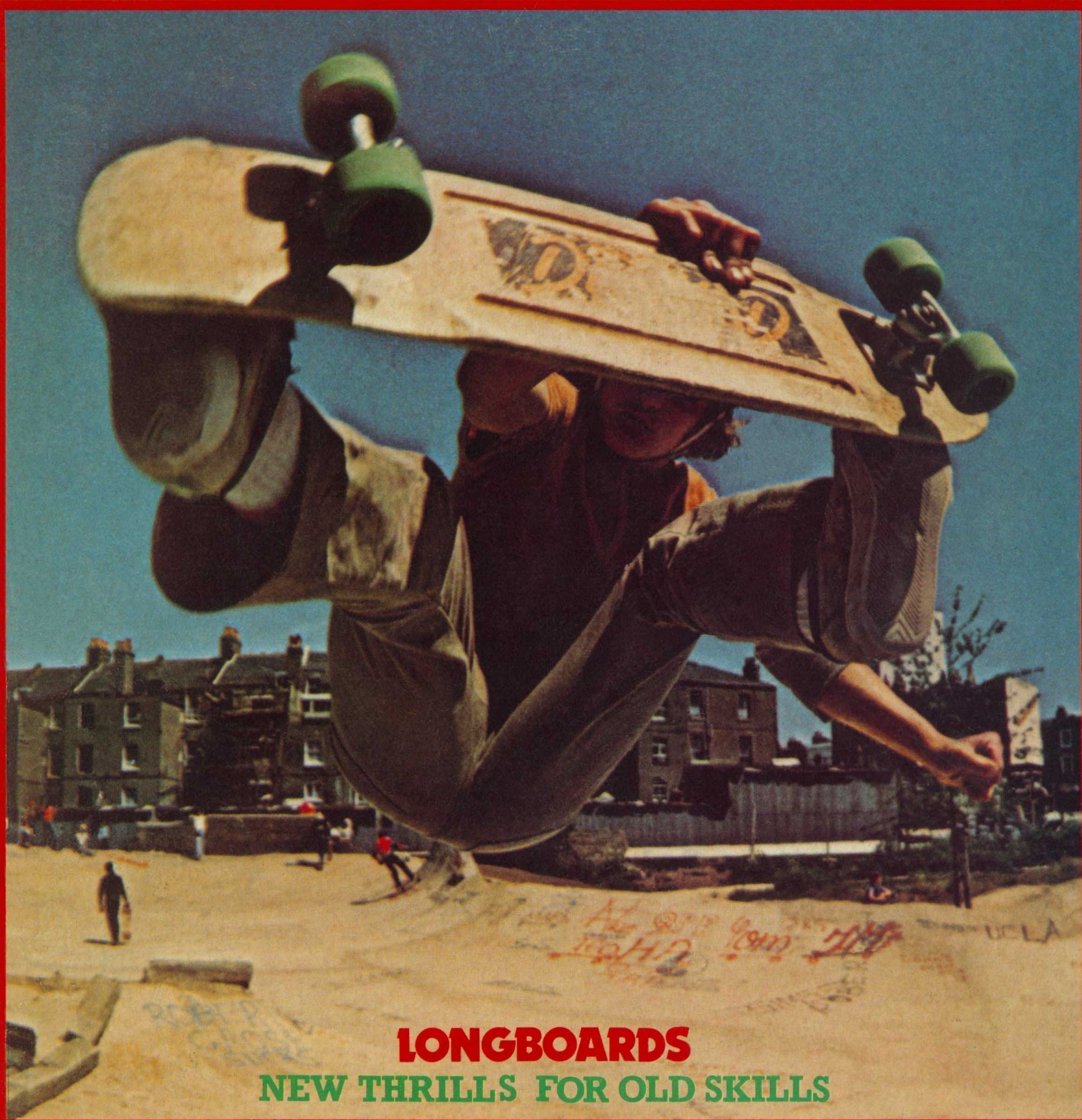


Skateboard!

No.13

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

50p



LONGBOARDS

NEW THRILLS FOR OLD SKILLS

INTERVIEW: MARC SINCLAIR

MEANWHILE MADNESS DOMINATES

CONTEST PLANNING & CONTROL PART 1



Going for the One!

FABER

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".



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

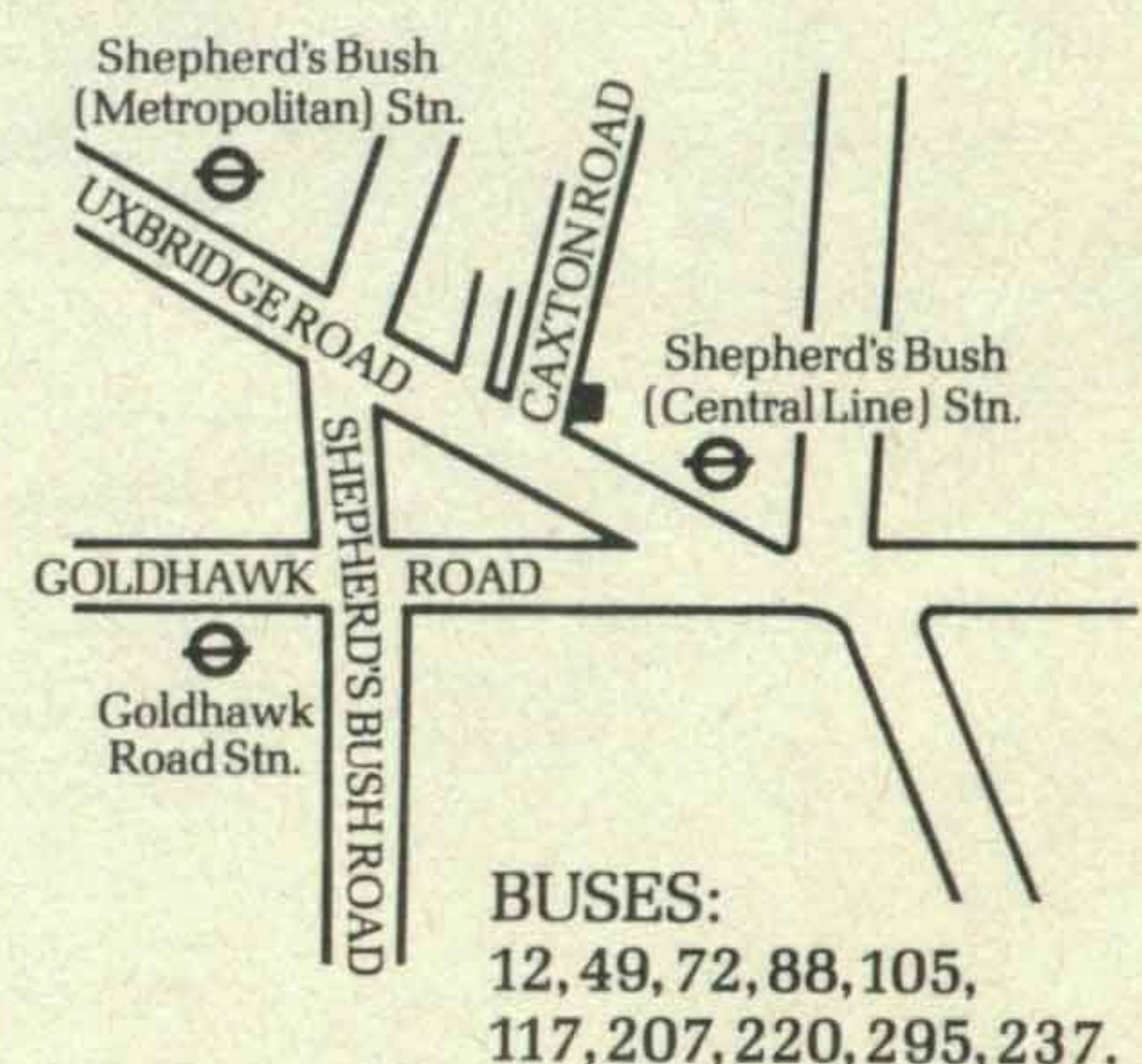
**ACS, Alva, BSC, Benjy,
Bennett, Bones, Blazer,
California Slalom,
Chapstick, Dread,
Excellerator, Flash, G&S,
HPG, Hobie, Hot Lips,
Kryptonics, Lan, Lazer,
Lip Bombs, Logan,
Powerflex, Rector, SCI,
Santa Cruz, Sims, Tracker,
Trax, Vans, Wonkers,
Yandall, Yo-Yo, Z-Flex**

**If you know a better shop with better products
at better prices, we'd like to know.**

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our latest price list today.

HANG TEN

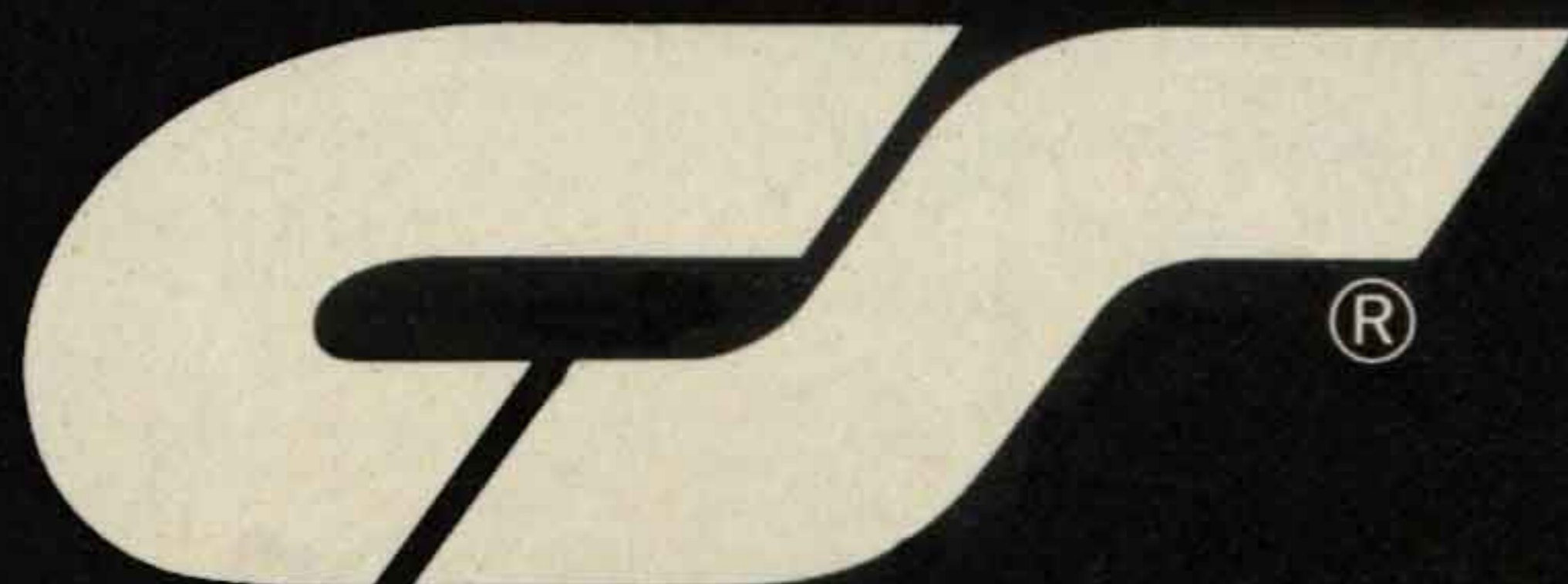
The Specialist Skateboard Shop
2 Caxton Road, London, W12. Tel: 01-749 1399.



FORGET
EVERYTHING
YOU EVER
HEARD OR READ
ABOUT
SKATEBOARDS



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**.



CALIFORNIA SUN

Q: WHEN IS A NUT NOT A NUT?

A: WHEN IT'S A...



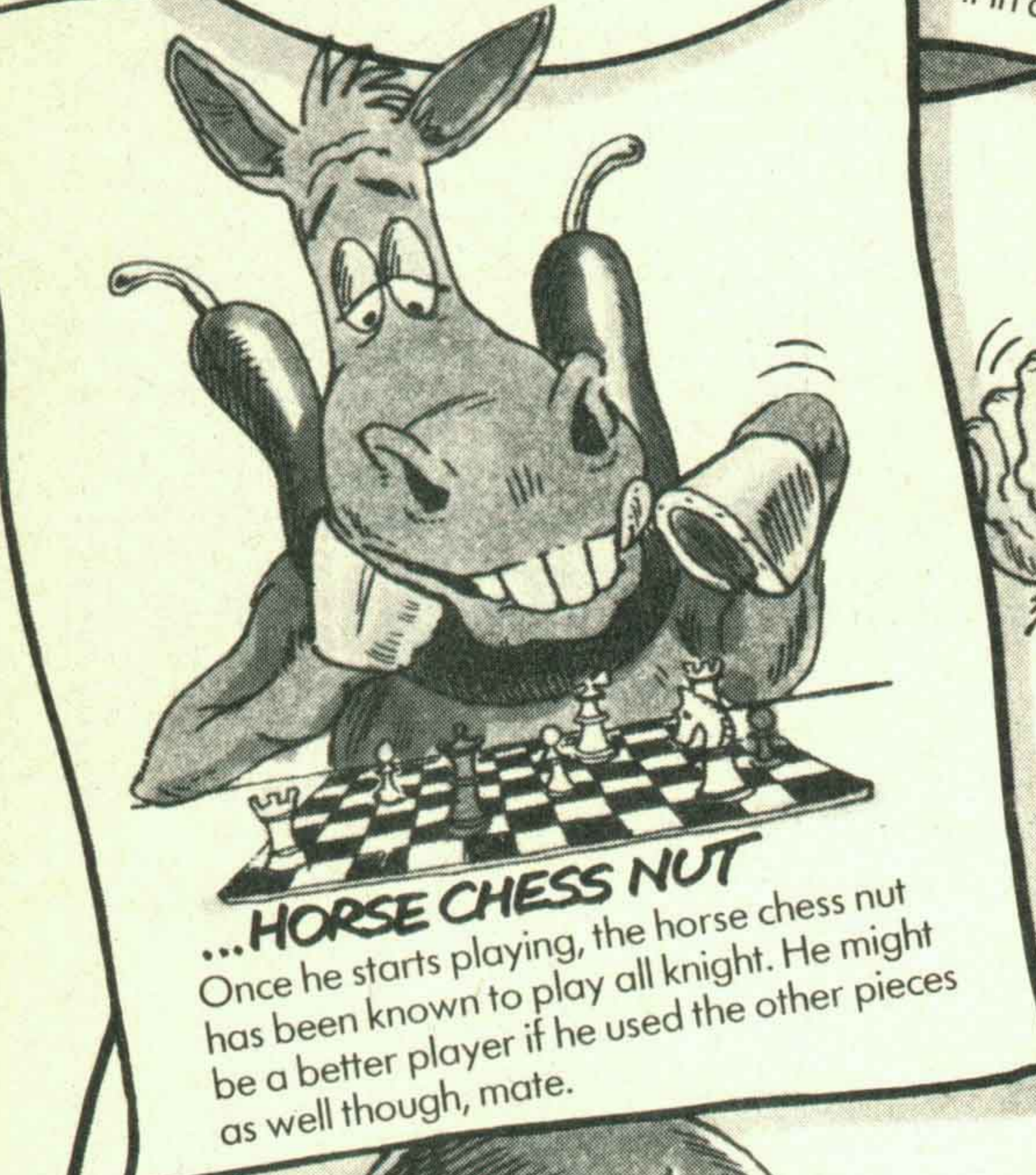
...WING NUT
A usually down-to-earth sort of nut but has been known to fly off the handle, if it ever feels twisted.



