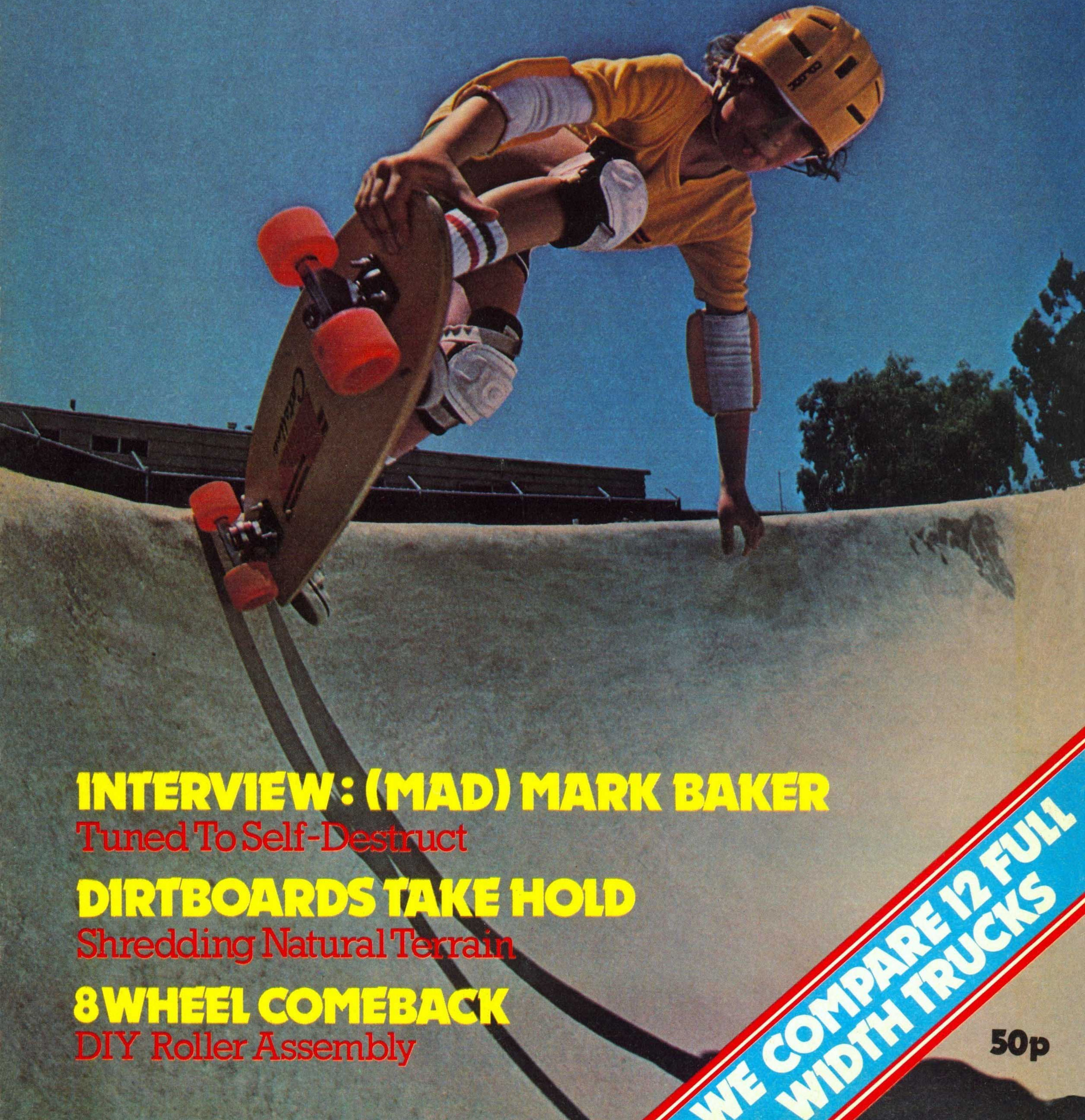
Skateboard!

No.12

EUROPE'S HOTTEST SKATEBOARD MAGAZINE



INTERVIEW: (MAD) MARK BAKER
Tuned To Self-Destruct

DIRTBOARDS TAKE HOLD
Shredding Natural Terrain

8 WHEEL COMEBACK
DIY Roller Assembly

WE COMPARE 12 FULL WIDTH TRUCKS

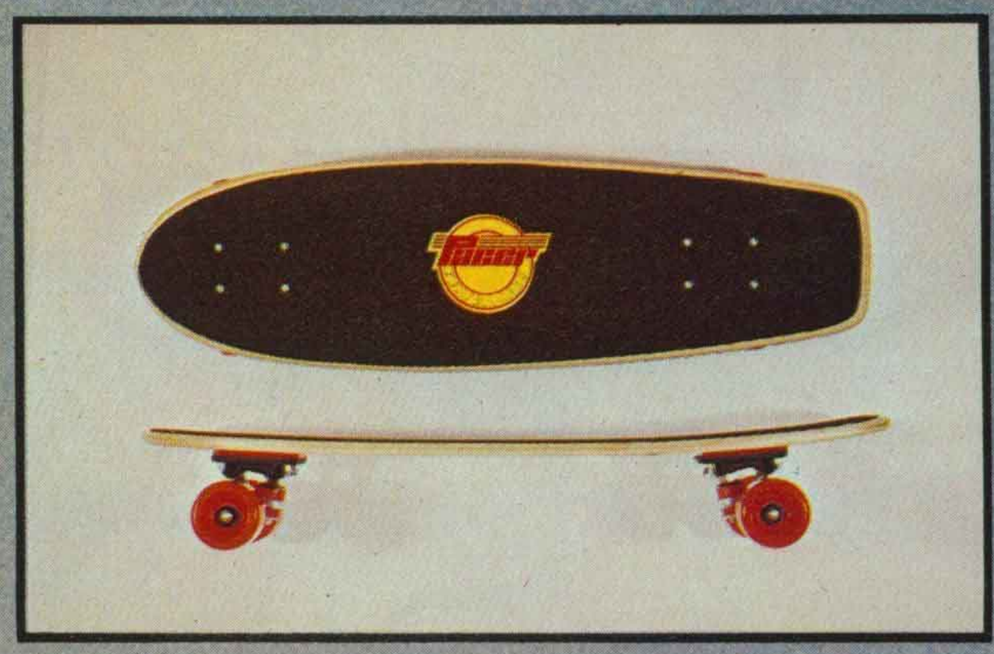
50p

Going for the One!

PACER

Catalina

The New Pacer board "Catalina"
Hot moulded Multi lamination Maple & Ash.
The unique Rocker with the Square Kick tail.
Full width griptape, light weight and low centre of gravity.
This board with the extra wide deck gives confidence when pushing the limits in "going for the one".



Gecko leisure products
Sutton Park Industrial Estate, Reading, Berks. Tel. Reading 669333 3 lines. Telex 849131

ACS, Alva, BSC, Benjy, Bennett, Bones, Blazer, California Slalom, Chapstick, Dread, Excellerator, Flash, G&S, HPG, Hobie, Hot Lips, Kryptonics, Lan, Lazer, Lip Bombs, Logan, Powerflex, Rector, SCI, Santa Cruz, Sims, Tracker, Trax, Vans, Wonkers, Yandall, Yo-Yo, Z-Flex

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HANG TEN

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WHERE THE HOTTEST GEAR COMES BETTER. CHEAPER AND FASTER!

THIS MONTHS SPECIAL OFFER

OFFER CLOSES 31st JULY

SUPER PACKAGE DEAL!

Xcalibur fibre glass kicktail deck complete with ACS 430 trucks ¼" riser pads, Yoyo wheels(seconds) red or yellow, Precision bearings NTN608Z, Deck bolts. ACS sticker, all ready assembled!

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WATCH OUT FOR NEXT MONTHS SPECIAL OFFER

TRUCKS

			Each
	ACS		
A/T1	ACS. 430 Std	4.3" axle	£1.80
A/T2	ACS. 430 Blk/Gld	4.3" axle	£3.75
A/T3	ACS. 500 Std	5" axle	£3.25
A/T4	ACS. 500 Pro	5" axle	£3.60
A/T5	ACS. 500 Blk/Gld	5" axle	£4.95
A/T6	ACS. 580 Blk/Silvr	5¾" axle	£4.50
A/T7	ACS. 651 Blk/Silvr	6½" axle	£4.50
A/T8	ACS. 651 Blk/Gld	6½" axle	£5.50
A/T9	ACS. 650 Blk/Silvr	6½" axle	£6.50
A/T10	ACS. 650 Blk/Gld	6½" axle	£6.95
	BENNETT		
A/T11	Highjacker		£4.95
A/T12	Pro		£5.80
A/T13	Ad Track		£7.25
	CALIFORNIA BAHNE		
A/T14	Precision 500	5" axle	£5.20
A/T15	Precision 700	7" axle	£5.95
	CALIFORNIA		
A/T16	Slalom Pro		£4.10
A/T17	Slalom		£4.25
	GULLWING (with endplate)		
A/T18	HPG Mark IV	6$\frac{3}{8}$" axle	£7.85
A/T19	Phoenix	5½" axle	£7.70
	LAZER		
A/T20	Standard		£5.10
A/T21	Slalom		£5.75
	TRACKER		
A/T22	Half		£6.40
A/T23	Mid		£6.85
A/T24	Full		£6.85
	ENERGY		
A/T25	VI Truck		£6.25
A/T26	VII Truck		£7.75
	XCALIBUR		
A/T27	Xcalibur Pro		£5.20
A/T27A	600 XL		£6.75
A/T28	700 XL		£6.95
	LOTUS INTERNATIONAL		
A/T29	Fast Track		£6.75
A/T30	Full Track		£6.95
A/T31	**STROKER**		£19.95
A/T32	**REBOUND**		£9.95
A/T33	**RAM 88**		£7.95
A/T34	**SPEED SPRING**		£5.95
A/T35	**MAGNESIUM TRUCK**		£8.25

WHEELS Prices do not include bearings or spacers
Bearing Sets: catalogue no. A/A21

	KRYPTONIC RADIAL	
A/W	60mm. Green/Blue/Red	£3.90
A/W1	65mm. Green/Blue/Red	£4.15
A/W2	70mm. Green/Blue/Red	£4.50
	SIMS	
A/W7	Pure Juice	£3.60
A/W8	Comp. II	£3.75
	O.J's	
A/W4	Super Juice	£3.70
A/W5	Hot Juice	£3.65
A/W6	Slalom	£3.50
	TUNNEL	
A/W9	Holland W7	£2.50
A/W10	Tunnel IV W6	£3.50
A/W11	Tunnel V W8	£3.80
A/W12	Rock W9	£3.90
	BREWER	
A/W13	Jarvis Pro.	£3.95
A/W14	Speedster	£4.90
	POWER PAW	
A/W17	50 mm.	£1.25
A/W18	54 mm.	£1.65
A/W19	65 mm.	£2.05
	G.S.	
A/W23	Wonkers 60 mm.	£4.20
A/W24	Wonkers 68 mm.	£4.60
	POWER FLEX	
A/W26	No. 3	£2.75
A/W27	No. 5	£3.30
A/W28	No. 7	£3.50
	ROAD RIDER	
A/W29	No. 2	£2.20
A/W30	No. 4	£3.10
A/W31	No. 6	£4.10
	LOGAN PARK RIDER	
A/W32	No. 4	£3.10
A/W33	No. 5	£3.75
	BELAIR	
A/W34	Bolts	£3.45
	YOYO's	
A/W35	Red or Yellow	£3.10
A/W35A	White YoYo's	£3.55
	EXCELLERATOR	
A/W36	65 mm. White	£4.60
	YANDALL	
A/W37	Slalom	£3.15
A/W38	Bowl Rider	£4.15
	PACER	
A/W39	Pacer 1	£3.10
A/W40	* Pacer 1 (price includes 2 oversize bearings and 1 spacer)	£5.50
	PANTHER	
A/W41	65mm standard	£2.05
A/W42	60mm standard	£2.25
A/W43	65mm Bowl Rider	£3.55
	UFO	
A/W44	Black 64mm (standard size)	£3.95
A/W45	Pink 64mm complete with 2 oversize bearings & 1 spacer	£5.95
	BONES	
A/W46	Bones Parkrider 64 mm.	£4.95

N.B. All Wheel sizes are nominal
Each Wheel needs 2 bearings + 1 spacer

ACCESSORIES

A/A1	Truck Rubbers ACS Red	ea	£0.25
A/A2	Gullwing rubbers (set of 4)	per set	£2.35
A/A2A	Tracker Rubbers (Set of 4)	per set	£1.10
A/A3	Mounting Bolts with Locknuts	ea	£0.10
A/A4	Axle Nylon Locknuts	ea	£0.20
A/A5	Baseplate ACS Standard	ea	£1.95
A/A6	Baseplate ACS Pro	ea	£2.40
A/A7	Precision Bearings (IKS-Koyo-NTN)	ea	£0.85
A/A7A	Sims racing Bearings	ea	£1.35
A/A8	Single Shield Bearings	ea	£0.65
A/A9	Tail Saver	ea	£0.95
A/A10	Spacers	ea	£0.10
A/A11	Griptape 1" 3M or Glitter	per foot	£0.15
A/A11A	Griptape 2" 3M or Glitter	per foot	£0.32
A/A12	Griptape 4" 3M or Glitter	per foot	£0.65
A/A13	Riser Pads ¼" Orange	ea	£0.60
A/A14	Riser Pads ½" Orange/Green/ Yellow/Blue/Red	ea	£0.80
A/A15	Suspension Kits ACS	ea	£1.95
A/A16	Wrenches – 4 Ways Elephant Brand	ea	£2.00
A/A17	Wrenches Sims Type	ea	£1.75
A/A18	Power Pivot	ea	£1.50
A/A19	Rad Pads	ea	£1.00
A/A20	Nose Savers – Black	ea	£0.25
A/A21	Bearing Set for Wheel (2 Double Shield precision Bearings plus one Spacer)	per set	£1.20
A/A22	**GENUINE U.S.A. STICKERS** ACS, Bones, Krytonic, Logan, O.J., Sims, Tracker.	ea	£0.25

DECKS

	R.M.I. (Handcrafted, American hardwood)	
A/D1	25" Kicktail	£15.30
A/D2	25" Double Kicktail	£17.20
A/D3	27" Kicktail	£16.75
A/D4	27" Double Kicktail	£18.50
A/D5	27" Slalom	£18.25
A/D6	30" Kicktail	£18.25
A/D7	30" Double Kicktail	£19.75
	GORDON & SMITH (G & S)	
A/D9A	Standard Flex 25"	£14.50
A/D9B	Standard Flex 27"	£15.00
A/D9	Fibre Flex 25" Kicktail 6½" w.	£16.95
A/D10	Fibre Flex 27" Kicktail 6½" w.	£16.95
A/D11	Fibre Flex 26" Cut Out Slalom 6½" w.	£16.95
A/D12	Fibre Flex 29" Cut Out Slalom 6½" w.	£16.95
A/D14	Fibre Flex 26" Steve Cathey 6½" w.	£16.95
A/D15	Fibre Flex 27" Bowl Rider 7¼" w.	£16.95
A/D16	Fibre Flex 29" Bowl Rider 7½" w.	£19.50
A/D17	Fibre Flex 28" Team Rider 7½" w.	£21.75
A/D18	Fibre Flex 30" Team Rider 7¾" w.	£23.00
A/D20	K.T.4 28" Flat Kick 7¼" w.	£17.45
A/D21	K.T.4 30" Flat Kick 7½" w.	£18.50
A/D22	K.T.4 32" Flat Kick 7¾" w.	£18.50
A/D23	K.T.4 26" Rocker Kick 7" w.	£17.45
A/D24	K.T.4 28" Rocker Kick 7¼" w.	£17.45
A/D25	K.T.4 30" Rocker Kick 7½" w.	£18.50
A/D28	Rockit 28" Flat Kick 7¼" w.	£17.45
A/D29	Rockit 30" Flat Kick 7½" w.	£18.50
A/D32	Rockit 28" Rocker Kick 7¼" w.	£18.50
A/D33	Rockit 30" Rocker Kick 7½" w.	£18.50
A/D35	Stacy Peralta 25" Warptail 6⅞" w.	£12.95
A/D36	Stacy Peralta 27" Warptail 6⅞" w.	£13.95
A/D37	Stacy Peralta 29" Warptail 6⅞" w.	£16.25
A/D38	Stacy Peralta 25" Warp Two 7" w.	£16.25
A/D39	Stacy Peralta 27" Warp Two 7" w.	£16.25
A/D40	Stacy Peralta 29" Warp Two 7" w.	£16.25
A/D41	Stacy Peralta 30½" Warp Two 7⅜" w.	£21.75
	SIMS	
A/D42	25" Oak Kick	£16.00
A/D43	30" Oak Kick	£17.75
	Z FLEX	
A/D44	27" Original Ultralite	£19.95
A/D45	27" Kicktail Ultralite	£19.95
	SANTA CRUZ	
A/D46	27" 5 ply All Maple Laminate	£14.50
A/D47	29" 5 ply All Maple Laminate	£14.95
	XCALIBUR	
A/D56	Xcalibur 26" Fibreglass Kicktail	£6.95
	BANZI	
A/D57	24" Aluminium	£15.95
	BRUCE LOGAN	
A/D58	Earth Ski 25"	£16.25
A/D59	Earth Ski 27"	£17.50

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Postage FREE!

BOARDS – complete

	BEGINNER'S BOARDS	
A/B1	Scamp 21.5" Polypropalene	£8.95
A/B2	Multiboard 22.5"	£15.75
	PRO BOARDS	
A/B3	QUICKTAIL 72 cm + mid track and full track, + bones wheels	£74.95
A/B4	WHEELEE Six wheeler + heavy duty tested alloy trucks with steel axle + 1" x 2" red urethane wheels with race bearings	£45.00
A/B5	R.M.I. 25" Kicktail + ACS 500 Blk/Gold, + Bones wheels 64 mm.	£50.60
A/B6	R.M.I. 25" Double Kicktail + ACS 500 Blk/Gold, + Bones wheels 64 mm.	£52.50
A/B7	R.M.I. 27" Kicktail + ACS 651 Blk/Gold, + Bones wheels 64 mm.	£53.15
A/B8	R.M.I. 27" Double Kicktail + ACS 651 Blk/Gold,+ Bones wheels 64 mm.	£54.90
A/B9	R.M.I. 27" Slalom + ACS 651 Blk/Gold, + Bones wheels 64 mm.	£54.65
A/B10	R.M.I. 30" Kicktail + ACS 650 Blk/Gold, + Bones wheels 64 mm.	£57.55
A/B11	R.M.I. 30" Double Kicktail + ACS 650 Blk/Gold, + Bones wheels 64 mm.	£59.05

SAFETY EQUIPMENT

A/S1	Tiger Helmet, 1 size (adj. inside strap)	£5.50
A/S2	Norcon AP1 Helmet; old style S.M.L	£7.25
A/S3	Norcon APII Helmet, new style metallic, S.M.L.	£7.50
A/S4	Tiger Elbow Pads – per pair	£4.25
A/S5	Tiger Knee Pads – per pair	£4.25
A/S6	Skateworld leather padded gloves	£5.75
A/S7	Rector Wolfe Gloves	£8.75

PRICES FOR POSTAGE AND PACKING

Decks – Complete Boards	ea	£1.00
Trucks	ea	£0.50 (£1.00 max.)
Wheels	ea	£0.25 (£1.00 max.)
Helmets	ea	£0.50 (£1.00 max.)
Pads	per pair	£0.50 (£1.00 max.)
Small Accessories	ea	£0.50 Total
Wrench	ea	£0.50 (£1.00 max.)

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Please send me the following items:

Catalogue Number	Quantity	Unit Price	Total Price
		Post and Packing	

Total Order Price: _____ –

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The Aberdeen

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Competition 27" ..... £ 9.08
Skate Park Rider 26" Mk. II £15.63
Skate Park Rider 28" Mk. II £16.27
Weed Radical Terraine 28" £16.60
Flex Kicktail 27" £21.52
Weaver Pro Model II 27" £26.60

Gordon and Smith
Fibreflex Freestyle 27" II £15.20
Fibreflex Bowlrider 27" II £16.15
Fibreflex Team Rider 28" II £17.58
Fibreflex Bowlrider 29" II £17.10
Stacey Peralta Warptail II 27" £13.12
Stacey Peralta Warptail II 29" £14.99

Santa Cruz
Santa Cruz 27" 5 ply £15.50
Santa Cruz 29" 5 ply £16.50

Fibreform
27" Mini-Freestyle ..... £ 7.60
27" Flexideck Freestyle ..... £ 9.84
27" Springbok Slalom £12.83

Benjyboard
30" BB Comp II £17.45
27" BB Comp II £15.99
27" BB White Lightning - Griptaped £12.75
27"/30" BB Lollipop II ..... £ 9.00

Alva
27" Alva Skates 7 ply £17.10
30" Alva Skates 7 ply £17.10

Belair
Chapstick 27" £14.97
Chapstick 29" £15.40

Santa Barbara
27"/29" Stick £16.68

Logan
Duralite Laura Thornhill £16.25
Earth Ski 27" £11.79
Earth Ski 29" £12.02

Powerflex
Powerflex 28" Laminate £15,92
Powerflex 27" Rocker Maple Laminate £13.27

Sims
Taperkick 27" £21.18
Taperkick 30" £22.66

TRUCKS – includes nuts and bolts
California Slalom ..... £ 3.99
ACS 430 ..... £ 1.50
ACS 500 B/S ..... £ 3.33
ACS 651 B/S ..... £ 3.95
ACS 580 B/S ..... £ 4.10
Tracker half track ..... £ 5.94
Tracker mid track ..... £ 6.18
Tracker full track ..... £ 6.18
Bennet Pro II ..... £ 5.62
HPG IV Gullwing ..... £ 6.90
HPG IV Phoenix ..... £ 6.80
HPG IV Gullwing Pro ..... £ 7.25
Wasp ..... £ 7.18
Lazer 5½" ..... £ 4.32
Lazer 6½" ..... £ 5.62
Pegasus 600 ..... £ 3.47
Pegasus 700 ..... £ 3.71

WHEELS – add 60p for Sims Racing Bearings
(For price without bearings, deduct £1.00 except Centaur 1)
Centaur 1 ..... £ 2.00
Kryptonics Radius Firsts
Blue, Green, Red 60mm ..... £ 3.86
Blue, Green, Red 65mm ..... £ 4.16
Blue, Green, Red 70mm ..... £ 4.31
OJ Super Juice ..... £ 3.93
Bones ..... £ 5.07
Sims Snake) with Sims ..... £ 4.81
Sims Comp II) bearings ..... £ 4.75
Power Flex 5 inc. Black ..... £ 4.24
G&S Wonkers 60mm ..... £ 4.02
G&S Wonkers 68mm ..... £ 4.47
YoYo (Red or Yellow) ..... £ 3.69
YoYo White ..... £ 4.00
Belair Lipbomb ..... £ 4.47
Belair Wings ..... £ 4.51
Excellerator 57mm ..... £ 4.46
Excellerator 65mm ..... £ 4.85
Hobie 360 Freestyle ..... £ 4.59
Alley Cat Wet Slick ..... £ 3.85
Alley Cat 60mm ..... £ 2.71
Cadillac Hot Lips ..... £ 4.09
SCI Comps ..... £ 3.40

HELMETS
Skatemate ..... £ 6.46
Centurion ..... £ 3.85
Norcon S/M/L ..... £ 6.89
Cooper Ski 100 ..... £ 4.07

GLOVES
Rector Gloves ..... £ 9.98
Flarico Gloves ..... £ 7.26

PADS
Benjy Kneebo ..... £ 4.70
Hobie Elbow S/M/L ..... £ 6.17
Hobie Knee S/M/L ..... £ 5.22
Cooper EK3 ..... £ 4.85
Cooper EK4 ..... £ 4.47

ACCESSORIES
Truck Repair Kits (4 rubbers, 2 pivots) ..... £ 0.50
4 Gullwing Rubbers ..... £ 0.95
T Wrenches – Elephant ..... £ 1.81
Coloured skid plate (like Power Pivot) ..... £ 0.81
Power Pivot ..... £ 1.67
½" Urethane Riser ..... £ 0.45
Truck Mounting Sets (8 bolts, 4 locking nuts 1", 1½", 2") ..... £ 0.65
4 Bearing Spacers ..... £ 0.25
Precision Bearings (SKF, IKS, NKS) ..... £ 0.45
SL 90 Bearing Cleaning and Lubricant ..... £ 1.09
Sims Racing Bearings ..... £ 0.90

GRIP TAPE
Post and Packing Code 6
Blue, Green, Red, Yellow 1" per foot ..20p
" " " " 2" " " ..40p
Black 1" per foot ..... .15p
Black 4" " " ..... .50p
Black 5" " " ..... .60p
Black 6" " " ..... .65p

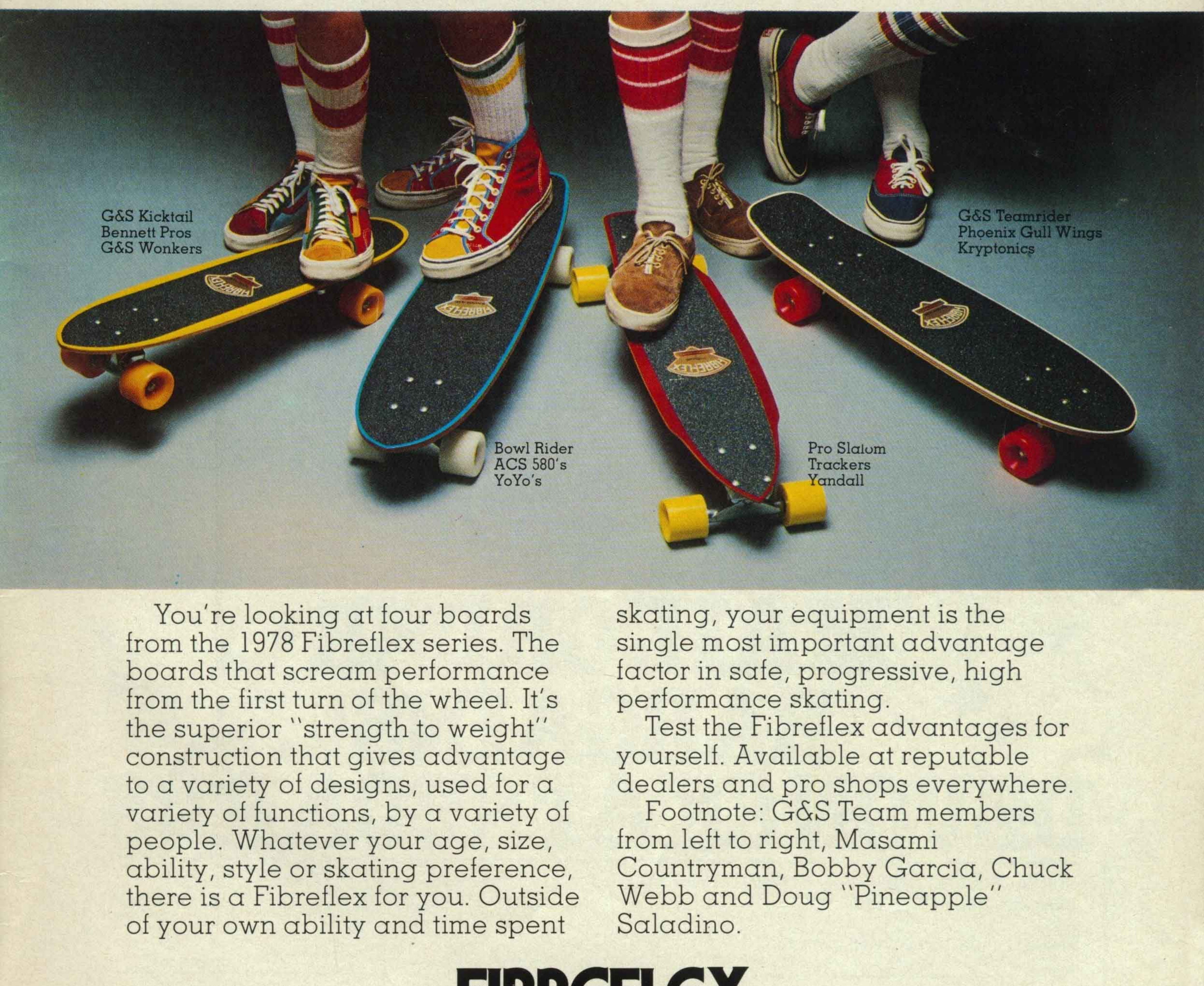
SKATEBOARD BAGS
Humstopper (as used by Jock Paterson) ..... £ 5.22

PACKAGES
Alley Cat Poly Pro Freestyle £15.00
All American Logo Stickers 8 for .. £ 1.00
T-Shirts – G&S, Hobie, Gullwing, Lazer, Tracker, – state chest size – each ..... £ 1.75
All American Logo Badges ..... £ 0.20

Skateboard Centre

21 CROWN STREET, ABERDEEN Telephone (0224) 20660

WHY MORE THAN ONE FIBREFLEX? BECAUSE THERE'S MORE THAN ONE WAY TO RIDE A BOARD.



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Footnote: G&S Team members from left to right, Masami Countryman, Bobby Garcia, Chuck Webb and Doug "Pineapple" Saladino.

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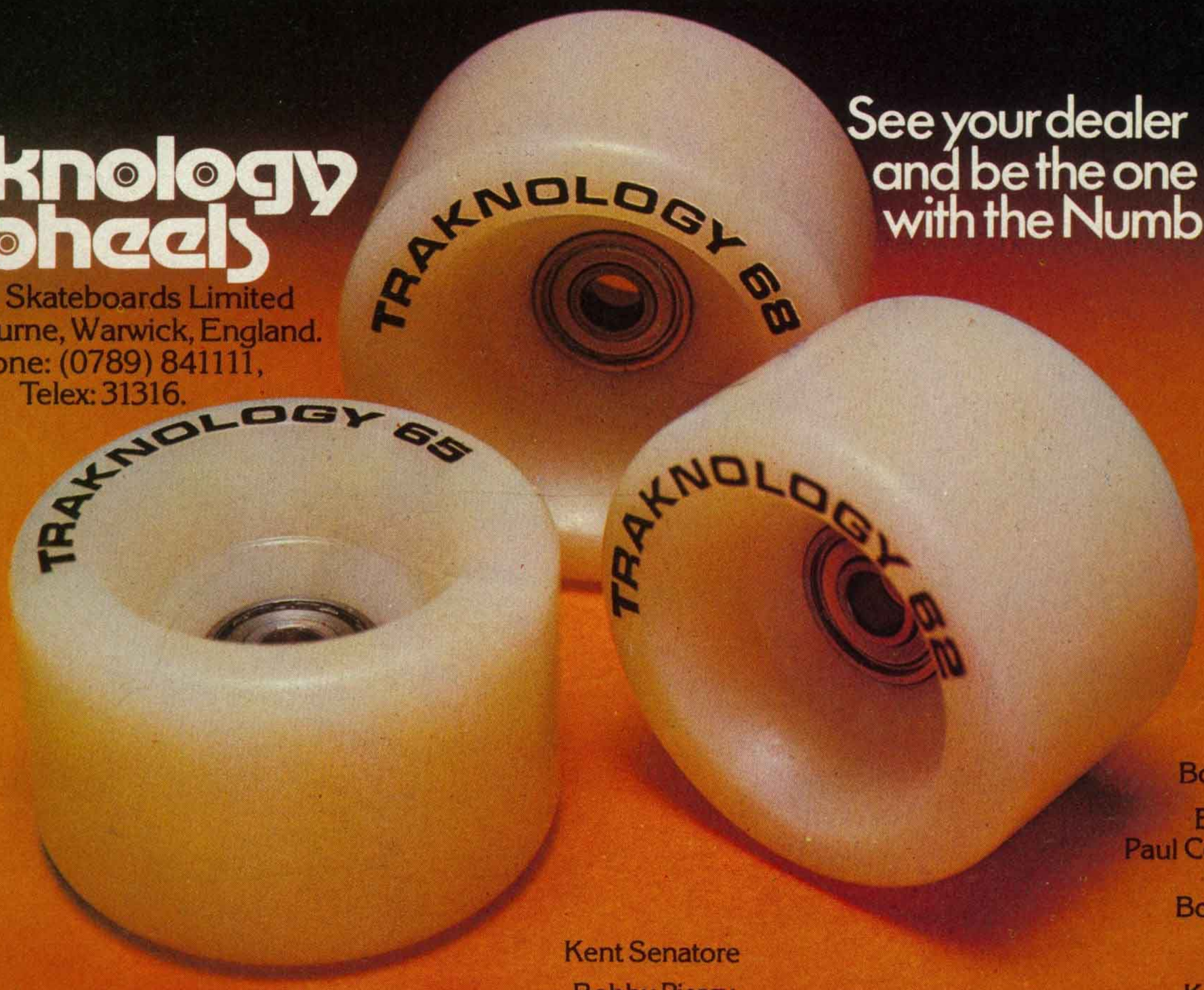
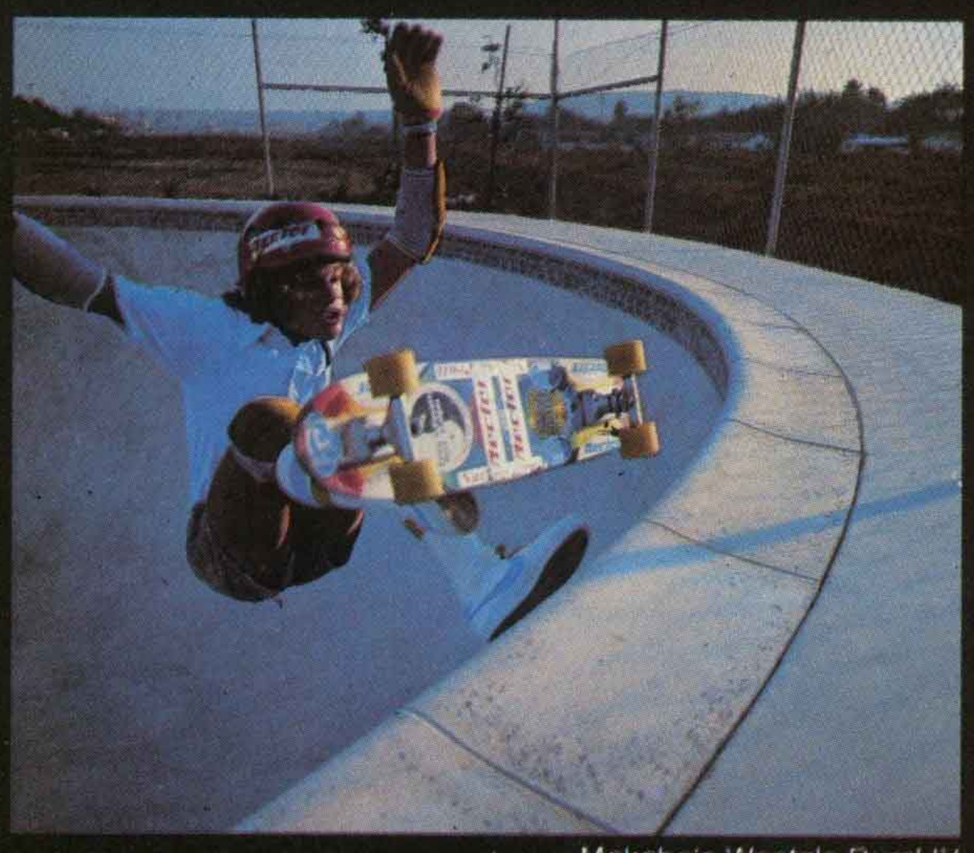


Jay Adams
Shogo Kubo

Kent Senatore
Bobby Piercy

Bobby Boyden
Bobby Piercy
Paul Constantineu
Jay Adams
Bobby Boyden
Jerry Valdez
Marc Smith
Kent Senatore

Rector's got you covered



Makaha's Wentzle Ruml IV

Wentzle Ruml IV gets off...with the confidence that he is protected by the best...RECTOR SKATEWEAR.™ We could have featured a shot of Wentzle pulling off another perfect frontside grinder, but Wentzle agrees with us that falling is an inevitable part of the whole.

The message is important: A skater's performance depends on conditioning. At RECTOR that's our goal, to keep you in condition with protection—pioneered through research & development.

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PF 260

MONGOOSE SPRINT SUPER
M 250

7″ T-BONE TRUCK T 107

¼″ RISER PADS

½″ RISER PADS

6″ T-BONE TRUCK T 106

6″ T-BONE TRUCK T 106

ACTION RUBBERS

WRENCH

ACTION RUBBERS

PRO WHEELS W3

PRO WHEELS W3

PRECISION BEARINGS

SPACERS

PRECISION BEARINGS

SPACERS

TURBO WHEELS W2

SPRINT WHEELS W1

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ALL GOODS ARE FIRST QUALITY

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All wheels include 2 bearings (Koyo, NSK, SKF) & spacer

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On one of the following pages . . . you will see a small selection from the large range available. We show you how to skate with speed, dash – and **safety.**

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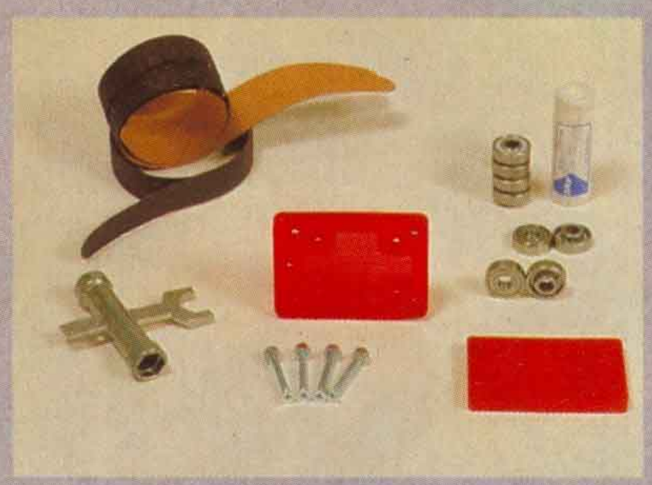
...AND THESE ARE OUR SAFETY FEATURES



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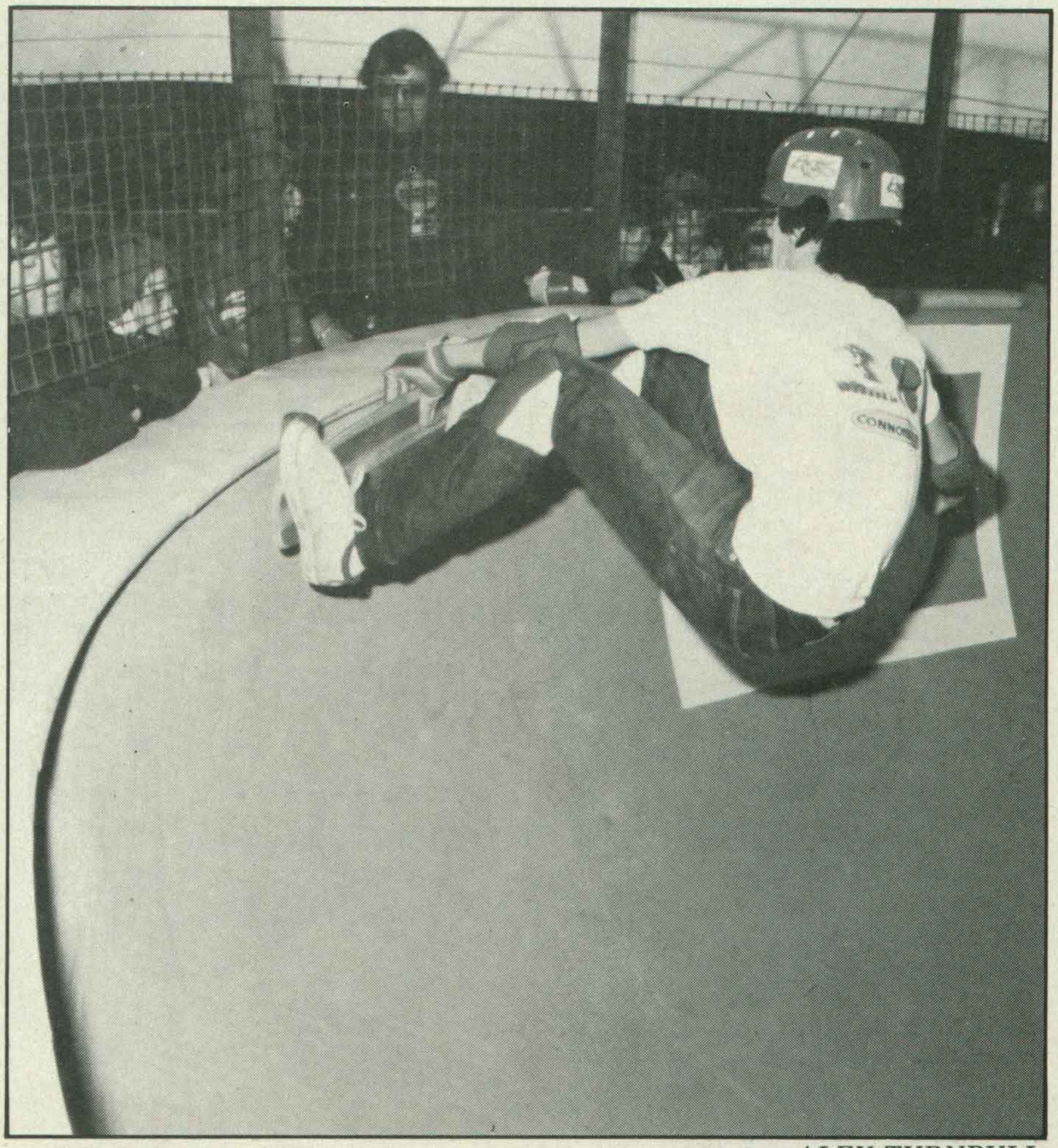

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26" **£16** 28" **£17.50**
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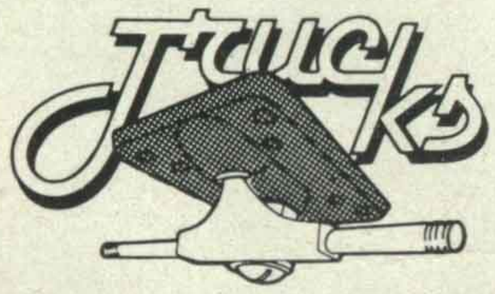

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A/D4	Fibreflex 28"	Team Rider 7½w	£18.50
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A/D24	Twin L Freestyle	29" Mahogany Laminate	£14.25
A/D25	H Laminate Freestyle	28" Mahogany Laminate	£13.25
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All Fibreform decks complete with grip tape.

EDWARDS

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A/D29	Kicktail	30" Laminate	£13.25
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A/D31	Tiger Freestyle	27" Laminated 7¼w	£8.50
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P/W2	No 6	68mm diam 49mm width	£4.95
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P/W5	**O.J.** Super Juice	60mm diam 45mm width	£4.95
P/W6	**O.J.** Hot Juice	60mm	£4.95
P/W7	**O.J.** Slalom	55mm	£3.50
P/W8	**YANDALL** BOLLROLL	65mm diam 48mm width	£5.00
P/W9	**KRUZA** whites	70mm	£4.85
P/W10	whites	65mm	£4.65
P/W11	**Sims** Comp 11		£5.50
P/W12	**POWERFLEX** 3		£4.35
P/W13	5		£4.70
P/W14	**G&S** WONKERS	60mm (hard)	£4.70
P/W15	WONKERS	68mm (resilient) (both yellow or orange)	£5.35
P/W16	**S.A.L.** wheels		£4.00
P/W17	**KRYPTONICS** (red, blue, green)	60mm MKII	£5.20
P/W18		65mm	£5.40
P/W19		70mm	£5.60

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P/W26	70mm diam	55mm width	£3.50

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P/W29	Slalom Bowl	65mm 50mm	£3.30
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Note prices include bearings & spacers

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W/B2	ACS 580 pro	axle 5¾ each	£4.75
W/B3	ACS 651 pro	axle 6½ each	£4.75
W/B4	ACS 651 blk/gld	axle 6½ each	£4.95

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TRACKER

W/B7	Half	each	£6.70
W/B8	Mid	each	£6.90
W/B9	Full	each	£6.95
W/B10	**HPG GULLWING**	axle 63/8 each	£7.45
W/B11	Phoenix	axle 5½ each	£7.20

LAZER

W/B12	Slalom	axle 6½ each	£5.70
W/B13	Freestyle	axle 5½ each	£4.95

SILVER FOX

W/B14	Slalom	axle 7¼ each	£3.45
W/B15	Freestyle	axle 6¼ each	£3.20

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W/B16	600	each	£4.75
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Riser Pads Complete with 8 Nuts & Bolts

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A/R3	608zz	55p each or set of 8	£4.30
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A/R5		each	£1.80

G&S SPARKLE GRIP TAPE

4" wide per foot	£0.50
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Alley Cat ploy-pro Freestyle
Alley Cat mid tracks, Alley Cat –
60mm 75a wheels bright yellow,
shielded precision bearings –
Alley Cat decals, as seen on page
16, Skateboard Scene issue no. 5 £13.35 incl.

TOP GEAR AT A ROCK BOTTOM PRICE

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GET THAT NIGHT AIR!

Photo—Jeff Ruiz

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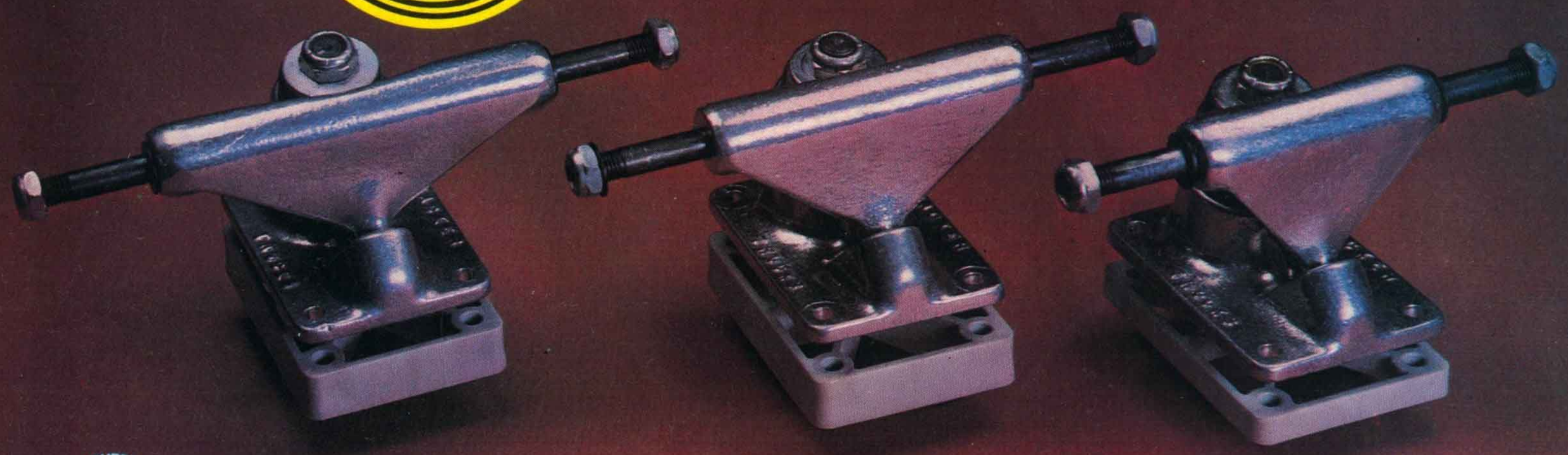

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Quality and Engineering to make them FIRST and Performance Proven Strength and a Guarantee to make them LAST.

