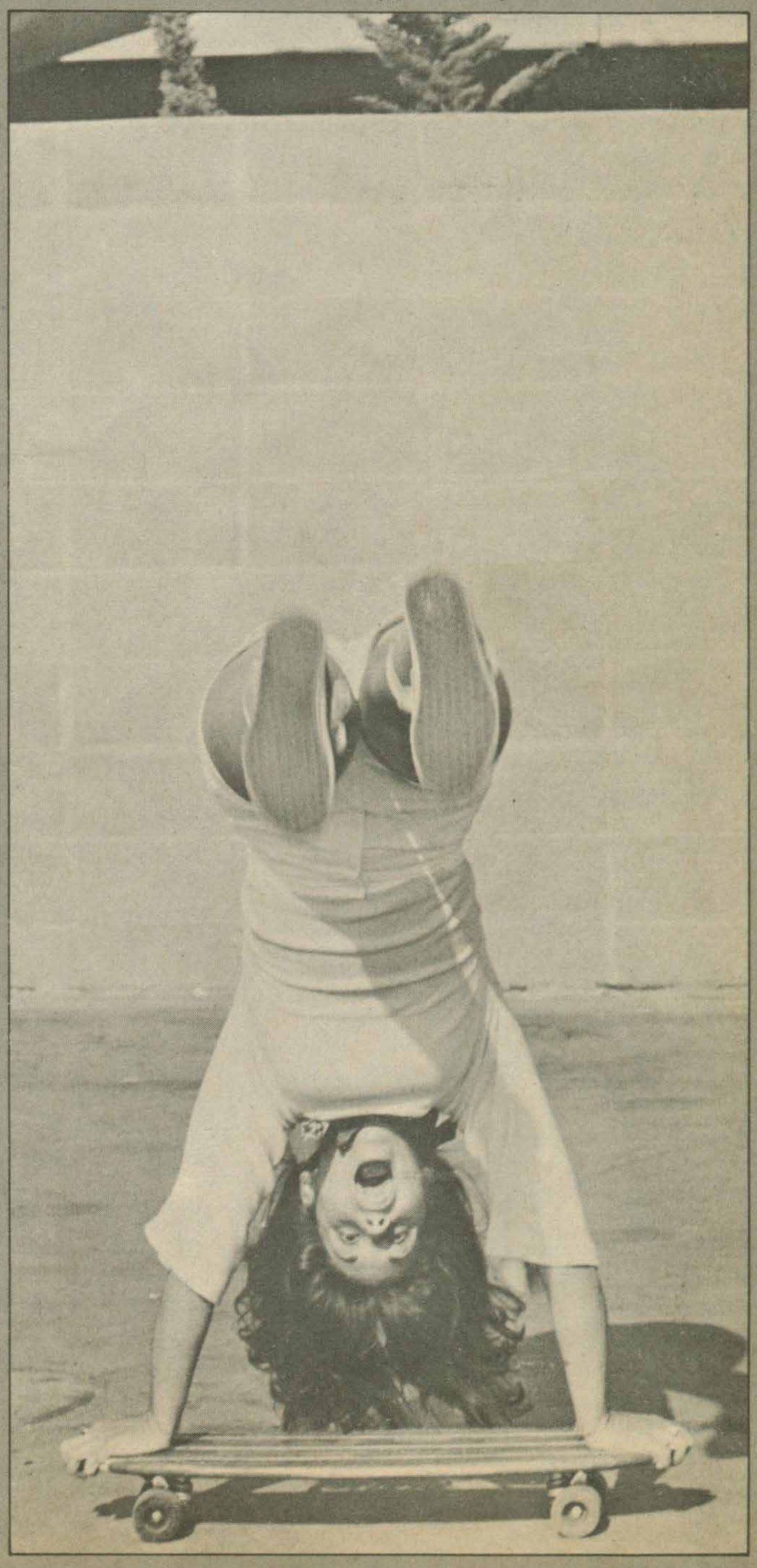
Dave Clark recently ran a Silver Jubilee Day Competition, which was held at Round Hey Park. The area used was basically a walkway, 130 metres long. Events ran from 9 in the morning until 5.30, and over 1,000 people turned out to watch. There were individual, doubles and team performances plus a ladies event.

Dave Clark is a ski trainer, and he brought along some pretty sophisticated equipment for the competition – like electronic timing gear, starting gates and a PA system. Dave really wants to see the sport properly organised and supported, and wants to put over the angle that skateboarding is *not* anything like as dangerous as a lot of the publicity makes out. There are three shops in Leeds which have all had bricks thrown through their glass fronts – so Dave is no longer putting skateboards in the window.

And that's all we've got room for this issue. But Skateboard! is convinced there's a whole lot more happening in Britain than just what we've told you about here. If *your* area hasn't been represented, then *please* write and let us know, either via the questionnaire on page 25 or by way of a letter. Your favourite skate-

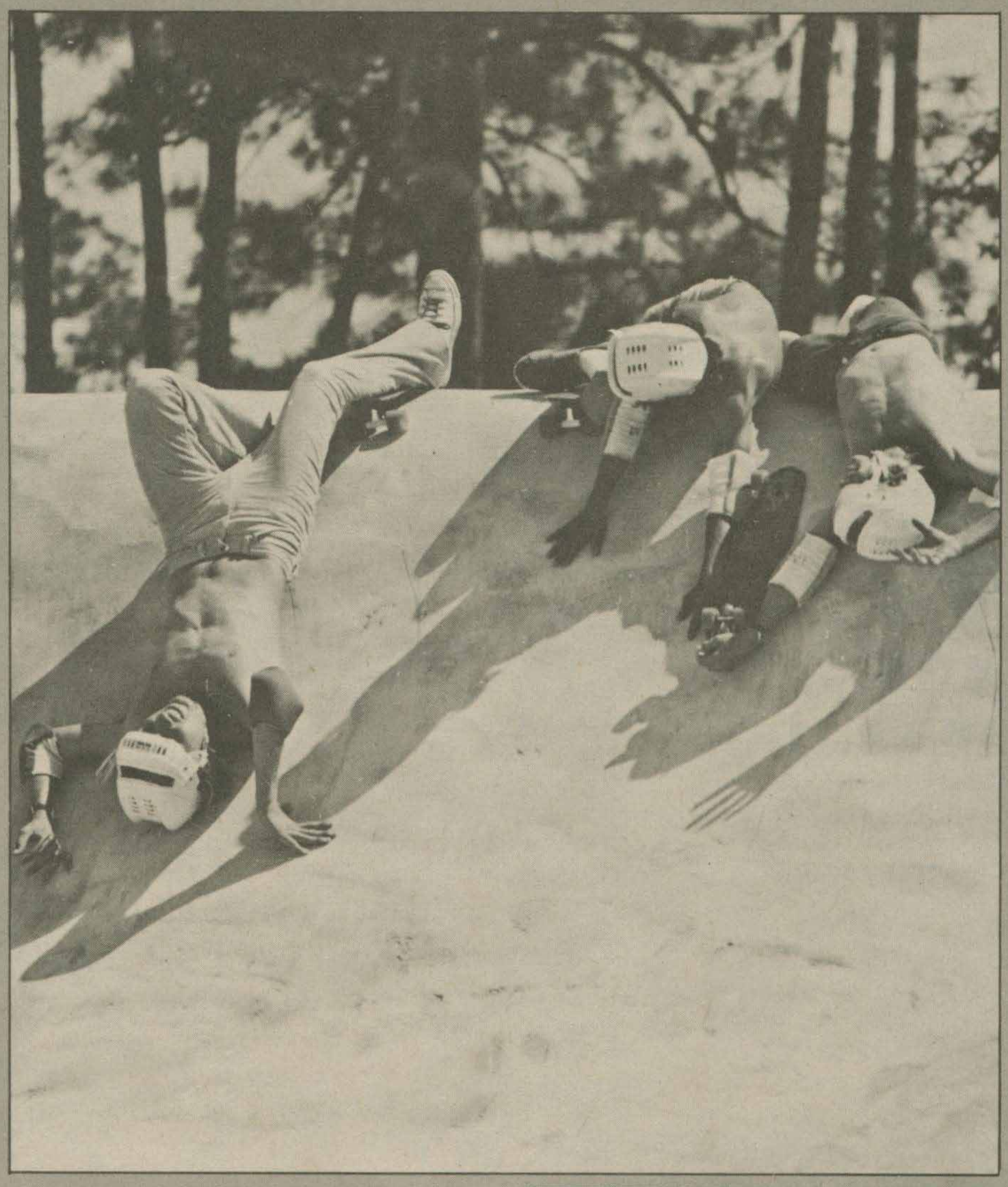


boarding magazine is determined to be as comprehensive as possible in assessing the UK skating scene and we need *your* help to do it.



World News

From all around the world, word is coming in of phenomenal growth in terms of skateboarding. Particularly in America, manufacturing companies have been stretched to full capacity for over a year now, trying to meet incredible demands. One particular name I talked to recently admitted that his order book was now closed until the end of the year. To give you an idea of the size of things, let's turn first of all to:



Germany

For the past few months now it's been reliably reported that plane loads of skateboards have been arriving at the airports: presumably a desperate attempt to keep pace with the demands of skaters. For the book, apparently, one Boeing 707 manages to get on board a total of 18,640 skateboards when stuffed to the gills!

Otherwise, the story over there sounds pretty familiar. There's at least 80,000 kids well into the sport and coming up at any time is a National Contest to be held at Munich. Prices seem much the same there as here in the UK and such is the country's enthusiasm, questions are now being asked in parliament on how to deal with it all. Build skateparks we say . . .

Hawaii

Hawaiian kids put all their energies into bank riding, showing little interest in flatland freestyle, slalom or downhill runs. They are really hot at riding radical banks – Wallos being the most demanding spot. It's an amazing ride with super steep walls with some incredibly sharp angles and corners. Kids ride here every day, barefoot and without protective equipment. Surfing is big in Hawaii, and the kids translate the same style onto the concrete. There's some true artistry going on but with no frills and fancies – their boards are narrow wood with hard wheels, and it's all a far cry from the flashy Californian style of riding.

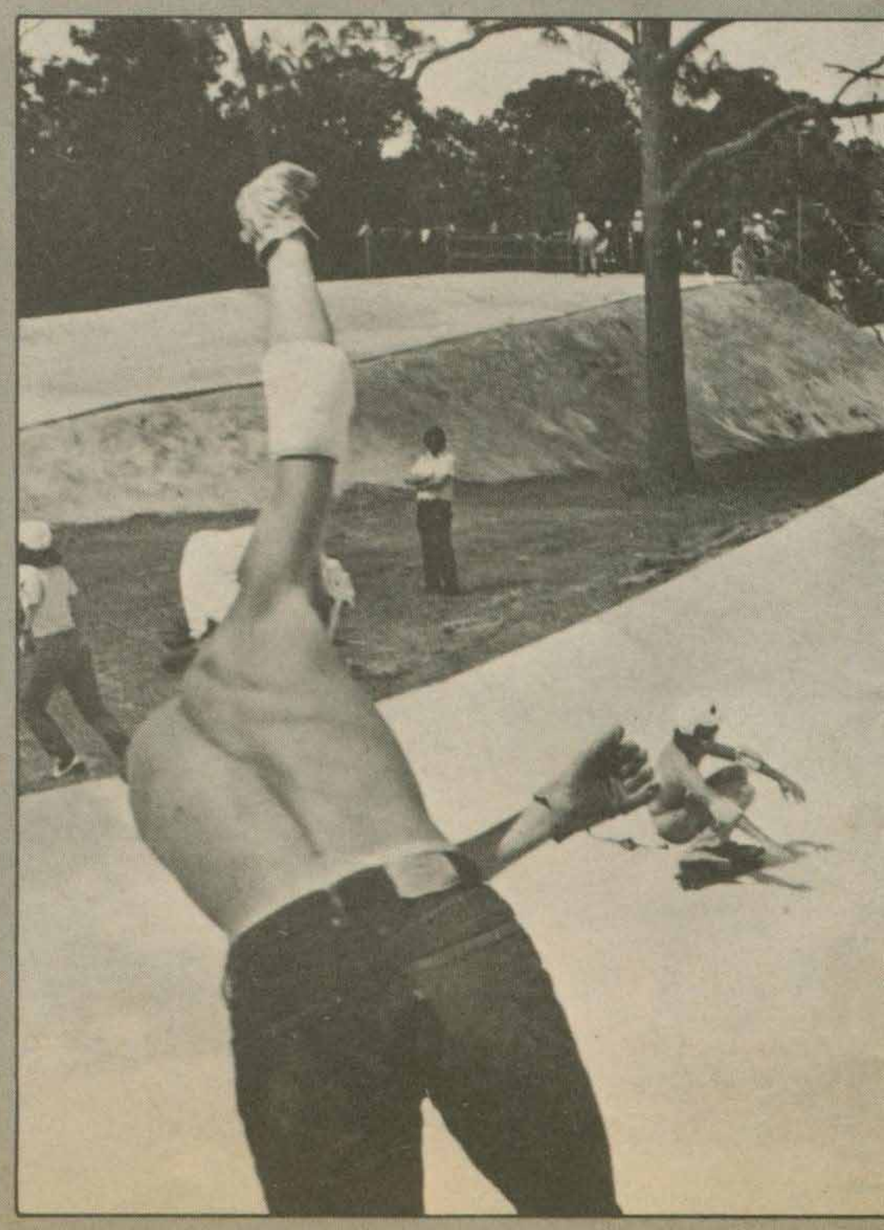
South Africa

South African skateboarders have suffered a lot in the past from the lack of a suitable terrain for skating. Since the recent building of the Lahee track, local riders are coming on in leaps and bounds, and after dark skating is particularly popular, much to the local residents' alarm.

Skateboarding was popular among the surfing community in S.A. during the sixties, then faded out as it did in the States. Now it's the fastest growing sport in the country. The biggest event of recent years was the National Championships held at Durban over the New Year weekend, bringing competitors from all over the Republic.

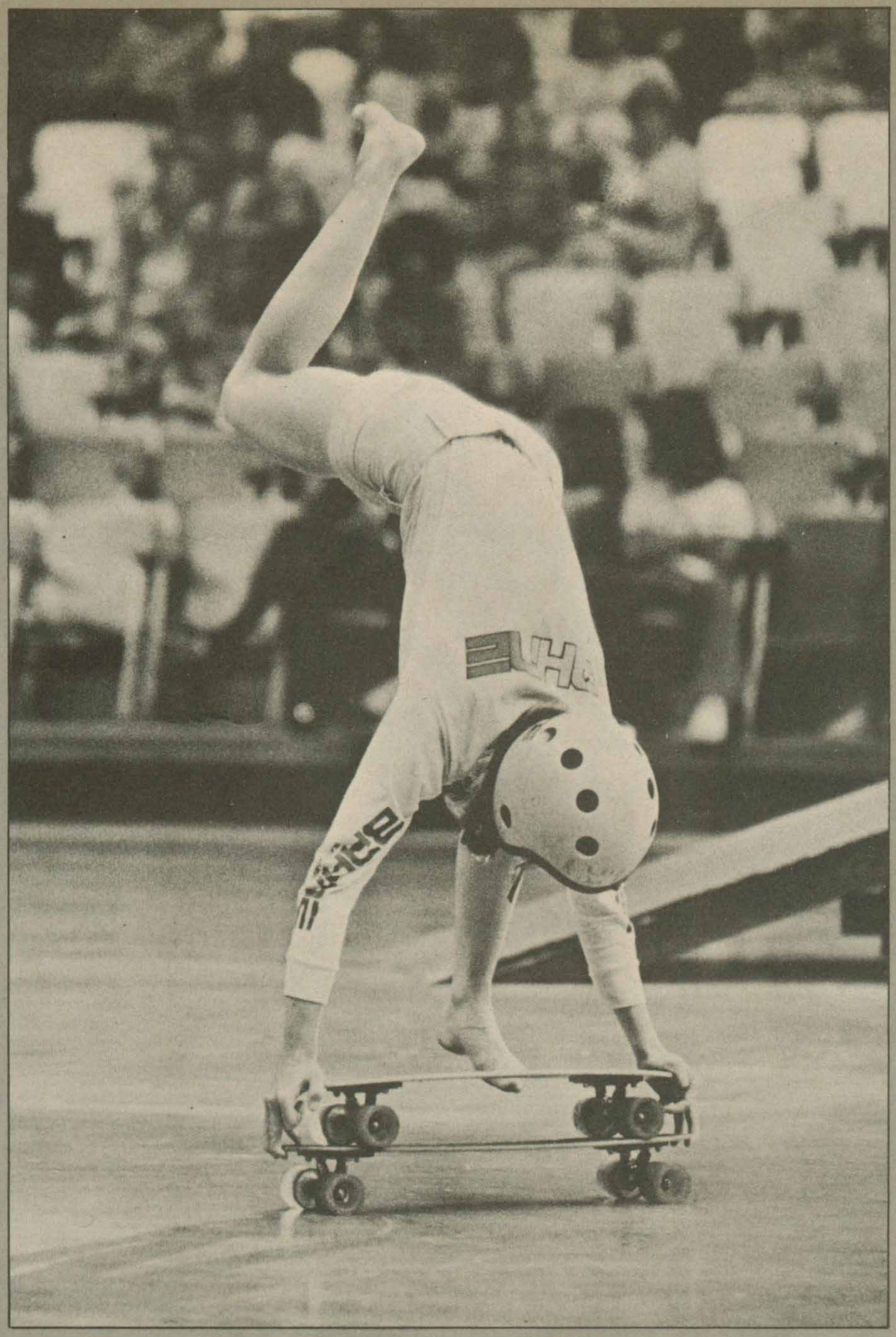
USA champ Bruce Logan has been invited to S.A. by the Natal Skateboarding Association.

The latest innovation going down in S.A. is skateboarding on ice! Enthusiasts remove the wheels and bolt four short blades onto their boards (two at the front and two at the back). They have to glue sandpaper onto the bottom of their sneakers to enable them to push off from the ice. Icerinks may well go over to giving one night a week purely for ice-skateboarding.



USA

The media give a great deal of coverage to skateboarding in the USA. *Rolling Stone* and *New West* identify with the outlaw element of skaters (those who