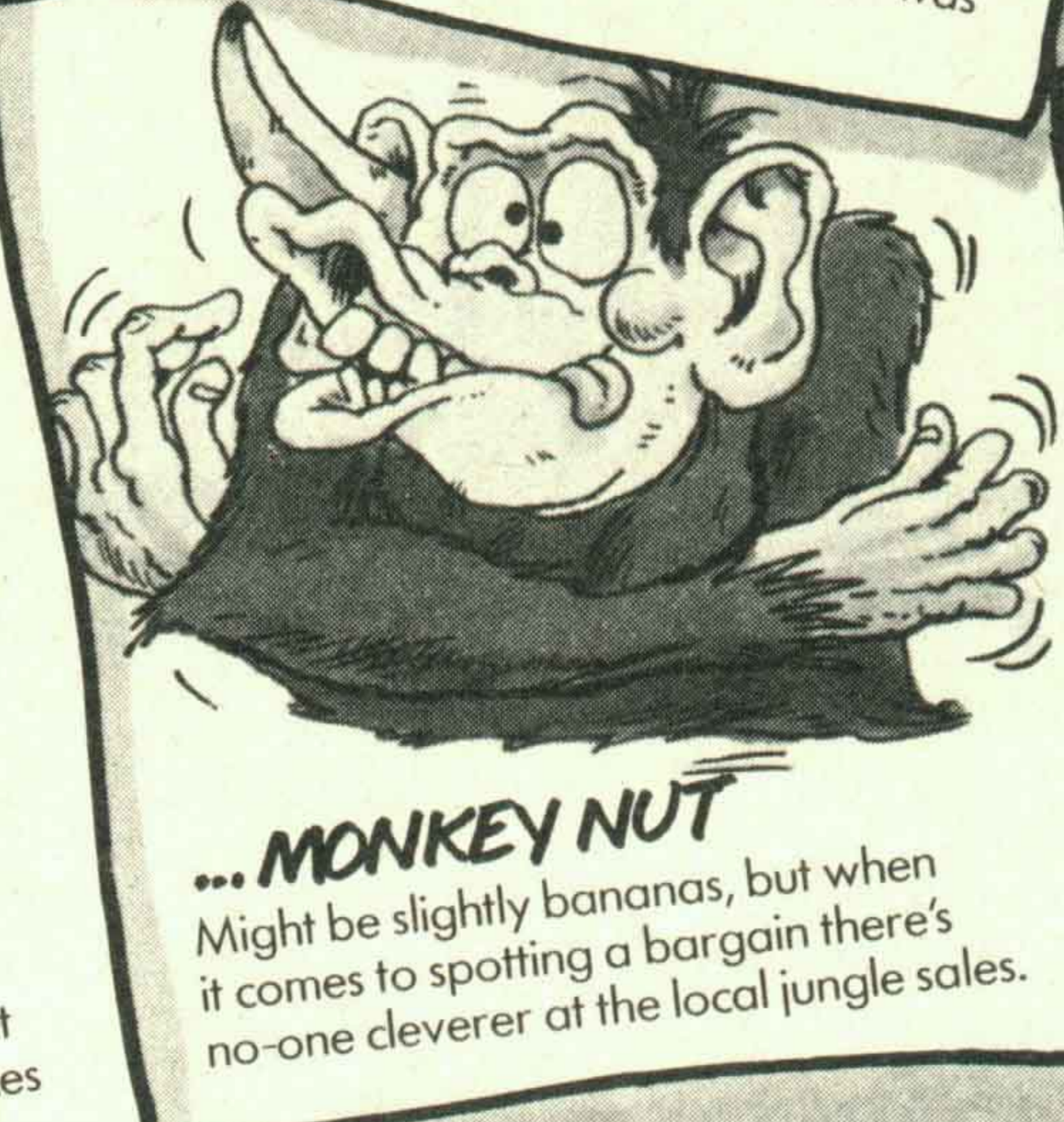
...HAZEL NUT
Slightly crackers, but likeable enough, Hazel's Mum says she got a slight bang on her nut at an early age, which left her in a daze, (or was it in a haze?)



...WALL NUT
Normally found on walls, but when searching for them you have to be quick because they've been known to make a bolt for it.



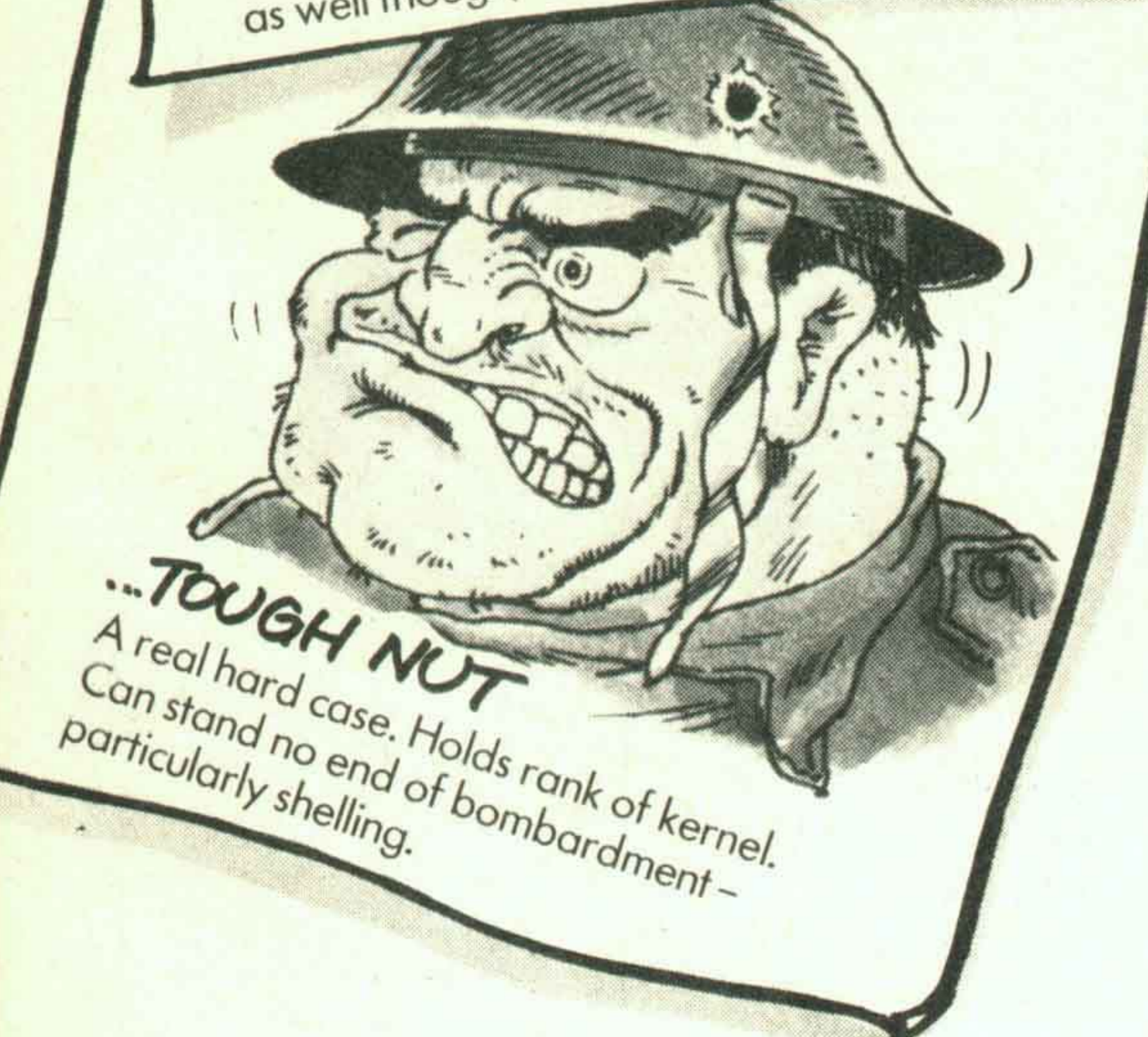
...HORSE CHESS NUT
Once he starts playing, the horse chess nut has been known to play all knight. He might be a better player if he used the other pieces as well though, mate.



...MONKEY NUT
Might be slightly bananas, but when it comes to spotting a bargain there's no-one deaverer at the local jungle sales.



...WOODEN'UT Has a long family tree. Originally worked out with logs at a Board Meeting. The nail was hit on the head when all previous plans were axed, and this perfect branch office was devised.



...TOUGH NUT
A real hard case. Holds rank of kernel. Can stand no end of bombardment - particularly shelling.

...BEECH-NUT

Found in sixes.
Its delicious peppermint and spearmint flavours are very popular because of their magical ability to turn every day into a Chewsday.
At only 3p a pack Beech-Nut must be the one you chewse too.



SUPER LOW PRICES

TRUCKS

ACS 430 Standard	£1.45
ACS 500 Standard	£2.50
ACS 500 Pro	£2.95
ACS 580 Pro	£3.85
ACS 651 Pro	£3.75
California Slalom	£3.95
HPG IV Gullwing	£6.75
HPG IV Phoenix	£6.50
Tracker Fulltrack	£5.95
Tracker Midtrack	£5.95
Bennet Hijacker	£2.95

WHEELS (inc. 2 precision bearings and spacer)

Bones	£5.25
Excellerator 57mm	£4.30
Excellerator 65mm	£4.90
Hang Ten 4	£2.50
Hang Ten 6	£2.95
Kryptonite 60mm Red, Blue, Green	£3.95
Kryptonite 65mm Red, Blue, Green	£4.25
Kryptonite 70mm Red, Blue, Green	£4.50
Powerflex 3	£3.95
Powerflex 5	£4.25
SCI Comp	£3.95
YoYo Red	£3.85
YoYo White	£4.25
YoYo Yellow	£3.85
Sims Snake	£5.25
Belair Lipbomb	£4.65
Black Powerflex 5'	£4.55
Alva	
Belair Wings	£4.50
Belair Blazers	£3.95
Hobie Comp	£2.95
Tracknology 62mm	£3.95
Traknology 65mm	£4.25

DECKS

29" Turner Summer Ski-Full Nose	
Soft Medium Stiff flex	£59.95
29" Turner Summer Ski-Full Cutaway	
Soft Medium Stiff Flex	£59.95
30" BB Competition 11	£16.95
27" BB Competition 11	£16.50
30" BB John Sablosky with Custom	
Griptape/Sticker	£17.50
29" BB Jeremy Henderson with Custom	
Griptape/Sticker	£14.95
30" BB White Lightning with Custom	
Griptape/Sticker	£13.95
27" BB White Lightning with Custom	
Griptape/Sticker	£12.95
28" Benjyflex with Custom	
Griptape/Sticker	£17.95
28" BB Lollipop with Custom	
Griptape/Sticker	£8.75
30" BB Lollipop with Custom	
Griptape/Sticker	£8.75
Alva 27" and 30"	£17.95

SAFETY EQUIPMENT

Benjy Kneebo Pads	£4.60
Clark Supeguard	£2.95

ACCESSORIES

Wrench	£0.75
Precision Bearings 60822	£0.40
½" Riser pads	£0.40
Benjy Tail savers	£0.95

GRIPTAPE

1" per foot	£0.18
2" per foot	£0.35
4" per foot	£0.60
6" per foot	£0.75

POST AND PACKING

Wheels 60p, Trucks 75p (2), Decks £1.00, Pads 50p.
Minimum 50p on all other items. Orders over £25.00 sent free of charge.
Cheques or Postal Orders to:-