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Radical Competition Decks

The Manx range of quality guaranteed decks are all constructed of 9 layers of hand picked birch and two five ounce sheets of fibre matting, colour resin bonded together under heat and pressure.

This combination gives a complete responsive action from a semi-flexible deck that has optimum strength and lightness.

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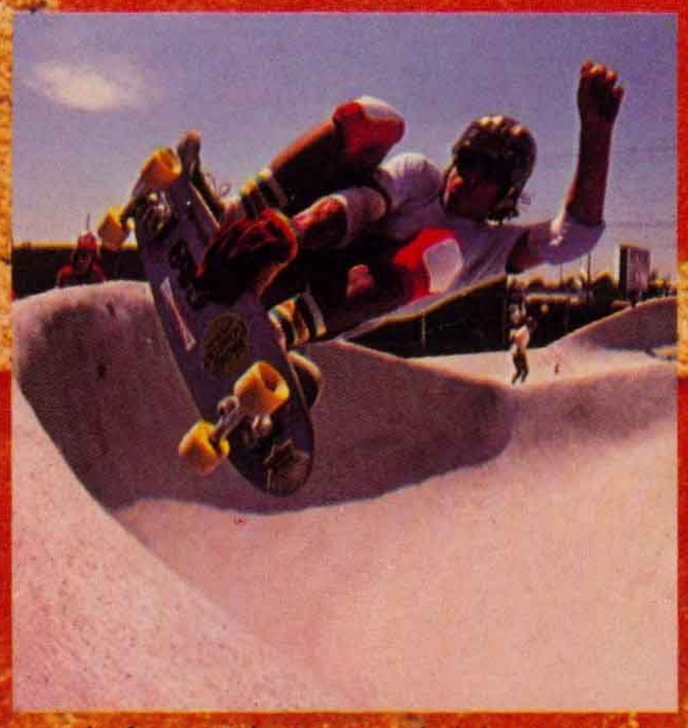
WE INTERRUPT THIS MAGAZINE TO BRING YOU THIS OFF THE WALL MESSAGE:



Pro skaters give it their best and they demand the best in the equipment they use and in the equipment they endorse.

That's why you'll find guys like Paul Hackett, pro rider for G&S, riding Wonkers.

The G&S Wonkers, designed by Gordon and Smith, the same company who has brought you quality skating equipment from the beginning, now gives you one more choice.

The wheel that "wonks," designed with an inside beveled edge and an outside elliptical edge for a catch free ride is available in various hardnesses and sizes for varying terrains. Get the "Wonker" message at your local pro shop today.

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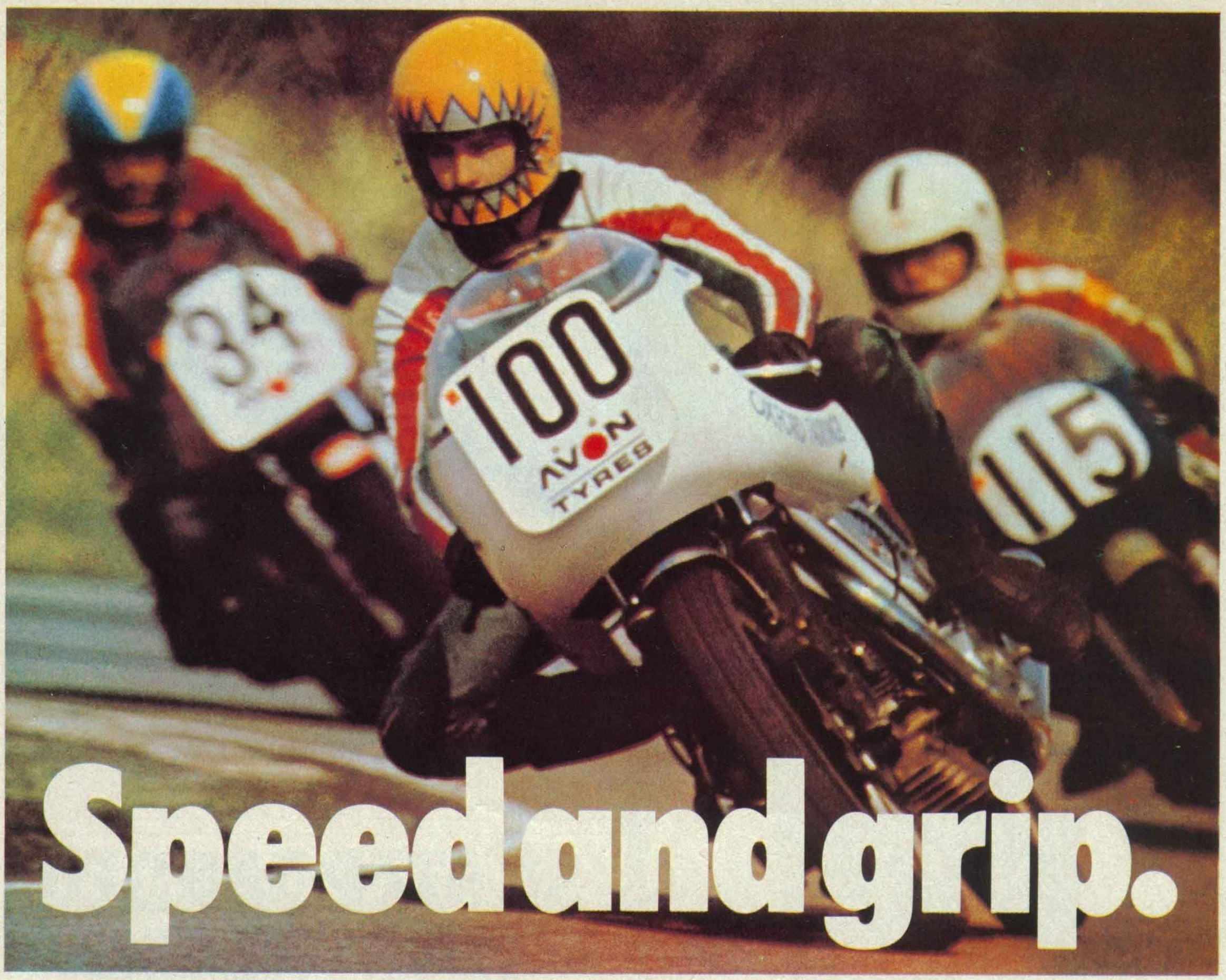

Bet you're wondering what racing bikes are doing in your skateboard mag aren't you?

O.K. We'll tell you.

The bike out in front is using some amazing tyres called Avon Roadrunners.

Which is why it's out in front.

Because here at Avon we know what's needed for really radical riding and we've been winning races for a long, long time.

Avon Boosters are complete with shielded bearings or double sealed bearings.

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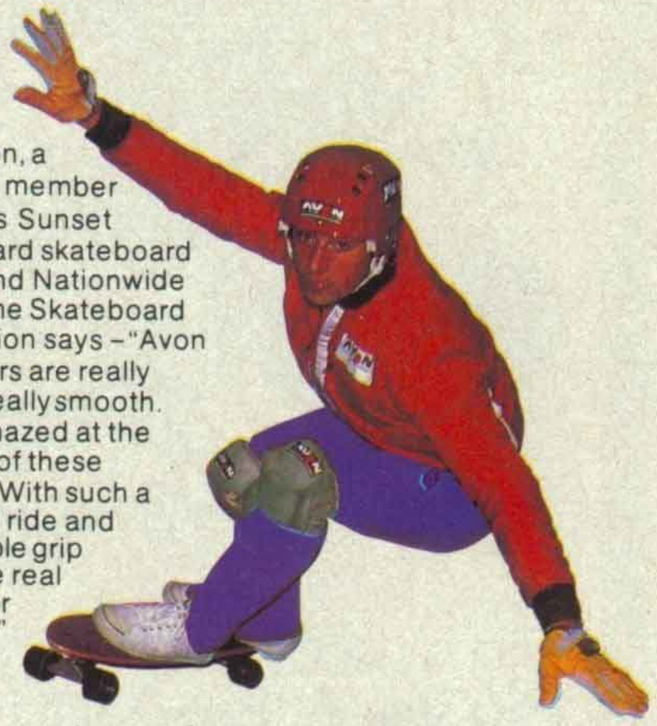

Jock Paterson, a leading member of Max's Sunset Boulevard skateboard team and Nationwide Supreme Skateboard Champion says – "Avon Boosters are really good, really smooth. I am amazed at the quality of these wheels. With such a smooth ride and incredible grip they are real value for money."

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No.12 AUGUST

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Readers. . .if you have something to tell us, please write in – don't telephone.

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Who's this, filling his face? Check our feature interview next month for the disgusting answer (and for a nicer line in pictures).

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COMMENT

Just in the nick of time, it looks like we're going to be blessed with some pro national competitions. Suddenly (at least at the time of writing) the Brighton Classic looks very much on and so, too, does the Bristol. On top of that there's the Wicksteed Park event on September 9th, plus several other question marks on the horizon as well.

The reluctance to stage large scale competitions may be down, in part, to the 'fear factor'. There's few people around who can really claim they know how to do it. Another contributory cause may well be the cautious attitude currently being taken by many of the would-be sponsors. Sometime soon, Skateboard! will be taking a penetrating look at the whole business of running contests. Competitions are the life blood of our sport – both pro and amateur – and we as a magazine will be doing all in our power to encourage their setting up.

The Scottish Skateboard Association are not only with us. . . they've also assembled a competition rules booklet that's totally impressive. Based on the English Skateboard Association rules we recently published, they've taken it miles further in their attention to detail. There's advice on judging, rulings on sponsorship, diagrams on setting up courses and special equipment, and much, much more. Really it's time the whole of the UK reached general agreement – looking at Scotland's contribution, that shouldn't now be too hard.

When you read through **Skateline** this month, you'll find a letter from a well-known company, that we were very happy to receive, praising the unbiased and searching equipment check-outs that occur regularly in **Skata Data.** Britain has something of a tradition for this sort of thing – as opposed to many of the other countries who adopt the attitude, 'We mustn't say anything bad about a product because we'll lose the manufacturer's advertising'.

Skateboard! magazine prefers to take that risk and let our readers know the truth (as we see it) of what's going on. Though tests are partly subjective, they are **not** coloured by commercial considerations. From time to time we get our fingers rapped – advertisers take umbrage and remove their support. In the long run, though, the result must be a general improvement in the level of equipment available for skaters.

If you want to get a better idea of which publications **don't** adopt these sort of standards, here's a fun game to play. Flip through the pages of any magazine and look for the glowing write up that 'just happens' to be right beside an advertisement for the same product. Not only has the advertiser bought the ad space – he's probably bought the editorial support as well!

In cases like that it's best to take what's said by the magazine with a very large pinch of salt. We believe this way of dealing to be dishonest and short sighted. It may do good things to the bank balance in the short term – but what use that when you've lost your credibility with the readers?

Bruce Sawford – Editor

Photography by Robert Vente

LIP TORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

CONTEST NEWS

A re-run of last Winter's Bristol Classic is now set for next month. Featuring slalom and grand slalom races, half-pipe riding, pool riding and 360 competitions, the event is being handled by Peter Christopherson on the following, rather unusual lines: skaters wishing to enter must write to him by August 12th, enclosing the name of their team or sponsor and one other referee. Invitations will then be issued to approximately 60 competitors.

Dame Emily Smythe Skatepark will play host to the slalom side of things — over the bank holiday weekend of August 26 and 27. The eliminators will be on the 26th and the finals on the morning of the 27th. The action then moves over to 'Skatecountry', Bristol's latest skatepark, situated in Ashton Court Country Club, where the halfpipe and pool riding events are scheduled for the 27th and 28th (Bank Holiday Monday). The half-pipe event will run in the form of two-man teams skating together down its 20m length, (so co-ordinate yourselves!) and the pool riding will include a one-wheeler competition. . . how many you can hit in a defined time.

Classes will be senior (over 16 on the day), junior and girls, but at the end of the day there'll be a senior/junior challenge. Prizes will be in the region of £100 per event, per class, and with the usual Bristol decadence, there'll be the accompanying apres-skate activities — probably in the refined atmosphere of the Country Club itself.

Applications, details, etc, write to:- Peter Christopherson, Bristol Skateboard Centre, Syon Lane, Clifton, Bristol 8.

The week following the Bristol Classic heralds the first annual SCSA Brighton Classic, organised by the chairman of the Association, John Scholefield. Saturday the 2nd of September, from 11am until approximately 4.30pm sees the freestyle, ramp, bowl and halfpipe riding on the site of the 'closed-off-for-the-weekend' Madeira Drive. Other than the freestyle criteria — which are content, difficulty and continuity — the basis for judging the other events had yet to be settled at press time.

Ex-Californian, now Bristolian skater/roller skater, Tim Altic . . . revealing his 'customised' Oak Street rolling boots.

Sunday the 3rd is slalom day on Dukes Mound with tight, dual and giant slalom. The number of cones will probably be around 80 per course, making it for sure the most demanding slalom yet seen in competition in this country.

Both the preliminaries and the finals will be held the same day and on Sunday evening there'll be a social event at The Cage Skatepark for all competitors. This invitational pro-am comp is offering trophies and big cash prizes. For entry details, write to John Scholefield at 34 Wordsworth Street, Hove, Sussex — enclosing references from your team/sponsor/club, details of successes in previous competition and a £5 overall entry fee. For those who'll need accomodation, make mention of the fact on your entry application.

The weekend after that (believe it or not!) there'll be the third major competition in as many weeks. The 'British and United Kingdom Professional Skateboard Championships' are to be staged on September 9th at Wicksteed Park, Kettering in Northants. The competition will be pro only with £2,000 in prize money on offer. Friday the 8th has been designated practise day and the real action starts at 10.00am on Saturday.

Bowl riding will take place in the park's 6m bowl, and competitors will be judged out of 50 for each run (10 points maximum each for skill, daring, style, height on wall and entertainment value). The slalom course is 19 cones, spaced 1.5m apart and this will be run on a head to head, knockout system, with the winners progressing through the rounds. Compulsories for freestyle are to be held in the morning and those who go forward will be called on to perform a completely free expression routine in the afternoon. A special prize will be given to the day's overall winner.

Prize money will be awarded as far down the scale as fifth place, the actual breakdown being:- 1st - £250, 2nd - £100, 3rd - £75, 4th - £50, 5th - £25. There's to be no separation between girls, juniors or seniors and entry has been set at £5 per event, or £10 for all three (which also allows you to enter the overall section at no extra cost). Entry forms from the Secretary, at the above address — envelopes should be marked 'British and United Kingdom Skateboard Championships'.

The Thames Valley Skateboard League commences on the 15th September 1978 and is due to run on through to Easter of next year. The league will only be open to schools and registered youth clubs, and team members of these must NOT have attained the age of 16 years by 31st April, 1979.

Each match will be divided into three basic sections:- 'Skatebrain' — consisting of a series of questions about skateboarding; 'Skateboarding' — an open competition between two teams in slalom, freestyle and halfpipe riding; and 'Skateball' — a 15 minute each way game that's like football on skateboards. Further information and entry forms are available from Thames Valley League Chairman, J. P. D. Robertson-Pryde at Skatewave, North Street, Winkfield, Berks.

Statum are out to sponsor London-based competitions this summer; two are planned to be amateur only, but a pro event is also on the cards. We'll publish more information as we get it.

Across the border and, at this moment, large comps are underway to decide the team that's to represent Scotland at the Freeformer Long Beach Championships on November 18/19th. The North of Scotland heats took place on July 1st and the South-West on July 8th at the Kelvin Grove Park (news on those next issue). July 30th sees the South-east heats — at the Gracemount Youth Centre in Edinburgh. The finals will be on August 20th at the Kelvin Grove Skatepark, Glasgow. This will count as the National Scottish Skateboard Championships.

Other than that, lots of small events are being set up by councils, shops and the SSA. The Aberdeen Skateboard Centre are also organising petitions and pubclicity posters demanding action on building skateparks. A league system is also under investigation.

Everything up there seems well planned out and co-

ordinated. Some skatepark constructors have received Scottish Sports Council grants to help with costs and the vast majority of the parks are 'free-for-the-use-of' and council-built!!

GENERAL NEWS

Those LOGOS are everywhere. . . the last we heard, John Shayer and the ubiquitious Cutts Bros. were opening France's latest skatepark sited at Porte de la Villette, in the north-eastern area of gay Paris. Not two weeks later, they returned for the 'Six Jours de Skateboard'. . . Paris' rather better version (by all accounts) of our own Royal Horti event. In town for the occasion were messrs Benjy and Povey, Si Napper, John Sablosky, Marc Sinclair and Jeremy Henderson.

And while on the subject, our 'voice in the underground carpark' tells us that the LOGOS have finally been evicted from their dug-out at the Skate 2 H.Q. in London's NW1. . . the neighbours couldn't take the racket any longer!

Benjyboards are about to launch their training scheme for amateurs; scouts will soon be scouring the country for suitable talent and competitions will be held between the hot prospects. The best will progress towards a final — and the offer of a spot on the BB Pro Team for the one skater who impresses the most. Sounds good.

Richard Wrigley of Skatecity and Rolling Thunder fame has headed off to Italy with the 'Rolling Thunder Park Review'. Members include such notorieties as Marc Sinclair, Ben Liddell, John Shayer, Richard Heslop, Thea Cutts. The schedule included Venice first, then the Palazio des Ghiacho in Milan for a UK versus Italy event.

FLUID SITUATIONS, YET AGAIN

Jock Paterson seems to have settled down again after leaving the Max's Sunset Blvd team. This time he's gone independent, letting his new manager, John Goodman of Brighton-based Saler (Photographics), handle all his business affairs.

With the demise of the Blue Tile Team, fluidity set in for both Tim Levis and Brad Vine. They've resolved the situation by joining up, at least for the time being, with Skateopia Ltd for a rumoured lucrative contract agreement. The Hobies are no more! Jules Gayton has joined Benjyboards and John Turnbull has sided with those LOGOS.

Photography by Robert Vente

Mark Baker, climbing to an astounding altitude at Brighton's Barn. Turn to page 52 for more unrivalled insanity.

INJURIES DEPARTMENT

Darren Boner is back in action again with a mended arm — after a long pastercast recess. Brad Vine is the latest victim of the same disease. . . he recently sustained an elbow dislocation.

EDUCATION AFFAIRS

Seen during a recent visit to Brighton's Cage Skatepark. After a heavy morning's stoke, Mad Mark Baker calmly donned his school uniform and tie and strolled off to sit on 'O' level exam. A couple of hours later he was back — to resume where he had left off.

PUZZLE OF THE MONTH

Anyone who can spot the connection between 'The Lone Commuter' and 'The Ancient Mariner', should keep quiet about it.

LATE EXTRA

Congratulations to Mark Slough for placing tenth in the amateur division freestyle event at the recent Oceanside competition in Los Angeles.

Club & Team Check

The Southgate Super Surfers, sponsored by Enfield Kawasaki Centre, can be reached through committee member, David Jacobs, at 128 Winchmore Hill Road, Southgate, London N14. The kids run their own affairs almost totally, and recently, while on a visit to Brighton, they impressed the Pig City people with their dedication and enthusiasm. They now have the use of a swimming pool, especially converted for them by Enfield Council. . . a well-earned reward.

● More news from the *Scottish Skateboard Association,* they now have their own 1978 competition regulations booklet available, and well drawn up and comprehensive it looks too. They expect to be instigating a good many events this year — see Contest News. Information is obtainable from the Secretary, Dr. Austin Tate at 25 Montpelier Park, Edinburgh EH10.

● Yet another newsletter comes to us through the post from the inspired *South Coast Skateboard Association.* Titled, 'Mein Gott, ve vun!!', this summer '78 edition tells of recent association successes in far off lands. As an example of inspiration and professionalism, the regular SCSA newsletters are totally in keeping with the fine record of Britain's most active and together skaters. Composed this time without the fair hand of the lovely Melanie Lyons (on hols in foreign parts) the news sheet suffers none. . . such depth of talent! For details of membership, contact the Secretary, Jean Barnard at 99 Hythe Road, Brighton, Sussex.

● Based in Streatham, South London is the *Skyrider Skateboard Club.* For a £2 per annum membership, they offer weekly training at Skatecircus Skatepark, demos, competitions and a training course for beginners. Contact the club at 370 Streatham High Road, London SW16.

● The *Raynes Park Skateboard Club/Team* is looking for someone willing to put aside some time to run their team. The job would suit someone living in, or

within easy reach, of Raynes Park. Applicants must be capable of arranging competitions and demos. The club is reachable c/o Mike and Murray at 44 Southway, Raynes Park, London SW20 9JQ.

● Finally, in the middle of their battle to get a much needed skatepark, the *Hereford and District Skateboard Club* need all the members they can get. Help flame the enthusiasm by writing to Hon. Treasurer, June Burnham at 26 St. Andrews Close, Moreton-on-Lugg, Hereford HR4 8DD.

Skateplaces

SCOTLAND

Fraserburgh and Peterhead, both north of Aberdeen, are the centres of much action at the moment. The indoor Fraserburgh park is reportedly very good, and though small, consists of a bowl, a snake run, a halfpipe, a freestyle area and slalom run; it's council constructed. At Peterhead, the council are involved in a very interesting project. They're converting an existing reservoir into a massive bowl. . . watch this space.

In Aberdeen itself, the council are building (with a £30,000 Job Creation Grant/Finance) the town's first park. Local comment says that the facility could've been built faster and better had the Job Creation people not insisted on doing everything themselves. The runs are: a saucer-shaped 5m deep bowl, a steep slalom/speed run, a snake run and a freestyle area.

LIVERPOOL

Another park in the Liverpool area is now open, the 'W.A.S.P. Skatepark' in Quarry Street, Woolton. Pre-opening reports from veteran skaters indicate that this could be a real goody. The 1.5 acre has been nicely landscaped and the actual skating surface is hand-trowelled concrete and close to perfection.

Facilities built at the moment include:- an 80m slalom that's suitable for G/S courses, running into a 20m diameter, 3.5m deep speed reducing bowl. There's a 17m diameter drop-in bowl featuring 2m of vertical on a depth of 6.5m; two large, banked freestyle/beginners areas — one 2,600m square, the other, 800m square. Also under construction are a 23m long halfpipe feeding into a 7m pool (with coping and tiles), and a 33m long snake run.

Charges are as follows: 50p for a 2 hour session and for members (£5 a year), 40p. Pads are 10p a pair, helmets are 15p and gloves, 10p. Marshalls are on hand, operating a badge-type grading system and there're also instructors around at all times. Food and drink is available on site and there's the usual pro shop/hire shop facility.

HEMEL HEMPSTEAD

The Loco Motion skatepark should have opened it's gates to one and all a couple of weeks ago. The £40,000 park built by Skatepark Construction, consists of a reservoir, a mogul-bowl area, a section of half-pipe/full-pipe run and a 6m diameter 'Classic' pool. Sited in Jarman Fields, off St. Albans Hill, Hemel Hempstead, Herts. Three hour sessions cost the member 50p and non-members 75p (membership will set you back just £5).

SOUTHSEA

Update from issue 8, the Southsea skatepark previously reported, is now open on the site of the outdoor roller skating rink at Clarence Parade. The outdoor, half-acre facility features a freestyle banked kickturn area, a mogul field measuring 12m by 10m, a 50m sloping slalom run ending in a speed-reduction bowl, a long snake run feeding a large bowl, and a 4m keyhole bowl. The £50,000 project has been handled and built by En-Tout-Cas, and it's municipally-owned and run.

LIVERPOOL

Last month saw the opening of Edge Lane Skatepark, the first skatepark to be provided by a council that's both radical and free of charge.

Situated in a childrens playground in Edge Lane, the facility is unsupervised and consists of two bowls, a triple half-pipe that includes one of 2m depth, one 3m and the other, 4.5m. There's also a mogul area and for a free facility, this all sounds pretty good. Test Team report coming soon.

ISLE OF SHEPPEY

Warners Holiday Camp in Minster, is the site for a smallish skatepark that opened recently. Designed with beginners in mind, the facility consists of a freestyle area, a downhill run and a bowl (to which the locals have already added over a metre of vertical).

SOUTHPORT

More details on Solid Surf Skatepark reported last issue, . . opened by Liverpool footballer Emlyn Hughes, the 2,000 square metre facility includes: 50m slalom run with speed-reducing bowls leading into two 'soup-bowls' of 2m depth, two 3m half-pipes and a mogul-maze consisting of 2m high moguls with a banked surrounding. Situated in Pleasureland, a full report is on its way.

BLACKPOOL

Blackpool's first skatepark was opened at the beginning of June by Florida State bowl-riding champion Alan Gelfand. Built by Skateparks Ltd./Skatepark Construction Ltd., the small, 1000m area boasts a series of 5m diameter mogul bowls, two 3m quarter-pipes and a 5m diameter half-pipe plus other delights. It's located between the Pleasure Beach Express Main Station and the Pee Wee Golf Course at Blackpool Pleasure Beach.

BASINGSTOKE

Reports coming in tell of a 3,000 sq. metre skateplace recently opened in Basingstoke, Hants. Skateriffic is in Unit A, Blue Peter Industrial Estate and the indoor area includes bowls, half-pipes and a full pipe. More details as they come in.

LONDON

The Great Outdoors' first Radical Banking Module park is now fully operational in Penfold St., off Church St., NW1 in Lisson Green action playground. The park consists of one bowl measuring up at 1m depth: it's square with rounded out corners and it's superb surface makes it really fun to work.

DUNSTABLE

The California Skateboard Scene indoor facility mentioned in Skateplaces issue 7, is being extended for the summer. The outdoor area should include a slalom run, a freestyle area, a tapered half-pipe and two snake runs (of different ability levels) both feeding into separate bowls.

CHESHUNT

Broxbourne Council are now the owners of a skatebowl, recently delivered to Grundy Park by Stridebest Ltd. The bowl is 10m long by 4m wide and is in the shape of a half-pipe forming into a bowl at one end. It's free-for-the use-of and can be found in Grundy Park, Windmill Lane, Cheshunt, Herts.

HEREFORD

Hereford City Council have granted a site for a free, open-to-all skatepark to Hereford and District Skateboard Club, but with no money available from the council coffers for construction, money is desperately needed. There is at present, no place for local 'boarders to go. Grants have been applied for, but if you can help in any way with materials, machinery or money, contact the Manager, Trustee Savings Bank, St. Peters Street, Hereford.

GENERAL RUMBLES

Not many of these this month — seems like everybody's keeping those skateplaces secret. . .

Londons' Lambeth Council seem to be after some concrete action. . . watch this space.

Wheelies Skate Space in Putney, Sth. London, (remember it?) has recently changed hands. With a bit of luck something will be happening with all that mud.

STARSHOTS

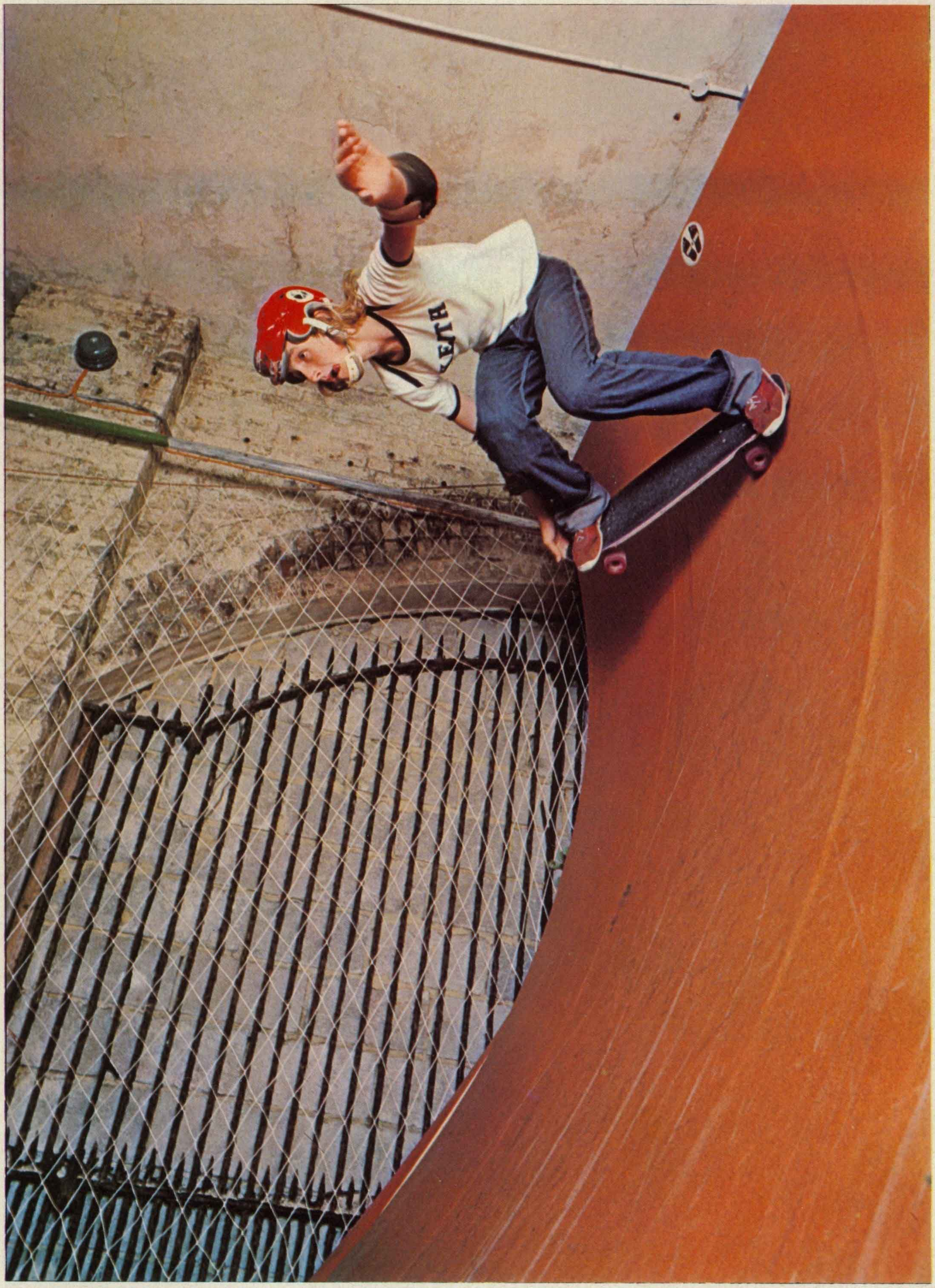
NEW RIDERS OF THE SKATE AGE

PAUL MURPHY 15 year old Paul Murphy was found by the Test Team while sessioning at his local skatepark, 'Skateopia' in Knebworth House: he was shredding the 3m half-pipe bowl on a Sims Taper-Kick, complete with Bennett trucks and old-style Kryptonics. A marshall at the park, he's only been skating for eight or nine months, but with the style and confidence we saw, he should soon be on a team.

Robert Vente

STARSHOTS

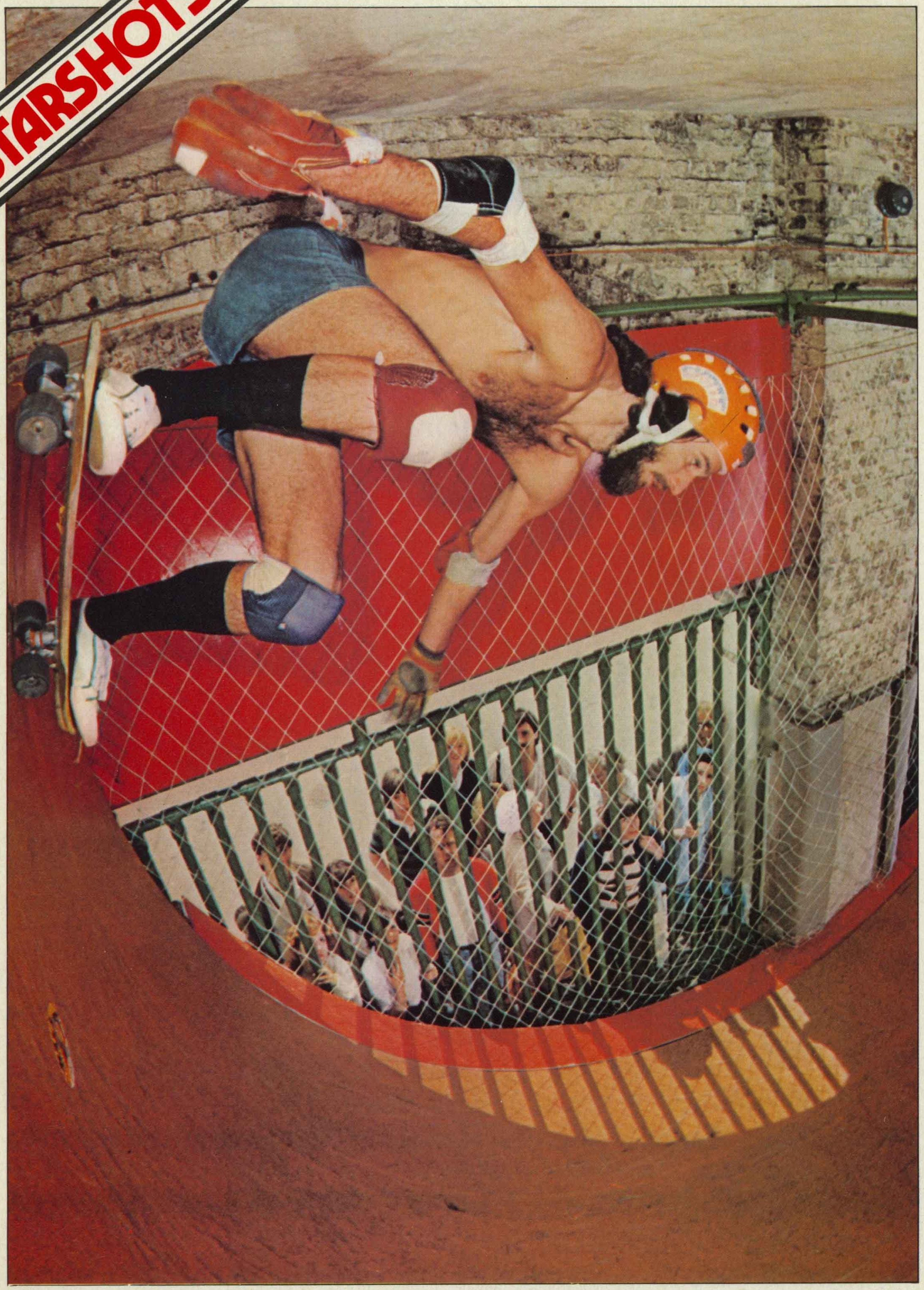
PAUL SQUANCE Though he's only had one year of serious skating experience, 15 year old Paul Squance already dominates his home town's (Plymouth) contest scene in the freestyle sector. Competition successes include the Plymouth Comp., the area Nationwide Contest, and the more recent Crantock Competition.



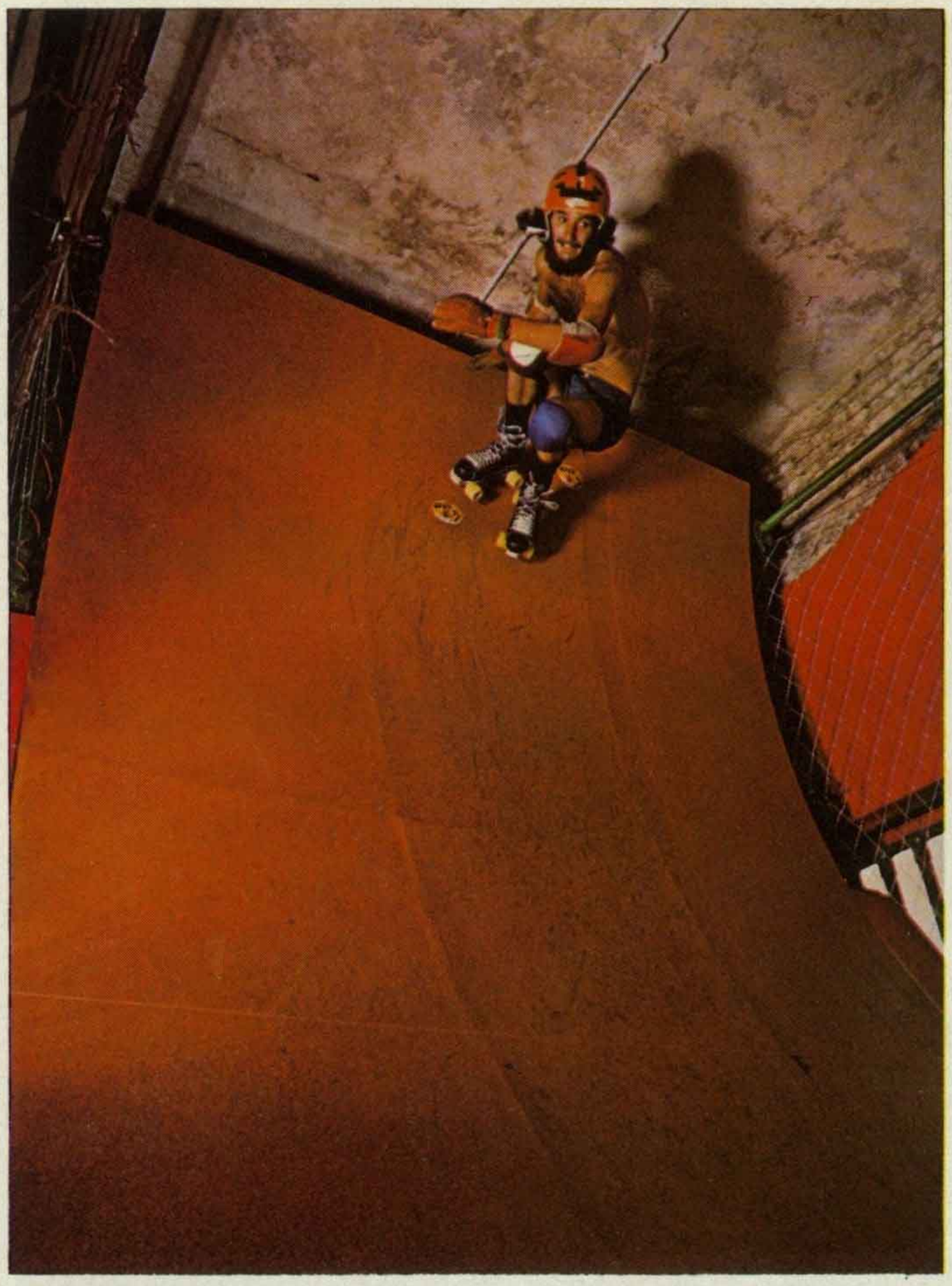
KEITH SMITH 'Sport Special' rider Keith Smith is at the moment one of the South Coast's hottest prospects for future competition honours, not that his record so far reads like an empty book. Earlier this year, as a selection for the 'British' team, Keith, competing in Germany against the best freestylers Europe had to offer, placed first in his age group and second overall behind Brighton's own, Steve Kellner. However, he says, "It was not a well-run competition at all -- they're very anti-British." Equipment-wise, his choice for freestyle is a Reflex deck with Reflex trucks and Powerflex 5's, changing to a Powerflex deck/Midtracks/YoYo's set-up when it comes to bowl-riding.

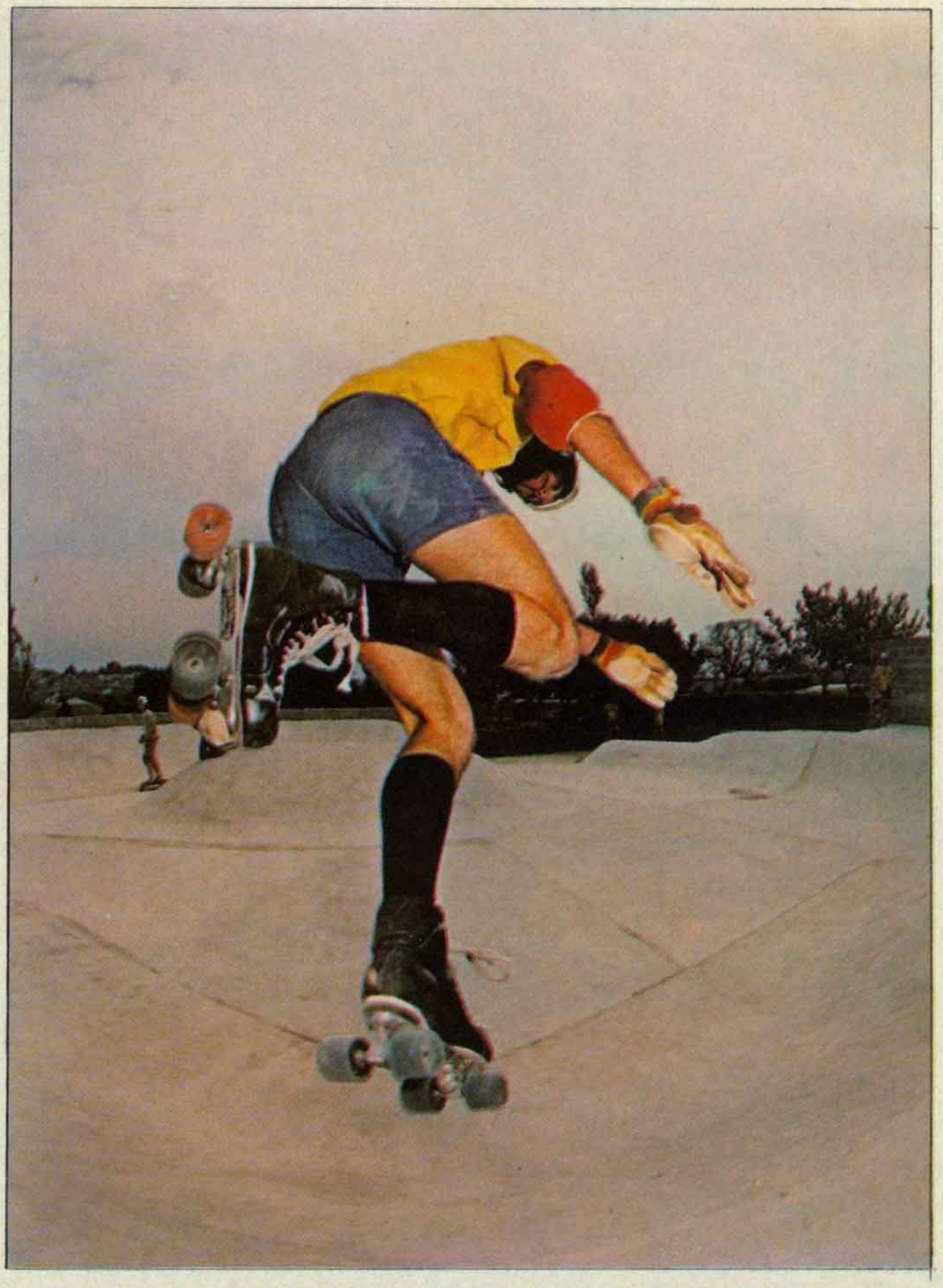
Photography by Robert Vente

STARSHOTS



TIM ALTIC Skateboard! met this laid-back madman whilst on a session in London's Hyde Park – he was jamming around on roller-skates having just arrived here from his native California. His previous history is long and sometime in the not too distant future, we'll do him justice with a feature interview; suffice to say, however, that in the two months that he's been in the country, things have really been happening – enough to make him consider a more or less permanent transition. Skating time is divided pretty equally between using Oak St. roller skates, and a Dread Bank Manager 30½"/Haftracks/





Photography by Robert Vente

Powerflex 5 set-up. "I do find it hard to choose which I'm going to do when I get to a skatepark – sometimes my mind is made up by what I did last time. . . I do mostly rollerskate though, simply because it's newer to me – I've been skating for about 2½ years, but only rollerskating for six months." Tim finds the transition from one to the other is sometimes hard because of the different requirements in balance between the two – "Rollerskating messes up my skateboarding and vice-versa."

STARSHOTS

Photography by Robert Vente

JOEY HUGHES Little Joey Hughes has a great future ahead of him if he keeps improving at the present rate: a ten year old from Stevenage, with one year of skating behind him, he already has the ability of someone half his age again. . . another Seth Cutts in the making, we thinks. Mainly into bowls and radical terrain, Joey uses a Benjyboard Comp. 27" with California Slaloms and Sims Snake wheels. You'll find him hanging out at Knebworth Park.

SKATA DATA

BACK TO FULL WIDTH?

By David Goldsmith

The growing popularity of wide-bodied decks for high altitudes on the vertical has caused many to think twice in their choice of trucks. The lack of stability in narrow and mid width designs has also served to renew the popularity of full axles and a broad wheelbase. I have selected twelve of the better-known models and taken some useful measurements. Our Bristol Test Tank have also riden the trucks in their natural habitat – the bowls – to sort out the 'best buys'

First of all it should be made clear that these trucks are being reviewed from a park-riding point of view. Although full width trucks have also been the traditional choice for the racer, their requirements of turning circle and response are quite different. That aspect will be dealt with in a future editon of Skata Data.

Tracker introduced the original 'six-inch plus' truck to the skating world around 1975. The design has changed very little since and its popularity remains undented – a great tribute since few skateboard products ever achieve that kind of track record. Many other manufacturers have bowled in with their own castings and I have concentrated, here, on presenting a good cross-section of the designs available. In fact, in terms of concept, there is not a lot to choose – the days of outrageous innovations like the spring-loaded X-Caliber and the amazing Stroker are seemingly gone.

If you're selecting trucks for the first time you can be excused any hesitancy in going for full width. . . it's certainly true that they are not the ideal choice for most freestyle tricks. Remember, though, that you can have a lot of success turning your wheels inside out with a suitable truck designs. Most of the trucks we have tested here will allow this use (though I would suggest you test for this compatibility before buying). Another alternative, of course, is to select a truck with adjustable hanger width (e.g. the Bennett Ad+Trak or Pegasus 700). Before giving a more detailed run-down on the measurements, etc, it's important to point out that all these trucks have standard mounting hole patterns and axles – they are all compatible with any pre-drilled deck or normal skateboard wheel.