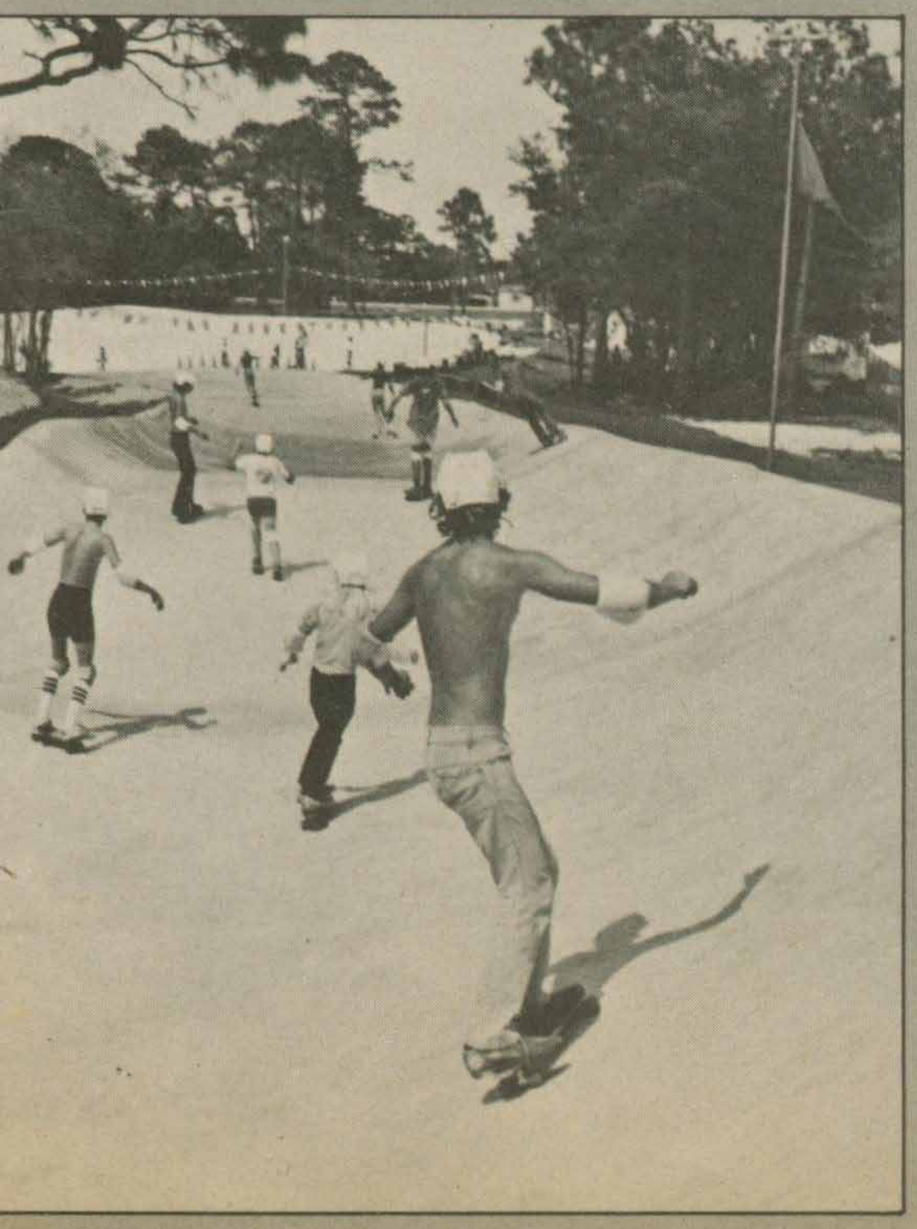


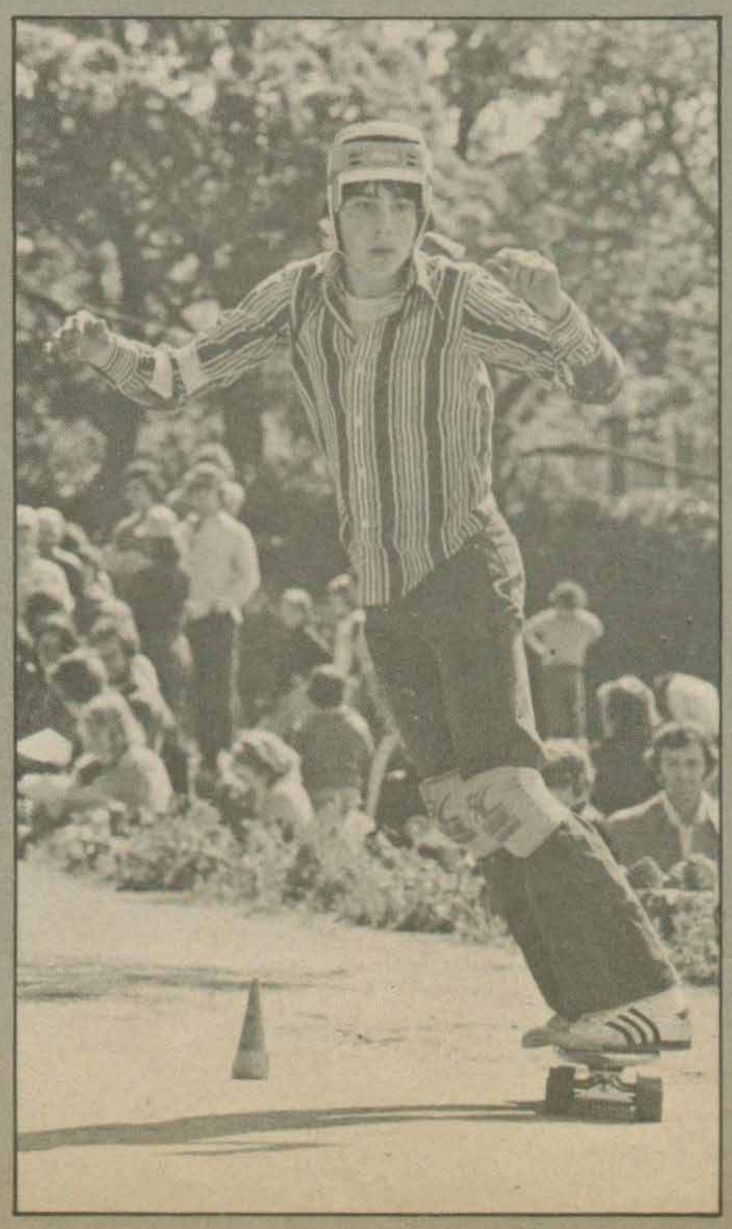
ride the forbidden, radical terrains such as pools and pipes), while other magazines report on it as big business. All the major TV networks have shown skateboard documentaries, and even Fred Astaire is said to be an enthusiast – although he broke his wrist while practising.

More and more skateboarders are turning professional, and the research into perfecting equipment goes on. Skateparks are being constantly improved so as to offer the same kind of thrills as a really radical pool. Spirals, loops and multiple bowls are just some of the delights on offer. Yet street skateboarding is still the most popular form, and although authorities everywhere are trying to stop it, the kids are always one step ahead.

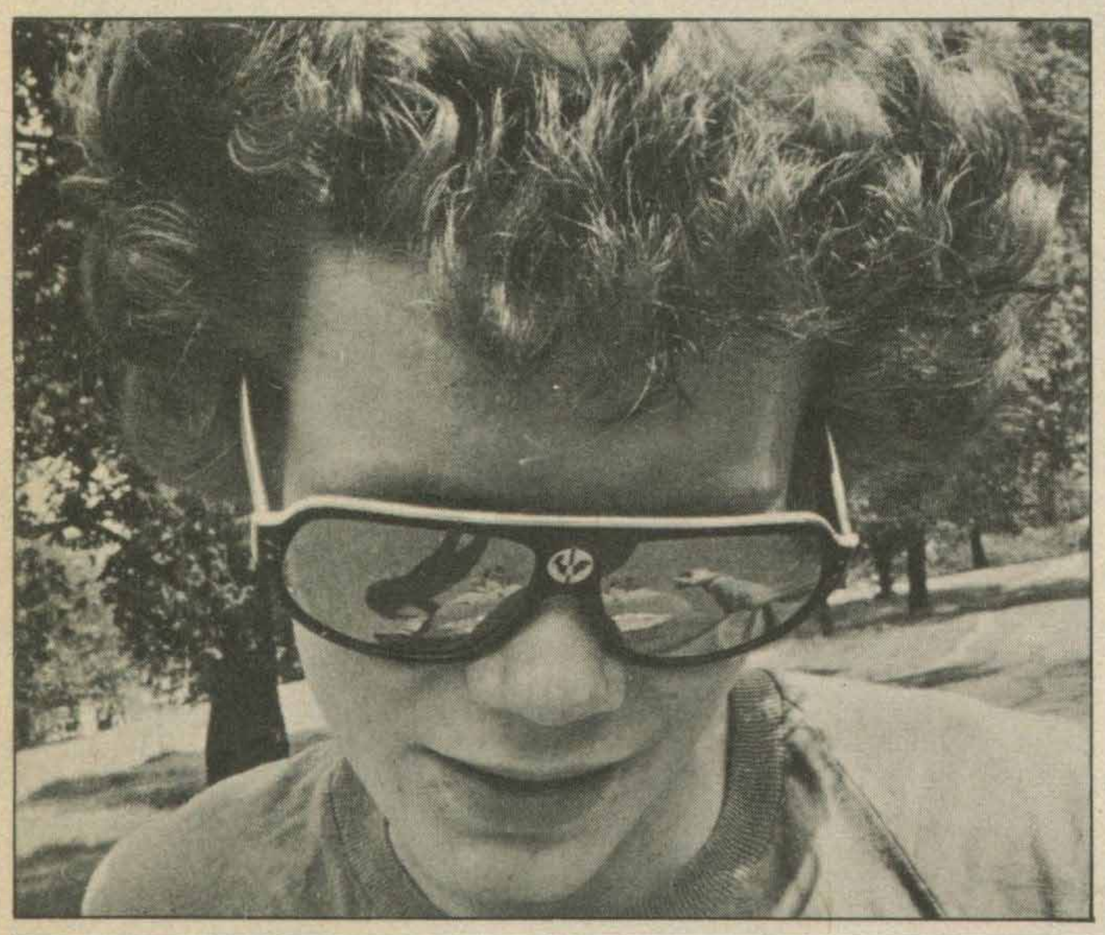
Due for release in July is the first ever full length motion picture on skateboarding – called simply 'Skateboard'. It's a movie with a storyline, about a down-and-out promoter who achieves fame and fortune by gathering together a group of unknown skateboarders to form a team called 'The Los Angeles Wheels'. The climax of the film is the contest, for which 5000 extras were called in. Such hot names as Tony Alva, Ellen O'Neal and Craig Chaquico (lead guitarist with Jefferson Starship) star in the film. The producer, Dick Wolf, described the shooting of the final scene as "physically, one of the most dangerous film sequences shot in recent years".

There are estimated to be 40 million skateboarders in the USA, and the sport is growing all the time.





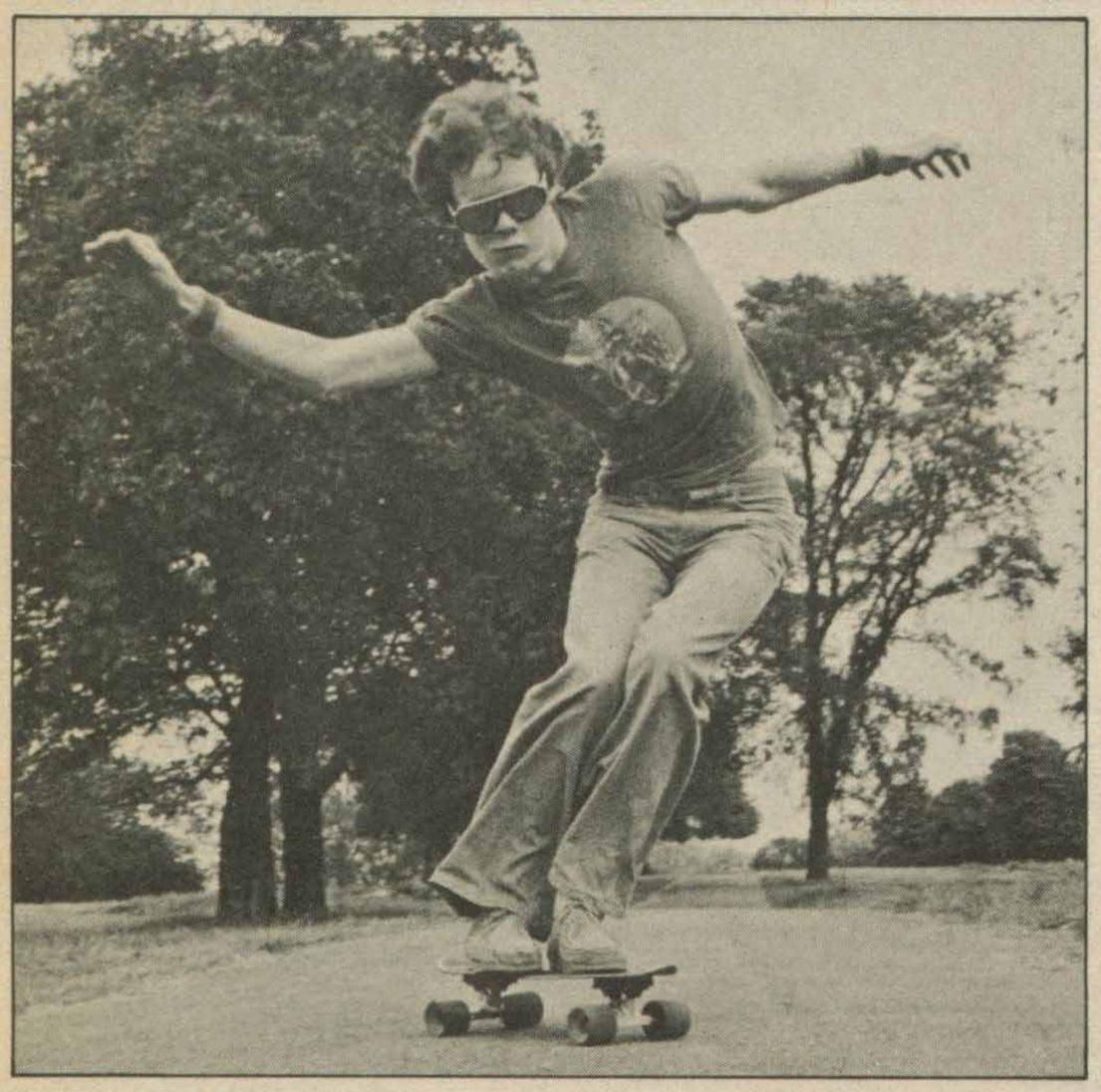
WHO'S HOT



MINH DUC TRAN

Minh is 17, and from Kensington. She is possibly our hottest female on wheels. She skates at the South Bank and in Holland Park, though she owns that this is far from ideal, and misses The Broadwalk greatly. Minh has been skateboarding for less than a year – but is already a master in the tricks department. She does handstands, elbow stands, one foot 720s, nose wheelies and tail wheelies, and her speciality is handstand slalom – a very difficult manoeuvre that few here are attempting.

"I got started when I made my first board out of roller skates. Now I've got a good board, and I've been on TV for Magpie at Brands Hatch. Of course I'll be entering at Crystal Palace, but I think they should have separate events for boys and girls, then I think I could do really well. More girls are skating here than people think – and there's no reason why we shouldn't get as good as any of the guys. I'm really keen to get more girls interested in the sport."

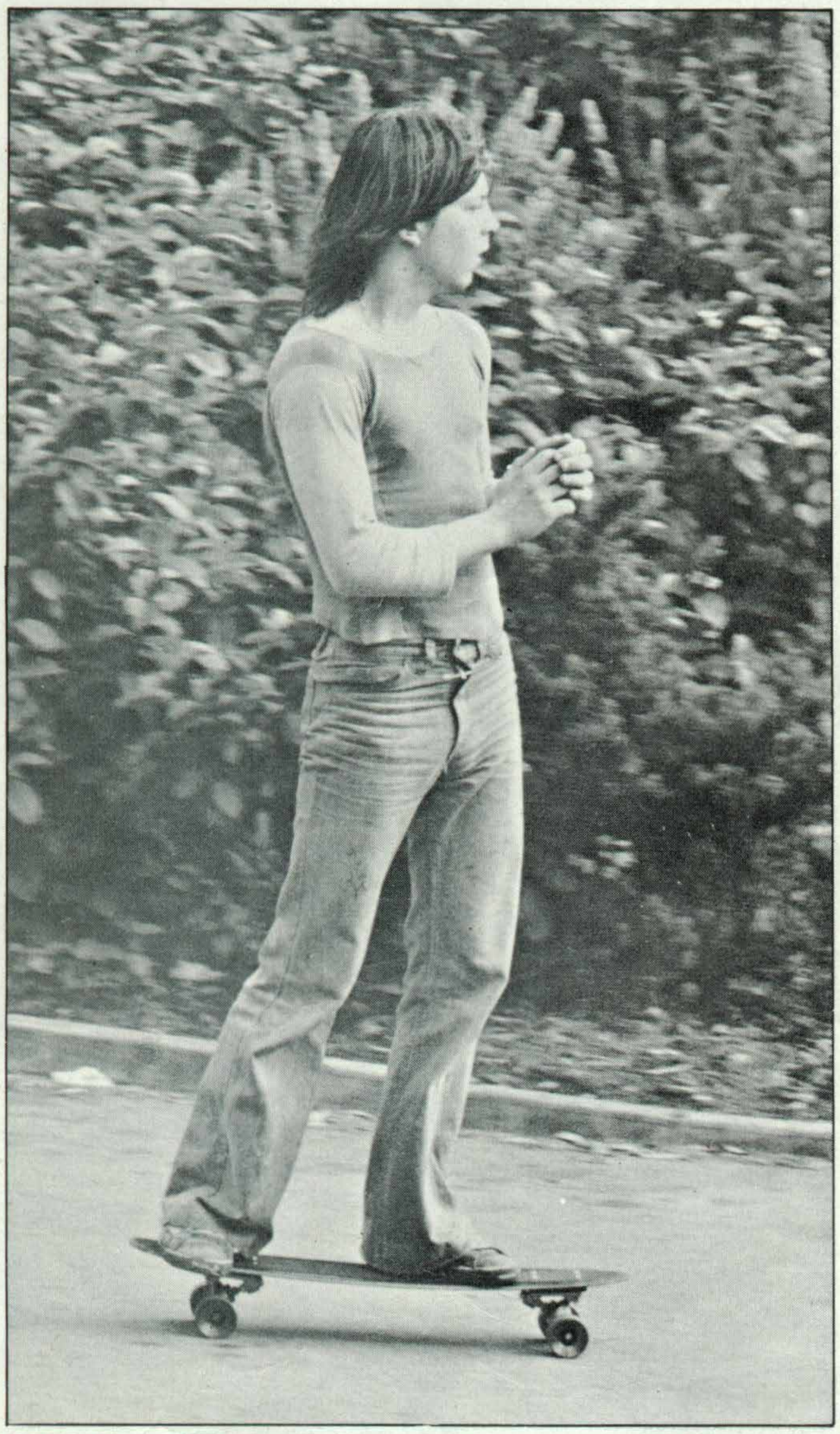


JOHN SHAYER

John is 15, and lives near Primrose Hill. He likes to skateboard at the South Bank, but reckons the side of Primrose Hill facing Adelaide Road is one of the best places to use.

"I originally started skateboarding about a year and a half ago, to help my skiing. I'm really keen on doing fast, controlled turns, so I like giant slalom best."

John is one of the hottest slalom skaters around, and he'll be at Crystal Palace for the competition. He's done several displays, most notably a demo for Capital Radio at Brand's Hatch.



LEE CONNASTER
Lee is 16 and lives in Paddington. He goes to Hampstead Hill for the steep downhill at Park Road, and he's been skateboarding for a year. Lee hails originally from the States, and used to mess around on boards quite a bit there.

"I made my first board from roller skates – then got a good one from J Surf's. I'm most interested in speed in skateboarding, and I like giant slalom on a fast hill. I entered at Crystal Palace last year in the Slick Willies team, and we came in the first three. This year I'm entering all the events – I also like long jump from one board to another (he's done 10 feet), and I do handstand tic tac. I'd love to see some skateparks here – and also some cheaper equipment – it can cost easily £60 to get a good board in the UK."

SIMON NAPPER
15-year-old Simon comes from Chelsea. He rides the South Bank, and does speed runs at Primrose Hill. He also finds the 20 foot bank at the Wandsworth Roundabout really hot to ride – but it's difficult because there's a gutter at the bottom which can really mangle up your wheels.

"Watching the Crystal Palace competition last year really turned me on to skateboarding, and I'd like to enter this year. I started around last December, and as I've got a very fast board I like downhill racing the best."

THE STORY OF SKATEBOARDING

Any place where there's a downhill run. a wide flat area of concrete, a banked wall – an empty swimming pool – skateboarders are getting it on. It's not a fad or a craze, skateboarding is here to stay. It's a sport that requires much practice, patience and natural grace, and people of all ages are getting into it. From its birth in the early sixties, when the first kids banged roller skate wheels onto a flat board – to the present day when sophisticated equipment allows some of the hottest manoeuvres that have to be seen to be believed – skateboarding has brought speed and athletic skill to the streets.

Skateboarding first surfaced in the USA around California, and Jan and Dean sang the theme tune with their song 'Sidewalk Surfin". The sport soon had many enthusiasts – linked up with the whole surfing scene on the West Coast.

The first boards were awkward, wooden, homemade affairs, set on clay wheels that stopped and threw their riders at every loose stone. Skateboarding was restricted to going for it straight down a hill – with the added risk of exploding your wheels on a fast curve. After a short while, skateboarding petered out throughout the rest of the USA, leaving a few dedicated souls around California.

But in 1973 came the skateboard revolution. A certain Frank Nasworthy of Encinitas, California, in association with Cadillac Wheels, brought out a urethane wheel. It was wide, soft and flexible, and flew over concrete like a dream. Skateboarding took flight almost overnight.

Then in 1974 came Ron Bennett and a new design for trucks. He made them wider with a heightened axle beam which made the truck more sensitive to the rider's leaning, making the steering sharper and smoother. This truck set the standard for all truck designs since, and they are still being improved. The same goes for the board itself. It's now possible to get boards of different lengths and flexibility for freestyle, bowl riding or slalom, made from wood or fibreglass.

The impossible dream has now become reality. Skaters now find that they can do the unimaginable, defying all laws of gravity in death-defying swoops through the air – hanging horizontally over the rims of bowls, riding the walls of pools, and soaring through space as if through a new dimension.

Some guys are clocking up fantastic speeds in downhill racing, while others use jet-age motorised boards and wind sails. There are no limits to the challenge a skateboard presents, and radical guys are taking up that challenge with outrageous bravado.

Skateboarding is the fastest growing sport in the States, and the pattern looks like being repeated here. South Africa, Japan, Germany and France are following close behind, and it won't be long before world championships become a world-wide reality. Skateboard movies are a growing business, and the first full-length motion picture has been completed in Hollywood, starring the hottest riders in the world. Advertisers use skateboarding as a symbol of youth and freedom, and several of the best known faces in Skateboarding USA can be seen in their Coca-Cola commercials.

America is into the era of the skate park – vast areas of concrete waves and snake-runs – the likes of which we can only pray for here. The future of the sport is going to depend a good deal on the construction of these parks. At first our American friends found disused pools, reservoirs and storm drains to practice their art – but as more and more places were prohibited they were confined to the parks – apart from those brave souls who risk getting busted for the thrills of radical terrains.

The same thing is happening here in Britain – only we have no parks to go to. The most popular run, at Broadwalk, Kensington Gardens has been resurfaced to keep skateboarders away, and it won't be long before the banks and runs at the South Bank complex go the same way. There will always be flat areas and low banks, but the curving

More airborne than not! Bowls, it seems, are just places to get out of in the most radical way possible.

flow of a pool wall, and a long downhill will be limited to skateparks.

In the States, and especially around California, skateboard competitions attract crowds of anything up to 12,000. The events are freestyle, slalom and speed runs, with usually barrel jumping, 360 spins and high jump thrown in for good measure. The judges are themselves skateboarders, and the prizes are cash. As entertainment, skateboard contests rate extremely high, and they are often televised. Many of the kids ride for teams, sponsored by major manufacturers, others set up their own teams, and are taken on by sponsors later. There are 44 different events all together, each with their own champions.

In the freestyle events, points are given out of a certain number for each manoeuvre, and extra points are awarded for style. The overall winner is the one with the most points for each trick, and a high style point.

In slalom, it's basically a speed event, with a tenth of a second penalty for each cone knocked over. If too many cones are hit, then the rider has to be disqualified.

In speed racing, only one racer takes to the course at a time, and the fastest time wins. Some amazingly high speeds of 50 to 60 miles per hour are often reached.