SG and P

Grove Terrace, off Birmingham Road, Walsall, West Midlands

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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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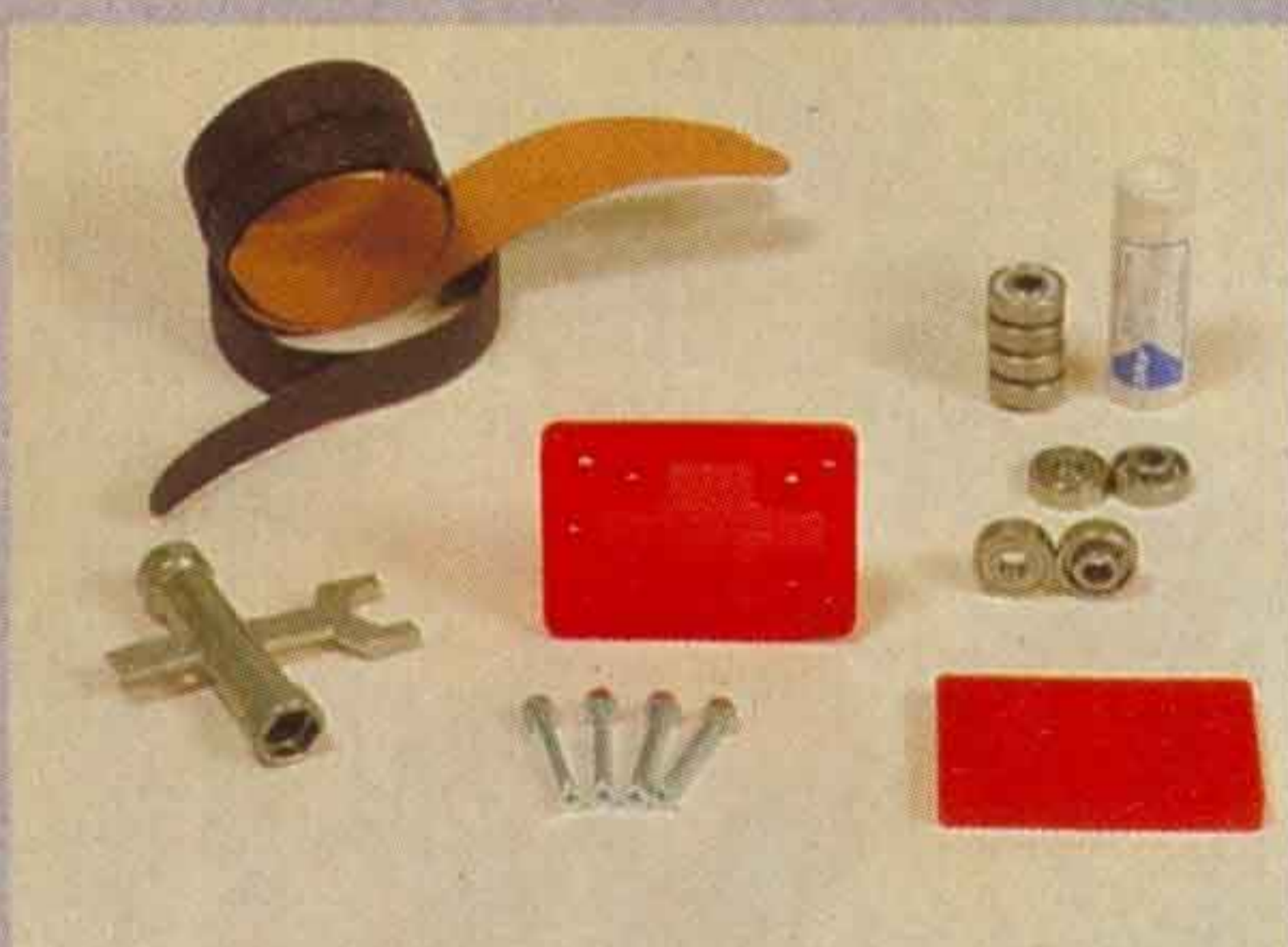


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...AND THESE ARE OUR SAFETY FEATURES



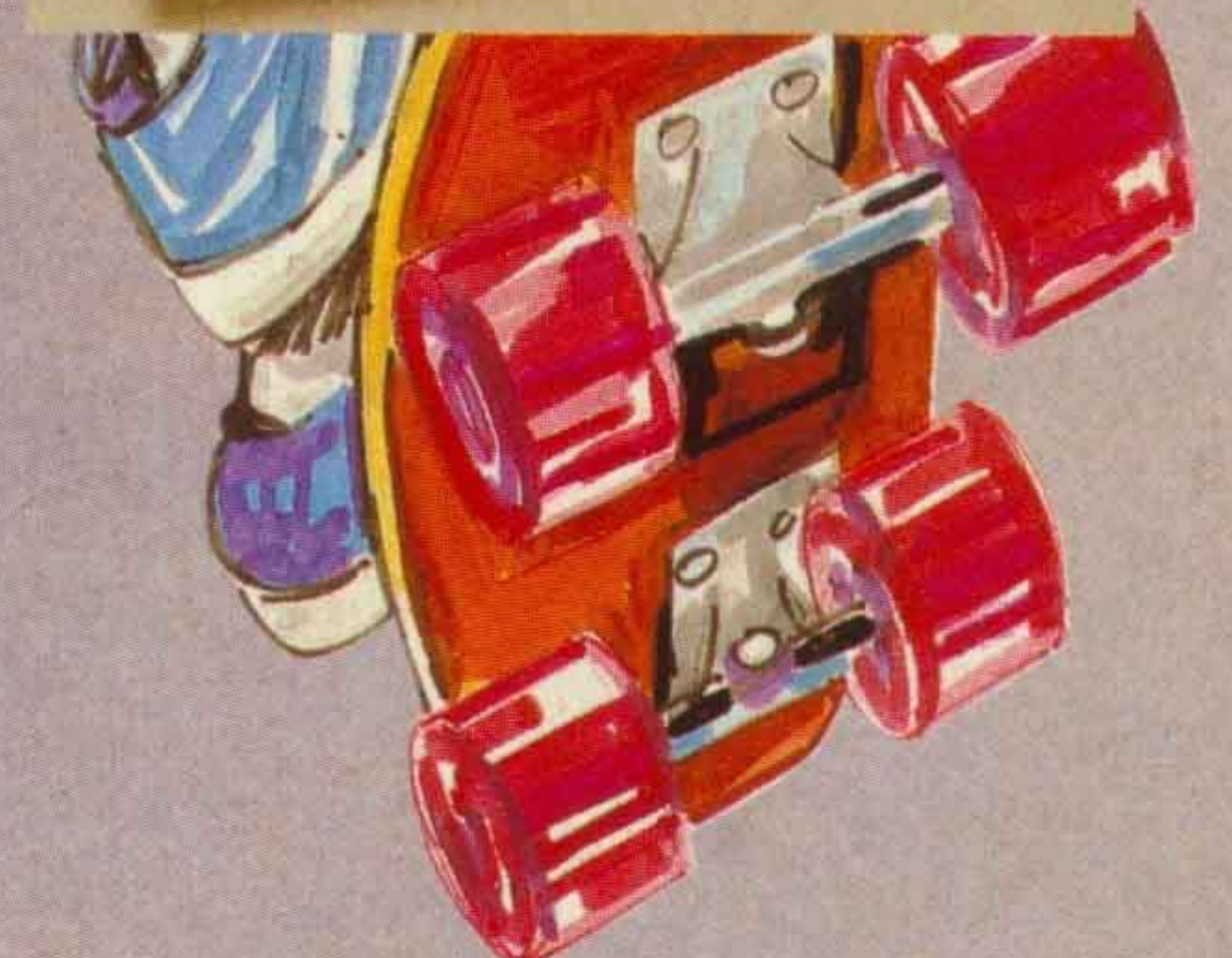
Whether wood or glass-fibre, laminated maple veneer between layers of glass-fibre, or aluminium or American oak – all our boards are tops for elasticity and maximum strength.

Chassis, wheels and accessories – everything to the highest standards of precision and reliability.

You can rely on our products one hundred per cent.

Let's go! Have fun!

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G&S Kicktail
Bennett Pros
G&S Wonkers

G&S Teamrider
Phoenix Gull Wings
Kryptonics

Bowl Rider
ACS 580's
YoYo's

Pro Slatom
Trackers
Yandall

You're looking at four boards from the 1978 Fibreflex series. The boards that scream performance from the first turn of the wheel. It's the superior "strength to weight" construction that gives advantage to a variety of designs, used for a variety of functions, by a variety of people. Whatever your age, size, ability, style or skating preference, there is a Fibreflex for you. Outside of your own ability and time spent

skating, your equipment is the single most important advantage factor in safe, progressive, high performance skating.

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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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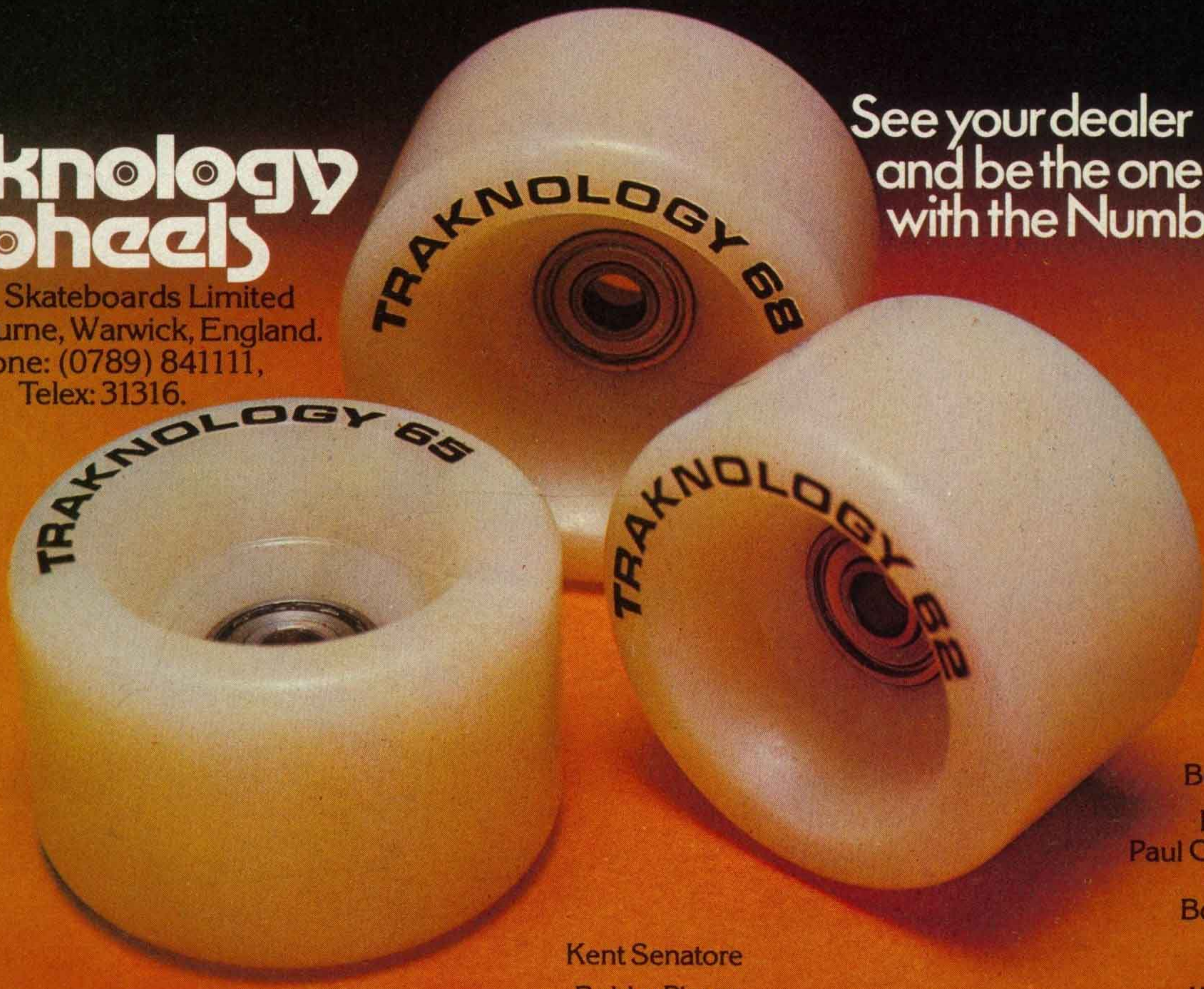
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Jay Adams
Bobby Boyden
Jerry Valdez
Marc Smith
Kent Senatore



Almost Summer

A NEW ALBUM

Celebrate the arrival of summer with a copy of this album by **CELEBRATION** featuring **Mike Love**.

If you've had your ear to the sand lately then you'll have heard the title track "Almost Summer." Also featured is the **John Sebastian** classic "Summer in the City," and the soon to be released single "It's O.K." written by **Brian Wilson** and **Mike Love**. Also on the album is "We are the Future," sung by **High Inergy**.



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arm £2.95 knee £3.95**

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ALSO AVAILABLE STANDARD VINYL PADS AT GIVEAWAY PRICES
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PRO GEAR DOWN IN PRICE

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Rector gloves XS, S, M, L.
Rector shorts 28"-34" waist
Rector armpads XS, S, M, L.
Rector kneepads XS, S, M, L.

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£8.95pr.
£15.95pr.
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HOT NEWS

ALPINE WINS PRICE WAR

SPECIAL REPORT

NEWS ON THE PRICE WAR FRONT SHOWS THAT THINGS ARE REALLY HOTTING UP. HOWEVER IT IS ALPINE SPORTS WITH ITS SHOPS IN LONDON – MAIN SHOP OPPOSITE HARRODS – THAT HAS WON HANDS DOWN. THEY HAVE WEIGHED IN WITH THE LOWEST PRICES ACROSS THE BOARD, NOT JUST ONE OR TWO CHEAPER ITEMS BUT THE BEST VALUE ON EVERY ITEM.

Alpine Sports Skateboard Shops
10/12 Holborn London EC1
Telephone 01 404 5681
138 Western Road Brighton
Telephone 0273 26874

news

A few of the really hot goodies are the new wide 30" Sims Superlight decks for £19.95 and the Sims Superply and Lonny-toft decks at the same price.

The craziest news – Kryptonics are now half the price they were when they were first sold in the U.K. and don't forget to check out the Sims Snakes, White YO YO's Wings, Belair Lip Bombs and loads of other really hot gear at amazingly low prices

The great thing about ALPINE is not just the gear and the prices but the advice and the service they always offer. Got any problems? ALPINE with the best equipped workshop in the country will sort them out. And if anything goes wrong, just take it back – they will always put it right.

A final mention must be given to their "STAR OFFER" unique in skateboarding! Absolutely any pro board for just £49.95 – Just choose the best deck, the best wheels and the best trucks and they will make them up into a complete board and the grip tape, nuts and bolts are absolutely free!! You don't have to pay more than £49.95 – A REALLY INCREDIBLE DEAL.

Don't forget even if you live in the Outer Hebrides by using ALPINE'S MAIL ORDER service (the first and original one) you can get the hottest gear the moment it comes into the country.