Hanger Width/Axle Length

Although many truck models are numbered or described in terms of their axle length it's more revealing to inspect the width of the hanger. This gives an exact measurement of how far apart the wheels will be, irrespective of however much excess axle happens to be built in. For example the Lazer Slalom and ACS 651 have identical axle lengths but a 9mm difference in hanger width.

Height

Low trucks are useful if your deck features wheel wells. Otherwise you are likely to need riser pads anyway, which will eliminate the low deck advantage. Trucks with a low axle and a low action angle (see below) are almost certain to require riser pads, unless you are using very small wheels or wheel wells. Those employing a high axle and high action angle are less likely to require riser pads.

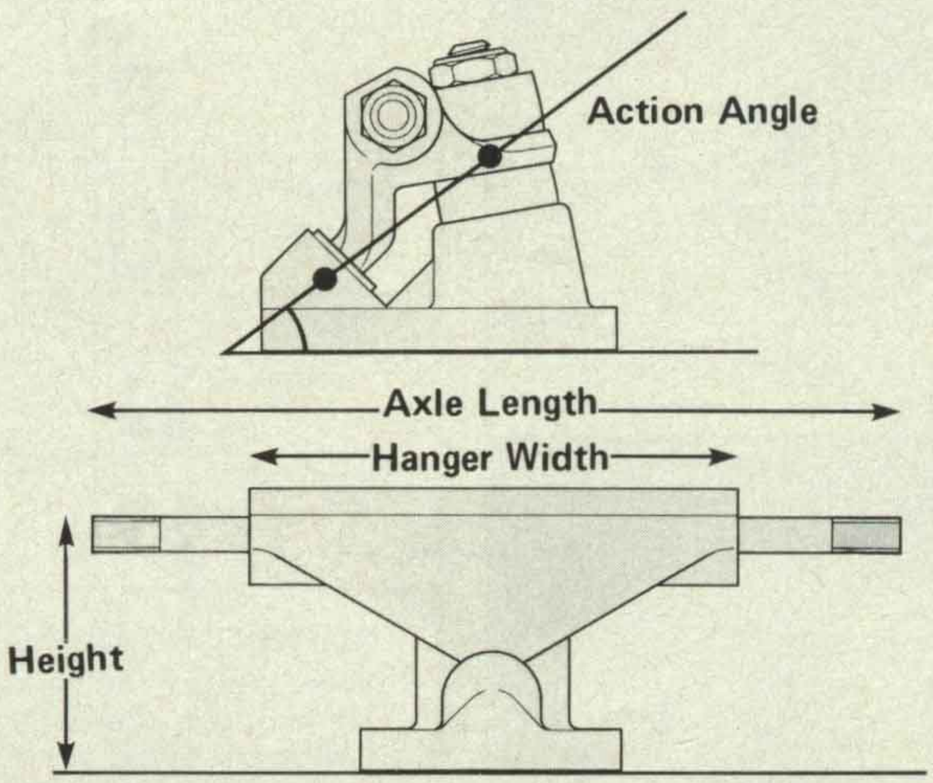
Axle Diameter

A standard skateboard wheel 'precision' bearing (i.e. 608 type) has an 8mm inner ring. Most trucks are made with an (Imperial) 3/16" diameter axle. Other trucks (e.g. Kjell) have the, slightly larger, 8mm (Metric) axle. If you are concerned that your bearings sit tight and true on their axles buy a truck with an 8mm axle, and eliminate wobble. Otherwise, don't worry – there is probably a much more important lack of concentricity in your wheels anyway!

Action Angle

This is the angle formed between (a) the underside of the base plate and (b) the line formed by joining the two pivot points of the truck – one at the centre of the pivot itself and the other at the centre of the hanger's ring – (see diagram).

High action angles are normally found in trucks which produce a small turning radius. Low action angles are less effective in converting the tilt of the deck to turning of the axle and therefore they induce a larger turning circle. The Gull Wing and Wasp trucks have action angles which can be adjusted slightly by moving the hanger up and down the king pin. The action angle of any truck can be radically altered by the addition of a Rad Pad (wedge-shaped riser pad), fitted between the base plate and the deck. However, I'd not recommend their use for parkriding.



Cushion Hardness and Quality

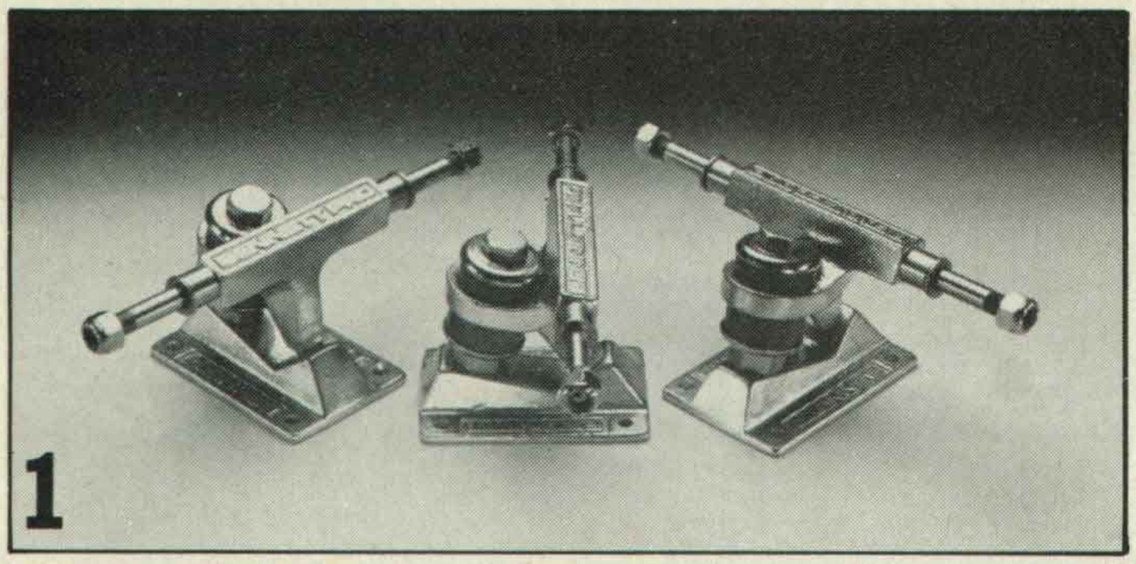
The general design and geometry of a truck enormously affects its performance, but the nature of the cushions ('rubbers') is just as important. In the table I have noted the Shore hardness of the cushions in each truck and you'll also see comments on their resilience etc. Soft cushions compress easily and therefore allow the board to turn very quickly. In bowl and pool riding, where a more solid feel is required from the trucks, it's best to use a hard rubber rather than an over tightened soft rubber (which only damages the cushions and the truck).

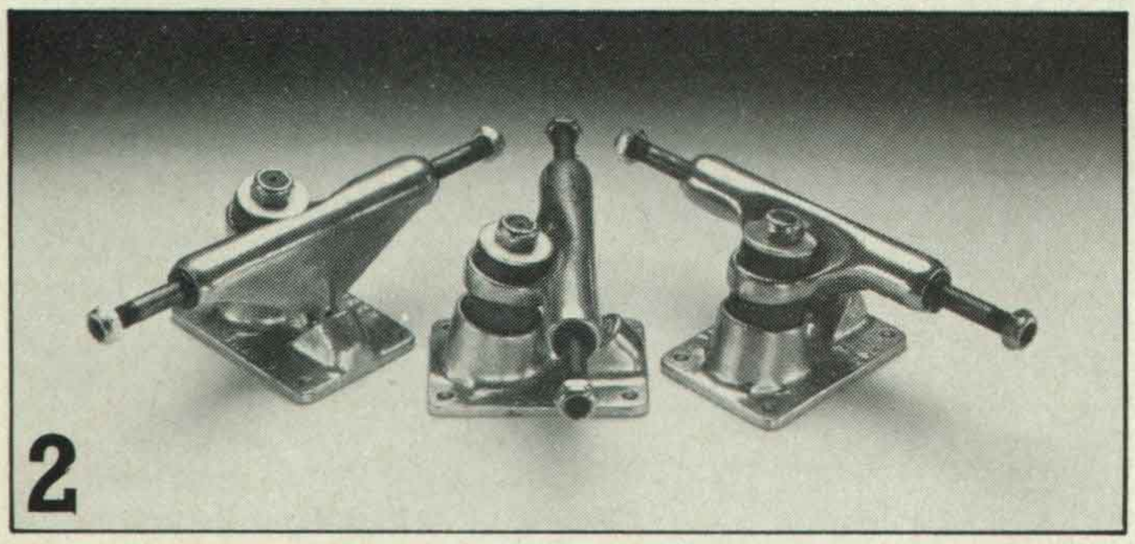
ACS have introduced a pack of three sets of cushions in alternative hardnesses. This is a good step which I would like to see other manufacturers copying. In fact it would be an excellent idea if many manufacturers revised their thinking about cushions generally – the resilience quality of several we tested was very poor (this type of cushion tends to return the truck to centre very slowly and also breaks down quickly). Trucks such as the Lazer and Kjell feature excellent cushions so it's well worth buying replacements from them if your cushions are low quality.

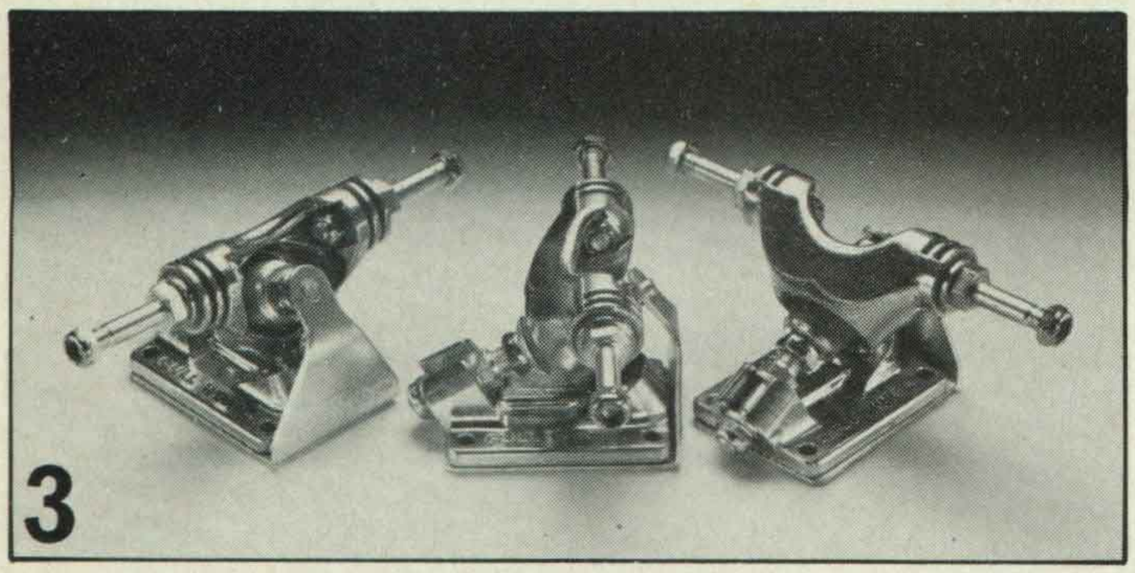
Weight

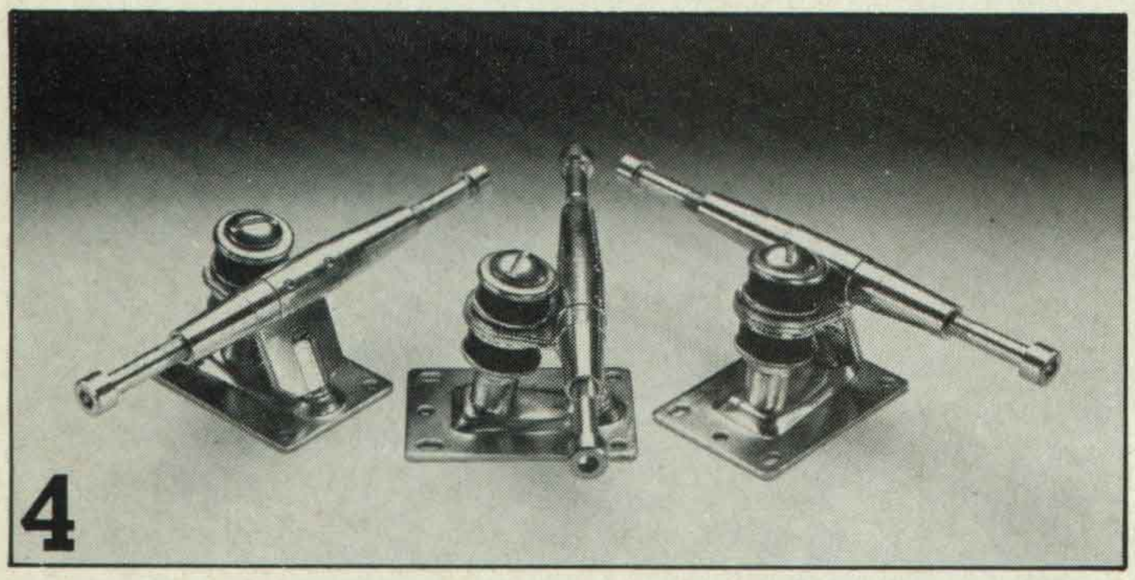
This is the first time we have featured weight in Skata Data measurements, but it will now become a standard inclusion. As aerial manoeuvres become more popular the importance of lightweight equipment becomes equally

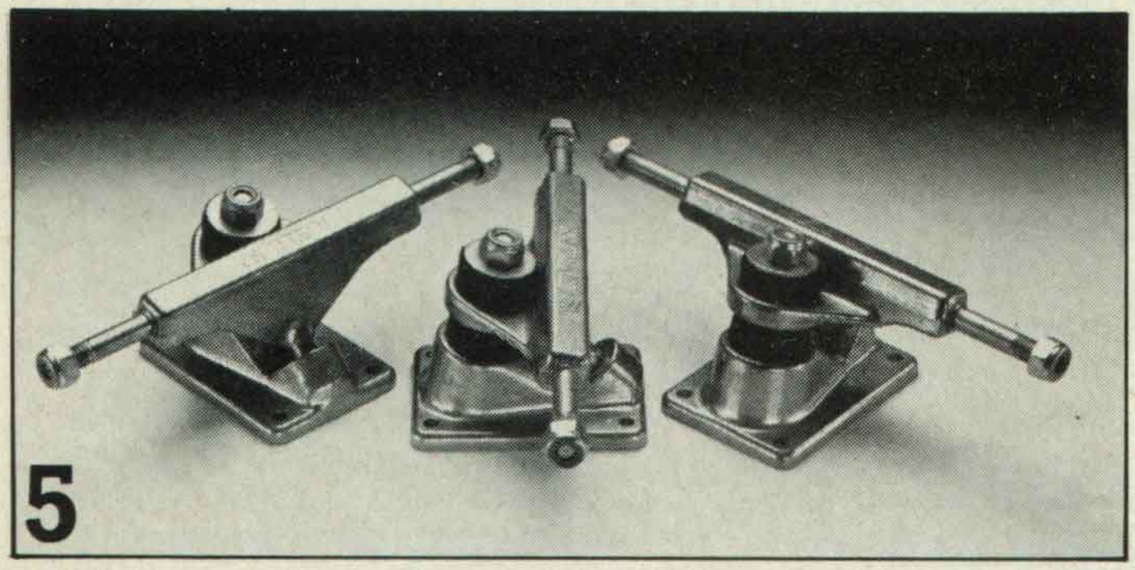
WE COMPARE 12 FULL WIDTH TRUCKS

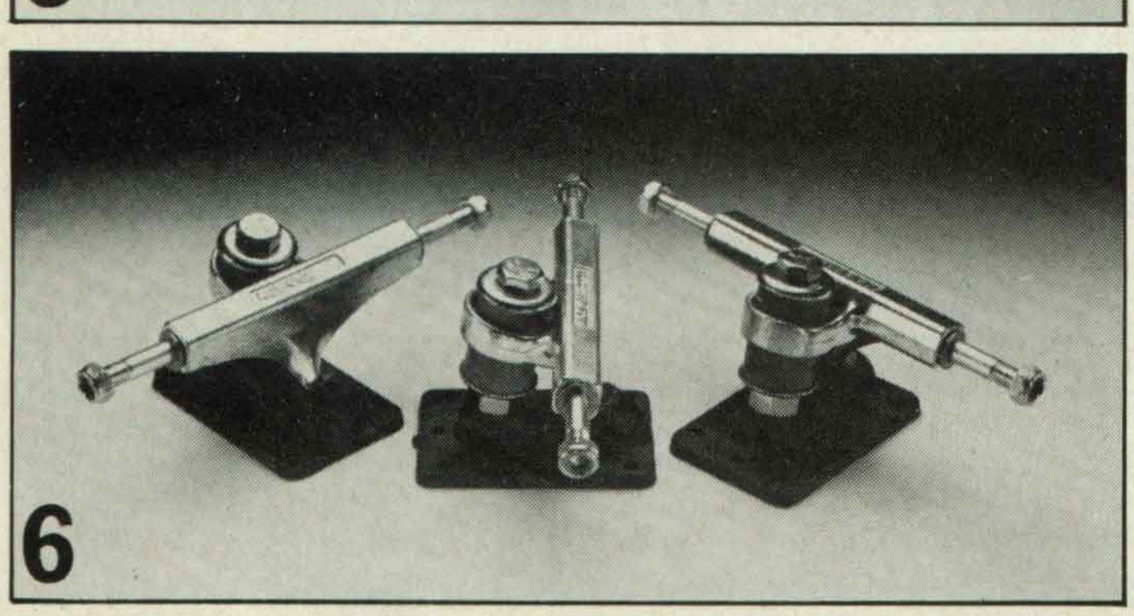












more important.

Design

The conventional double-action design is found, in varying forms, on all the trucks included here. Tracker, who started the idea of a fixed king pin, have been copied by several other manufacturers in this approach. The Kjell, which outwardly looks the same, has a removable king pin. It also required the adjustment of only one nut to alter the tension (there is no necessity for a king pin locknut in any Tracker-type arrangement).

The Gull Wing and Wasp look very different but merely have the king pin and pivot reversed. The king pin and cushions are set to a lower angle in comparison with other trucks. This design allows a very high action angle for the truck and ultra-sensitive steering. Because of this sensitive response, these particular trucks are more suited to slalom use than park riding.

Skating in extreme conditions

		HANGER WIDTH mm (in.)	AXLE LENGTH mm (in.)	HEIGHT mm	ACTION ANGLE	CUSHION HARDNESS (shore scale 'A')
Bennett **1**	Pro Ad+Trak	79 100* (3.1)(3.9)	167 (6.6)	63 (2.5)	43°	78
Tracker **2**	Fultrack	108 (4.2)	175 (6.9)	53 (2.1)	39°	68
H.P.G. **3**	Gull Wing	102 (4.0)	163 (6.4)	67 (2.6)	60°	*
California **4**		108 (4.2)	172 (6.8)	53 (2.1)	50°	73
Kjell **5**	182	110 (4.3)	182 (7.1)	52 (2.1)	38°	69
ACS **6**	651	103 (4.1)	165 (6.5)	56 (2.2)	44°	79
Lazer **7**	Slalom	94 (3.7)	165 (6.5)	61 (2.4)	46°	78
Wasp **8**		101 (4.0)	177 (7.0)	63 (2.5)	60°	*
Pegasus **9**	700	87 106* (3.4)(4.2)	174 (6.8)	54 (2.1)	38°	64
California Slalom **10**		110 (4.3)	178 (7.0)	62 (2.4)	37°	65
Megatron **11**	Slalom	110 (4.3)	176 (6.9)	66 (2.6)	37°	64
Skaytrak **12**	Cougar	77 (3.1)	157 (6.2)	62 (2.4)	40°	82/69*

***NOTES FOR TABLE:**

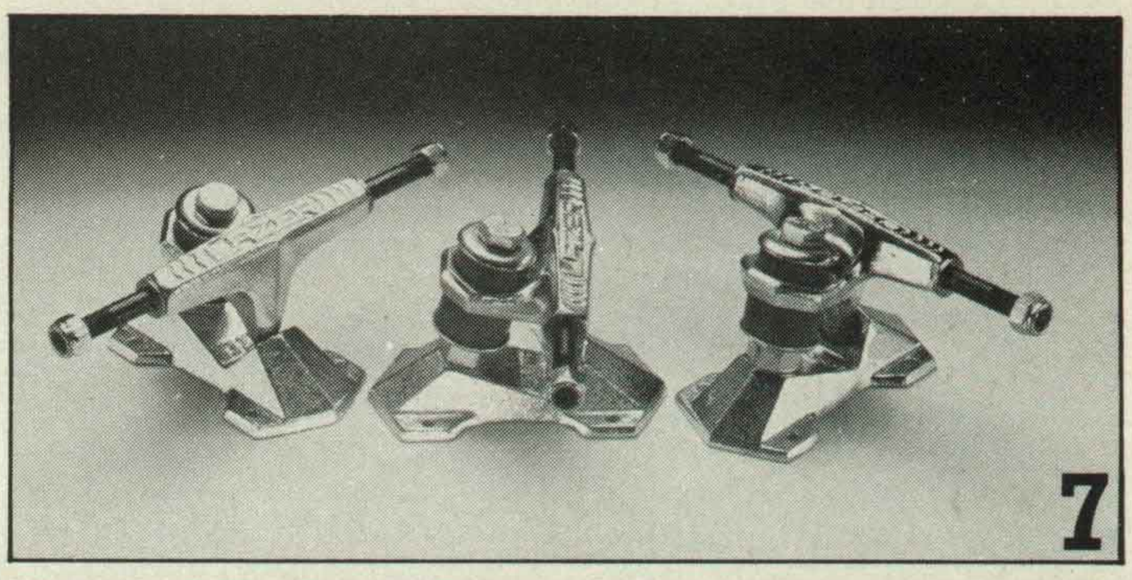
Hanger Width: The Bennett Pro Ad+Trak and Pegasus 700 have adjustable outside of the wheels.

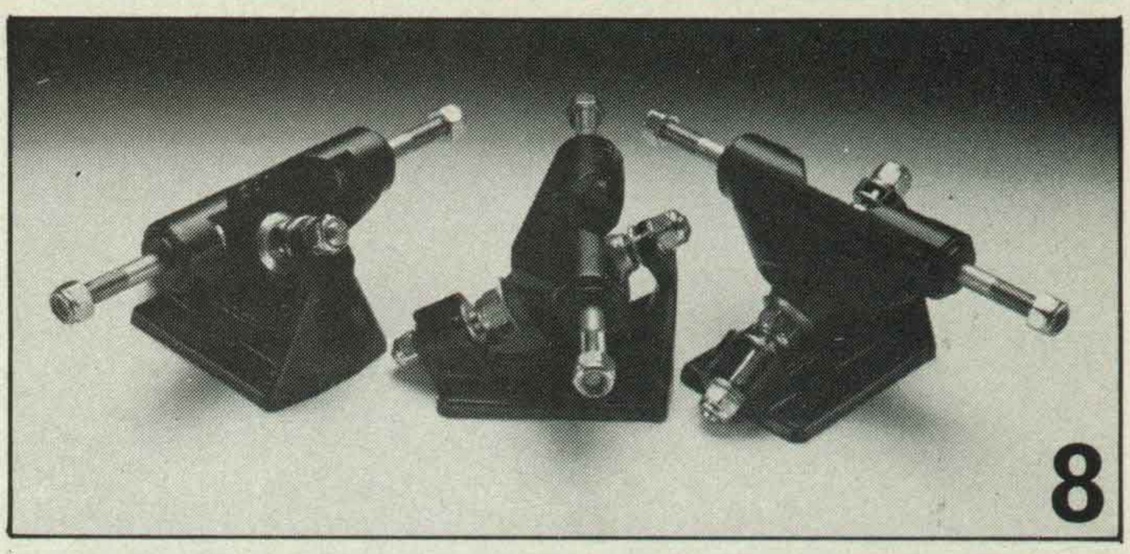
Cushion Hardness: We have taken measurements from the samples we The Skaytrak Cougar has an 82A cushion below and 69A cushion above. cannot, therefore, be fairly compared.

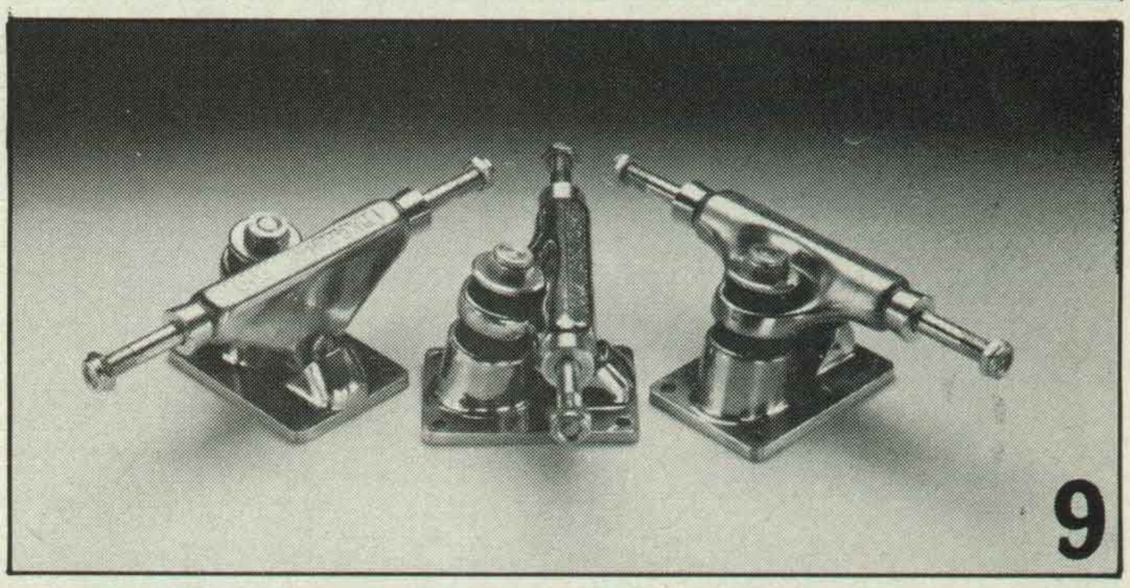
ACKNOWLEDGMENTS: Our thanks to the following distributors for Amilynn (Bennett), Benjyboards (Tracker, California Slalom), Skateboard Products (A.C.S.), Skateboard Specialities (Lazer), Waspair (Wasp), David

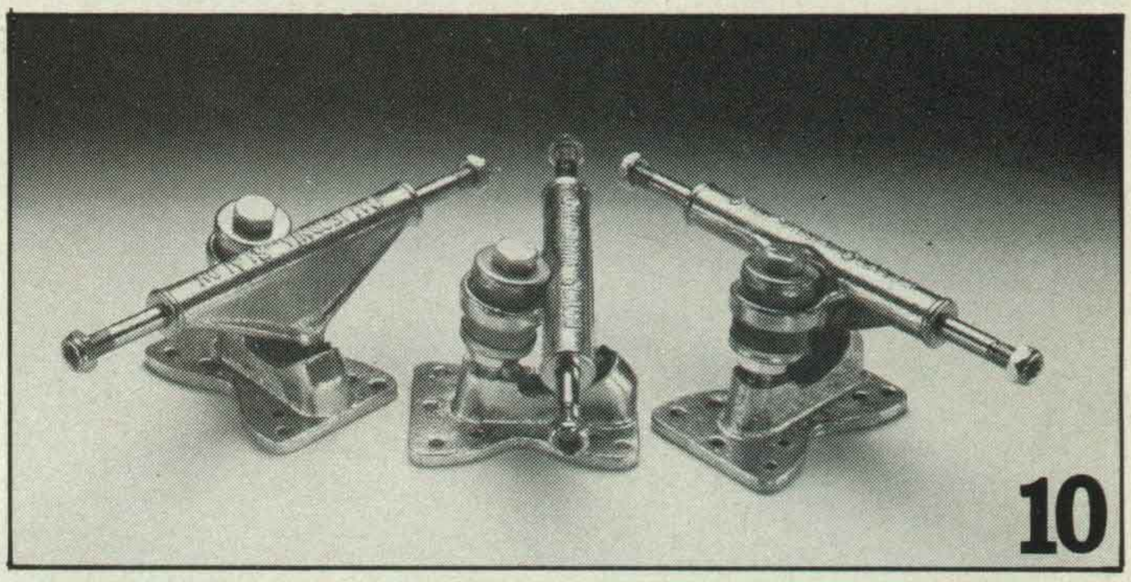
The combination of wide decks and wide trucks is a fairly recent phenomenon. Many skaters choosing this combination for park riding are also clamping the tension adjustment down to a maximum stiffness. This all adds up to a massive increase in leverage and strain on the kingpin, especially where 'heavy impact' manoeuvres are concerned. Even the strongest trucks are suffering in these conditions. Unfortunately there's no advice to pass on to avoid this problem — I can only suggest that you buy the strongest trucks from a friendly understanding dealer who will take them back in the event of breakage It's likely that the better truck factories will be incorporating high tensile steel into their kingpins shortly.

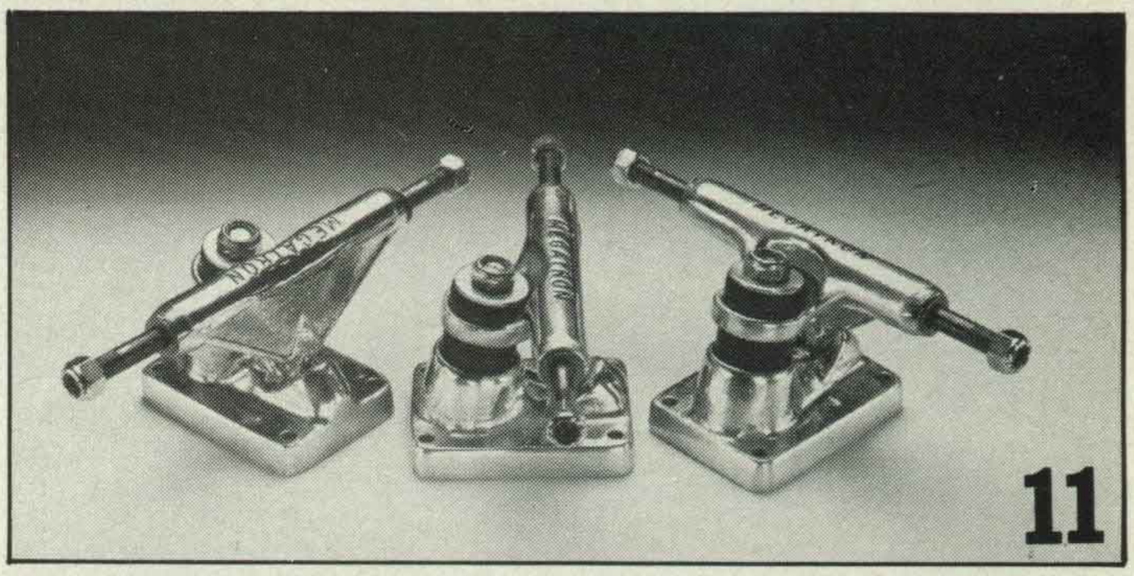
Prices and recommendations
You will notice from the table that a standard feature,

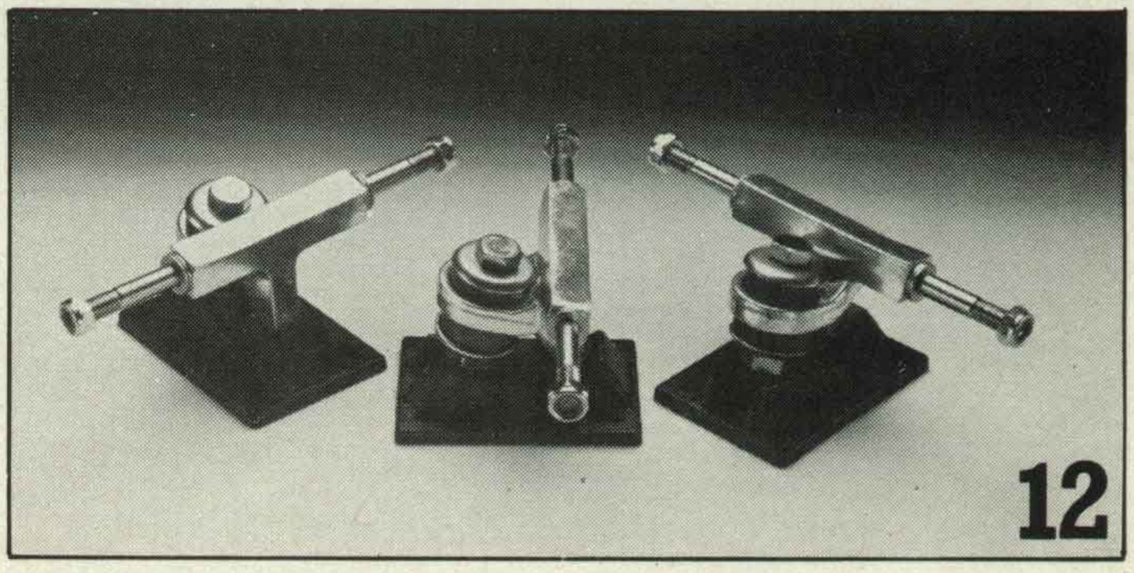












Photography by Rob Matheson

SKATA DATA

	WEIGHT g	COMMENTS		
		CUSHIONS	DESIGN	PERFORMANCE
	300	Very high quality.	Metal base plate can now be obtained. Adjustable hanger width.	Quick turning. Very fine sensitive, but safe, performance.
	320	Softish, medium quality.	Very tough compact design. Lacks beauty but very functional.	Very stable and firm ride. Excellent.
	450	O.K., but could be harder for park-riding.	The original "central pivot" truck. Cut-away hanger for axle grinds.	Probably more suited to slalom use due to high angle and sensitivity.
	400	Normally need a little attention for improved performance. Average quality.	Robust pressed steel design with very high angle. Individual screw-in axles.	Sharp turning.
	340	Very resilient — excellent quality, but soft.	Very compact. Nice low axle. Replaceable king pin.	Very good for a budget-priced truck.
	310	Can be replaced with 90A or 74A cushions from ACS kit.	Durable & well cast. Pivot design needs improvement.	Reliable.
	340	Very large lower cushion. Very good quality.	Strong and well designed . Steel "anti-strip" helicoil cast in base plate.	Sensitive high angle performance.
	410	Good, resilient. Too soft for park riding.	Well made and engineered. Epoxy coated.	Similar to Gull Wing.
	330	2 alternative hardnesses supplied with each truck. Good quality.	Low angle. Beautifully polished Tracker type design.	Very good. Metal to metal contact between top washer and hanger.
	300	Soft & need replacing for park riding.	Well proven.	Soft ride. Good after replacement of rubbers.
	380	2 alternative types supplied. Rubber or urethane.	Low angle type design pointless thick base plate — cannot be used as low axle truck.	Average responsiveness
	280	Urethane type cushions (two hardnesses top and bottom).	Very similar to Bennett. Casting quality rather poor.	OK. Turn quite well. Not recommended for extremes.

hanger width. Spacers on the axle can be placed either on the inside or the

obtained. Manufacturers may alter the hardnesses of cushions from time to time. The Gull Wing and Wasp have special conical cushion designs: Their hardnesses

supplying trucks featured in this review:
Warehouse (H.P.G. Gull Wing), Windcraft Co. (Kjell, California), Gecko Leisure Knight Sports Supply (Pegasus), Slick Willies (Megatron), Culverwells (Skaytrak)

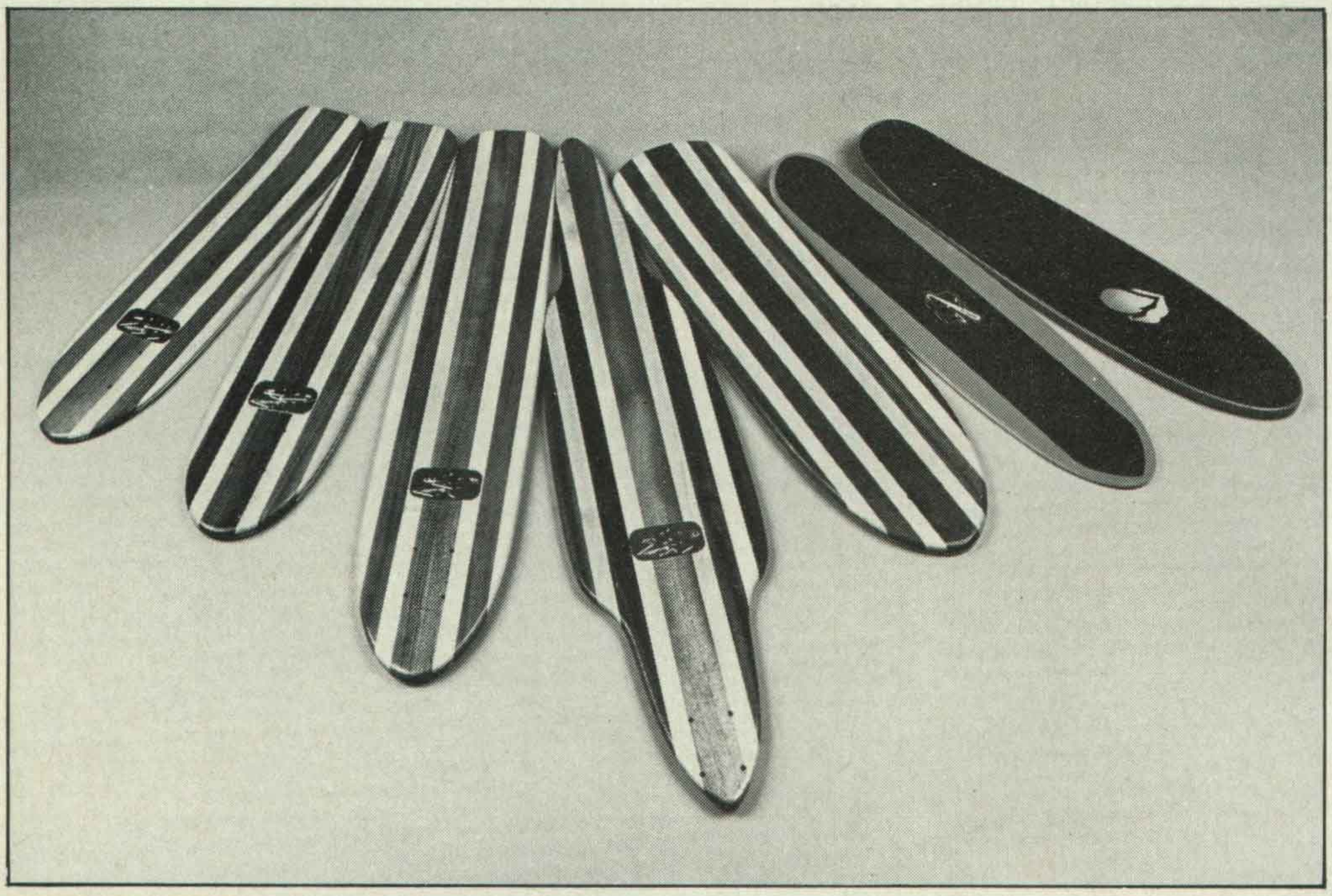
prices, is missing. This is due to the present crazy price fluctuations in skating equipment generally. However, we would recommend the following trucks as good choices according to your budget:

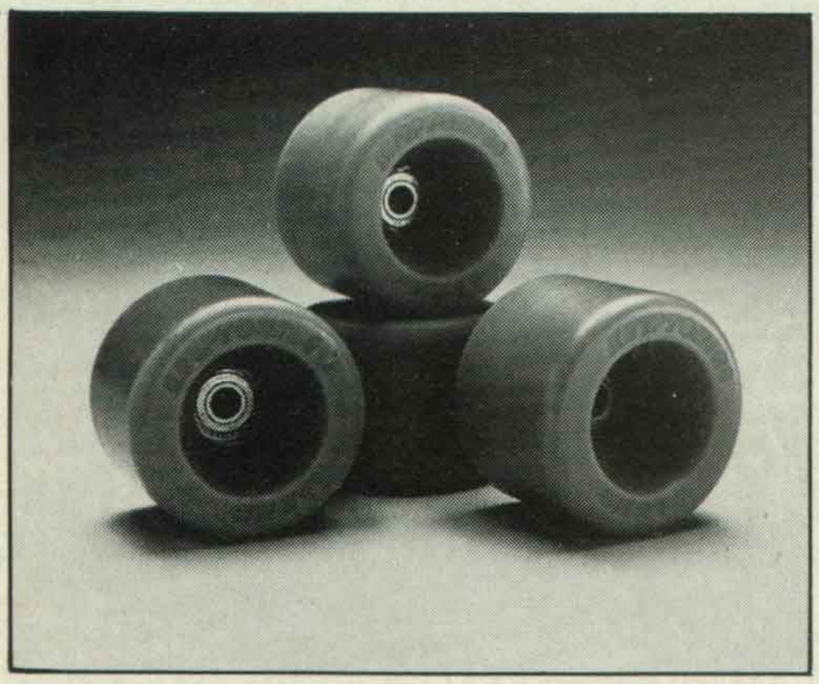
Higher priced trucks (£7 upwards):
Tracker Fultrack, Bennett Pro Ad+Trak (with metal base)

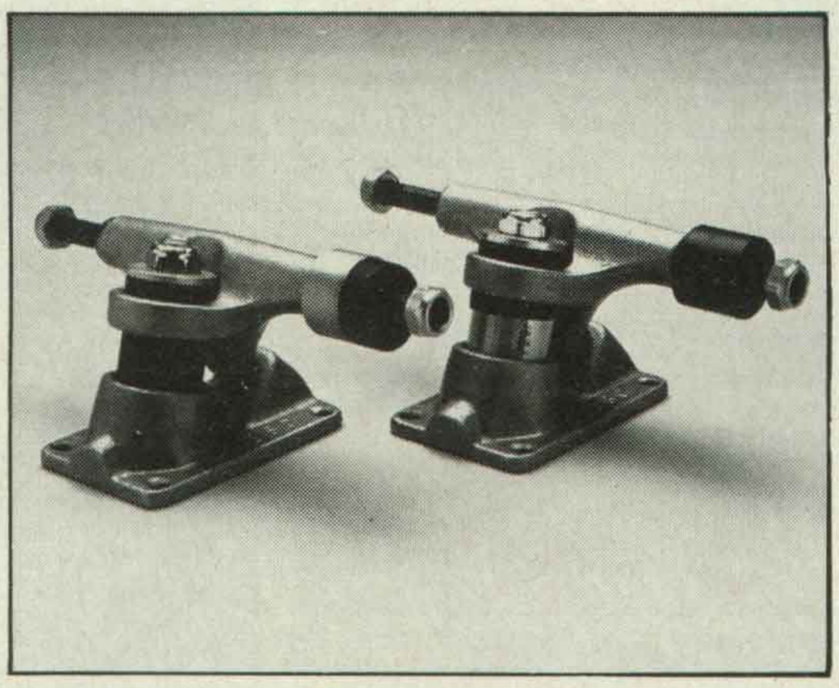
Medium priced trucks (£5 to £6):
Lazer Slalom

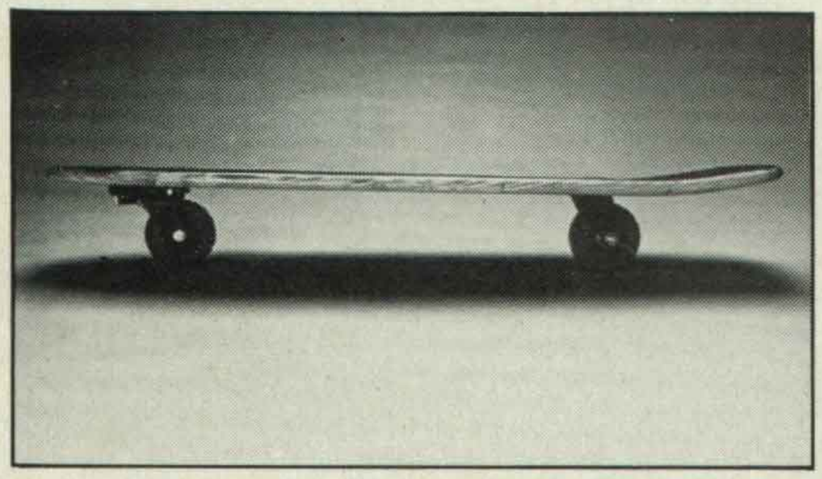
Low priced trucks (under £5):
Pegasus 700, Kjell 182, ACS 651

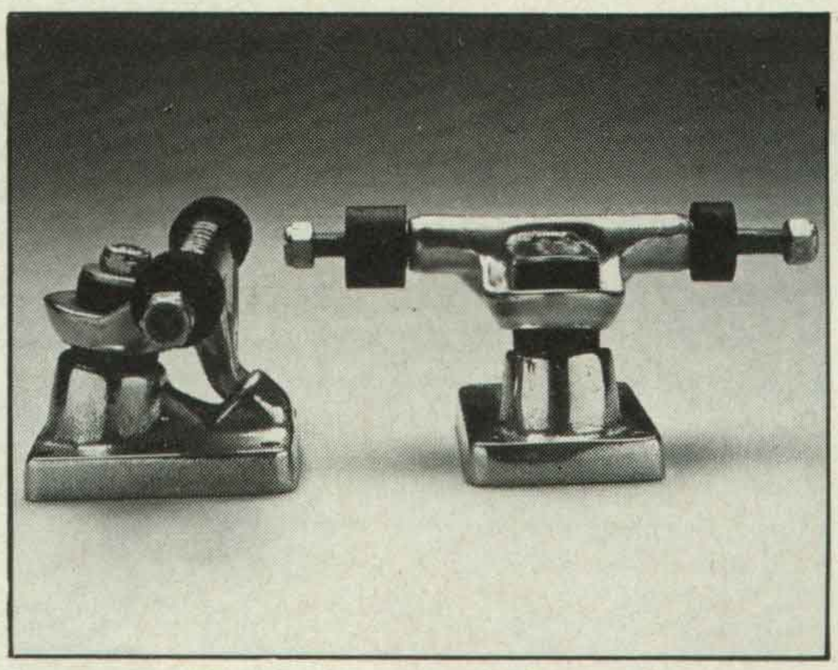
Thanks to Micky B and the Emotion team in Bristol for their assistance in providing the test results used in Skata Data this month.