SKATEPARKS USA

With the rapid growth of the popularity of the sport, thousands of areas are under consideration for use as skateparks. There are at least two dozen actually in the process of construction at the moment. There are several prototype parks in the States, and each has attempted to match the thrills that pools, reservoirs, pipes and steep downhills have always offered. Protective equipment is often compulsory (shoes, knee pads, elbow pads, gloves and a helmet where speed and banks are involved).

These are some of the parks at present in operation:

LA County's *Skatepark Montebello,* which costs a dollar an hour for members. It has hard edges on its intermediate runs, and although they're quite shallow, the edges do permit

radical, one wheel manoeuvres, and many of the thrills of pool riding can be duplicated here.

In San Diego is the *NSC El Cajon*, which has a beginners bowl, a rectangular freestyle area and 12 feet of vertical wall.

San Diego also has the *Moving on Skateboard Park,* with resident professionals Steve Cathay and Ellen Oneal for instruction. It has many bowls, and a serpentine run.

The Concrete Wave in Anaheim has Russ Howell and Ed Nadalin as instructors, and a super-deep bowl. The park provides safety equipment.

The *USIEE Skater Cross,* in Reseda, California has very high walls, which keep experts busy pushing for the top. It's safer for beginners who often shoot out of the top on low banks.

The *Carlsbad Skatepark* is one of the most popular in the USA, as it features a very deep bowl.

Skatepark builders learn from the mistakes made, and new parks are more and more ambitious and effective in their designs. There is a one and a half acre park in Long Beach, with reservoirs and bowls, a mogul maze, snake-runs and a kick-turn area, and all that's needed for running competitions. Some parks are able to hold two to three hundred skaters with ease. Let's hope the day will come when we too have giant parks with pipelines, reservoirs, pool-like bowls and snake runs.

RADICAL TERRAINS

Seeking out new and wilder places to skate is quite an occupation among our American friends. Many pools and reservoirs are discovered and kept secret by the finders, for where the skateboarder goes, no trespass signs quickly follow. "Getting tiles" on the rim of a pool is not enough for many radical riders, who will get all four wheels out of the top of the pool, and still come gliding safely back down again. Pipelines offer some of the hottest rides, and to witness Gregg Ayres riding the pipelines at Mount Baldy is an unreal sight. Some guys prefer ultra-steep speed runs like at Signal Hill. The Dogtown Boys of Santa Monica, who've been riding skateboards ever since the beginning, draw large unbelieving crowds at their home terrain, the Dogbowl. Paul Constantineau, James Muir and Jay Adams hit amazing airborne frontsides off the vertical lips, sometimes hanging completely upside-down over the deep-end!

Here in Britain, associations are being formed, competitions are being arranged. Skateboarding is still in a fairly embryonic stage, but the interest is there among local councils and skatepark constructors. MPs are rallying to the cause – the press are giving the sport plenty of coverage. The standard of skateboarding here at street level is already phenomenally high – the kids are super-hot and it won't be long before everyone's going to know about it. Those kids you can see in any street – by the playground wall or congregated on the top of a hill are endlessly perfecting their skills and their style – for they are the superstars of tomorrow in a sport that is taking off today.

Heaven is a bank on every street corner!

Below left: The flying vee comin' right at ya!

HELP US TO HELP YOU...

To enable us to get a picture of the position of skateboarding in this country, we're asking that as many readers as possible complete and send in this survey. The information gained will help ensure that future issues supply the sort of feature content that *you're* after. It will also lend SKATEBOARD! magazine a hand in bringing pressure to bear on sometimes stubborn officialdom and finally, of course, it acts as a news gathering service for the whole of the country. We're sure we can count on your support.

Hats off to Alpine Sports. They have very generously agreed to donate a skateboard prize to the sender of the first completed questionnaire form pulled out of the bag. Each of the first five winners will also be receiving the next six issues of **SKATEBOARD! ABSOLUTELY FREE.**

Name and address (block capitals)

_____

_____

1. Age group (please tick)

a) 5–10 ☐
b) 11–15 ☐
c) 16–20 ☐
d) 21–25 ☐
e) 31 and over ☐

2. Do you own a skateboard?

a) yes ☐
b) no ☐

3. If yes, which make?

_____

_____

4. Did you buy your trucks and/or wheels separately from the board?

_____

_____

5. How many skateboards have you owned? (makes please)

_____

_____

6. How long have you been skating? years ☐

7. Where do you skate?

_____

_____

8. How did you become interested in skateboarding?

_____

_____

9. Have you taken part in any organised competitions, if so, name where

_____

_____

10. Do you plan to enter any competitions in the future?

a) yes ☐
b) no ☐

11. Would you say your local area council is being helpful or obstructive about your skateboarding activities?

Please name it and give details if any

_____

_____

12. Who, if anybody, is trying to organise skateboarding in your area? (name and address, if possible)

_____

_____

_____

_____

13. What would you most like to read in a skateboarding magazine?

_____

_____

Please post off your completed questionnaire as soon as possible to: SKATEBOARD MAGAZINE!, 14 RATHBONE PLACE, LONDON W1P 1DE

MANOEUVRES

From the first moment you push off with both feet on your board, to the time when you're doing some of the most complicated tricks in the book – there are always new goals to achieve. Learning new manoeuvres brings great enjoyment, and each new trick mastered leads on to a more complex one. Slalom and speed racing bring fantastic thrills and super-hot sensations, but the satisfaction of getting a new trick wired, and inventing new manoeuvres of your own bring individuality to the sport. Some manoeuvres are strictly practical, like weighting and unweighting in and out of turns in slalom runs, 20 consecutive 360s is sheer art! Start with the simple forms, and only move onto the next when you've got each one wired. You could be well up to competition standard before you know it!

Beginning to Skate

Find a traffic free area, preferably with a gentle slope and a smooth, concrete or asphalt surface. Start off against the wall, with one foot in front of the other. If you feel more comfortable with your left foot in front of your right, you're a regular-footed skater, if you prefer your right foot to the front you're goofy-footed! But try to learn right from the start to switch stance, which means changing over your feet positions.

With your front foot just behind the front wheels, move the board back and forward while you hold the wall, to get the feel of the motion. (You can do this indoors, too.) Then point your board away from the wall, push forward and step on with your back foot, and you're away! You can stop by simply putting down your back foot.

To turn the board, you lean towards the direction you want. Balance is maintained with the arms, stability is increased by lowering your centre of gravity (crouching lower on the board).

Downhill Skating

Slalom style skating is used downhill to control speed. It means zigzaging down the hill at angles, rather than gunning down the hill straight. The latter is only possible with a flattening out area at the bottom! The unofficial speed record for this stands at 87.5 m.p.h.! The steeper the hill, the more horizontal your slaloms need to be. Start on gentle slopes and work up. If you build up too much speed, and you want out, step off the front of the board and carry on running down the hill at the natural momentum.

Kick Turns

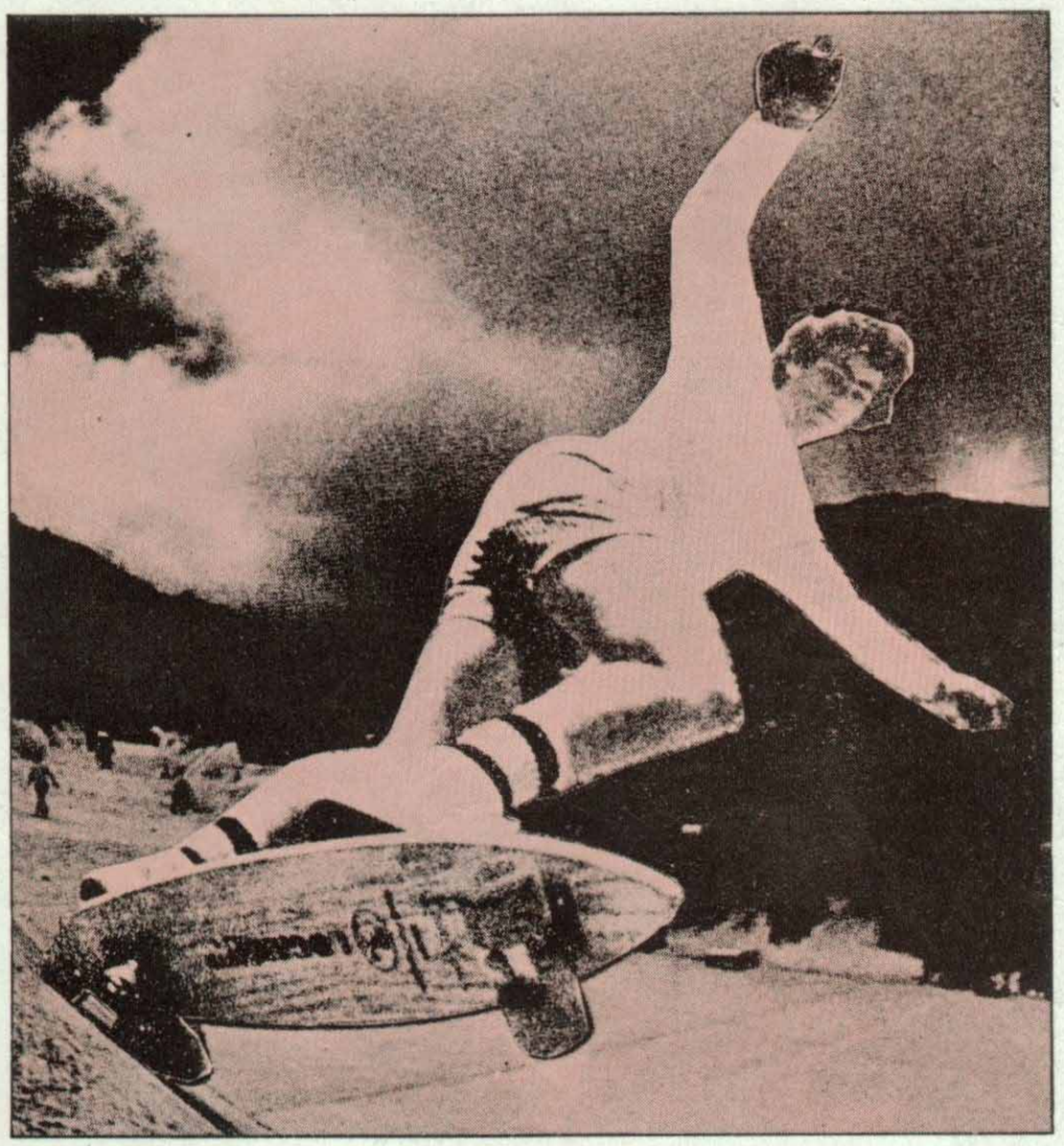
The kick-turn is a necessary manoeuvre to turn the board when you come to the end of a run, or to skate down from the top of a bank. Position one foot behind the rear wheels on the tail of the board, and the front foot just behind the front wheels. The back foot should be turned out at right-angles to the body. By pushing down on the back of the board, the nose wheels will be lifted, and

Robert Schleicher – courtesy Wild World of Skateboarding

the board can be kicked to either side.

180's

180 turns are essential manoeuvres when riding very steep banks, and are simply extended kick turns that rotate the board around a full 180 degrees. Really hot skaters can do them on one back wheel. Use your arms to maintain balance. On a bank, a 180 is very different



from on flatland, and you'll find that you have to change your body stance to compensate for the incline. It's necessary to come down much harder on the back leg, and you'll have to use your hips a lot too, because you're moving your body against the force of the board. This is called Body English. On the flatland, practice till you've got it right, and can just whip the board round in a nice, comfortable stance, before attempting it on banks. Once you've got the nose of the board up, use your arms to torque you around. On the flat you'll have the momentum of the board to help you, on a bank you'll be doing your 180 when you've almost come to a standstill. Get almost to the top and stop, and while you've still got a little momentum, whip the board around. Lowering your centre of gravity may help you get the necessary speed to make the turn. Radical 180s are wired by hitting the top of the bank, then stomping down hard on the tail, so that not only the front wheel, but the back wheels come off too. The rail of the board has to be grabbed, and a pivot achieved on the end of the tail, to turn the board around and carry you smoothly back down the bank again.

Superstar surfer and skateboarder Mike Weed is a super hot example of this style. He reckons that riding banks is particularly like surfing in the physical sensation it gives, although the body has to be used more in skateboarding to carry you up. Mike can do amazing radical things like getting all four wheels airborne on the rim of a pool, then grabbing the rail and sailing back down.

360's

Russ Howell, resident pro and instructor at the Concrete Wave Skatepark, Anaheim, holds the world record for

MANOEUVRES

360s. On flatland he's done 18 consecutive 360s, and on a sloped wall with a 10 degree incline he's done as many as 31! A 360 is basically a kick-turn that goes full circle. Having a kicktail on your board helps to lock in your foot for this trick. It's a rotational manoeuvre, with a lot of torque on the rear foot. Start off with a kick turn, throwing your arms across your body in a horizontal motion. Keep all other body movement down to a minimum as this will detract from your spin. As you sweep your arms across your body, lift up the front of the board and bring your arms in closer to you. The closer the arms to the body, the faster you'll spin, but the less balance you'll have. Similarly, the further apart your feet are on the board, the more balance you'll have, but the slower you'll spin. As you progress in 360s you'll be able to move your feet nearer and nearer together as your balance improves. As you swing your arms across, the torque will be conducted to your body, so lifting the wheels off the ground. This again is Body English.

Nose Wheelie

This is one of the most difficult manoeuvres to teach or learn. Basically it involves placing both feet over the front wheels, pressing down on the nose and lifting the rear wheels. It's very difficult to maintain your balance, a problem made worse as the board has very little steering in this unbalanced position. Most of the corrections must be made with Body English, or torque. Keep your arms up and arch with your back if you feel as if you're falling forward. To steer the board while in a nose wheelie, just turn your ankles.

One foot nose wheelies, and nose 360s are variations on this manoeuvre. Nose 360s are easier than the two foot variety, because balance is more easily maintained. Tail wheelies are the same as nose wheelies, only both feet are parallel on the tail of the board. They can also be performed with one foot only.

Hang Ten

This is achieved in bare feet, by curling your toes over the nose, and taking off downhill on the front wheels.

End Overs

Position one foot on the nose and the other on the tail. Complete a nose 180 by lifting the rear wheels off the ground. Lift the nose wheels (now the back wheels) and do another 180, to bring you back to the front. This manoeuvre is repeated rapidly, several times over for best effect.

Hand Stand

This can be done on one or two boards. Start off with one, on a slight hill. Handstands can in fact be easier on a skateboard than they are on the ground, because if you feel yourself falling one way, you simply turn the board the way you're falling and you can bring yourself right back up, and so maintain your balance. The usual way to do a handstand is by gripping the centre edges of the board, but it's much harder, as the body feels easily inclined to flip over, and you can't use the arch of your back as with the end grip handstand. You have to use your arms to pull the board backwards and forwards to keep yourself up. The secret of any handstand is to kick your feet up just far enough to maintain your balance without going over.

Jerry Irwin/Transworld Feature Syn.

Gorilla... grip

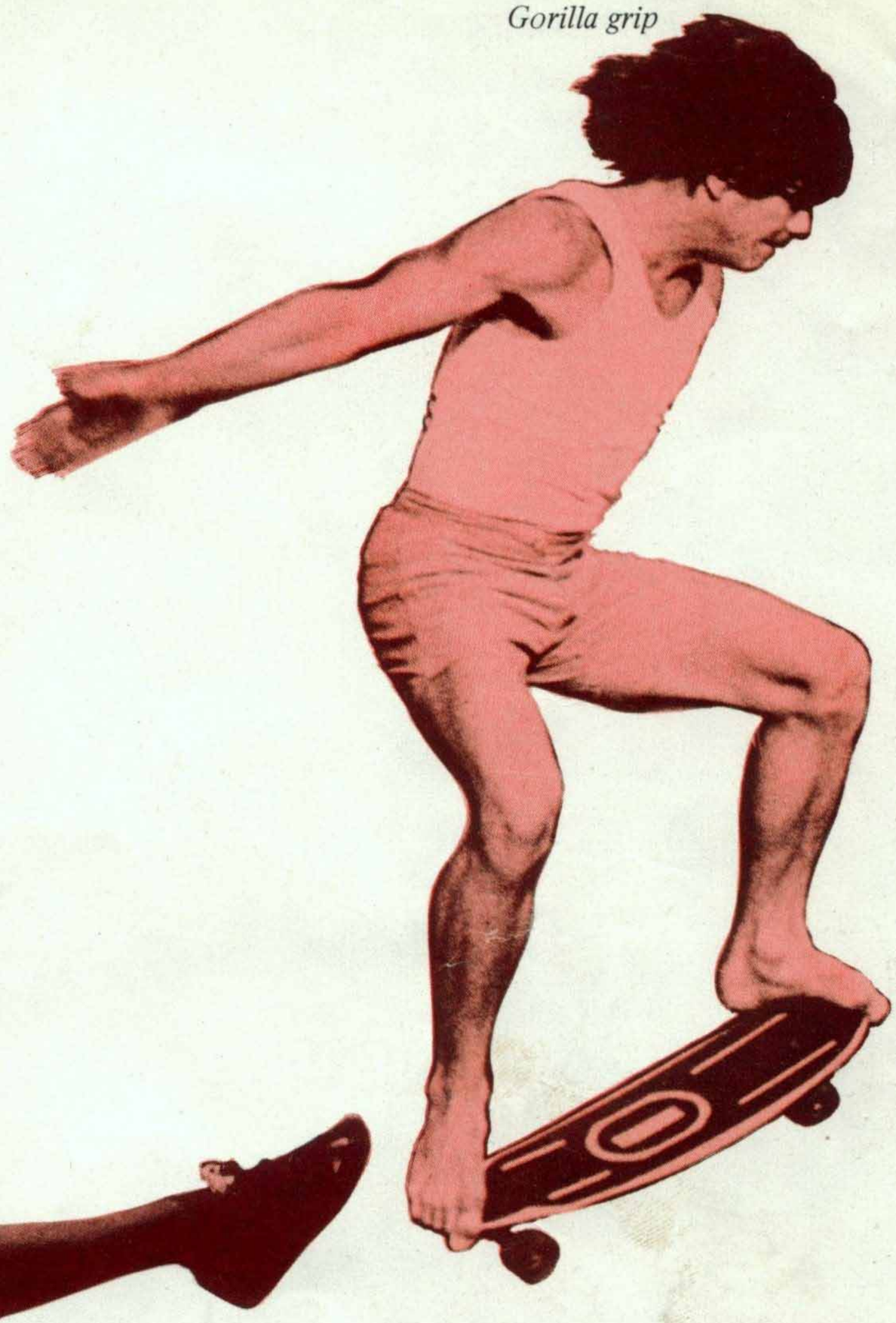
This is performed in bare feet, with each foot turned out at 90 degrees from the front, and the toes curled over the nose and tail of the board for a really firm grip. When you jump in the air, the board comes too. Heights of several feet have been achieved this way.

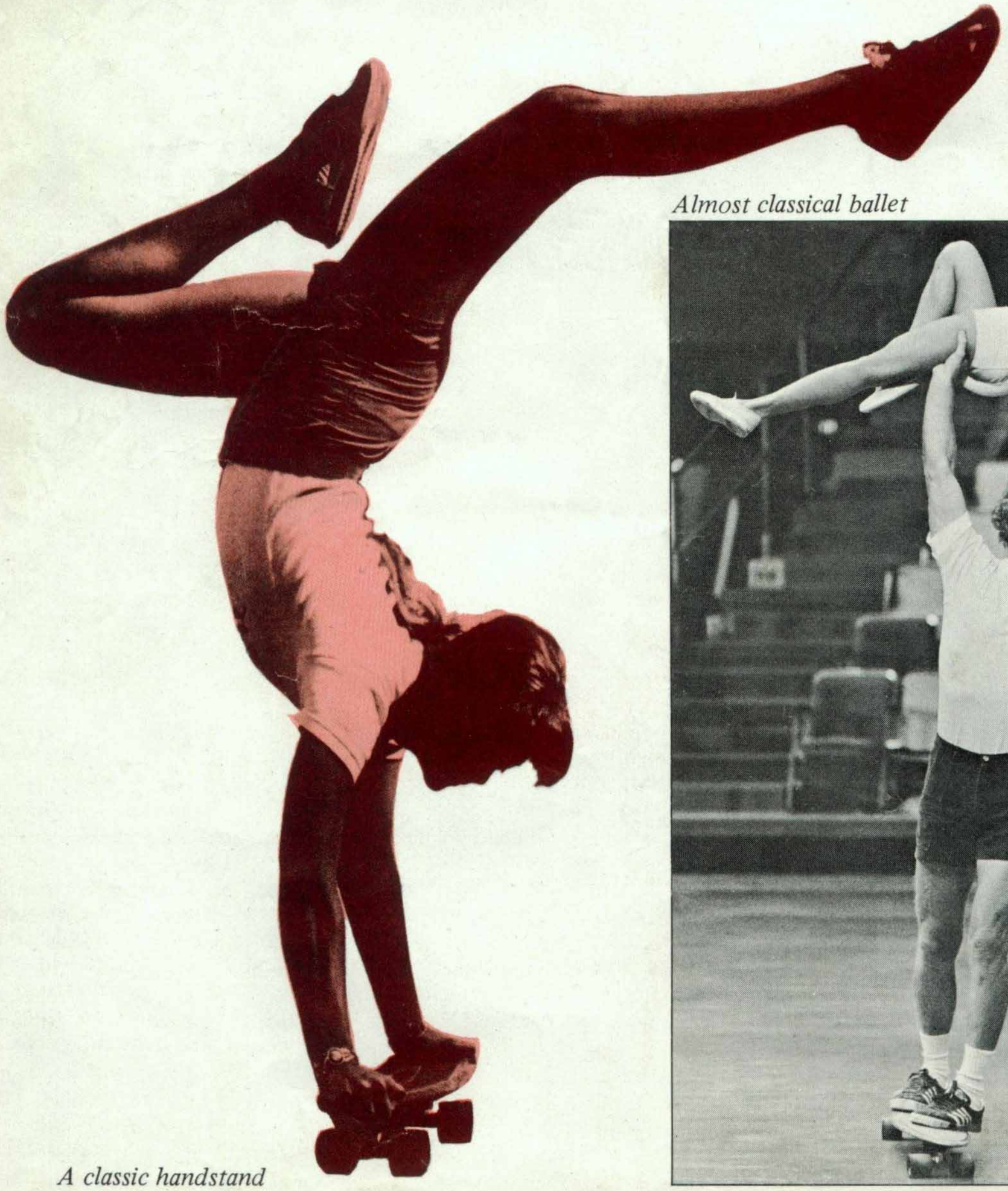
Kick-flips

These are achieved on the bank or flat, by flipping the board over with your feet so it turns full circle in the air, while you leap in the air to re-land on the right side of it again.