YOU COULD SAVE ££'s
If you still don't believe us we are listing below the lowest prices ever seen!!

prices

DECKS

Tiger Freestyle 27"	£6.95
Kruza Rocker 27"	£6.95
Radical Rollerboard 30½"	£9.95
Logan Earth Ski 27"	£9.95
Logan Earth ski 29"	£9.95
Santa Cruz 27"	£12.50
Santa Cruz 29"	£13.50
Sims Taperkick 27"	£25.00
Sims Taperkick 30"	£25.00
Sims Superlite 27"	£19.95
Sims Superlite 30"	£19.95
Chapstick 27"	£15.95
Chapstick 29"	£15.95
Alva 27"	£18.95
Alva 30"	£18.95
G&S Fibreflex Bowlrider	£14.95
G&S Stacy Peralta Warp II	
27"	£14.50
29"	£15.50
30½"	£16.50
G&S Team Rider 28"	£17.95
G&S Team Rider 30"	£18.95
Benjy Board Comp II 27"	£15.95
Benjy Board Comp II 30"	£16.95
Benjy Board	
Jeremy Henderson	£15.95
John Sablosky	£17.95
Sims Superply 27"	£19.95
Sims Superply 30"	£19.95
G&S Cutaway Slalom 28"	£17.95
Sims Lony-Toft 30"	£19.95

TRUCKS

ACS 430 Std.	£0.95
ACS 500 Pro.	£2.75
ACS 580 Pro.	£3.75
ACS 651 Pro.	£3.75
California Slalom	£2.95
HPG IV Gullwing	£5.95
HPG IV Phoenix	£5.95
HPG IV Pro	£5.95
Tracker Trucks Haft, Mid	
Haft, Mid, Full.	£5.95
Hang Ten	£3.95
Bennet Vector	£6.50
Lazer Standard	£3.95
Lazer Slalom	£4.95

WHEELS

ALL WHEELS SOLD WITH TOP QUALITY BEARING AND SPACER	
Hang Ten 4 55mm	£2.50
Hang Ten 6 64mm	£2.95
Road Rider 6 68mm	£2.95
OJ Super Juice 64mm	£2.95
YoYo Red/Yellow 61mm	£3.50
YoYo White 61mm	£3.95
Sims Comp II 62mm	£3.95
Sims Snake (Green) 66mm	£4.95
Belair Lip Bombs 62mm	£4.50
G&S Wonkers 59mm	£4.50
G&S Wonkers 68mm	£4.95
Wings 64mm	£4.95
Kryptonics 60mm	£3.50
Kryptonics 65mm	£3.95
Kryptonics 70mm	£4.25
Kryptonics 60mm C/D*	£2.95
Kryptonics 65mm C/D*	£3.25
Kryptonics 70mm C/D*	£3.50
Excellerators 68mm	£4.95
Excellerators 60mm	£4.50

*C/D Means Cosmetic Defect (usually colour)

PROTECTIVE GEAR

Norcon AP II Sm, Med, Lg.	£5.95
Jofa 245	£4.50
Jofa 225	£2.50
Cooper SK 100	£3.95
Cooper EK 4 pads	£3.95
Cooper EK 3 pads	£3.95
Standard Pads Arm	£1.95
Standard Pads Knee	£1.95
Arm & Knee Pads Set	£3.50
Freestyle Arm pads Sm.M.	£2.95
Freestyle Knee pads	£3.95
Rector Shorts 28,30,32,34.	£15.95
Rector Gloves xs,s,m,l.	£8.95
Rector Arm pads xs,s,m,l.	£7.95
Rector Knee pads xs,s,m,l.	£8.95
Standard Gloves s,m,l.	£4.95
American T-Shirts by Shirt	
Explosion Sizes xs,s,m,l.	£3.95
Sweatshirts Sims, Logan, G&S, Kryptonics.	
Sizes 30,32, s,m,l,xl.	£6.95
Alpine T-Shirts Kryptonics	
Gullwing, Roadrider.	
Small sizes only.	£0.95
K-Shoes	£7.95
Speedrite Shoes	£3.95

ACCESSORIES

Skatebags small, large	£4.95
Bearings IKS, SKF, KOYO	£0.50
Spacers	£0.05
Grip Tape	
6" (150mm)	£0.90
4" (100mm)	£0.60
2" (50mm)	£0.30
1" (25mm)	£0.15
Alpine Wrench	£0.95
Poster Books	£0.95
Stickers	£0.15
Slalom Cones (pack of 12)	£2.50
Rubber set 4	£0.50
Power Pivot	£1.95
Risers	£0.50
S.L.90	£0.95
Nuts & Bolts set 8 any size	£0.80
Nuts & Bolts each	£0.10

low prices

PACKAGES

(1)	GRENTEC SPOILER	£4.95
(2)	GRENTEC COYOTE	£9.95
(3)	GRENTEC SUPER COYOTE	£12.50
(4)	AMPUL SLALOM	
	California Slalom Trucks	
	R4 Wheels	
	with precision bearings.	£15.00
(5)	TIGER FREESTYLE 27"	
	ACS 500 Pro Trucks	
	Hang Ten 4 Wheels	£19.95
(6)	RADICAL ROLLERBOARD	
	ACS 580 Pro Trucks	
	Red/Yellow YoYo Wheels	£29.95
(7)	G&S BOWL RIDER 29"	
	ACS 580 Pro Trucks	
	Kryptonics of your choice	£39.95

GREAT BUYS

ADVERTISEMENT FEATURE

ALPINE SPECIALS

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packages

deals

ALPINE SPORTS ARE CLEARING OUT STOCK TO MAKE WAY FOR NEW HOT GEAR AND HAVE AVAILABLE STOCK AT REALLY GIVE-AWAY PRICES:

So if you are thinking of making or modifying your own board or just looking for a cheap present for your younger brother or sister, have a look at the really amazing bargains in this list.

DECKS

- Micaflex 27" £3.95
- Ampul Kicktail 24" £3.95
- Ampul Kicktail 26" £3.95
- Ampul Slalom 26" £3.95
- Tiger Freestyle 27" £6.95
- Kruza Rocker 27" £6.95
- Logan Earth Ski 27&29" £9.95
- Benjy Board Comp I 27" £9.95
- G&S Fibre flex Bowlrider (Old style 29" only) £14.95

TRUCKS

- ACS 430 £0.95
- California Slalom £2.95
- Lazer Standard £3.95

WHEELS

- Complete with precision bearings.
- Grentec GT 53mm £1.50
- Road Rider 2's 48mm £1.95
- R 4's 58mm £1.95
- S.A.L. 64mm £1.95
- Tunnel Wheels any model £2.50
- Road Rider 6 68mm £2.95
- Powerflex 3 57mm £2.95
- Powerflex 5 64mm £2.95
- Powerflex 7 65mm £2.95
- Kryptonics C/D 60mm £2.95
- Kryptonics C/D 65mm £3.25
- Kryptonics C/D 70mm £3.50

ACCESSORIES

- Standard arm pads £1.95
- Standard knee pads £1.95
- Standard arm/knee package £3.50
- T-Shirts Kryptonics, Road Rider, Gullwing. Small sizes only £0.95
- Speedrite Skateboard shoes £3.95
- Poster Books £0.95

(1) SPOILER

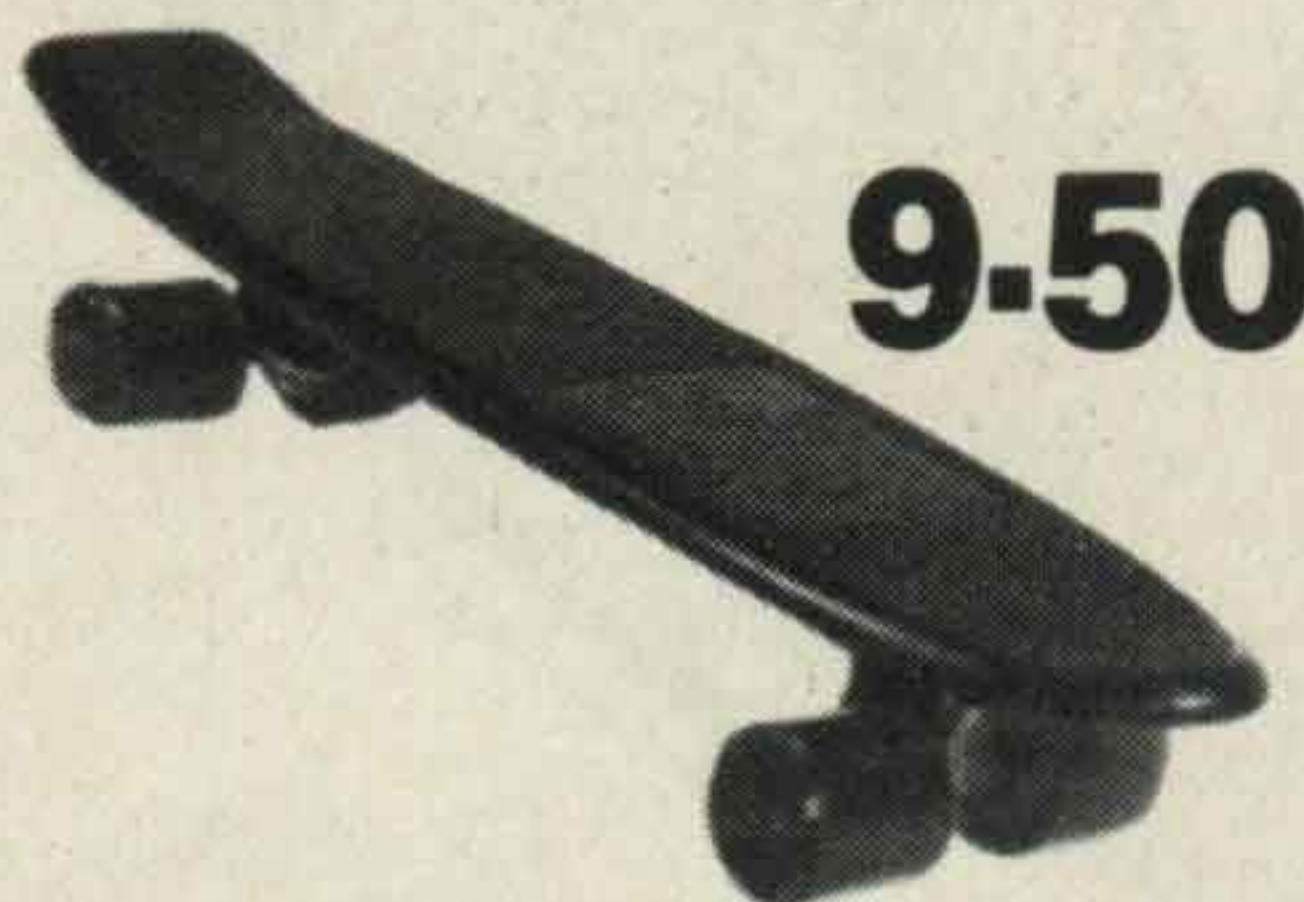
The perfect young beginner's board, 21" Polypropylene kicktail deck. Cast alloy trucks & urethane wheels. ~~£12.50~~ NOW £4.95



4.95

(2) GRENTEC COYOTE

This is undisputably the best 24" Polypropylene board available. Kicktail deck alloy trucks and with urethane wheels. ~~£16.00~~ NOW £9.50



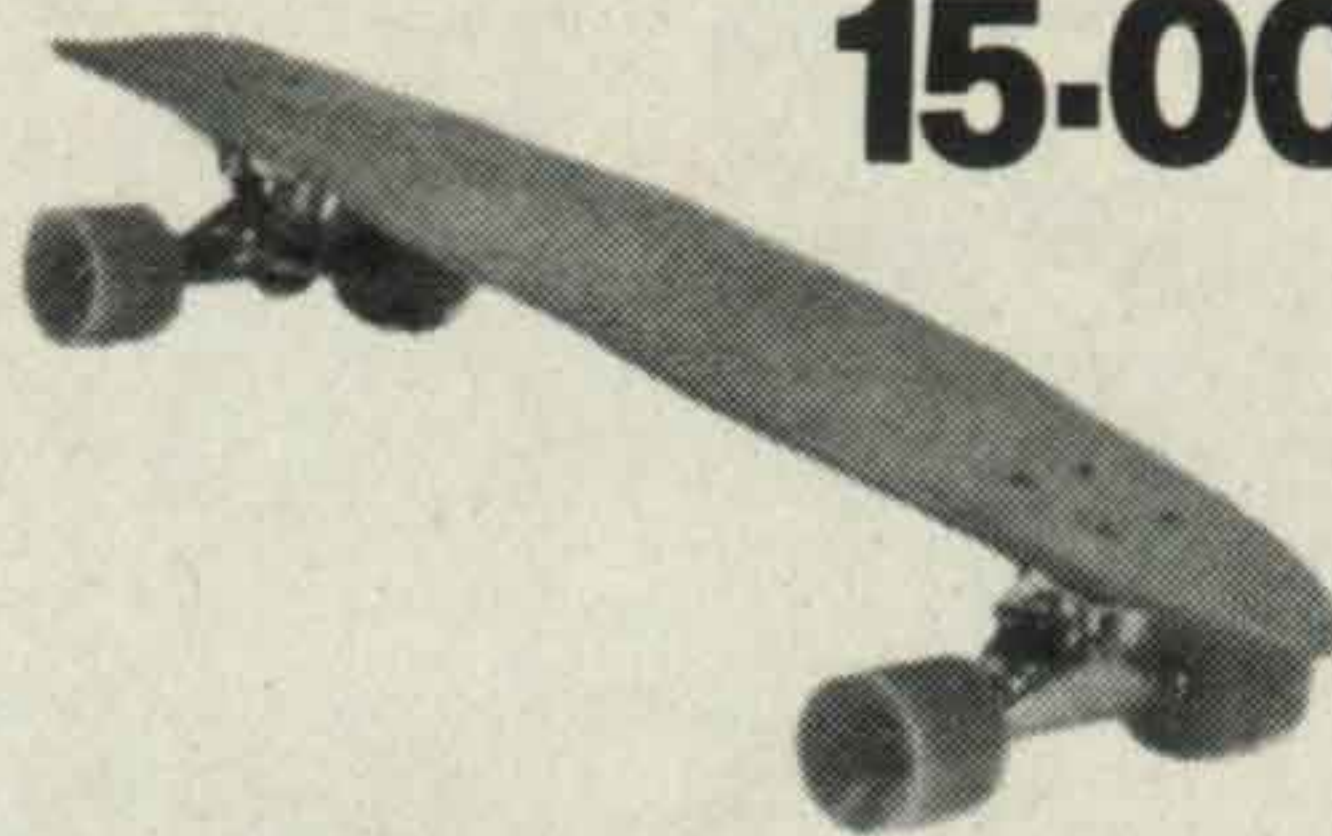
9.50

(3) GRENTEC COYOTE WHEELS

As above but with hand poured precision bearing wheels. ~~£20.00~~ NOW ONLY £12.50