Photography Kokon Chung

Top: The full new deck range from Benjyboards (left to right): Comp II 27" and 30", Carver 36", Speed 42". John Sablosky 30", Benjyflex 28". Lollipop 28". Middle Left: New wider models of some Kryptonic wheels are now available. This is the 65mm green. Middle Right: The BSC truck (87mm hanger width). Bottom Left: Harry Hepburn's amazing two-wheeler "Biboard" — more details next issue! Bottom Right: New beefed-up Megatron mid-width model (86mm hanger width).

EQUIPMENT NEWS

A chance meeting at a London hotel recently with two of the top executives of **Kryptonics** proved to be a rewarding occasion in terms of hot news. The secret 'non-wheel product' I referred to last month has turned out to be a deck. In fact it is a deck which could well change the whole course of deck manufacture. Firstly it will be incredibly light and secondly it will be extremely robust. Since the least durable item on a modern skateboard is the deck this can only be a welcome step forward. As far as the construction is concerned I intend to reveal this shortly (in the fullest detail) on the basis of information supplied from Kryptonics. At this stage all I can tell you is that conventional materials will not be used and that it will be 100% synthetic — other than that, I'm sworn to secrecy.

From Coala Sports in Holland we've received samples of a new American truck, the **BSC**. It's conventional in design apart from the cushion arrangement. The thick lower cushion can be replaced with an aluminium bush and thin cushion for increased tension and reduced steering ability. As the trucks feature this month has revealed, modern park riding conditions are creating problems for a normal truck in terms of rubber compression. The BSC is the first truck we've seen to take the important step in dealing with this.

Dirt boarding has been receiving considerable attention from manufacturers recently. It is obviously a hybrid form of skating which could catch on in a big way. The big design challenges involved are being worked on by a number of local wizards around the country and we can expect to see some exciting developments this summer.

The problem of truck hang ups when re-entering a pool has produced a rash of suitable skid bars in the States. At least five firms are making them (no doubt they all thought they were first). Some are wedge-shaped blocks which can be screwed on to the underside of the deck. Others are bars which connect to the top of the kingpin of the rear truck. Anyway they've already been nicknamed "sissy bars" by those who refuse to use them. My own hunch is that they will become standard equipment mainly because of the truck protection they provide (the pros can afford not to use them!)

NEW PARKS & BOWLS

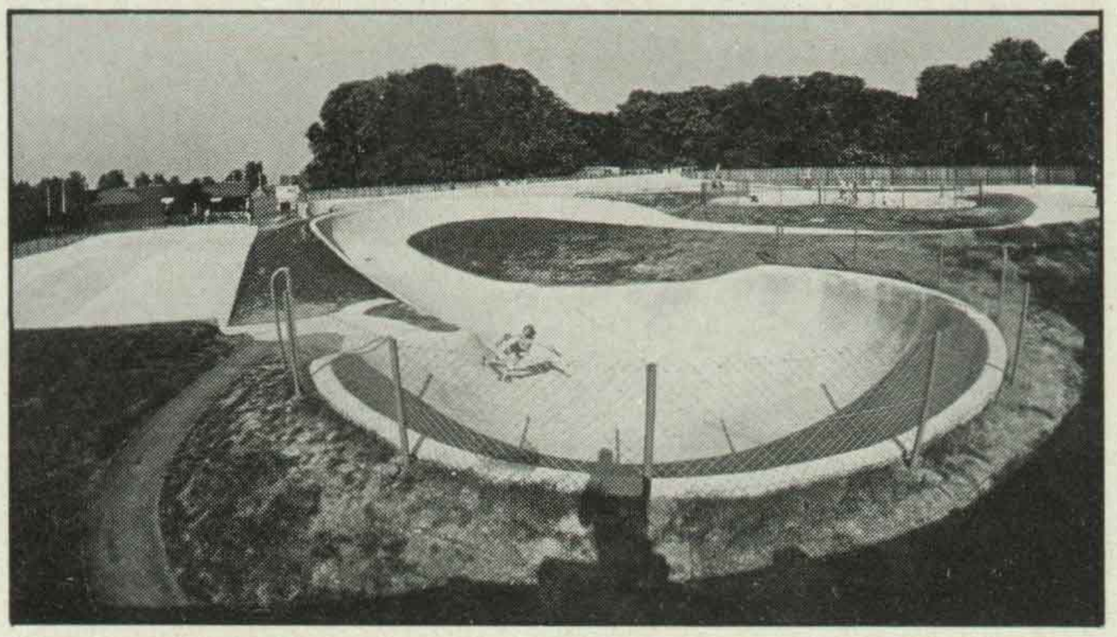
KNEBWORTH

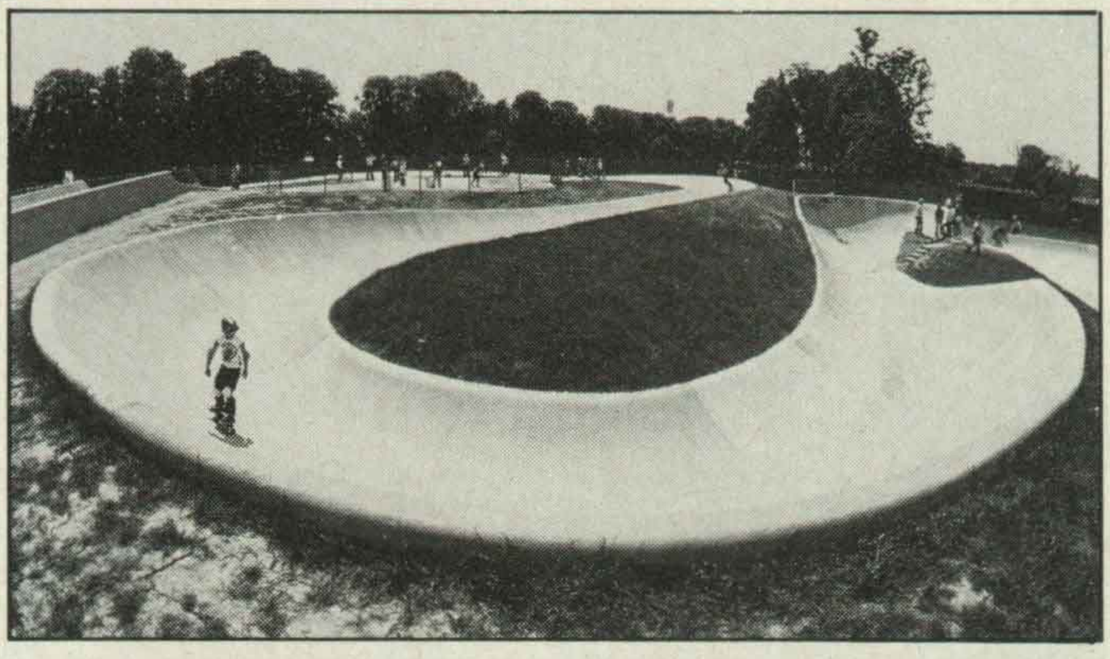
Skateopia, Knebworth Park, in the grounds of that skately home, strikes one at first as being rather an odd place to put something like a skatepark; but when you think about it, the choice may just be a stroke of genius. The facilities are all there and so are the people – or rather the families with kids - for Knebworth House is truly a popular family outing spot.

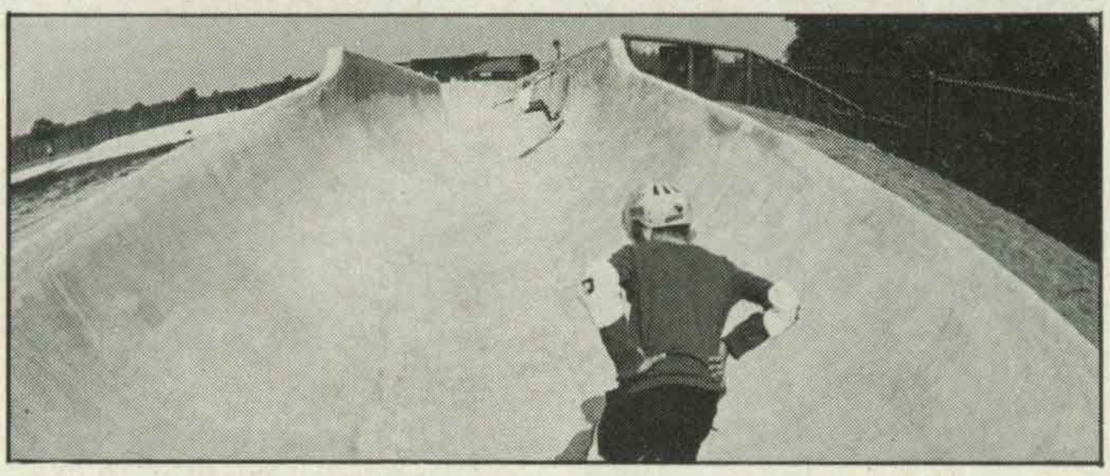
The Test Team breezed in on a bakingly hot day at the beginning of June with talent both raw and vintage. With us were John Shayer, slalom man for the LOGOS and kingpin of the British Turner Summer Ski Team; also, some old gold in the form of Lorne Edwards, John Povey and Des Ward-Smith.

Designed by High-Point Developments of Birmingham and constructed in gunnite by P. Trant Ltd., the three-quarter acre facility is tidy, and well laid out amid beautiful surroundings. One enters the park through an extended, S-shaped building that houses the hire and pro shops and immediately facing are four different skating areas. There's a freestyle/beginners area measuring 15m by 35m with a small (0.5m) kickturn bank running along one end. The surface here is smooth and very slightly sloped so as to provide momentum for the novice.

Safety is highly emphasised in the running of the park, and for this very reason, every skater starts out on this area until he or she has mastered some ten basic manoeuvres. This was the first time we'd encountered such discipline at any park on our travels, and although, doubtless, it's an extremely sensible way of running things, the only quibble we heard was that it's carried out in an overly condescending manner. We asked General Manager, James Williams, how he organised it:







Top: in the foreground, the Serpentine Run with bowl. Around to the left, the flatland freestyle area. Below: a panoramic view. This wide open area is the starting point for the Serpentine (on the left), the Cloverleaf (in the middle) and the halfpipe (on the right). Below again: The Serpentine's second, finely sculptured bend. Bottom: the halfpipe, taken on a bowl-wards projection.

"The ten basic manoeuvres are: mounting the board, dismounting the board, steering, riding position, combined movement and foot changes, kickturn, 180 kickturn, 360 kickturn, and end-over. Once they've done these and have had their card signed by the witnessing marshall, we feel certain that they're capable of looking after themselves in the park. And the parents like this. They can see their child is not just being let loose any old how and they've actually been coming up to us and saying: 'We like the way you're running the park'. We do use a little regimentation, but we feel it's necessary – discipline is good if it's used in the right direction."

There are three other runs; a long, 110m S-run that snakes through two beautifully transitioned curves and ends in a bowl, 3m deep; a four bowl (including the entrance) cloverleaf, varying in depth from 1m to 1.5m. When this unit is empty of skaters it's possible to work all three bowls to the MAX, but as the numbers increase, it gets divided into separate parts by unenlightened gremlins of the third kind.

The most radical feature of the park is the one which, unfortunately design-wise, lacks the same finesse found elsewhere. The 25m long section of halfpipe is perfectly built, but the diameter of 5m is just that bit too tight. The depth is around 3m. On the plus side, the bowl it feeds is fun and we spent most of the time either gunning straight down the halfpipe and into the bowl or dropping in via the exit point to work the 3m sides.

Expansion-wise, there's plenty of space both on and off the site which could be used, if and when the need arises. A clubhouse is also planned to cater for the ever-expanding membership. Restaurant, bar and toilet facilities are but a 100m away and passout tickets are given to allow re-entry.

Charges are as follows: admission for members (£2.50 a year) costs 40p per session, otherwise it's 60p. Spectators are charged 30p per session and hire of safety gear is 10p for knee and elbow pads, 25p for a board and 15p for a Jofa helmet – all charges per session. The sessions last 2 hours, start at 9am and finish at 8pm. The park is open seven days a week during school holidays. Situated in the grounds of Knebworth House near Stevenage in Herts., Skateopia lies just off the main A1 road and is well signposted.

Photography by Robert Vente

PLYMOUTH

One's first impression of Plymouth is that of sheer spaciousness. Set in the 300 acres of Central Park, the facility covers 6 acres on the side of a beautifully landscaped, south-facing slope. There are trees, bushes, flowers and grass – in fact, the exact opposite of what the Test Team has come to accept as the norm. Visually this has to be one of the most pleasant skate-parks we've ever visited.

It's sited in what used to be (until the beginning of this year), the old zoo and the design has been incorporated quite cunningly into the original layout.

Beginners step first into the 'Donut' – a shallow (0.5m in depth) dish-shaped bowl with a raised hump at its centre. Believe it or not this was once the sealions' pool! What passed as the giraffe's pen is now a free-style/beginner's area. There are 3 flat areas, each 10m square and connected by a small slope. These lead down to a bank running right across the width at about 2m high. This we found to be perfect for both freestylin' and lip slidin' manoeuvres, thanks to the rounded off lip.

Just down the hill there's the 'Tiger Bowl' (no prizes for guessing what this used to be). Featuring a continuous 1.5m high bank enclosing a circular area (the bank in fact rises to vert at one point), the 'Tiger' contains two, internal, banana-shaped banks of similar height. Perfectly rounded, one is 7m long and the other, 4m. They've been placed so as to make smallish half-pipe sections between themselves and the outer bank. The unit succeeds in providing many different lines and runs.

Even further down the hill is the mogul field, a 30m by 30m sloping space consisting of 5 moguls, plus a beautifully banked end wall. The moguls are 1m tall and are irregularly placed around the arena. By working the slope and end wall together there's insane fun to be had forevering the field.

The 'Walking Stick' half-pipe run – 25m long and varying in width from 2m to 3m – was the only unit that seemed below the generally fine standard set by the park as a whole. As a halfpipe, it just doesn't make it. It's flat-bottomed and displays quite severe transitions as it nears a bowl (more just a continuation of the run) that measures 10m across and approximately 2.5m in depth . . . the bowl is also flat bottomed.

But that's not to say the run is at all a total waste. The top end is perfect for slides and other halfpipe antics and, providing enough speed can be built-up coming down, a hot skater *can* carve and work the bowl – although it takes quite an effort.

The 'DZ' is a snake run that measures roughly 35m down an imaginary centre line. A steep take-off drops riders into three, 2.5m deep bends that really throw you around. The fourth and last bend leads into a bowl which, all things considered, could do with a steeper drop in; at the moment, it's more like a run-off bowl.

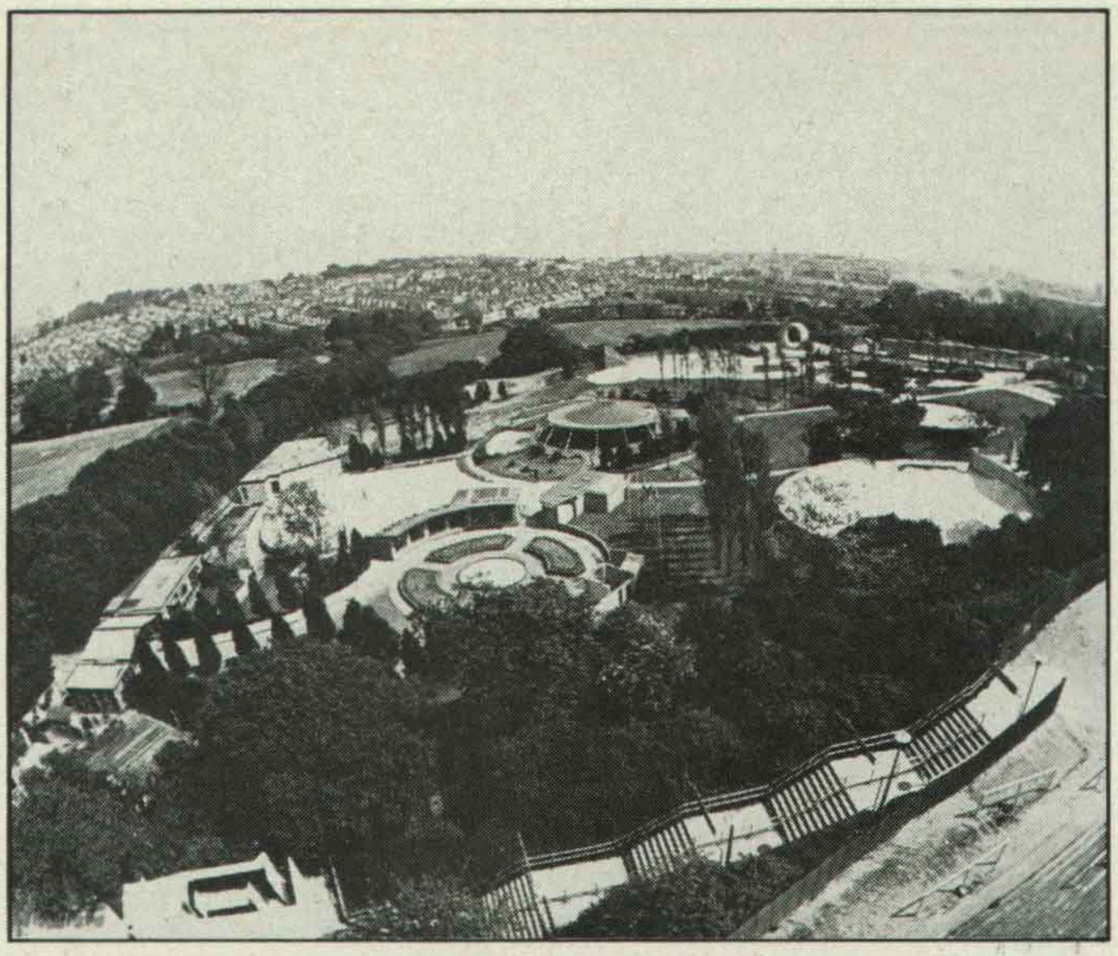
Dwarfing all this, and the only feature providing mucho vertical is a 7m CONCRETE pipe, built by the West Country based firm, the Tavistock Tank Company. Constructed in 2m wide moulded sections, it's reinforced with steel rods and filaments. Apparently, once the concrete has set, the sections are removed from the moulds and finally bolted together. The traction/speed ratio is superb and when we arrived, local stickster, Paul Squant, was busy getting 10 o'clockers.

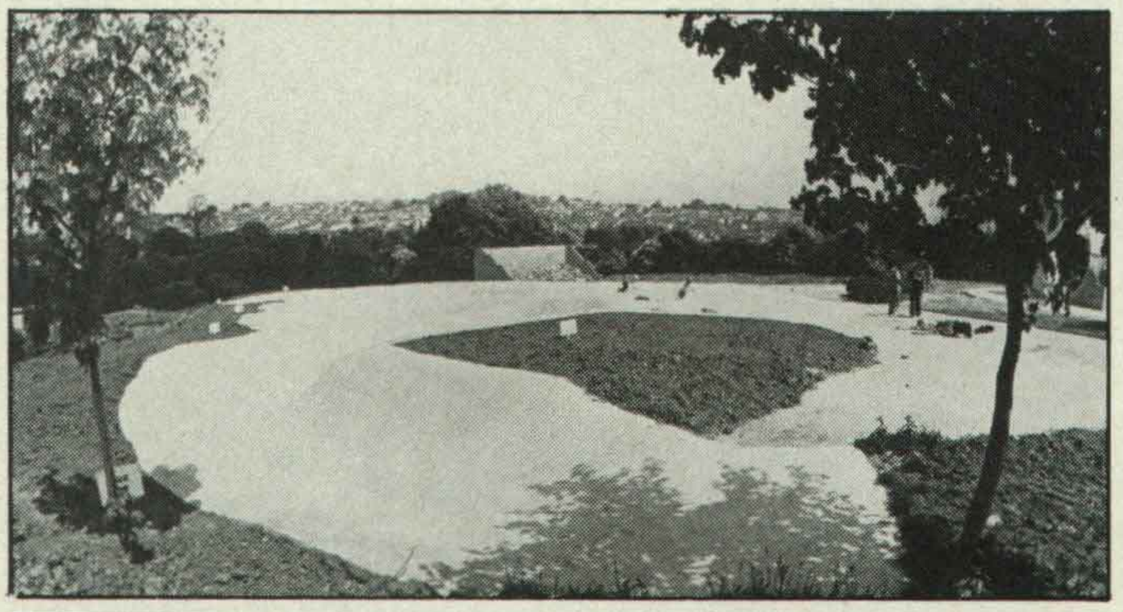
Expansion-wise, a slalom run ending in a 6m high bank is already under construction to cater for the planned competitions, and also there's a shaped 'Cobra' run – a long halfpipe, leading into a snake run – that'll very likely arrive in the near future. The owners are thinking, too, about a pool or some sort of bowl. Even if all this *is* built, there's still more room for growth, such is the immensity of the site.

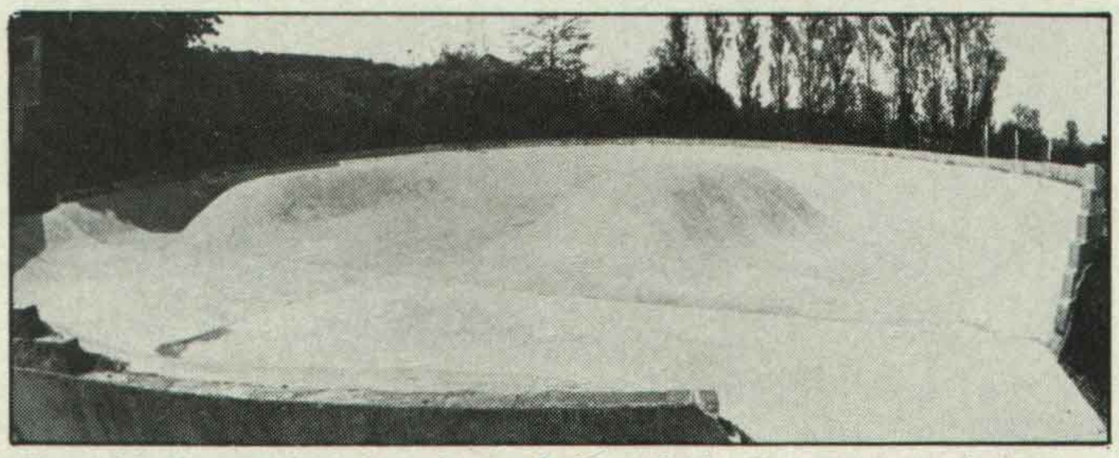
Generally, the hand-trowelled concrete surfaces (provided by builders, Kingfisher International) are beautifully smooth, the few odd rough spots being due, we're told, to rough weather on the day of concreting.

All levels of skating ability are well catered for – as are, indeed, spectators and parents. As General Manager, Charlie Harris, pointed out; ". . . the family can come here and sit on the lawns or seats in comfort – they can even bring picnics". There's a cafe serving the usual hamburger/hotdog variations plus hot and cold drinks and, nearby, there're the well-stocked pro and hire shops.

Twelve non-skating marshalls are deployed throughout the park and first aid is on hand at all times. Charges are. . . admission, 60p a session, varying from a minimum of 2½ hours on busy days to a half or even whole days on others – mid-week skaters take note. Spectating costs 30p a session and kids under 6 come in free of charge for riding or looking. Hire of Boards is 25p, as is the charge on hiring full safety equipment. Operating times are 3.30pm to 9.00pm weekdays and 9.30am to 9.00pm weekends and holidays. The location, to remind you once again, is Central Park, Plymouth. It's adjacent to Plymouth Argyle Football Club.







Top: Full, scenic over view of the whole 6 acre complex. Below: A sectional strip of the Plymouth Park Mogul Maze. Below again: Foreground, the DZ Run, background, the Walking Stick Run. Bottom: the Tiger Bowl – another of the plethora of facilities on offer.

BRIGHTON

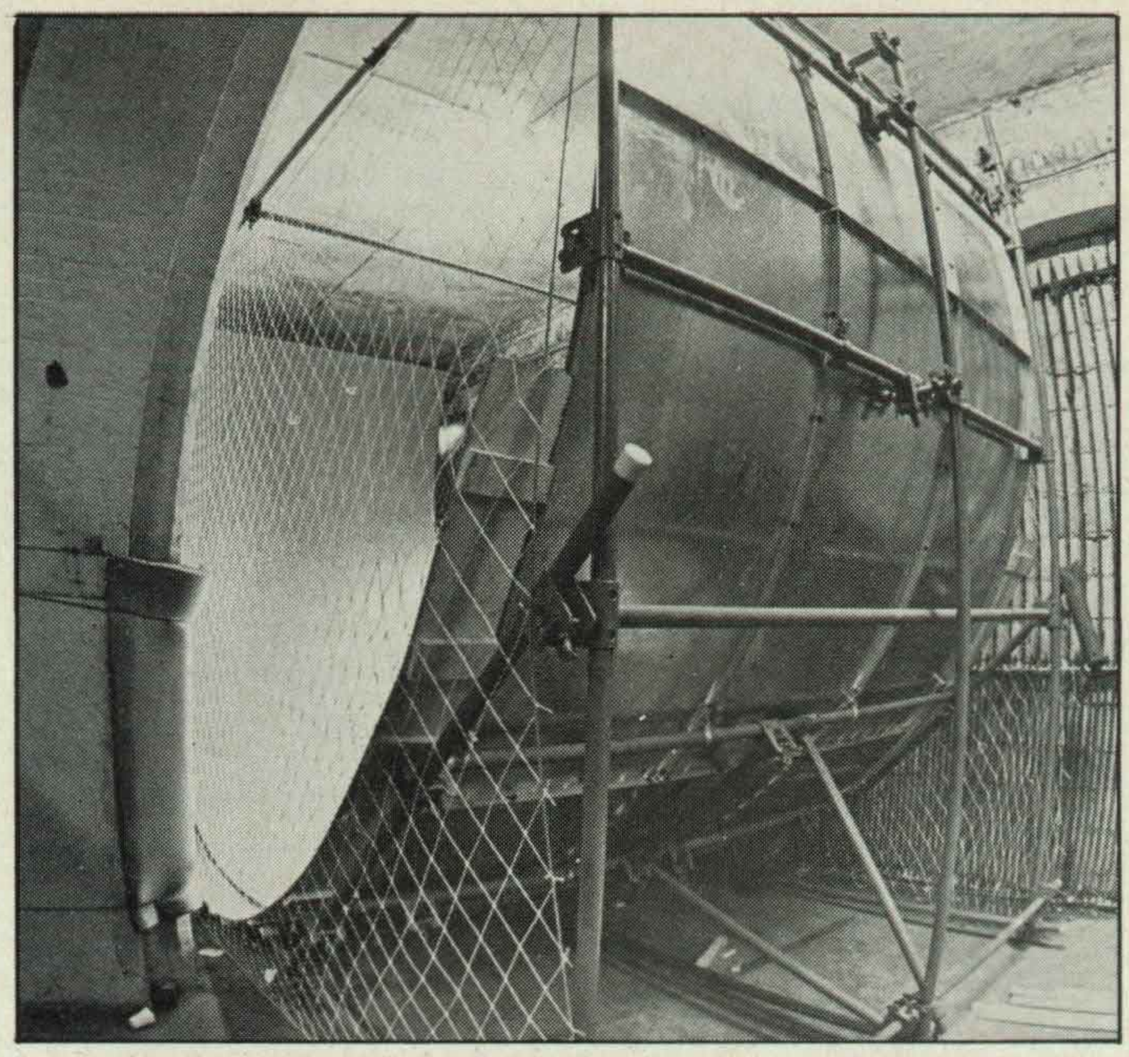
The Cage Skatepark, under the arches of Kings Road, is Pig City's latest facility and being right in the centre of the South Coast action, it should reap great benefits. It's situated by the beach (for those familiar with Brighton, it's under the arches) and with the sea not 30m away, hard wheels and soft waves become a true reality.

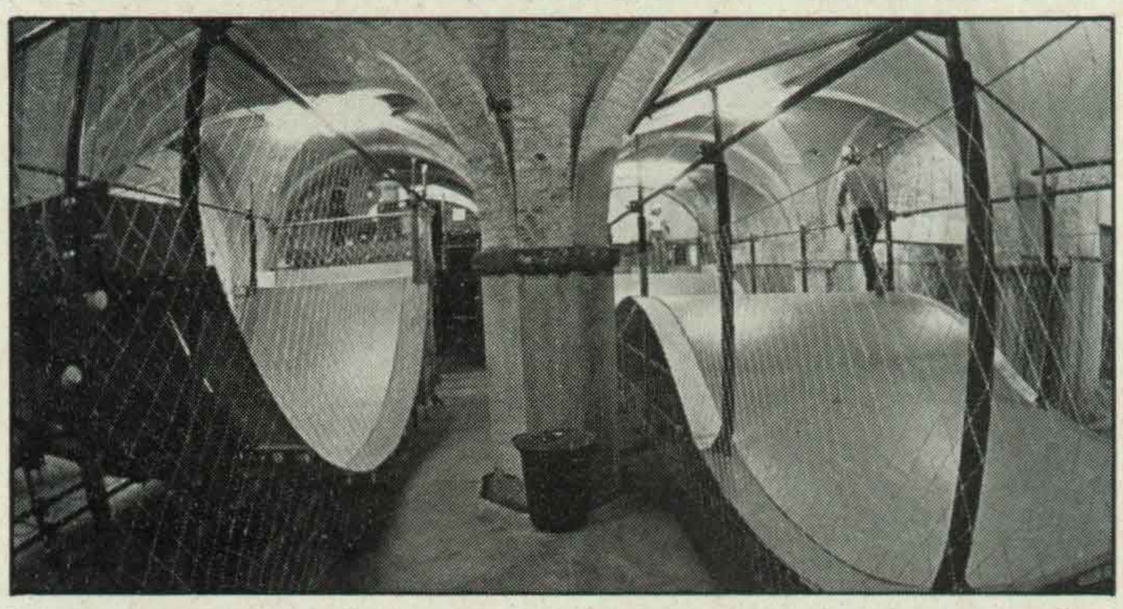
Hitting the park just about a week after opening day (May 27) with mad Californian rollerskater, Tim Altic and Marc Sinclair of Benjyboards, our main difficulty turned out to be finding the place; it's tucked away under the line of arches that stretch from West Pier to Palace Pier. Eventually, we stumbled on an entrance. . . it was a skatepark with a difference. The inside reminds one of a dungeon, with arches and brightly-painted scaffold everywhere. The general atmosphere at the place is mellow — music plays and our visit metamorphosised into a memorable session.

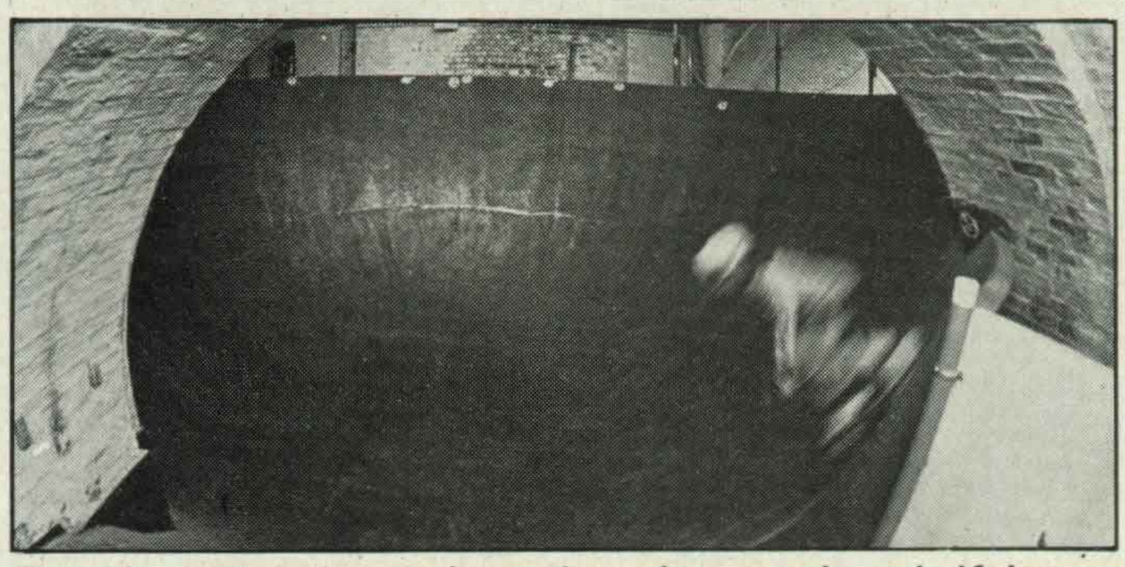
Beginners start on a run called 'The Switchback', a 'W'-shaped halfpipe affair, , culminating in a high end wall. It's ideal for those learning to weight, unweight and fakie and the end wall just touches vert. . . perfect for kicking practise. The next progression is to a small-ish halfpipe (around 1.5m deep by 3.5m diameter) that's really fun. The angle of the wall is steep enough as to make dropping-in a necessity. . . thus avoiding possible hang-ups.

Next to these and sitting end to end are two huge half-pipes. Both are 6.5 in diameter at the point of vertical, but there's a difference. One, with its 1m of flat wall, proves to be the lesser attraction — due in the main to some slight bumps and ridges in the riding surface. The other offers the same 4m in width and 1m of vertical, but the latter in the form of an overhang — the first such feature to be seen in Britain (at least, to the best of our knowledge). Action on the 'hang included Jock Paterson's fakie 360's and 'Mad' Mark Baker's drop-ins!

All these four features are constructed in Ultro-Vinyl (a material first used at Skatecircus in London) and it's attached to a steel frame which in turn is bolted to scaffolding.







Top: A construction angle on the unique overhang halfpipe. . . note the copious use safety netting throughout the park. Below: Left, the beginner's halfpipe and, right, the Switchback. Below again: A taste of the 'dungeon' atmosphere. Bottom: Steve Kellner (believe it or not) in the Blue Bowl.

The park's only bowl has been built quite differently; the 7m diameter by 3.5m deep half-sphere bowl comprises of bolted together sections, the final surface being sprayed fibreglass. The speed to traction ratio provided is excellent and as the lip only just touches vertical, more will soon be on the way. The take-off area is only just big enough, both in head room (2m) and in width. When there's more than seven skaters using the bowl, it does get rather cramped!

Overall, The Cage has been well schemed-out — and it shows. A lot has been put into a basically small area and time has obviously been taken in making sure the result came out right first time. We're told, in fact, it took quite a while to piece together the design. . . the project was started at the beginning of the year. Dave Philips, the Manager, tells the story:

"The place was once a fish market and when we got hold of it, it had been empty for some time. We had a real job drying the place out — there was so much damp around. Design-wise, the owners, Leisure Investments Partnership, were set on making it as versatile as possible. One of the partners is Len Humphries of Humphries Scaffolding, so it was a natural move to conceive all the runs being based around the use of scaffolding. Nothing's a permanent fixture, so it'll be the skaters who'll decide what to do now."

Obviously the time taken to work everything out has been well spent. Skaters such as Jock Paterson, Tim Dunkerley, Mark Baker and the Kellner brothers have been consulted and their advice illuminates the end result. Expansion-wise there's one area at the moment (housing a 2m kickturn bank) that could be re-utilised should the need arise.

On-site facilities include a pro/hire shop (another branch of Max's Sunset Boulevard), a drinks machine serving hots and colds, an amusement arcade and a pool room. Marshalls are on hand at all times and so is first aid, if needed. Charges are as follows:- per two hour session, members 40p (£2 a year), non-members, 50p. Knee and elbow pads cost 15p a pair, a helmet is 30p, board hire is 60p and if you want the whole caboodle, it's 60p. The Cage is situated at 216-225 Kings Road Arches, opposite Queens Hotel, and it's open from 9.30am to 9.30pm.

Photography by Robert Vente

BE SAFE

OLD FOOLS AND GERIATRICS

By Steve Kane

Having recently moved across to Bristol from living in the 'Smoke', suddenly I've been made aware just how different the two scenes are. The main distinguishing factor in Bristol is that the energy seems to come from a rather bizzarre group of ageing hippies and hang-gliding freaks – loosely bonded together and known collectively as 'The Bristol Old Fools'.

Where I live in Clifton, on the outskirts of Bristol, skateboarding has penetrated as deeply into the local scene as it ever did in good old 'Dog Town'. The super-abundance of senile (over 21 year old) riders of both sexes has prompted me to consider the special case of the 'geriatric' skater. And before anyone feels too insulted, I include myself in that category. . . I've just past my 22nd birthday!

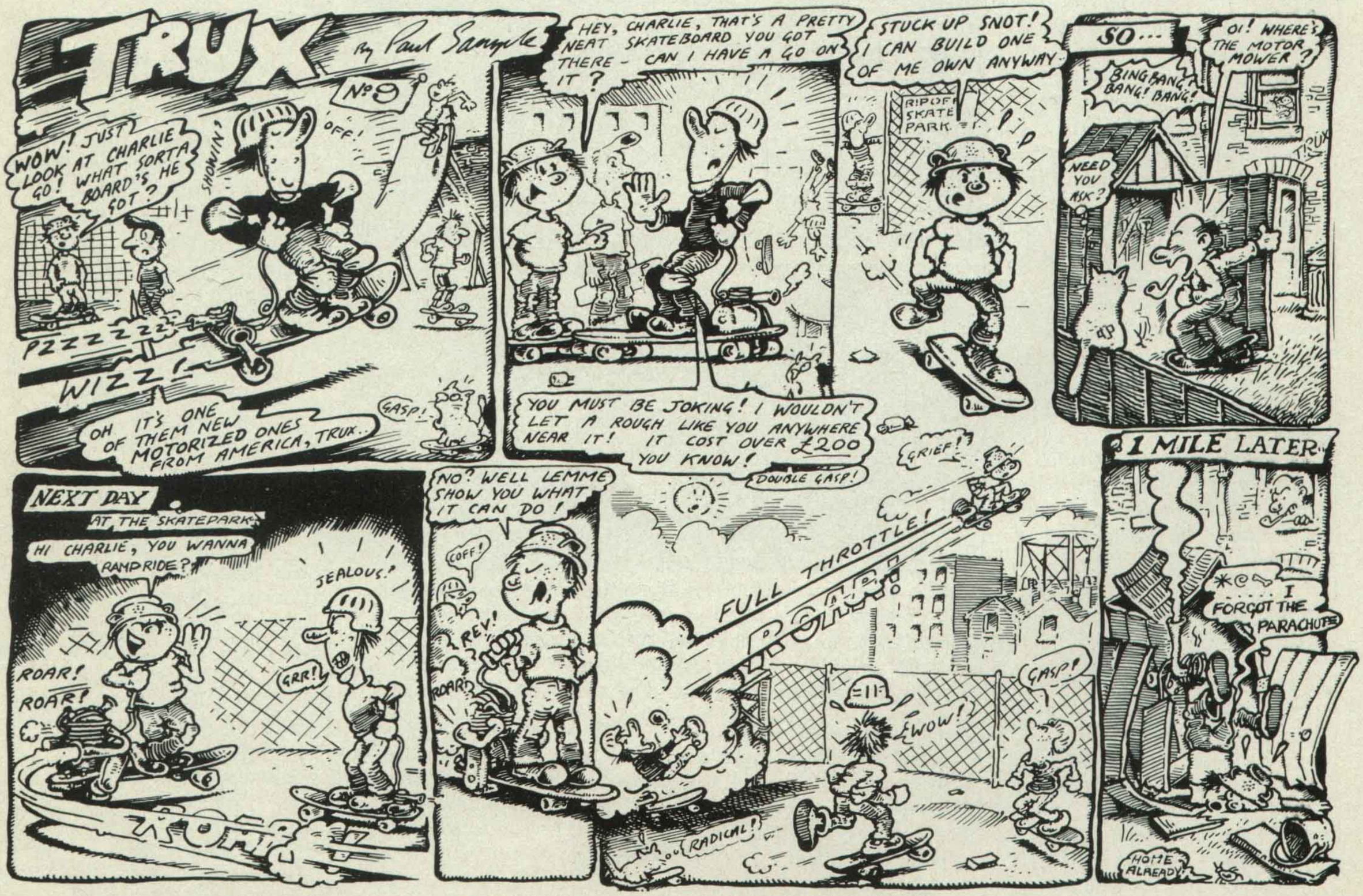
The most obvious factor affecting us is our increased size. The Bristol aged consequently soon graduated from standard small equipment to special 'real' boards. In fact, one design that's 8" wide and totally functional in shape was instigated by Micky 'B' – one of the founders of the 'Old Fools'. It got ridden by local kids and declared the most radical shape yet. It's since been used by a mere youth to win the UK Amateur Bowlriding Championship at Kettering. The design is aptly named, the 'Big-Foot' and there's no doubt it helps those who suffer the handicap of such appendages.

The other notable problem associated with age and size is that of falling. Hard landings can be much tougher on mature bones. The old adage 'the bigger they come, the harder they fall' is true. Fools should embark on their first skate suitably padded and sober, on account of this.

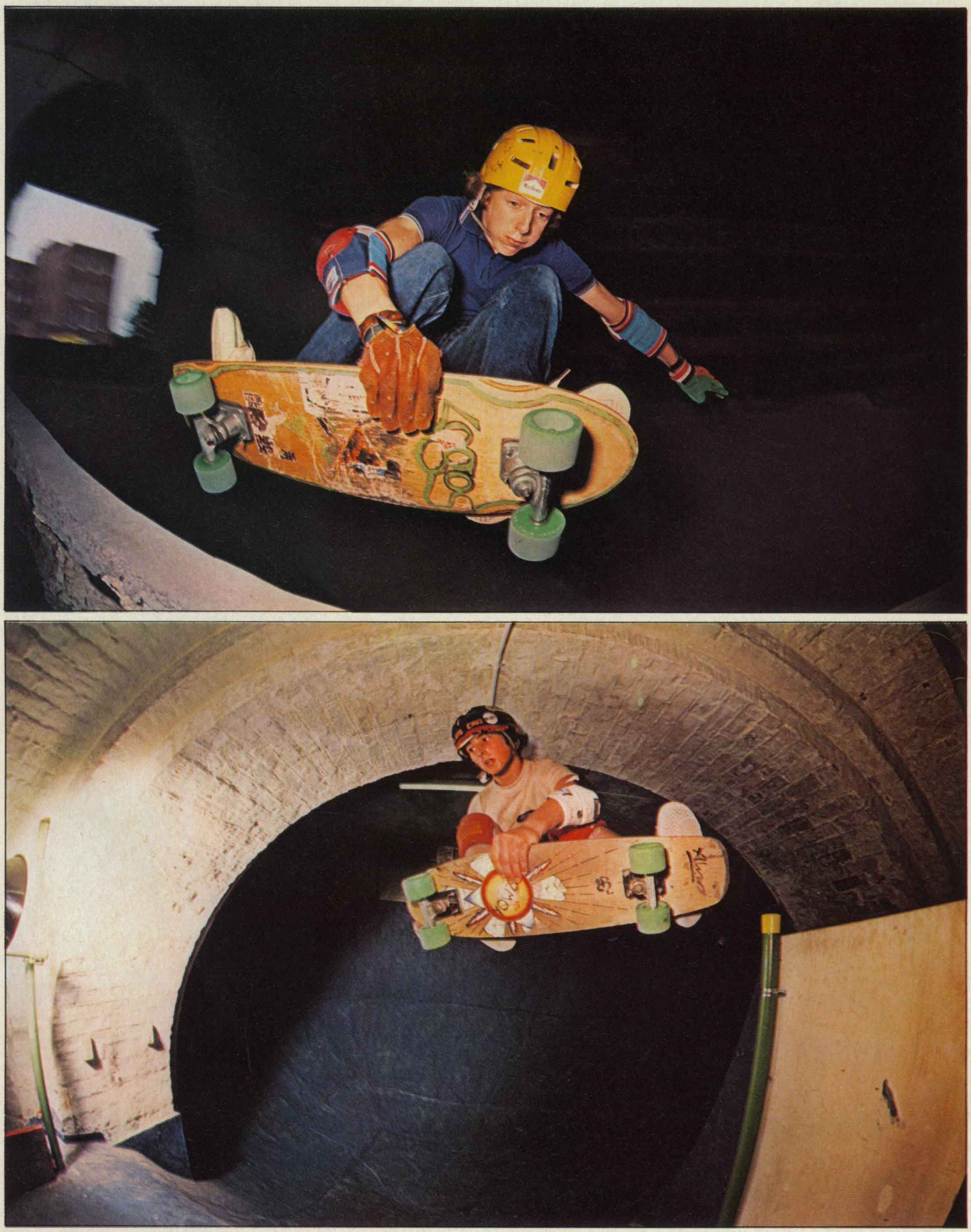
The main advantage we have, though, is that most of us are mature and wise enough to realise that we're probably not going to be the next Stacy Peralta. We're therefore free to develop at a natural pace and get spared the insane ego trips. 'Fools' tend to settle for more stylish skating, although there are a few notable oldies who won't accept the ravages of time and successfully ignore it as they mash the coping.

Many of us are old surfers or skiers and can relate to previous experience. We tend to bore the young with tales of our past feats (though many have done nothing more daring than walk to the corner store for a packet of cornflakes). This doesn't help to establish relations between generations.

Perhaps because of the last factor, plus the daunting sight of hundreds of young 'dogs' in full rip, many 'geriatrics' feel inhibited about joining in. 'The Brisol Old Fools' have found safety in numbers and they tend to congregate at the park after the 'wheelies' have gone to bed. Sessions last well into the night until the bath chairs arrive to cart off the totally stoked to the pub for adult restoratives.