Above: Long jump over nine tubs

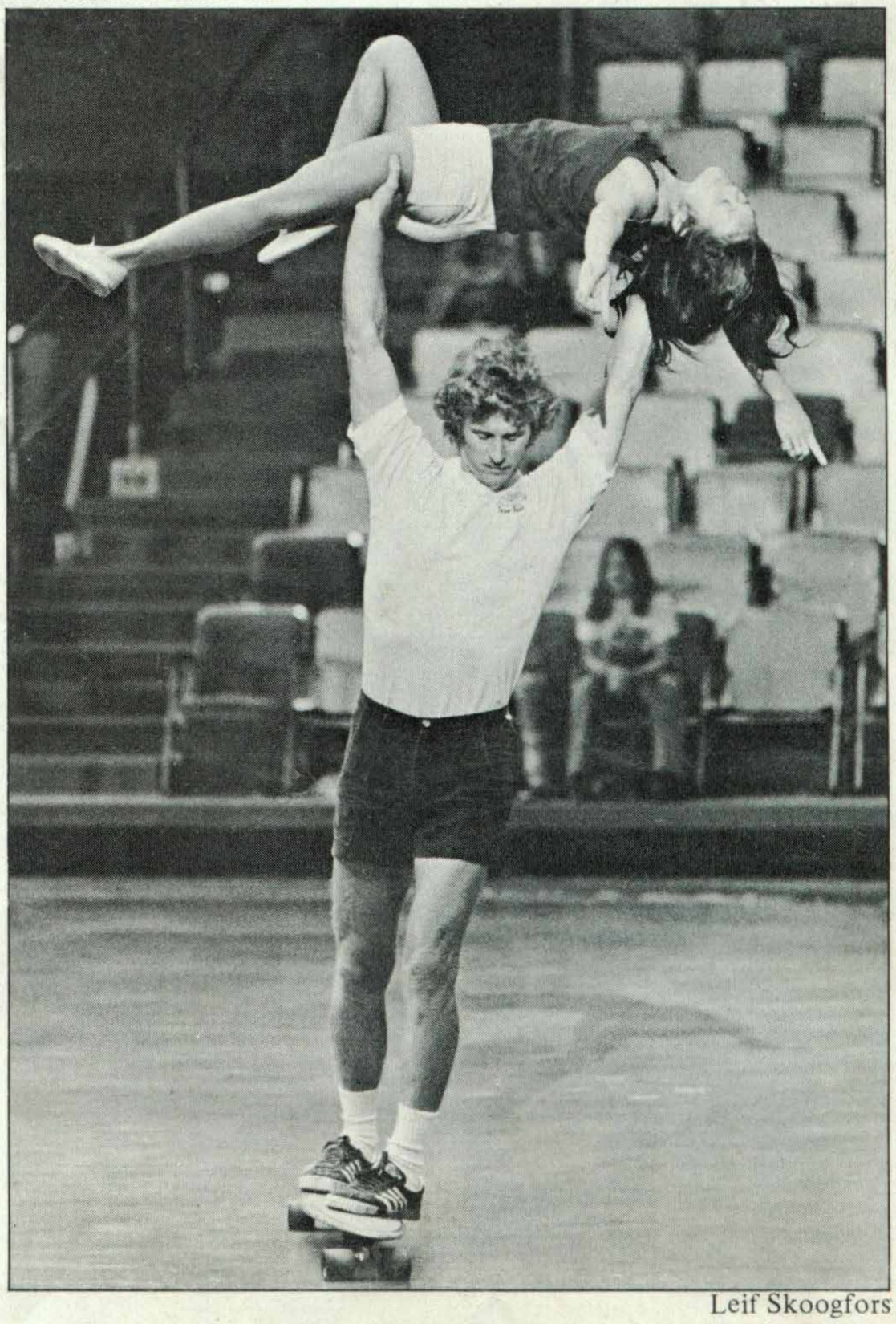
Gorilla grip





A classic handstand

Almost classical ballet



Leif Skoogfors

Catamarans

Catting is great fun because it involves two, three or even more people, and it gives a greater sense of speed. Each partner sits on his board, gripping nose and tail with his hands. (It's a good idea to wear gloves for this.) Sitting opposite each other, you lock your legs together. Starting out from the top of a hill, with a friend to provide a push – and you're off! The Rhino Racing Team are the hottest catamaran skateboarders in the world. They spend patient hours perfecting old manoeuvres and inventing new ones. If you think two skateboarders linked together is a limited situation, you should see them in action. Their possibilities are limitless. They ride bowls and do speed runs. Kryptonic has designed a special wheel for them, and they did 60 m.p.h. down Suicide Hill on them. The team describe the sensation as similar to driving a racing car. Once they crashed at 35 m.p.h. and went over a 15 foot embankment, but they continue undeterred. The two of them, Rick Wynne and Mitch Mitchell, have been skating for 15 years continuously, and they are building a special high quality Rhino board especially for catting and slalom. They were going through 40 sets of wheels a year. They can jump 23.9 feet in distance, and 6 feet in height, both world records. Now they're talking about going all the way upside down in barrels and pipes. All they need is the speed, and because of their low centre of gravity they think they can pull it off.

Ray Hamilton/Camera Press

Flying

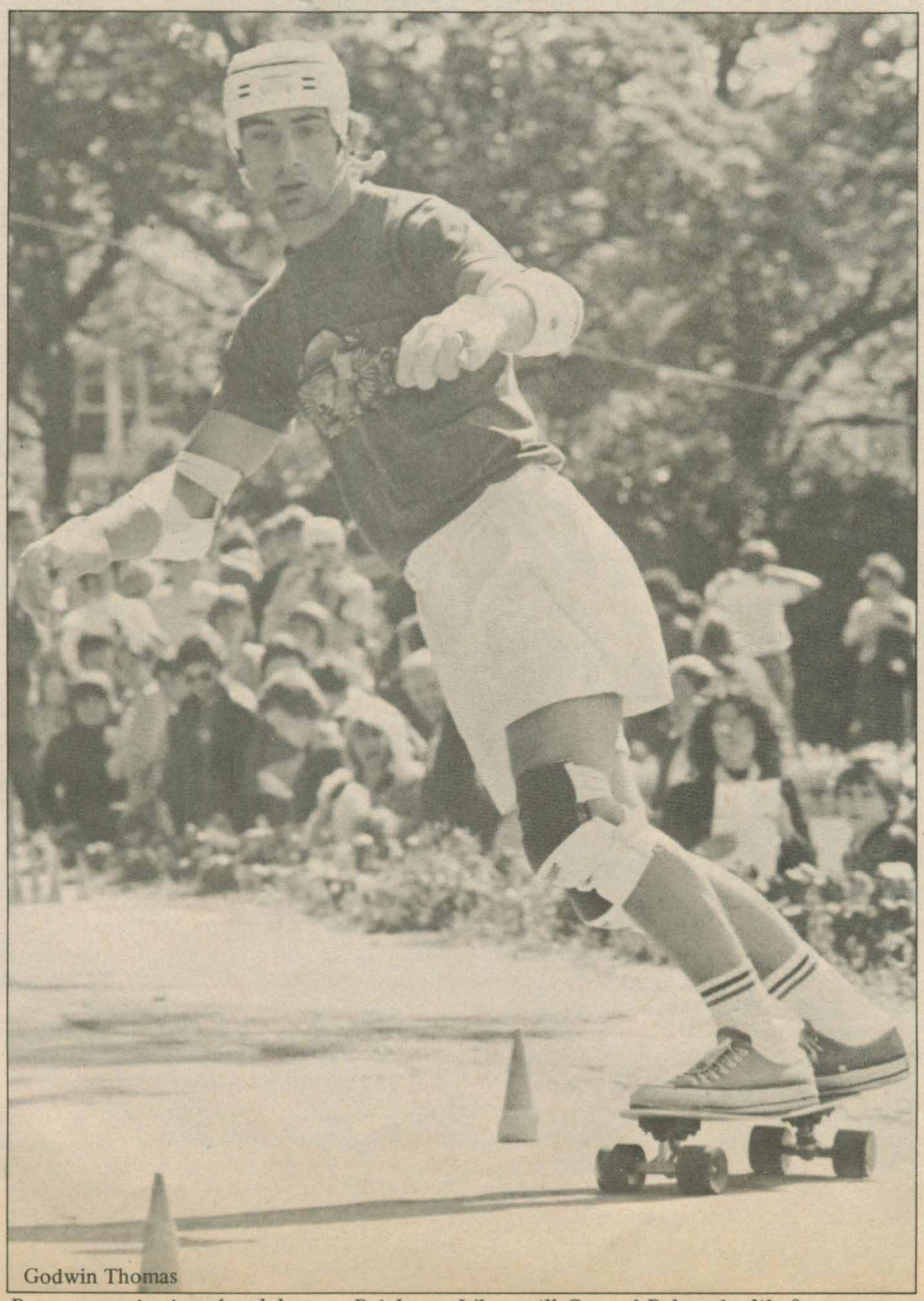
Jumping from a skateboard involves leaping over objects from one board on to another, or alternatively off and on to the same board again. Leaping from one board to another is the easiest. Start off by practicing jumping from one board onto another with nothing in between. You simply cruise up and hit the second, stationary board, and jump onto it. It's important to keep a leaning forward stance with the knees slightly bent while doing this, to maintain your balance when you land on the second board.

The next step is to place one, then two and three skateboards side by side in between you and the landing board. Carrying on building up distances, until eventually you may be able to jump 18 barrels like Tony Alva! (These barrels are only the miniature variety, the same width as a skateboard.)

High jumps involve the use of only one board. As the rider leaps over a stationary object – perhaps two boards placed in a V-shape, nose to nose – the board passes through underneath, for the rider to re-alight on it the other side. High jumpers usually use a longer board for this, anything up to 44 inches long, so allowing more landing area. It's very important to judge speeds accurately while doing this, as the board is likely to shoot through faster than the high jumper, thus making a missed landing. Ray Flores, captain of the Grentec Skateboard team, is a specialist in skateboard jumping. His friends have such confidence in his jumping ability, that they lie down for him, in rows of anything up to 18 – to be jumped over! Other crazy guys like Tom Sims have jumped over cars, and Ray has jumped a banquet table, lengthways!

Skateboard! Previews The London Evening News Skateboarding Competition Held July 24th at the Crystal Palace.

SKATING AT THE PALACE



Godwin Thomas

Patterson winning the slalom at Brighton. What will Crystal Palace be like?

First major newspaper to swing on to the skateboard trail with any seriousness has been the *London Evening News*. Moving with commendable speed, they established friendly contact with one of the capital's major skateboard outlets, Slick Willie's. Arrangements were made originally to stage the event on June 12th. However, as the great day approached it soon became pretty clear that all concerned had rather mis-judged the tidal wave growth of Britain's number one new sport. After some hasty reconsiderations of the original schedule, our first National Skateboard Championships were nailed to July 24th – at the Crystal Palace.

With some last minute details still to be decided at the time **Skateboard!** goes to press, here is a run through of what will be happening at the Evening News Skateboard Championships.

Within days of the entry lists being opened – it was time to close them again. Over 300 contestants had appeared out of nowhere! Hopefully, though, late entries arriving on the day *may* still be able to take part in the morning heats. According to the organisers, it's all going to depend on the time available . . . *so get there early!*

The first boards will roll at around 10am and the premier event will be the downhill race heats. Next will be the slalom heats – followed by the free-style. Each of the events will be broken down into three age groups . . . 1) up to 14 yrs; 2) 14–16 yrs; and 3) 16+.

By the end of the morning there'll be four heat winners from each age group for each of the three events . . . i.e. 36 finalists in all. To stand a chance of winning major prizes all hopefuls are recommended to enter all three sections. A cash prize is going to the one compe-

Bernard Neuman

titor in each age group who aggregates the best overall score in the three events (£25 for under 14's, £50 for 14–16's and £100 for the over 16's).

However, if you're first home in, say, the slalom, but not the overall number one in your age group – then you're still in line for a winner's cup for that particular event. Finally, at the end of the day, the three aggregate winners will compete to decide the overall champion – and this lucky person is going to be better off to the tune of a Harley Davidson 125 Motorbike . . . or an alternative cash prize.

Although many things are liable to change before the great day, as far as we know, the following is accurate:
1) there'll be no team events this year;
2) prizes are to be given away by none other than 'Who-man' Roger Daltrey;
3) entrance will probably be free – although some small charge *may* be levied to assist towards the completion of Meanwhile Gardens Skate Park in Notting Hill, London (for more details of this Park, see the UK news section).

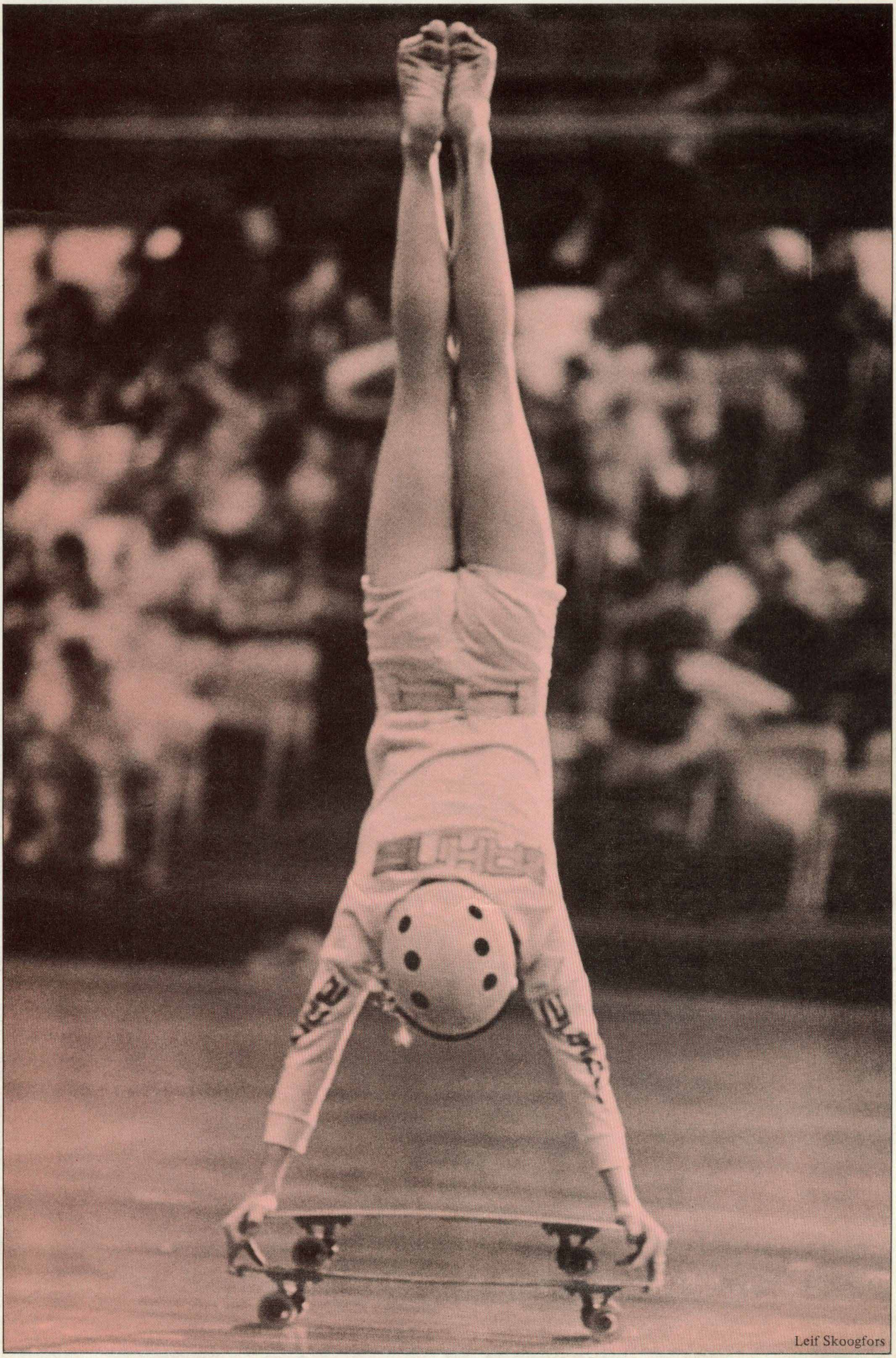
Finally, the *Evening News* wishes to point out that this year's Crystal Palace Competition is in no way connected with the 1976 event, although it's interesting to notice that even at that early stage in British skateboarding, over 700 spectators came to see what was going on. In fact, if the weather holds good for July 24th, I've heard it predicted that we may actually see a crowd size in excess of 10,000! Considering the short time that skateboarding has been bubbling in the UK, that would be quite a tremendous achievement.

One really good result of pulling in a huge attendance would be the resulting publicity. Evidence like that should be enough to persuade the most backward looking authority that positive steps have to be taken – and taken right now – to provide skaters with the facilities they want. Everybody agrees that high street cruising can be dangerous to everyone concerned but a kid with no other option is just going to keep on doing it, no matter what anybody says.

So what **Skateboard!** is saying is we're relying on as many people as possible to come along to the Crystal Palace on July 24th . . . either to take part, or simply to watch. Dry weather permitting it's going to be an historic day in the annals of British skateboarding and one which no one's going to want to miss.
One important point that must be mentioned is this . . . the organisers are insisting that everybody taking part *must* bring along, or at least have access to, all the necessary safety equipment. If you want to check the requirements more thoroughly, then turn through to the Skateboard! Safety Feature on pages 53 and 54. Suffice to say here that helmet, knee and elbow pads and flat soled shoes are obligatory.

The opinion here at **Skateboard!** is that the biggest talking point of the day is going to be the level of achievement reached by many of the entrants – some of whom will probably have only been skateboarding for a matter of months rather than years. It seems incredible, but standards that have taken years to build up in America seem already to be within the reach of some of our hottest skateboarding stars.

Many of the fast-rising skaters that you'll be seeing at Crystal Palace are bound to end up sooner or later in our Who's Hot in the UK column. How about letting us here at **Skateboard!** know who you think should be featured next time. Right now there must be dozens of likely contenders for the spot and it takes events like the Crystal Palace Championships to spotlight the real superstars.



Leif Skoogfors

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BENJYBOARD

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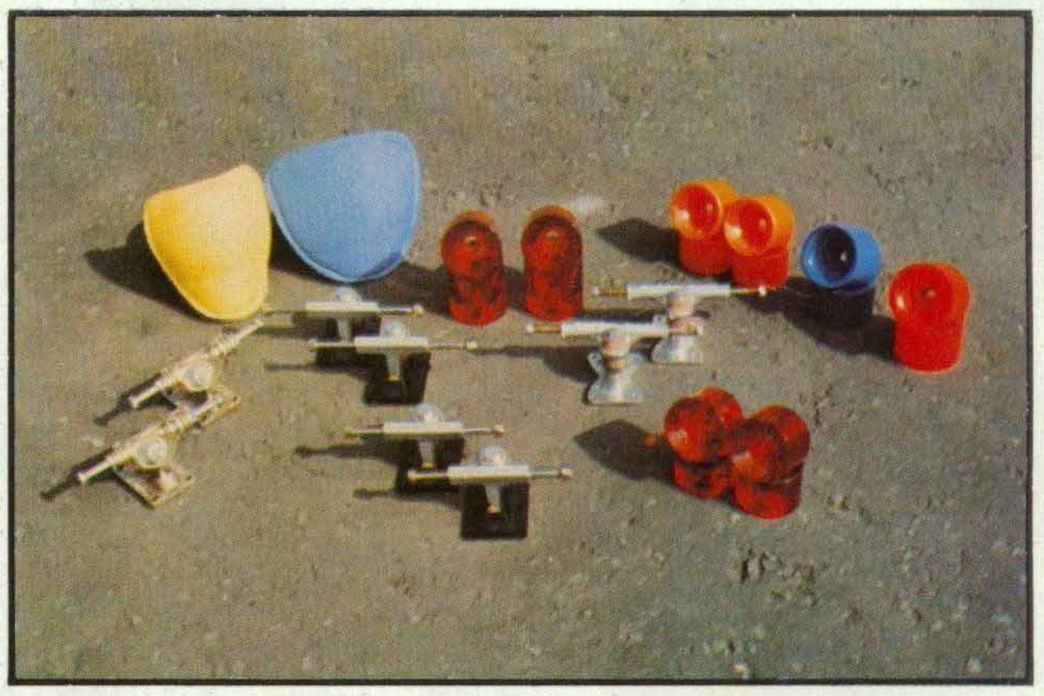
The Company that is manufacturing a skateboard that competes with any board made anywhere.