(4) AMPUL SLALOM

A fantastic value slalom board. With Ampul Slalom fibreglass deck. California slalom trucks and R4 Urethane wheels with precision bearings. ~~£29.50~~ NOW £15.00



15.00

(5) TIGER FREESTYLE

An ideal freestyle package. Laminated 27" deck. ACS 500 Pro trucks and Hang Ten 4 wheels. ~~£29.50~~ NOW £19.95



19.95

(6) RADICAL ROLLERBOARD

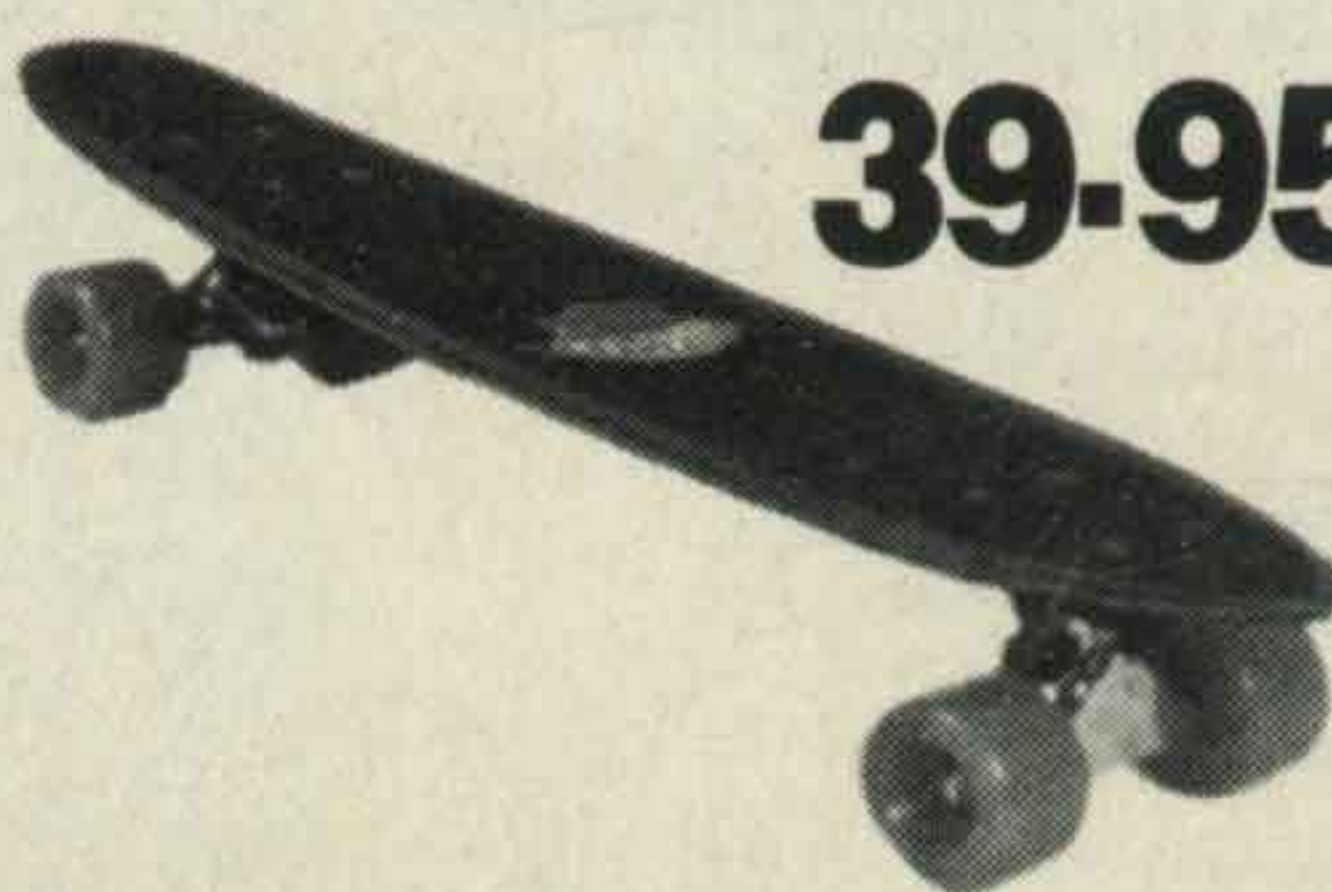
Areal hot Park riding/Freestyle package with rocker laminated 30 1/2" Radical deck. ACS 580 Pro trucks Red or Yellow YO YO wheels. ONLY £29.95



29.95

(7) BOWL RIDER

The ultimate bowlrider package. 29" G&S Fibreflex deck. ACS 580 trucks. Kryptonics wheels of your own choice. ONLY £39.95



39.95

ALPINE STAR PACKAGE
ANY SKATEBOARD FOR LESS THAN £50.00 THAT'S RIGHT ANY COMBINATION YOU LIKE AND WE WILL SUPPLY IT READY TO RIDE FOR JUST £49.95 CHOOSE FROM THE BEST, ALVA, SIMS, KRYPTONICS, WHITE YO YO'S SNAKES, ANYTHING YOU LIKE!

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Address _____

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DECKS

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- _____ £
- _____ £
- _____ £

TRUCKS (2 Required)

- _____ £
- _____ £
- _____ £
- _____ £

WHEELS (4 Required)

- _____ £
- _____ £
- _____ £
- _____ £
- _____ £

ACCESSORIES

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TOTAL £
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Either
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for £ : p

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Please charge my Access/Barclaycard
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MY No. IS _____

Sidewalk Surfer- The specialist skateboard centre



We're South London's greatest Pro Skateboard Centre.

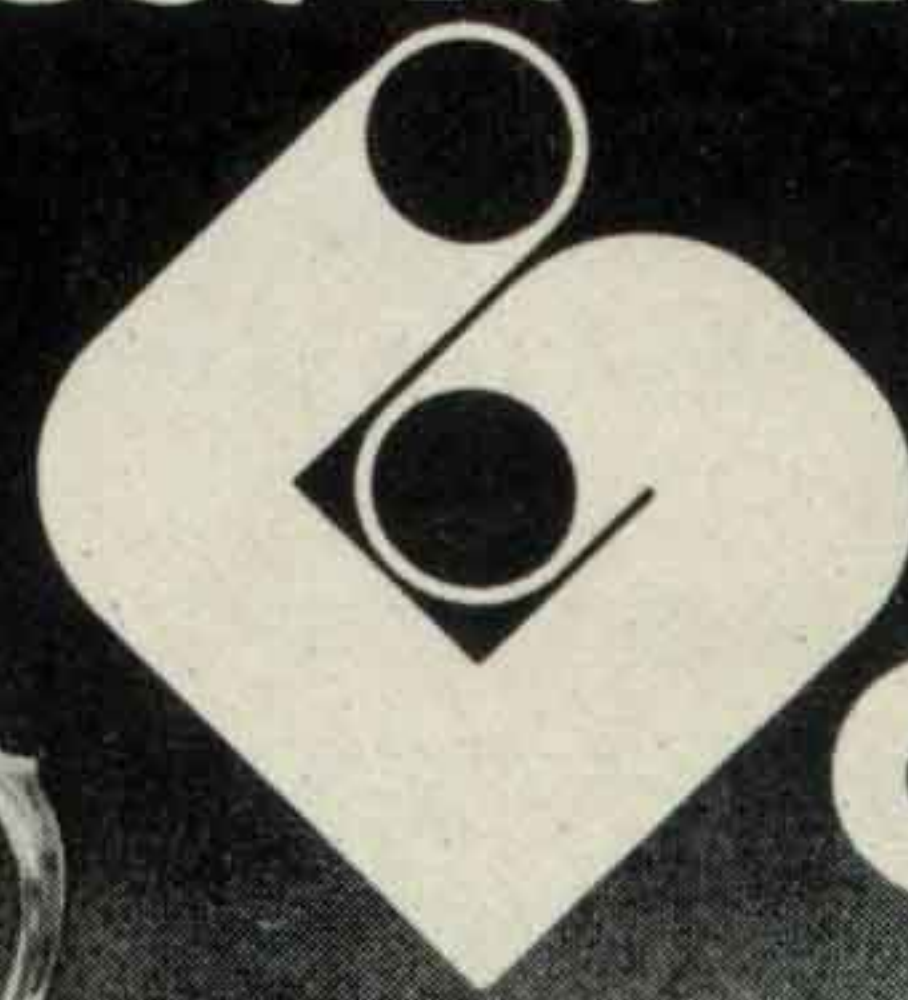
Our range of equipment is as big as you'll find anywhere. And what's more, it's all at very competitive prices.

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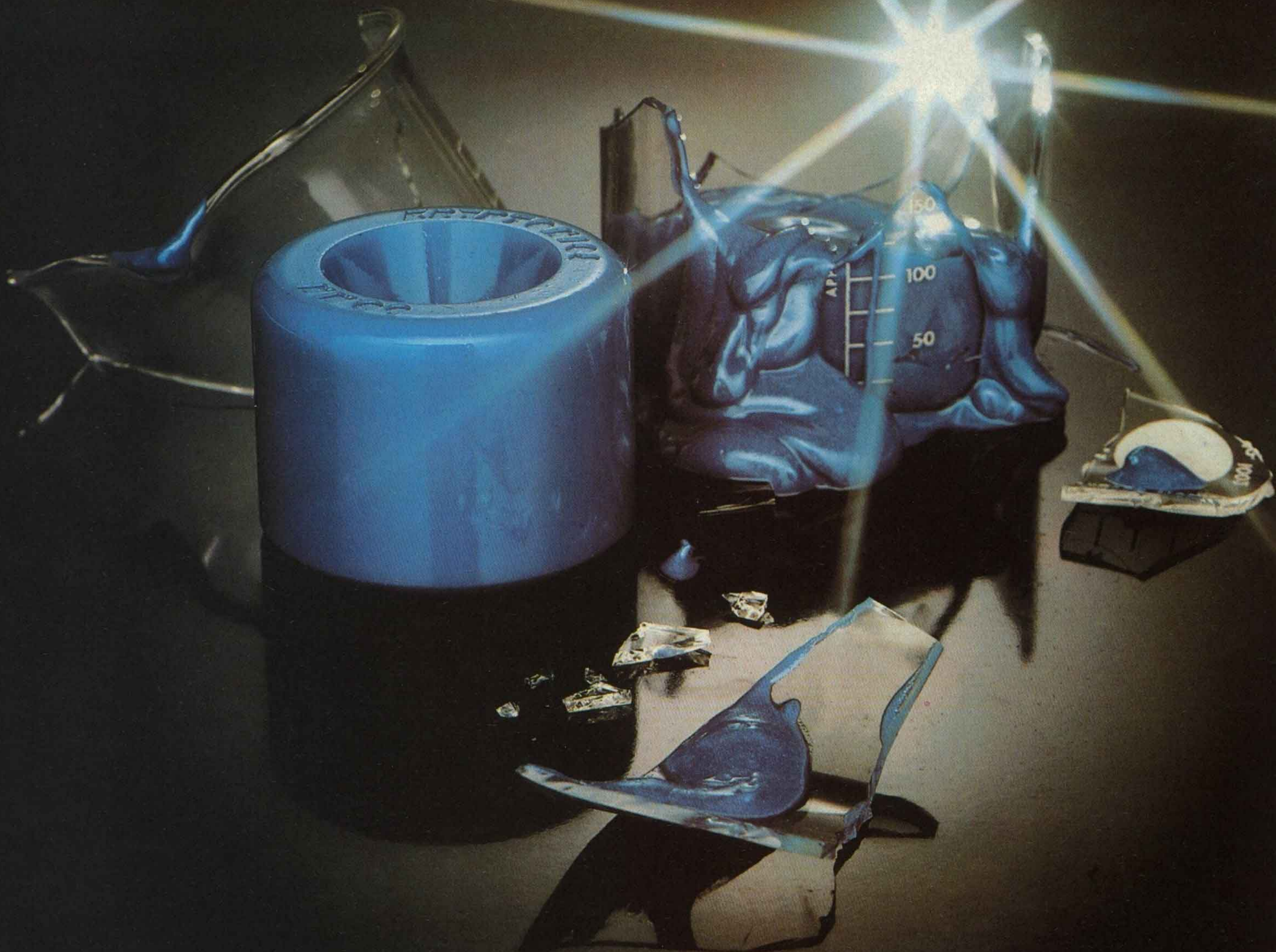