PHOTOFILE



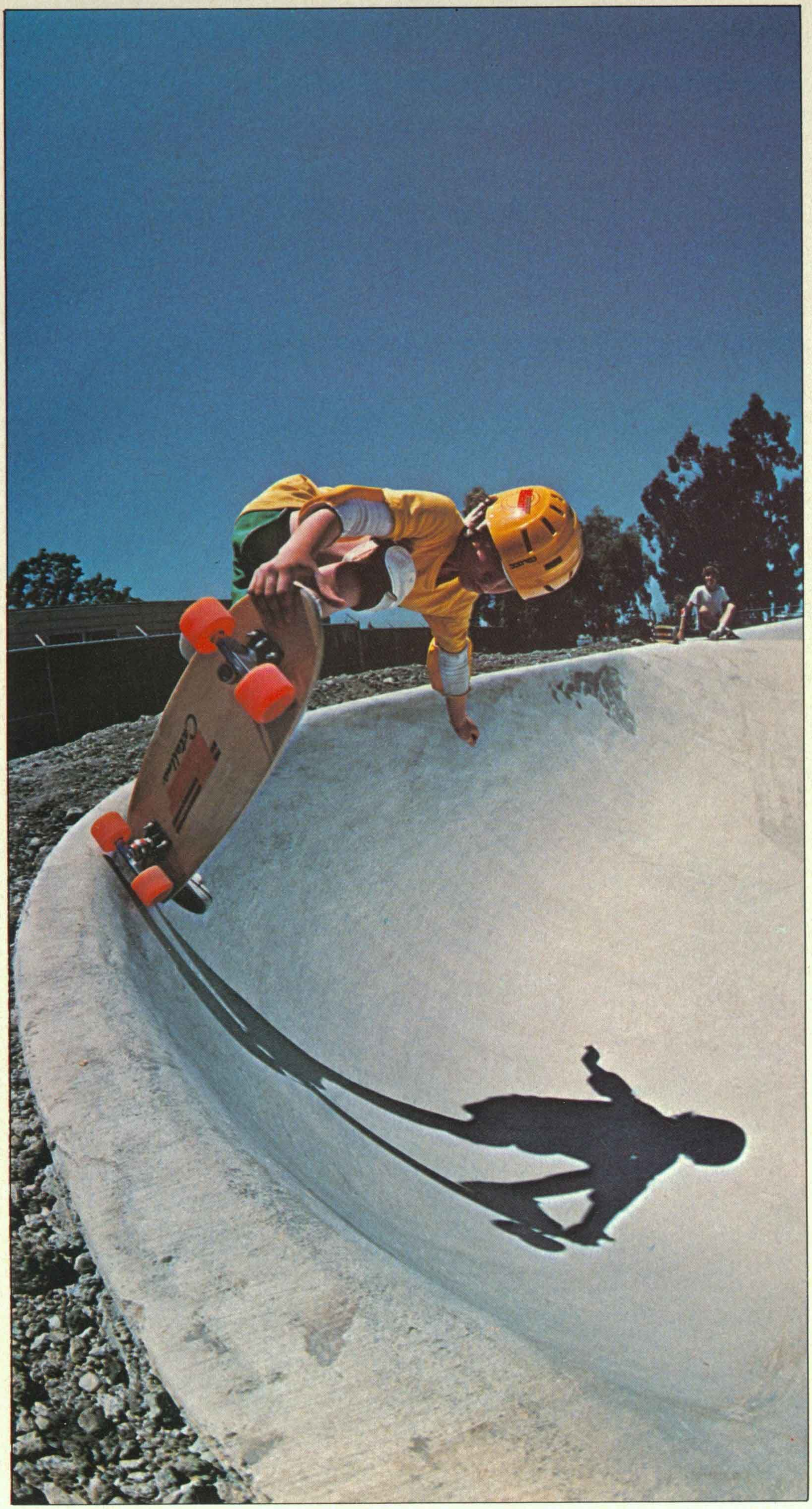
Photography by Robert Vente

Two unknowns . . above: piloting the triangled bowl at Rolling Thunder in Brentford — good aerial form for a vert-free location. Below: anonymous cellar insanity on the seafront at Brighton's Cage skatepark.

Andrew Marten/Jim Goodrich

When you're touring the US skateparks, there's no better man to have around than Skateboard!'s original West Coast correspondant, Stacy Peralta (top right). Judging by the photo feedback, Britain's 11 year old Butch Hawkins is finding the pro's style infectious.

CALIFORNIA WELCOMES THE UK



One British manufacturer who's embarking on a skateboard training scheme is Gecko Leisure Products (Pacer Skateboards). Recently they spotted eleven year old Butch Hawkins at the Fleet Skatepark in Hampshire and decided he had star potential. They packed him off to California to meet and skate with the best riders around and to generally have a good time. Judging by the photos that came back, it was all pretty much worth while.

On arrival, Butch was hosted by ACS President, Chuck Stevens and for the following two days, he was escorted around such parks as Skateopia, Concrete Wave and Paramount by G&S Team members, Gregg Tai and Larry Bardan. The latter park turned out to be favourite — "you learn more there in a day than anywhere else in a week".

The fifth day was something of an event. Along with Steve Cathey, Doug 'Pineapple' Saladino, Stacy Peralta, Brad Bowman and Alba, Butch took an insane flight over to San Jose — to catch a look at the Henry Hester Pro Bowl competition at Newark Skatepark. The event was amazing, with records being blown out of sight. In the 17' pool, Doug Saladino raised the world best for one-wheelers to 29 (in the course of one minute's riding).

Another Pacer rider, Mark Slough, was due to have followed Butch's footsteps a couple of weeks back — to take part in the Oceanside Competition on June 17/18. When he returns, both Butch and Mark are expected to start touring the country, giving demos on a mobile half-pipe.

Pacer promise to be picking one or two young skaters a year to carry on this excellent scheme. The address to write for free information and a training manual is: Gecko Leisure Products Ltd, Sutton Park Industrial Estate, Reading, Berks. (Please include a stamped and addressed envelope).

PHOTOFILE

Steve Kane — testing speed limits in London's Greenwich Park.

Jerry Young

Greedy For Speed

DOWNHILL SHOWDOWN

In past issues, Skateboard! has looked at both schools of slalom, dual and giant, so it seems now appropriate to follow the natural progression and throw aside the obstacles. Steve Kane rounded up his team for the day at London's Greenwich Park and they gathered atop what's getting to be one of this country's more famous downhill runs. On the menu were Statum's Steve Peters, Slick Willies' Felicity Simpson, Bristol's Andy Beales and Stuart Kendall – and Skane. Greenwich Park is Steve Peter's home ground and in the photo, left, he's riding a Statum Custom 48" with MD Tracks. The picture was taken by attaching a remote-controlled camera to his board and together they hit speeds of up to 45mph. Because of a blocked run-

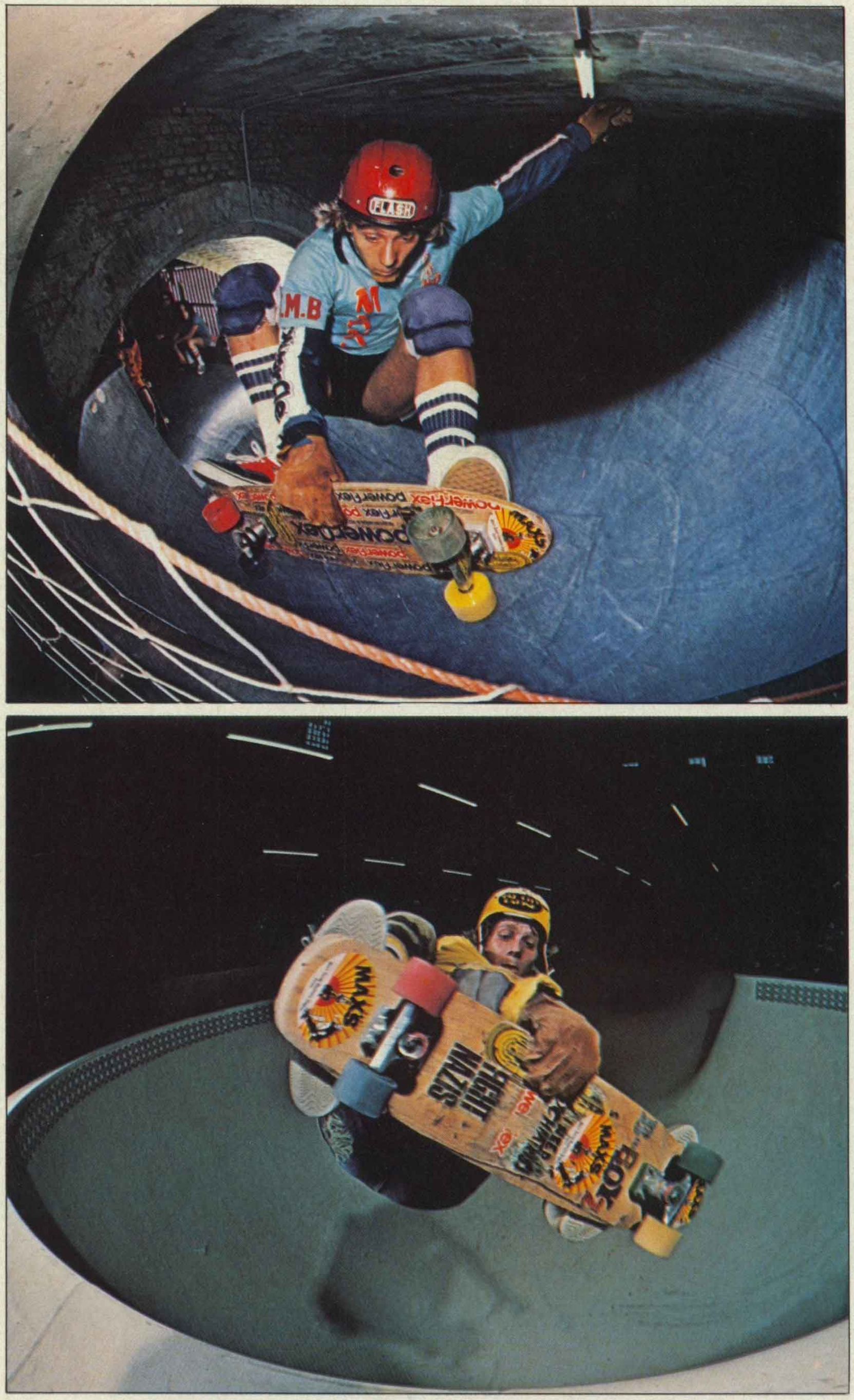
off, skilled braking was needed at times to prevent a 'sense of humour failure' from photographer, Jerry Young! Other photos, top left (and from left to right): Steve Kane – Dread Custom model plus Fultracks and old 60mm red/green Kryps. Felicity Simpson – Bristol OS1 speed model and 65mm lime-green Kryps ('78). Andy Beales – Dread Motherskate with extended Lazers and Sims Pure Juice wheels. Stuart Kendall – Dread Custom with XL 700 trucks and Excellerator 65mm wheels. Top right: Steve Kane in flight. . . "When you get over 30-35mph, it's all a blurr". Below: Stuart Kendall caught in multiple strobe.

Photography by Jerry Young

(MAD) MARK BAKER

INTERVIEW

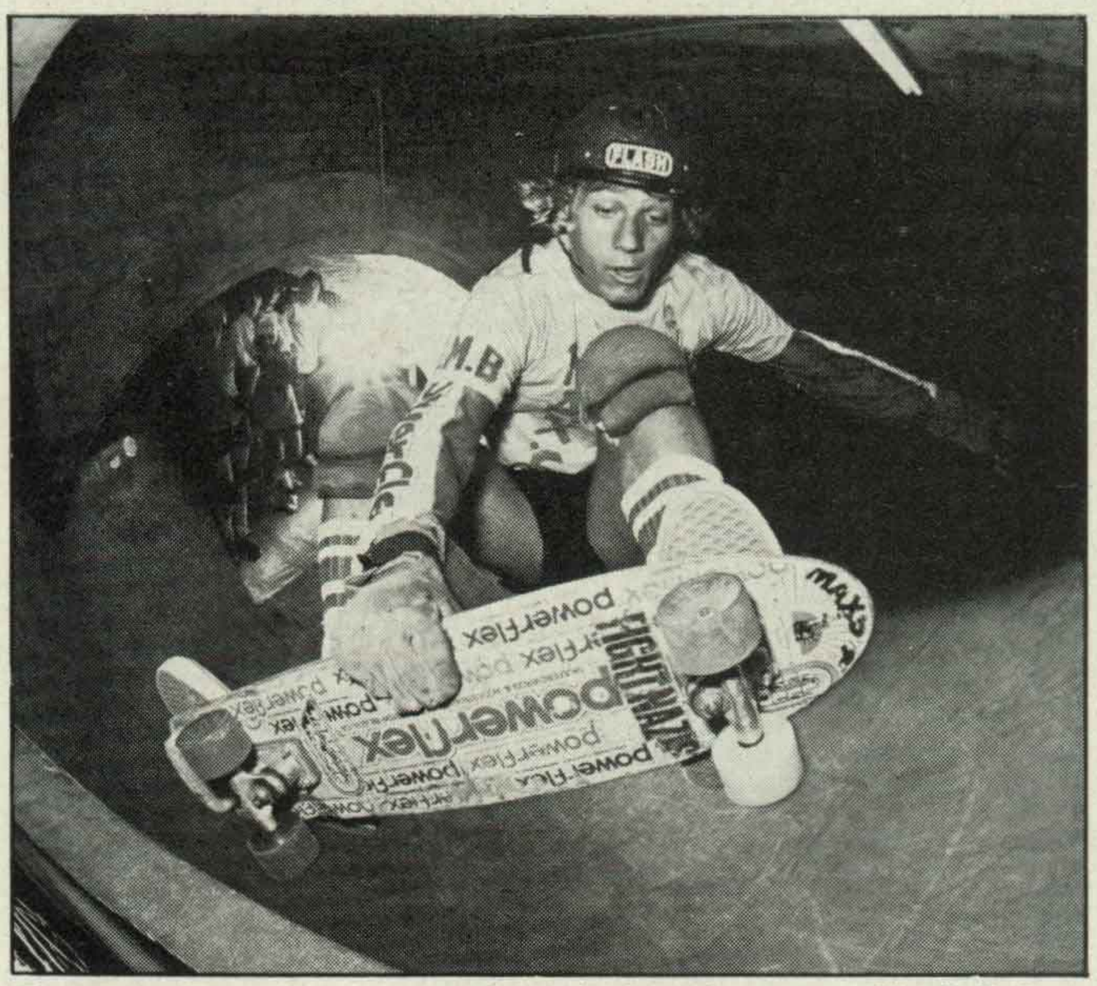
By Adam Peacock



Photography by Robert Vente

Above: Max's kamikaze protege, Mark Baker – controlled weightlessness at Brighton's Cage Skatepark. Below: vertical projections in London's fabulous Maddog pool.

Skateboard! magazine is certain never to recommend that boarders dice with motorcars at upwards of 60mph down steep hills. We also do NOT believe that self-medication is a reasonable choice for mending fractured wrists – or for that matter, that a rider should continue skating while in that condition. 'Mad' Mark Baker seems to. . . maybe we should be taking that appendage to his name a little more seriously! At 16, Pig City's hottest suicide prospect looks like becoming the most talked about stickster of '78. His riding abilities are phenomenal – he talks incessantly, and intelligently, about anything under the sun and there's not a shadow of doubt he knows just exactly what he wants to do. Whether he'll survive long enough to actually do it is quite another question. One thing you can be sure of, though tuned to self-destruct, 'Mad' Mark will certainly be laughing all the way to his last paycheck. Adam Peacock talks to him. . .



The Cage Blue Bowl appropriately housing some Mark Baker aerial insanity.

Robert Vente

Mark, you've been there a while now, what's the big attraction with working at Max's?
I've stuck there because it's such fun working with Phil (Lobatto). He creates so much energy. I used to ride for 'Sport & Leisure', but it was a bit gnarley, so Phil said to come and work with him in the shop. Suddenly it all seemed worthwile. You know if somebody says 'that's good Mark', I think, well, okay, but if Phil says 'that's half', I really get stoked on it.
Actually, we seem to have jumped into things halfway... what first of all got you into skateboarding?
It's the same old story you always get. I used to see these guys running around on bits of wood with wheels on and I'd think, what a bunch of geeks. . . you wouldn't see me dead on one of those things. Well, a friend had one and we were down near the beach and these chicks were watching him and I thought, this looks like a good game to get into. So I had a go. . . SLAM! Slowly I got there. I hassled my mother to give me the money to get one of those little £15 jobs. That was about a year ago. I suppose I've been seriously skating about 8 months.
You're known as 'Mad' Mark Baker. . . do you feel your personality gets reflected in your skating?
There's different kinds of skaters. Some people are content to just pull off the odd wheelie and take it quietly and smoothly, but I'm not that kind of person. I get into a park and I look around to see what manoeuvres can be done. Then I ride and pull off a few tricks and I start to get excited. Soon I see others getting worked up by their riding and my riding and I start to lose control. I try to sit down and calm it out, but sometimes I can't and I just go completely beserk. That's when I start to worry myself and I totally lose hold of my body. It's not me that's in charge. . . I'm just going for the most ridiculously stupid things.
Can you give an example?
Up at Brighton's Churchill Square where I used to skate, sometimes I'd shunt across the shopping precinct, smash into a metal wall and end up rolling all over the floor. I'd be all cut up and laughing – everybody would be screaming and thinking 'alright!'. We used to have amazing confrontations with the police at Churchill Square. About thirty would come up in their cars and chase us. Once, I remember, I ran through a car park and jumped off the steps at the end, straight into a police wagon! They tried to grab me, but I just managed to hop out and run off down the road.
You're leaving school this summer, what are your plans for after that?
I'm on a really tight fixture. To begin with, in July, I've got the Longbeach World Championships. I'll be entering ramp riding and slalom and possibly I might do some freestyle, just to give everyone a good laugh. For the first 2 weeks of August I'm taking a holiday in Spain and after that I may be going to Zurich for the European Championships. Then there's the Catalina Slalom Championships in October. Also, sometime soon I want to get together a tour for our team – Britain definitely, but perhaps popping into Europe too.
Obviously skateboarding is your main concern, but does anything else interest you?
Skateboarding's like everything to me. I've nothing else on my mind – apart from my girlfriend! I sit in class at school, but I'm not there; I'm away at Southwick or London. It's so difficult, but I'm trying to hang on in until I finish my O-levels. When they're out of the way I'll be able to do what I love doing best – and get paid for it.
You're going to be entering world class slalom competitions. . . are you following any particular workout routine?
To start with I don't have any sort of reputation as a slalom racer. Mind you, I won the 'Horti' slalom. There were three races and I got a first, and two seconds. Funny thing is, so far, I've never practised it. The only time I slalom is in competitions. At the moment I can only ride weekends. When school's over I'll have time for proper practise.
Tell me something about your famous Sunday morning speed runs?
There's a hill we've got that's dangerous, very dangerous, and that's where I hope to set a new world speed record. It's 54mph right now – held by America – which is pretty fast. On this hill, on a good day with no wind I clocked around 64mph. I had it checked. After that, when the car wasn't following me, I went down again – a hell of a lot faster. I reckon it was about 70mph. At the moment while the hill's not closed off to traffic, it's lethal. It's nicknamed 'Death Hill' anyway, because of all the pile-ups there's been at the bottom. It's very, very steep, and finishes up in a big bend. Sometimes you get maniac drivers trying to overtake each other and that's when the problem comes for us. We shoot down and if cars try to overtake coming the other way, it's a 120mph impact. That's the risk I take! I've actually had car drivers trying to race me down the hill. Great fun, but if the car overtakes on the bottom, that's it. The closest I've had is when I was going down about 60 and a car tried to overtake coming the other way. He saw me, and as luck would have it, he had good reactions. Either I could jump off and get run over, or else I could just try and steer it through. I decided to stay on. The car swerved past, leaving me about 6" on either side.
(Mark's exploits are dangerous in the extreme – I'd advise no one to indulge in street racing. Ed.)
This hill is presumably the one where they're planning on holding the Brighton Classic later this year – without traffic?
Yes, I'm really looking forward to it. No one's seen real speed over here as yet. Little runs across playgrounds in the Nationwide Competition I don't class as speed – more a joke. In fact, after the Nationwide heat in Brighton we did some proper

speed. I was clocking around 50 down a nearby hill and the parents' faces – they just looked and went 'my god'! Actually, I asked the guys who'd won the heat for speed to come and do some real speed. They said; 'you're joking, no way'.

What do you think of the South Coast Skateboard Association?

It's a good association. I don't know exactly how it works because I'm a member, not a committee man. I just help out where I can. But they're really together and it's nice. There's a lot of members – more than a thousand, I think.

You seem to be trying your hand at most things. . . what are your favourite tricks?

Aerials are insane. You feel so good when you shoot out about five feet. You come back in again and people just scream. I try to put in an aerial wherever I go. For instance, the Maddog Bowl in London, doing aerials there is beautiful. Carving it feels so good – tail blocks, axle grinds – it's just like letting everything go.

Can you describe what it feels like to you when you're up there hitting the coping?

When you're doing tail blocks you go up and you feel your wheels coming out the top and the crack of the tail up against the coping. Sometimes the tail even goes out and smashes onto the coping. And with aerials you just feel weightless. . . like you're flying. There's always the chance of getting the wheels hung up on the top – that's when you really eat it.

Have you always been into adrenalin type sports?

Yea, well I'm not the most academic person. I was into running and I did well, too, at javelin. I won Sussex and I thought I was going to go into it nationally – then skateboarding came along. I used to play a lot of rugby which was fun. You can hurt and get hurt in that. . . it's a tough game. I've always been into heavy energy sports.

Now that it's your chosen profession, can you tell us where skateboarding looks like going in the future?

I thought you were going to ask that. I don't really know. I doubt Britain can ever become like California – the weather, the lifestyle – it's all different. But I think we've done in less than two years what took California fifteen. With the help of the magazines, the general press and the skaters themselves, it can go a lot further. I've two main criticisms of UK skaters. . . one, they look so tatty. I mean you see the Americans riding and – I know we haven't got the weather – but they wear shorts and they look smart. We just look so ragged in our scraped-up jeans and army trousers. And two, okay, people are doing the tricks, but they need to concentrate a lot more on style. They need more fluency in the way they ride. For the future, I want to see more parks, more space for beginners, better facilities for the in-betweens and much more radical terrain. As Shogo Kubo says; "radical terrain breeds radical riding" – which is true, very much so. That's why the Maddog Bowl is fantastic. The size of the pool is there. . . that's radical terrain.

Professionalism seems to be gaining a strong foothold in the sport these days, although in many ways the transition seems pretty haphazard. Have you any advice for the would-be pro?

That's a very delicate subject. When there's guys waving chequebooks around it's very difficult to keep control of yourself, and the status of what you represent as a pro rider. It's important to keep in contact with all the other skaters. When I go to a park, I really love giving help to anyone who wants it – and I like to be taught by other people too. And when you're in the public eye, you've got to look and act the part of a pro rider – a representative for the sport. It's largely a matter of control over the mouth and, as far as I'm concerned, that's one thing that's very difficult to keep hold of. But you get to a stage when you're good – and you know it. You don't have to tell everyone. . . you just ride and they see it. You don't have to use the mouth and you become sociable with everyone. That's where I want to get to, more than anything.

Mark, can you explain the 'Fight Nazis' emblem on the base of your board?

To begin with, I'm Jewish and I can't stand any kind of racialism anywhere. Don't get the wrong impression. . . some people think I'm some kind of anti-facist nutter who goes about shouting politics all day. I'm not like that at all – I just can't stand racialism. Right now in skateboarding, everybody can get together whether they're black, white, Jewish, Christian, Muslim, or whatever. When kids and their parents look in magazines they tend to follow the people they see – those who're in the limelight all the time. With pictures, when you've got something written on the bottom of your board, people look at it. I've got 'Fight Nazis' on mine and I hope they decide to follow what I'm saying. In fact most of the skaters I know are anti-facist and anti-racialist. When skaters get together, no one gives a damn what you are. It's a sport which I hope won't be affected in the way lots of other sports have been. Like in the Olympics where one country has to withdraw because another one is there. That's just got to be kept out of skateboarding.

Which riders do you really admire at the moment?

There are so many around it's hard to pick a few in particular. I'd like to say that I really respect the girl skaters. So far, it's been a man's sport and I think any girl who gets out there and skates and takes the tumbles has got to be respected.

Let's move on to equipment – what's your choice at the moment?

For parks, I'm riding a Powerflex deck with Midtracks and Powerflex wheels – that gives me just about everything I want right now. For slalom, I use a Santa Cruz deck, Midtracks and Black Powerflex wheels and for speed I use Black Powerflex or UFO wheels, Fultracks and a Brewer 38 deck. I've got two deck models of my own coming soon. . . a speed model and a pool board. There's also the old Surf Flyer that I ride sometimes! You know you get guys who are so despondent with the little boards they've got and they see all the people with the flash equipment. . . so I get on the freestyle area and show that things can be done on a little board. Whatever kind of board you've got, if you try hard enough you'll get there. I've done aerials in the pool on it and tail blocks and people just can't believe what's happening.

What about safety gear. . . you seem to use it all the time?

Well, I never used to wear it at all; then I started to realise if I got badly hurt, that could be my career gone. It's just not worth skating without safety equipment. It doesn't prove anything *not* to wear it. Elbow and knee pads, definitely. . . also helmets definitely. There's two things missing. One, I like to use wrist supports, and the other, get some flat knee pads and put them in your shorts to protect the hips. Finally, of course, gloves are essential as well. I used to say; 'no Phil, don't bug me with all that. . . I don't need to wear it'. Then one day I came off and, luckily, I was wearing safety gear. If I hadn't I'd still be in hospital now, with a smashed up brain.

Have you had any really bad injuries during the last year?

Only my wrists. I came off and landed on them when I wasn't wearing the supports. My right wrist has a hairline crack and my left is in a bit of a bad way. If I have them plastered I won't be able to skate so I strap them up instead. I do my own therapy, using weights and so one, and they're coming back into action with no help from the hospital at all. But if anyone *does* hurt themselves, it's obviously essential they go to the hospital to get checked. I always like to know what's wrong with me, so I can deal with it.

Don't you think it's important to get the breaks set properly. . . you may suffer problems later on?

I took a doctor's advice and he said it would do it good to get it plastered, but it wouldn't do it much damage not to. So I've done exactly what the hospital would have done, anyway. I've pushed it back into place by hitting it with a screwdriver and strapped it up. But, that said, I must emphasise that if anyone hurts themselves, they must go to hospital, however much the hassle – just in case something is wrong.

(If you are suffering from a bone fracture, do NOT continue skateboarding – unless you have an okay from the doctor. And screwdrivers are NOT for re-setting broken bones! Go to a hospital, they're better at it. Ed.)

Mark, you must have one great ambition you'd like to

fulfil. . . can you name it?
Yes, I want to be the first person to be towed on a skateboard at 100mph. I'll probably have a go at that on an airfield sometime next year. I don't think you'll ever do it on a hill, you need to be towed by a car. I want to know what it's like skating at 100mph.

What plans do you have for the future, assuming of course that you end up having one?
I want to keep skating full time for as long as possible. I'll never leave skateboarding. Maybe I'll eventually get into the advertising side of it when I'm too old to carry on. . . that's what I originally thought of getting into anyway. But I hope to carry on skating for a long while yet, and if the scene isn't right over here, well, I'll go over to the States and work out there. If all that should fail, I think I'll try being a stuntman. I could never be in ordinary business — my temperament couldn't handle it. I've gotta do something that's mad. Then, if everything else should fall through, I suppose I could always be a rabbi. What kind of job is that for a Jewish boy. . ? not much money!

Robert Vente

Above: Extreme tailblocking by Mark at Brighton's Cage. Below: Our main man dispensing a lateral tail block in the pool of London's Maddog Bowl.

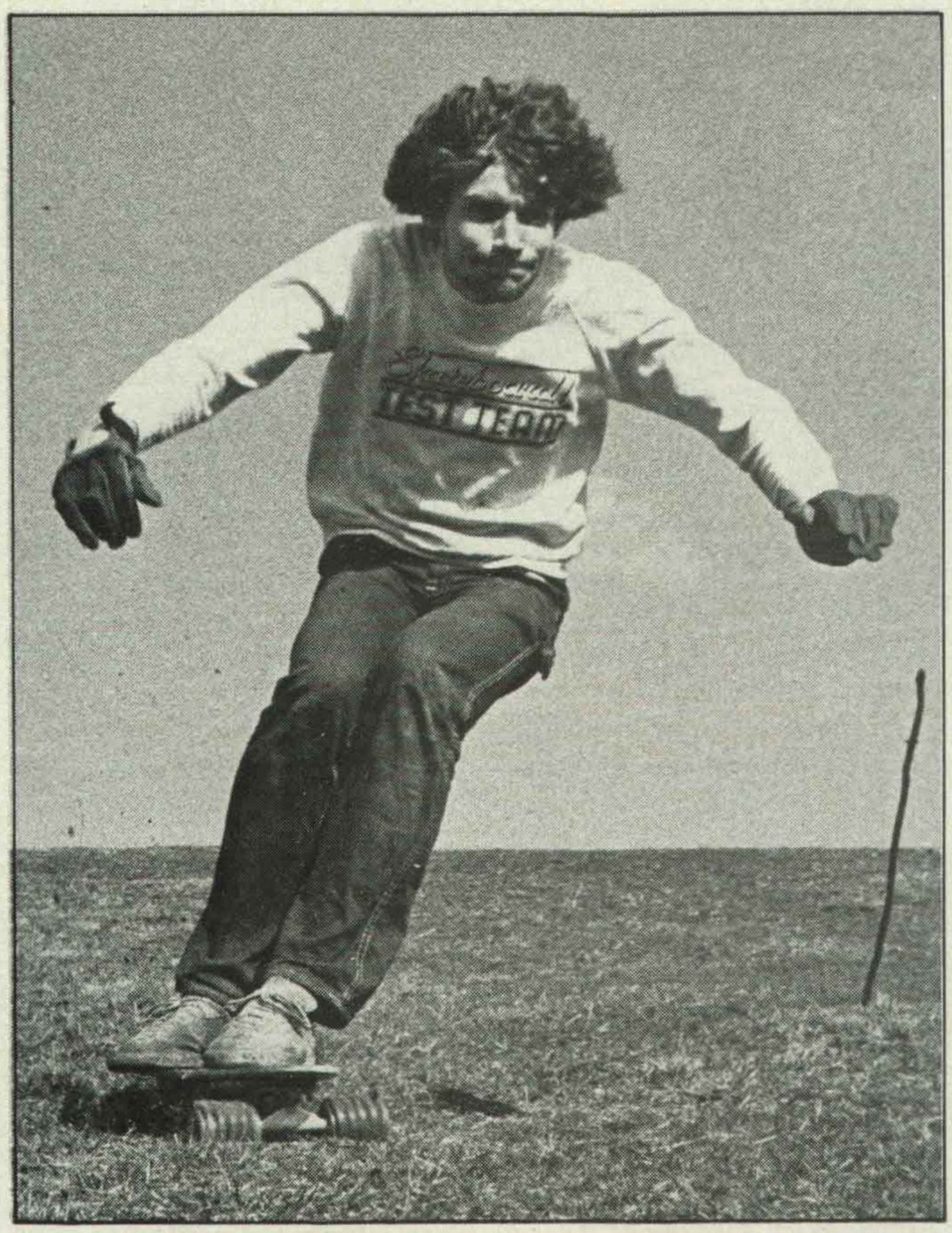
Jerry Young

SHREDDING DIRT

MOVING TO NATURAL TERRAIN

By Steve Kane and Dave Goldsmith

If you can take the rough with the smooth, try a little dirtboarding sometime. Release yourself from the silky man-made confines of concrete and tarmac and get back to nature. Dirtboarding is about skateboarding in the rolling hills, steep grassy inclines and dusty gullies. It's a different kind of challenge. Gone are the boundaries, the kerbs, lips and coping, because the slopes are wide and free. Just the dirtboarder rolling and weaving his way around the fall-line.*



John Morfett

Courtesy Dorset News

Above: High speed lawn-mower. Skane putting stripes on Box Hill. Below: Andy Gaunt dodging the daisies with his Earth Surfer.

*The line a rolling object will follow naturally down a hill.

This hybrid is in its infancy as far as technology is concerned. It's like the pre-urethane days all over again. Urethane may, or may not, be right for the job this time — in a solid form anyway. The need is for the wheel that will take the ruts and the crud and make a meal out of the grass. In fact the "Red Kryptonic" of dirtboarding is a long way away but the boffins are working at it. And a lot of the research is happening in Britain.

The Hedgehog Wheel

This is the first special dirtboard wheel to be made in Britain. Its creator is the eccentric inventor of the spherical Fireball skate wheel, Johnny Hawkes of Looner Landskates. We joined Johnny and the company chairman, Toulouse-le-Grunt Hurricane Toke (Johnny's dog) for a test session at Box Hill in Surrey. To anyone who doesn't know this hill it contains some treacherous slopes, steep enough to be used by the occasional skier when the snow falls.

The Hedgehog wheel is an unusual design, to say the least, and is moulded from hard urethane. It has large cylindrical studs protruding from the surface which provide the traction and speed. As the wheel turns the studs grip and release to maintain speed. The important aspect of the Hedgehog is that it interchanges with any skateboard wheel (it uses 608 type bearings) and therefore provides low-cost access to this branch of the sport for anyone with a skateboard.

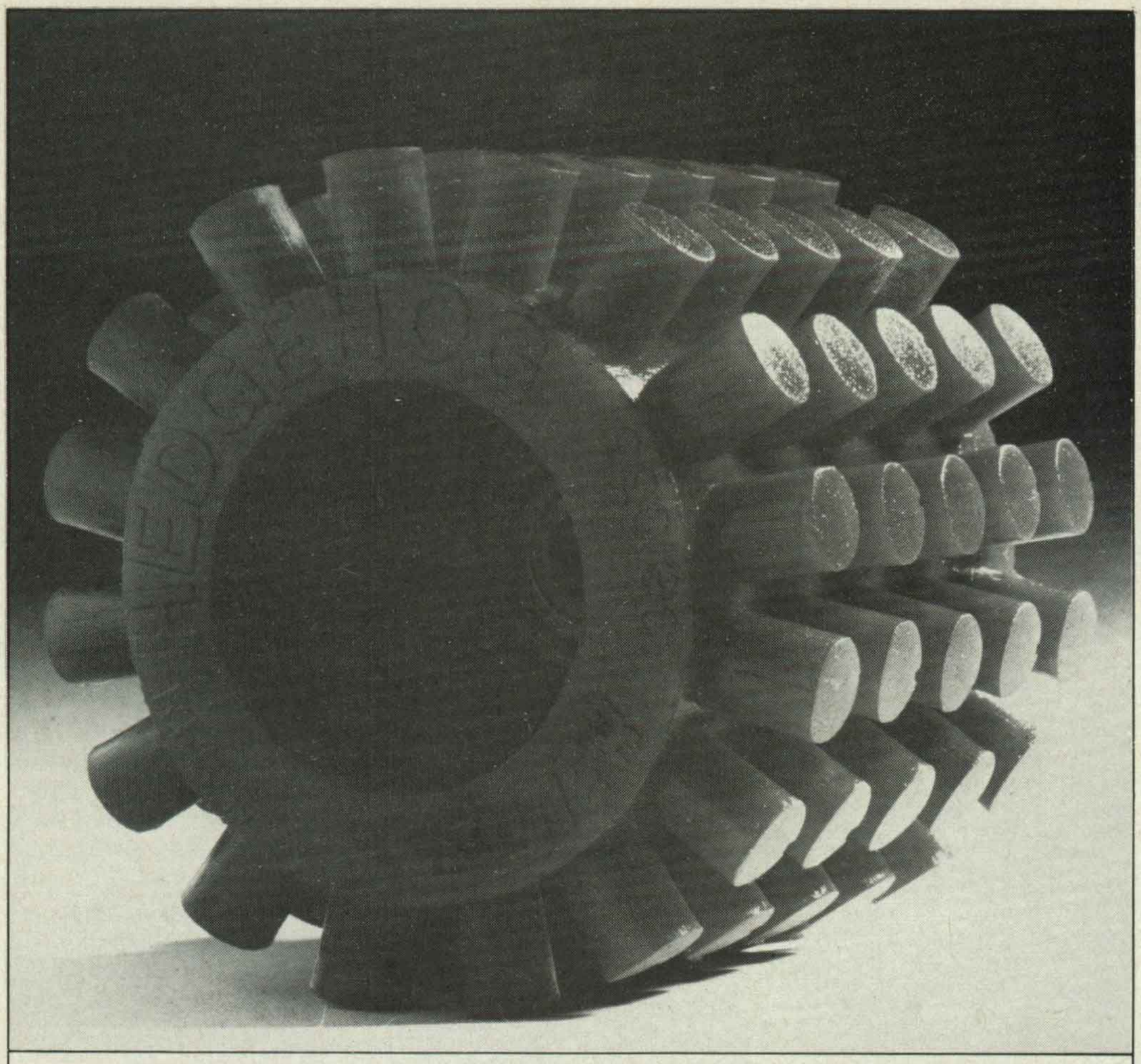
Walking up the side of Box Hill (south of London, near Dorking) is like climbing the wall of a skate bowl — the gradient is unbelievably steep. First tentative trials of the equipment met with embarrassing wipe outs as the Hedgehogs were jammed by tussocks of grass. The attempts could have finished there and then had not someone realised that speed and a little go-for-it were required to get the wheels bouncing over the surface. Once on the move there was total motion. Within a few minutes figures were hurtling down the Surrey hill screaming with the rush of it. The grass was soft to land on and fear of injury — forever on the mind of the skater — took a decided second place.

Johnny Hawkes had brought some poles and the next test was to be turning ability through the gates. Skane proceeded to mow through the course, the studded wheels throwing dirt high into the air. At slow speeds the wheels picked up the sticky earth and initially it was felt necessary to unclog them before each run. As speeds increased, however, it became obvious that their fast rotation produced a self-cleaning action. Johnny explained that this was partly the result of the studs flexing slightly as they made contact with the ground.

Traction on the slope was superb considering the steepness of the terrain and the dampness. Powerslides were really stoking as the skater disappeared in a cloud of mud and grass. After a couple of hours the Test Team were really sold on the idea of Hedgehogging. Obviously the wheels are not as fast as some of the sophisticated pneumatic tyres which are beginning to appear. But it has to be said that most skaters will be reluctant to shell out around £100 (the likely going-rate for a complete custom dirtboard) whereas they might consider a set of wheels an acceptable indulgence.

The Total Dirtboard: The Earth Surfer and Turfboard

The eventual answer for high performance will undoubtedly be found with a dirtboard combining oversize wheels, trucks and deck. The challenge is to produce a unit which provides the thrill without being bulky and cumbersome.



John Morfett

Eamonn McCabe

Above: An over-size photo of the Hedgehog. The wheel's actual dimensions are 72mm diameter and width, 9mm stud height and stud diameter. Below: Geoff Mc.Broom with his unique football team, the Turfboard.

We've tracked down two inventors in Britain who are tackling the problem. Both have worked along similar lines by producing dual-purpose boards for use with or without, sails. Andy Gaunt, of Windtek in Dorchester, has developed a unit called the Earth Surfer. It's based on a box-section fibreglass deck with rugged stainless steel trucks (685mm wide). The wheels are 365mm in diameter with pneumatic tyres. The Earth Surfer costs £89 and can be bought with sails as an extra.

The Turfboard, made in Bristol by Geoff McBroom of Flite Deck Engineering, is a rather less conventional piece of equipment. The wheels are, wait for it, made from footballs. Geoff has tracked down a high quality three-layer football with a central layer of woven nylon. In other words, a suitably tough ball capable of being inflated to high pressure. There is no normal axle, the wheels being gripped from both sides by the tubular aluminium frame which forms part of the truck mechanism. The deck is marine ply. On both sides of the wheels there are hubs which contain standard 608 type bearings. As a result of the very light wheels the whole board weighs an impressive 8.5kg and its cost is around £90 (also with sails as an optional extra).

Which one is best — unfortunately we can't tell you at this stage, but from the kind of comments we're getting from dirtboard freaks both would provide one hell of a lot of fun and speed. The fundamental problem associated with any dirtboard of this type (with smoothish wheels) is that the surface you skate on is a lot more slippery than concrete. Tight turns can often result in a sudden uncontrollable skid — dumping the rider on to the ground. Eventually maybe there'll be combinations of several of the innovations we've run through — perhaps extraordinary-looking studded spherical tyres!

The possibilities for dirt boarding once it takes off are endless. We may well see some very exciting downhill events arranged around the terrain, with jumps and obstacles on the course. One thing is for sure — speed will not be a limiting factor.

If you're interested in finding out more about dirtboards (or buying them!) you can get more information from these addresses:
EARTH SURFER: Windtek, North End Works, Millars Close, Dorchester.
TURFBOARD: Flite Deck Engineering, Unit E, 60 Redcliffe Street, Bristol 1. Sorry by the way, but the 'Hedgehog' is not at present commercially available.

ROLLER SKATE CONVERSION

By Tim Altic and Mike Lensvelt

Judging by the rise in interest over the last month or two, the age-old art of roller-skating may just about be ready to climb the fence and cross over into skateboard land. For those oldies who recall clattering along the sidewalk on metal wheels and falling over at every available bump and crack – there's a shock coming. Today's versions use the same sort of trucks and wheels as the everyday skateboard. The only trouble is, modern rolling boots tend to cost a bomb – not surprising when you consider the final product is usually built to a very high professional standard and consists of 4 trucks, 8 wheels and a special line in footwear. Not deterred, Skateboard! has found a way of overcoming some of these fiscal difficulties. . . the answer is, to do-it-yourself.

YOU'LL BE NEEDING:

(All measurements in Imperial).

*A pair of ice hockey boots – without blades. (We rang W. H. Fagan & Sons, of Thames Ditton, and they very kindly supplied the pair of boots you see in the photographs. If you can find an old pair to convert, you'll save money. Otherwise their suggestion is for you to contact your nearest sports equipment stockist for advice. The 'Bauer Hugger' boots would seem ideal for the conversion, but so far as we know, they're only available with the ice skates attached – at a cost of £19/£20. Obviously these will have to be removed before conversion can begin).

*Four narrow width trucks – ACS 430's are ideal, others of similar size will do just as well.

*8 wheels – we used 60mm Powerflex 3's. It's a matter of personal preference (or what maybe is hanging around spare).

*16 – 1½" by 3/16" countersunk screws and 16 locknuts to fit.

*1 sheet, 24" by 4" aluminium 10 or 20 gauge.

*2 – 2" by 3/16" screws (countersunk heads) and 2 standard nuts to fit.

*2 – large flat washers – hole diameter sufficient to take a 3/16" bolt, overall diameter, 1".

*2" of 1" external diameter, steel tube.

*2" of dowl to fit snugly inside the steel tube.

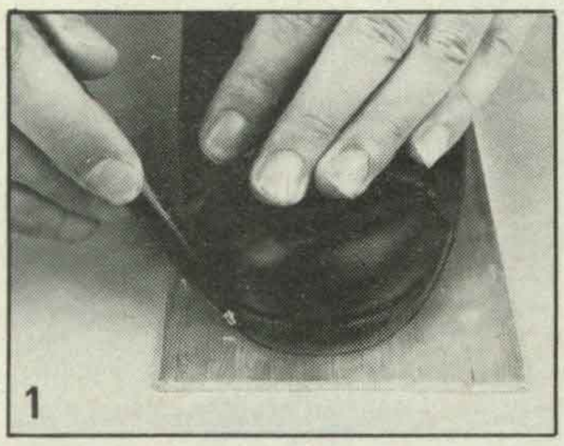
*Enough 3/8" thick hardwood to take two complete 'heel prints'. Approximately 8" by 3" depending on boot size.

*2 – plastic doorstops – the centre hole size is normally exactly right to take a 3/16" bolt.

*Enough stiff card to take a template of each footprint.