Left to Right:
Fibreflex with Targa VIIIs and California Slalom 7"

31" Benjyboard Competition with OJs and Bennett Ad-Tracks

27" Oak Double Kicktail with Targa IVs and California Slalom 7"



Left to Right:

Knee & Elbow Pads

Trucks . . . Gull-Wings, Bennett Ad-Tracks, Bennett Pro-Tracks and California Slalom 7"

Wheels
(Back Row) Targa VIIIs, OJs and Kryptonics
(Front) Targa IVs

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SKATA DATA

I was standing in a major skateboard retailer's the other day, just talking to the guys, and keeping up with what's going down, when a young 'boarder came in with his father. Now, it was his birthday, and he was just about ready to upgrade from his first generation board to something a little more sophisticated.

But . . . he very quickly found that it wasn't quite as simple as that. He didn't know *exactly* what he wanted when he came in the shop. Oh, he knew he was going to spend about sixty pounds on a board, and was pretty much sold on the well-tried G&S/Bennett/Road Rider combination, largely, I suspect, because up until about June, if you wanted a good class board, and didn't want to go to the hassle of importing it yourself, that's what was available.

But not any more. Alpine Sports, Slick Willie's and Jay's Surf have all started to get regular deliveries from the States, so that means, to stay competitive, everyone will be doing the same in the very near future. Great! Fantastic! I bet you're all reaching for your pennies . . . cheque books . . . credit cards, all rushing out to buy Zeeflex, Turnerflex, Cadillac DK 51's, Kryptonics, Gull Wings and Speed Springs . . . all that exotic gear you've been drooling over in those imported American magazines that were all you had to read until this first issue of Skateboard! came along . . .

But do you *really* know what you're getting for your money? Well, I'll tell you, I don't. If someone were to ask me to give a definitive answer to that old "What's *the best* skateboard" question, I couldn't do it. I don't think anybody could. But what we can do is check out as many pieces of gear as possible, and pass on our opinions to you, to give you a little help in deciding for yourself just what *the best* skateboard looks like.

So, back to the story . . . This guy was getting more and more bewildered as the people in the shop brought out deck after deck . . . truck after truck . . . wheel after wheel . . . until, in the end, pretty nearly everyone in the shop was concerned in fitting him up with the best components he could get for the money.

Now, I'm not going to tell you what the final combination was for him, because the chances are that your requirements won't be the same as his. But after he left, I was talking to the owner of the store about this problem, and he said why didn't I just grab an armful of gear, take it away, test it, and pass the results on to you? And I tried to appear a little reluctant – well, uh, I'm pretty busy, uh . . . – but after about three seconds I gave in gracefully.

We looked at ten separate boards, starting with the cheapest we could find, and working our way up to the £70+ mark. It wasn't a comprehensive test, as such, and we don't aim to make recommendations, but just to indicate the sort of equipment that's available, some strengths and weaknesses. In short, to try to help you get the most suitable board for your needs.

Having said that, the first board I took, the *Surf Flyer,* well, to be honest this is really much nearer to being a toy . . . the sort of thing you used to play around on ten or twelve years ago (or at least, I did!). A plain plywood deck, pressed steel single action trucks and barrel-shaped rubber composition wheels. I don't think I'm being unfair when I say, in my mind, no self-respecting skateboarder would want to have one of these to add to his equipment collection. Sorry to say, the only response I got from my randomly picked group of testers was a rather rude noise.

I really can't even recommend this board to beginners who are half-way serious about becoming proficient riders. Obviously, the low price is tempting, but for not much more you can lay your hands on something an awful lot better. I'm also dubious about the safety of it. Certainly, some of my testers were having a hard time staying 'on board' whenever they deviated from a straight line.

Next, the *Grentec Coyote,* a polypropelene board with rather narrow double-acting trucks, and loose bearing urethane wheels, which retails for around £15. We were all very pleasantly surprised by this board. The kicktail and vestigal kicknose made it perfect for spins and rollos, though the turning power of the trucks was predictably poor due not only to their narrow pivots, but also to the hardness of the cushion rubbers, though they could be easily replaced. The adhesion of the wheels was judged to be adequate, though their loose bearings need a lot of looking after. Only one other criticism – and this extends to all the polypropelene boards – the grip on the deck was just not sufficient. Unfortunately, grip tape won't stick to polypropelene for very long, so there isn't a lot that can be done to improve things. Perhaps careful cross-scoring with a sharp knife? I don't know. Let us know if you have any ideas for improving the deck grip of polyprop. boards.

The *Gecko 3243*, which retails for around £18, came next. The rather exaggerated camber and kicktail of the yellow Gecko glassfibre deck are pretty well-known by now. It's been around since last year, and was the first serious UK manufactured board to be available. It's still the best novice/intermediate buy, I think, especially as it's just about the cheapest board that it's worth updating with more sophisticated components at some later date. The one we tried out had loose bearings, but precision borne wheels are available for about £6 more. My advice would be to spend the extra bread if you can.

You may find the Gecko board with either Gecko's own amber wheels, or red Speed Kings. The Speed Kings are a little faster, but don't grip so well, and the reverse is true of the Gecko wheels. You pays your money (about the same in each case), and you takes

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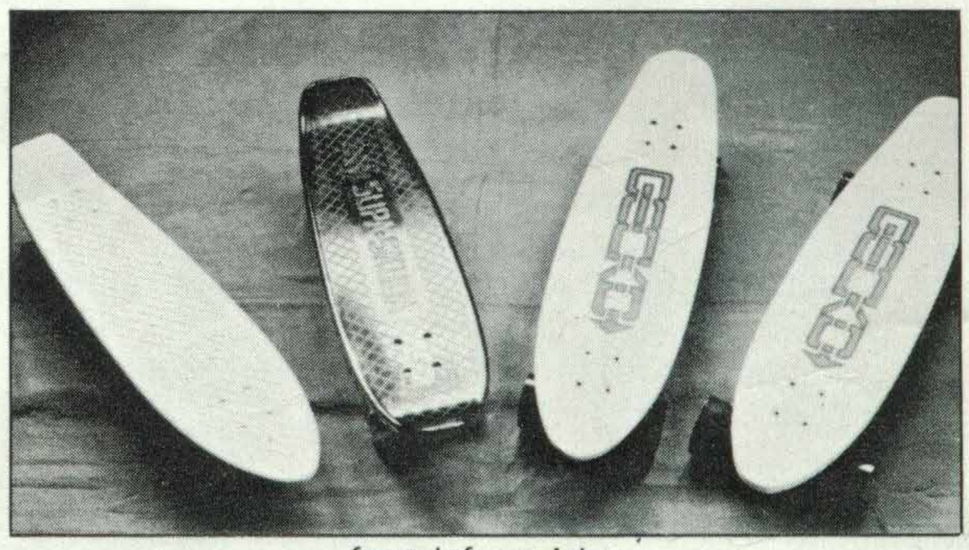

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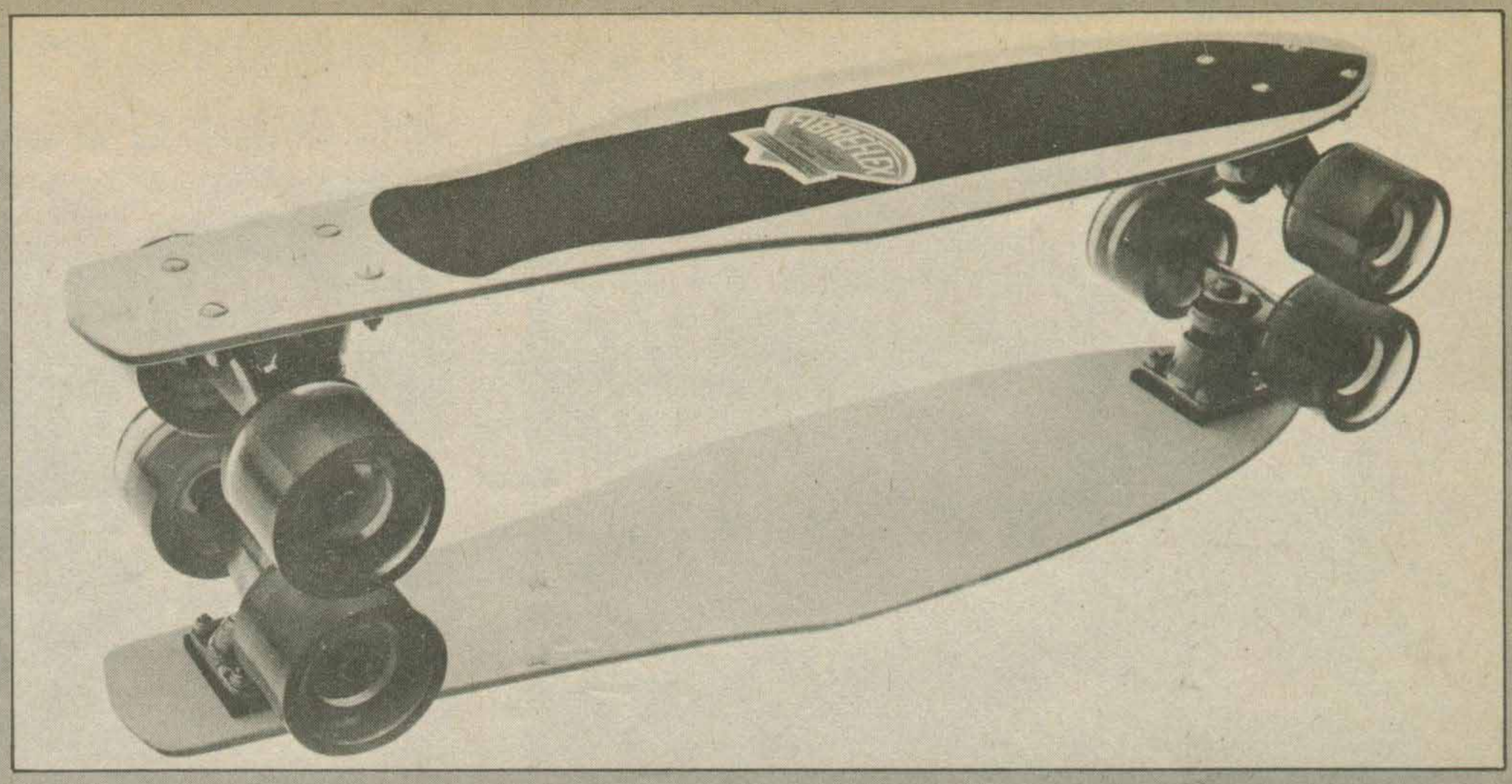
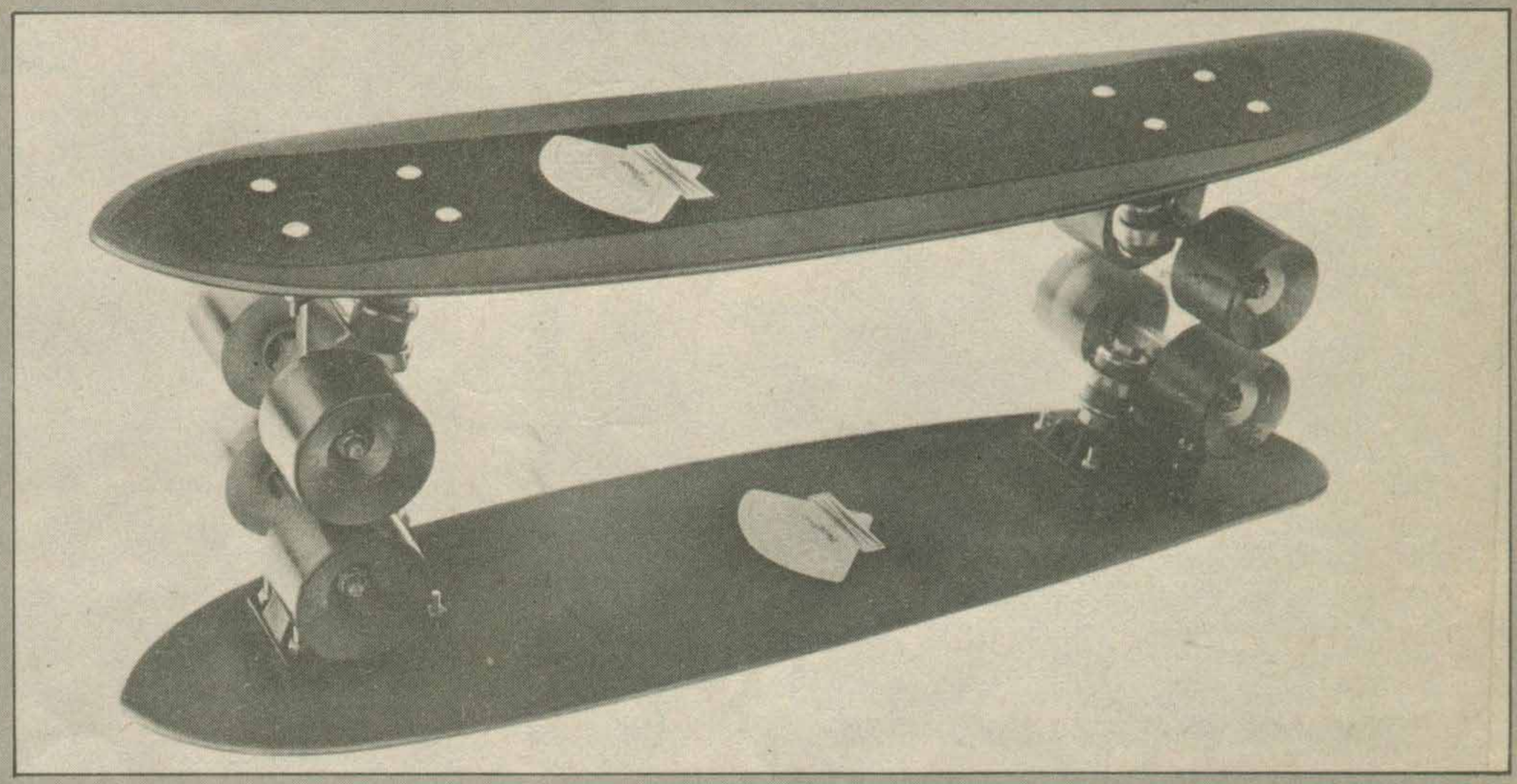
At this point we have to stop talking about complete skateboards, and look at the separate components individually. Most of the high class wheels that are available, for example, cost about the same and many have similar physical properties. Road Riders, OJ's, Sims, have all become well-known here, and have just been joined by Kryptonic, Brewer, Bahne and others. And the truck position is even worse – or better, depending on how knowledgeable you are!

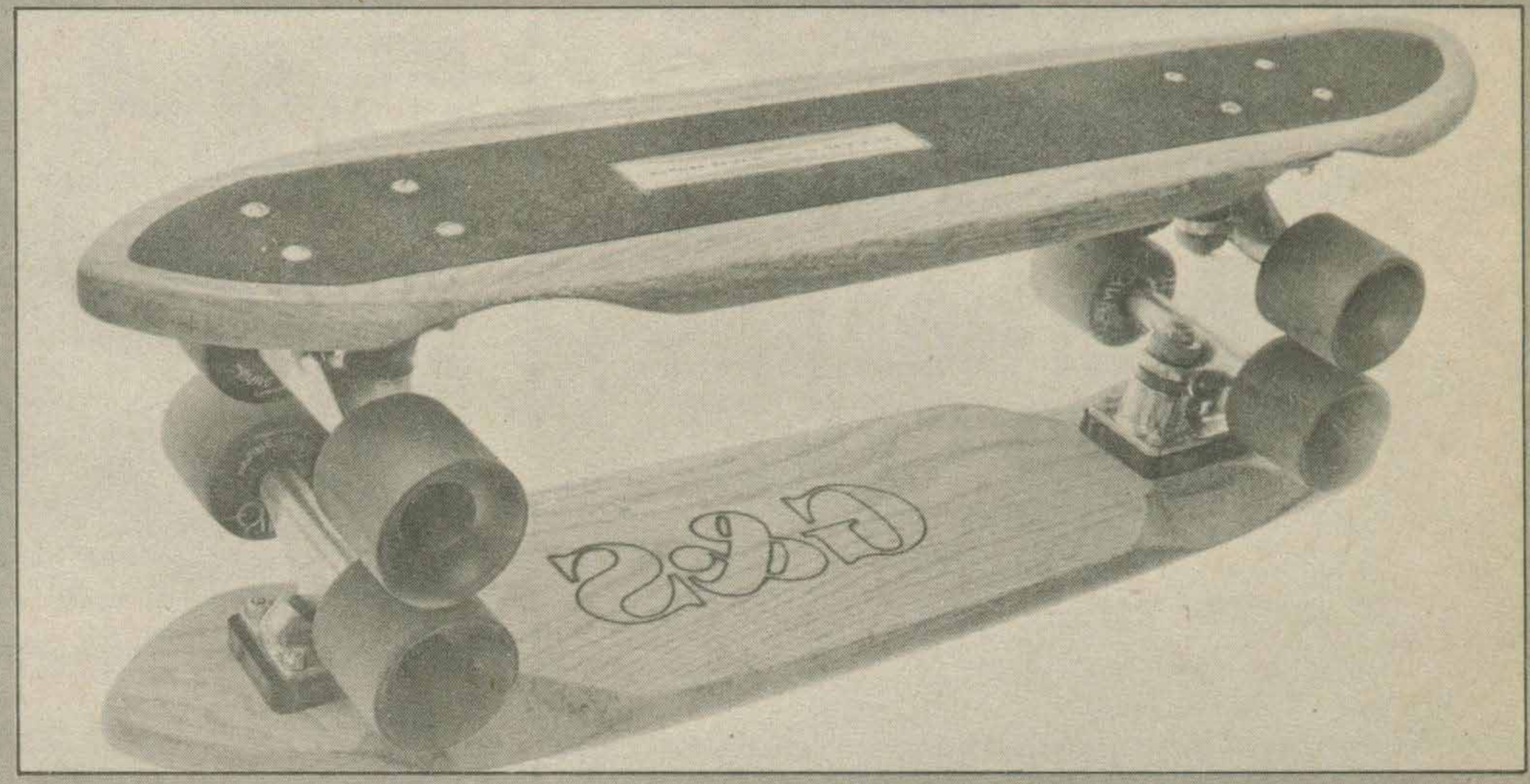
Decks too . . . There are a veritable plethora from which to choose, especially if your taste is for solid wooden decks, with or without kicktail. G&S, Logan, Brewer, Sims and plenty more, including home-produced decks like the Gecko mahogany and the very pretty Benjyboard. And all those are wooden decks! We haven't even started to talk about fibreflex composites, aluminium, foamed acrylics, polycarbonates, methyl methacrylates, extruded and pultruded fibreglass, expanded polyurethanes, and so on . . . !

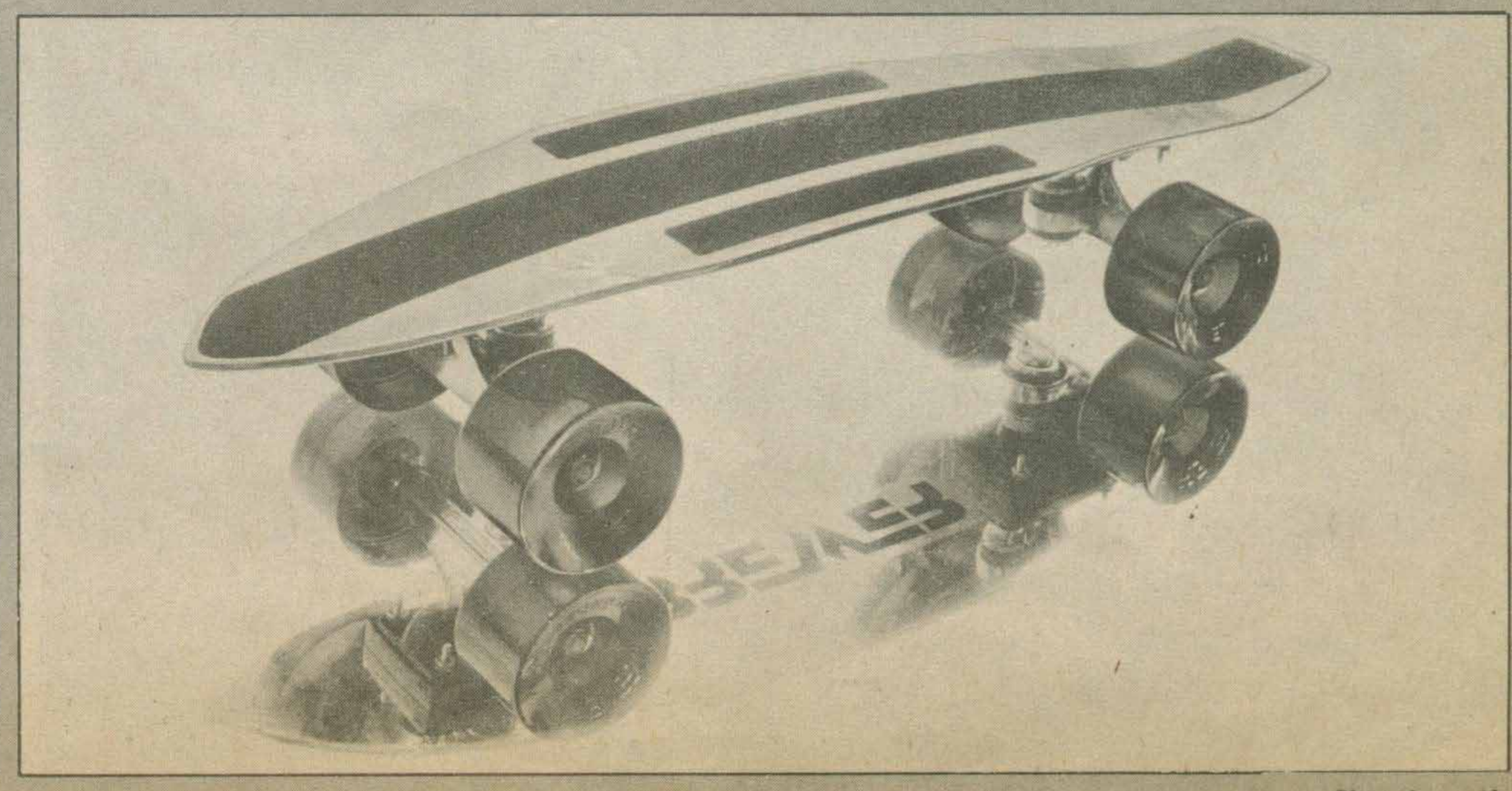
But most of these materials are hard to find, with the obvious exception of fibreflex. Now, I don't know whether that's a G&S trademark or not, but I use it to describe all decks which are composite laminates of hardwood and unidirectional glassfibre, such as G&S, Santa Cruz, Jaguar and Beech. If somebody out there can come up with a satisfactory generic term for these composites, I'd be very happy to hear from you!