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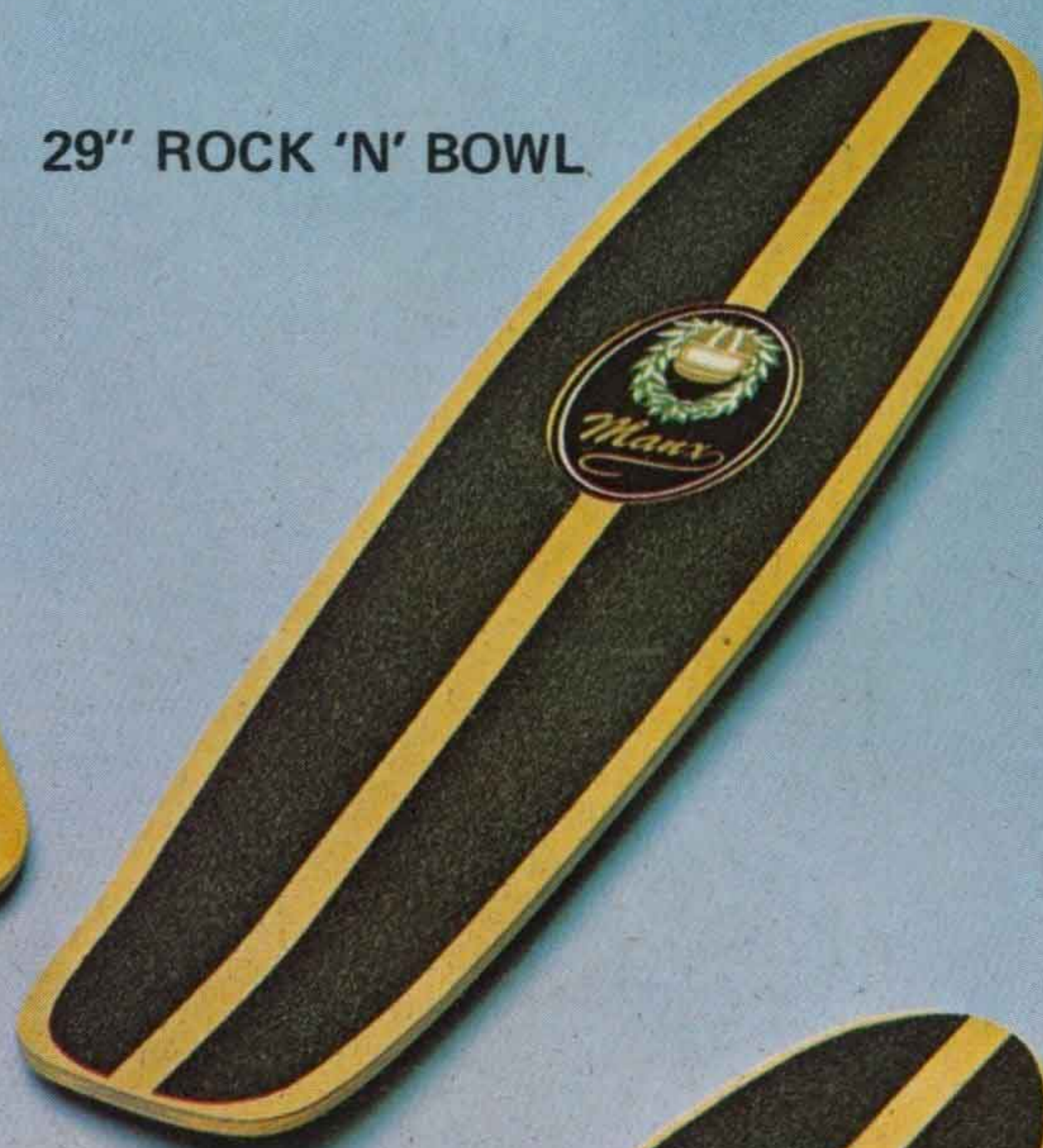
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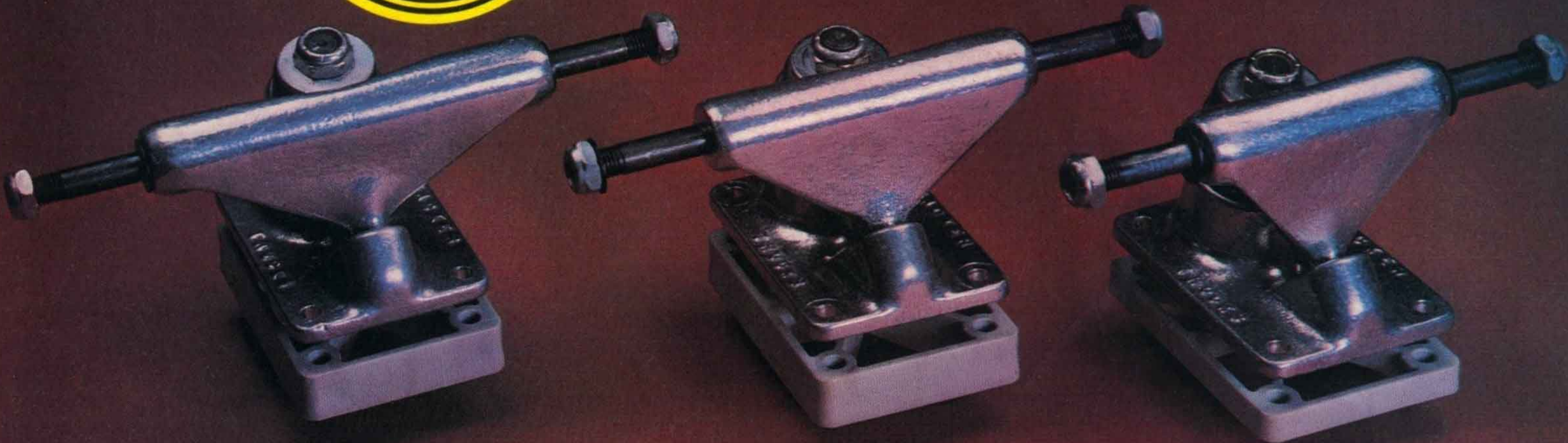
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Photo—Jeff Ruiz

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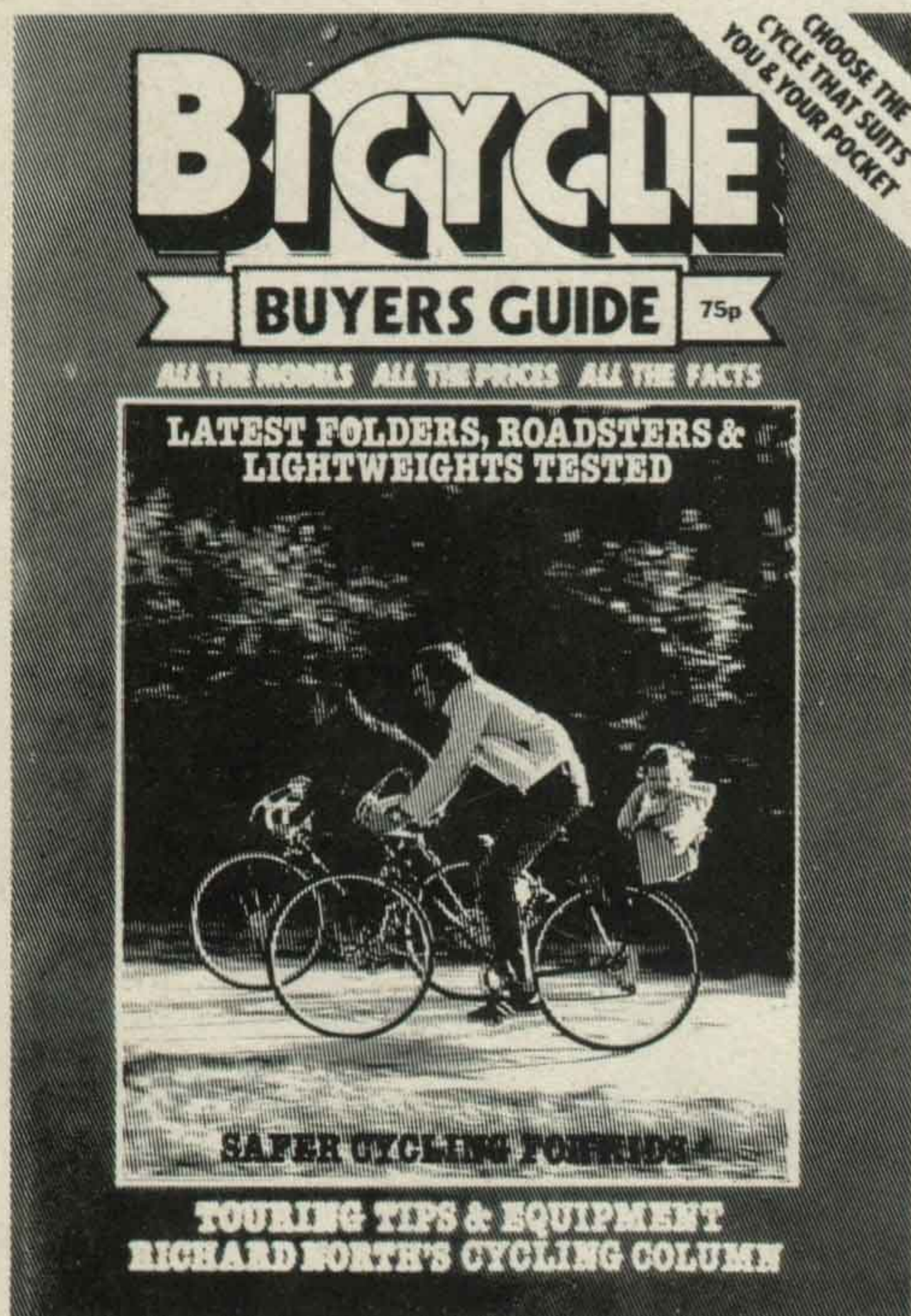
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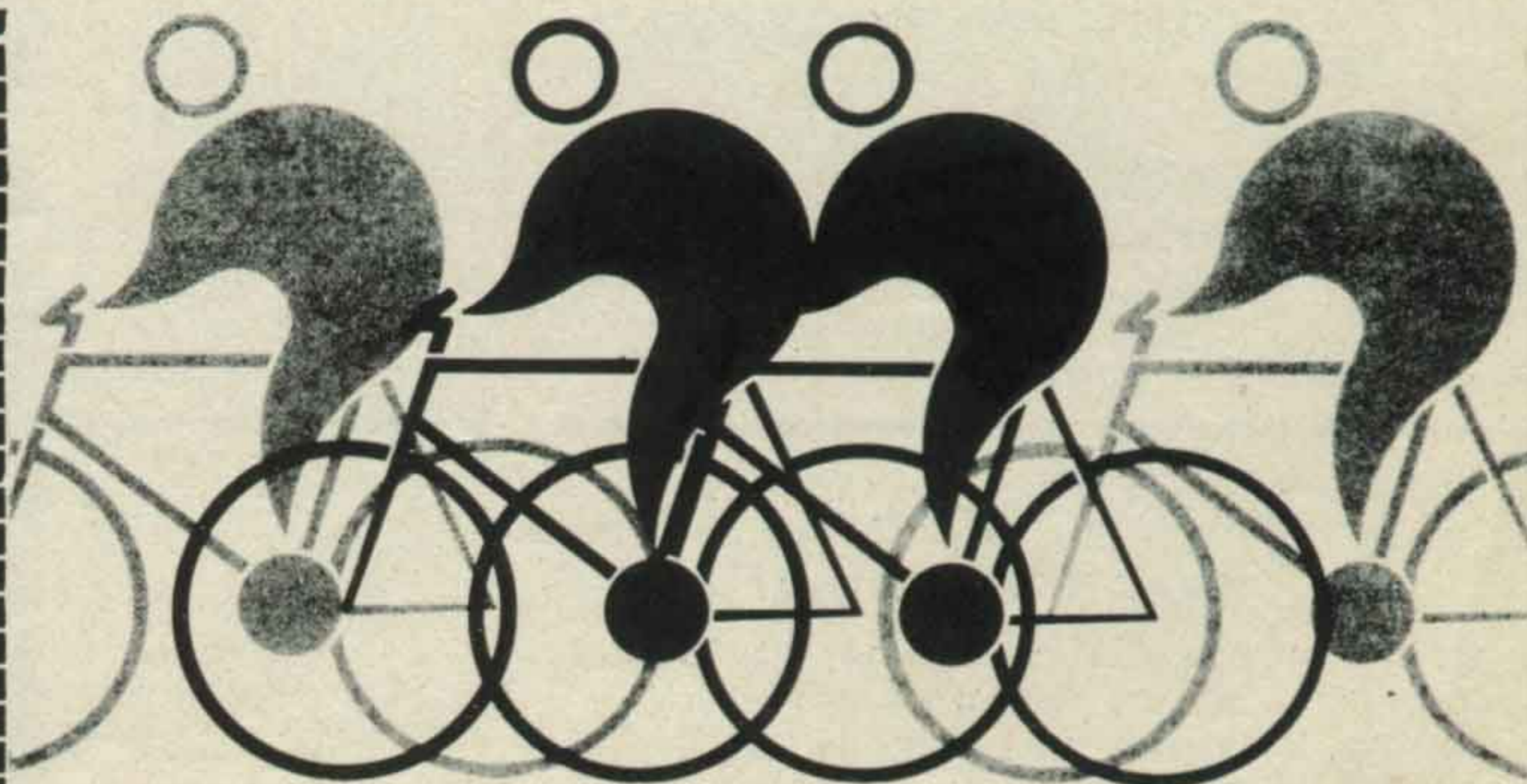
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WHEELS Prices do not include bearings or spacers
Bearing Sets: catalogue no. A/A21

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A/W1	65mm. Green/Blue/Red		£4.15
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A/W8	Comp. II		£3.75

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A/W10	Tunnel IV W6		£3.50
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A/W12	Rock W9		£3.90
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A/W45	Pink 64mm complete with 2 oversize bearings & 1 spacer		£5.95
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N.B. All Wheel sizes are nominal
Each Wheel needs 2 bearings + 1 spacer

ACCESSORIES

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A/A22	GENUINE U.S.A. STICKERS ACS, Bones, Krytonic, Logan, O.J., Sims, Tracker.	ea	£0.25