MANUFACTURE AND ASSEMBLY

(We're assuming you have access to a fair selection of working tools. . . saws and files for both wood and metal, a centre punch, a bench vice, a G-clamp, a wheelbrace with 3/16" bit, screwdriver and spanners.)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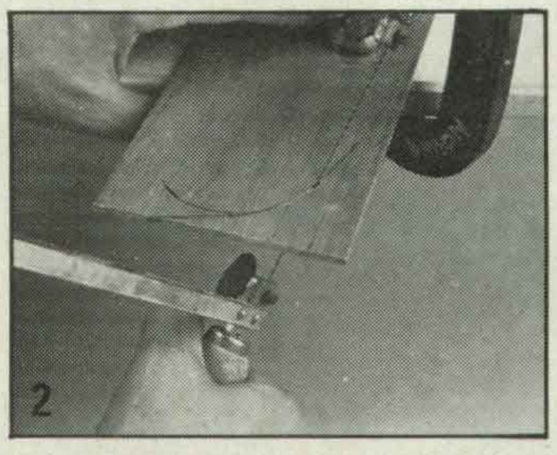
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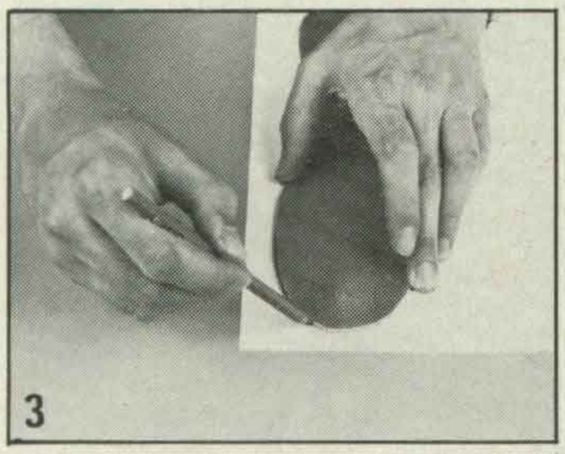
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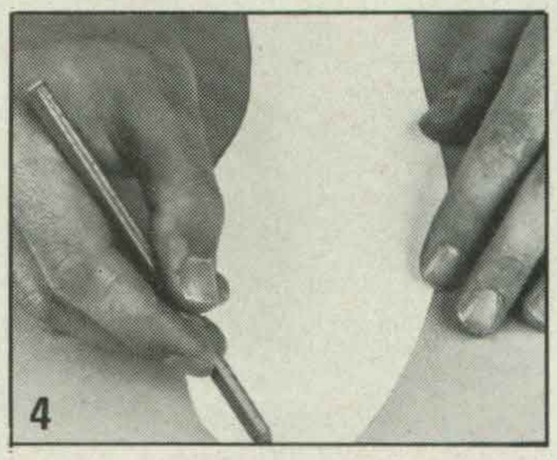
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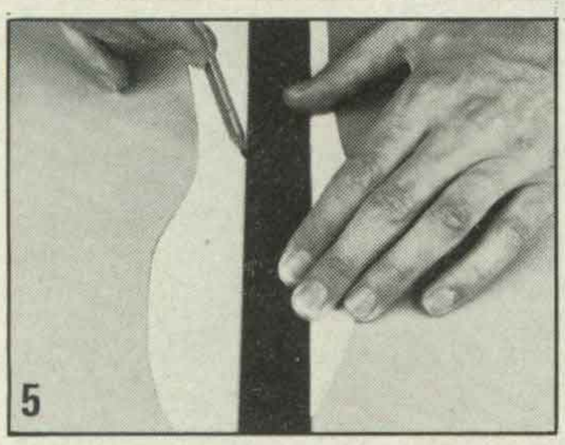
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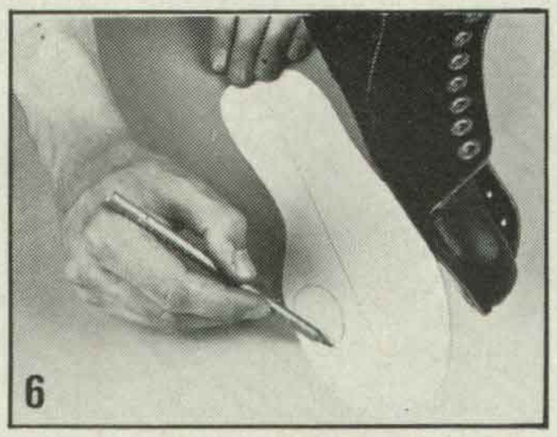
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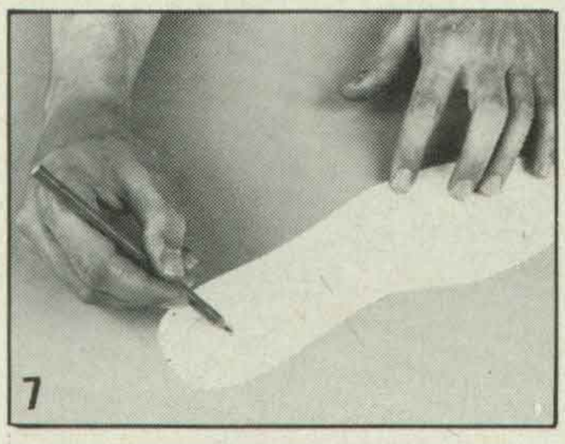
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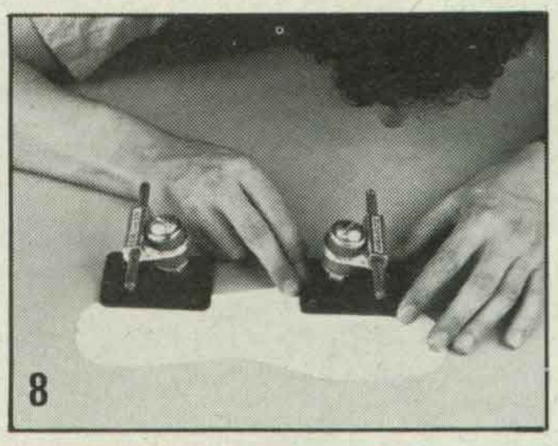
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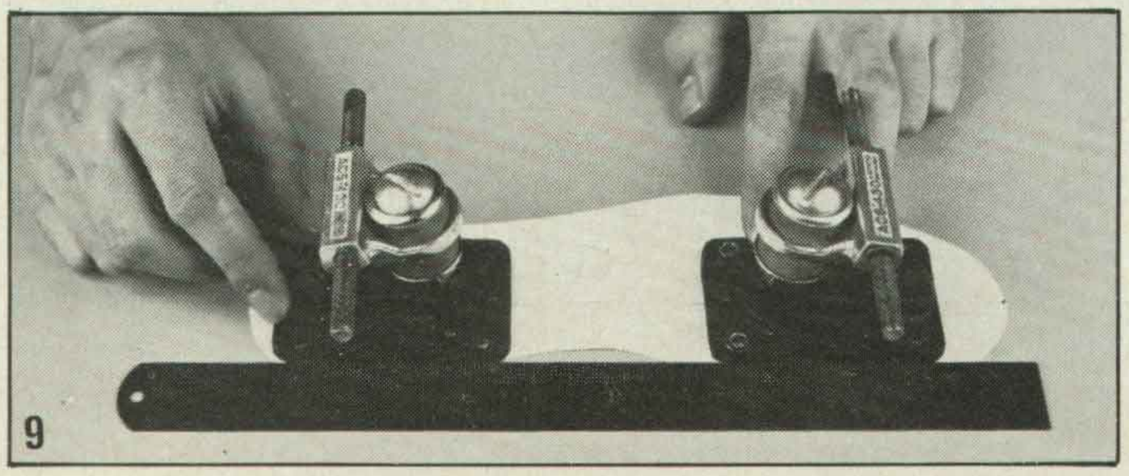
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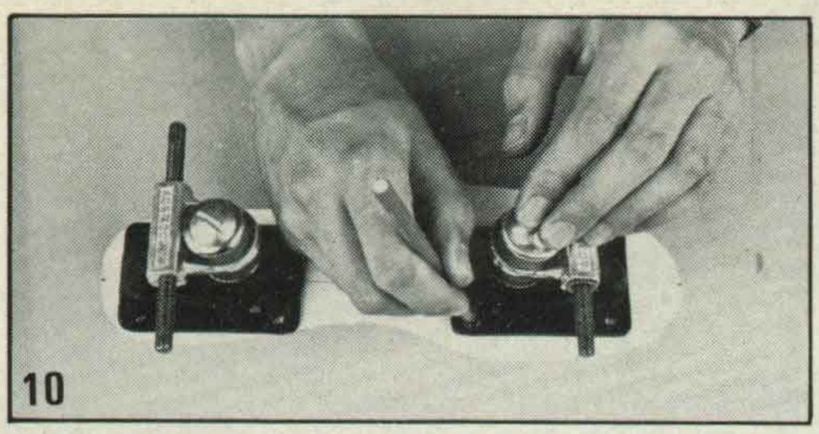
1 Lay the sheet of aluminium down flat and, using the boot soles as templates, mark the two outlines with a pencil. Cut out, using a hacksaw. Smooth sharp edges with a file. (Photos 1&2)

2 Lay the two aluminium plates over the stiff card, mark the outlines and cut out (Photos 3 & 4). Mark the centre of the front and back of the template and join these to indicate the centreline (Photos 4 & 5). Draw two circles on each of the templates to indicate the position of the ball of each foot and the heel (Photos 6 & 7).

3 Achieving correct alignment of the trucks. Viewed from above, the axle of the leading truck should lie slightly ahead of the ball of the foot; the axle of the rear truck should be positioned dead centre of the heel (Photo 8). Mark these positions with a pencil, then using these marks, the centerline and a ruler, locate the trucks in their final positions (Photo 9). Check that the positioning of the trucks is identical on each template, then mark with a pencil, the sixteen baseplate hole positions (Photo 10). Remember to allow for the fact that the truck securing bolts will need to penetrate through to the inside of the boots. Check to see this is possible.

4 Remove any inner soles the boots may have, then firmly G-clamp each card template and aluminium plate in position on its appropriate boot sole. Using a 3/16" bit, drill the sixteen holes through to the inside of each boot (taking care not to damage the 'uppers'). (Photos 12& 13).

5 Using the rear end of each aluminium plate as a template, mark with a pencil a an outline of each heel on the sheet of 3/8" thick hardwood. Also mark the eight holes for the trucks.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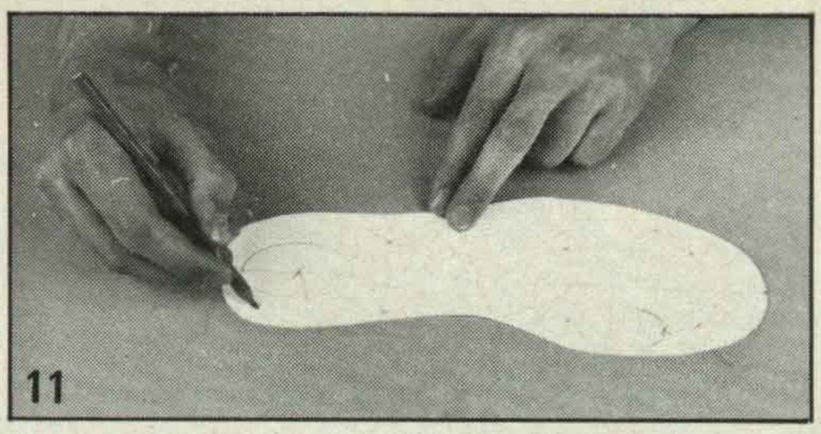
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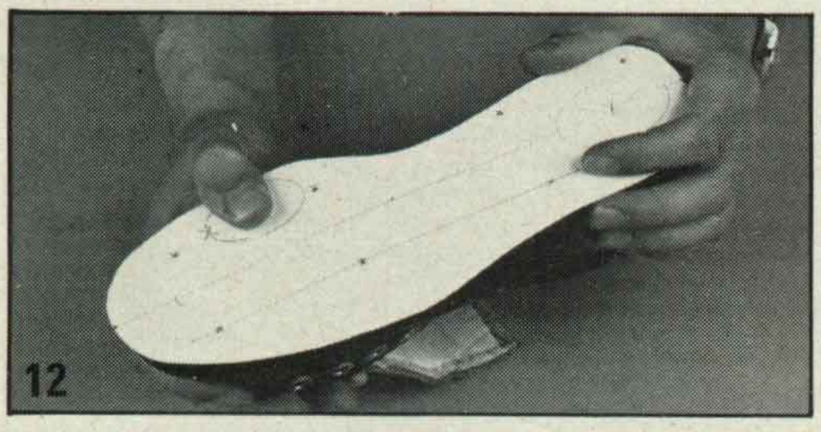
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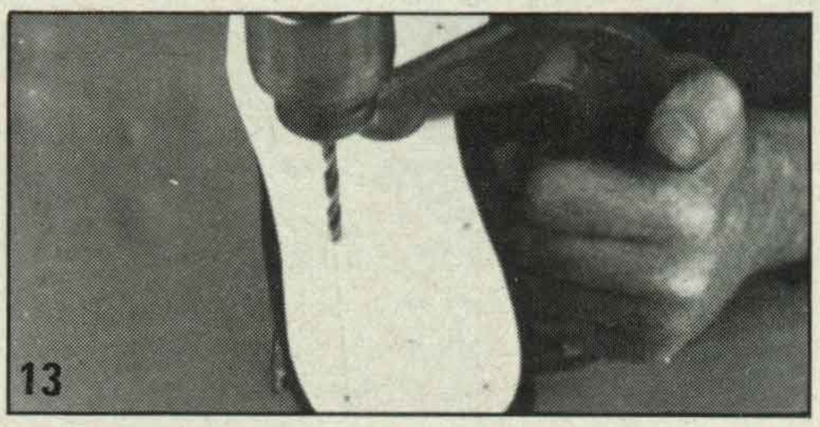
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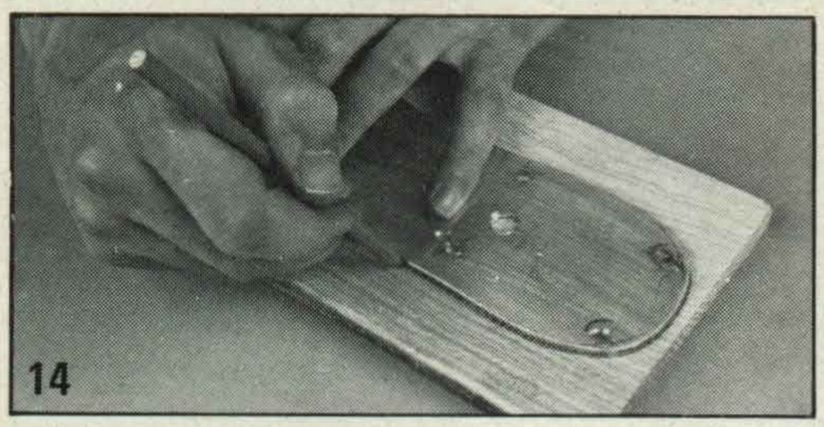
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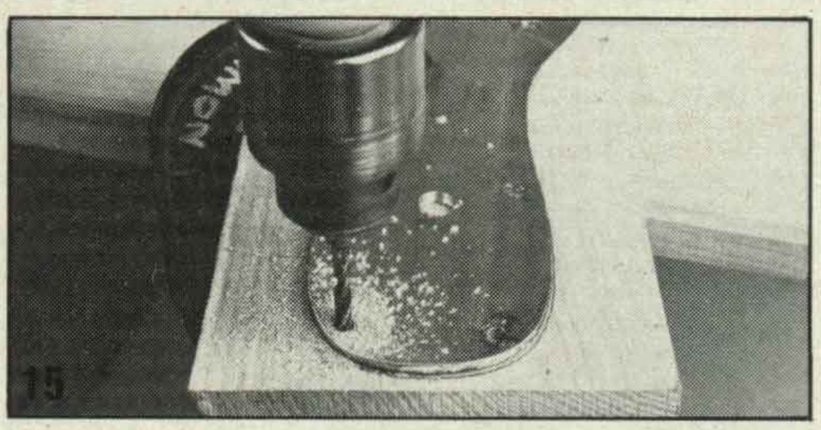
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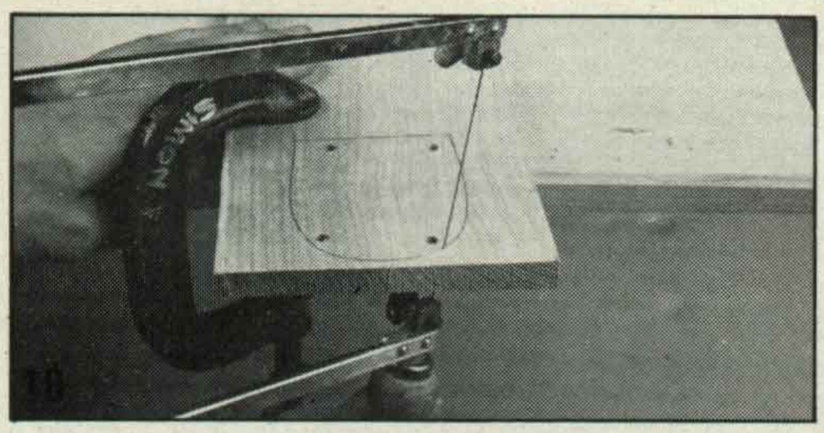
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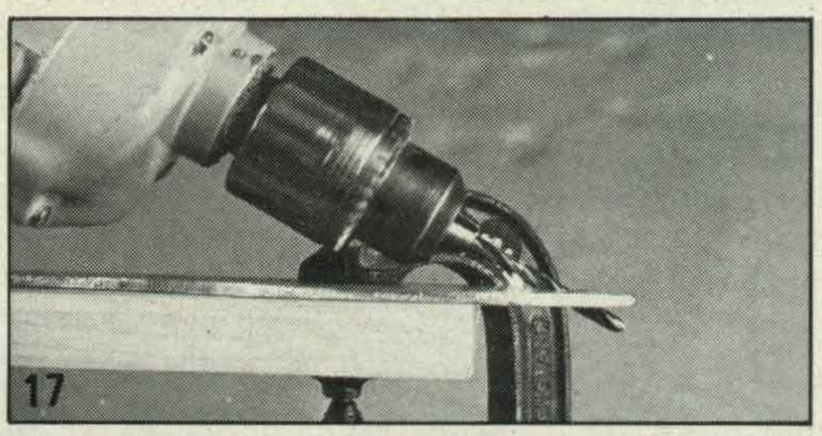
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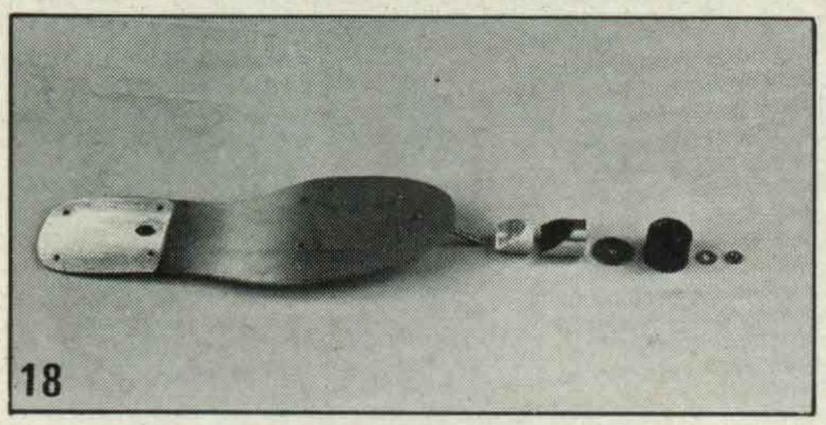
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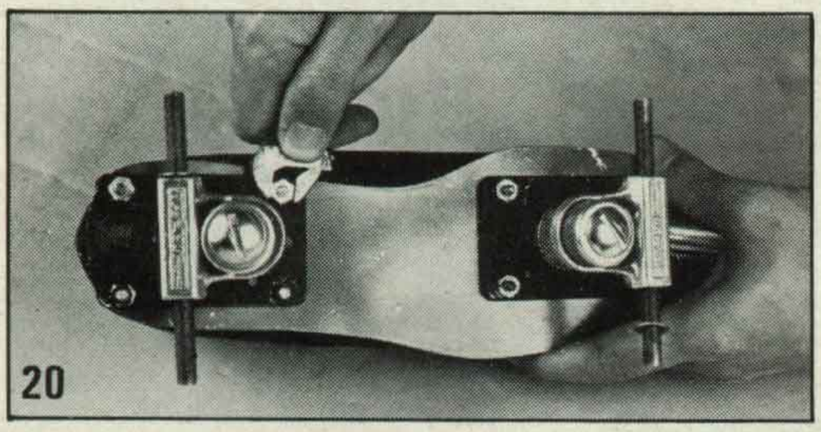
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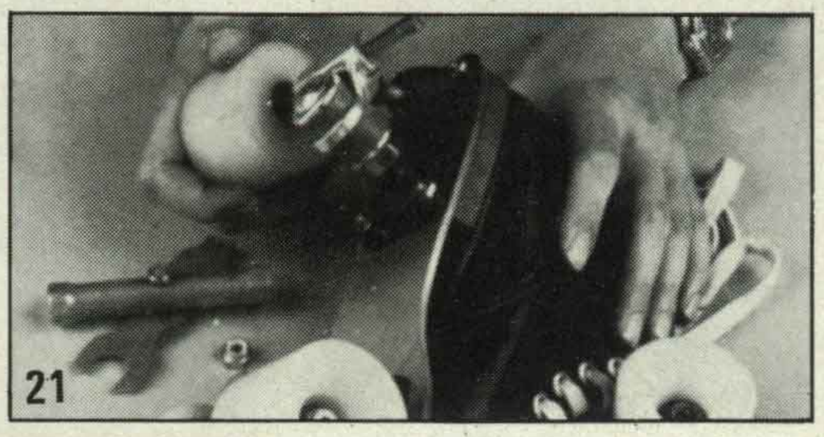
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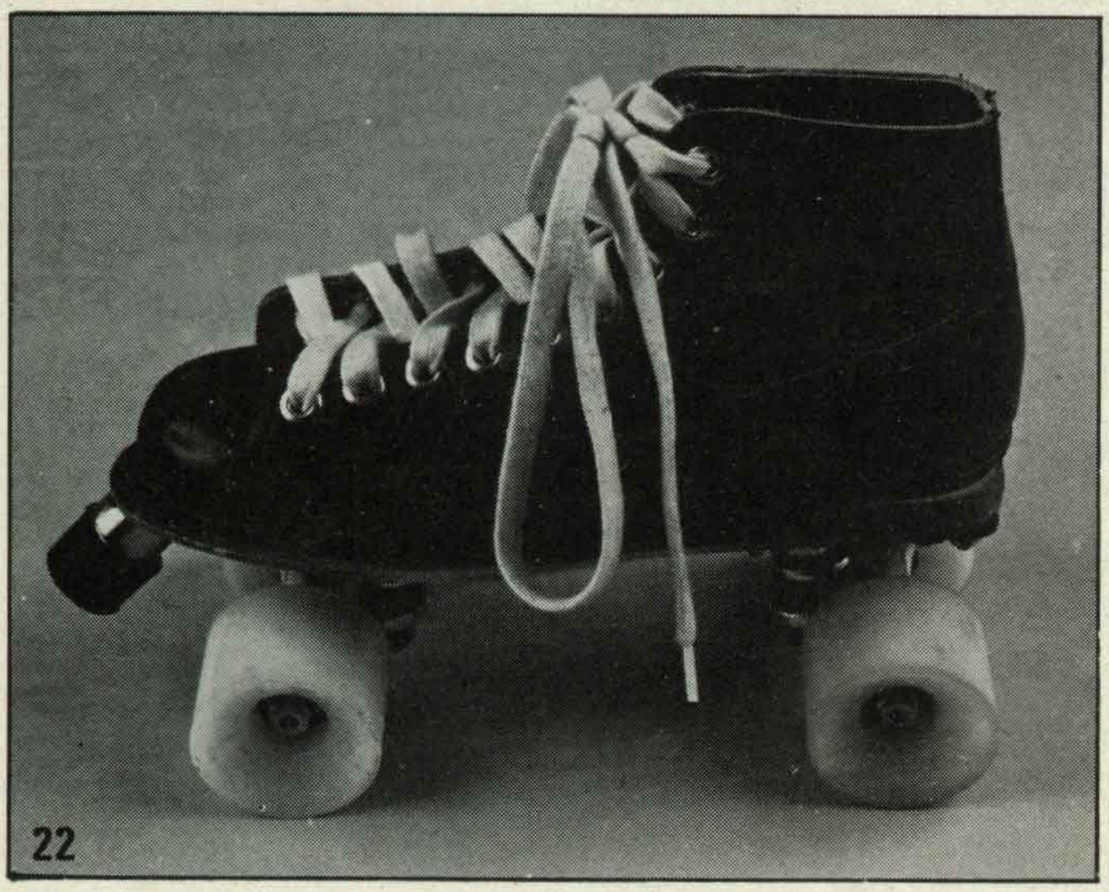
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(Photo 14). Drill out the holes using a 3/16" bit (Photo 15), then cut out the two blocks using a fretsaw (Photo 16) — sandpaper smooth.

6 Mark with the pencil on the top of each plate, a line showing where the front of the baseplate of each leading truck will fall. Around a quarter of an inch ahead of this, along the centreline, mark and drill a 3/16" hole at an angle, approx. 30 degrees to the horizontal. This is where the Nose Stop assemblies will be attached. (Photo 17).

7 Using the hacksaw, cut two sections from the 1" diameter metal tube. File carefully to remove sharp edges. Cut two pieces of dowel to fit inside the tube sections and drill a 3/16" hole down the centre of each. Bolt the two tube pieces (with dowel inserted), one to the front of each aluminium plate, using the two, 2" by 3/16" bolts, two large flat washers, the two doorstops and the two standard nuts (with a small washer apiece, if necessary). The Nose Stop assembly is now complete (Photos 18 & 19).

8 Bolt the four trucks, the two plates and the two blocks to the soles of the boots as shown. Use the 16 countersunk bolts — trim down any excess length — and tighten the assembly together using the 16 locknuts. (Photo 20).

9 Replace any inner soles the boots may have had — extra cork inner soles may be a good idea for added comfort.

10 Bolt on the 8 wheels — and the job's done. (Photos 21 & 22).

Finally, as an added construction tip, if at any time there proves to be an unacceptable degree of flex in the boots between the toe and heel trucks, the problem can be solved by the addition of torsion bars. Such bars could be cut from, say, the same 10 gauge aluminium, and be around an inch in width. Holes drilled at the ends of the bars would slide onto the kingpin of each pair of trucks — to be positioned beneath the lower rubber's retaining cups.

IN CONCLUSION

Could this be a revolution for all you roller skaters? No longer must you be confined to the dizzying circles of the roller rink. You are now free to fly, flow and travel anywhere you like.

The horizons are virtually unlimited. You can freestyle, you can slalom. Downhill is an insane rush — without that old enemy, speed-wobble. And bowl riding is pure exhileration, if you have the guts of a madman and the sense of a bird.

SKATA DATA EXTRA

OFFICIAL SPECIFICATIONS

California

Free Former

WORLD SKATEBOARD SPEED CHAMPIONSHIPS

SIGNAL HILL, CALIFORNIA – JUNE 11. DERBY DOWNS, AKTON, OHIO – JULY 1-2.

All competitors must be 18 years of age or older

Sorry we couldn't bring you this information earlier but we thought these specifications might be useful to anyone building speed fairings. These details were adopted for the major speed event at Akron, which is organised by California Free Former. No, we can't tell you where to get a suitable parachute!

OFFICIAL SPEED SHELL SPECS

MODIFIED CLASS

MAXIMUM WEIGHT:
75 lbs. (complete skateboard/less rider)

OVERALL LENGTH:
10' (tip to tip including fairing and shoot)

WHEEL DIAMETER:
4" (no limit on wheel width or bearing diameter)

AXLE WIDTH:
12" (end to end/no limit on diameter)

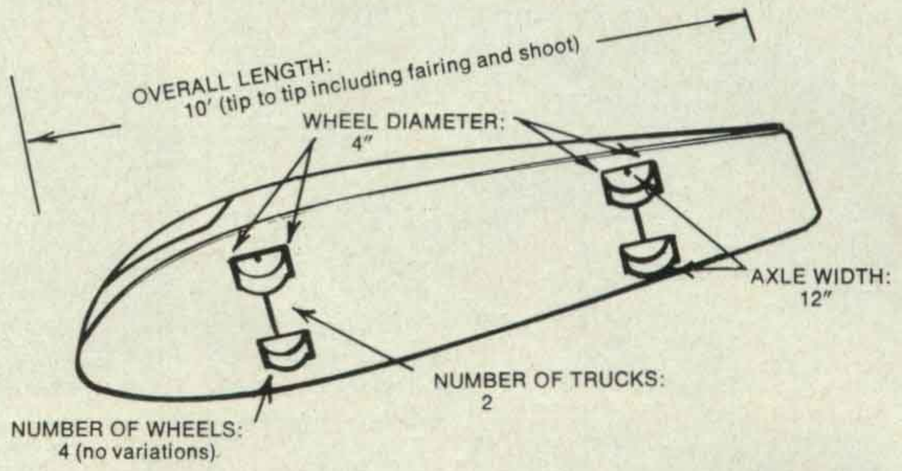
BRAKES:
2 (one braking system and one parachute)

DRESS:
Full leathers and racing helmet

NUMBER OF TRUCKS:
2 (no variations)

NUMBER OF WHEELS:
4 (no variations)

RIDERS:
1 – per modified skateboard



NO mechanical devices or motors. Two Team members may push racer from starting line to foul line. Push-Pulls must detach, or run will be disqualified. *NO* weighting of rider.

Steering of skateboard must manoeuver ONLY by normal weight-redistribution, similar to a conventional skateboard *NO* handles or steering mechanisms. Trucks must be mounted below the riding surface and be completely enclosed from cockpit.

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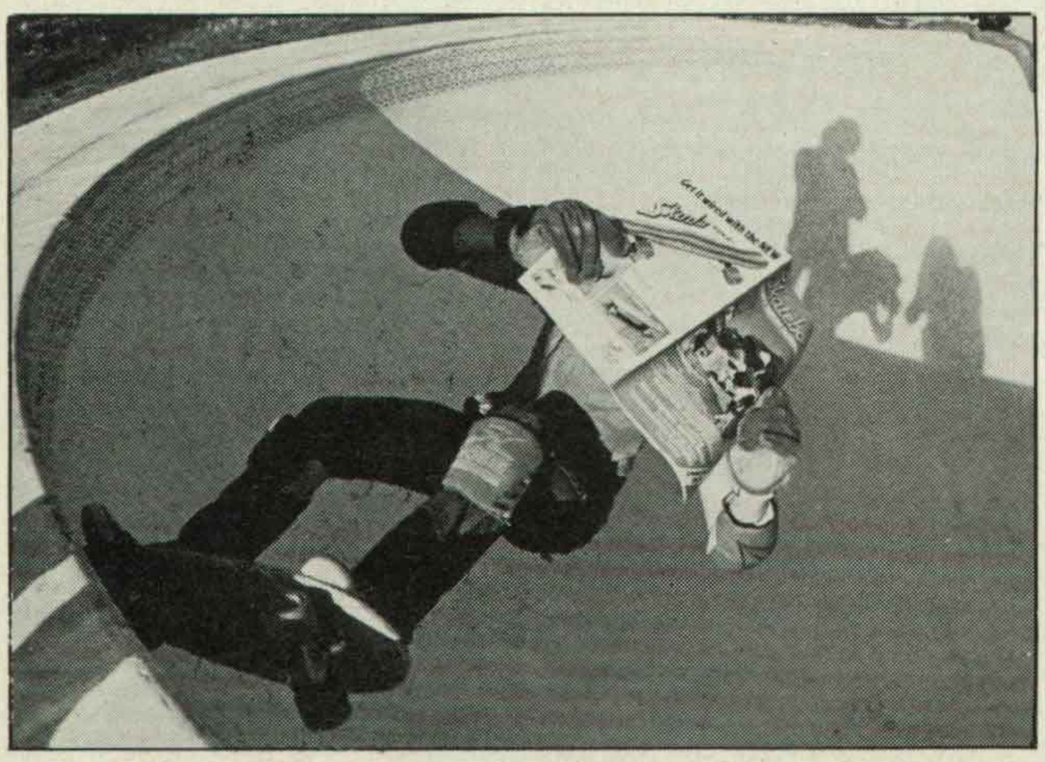

John Turnbull pays attention to things that matter – Skateboard! magazine.

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Bruce Hazelton

Rodney Kalb peaking at Carlsbad in the filtered Californian sunshine.

JUICING AROUND

By Desmond Marshall-English

It's hot. But that doesn't bother me. I'm feeling okay. The concrete doesn't glisten. Just smooth and hard, empty like a mirror without glass. Madman creases the steps. Some day that cat'll kill himself. Me, I use my head. I only got one. I power-slide the bank. Across. Hit the other. Carve it in long fluid lines. Do they flow. Like being a curve in space. A gull-wing in the air. Some kid's wiped out. Nicely burgered like a hot steak. The river must be boiling. It looks glassy. But no waves. If it had I'd be in there. Some guy's doing 360s. He's good. I've seen him do fifteen. If you think that's easy, you try it. Wheels that smell like fruit. Mad. I tell the guy he's been ripped off. I mean, who wants to ride around on a pineapple. I flip up the bank. Kickturn. I feel really juiced. Up again. Flow along the lines. I'm not going anywhere. Just going. It's a laugh. I'm really hitting it now. I can feel inside of me. The bones and muscles working with my board. I shoot off the bank and skid across the concrete. I can see the sun baking outside. Here, just hollow shadow and walls. Urban. Hard. The city. Makes you want to explode sometimes. But I think loose. You got to. I feel like I'm raining. Sweat. I got to sit down. I'm like a dog panting on the porch. Hot. These clowns never stop rapping about their boards. There're other things in life. I don't think they know. I think I'll get a coke. The sales lady's really serious. I tell her something funny, but she just looks. Madman's there. He thinks it's funny. He's cool. I mean, not cool like some guys who just hang around like a picture. Just not serious. We stroll back. Talk to the 360 guy. I sit down. Take a drag on Madman's cigarette. I'd like to bury myself in ice. It's a good word that, like juice. That's how I feel sometimes. Fluid. Fast. Flowing down the concrete. All you need's a board and wheels. They often ask who was the first down here. I know. This guy up the road from me. It must have been good then. Just lines and juice. And a laugh. The Broadwalk. That's going back a bit. That was where it started. Smooth slope. Not hot. But social. They spent money to get rid of us. Rather them. The concrete's really heated up. You could fry a cat on it, if it grabbed you. Haze above the city. Tourists. Cameras. Some guy's got new trucks. He's really letting everyone know. I feel slack, sweaty. Something like a hot-dog oozing in ketchup. That's a weird thought. The guy up the road from me has just turned up. I think he wishes he hadn't. You'd need a machine-gun to get through that mob. Maybe there's an exhibition on or something. Maybe we're the exhibition. Great. He sits down anyway. Says something funny. We laugh. I can't think of anything funny to say, so I don't. Perhaps I'll jump in the river after all. A river made of urethane. Now, that'd be something. Imagine. Flowing juice. Wild. They say it's like this before an earthquake. Warm. And very still. Dogtown slipping into the ocean. The San Andreas fault. Streets flowing. Freeways moving like snakes. California gone mad. As if it isn't anyway. Like a beautiful chick high on dope. The guy from up the road's still cracking jokes. I haven't been listening. But I laugh in the right places. I'm restless. Energy. Onto my board. Dodge the tourists. Take the slope fast. Swerve round a grem. Up the bank. I'm away. Throw a left and carve along the concrete. Down Across. Knock over the cones on the slalom. That's social. Up the next bank. I'm on Yoyos. Hard. Fast. I should be in the Black Bowl. But that's money. Who wants to pay. Out of the shadow. Into the sun. Rip through the people. That's it. I got to split.

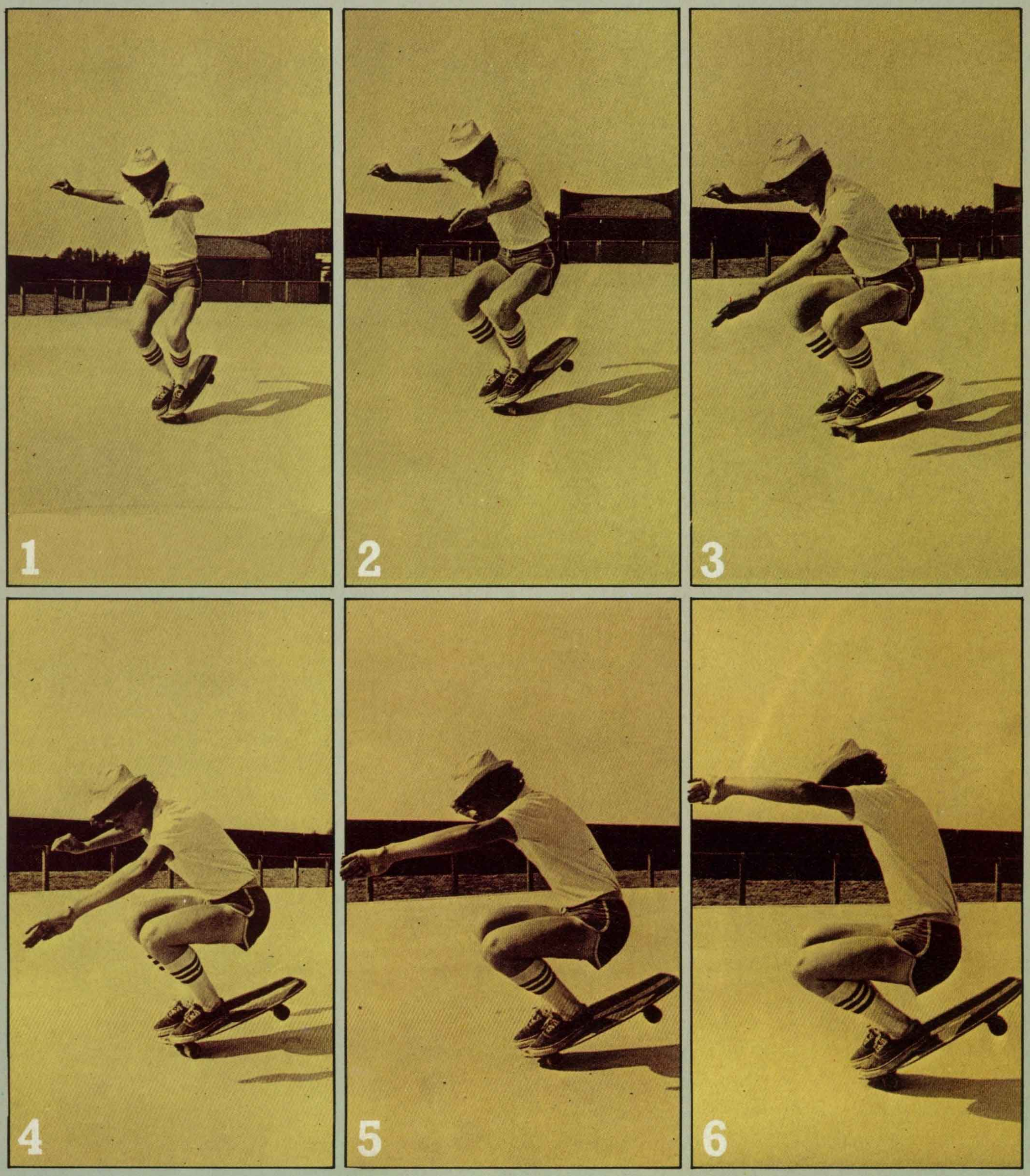
GOING-FOR-IT

This month, LOGOS man, John Shayer, talks his way through the manoeuvre for which he's famous. . . the samoan squat.

"Sequence one, I'm just coming down from the nose wheelie. Onto the second photo, and you can see I'm about half way there. I'm trying to keep back as much as I can. . . so as not to fall over the top. Third sequence I'm about two-thirds the way down, and if you look, I'm about to go too far forward. I'm correcting to get back on the level. Fifth picture and I'm just about there and back in total control. Coming up to six, you may not realise it but I'm actually stationery. My back's now upright and there's no trouble at all holding the squat.

The point of balance is, of course, directly above the wheels and the secret of success is simply to keep your knees as far forward as possible and your back absolutely straight. The arms have to be out all the time. . . to give maximum stability. In other words, if you start falling backwards you can bring the arms forward to right yourself. Then, if you start tipping forwards, you bring the arms round to the side. Once you've achieved a stationary position, the best way to hold it is by keeping one arm out to the front and the other to one side. That gives the best combination for balance.

The squat only really works when



you're feeling cool. It's no use if the board starts shaking. . . it's tough getting things back under control again. As far as foot position goes, I find it an advantage to have the foot that you naturally have forward, slightly ahead of the other. Sometimes the ball of my left foot digs into the arch of the right.

Once you've got the trick really wired, there's other things you can combine with it. For instance you can start with an ordinary nose wheelie and carve into a samoan squat spin. That takes a lot of practise, but it really looks good. And I've done one where I come into a samoan squat spin from a wheelie carve — then I stand up again during the spin — making it into an ordinary nose wheelie 360.

It's an easy manoeuvre so long as you keep cool and remain psyched up all the time you're doing it. You've gotta convince yourself you can hold it together. My record for time is about 4 minutes on the spot. I've also done 2½ spins in the squat and, standing back up again, 3½."

Brighton Cage suppliment. . . top: Jock Paterson overflowing in the Blue Bowl — on Wings, Mids and a Powerflex deck. Below: Tim Altic, caught in the overhang of the Orange Halfpipe.

Photography by Robert Vente

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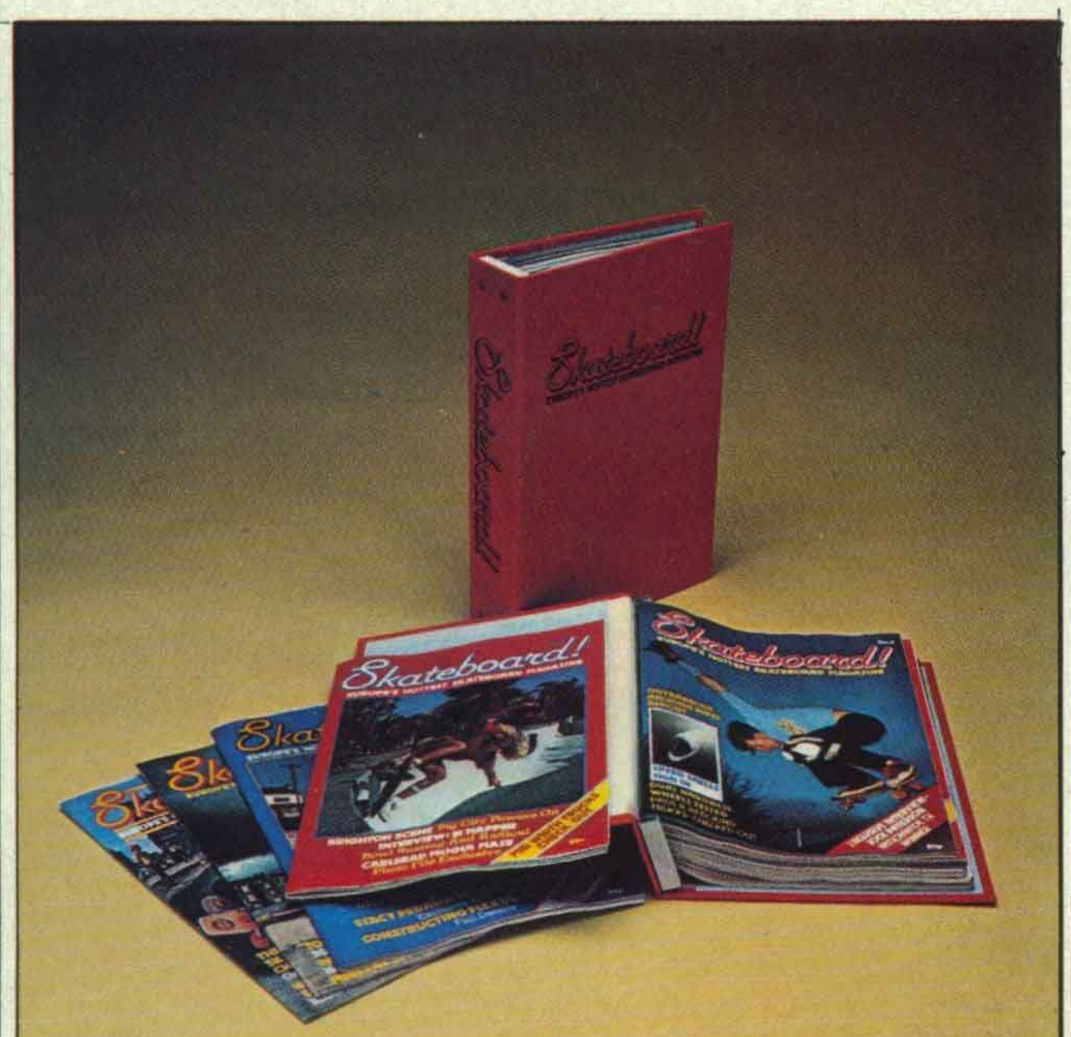

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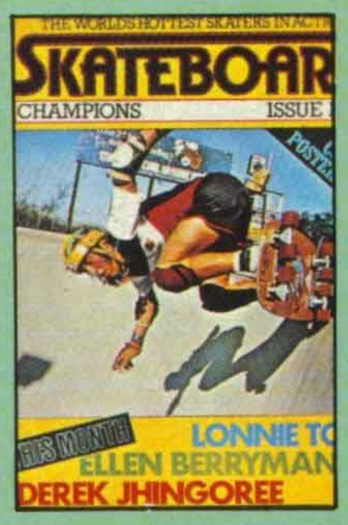

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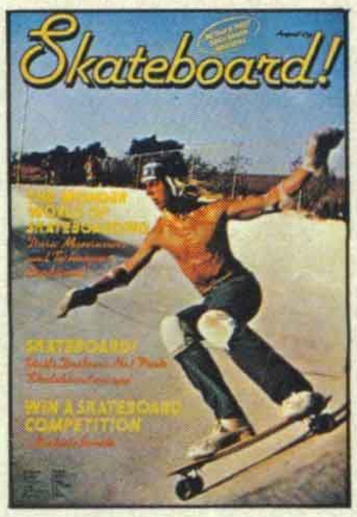

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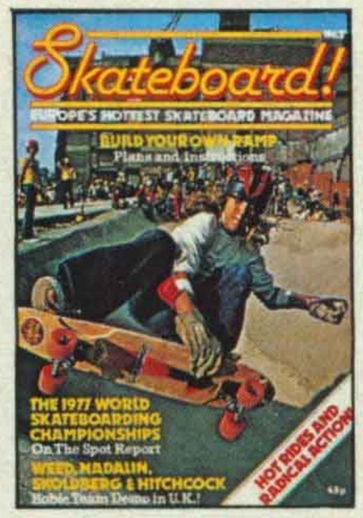

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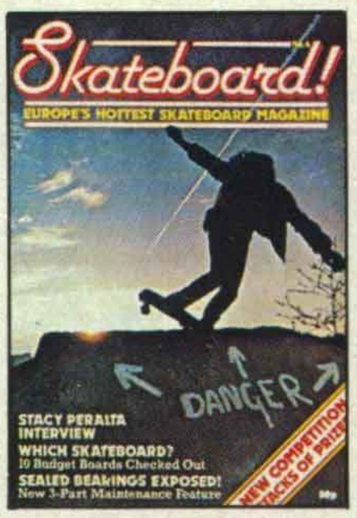

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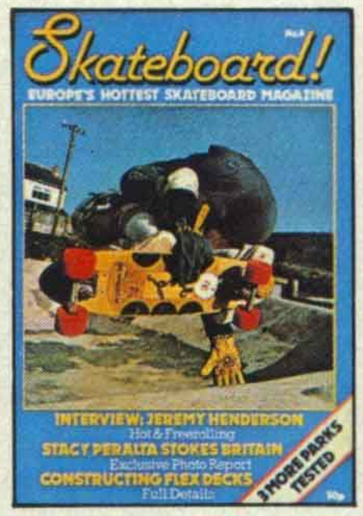

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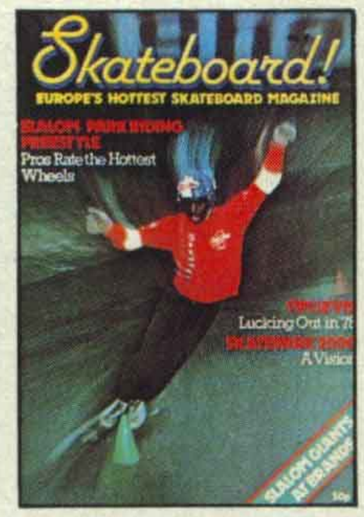
Stacey Peralta in the UK — photo report/ Steve Kane takes the lid off helmets/How to construct your own flex deck/Incredible Skateboard! design competition. . .



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Slalom Symposium: first in the UK. . ./ Tim Levis talks to Skateboard!'s Adam Peacock / Skatepark 2000 — First vision/ Skata Data: top stars name their favourite wheel selections.

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TECHNO TALK

Shaping & Sizing-Up Decks

By Adam Peacock

Deck design is a subject that, while appearing relatively simple to understand, is really a subject that invades many different technical areas. In fact, such is its complexity, manufacturers in the UK have long slavishly copied the top selling American designs – externally at least – without having taken into account the amount of time and research that was spent in the first place. Results have often been only too predictable. The most contageous disease has been that of excess weight, with 'short life span' coming a close second. Fortunately, the majority of skaters are now able to spot such half-baked concoctions.

It's only recently that the UK has started to produce skate shapes that are in any way tailored to the latter-day rider's advancing levels of ability. Much of this progress has been down to the ideas of our own top pro skaters. They're now having designs made to their own specifications and the results so far have been revealing. Suddenly among most of the pros, flex is out. . . so, too, are decks under seven inches in width.