Now I want to talk briefly – and I mean briefly – about the *Beech* decks that we checked out. It would be unfair of me to dwell on their fantastic performance and wonderful value for money . . . because I make them! . . . But seriously though, folks . . . We tried out the 28" *Beech Slalom*, with ACS 651's and Road Rider 4's, and the new *Beech Bowlrider* in its 26" form. The Slalom is my own board, which has been in









From the top: G&S Henry Hester/ Trakkers/Kryptonics; G&S/ Bennett Hijackers/Road Rider 4s; G&S Stacey Peralta/Trakkers/ Sims Comps.; Brewer Chrome Freestyle/ACS 651s/Brewer Speedsters

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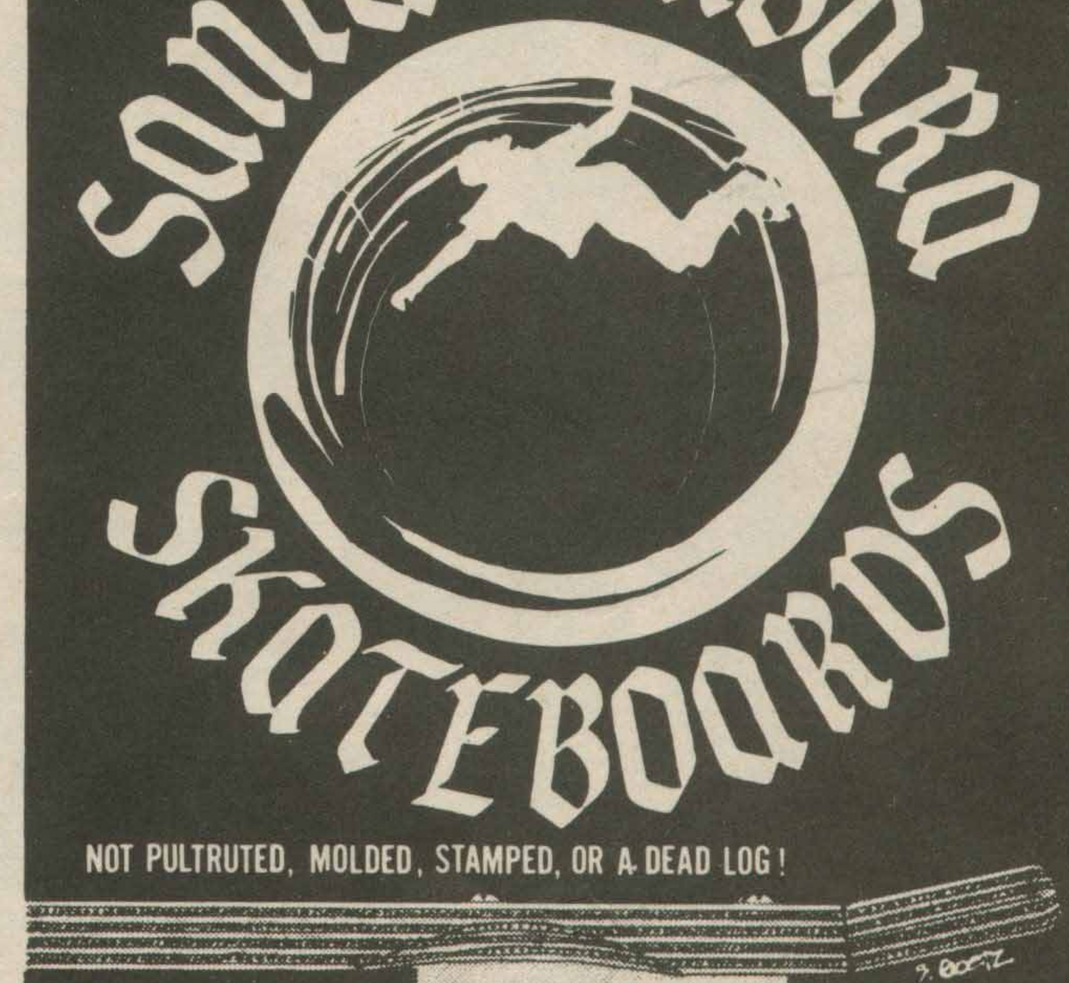

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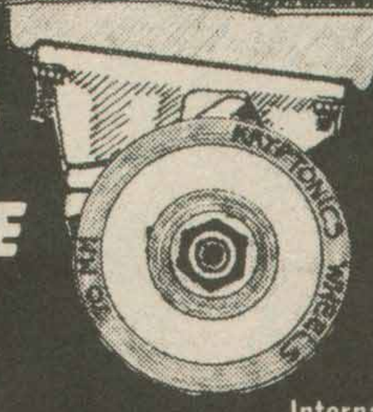

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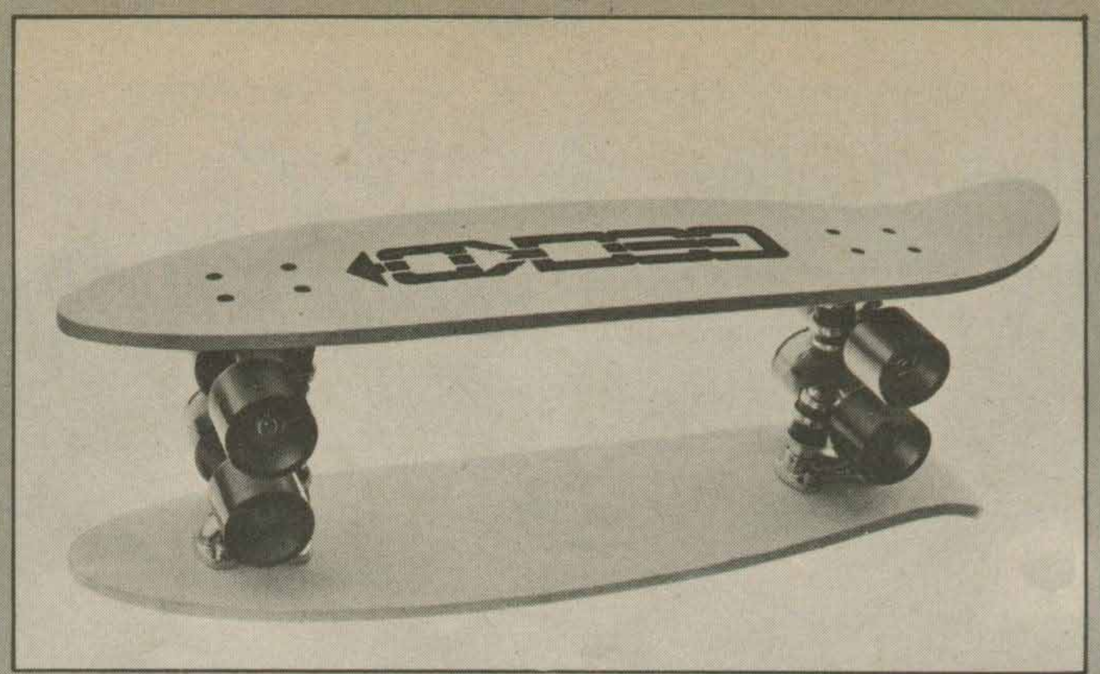
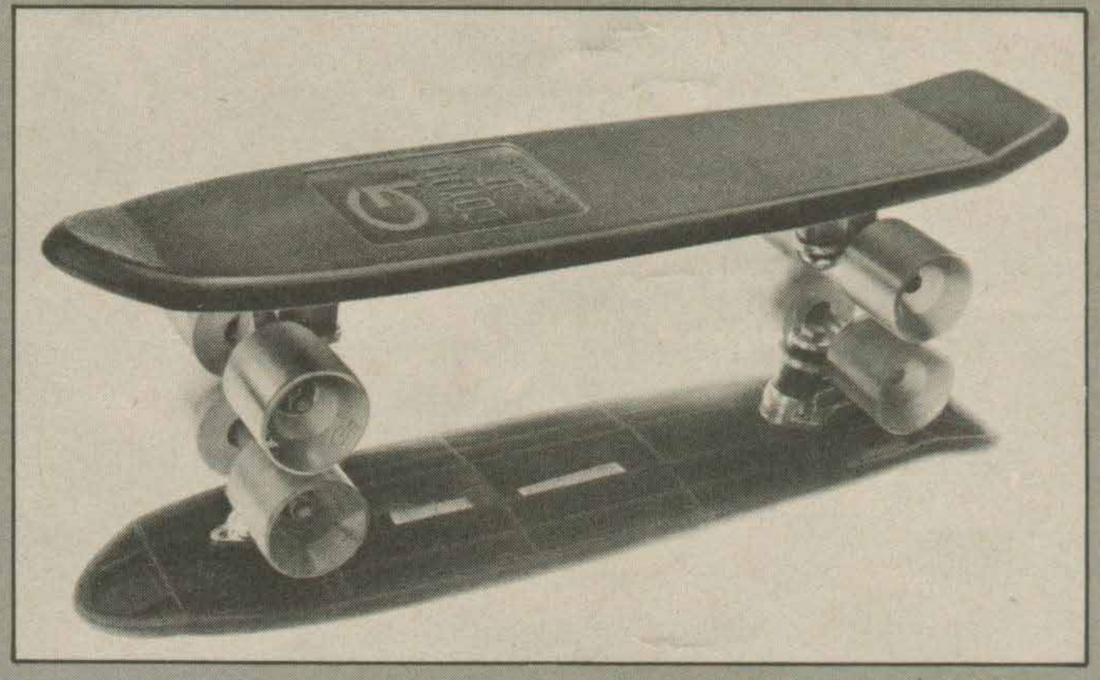
fairly constant use for the past six months. It's still as lively as the day I put it together, and has lost none of its memory. 651's and Road Rider 4's seems to be a good combination to go with that deck, and you'll find that in this form it retails for around £45.

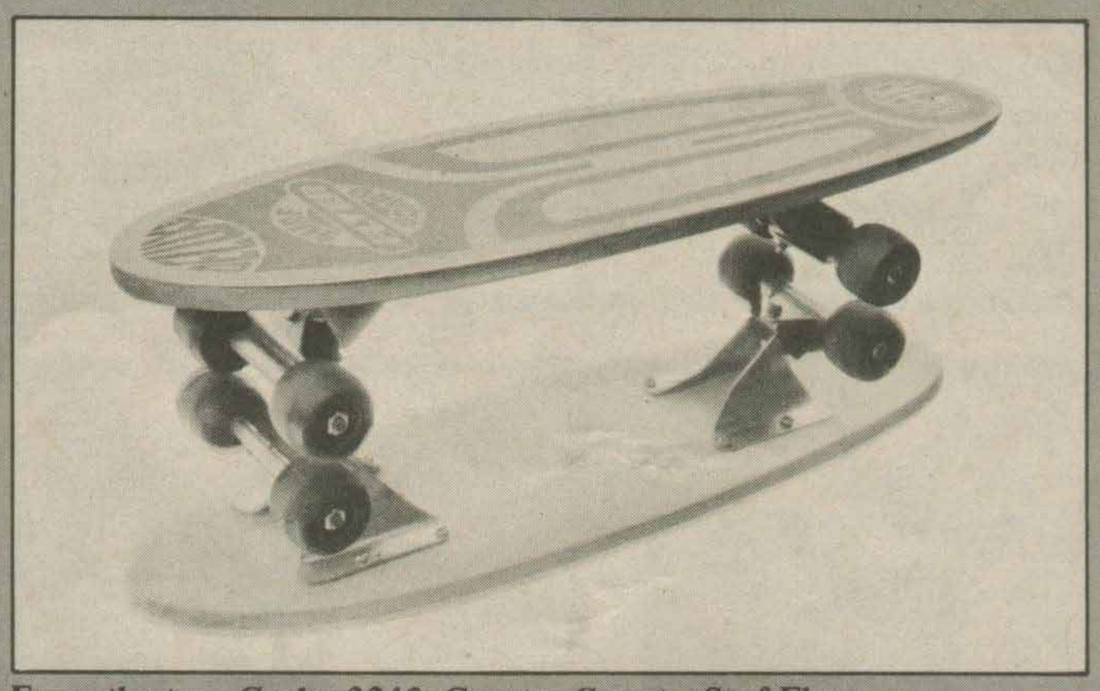
The Beech Bowlrider is a new deck. It's still in its prototype stage, really, though the first ones should have been in the shops in the first week of July. The laminate structure and kicktail dimensions are fixed now, but the shape may change a little according to, as they say, public demand. Our prototype has ACS 651's and Cadillac DK 51's at the moment, though the components change, it seems, about three times a day. With its kicktail and 7mm rocker, it performs well as a bowlrider and as a freestyle board, and costs around £10 for the deck alone.

We tried two of Gordon & Smith's Fibreflex decks – the *Bowlrider*, in both 27" and 29" forms, and the *Henry Hester Slalom*. All were really fine pieces of equipment. The Bowlriders are beautifully designed, with just the right stiffness and topography. The standard truck placement is good, and their kicktails have just the right angle and length. The Henry Hester Slalom model, which is available in a number of degrees of stiffness, to match body weight, breaks in really nicely, though its flexibility may be a little alarming, even at first! One criticism of all the G&S decks is the grip tape. It's invariably 3M's Resiliant Safety Tread which, while it may be kinder to bare feet, really isn't up to the job. To get the best results, it's worth changing to another 3M product, General Purpose Safety Walk, which is very abrasive and hard wearing, gives much better grip, and is actually cheaper.

The other G&S deck we tried was a 29" *Stacey Peralta Warptail*. Now, this isn't really a warp tail at all, but rather a laminated kicktail. I didn't weigh it against other wooden decks, but it seems to be lighter than most. I like the deep rub-out grooves on the one we tried which means that riser pads shouldn't be necessary. Wooden decks







From the top: Gecko 3243; Grentec Coyote; Surf Flyer

don't vary that much, though, so decide on the shape you like most, and then shop around for the best deal you can get. Jay's Surf currently have a couple of very interesting looking Hobie Bowlriders – a deeply rockered wooden deck. I've not ridden one yet, but reports say they're very good indeed.

The chrome-plated Brewer deck we had was certainly very pretty, but I don't think its topography is too functional. Surely a pronounced camber is only necessary on a flexible deck? I don't favour metal decks that much. One I saw – a double-edged Banzai – was worn down at the tail to a razor edge, and this Brewer has a sharp point which could do a lot of damage if it got loose in a crowd!

But let's move on to trucks. In all, we tried Bennett Hijackers, Trackers, HPG Gullwings, ACS 430 and 651s. In this area, one has to decide on the main use to which one wants to put the truck, and then buy a truck with a pivot width that matches that requirement. Which means that for slalom riding, choose a wide truck, like ACS 650 or 651, Tracker, Bennett Pro Ad-trak or HPG Gullwings. For freestyle and bankriding, a narrower pivot is probably better – ACS 500, Bennett Pro or Hijacker or Tracker Mid- or Half-track. Gullwings rather cut across this dividing line, because they're just so responsive it's unreal. They are very expensive, though.

The other unconventional trucks – notably Strokers and Speed Springs – don't seem to have caught on, though I'm not a competent enough design engineer to know why that should be. One thing you can do to improve your trucks' turning power and response is to pay particular attention to the pivot rubbers and cushion rubbers. Bennett's Red Rubbers seem to be the hot favourite, if you can get them.

And so to wheels. Most models come in two sizes these days, though I think Road Riders are still producing three. Generally speaking, the larger wheels should be faster – less rolling resistance in the bearings. Grip depends on two factors: the softness of the urethane, and the thickness (and therefore ease of distortion) of the walls. Consider your body weight when buying wheels. If you're a heavyweight, get wheels with a thicker profile, so that they will distort less, such as Kryptonics. We tried the green ones, which are so fast it's almost frightening. Some wheels are notorious for their poor grip, yet models from the same factory are much better than average. Wheel design seems to be the trickiest part of building a good skateboard, and there are lots of intangibles and inexplicables. This is about the only place I'm about to make a recommendation – when in doubt, stick to Road Riders. You won't go far wrong, yet you may well find that some other wheel is better suited to your own personal needs.

And that's the secret of choosing a skateboard that's right for you. Decide what you want to do most, and buy a board that meets those requirements. It'll be a compromise, I know, but until you can afford the luxury of having a different tool for every job, it must be. Obviously, you're not going to turn in your best bankriding performance on, say, a Henry Hester Slalom deck. You really need a kicktail to do kick turns. But by the same criterion, your slalom times will be a lot slower on a Bowlrider.

And above all, don't be blinded by the name. Decide what you want from your equipment, look at what's available, and choose carefully. Skateboards aren't cheap – no professional-quality sports equipment ever is – so get the best value for your money and the most enjoyment from your gear by being cautious when you buy.