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A/D6	30" Kicktail		£18.25
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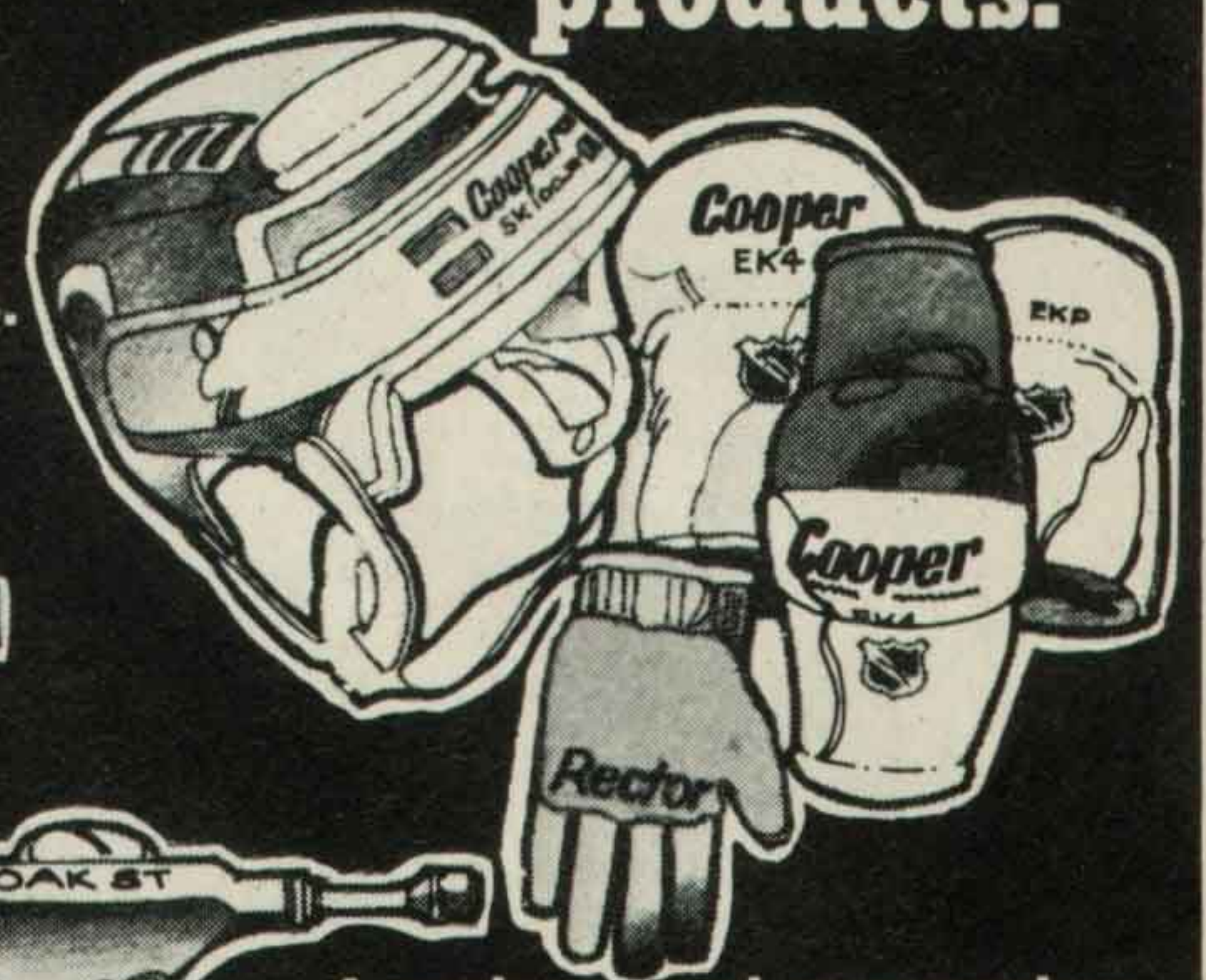
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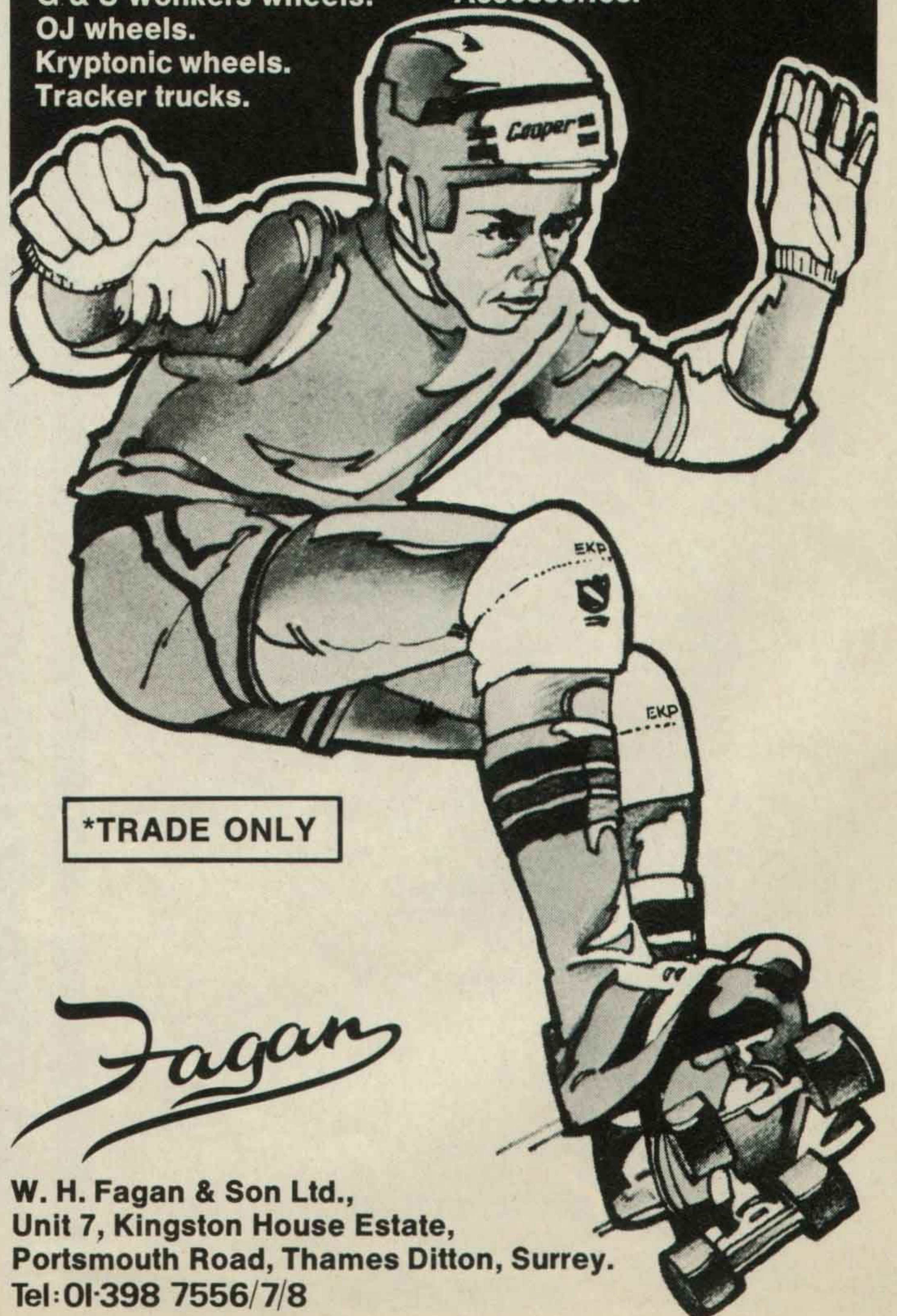
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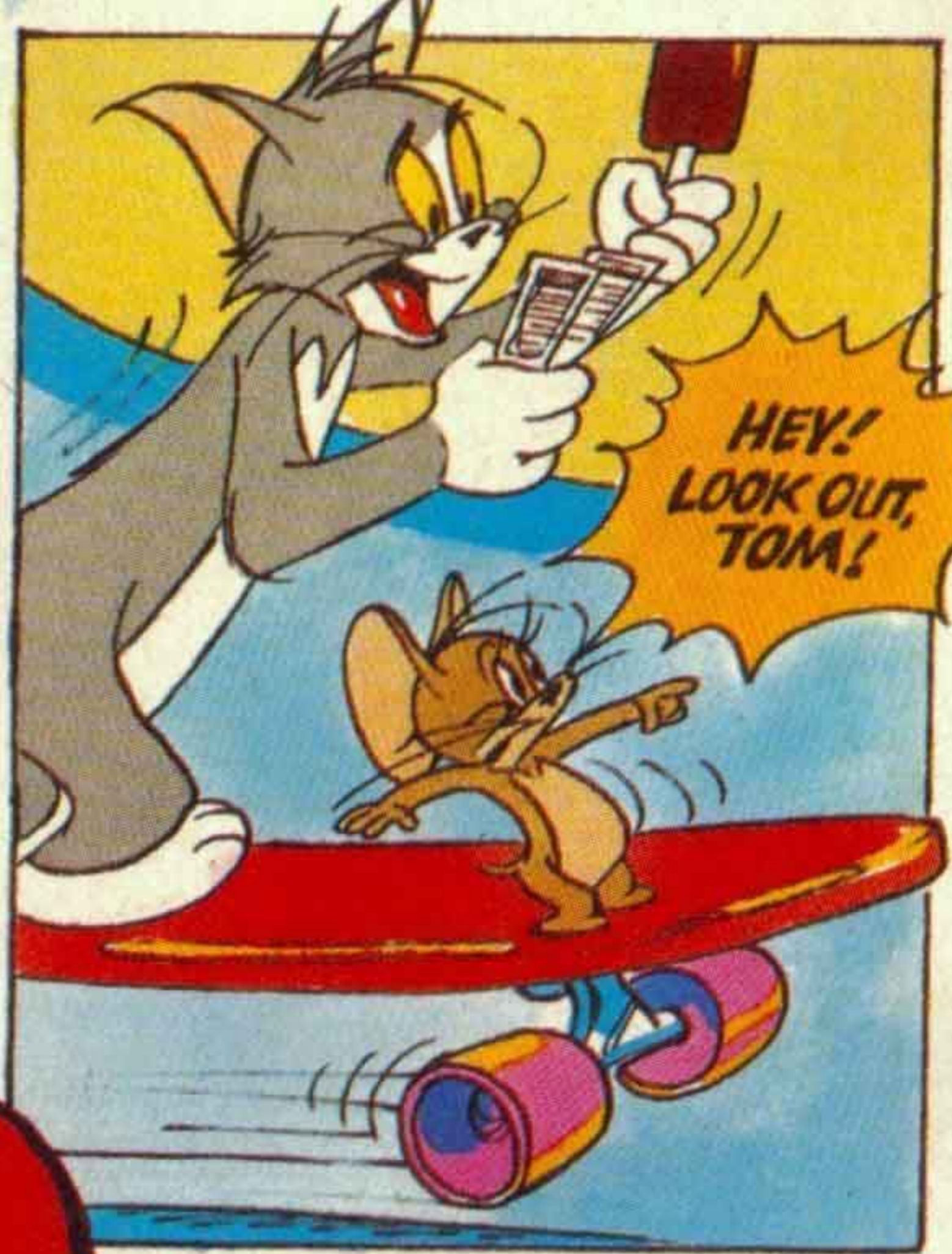
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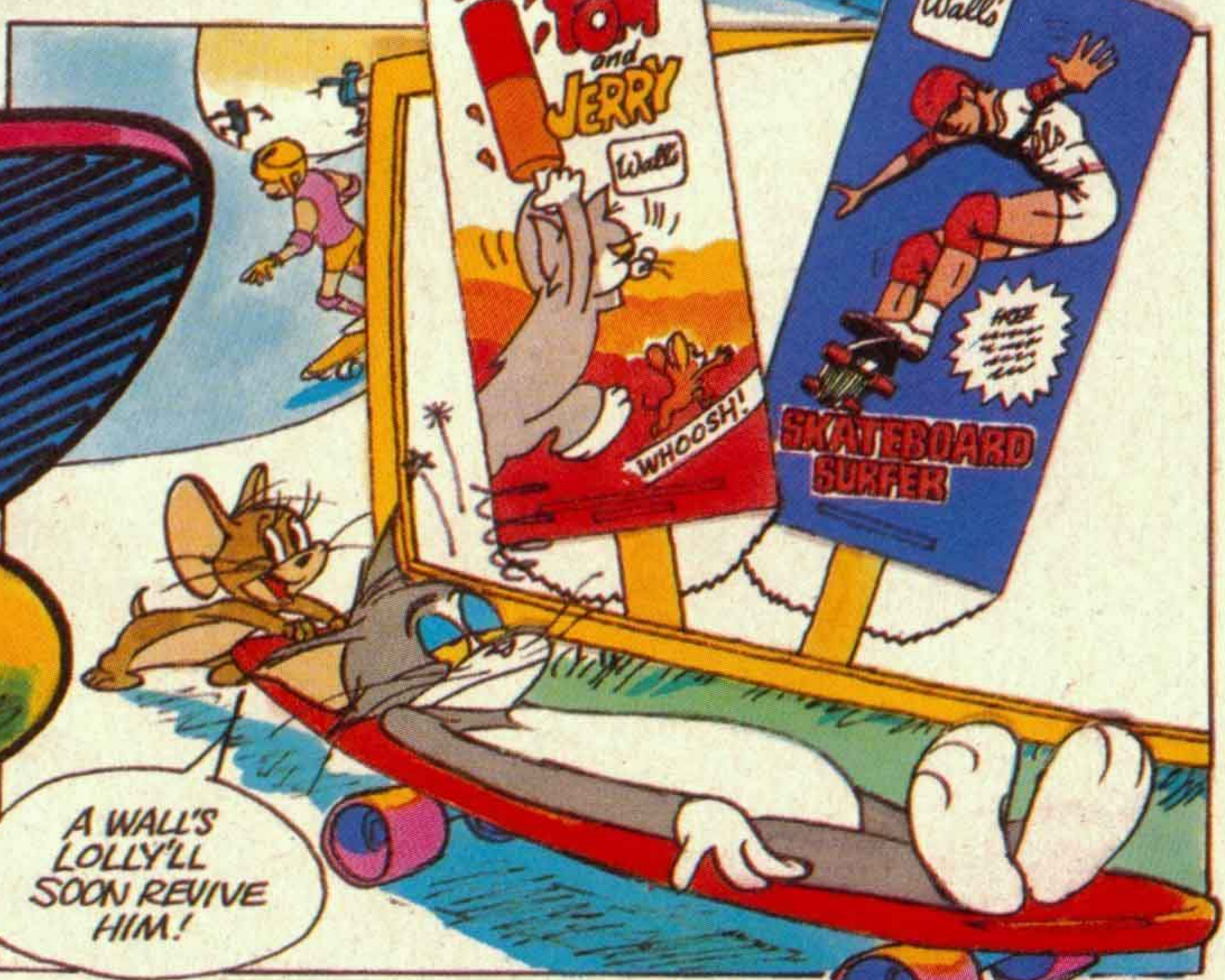
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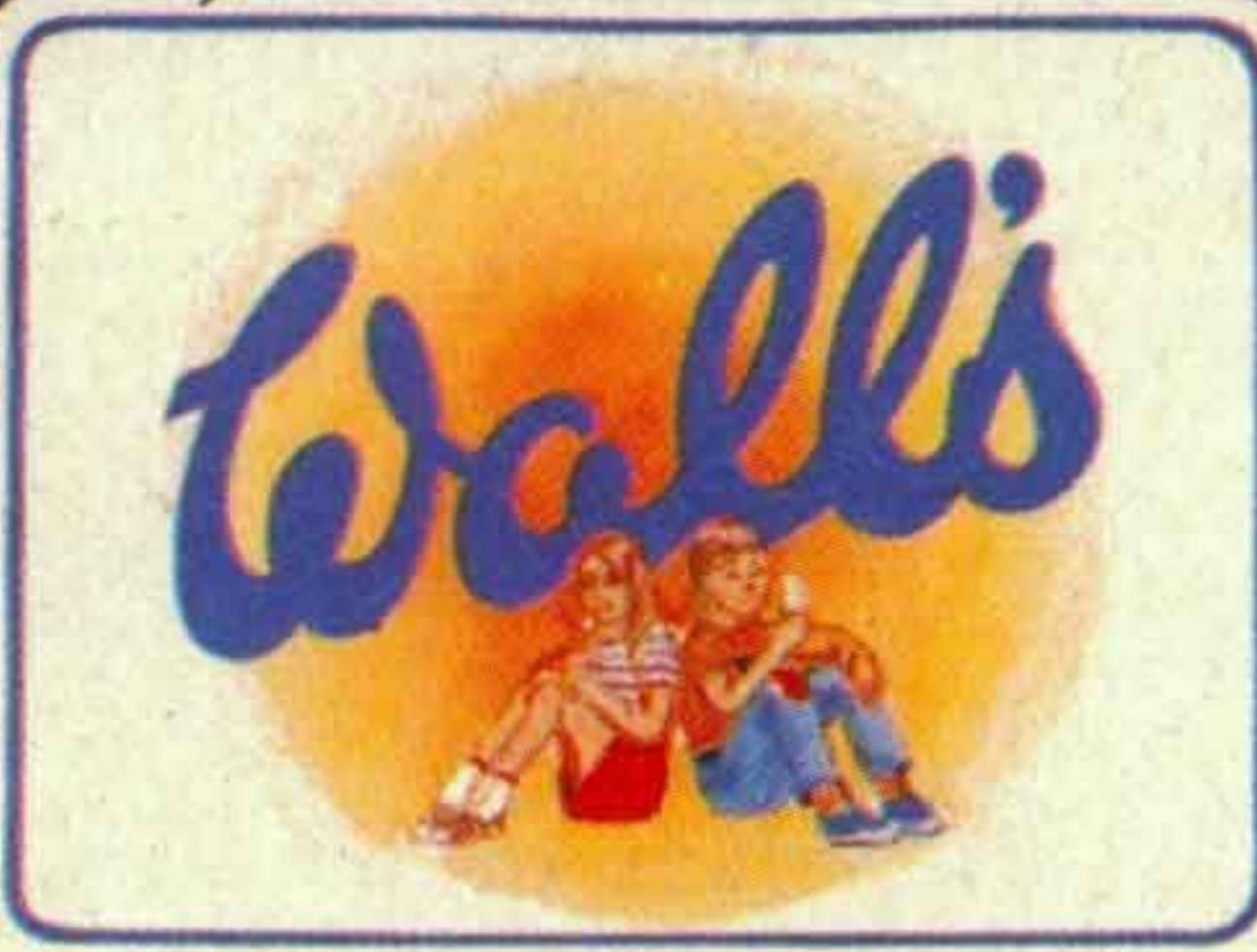
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SOON REVIVE
HIM!