SHAPING FACTORS

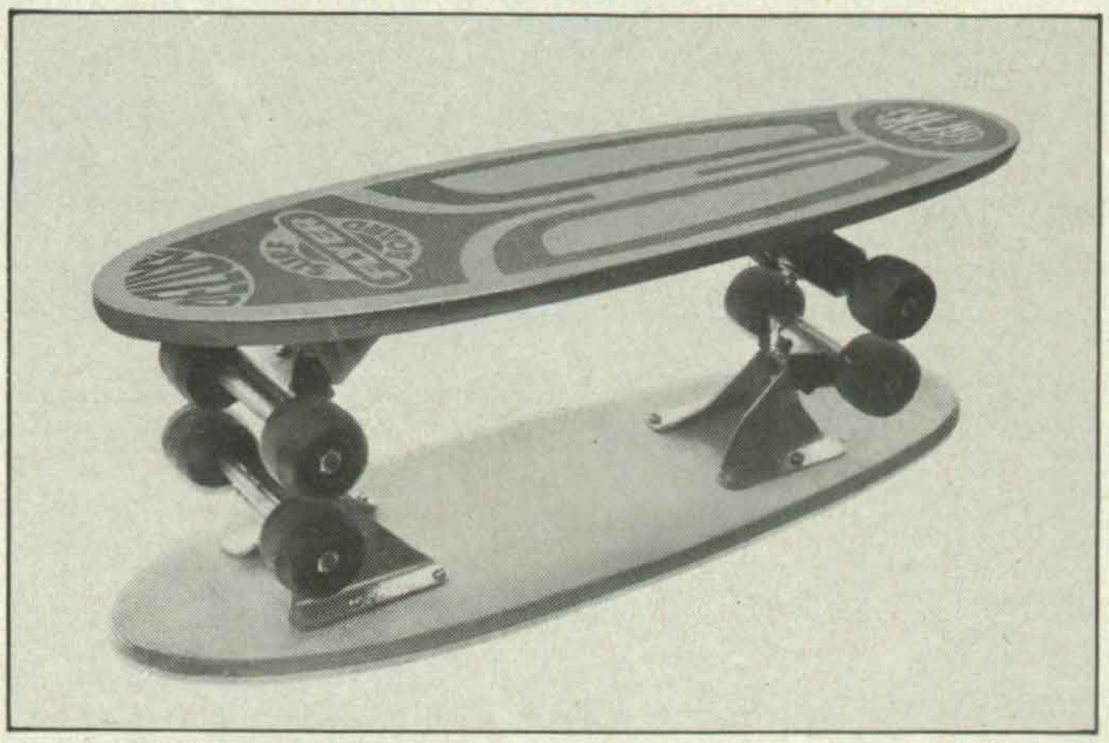
Shape, size, strength, weight, and durability are all interrelated design factors; shape to durability and size to strength and weight. Boards vary in length from 26" to 29" for freestyle, 28" to 32" for bowlriding and, slalomwise anything from 27" to 31".

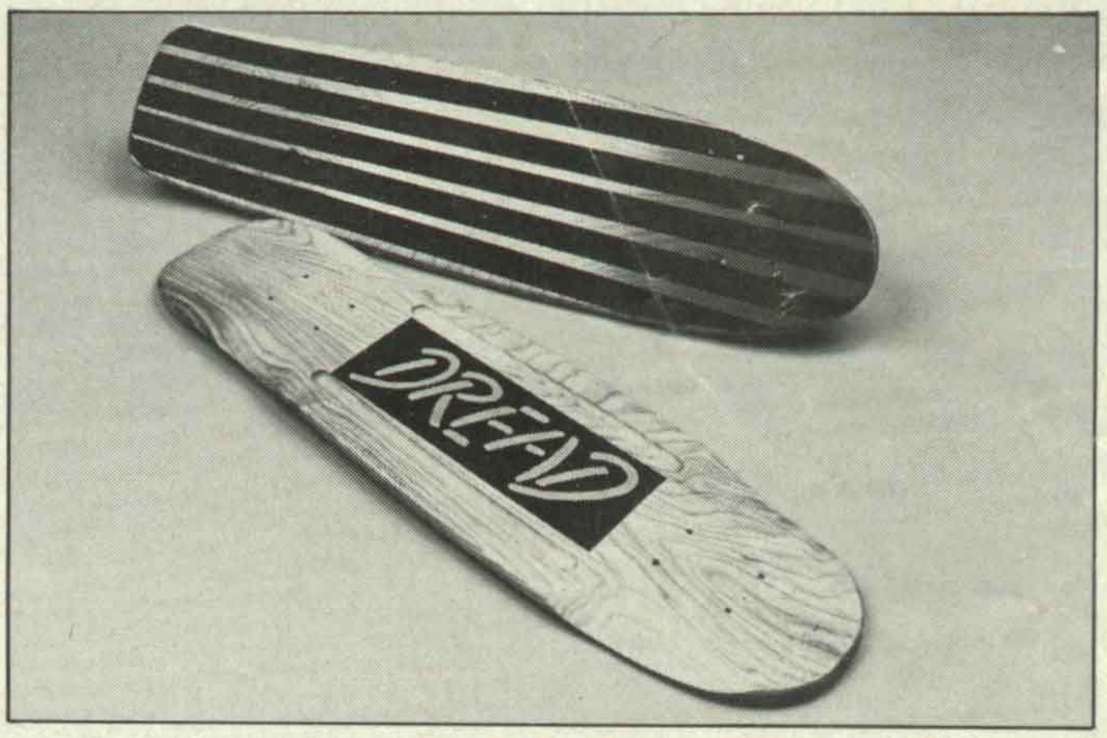
A rider's size, build and personal preference will determine variations on all these measurements, especially for bowlriding where 'longboards' over 36" in length are now getting to be commonplace. Width also varies from around 6" at the minimum to 9/9½";

In bygone days, platforms were both shorter (subtract approximately 3" from the above measurements for freestyle and bowlriding) and narrower. Give a 6" wide board to a hot stickster these days and he'll probably throw it back and demand one that's 8 or 9" wide. That's evolution for you!

Shapes too have undergone transformations since the surf-based outlines of a couple of years back. Nowadays the designs are far rounder and wider. . . influenced perhaps by today's move towards more radical terrain.

This evolvement towards rounder, blunter shapes has done much to prolong the lifespan of decks. Sharp noses and diamond tails are vulnerable in heavy impacts and with multi-layered boards, delamination is all too often the consequence, as are splits in solid wood decks. Manufacturers are starting to smooth off angled outlines, so as to try and pursuade the board to 'bounce' rather than 'catch' on impact.





The old. . . an antique Surf Flyer (Deluxe Model) of laminated wood construction. The surfboard-influenced design is approximately 15" long by 6" at its widest; there's no kicktail. Note the single-action trucks, with built-in 'cissy bar' and authentic hard rubber wheels. Point of interest: the owner of one of these prestige machines, Mark Baker, found the wheels too hot to handle after ONE run at London's 'Maddog Bowl'! And the new. . .30½" Dread 'Bank Manager' – made of solid ash. It's a very up-date design that tapers only slightly back to the tail from a widest point of 8". The deck features routed hand-grip rails, wheel wells for added clearance and a 6" wide kicktail that's angled at around 14 degrees.

The principle behind shaping is interesting. It's a well known fact that a sharp rock, when left to the mercy of the sea, will soon end up rounded by the grinding action of the gravel and sand around it. In the same sort of way, the constant, generally minor impacts that a deck suffers in its life will be enough to round off many of the squared edges it had to begin with. It isn't surprising therefore, that designers are now rounding-off at the onset.

The size, strength and weight ratios also bear close investigation, in view of the many pitfalls there are around. Remembering all the possible variations in length, plus the varied uses to which a skateboard may be put, it's obvious that a good deal of experimentation is needed in order to find your own, ideal unit. The result, as so often happens, turns out to be a compromise. For example, a 36" long deck build to a flexible construction might well have strength problems. There wouldn't, however, be the difficulties with weight that might well occur, were the board to be made from solid wood. But then again, in the latter case, the strength should be quite sufficient.

Eventually, and only through personal investigation, an optimum strenth/weight ratio will be found – involving the dimensions of the board, its intended function and the terrain on which it will likely be used.

The quota of strength required from a deck is tied closely to the degree of hammering it's going to receive. A freestyle skate needn't be built to absorb the same amount of punishment as, say, a bowlriding board. Its desirable shorter length also allows a much narrower width. . . ideal partners in the freestyler's search for manoeuvreability.

You'll have noticed the question of construction materials – other than wood – has barely been touched upon. That's because of the complexity and quantity of the answers. The subject deserves a 'Techno Talk' all of its own, and that's indeed what it'll be getting sometime soon.

The 'cheap' wheel con.

Cheap wheels can't perform well. They wear out quickly. And they can throw you.

So maybe they don't work out so cheap.

In fact, there's nothing good that can be said about them.

But we'd better tell you the bad things. Otherwise your Dad could be throwing good money away.

Words of warning.

Don't be fooled by looks. It takes more than pretty colours to make a good wheel.

So watch it. Cheap soft wheels are liable to crack and split.

Cheap hard wheels are no better, because they are brittle and liable to craze and break up.

They are also dangerous.

Being hard, they don't flex. So if you hit a stone or uneven ground you could be in for a bad fall.

They can only give you a good performance on the really even surface of a brand new skateboard park.

And there aren't too many of them around.

Such wheels make life very difficult for beginners. As well as very expensive–because cheap wheels don't last.

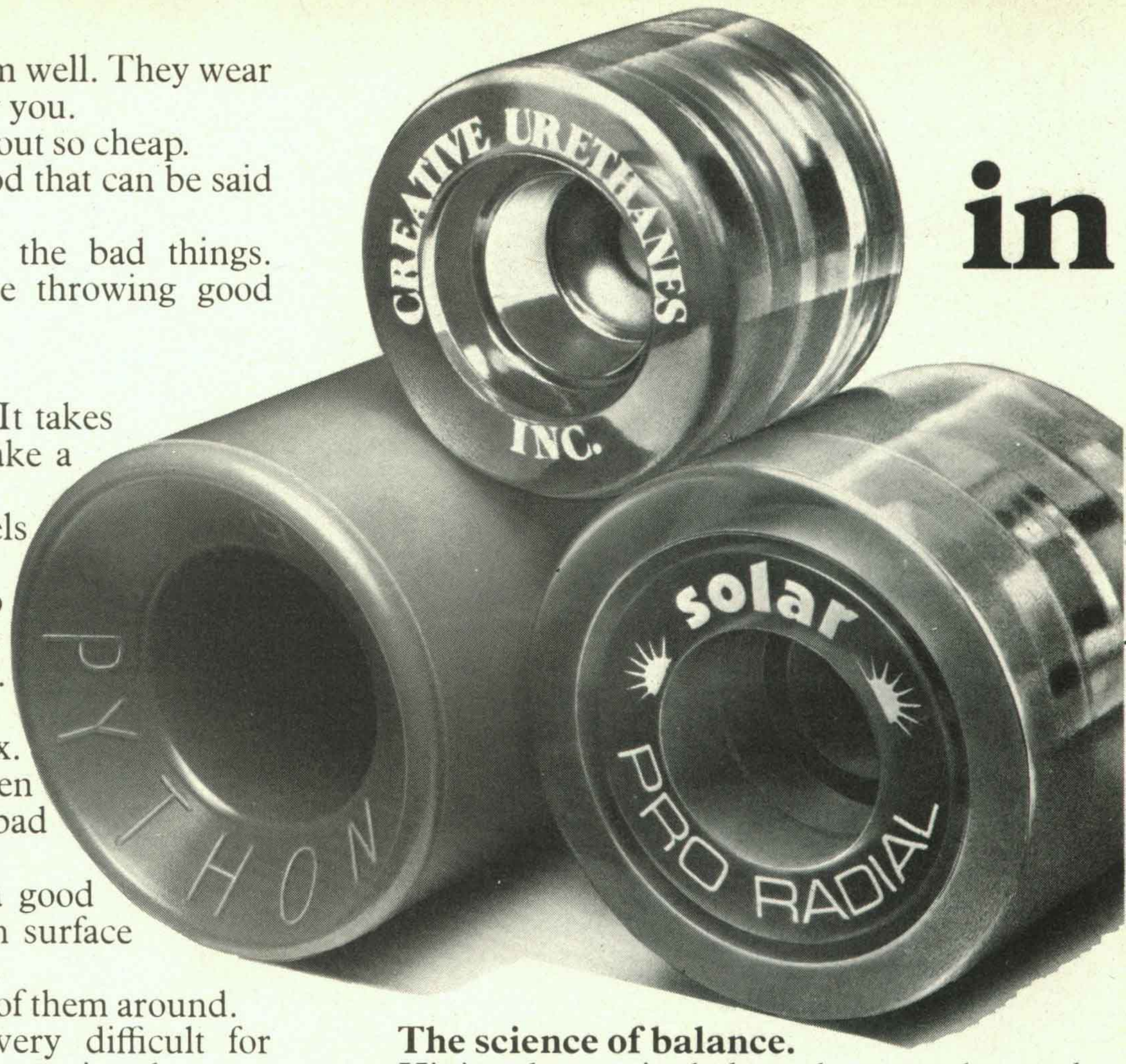
How wheels became good.

The breakthrough came five and a half years ago in America when a company called Creative Urethanes worked closely with Uniroyal, one of the world's largest chemicals and plastics manufacturers.

Together they evolved a new concept in wheels, employing Vibrathane, a technological world first in castable polyurethane.

Suddenly the limits were removed and skateboarding took off–becoming the serious and exciting sport it is today.

Currently, many of the urethanes used in the world's most highly rated wheels are available only from Uniroyal, who hold the patents.

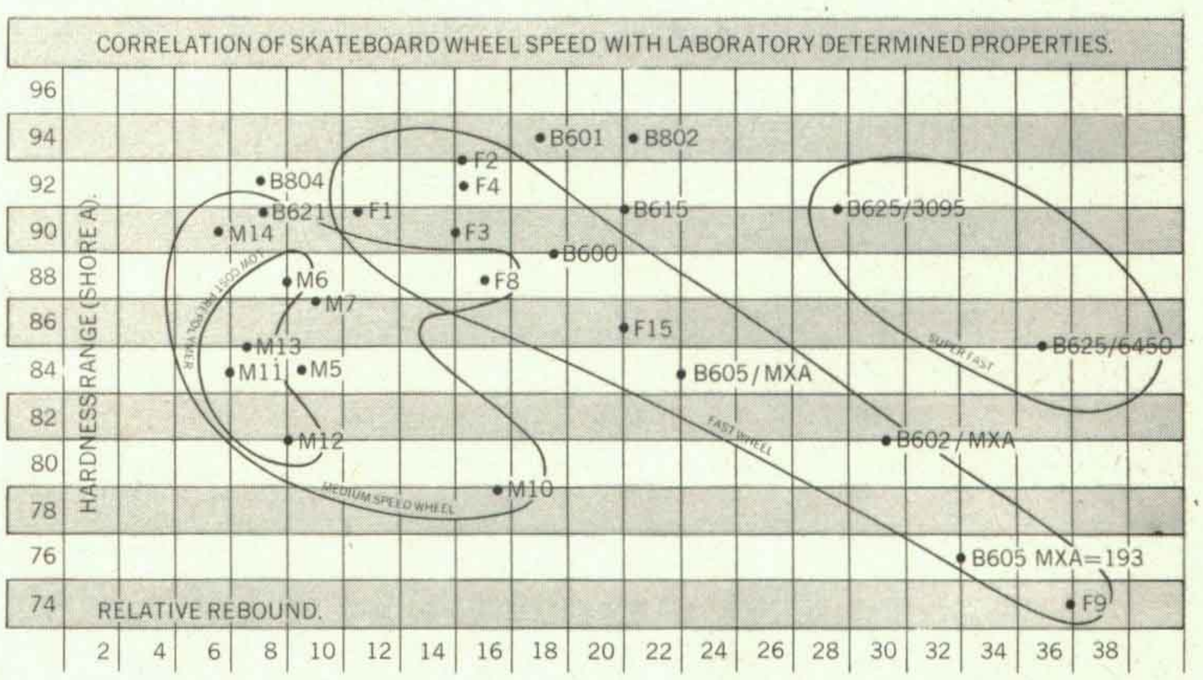


in

The science of balance.

Hitting the precise balance between the need for high speed and good grip is a fine art.

For, in order to be fast, a wheel must remain round at speed. If it flexes out of shape, it wastes energy, which slows it down.



The obvious answer might seem to be wheels which are simply very hard.

But the solution is not nearly that easy, because a wheel must also be capable of absorbing vibration and shock. Otherwise it cannot provide sufficient grip when manoeuvring and performing stunts.

Even a tiny piece of gravel or asphalt could cause the wheel to lock–and to crash.

Therefore a wheel must have the flexibility to roll over these small obstructions and at the same time provide a good grip and stability.

The resilience factor.

To achieve this crucial balance between speed and grip, the urethane used in these

How to talk your dad to parting with around £20 for a set of wheels.

wheels has to be manufactured to a very complex specification.

For example, Vibrathane has a resilience of 28–40%, or 50–70% for the very top quality.

This means that wheels made of Vibrathane fulfil important criteria. They must have a degree of softness and, therefore, provide good grip; they must be resilient, so they flex back into shape in a matter of thousandths of a second.

In other words they must grip the surface efficiently without wasting energy, thus maintaining their speed.

Regrettably, there are many wheels on the market which have a resilience factor as low as 10–15%.

Such wheels will not enable you to achieve both speed and manoeuvrability. And they are prone to cracking and splitting. So it's a short, unhappy life.

At best, these wheels significantly increase the risk element and detract from your enjoyment.

At worst, they could put you out of the sport for a long time.

Vibrathane's specification.

The balance you require between speed and grip depends on your personal taste, your skill and of course whichever form of the sport you are into.

For these reasons we make Vibrathane in six different grades and two qualities.

Tensile strength 2,500–6,000 psi. Resilience Type 1 50–70%, Type 2 28–40%. Hardness range 75–95 Shore A. Colours: virtually limitless.

All the wheels shown here are made from Vibrathane which is your guarantee of quality and performance.

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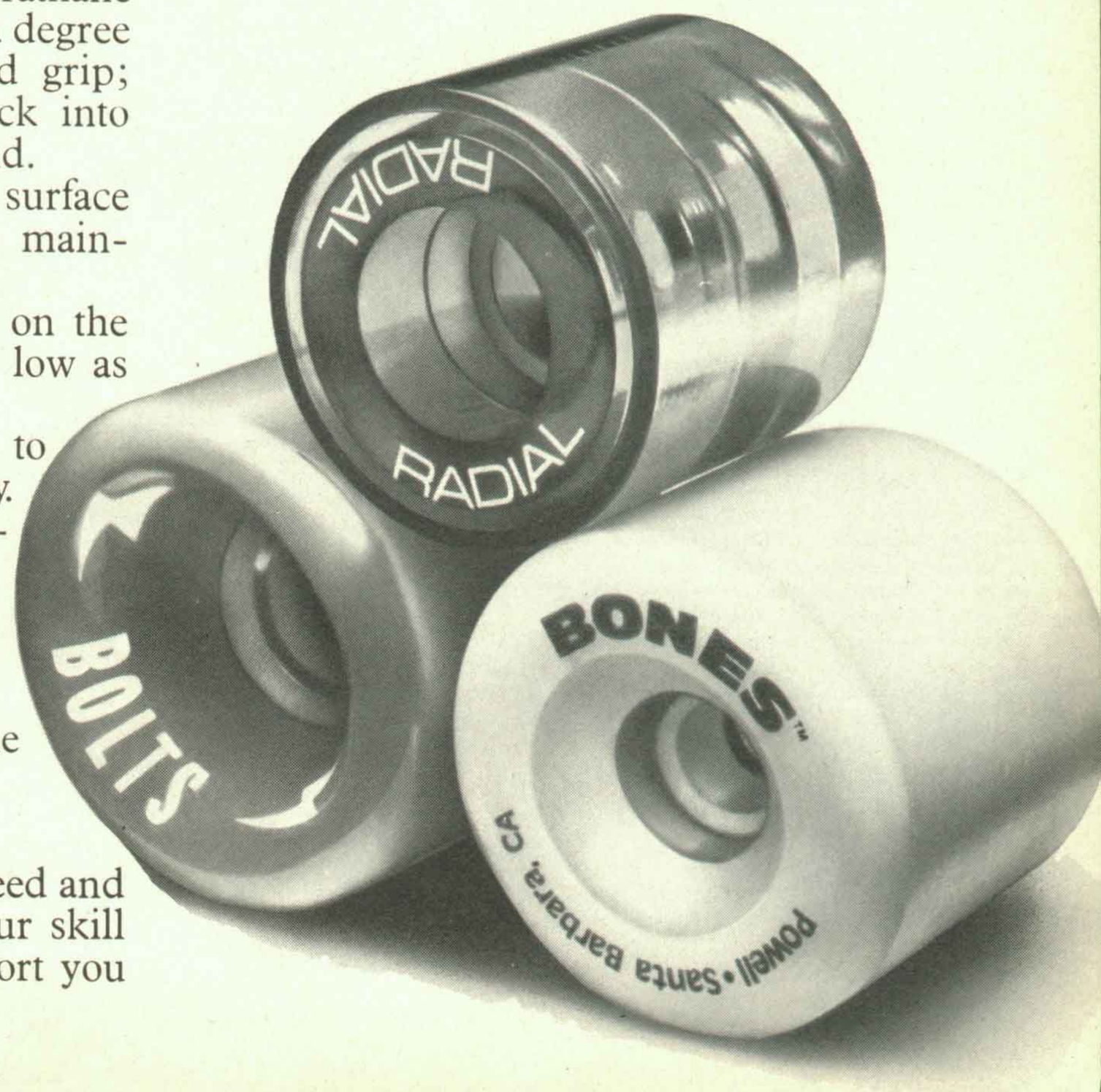


OLD GOLD

By Adam Peacock

The kids aren't going to have it all their own way! This month we bring together three skaters – all over 30 years old. Des Ward-Smith, part owner of a successful London restaurant and at 32, the youngest; John Povey (36) ex-member of the 'Pretty Things' and now Mr. Benjy's right hand man; and, lastly, Lorne Edwards (35) the builder of the country's first skatepark - Skate Escape in Weymouth.

Skateopian vision: Lorne Edwards, pushing back the age barrier. "My life has just been taken over by skateboarding... you get so much out of it".

Robert Vente

Skating in the United Kingdom has grown up around the idea that it's a sport intrinsically for the young. Sales are aimed directly at the under-16 age group and everyday media compounds this by writing about 'this outlet for youthful energies'. That taken into account, it's hardly surprising so few older people consider getting into it.

In America, skaters of the 'old-gold' age group (we've arbitrarily set that at 30 years plus) have their roots embedded in surfing and the pre-urethane era. . . and there are quite a few of them. On this side of the Atlantic, without that same heritage, the number of riders who've overcome the 'age barrier' is less impressive. And, not surprisingly, the great majority are surf rather than skate-orientated.

The point that all three riders hit on was that it was the first time in a long while that each had skated with others of similar age. They consistently expressed surprise that there weren't more 'ancients' doing it, as Lorne said; "I think there are many people who could get a lot out of it, but for some reason it's become known as a teenage sport. I think it's totally unreasonable."

Lorne started skating some 18 months ago when, on a visit with his family to the States, he drove past the 'Concrete Wave' in Los Angeles. "I bought a board for my kids to try and then had a go myself. But it wasn't until we were back in Weymouth that I really got into it".

Even though the sport was still in its UK infancy, Lorne recognised there would soon be a demand for facilities, and the idea for his skatepark was hatched. On May 10, 1977, this turned into a reality with the opening of 'Skate Escape'. Sited on Portland Bill and just outside of Weymouth, it was the country's number one. The park became immensely popular during the summer and towards the end of the year his design services grew much in demand.

"My life had been totally taken over by skateboarding. My wife left home, taking the kids with her. . . she couldn't stand the continual ringing of the phone and the doorbell." Lorne finally linked with 'The Great Outdoors Company' and is now producing 'Radical Banking' skatepark modules – as well as running his Skate Escape park and a wine bar down in Weymouth.

His advice to 'would-bees' is not to worry about age, just keep skating because it takes a while to start getting something back from what's put in. "There are so many people who say, 'I'd really like to get into it, but I can't go out and skate with all those kids'. It's a problem I've never encountered. Just stick with it. . . you get so much out of it. My life is now totally devoted to skateboarding".

John Povey was the oldest of the bunch, clocking in at the ripe old age of 36. And what makes his background even more ancient is the fact that he started out on a skateboard back in 1965 – as a result of three years of surfing. "We used to go down these insanely steep hills on them, jumping off at the end. I was only into that for six months, 'cos at that point skating could go no further. No one was making equipment over here and things were hard to get hold of. I went back to surfing.

"With the 'Pretty Things' we went touring regularly, but I had a lot of free time so I used to go surfing down in Cornwall and Devon. Gradually I got back into skateboarding – equipment was starting to get much better and I bought an imported board from Tiki Surfshop.

"These days I'm working for Benjyboards and doing as much riding as I can – though it's mainly with younger skaters. I have great communication with them although I don't know what they expect from me. I know they're good but they don't know, to start with, if I'm a real old banger or if I'm hot. When I've shown them I'm a banger, I ask how to do this or that – and they really respond.

"The advantage of skating with someone you can relate to, size-wise and age-wise, is that you're making the same mistakes, pushing each other that little bit harder. You're all feeding off each other – it's very much like just before you go on stage."

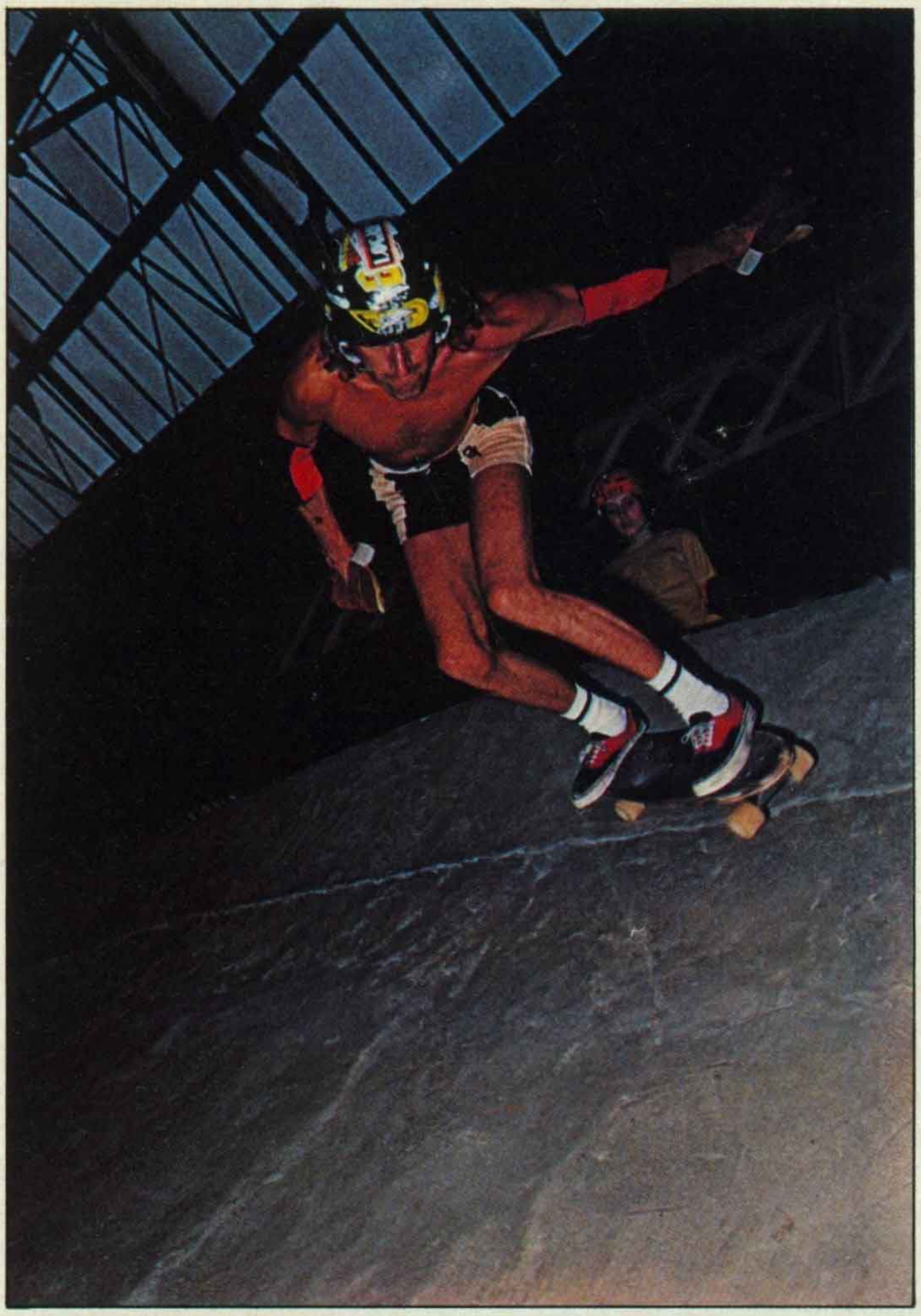
Des Ward-Smith is a serious skater. As he put it; ". . . there are other older skaters around, but not many who skate two or three times a week.

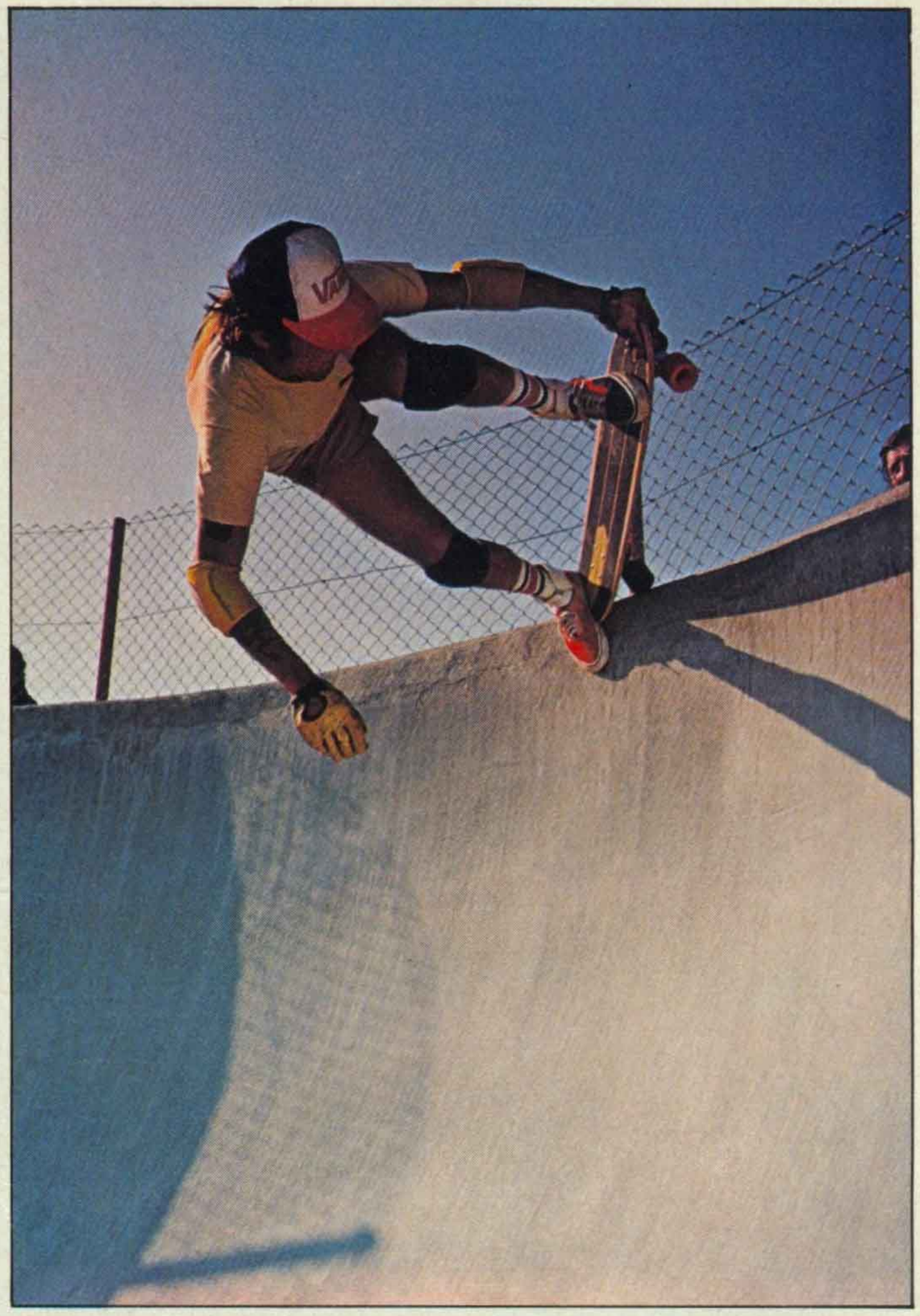
"The first board I owned was back in 1965 but things only started getting serious last September when a friend brought me back a board from the States. Then, in January of this year, I went over there and managed to skate four parks in the Los Angeles area". A part owner of 'Parsons' restaurant in London, Des intends to spend one more year in the – "money-earning rat race and then retire to skate, hanglide, surf and generally have time to relax and enjoy myself when I want to – rather than when the time is allotted to me".

About age differences Des says; "There's no way anyone like myself could go to a skatepark and make people's heads turn. Kids being kids, they see what they call a 'big bloke' and for some reason they assume you're a good skater. They have this equation between size and ability so when you get in there and fall flat on your face, they look away in disgust. . . the whole father figure image is destroyed!

"At first it was a bit disconcerting being two foot taller and old enough to be the father of a lot of them, but now it doesn't bother me. I can relate to the kids, though not necessarily on a one-to-one basis because they've got their own level of conversation.

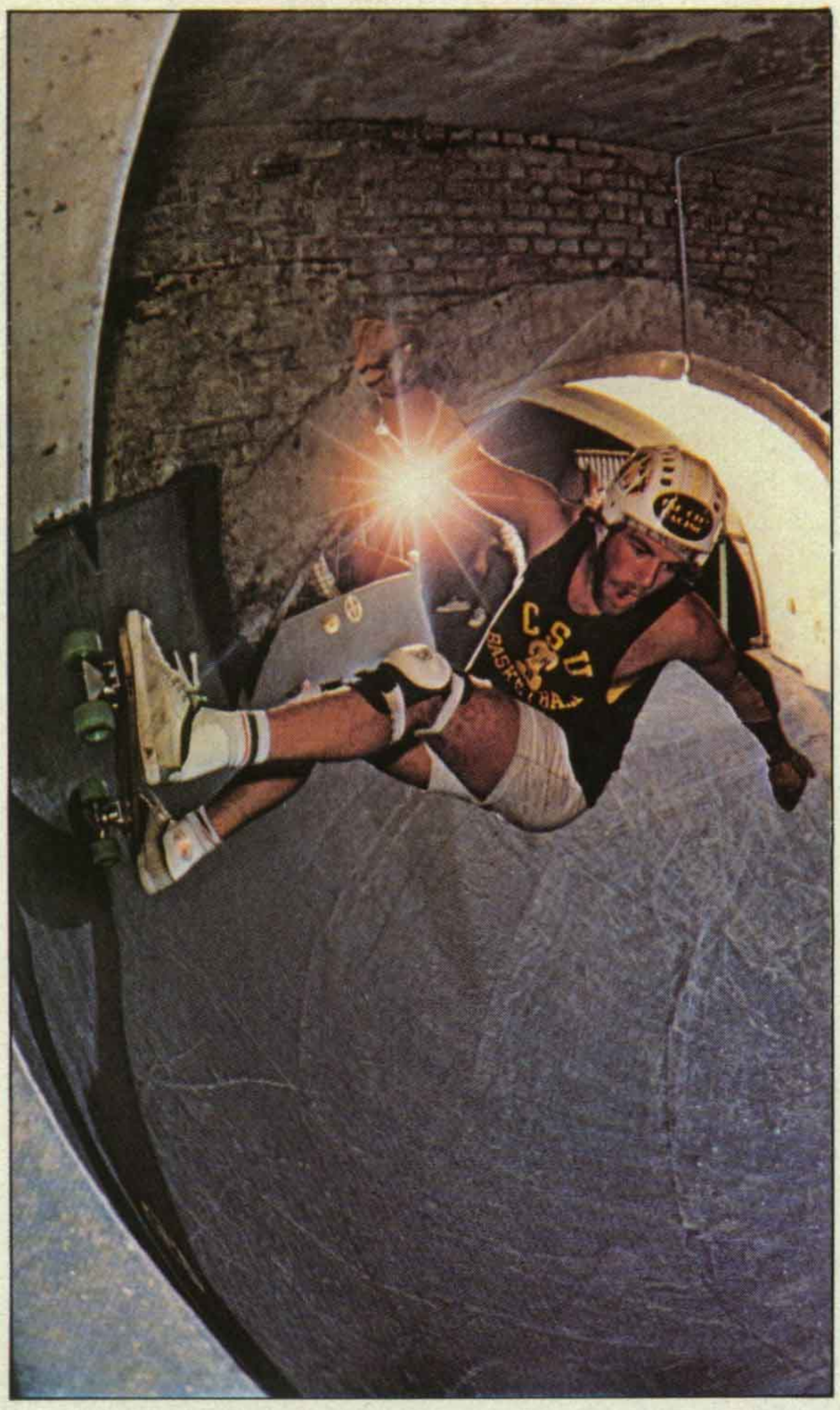
"But if I'm skating somewhere, the presence of younger guys helps me a lot. I remember I was up in Wolverhampton with two friends of similar years and we met Pete Christopherson from Bristol. He was really enjoying himself because it was the first time he'd skated with people of the same age group. As he said, not only could he actually enjoy the company whilst skating, he could sit and rap to them about things outside of the sport. Even if you do have some sort of rapport with someone of 14 or 15, they still feel slightly intimidated until you're on boards . . then they intimidate you!"

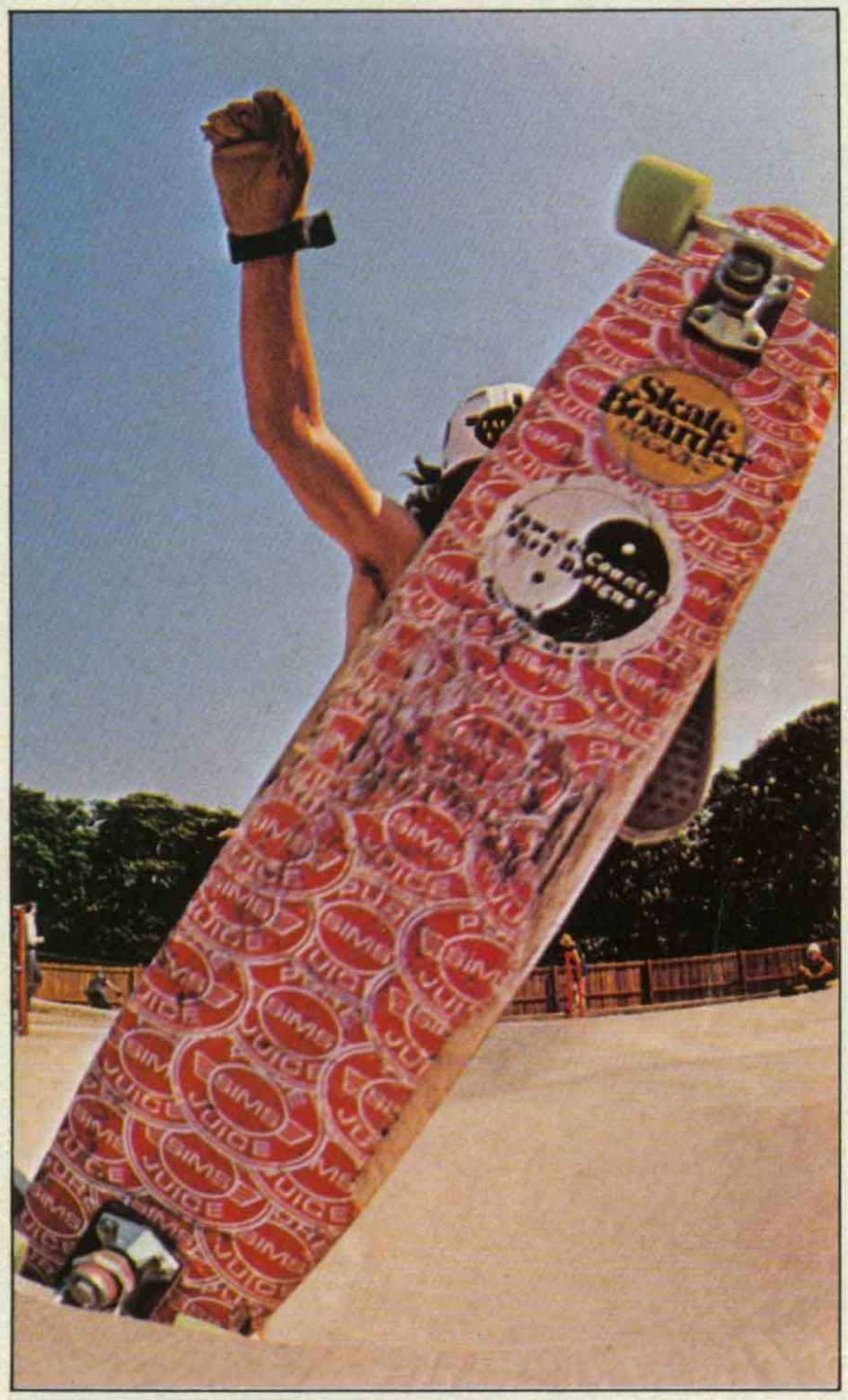




Photography by Robert Vente

Above left: From keyboards to skateboards — ex-Pretty things band member, John Povey, negotiates the wall of the triangled bowl at Rolling Thunder, Brentford. "I found surfing in Hawaii to be totally mellow. . . when you say you're from Britain, they can't believe you can even swim!" Above right: Lorne Edwards, sky-hooked and tailblocking at the termination of Knebworth's serpentine run. "The funny thing was, when we were at Thruxton with Stacy Peralta and the magazine, he asked me if I had any kids who skated. I told him my wife had left me and taken the kids with her. He called me 'a total skate nazi'." Below: Restauranteur, Des Ward-Smith, kicking the lip on the other side of the same Knebworth serpentine run. "It's really a head thing. . . I don't think of myself as being 32, therefore I can't skate. It's more like I'm 32, pushing 15". For the equipment-minded, Lorne Edwards usually rides a Sims Superply 33", ACS 580 trucks and Green Snakes or Van wheels OR a Sims Taper Kick 44" with Lazer Slaloms, Green Snakes or Van wheels. John Povey prefers a Benjyboard Sablosky 30" with Fultracks and White YoYo's. Finally, Des Ward-Smith usually uses a Hobie Parkrider 30", Tracker trucks and Excellerator wheels.





PHOTOFILE

The Knights of the Longboards are here! There was a time when the optimum deck length was considered to be something under 30" – depending of course on personal preference and intended use. Well, the times they are a changing, and so too are the lengths. This spring and early summer saw firstly the importation from the States, and then subsequently the emergence from Britain, of specially designed longboards – deck upwards of 36". Next

Robert Vente

month, Skateboard! takes a positive look at this highly surf-related branch of the mother sport. Photos – left above: Funky Tim Dunkerley, Brighton's main 'Fat' strutting his stuff in the confines of the Cage Skatepark. Left below and main pic: Adam Peacock – controlled cloverleaf cruising (read as 'carving aggression') on a Sims Taperkick 44". Location. . . a Test Team outing at Skateopia, Knebworth House.

SKATELINE

Short letters stand the most chance of getting published. . . beware, longer ones will almost certainly be cut down in size. We love to hear from you all, but please don't necessarily expect to see YOUR letter in print. Because of the amount of mail we're now receiving, normally speaking, the Editor regrets he's not able to enter into any correspondence.

Jim Cassimus

Chris Strople caning/taming the pool at the Vista Park in sunny California.

FACE LIFT

If that's Paul Constantineau on page 59 of issue 10, then he must have had a face lift or else he's wearing a wig. By the way, cut out the boring pics and give us more writing (please read this in an American accent – it sounds better).
Fleet and Dick, Bridgwater, Somerset.
Own up time, it's Kent Senatore! The caption writer has been sentenced to studying the American mags for six months. Ed.

MONEY FOR DIRT

I noticed in Skata Data, issue 5, an article about dirtboards. Now I have lots of money and fingers itching to spend it, could you give me some info on what to buy and where to get it?
David Betteridge, Chiswick, London W4
This month's dirtboarding feature should answer most of your questions. Ed.

GETTING HIGH IN FISH VILLAGE

Down in Exeter there's still no real skatepark, just a 4' deep bowl and it's c*!p. But we go every night and pull off Kent Senatore style tail blocks, micro-edgers, yellow betties, backside tail blocks, lip slides and even snap-back gnarlers. You said recently that many skaters can do the tricks, but only a few have style. I saw the Benjyboard team in the 16' halfpipe at Redruth and 80% of the serious Exeter skaters are above Kadir Guirey in terms of style, manoeuvres and tricks!

Enough of London, Brighton, etc. Instead of a two-page feature on the West Country – treating it like a foreign country – let's have a regular spot in your otherwise excellent mag.
Written on behalf of all skaters in Fish Village (Exeter).
Okay, okay. . . actually we're only awaiting the completion of all the new West Country parks. We'll be down soon for a lengthy lookaround. Ed.

OPINION

Answering Vincent Barnes' letter (issue 10) I've been to LA twice in the last two years and I've visited all the parks. In my opinion, 'Topia is the best. A really radical park nearby is Skateboard Odyssey in Mission Viego off the Santa Ana Freeway. The only hang-up with most of the parks is the insurance, but if you claim you've come 3,000 miles to skate, they'll let you.
Simon Saunders, Fawsley, Northants.

ON THE REBOUND

I'd like to tell you about a skate run that's just been opened over here in Slough. It's a rubber track and it's on a slope that ends up with a ramp. The run is not even 8' wide. I personally think it's a load of rubbish.
John Coftey, Langley, Slough.
We've had very little feedback on this sort of terrain material. . . any other readers like to add their comments? Ed.

David Tansley

Join the revolution: Jean-Pierre Poissonnet, 17 years old, and a rolling boots member of Billy Smart's 'Skatewave' Team. Check the ancestry. . . his parents were skating in the 50's and 60's in an act known as the 'Skating Willers'. Jean-Pierre himself has appeared on TV's Blue Peter. The camera catches him atop the 3m high halfpipe at 'Skatewave Park' in Winkfield, Berks.

IDEA

I noticed the other day how pricey skid plates are. How's this for a cheaper way of doing it. Find an old pair of shoes with heels an inch to half an inch thick – cut one from the sole – drill 3 or 4 holes through it and screw to the base of the deck (remembering to counter-sink).
Alan Laye, Pen-y-Bryn, S. Wales.
Our Technical Editor, Dave Goldsmith reckons that, although not ideal, the idea's quite feasible. Just as easy is a simple block of wood, cut to a suitable shape. The latter's skid characteristics are apparently rather better. Ed.