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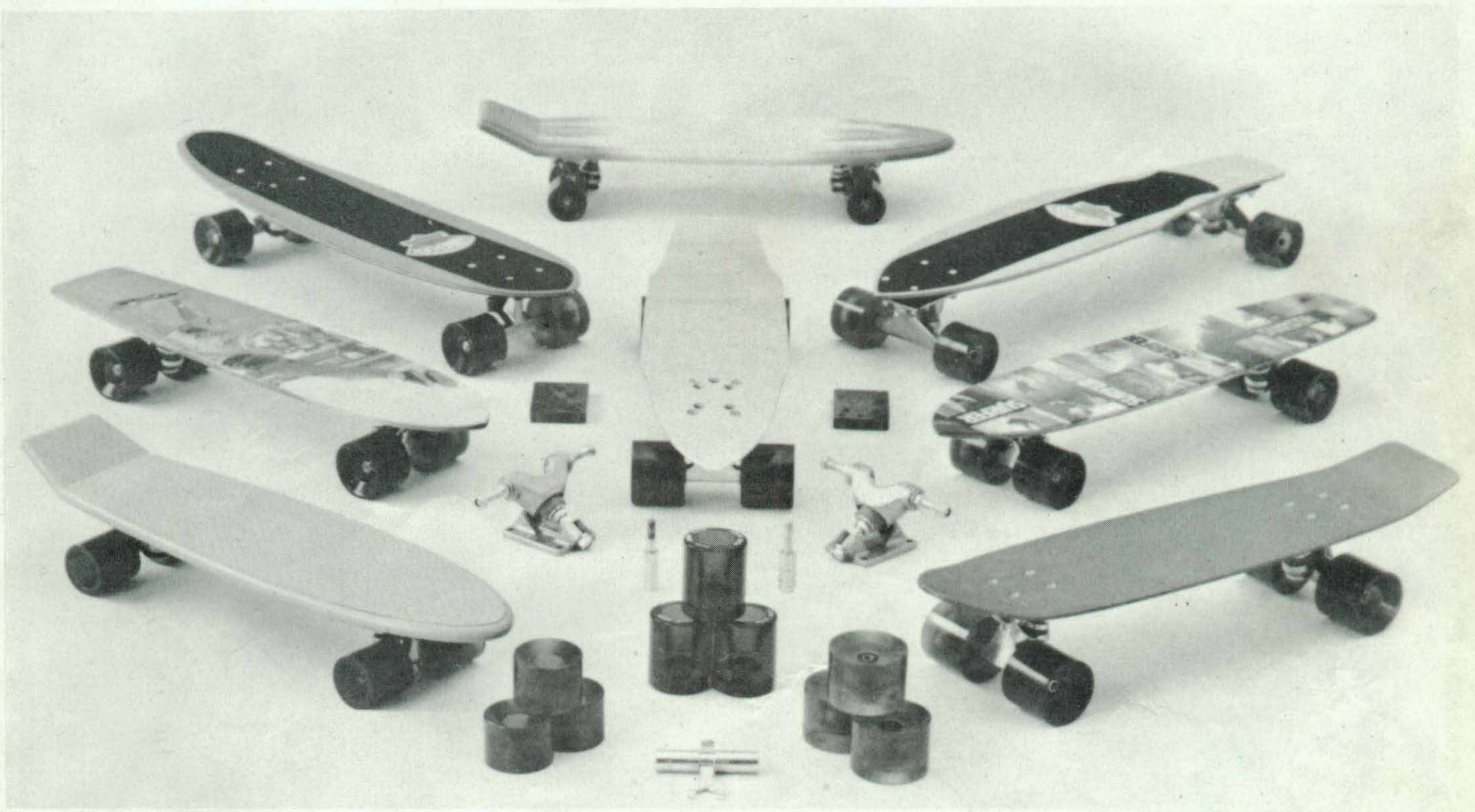

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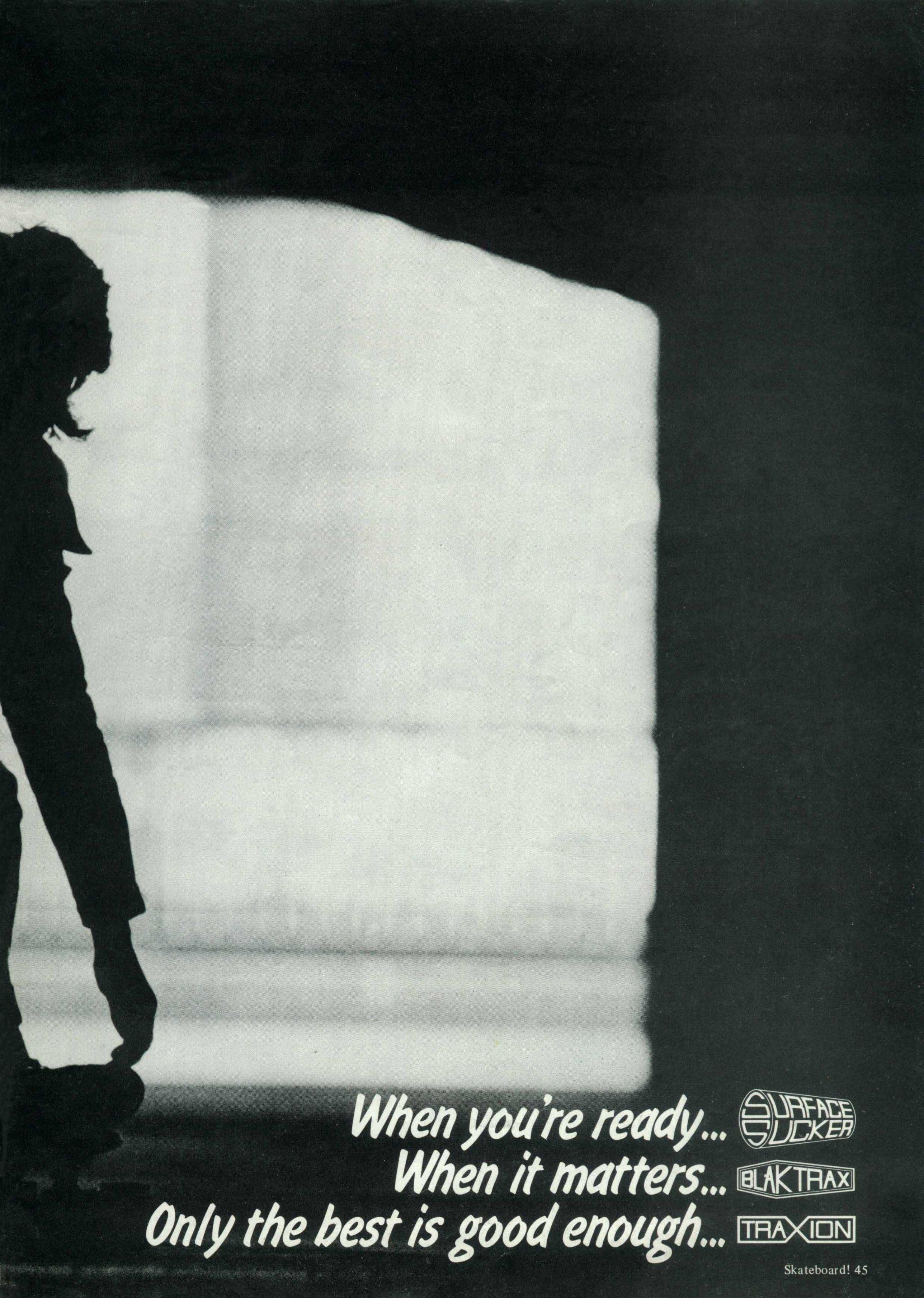
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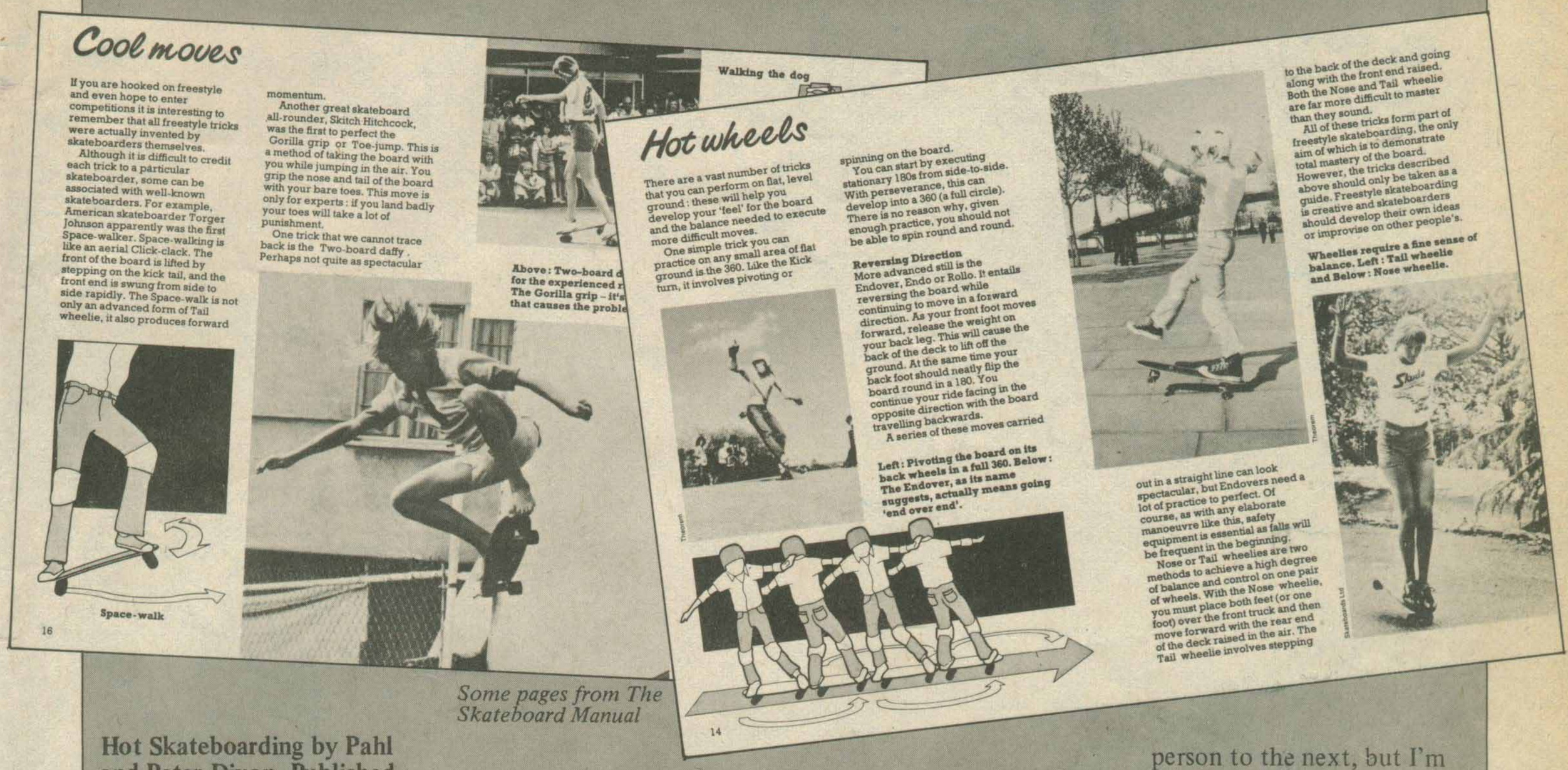
Cool moves

If you are hooked on freestyle and even hope to enter competitions it is interesting to remember that all freestyle tricks were actually invented by skateboarders themselves.

Although it is difficult to credit each trick to a particular skateboarder, some can be associated with well-known skateboarders. For example, American skateboarder Torger Johnson apparently was the first Space-walker. Space-walking is like an aerial Click-clack. The front of the board is lifted by stepping on the kick tail, and the front end is swung from side to side rapidly. The Space-walk is not only an advanced form of Tail wheelie, it also produces forward momentum.

Another great skateboard all-rounder, Skitch Hitchcock, was the first to perfect the Gorilla grip or Toe-jump. This is a method of taking the board with you while jumping in the air. You grip the nose and tail of the board with your bare toes. This move is only for experts : if you land badly your toes will take a lot of punishment.

One trick that we cannot trace back is the Two-board daffy . Perhaps not quite as spectacular

Space-walk

Walking the dog

Above : Two-board d
for the experienced r
The Gorilla grip – it's
that causes the proble

16

Hot wheels

There are a vast number of tricks that you can perform on flat, level ground : these will help you develop your 'feel' for the board and the balance needed to execute more difficult moves.

One simple trick you can practice on any small area of flat ground is the 360. Like the Kick turn, it involves pivoting or spinning on the board.

You can start by executing stationary 180s from side-to-side. With perseverance, this can develop into a 360 (a full circle). There is no reason why, given enough practice, you should not be able to spin round and round.

Reversing Direction

More advanced still is the Endover, Endo or Rollo. It entails reversing the board while continuing to move in a forward direction. As your front foot moves forward, release the weight on your back leg. This will cause the back of the deck to lift off the ground. At the same time your back foot should neatly flip the board round in a 180. You continue your ride facing in the opposite direction with the board travelling backwards.

A series of these moves carried out in a straight line can look spectacular, but Endovers need a lot of practice to perfect. Of course, as with any elaborate manoeuvre like this, safety equipment is essential as falls will be frequent in the beginning.

Nose or Tail wheelies are two methods to achieve a high degree of balance and control on one pair of wheels. With the Nose wheelie, you must place both feet (or one foot) over the front truck and then move forward with the rear end of the deck raised in the air. The Tail wheelie involves stepping to the back of the deck and going along with the front end raised. Both the Nose and Tail wheelie are far more difficult to master than they sound.

All of these tricks form part of freestyle skateboarding, the only aim of which is to demonstrate total mastery of the board. However, the tricks described above should only be taken as a guide. Freestyle skateboarding is creative and skateboarders should develop their own ideas or improvise on other people's.

Wheelies require a fine sense of balance. Left : Tail wheelie and Below : Nose wheelie.

Left : Pivoting the board on its back wheels in a full 360. Below : The Endover, as its name suggests, actually means going 'end over end'.

Theorem

Theorem

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14

Some pages from The Skateboard Manual

Hot Skateboarding by Pahl and Peter Dixon. Published by Warner Books.

"To that first young person who fastened skate wheels to a board and pushed off to click-clack along the pavement," reads the dedication on the first page of this neat little paperback. Written in a racy style, and overflowing with enthusiasm, the authors present a very zappy picture of the skateboarding scene in America today. There are lots of hot pictures of our American brothers riding banks and pools, demonstrating manoeuvres and going for it in top competitions. The surfing style is very apparent – long blond hair streaking out, shades and bare feet as they soar over the lip and into the air. You may well eat your heart out over the pics and descriptions of the skateparks, storm drains and swimming pools where the most radical practise their art – and to be an outlaw is to be a hero.

It's a book for anyone who's stoked on skateboarding – covering everything from the choosing of basic equipment, safety (though outside of competitions no one seems to bother with safety gear – proudly displaying hamburgered feet and mangled knuckles), learning tricks, organising competitions – right through to more complex issues such as getting the mind and body into complete relaxation and synchronisation to bring the most radical manoeuvres into play. Basically a beginner's book, there's still plenty for the rider who wants to know all about what goes on over the ocean, and appreciates the committed approach to skateboarding as an *art* and not just another sport. If anything makes you want to grab your board and take off to participate in some of that free-flowing energy – this book will.

Skateboard Manual by Martin Schultz. Published by Theorem, 60p.

A very basic, UK produced paperback, fine for the absolute beginner with clear descriptions of a variety of tricks and racing techniques. There's a very useful section on how to choose your board – deck, trucks and wheels – pointing out which varieties are suited for which job – speed, slalom or free-style. Safety is strongly accented, and the chapter on maintaining your skateboard is clear and precise. Plenty of black and white pics, mainly from the States, and explanatory illustrations. This book lacks the exuberance and hip-talking style of *Hot Skateboarding* – but what it loses in imagination it makes up for with the clarity of its instruction.

Anybody's Skateboard Book by Tom Cuthbertson. Published by Ten Speed Press, Berkeley, California. 145pp., many b/w photographs and line drawings. £1.95 (though the price may vary from one bookstore to another as it's an import).

I don't know what it is about these American "How to . . ." books. I've had a number of them over the years; everything from Painless VW Repairs to Every Man his own Brain Surgeon. And they all come out like Idiot's Guides. The constraints of having to be intelligible to everyone, I guess.

Certainly, mechanical aptitude varies from one person to the next, but I'm sure that it's not necessary to be quite as condescending as Tom Cuthbertson gets in *Anybody's Skateboard Book*. And that really is a shame, for if you can forget the odd asinine remark, then there's a wealth of worthwhile material in there. The odd contentious remark, certainly, but all in all, a useful little book for novice skateboarders which may even tell all you hot kids a thing or two! And if the section on wheels reads like an ad. for Road Riders . . . well, perhaps they are the best. It's just a question of personal taste. Tom makes no bones about the fact that he's relating *his* own personal taste. It's for every reader to decide how closely their tastes in styles and equipment coincide with his.

The price seemed a little high to me. I think I'd suggest that groups of you get together and buy it between you, for it's not really a book you'll want to keep for ever and ever and constantly refer to.

I'm afraid I can't say how freely available it will be. I bought my copy at Compendium Books in Camden Town, London NW1, who are also in the process of importing other skateboard publications from the States.

WELCOME TO SKATEBOARD ESCAPE!

UK's First Skate Park Opens at Portland

Before his visit to Los Angeles at the back end of last year, Weymouth businessman Lorne Edwards had never set foot on a skateboard. But one visit to Anaheim's Concrete Wave soon changed all that! "Fantastic," thought Lorne, "but it'll never be like that in Britain."

Well, fate has a way of playing little tricks and the number she pulled on Lorne was as good as any. Returning to England in the New Year, almost the first thing Lorne saw was . . . yes, you've guessed it – skateboarders. Four of them, on the Promenade at Wemouth; moonwalking, tick-tacking, one-eightying, dog-walking, wheelie-pulling skateboarders!

Asking around, Lorne eventually got to meet Martin Hurn, a full-time Co-ordinator at the Weymouth Youth Activities Centre. Martin first got on a board back in '74, and had been working hard promoting skateboarding in the area, and teaching it as an organised activity. The result: more skateboarders per square mile than Lorne, sitting in the California sun, would ever have thought possible.

But still, the same old problem that bugs us all at the moment – where to do it. The Promenade at Weymouth is a good free-style area – in the winter! In the summer, forget it. There are more people walking up and down that strip of asphalt than you could even begin to count. So Lorne set himself the task of finding an exciting place to do it that didn't interfere with pedestrians or traffic. And the answer he came up with was Portland.

It was here that most of Britain's cement limestone was originally quarried. Indeed, cement is properly known as Portland cement, even now. But this industry is now in something of a decline, certainly in terms of land use. Which means that there are large areas of semi-derelict land available on Portland Island.

Lorne was lucky enough to have a friend owning one such piece of land, and from whom he has been able to lease as much as he needs. This tract had, at one time in the not too distant past, held a model railway, which simplified the bureaucratic procedure known as "Obtaining Planning Permission". But even though it was a simple change of use, still the local planners put up the inevitable screen of static. They'd never heard of skateboarding, and just didn't understand why anyone could possibly want to move so fast anyway. Lorne was fully prepared to just move in and do it, but in the end, heavyweight friends on the local council had a word in the planners' ears, and they went off and hassled somebody else.

And meanwhile, back on Portland Island, the bulldozer was moving in. Stage one, which was just about completed when we visited the Island in early June, consists of a banked and waved run, about 150 feet long, finishing up in a bowl that has a top diameter of about thirty feet and a depth of about ten.

We went down there on what seemed to be one of the wettest days in living memory, our spirits sinking lower and ever lower as we headed south west into apparently endless rain. By the time we got halfway, we were just about managing to

console each other with things like: "Well, we can see what it *looks* like, anyway" . . . and . . . "We'll know the way next time" . . . and "Perhaps it'll clear up later". And Nial, the photographer, worked out a way of operating his cameras from inside a plastic bag, and Otto slumped in the far corner of the car, fiddling with a Road Rider 2, looking just about as fed up as a good skateboarder can. And I was wondering if my new Cooper helmet would protect me from the Editor's wrath when I came back wet and storyless.

But, as it turned out, fate had a trick in store for us too. For as we pulled in to the outskirts of Weymouth, the rain stopped, the clouds pulled back to show some blue sky, and the sun even started to shine a little. I don't know which was rising faster – the steam off the drying road, or our spirits!

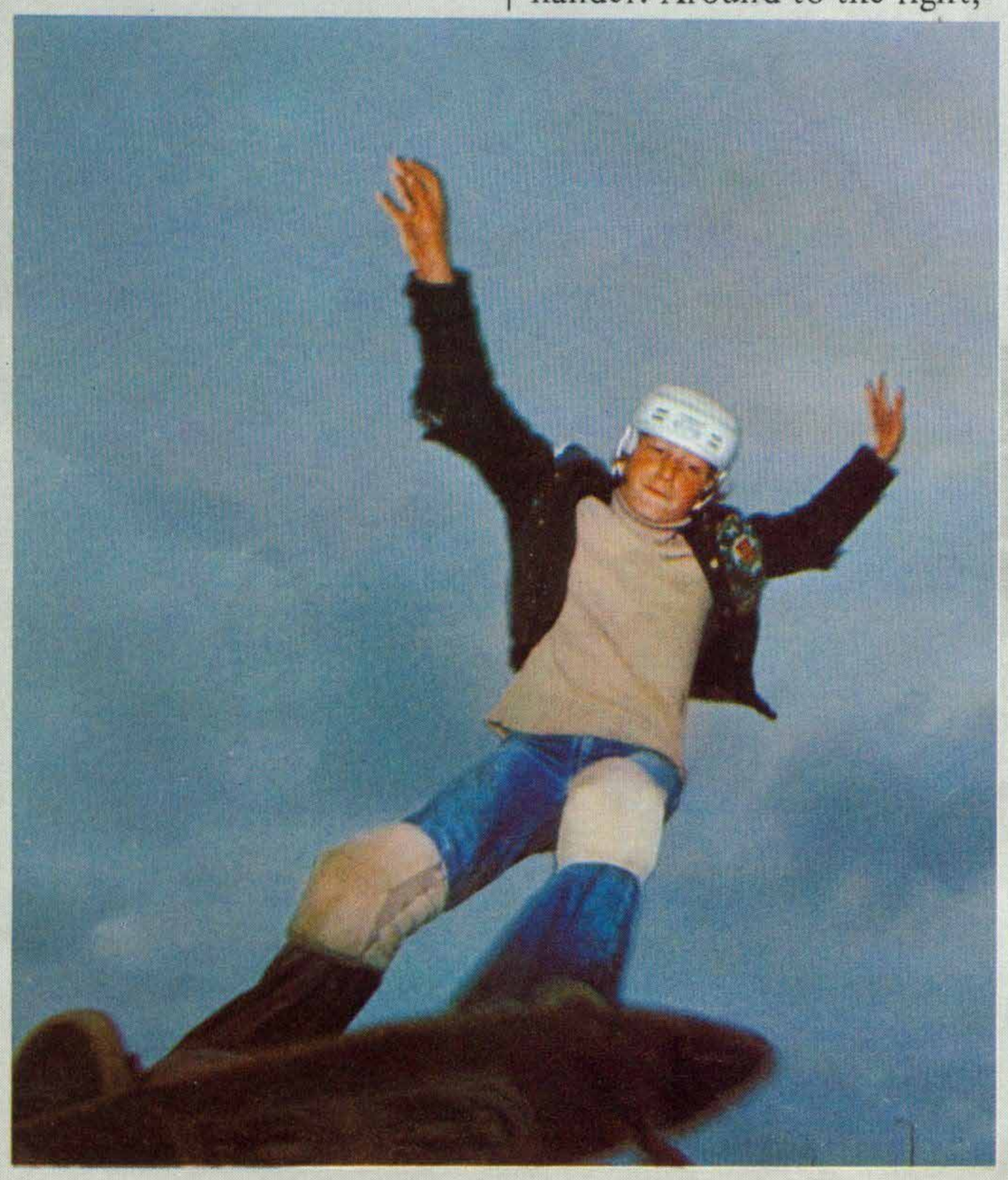
We drove straight through the town, following the signs for Portland; over the causeway, right up to the top of the Island. Right on top of the hill, the directions said, you'll find a Go-Kart track. Go to the left of that, and on for another hundred yards, and you'll see the bowl on your right.