A LICK O' PAINT

All people with wood decks end up with what looks like a chipped chunk of timber. To make it look good again; remove the griptape – go over the deck with an electric sander to erase smaller scratches – fill larger gashes with plastic wood – paint bottom and sides with a clear polyurethane varnish – mix a generous measure of large grain sand with some more varnish and paint on to the top of the deck (don't fill truck bolt holes). It'll look as good as new.
J. Oliver, Coggeshall, Essex.

BUDGET SKATING

I am writing on behalf of many young skateboarders who get 50p a week pocket money and therefore can't afford decent equipment or to replace their boards. Can someone please help them?
W. Wilks, Bournemouth, Dorset.
DIY plywood deck feature coming soon. Ed.

PARKS PLEA

Could you please include in Skate Places (Lip Torque) a list of all the skateparks open to non-members. Those of us who are not fortunate enough to have a skatepark of our own would find it very useful. Congratulations on a really fine mag.
Richard Gregory, Hereford.
Your problems should have been solved last issue when we published exactly what you ask. From time to time, the list will be amended and brought up to date. Ed.

THANKS FOR THE PARK, BUT. . .

Today I visited the Alton Towers Skateboard Park (between Leek and Ashbourne). It cost 85p for a days session – not bad, except on TV it quoted 40p. Unfortunately, although it's well laid out, the designers and builders seem not to have consulted a magazine or expert about the plans. The freestyle area is large with 6/7 foot banks. . . good, except they've fixed planks to the top which makes 2 or 3 wheels out

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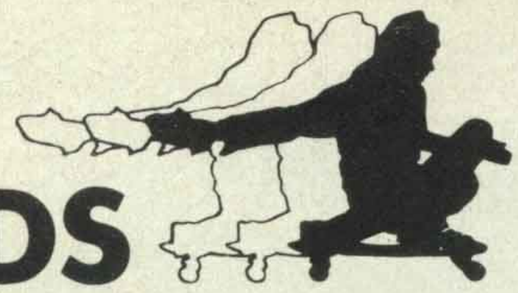

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impossible. Also, railings make aerials out of the question. The one bowl is very shallow and badly constructed. Because it's not been dug down, all the speed gets lost. Now they're about to build a snake run I wonder if you could put a word in as I'm sure they'd appreciate professional guidence.
Mick Dalziel, Leek, Staffs.
The best initial guidence for them would be to go see some successful parks. Check out the nearest park to you that the Test Team rated and give the builders the address. Ed.

THOSE LETTERS AGAIN!

I couldn't help noticing that page 80 of June's edition of Skateboard! Also featured in last month's mag! I do hope that this is not because you are not getting enough mail.
John Powell, Sheffield 10.
NO, IT IS NOT! And thanks to all the other 'eagle-eyed' readers who spotted the repeat page. To put the record straight, the page was 'all right leaving us'. The mix-up occured at the printers. Ed.

GIRLS MISSING

What has happened to the girl skateboarders? Some must be good enough, perhaps even in the radical stage, to get a corner of the mag. Besides, I'm sure the boys wouldn't mind an eyeful!
Amanda Floyd & Anna Todd, New Malden, Surrey.
Sad to say, there really don't seem to be many serious girl skaters. One, of course, is Thea Cutts, who appeared last issue. Ed.

FLIPPING FAILURE

I've been skating now for about 10 months and I've tried almost every freestyle manoeuvre in the book. . . except, surprisingly, the kick flip. I've hunted high and low for information on how to do it – without luck. Can you help?
Alan Stafford, Halesowen, West Midlands.
Tricky to explain in words, and most of the 'how-to-do-it' books have failed pretty miserably with diagrams and pictures. We're working on it. Ed.

BLUSHING

All of us here at Tracker were very pleased with the Skata Data article in issue eight. It was, in our opinion, a good, fair comparison, pointing out our competitior's good qualities as well as our own. You used an impressive format that lent itself very nicely to such an honest presentation. Some of our American skateboarding magazines should learn from you how to make product comparisons!
Dawn Dominy, Tracker Designs Limited, California.

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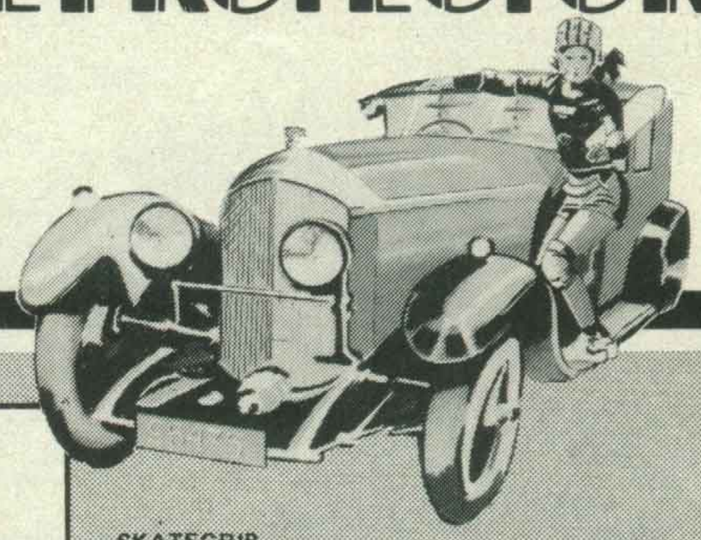

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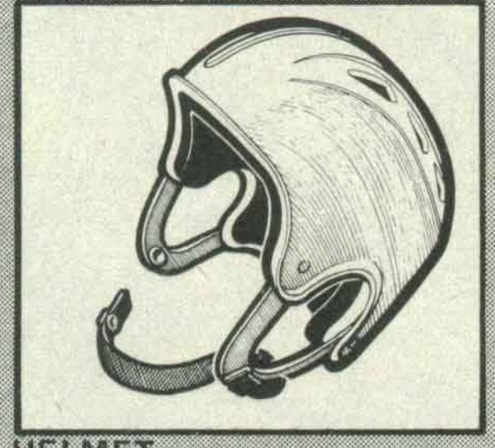
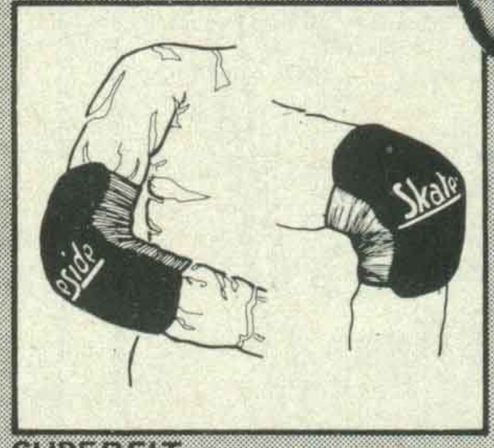

HELMET

WRIST GUARD



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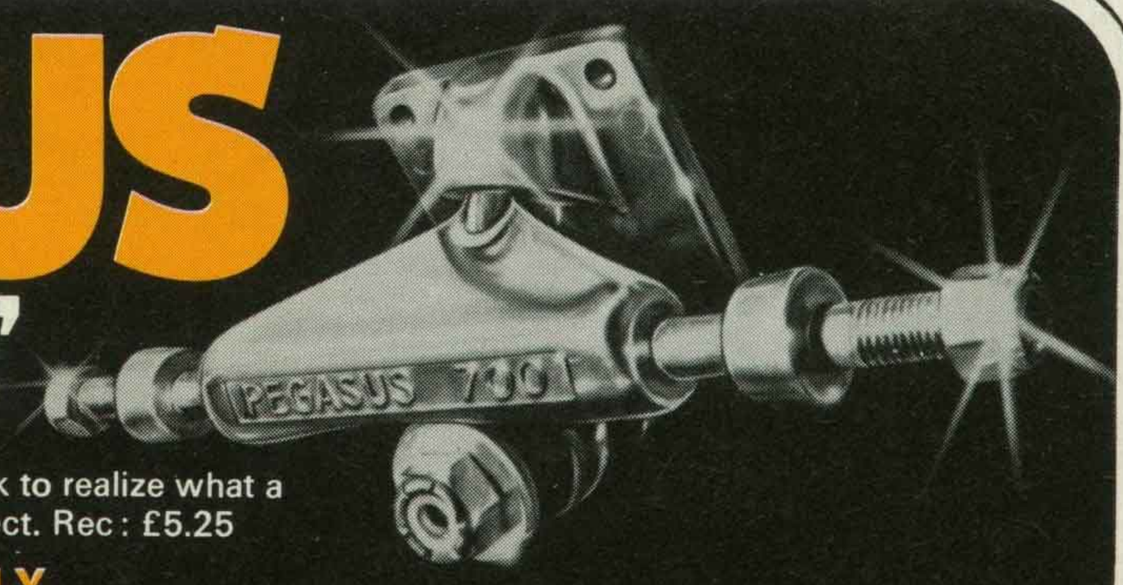

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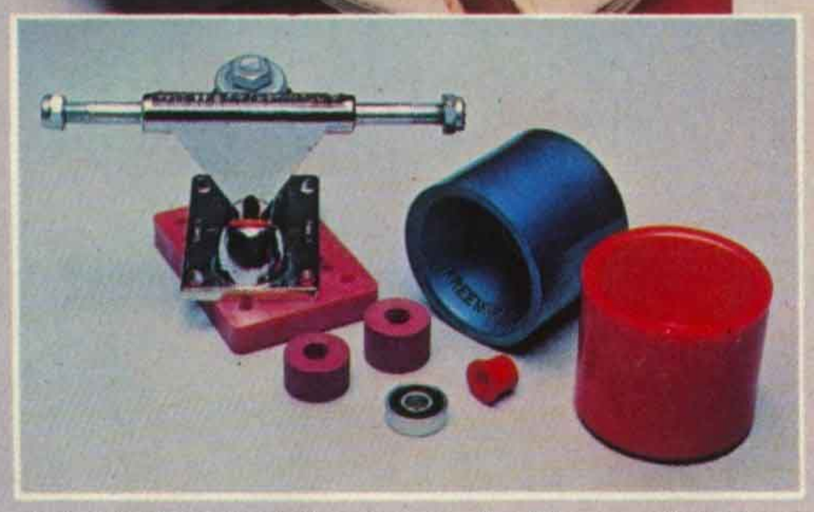

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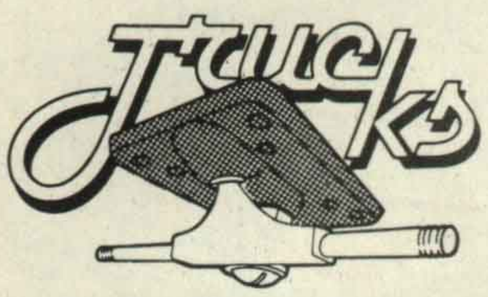

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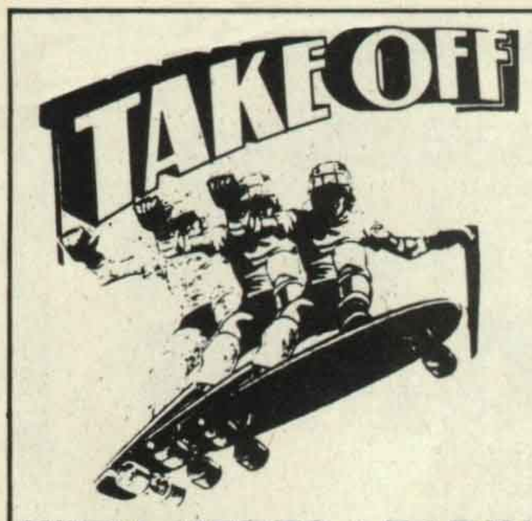

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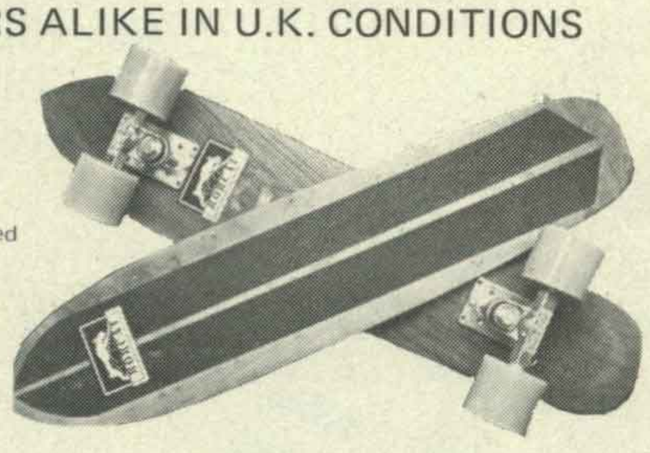

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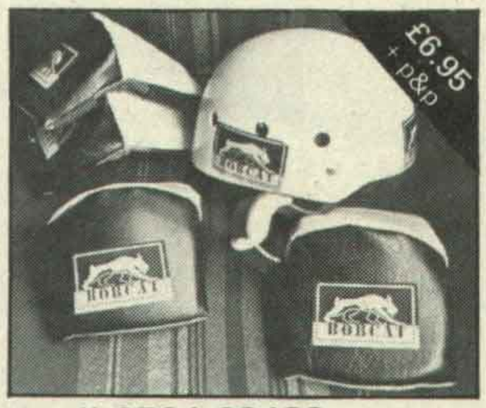

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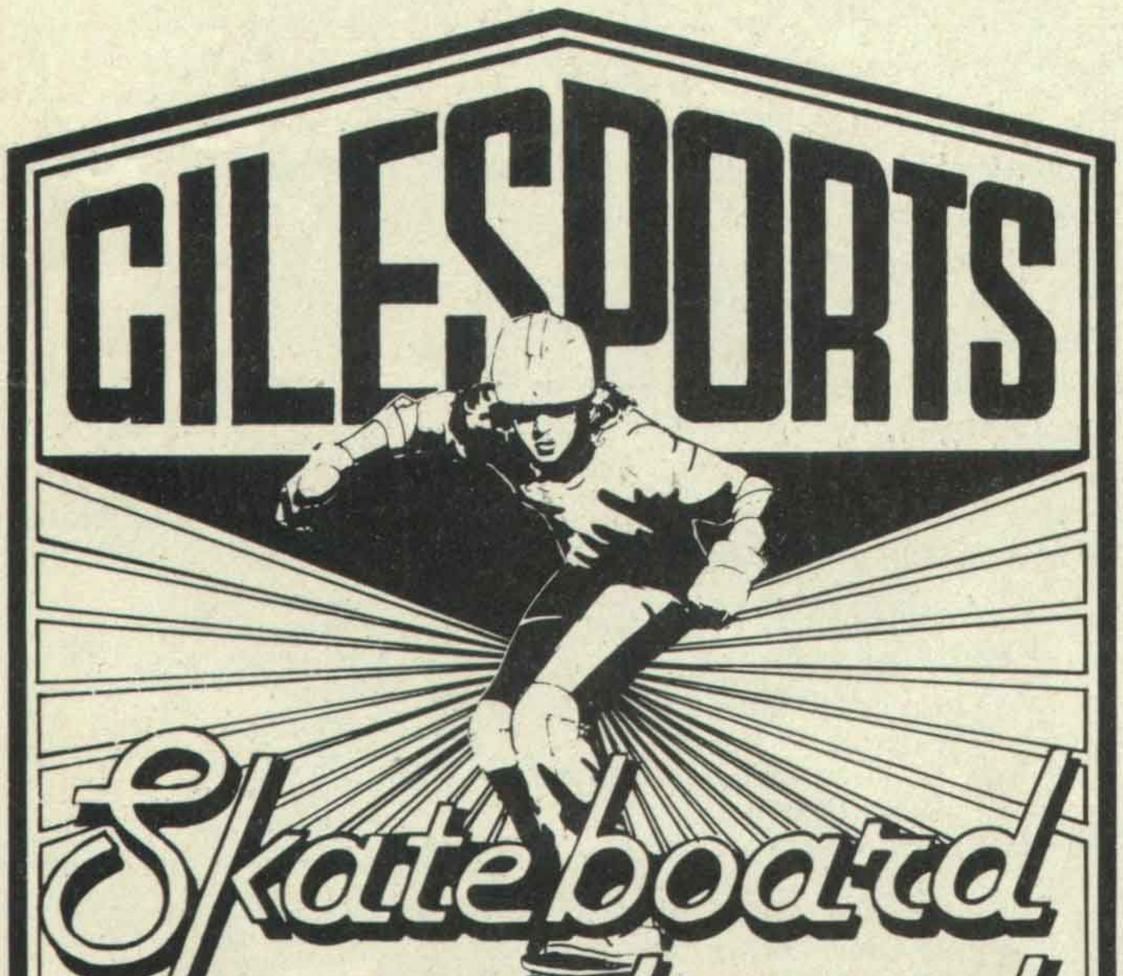

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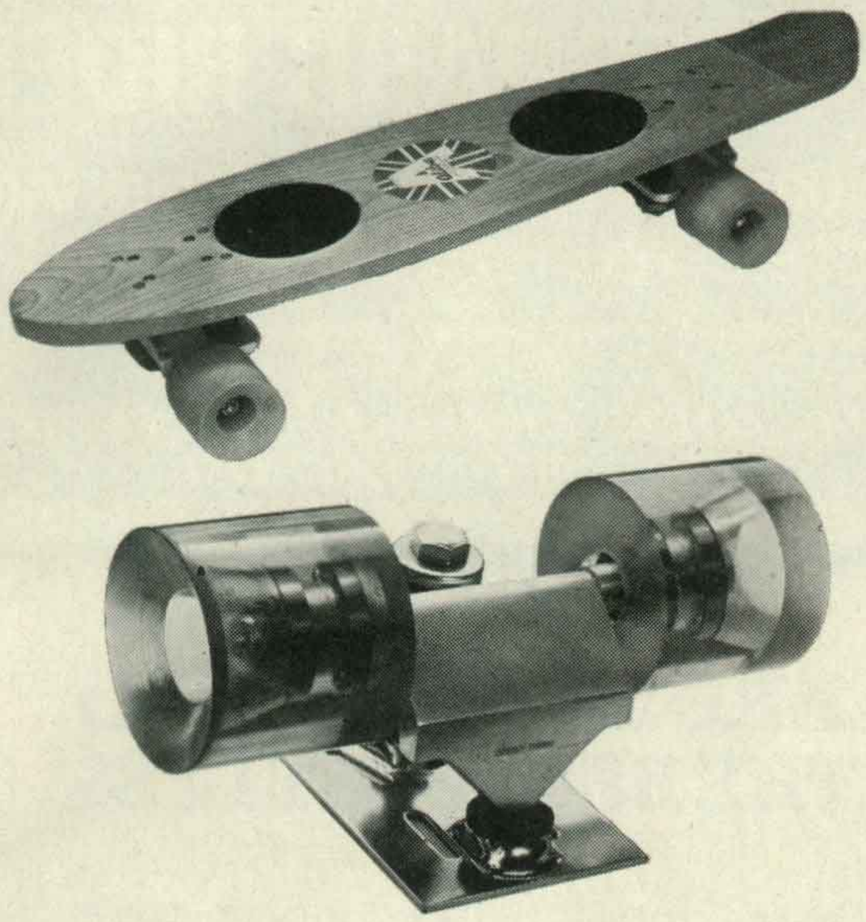

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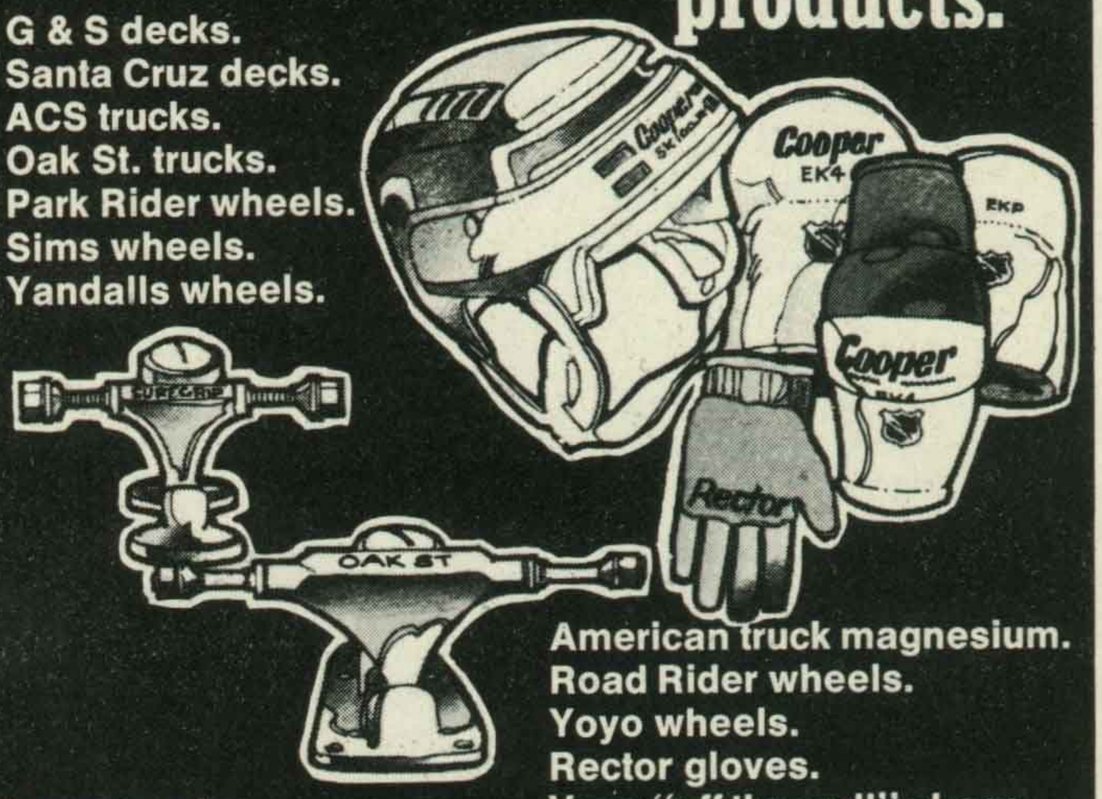

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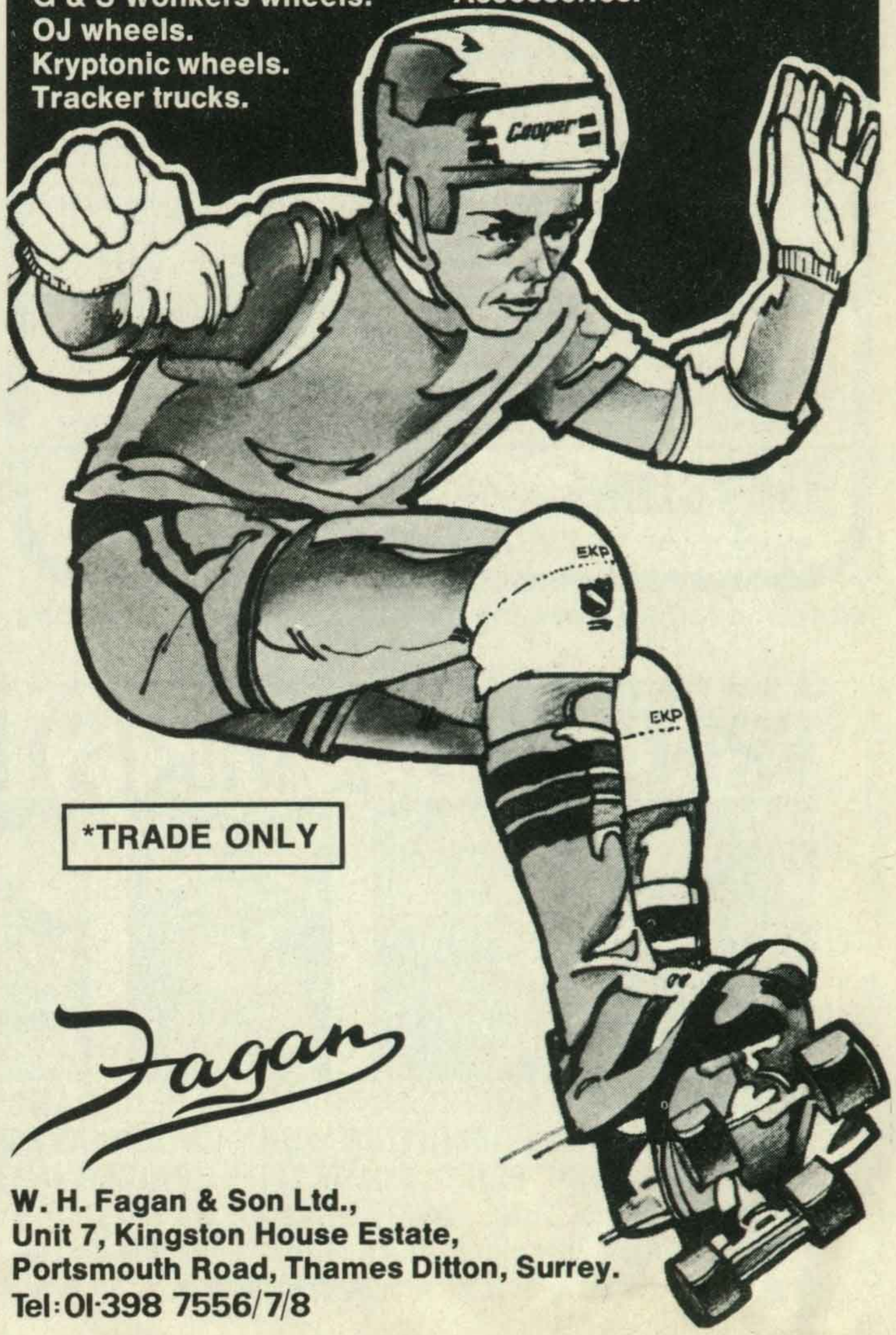

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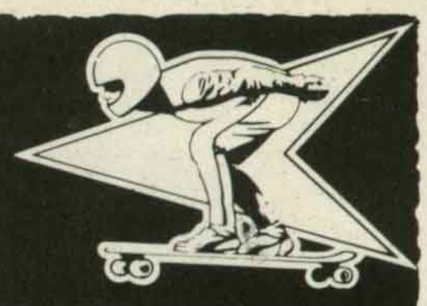

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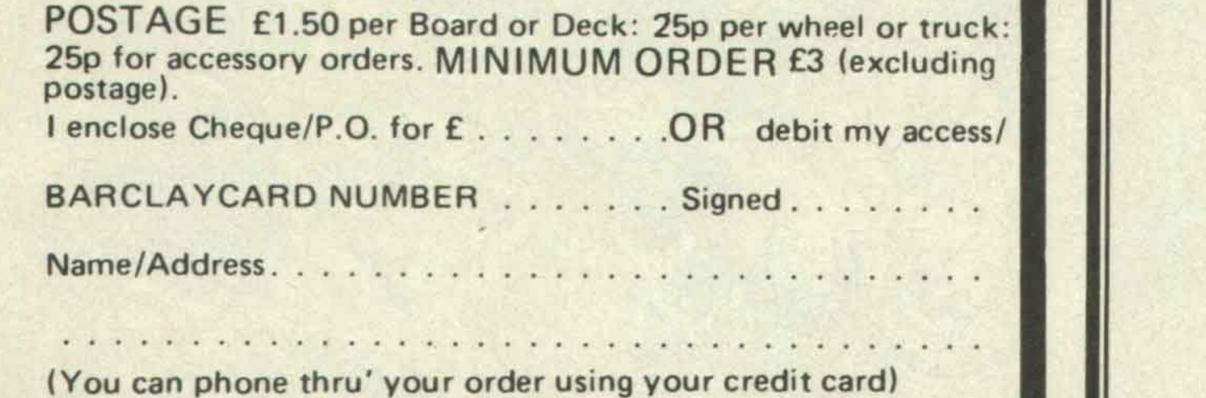

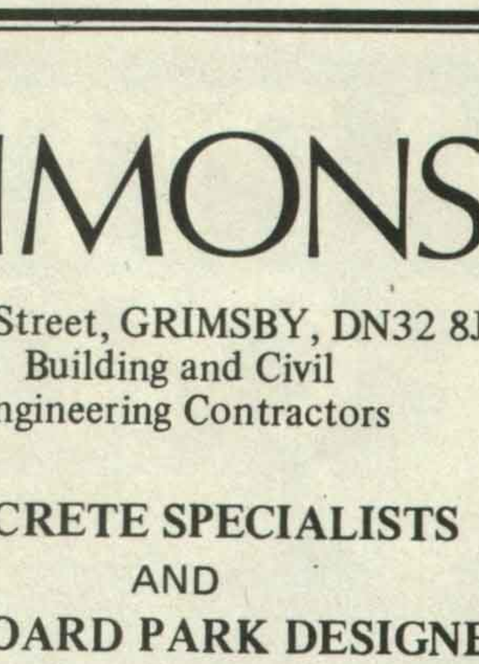

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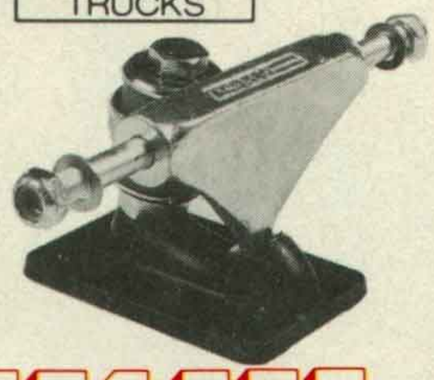

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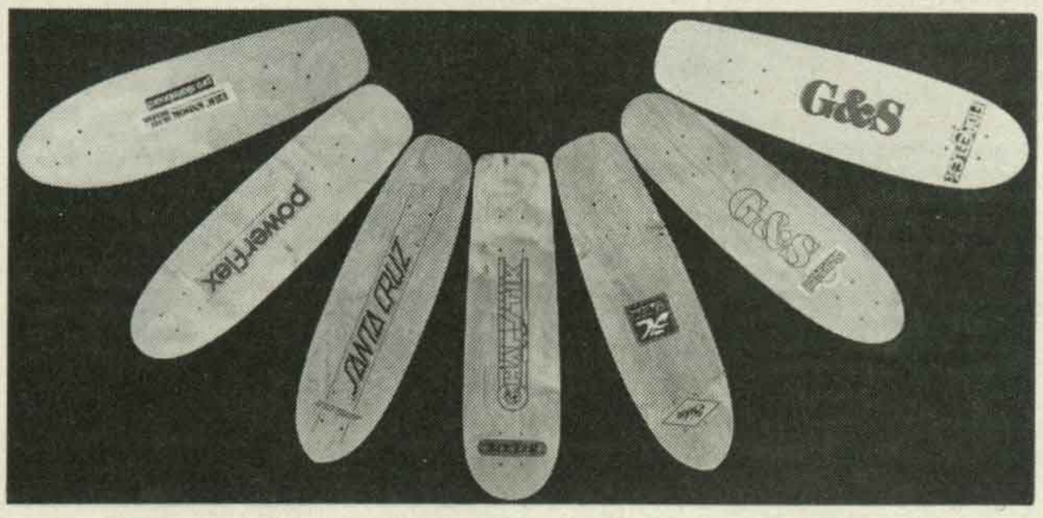

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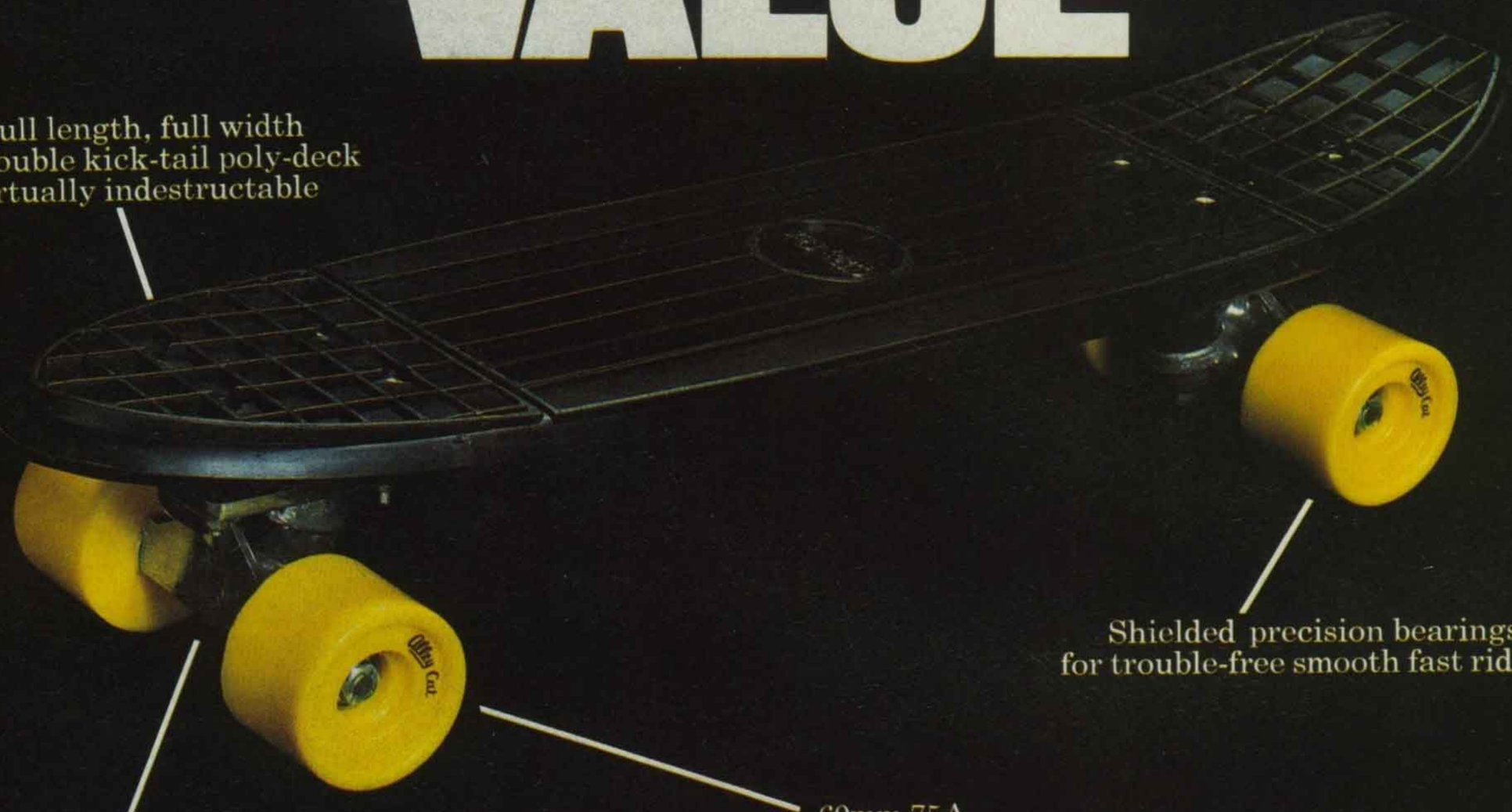

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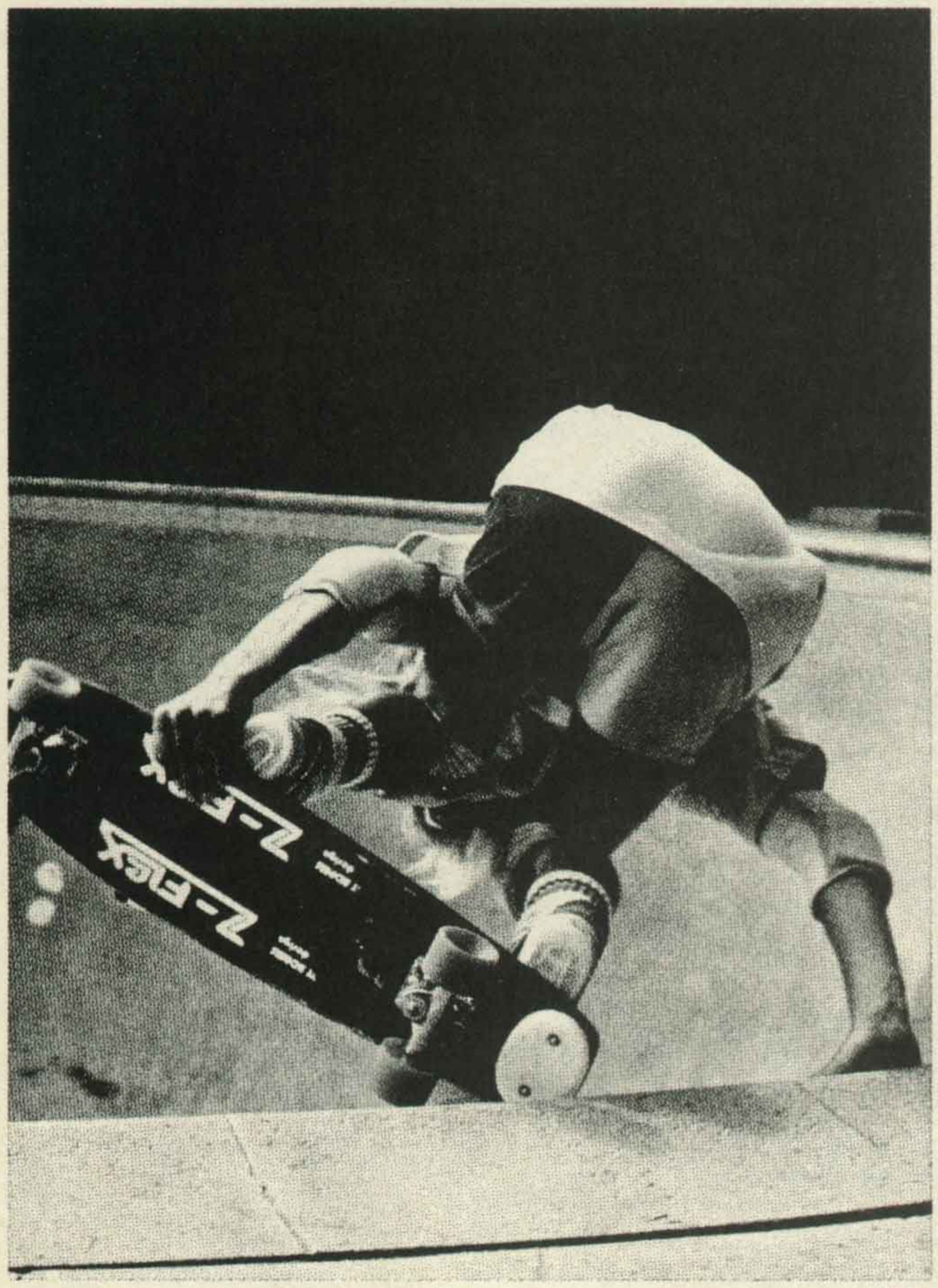

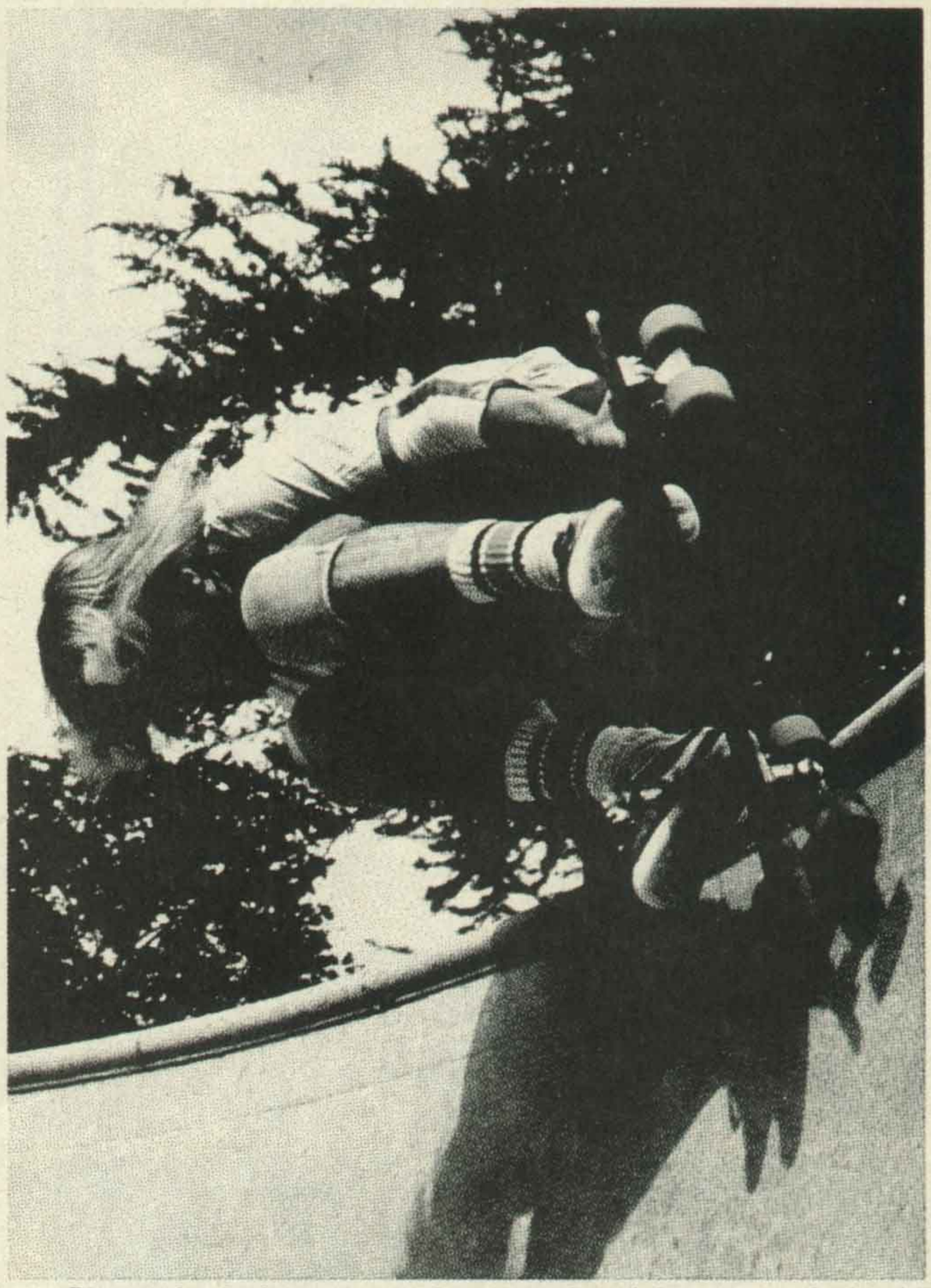

"The Power Pivot makes kick turns easier because it doesn't hang up on the bowl."
Jay Adams, rider for Z-Flex. Photos: Susan McCardle

POWER PIVOT:™

Prevents wear of your skateboard chassis;

The Power Pivot™ is stronger than the tail of your skateboard. It prevents damage otherwise certain if a board hits the ground during a 360 or a bowl during a kickturn.

Adds a critical margin of control;

The Power Pivot™ has the correct shape for tricks and turns. It does not hang up in a critical situation on a wall or throw the rider off balance in a stall.

Has a carefully designed oval shape and nylon-based composition for precise amount of slip;

The Power Pivot™ is made from a material which gives the *right* amount of slip, and a rider may make a smooth transition from side to side on the board—the area and pressure remain constant. Neither the corners nor the back edge dig in.

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An ever present danger in trick and wall riding is that riders will cut themselves or someone else on the sharp back edge of a worn-down skateboard. Replaceable tail blocks prevent this.

The nylon-based Power Pivot™ works on either flat or kicktail boards.

"The Power Pivot makes tail tappers controllable and makes freestyle tricks smoother and faster because it puts the tail closer to the ground. And it sure saves wear on the tail!"
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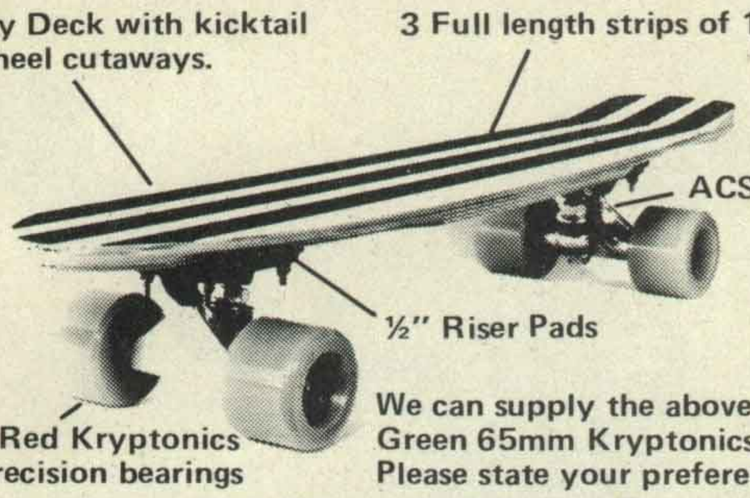

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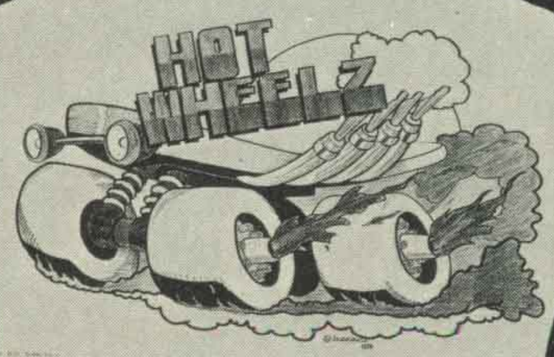

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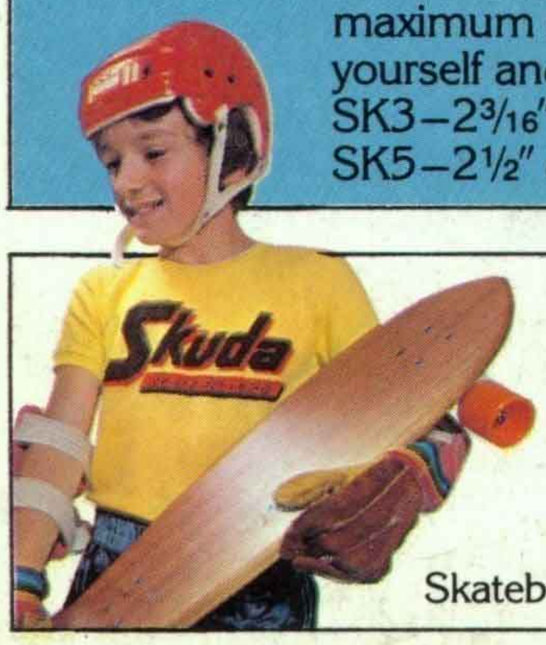

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