So . . . on with the helmet-and-pads, and onto the board. A small flat area at the top of the run, and then straight into a hard left-hander. Around to the right, left and right and left again, and you're in the bowl. Jealously guarding my "Worst Skateboarder in the World" title, I failed miserably to hit the lip, but Otto, coming down hard on my heels, got up to it first time. Put three wheels out on his kick turn, and came back down the wall, laughing like a lunatic.

Only two other 'boarders had been optimistic enough to believe that the rain would stop that day, Steve and Mike Grounds, from Wareham in Dorset. They'd both been making frequent trips to Skateboard Escape ever since the project first started, and soon turned Otto on to some of the numbers they were up to. I left them to it, and got down to figuring out camera angles, keeping the mud off the run, and generally trying to make myself useful.

We had two criticisms to make. Firstly, that the run-in is a little narrow – only about six or seven feet across, from lip to lip. And also, because of its twisting path, it wasn't easy to get up enough speed to hit the lip, as we would have liked. The only other complaint was that the walls didn't go vertical before the lip, but that could easily be corrected by building low walls, and contouring them to blend into the bowl.

But, as Lorne Edwards later pointed out, this bowl is designated as the novices' area. The other two bowls that he has planned for stage two of Skateboard Escape's development will both be



Photography by Niall McInerney

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Midway City, CA 92655
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bigger and deeper, and will have at least one straight run down into them – they'll also interconnect – so there should be no problem in attaining lip speed there.

Cement pouring for this second phase was scheduled to commence in the third week of June, and so – if the weather is kind – there should be three bowls and two runs in operation by now, as well as a freestyle area with banked ends.

And if you think that sounds fine, wait till you hear about the goodies planned for stage three!

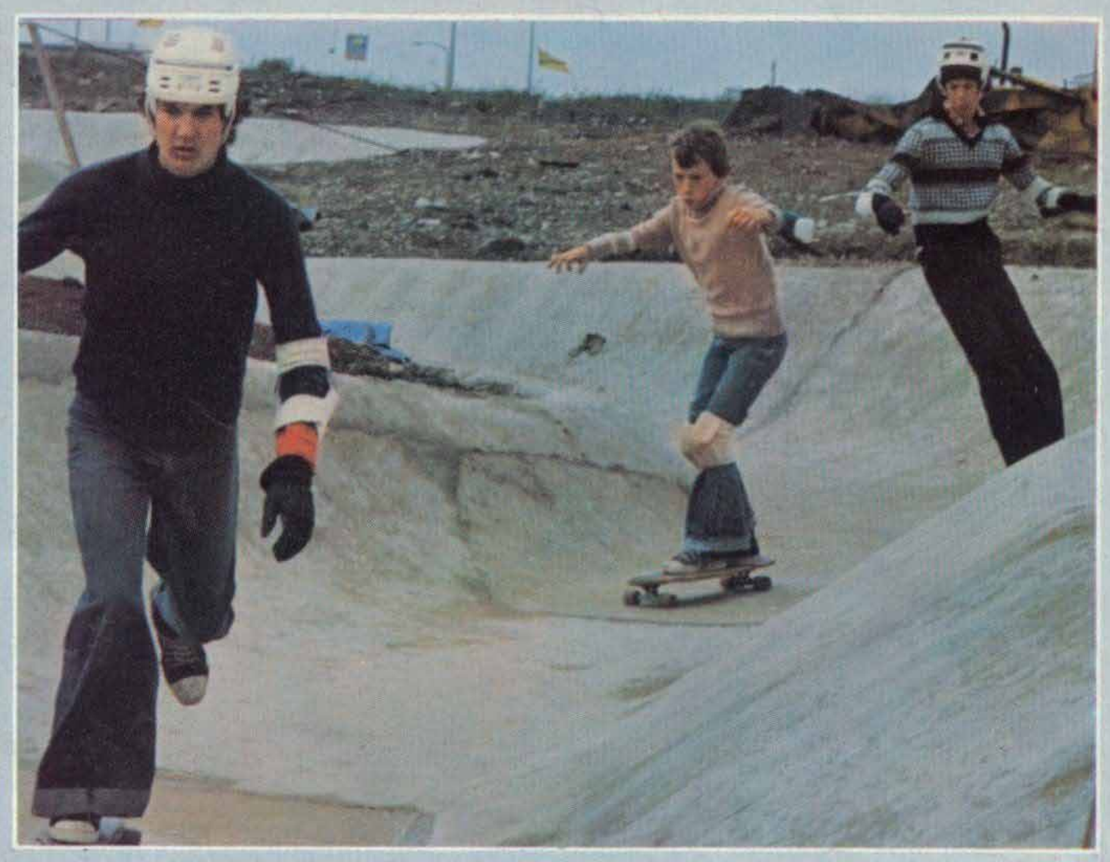
A five hundred metre downhill run with banks and tunnels, and a continuous cable-pull back to the top! A Skateboard pro. shop, with a full-time professional in attendance, closed-circuit television with videotape and playback facilities, and a cafe.

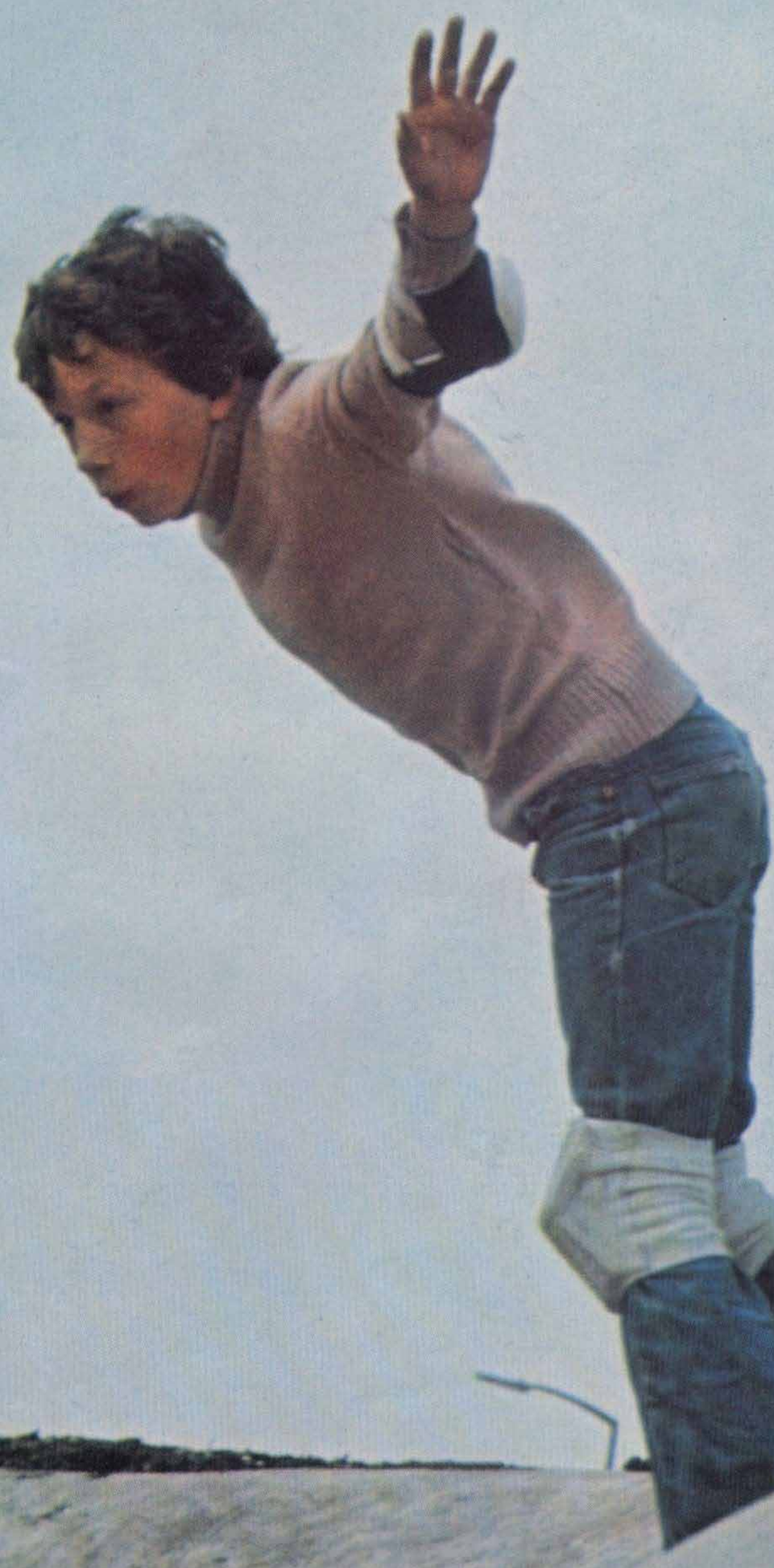
I saw the site for this downhill run – a long, long slope down into a disused quarry. About a ten percent grade, at a guess. And with build-ups and cuttings, tubes and tunnels, the long run at Skateboard Escape seems set to take British skateboarding into a whole new area of activity.

Work on stage three should carry on over the winter, and hopefully the new run will be ready for use by the spring/early summer of next year. And I, for one, am going to be burning rubber all the way to Weymouth almost as soon as the cement's dry, 'cos I can't wait to ride a number like that.

When we went down, the site was still fairly spartan. But this is no deterrent to the groups of 'boarders who are travelling from as far as London to spend weekends riding the bowl. Lorne is currently charging a flat £1 a day, just to cover the supervision and insurance costs. But for the complete park, to stage two, the charges will be split into three types: 50 pence per session (about 45 minutes) for novices and curious passers-by, which will include board and safety equipment rental, and some instruction; £1 per half-day, £2 per whole day, £4 per weekend or whole mid-wee, and this is for the serious skateboarder who'll travel to Portland occasionally; and finally, a season ticket scheme a long time there, or who live locally.

Needless to say, you'll have to wear full safety gear to ride the bowls and runs of Skateboard Escape. But that's only common sense, considering the speeds that will be attainable, and the sort of radical manoeuvres that those bowls will inspire.

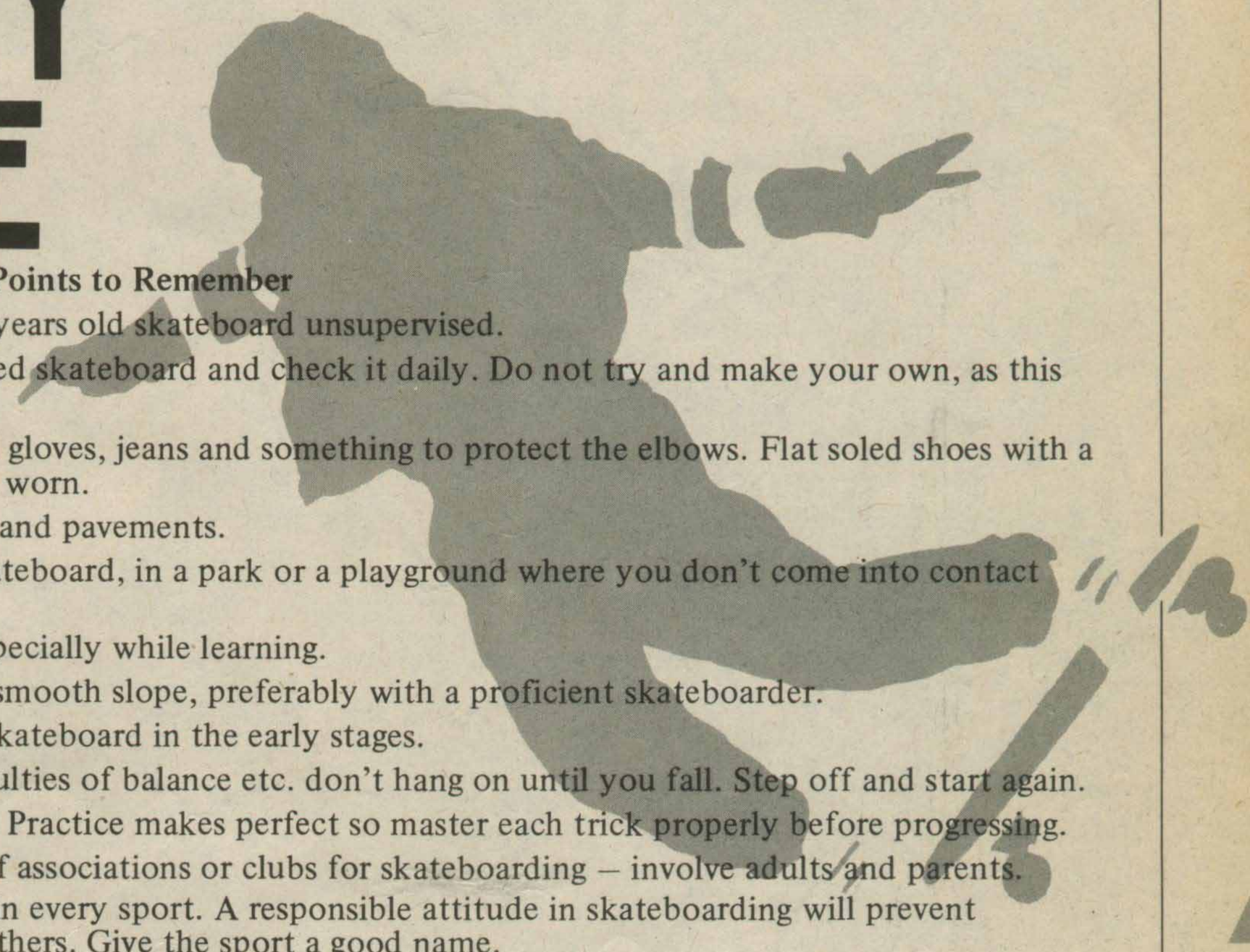




STOP PRESS

Official planning permission has now been granted for the completion of all tracks and facilities at Portland's Skateboard Escape. This exciting news means that, in addition to the already completed intermediate run, the freestyle and beginner's slopes and bowls will be open to the public by the time this issue of Skateboard! goes on sale in mid-July.

THE SKATEBOARDING SAFETY CODE



Skateboard Safety Code – 12 Points to Remember

1. Don't let children under 8 years old skateboard unsupervised.
2. Use a properly manufactured skateboard and check it daily. Do not try and make your own, as this can be very dangerous.
3. Wear proper clothing – old gloves, jeans and something to protect the elbows. Flat soled shoes with a good grip should always be worn.
4. Never skateboard on roads and pavements.
5. Select a suitable area to skateboard, in a park or a playground where you don't come into contact with pedestrians.
6. Don't skateboard alone, especially while learning.
7. Learn to skate on a gently smooth slope, preferably with a proficient skateboarder.
8. Never run or jump onto a skateboard in the early stages.
9. When you encounter difficulties of balance etc. don't hang on until you fall. Step off and start again.
10. Develop your skill steadily. Practice makes perfect so master each trick properly before progressing.
11. Encourage the formation of associations or clubs for skateboarding – involve adults and parents.
12. Remember there is danger in every sport. A responsible attitude in skateboarding will prevent accidents to yourself and others. Give the sport a good name.

Skateboarding and Safety

The British Safety Council has added its voice and considerable influence in the call for better facilities and organisation for Britain's skateboarders. Mr Barry Walsh from the BSC has been in touch with the Sports Council, in the hope of forming The Skateboard Association of Great Britain, to which it is hoped all local associations will become affiliated. The Sports Council is at present engaged in collecting information from education authorities, and they are calling in the National Association of Boys Clubs as well. They are hoping that any interested bodies, and particularly manufacturers will give them backing to start up the building of skateparks in all areas.

Last year, the Royal Society for the Prevention of Accidents advocated the banning of the sale of skateboards in this country. The BSC rightly saw this banning of a sport as potentially very dangerous, as outlaws will continue to skateboard how and where they can, with greater risk of injury. The RSPA has now come round from this viewpoint, and wants to help in the campaign for facilities, supervision and instruction for skateboarders. A spokesman has said:

"When we made the original statement calling for the banning of skateboards we hoped notice would be taken by shops and importers, and that they would stop trying to push skateboarding here. But we've been forced to modify our views, and now we say that if children want skateboards they shouldn't buy one without parental supervision, and they should only ride them in areas designated for this use. We have talked to councils and manufacturers and importers who are interested in building skateboard parks here over the last couple of months. One council – coastal based – are particularly keen to set up a park and have approached us for our views and advice."

It is generally accepted now that skateboarding is a sport requiring skill and physical fitness, and can only have results which are beneficial. The BSC has recently contacted top skateboarders in the States for practical advice which they will pass on, and have issued a new safety code.

The pop group Flintlock are helping the BSC with their campaign. They have had skateboard coaching from an expert at Windcraft Co. in Bristol, and guitarist John Summerton summed up the group's reaction like this:

"It was really great fun, but I took a few tumbles early on! I can see the need for pads. But then I was riding in heeled shoes – not the easiest or safest way to do it."

Skateboard!

NEXT ISSUE

Skateboard! is *bi-monthly* at present.
That means our next issue will be in the shops by mid-September.

We've got some great new features lined up.
Firstly, the Do's and Don'ts of Skateboard Customising. Exactly what
is possible and why do people do it anyway . . . a full report.

Then there'll be an investigation into
some of the stranger forms of skateboarding. The
Wind-Skate is getting big in the States; and how about the Motor-Ska . . .
. . . could it catch on? Skateboard! checks
out the gadgets and gimmicks.

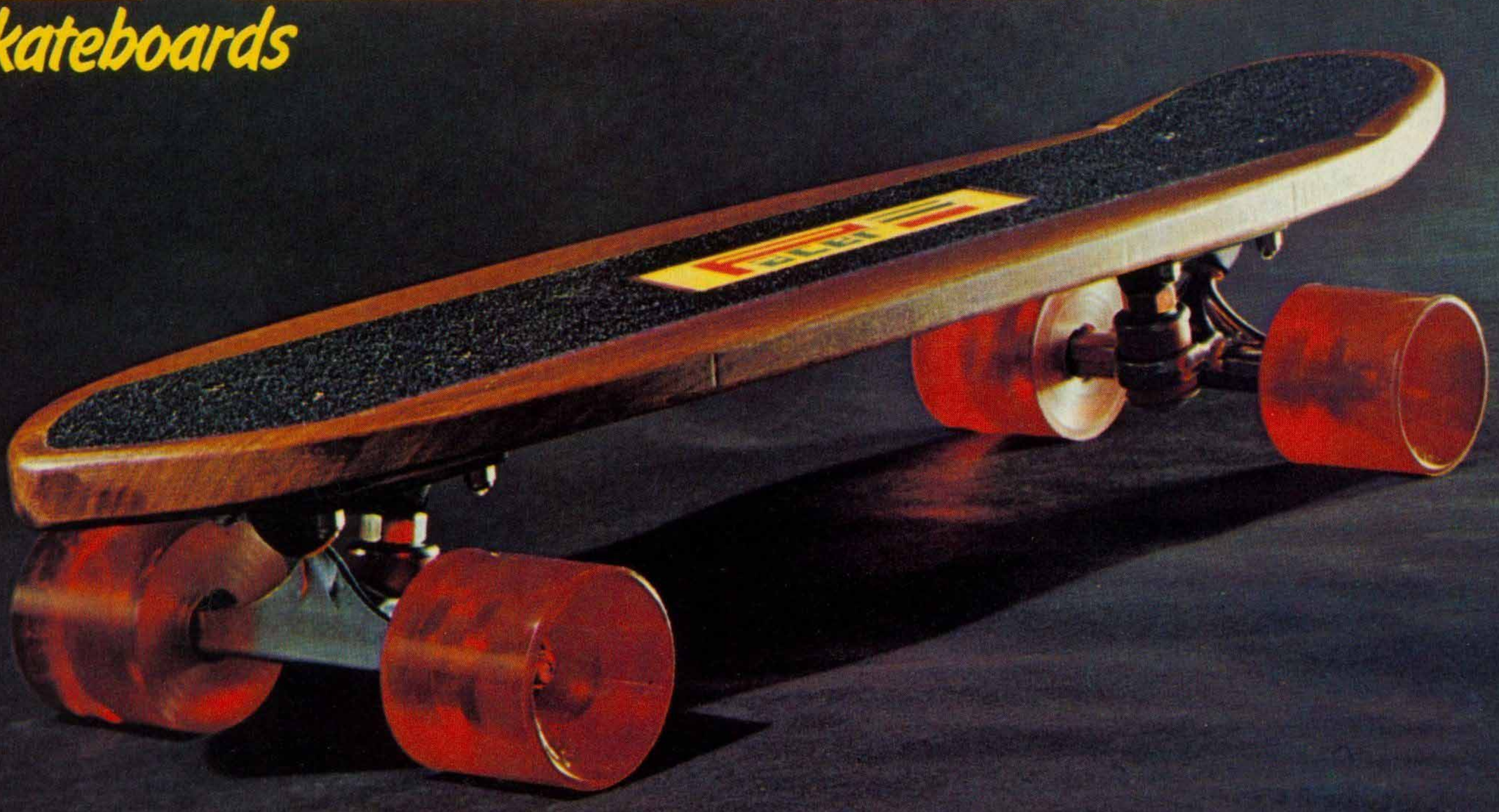
Could you build your own Skatepark . . . is it really as
difficult as it sounds? We look into the possibilities and come up
with some encouraging conclusions.

On top of all that, of course, there'll be
the World and UK News Round-Up, another star
selection of Who's Hot, Skata Data, a review of the Crystal Palace
Championships – and much, much more. Don't miss the
next issue of Skateboard! . . . ask your newsagent
to stock it *now*.

William Hamilton/Camera Press

Pacer

Skateboards



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