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9th SEPTEMBER 1978 COMMENCING AT 10 A.M.

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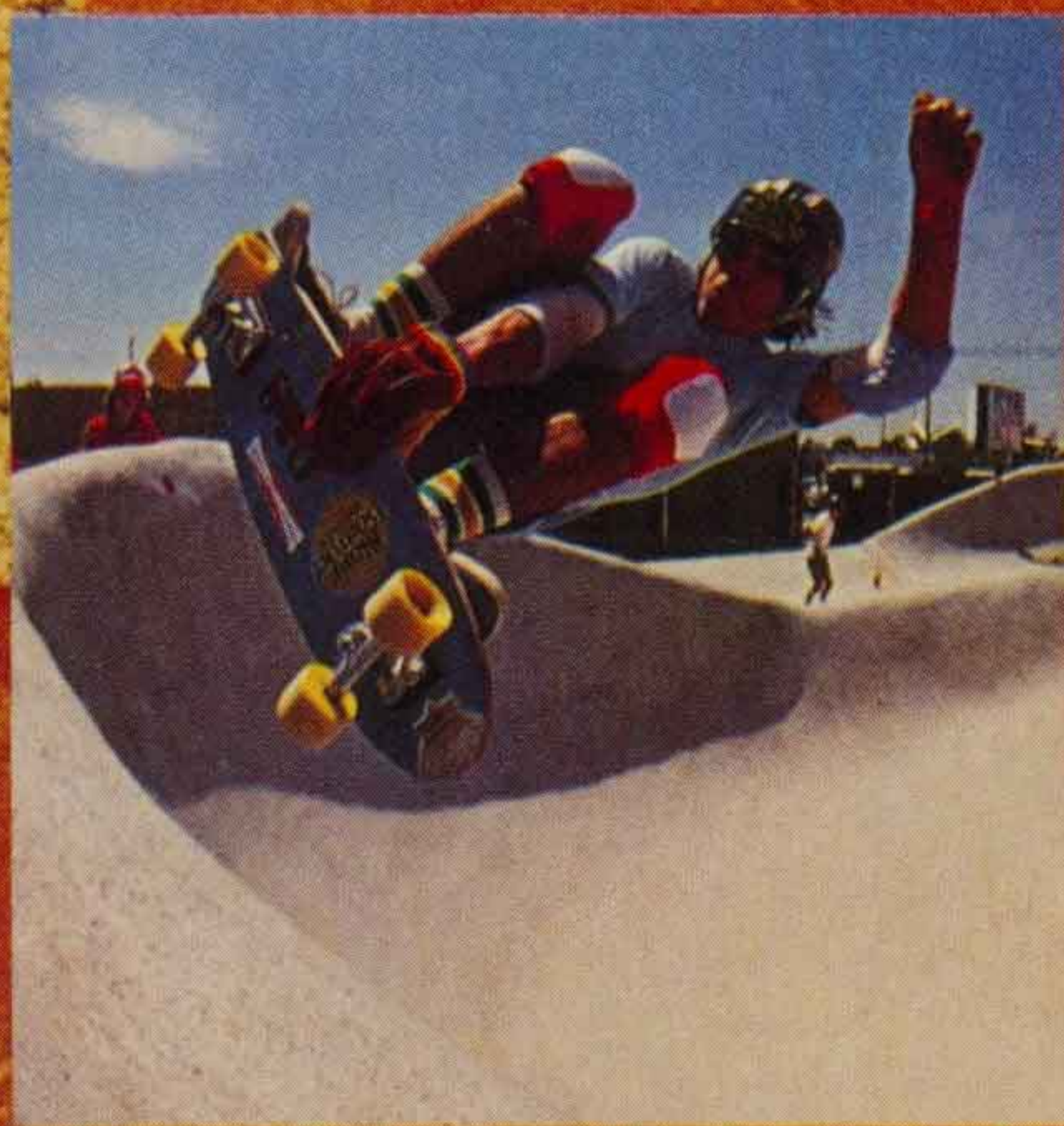
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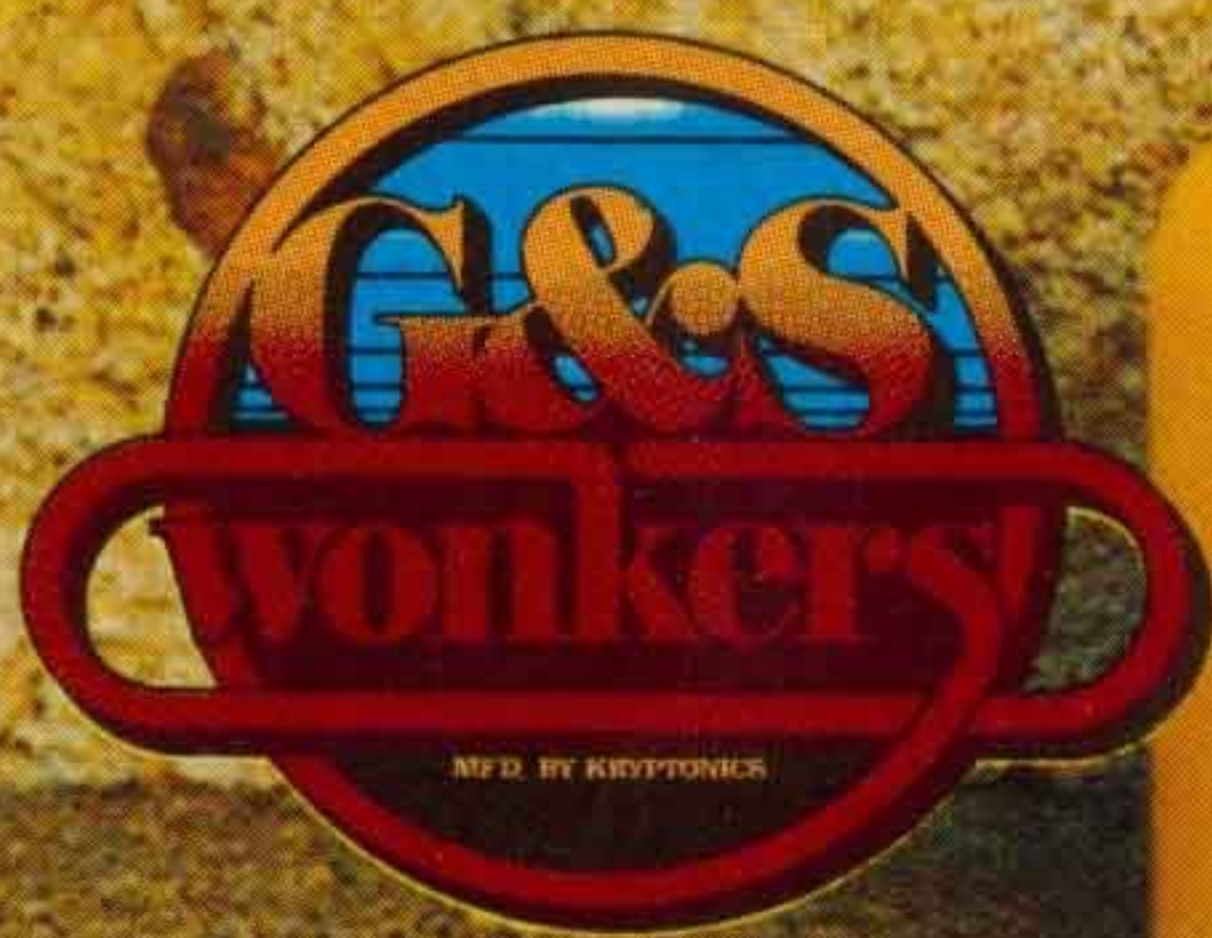
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Clive Manderson and Mark Baker checking for Mad Dogs at Skateworld, Wokingham.

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COMMENT

Via this magazine, a very positive attempt is now being made to put our chosen sport on the map. The two main problems, as I see them now, are thus: no centralised information and advice service for the UK as a whole, and no structure to promote regular competitions throughout the country.

The idea is simple...it is to initiate a scheme whereby manufacturers and other interested bodies support two organisations. One would be called 'Skateboard Information Services' (S.I.S.), the other, 'Skatecircuit 78' (the following year, 79, and so on). I anticipate both to be handled by at least one fully paid person - more staff as finances permit.

Aims? Well, without going into too much detail, the overall intentions are: to arrange weekly contests around the United Kingdom; to hold quarterly finals for these competitions; to promote at least one major pro contest once a year; to act as a reliable information source for the sport as a whole and to issue free, monthly newsletters to all interested parties (including press and TV, local councils, other associations, schools, and so on).

I stress again that it's not a Skateboard! magazine project...our role is to try and see the plans come about. We hope manufacturers realize that by putting something back into the sport, they are in fact also attending to their own futures. Perhaps any who haven't already been contacted would like write in to me.

At the time of writing, news is that at least two of our major pro or pro/am contests for this year may be cancelled - not, I stress through anyone's lack of interest. And as we now know, the Zurich Championship has gone the same way. There are lessons to be learned. To my mind, many promoters are still thinking 'too big'. Come the day of financial reckoning, they find the minuses overtaking the pluses - and promptly cancel the whole thing.

The joke is, we don't necessarily need such big - spending occasions anyway. Britain now has quite a number of at least averagely good skateparks...with the very minimum of outlay it IS possible to arrange a fun day for everyone. We're told the pros are looking for large cash prizes. But that doesn't mean they wouldn't also come along to a competition that offered good organisation, prestige, excitement, maybe TV coverage, and somewhat reduced cash prizes - say, £50 rather than £250 for the first places.

This month and the next we're doing all we can to make these sort of competitions - in fact, any sort of competition - more possible. Not only is Brighton's Melanie Lyons exercising her considerable knowledge on the subject - we also cover in some depth the principals behind California's 'Henry Hester Pro Bowl Series'. For events like this to happen over here, all I suggest is that, rather than think big, people think practical.

Bruce Sawford - Editor

LIP TORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

All details and dates of future events are correct at the time of going to press.

By Walt Dangerfield

CONTEST NEWS

Since the time of writing last month's news, it's been very much a case of 'all change please'. The telephones have been burning between Skateboard! control and all places north, south, east and west!

In the space of three days, news came in that both the Brighton and Bristol Classics were cancelled — than that the Zurich comp was no more either. Brighton first, and apparently the local council reversed its earlier decision and refused permission for the South Coast Skateboard Association to use the public road on September 2nd and 3rd. However, since then, the indefatigable Melanie Lyons has bravely put together a rescue job. Out of the fire has come one-day's worth of half-pipe and bowl-riding competition at the Barn Skatepark, Brighton. There'll still be some good prizes, the date will be September 3rd and for more information, contact Melanie (after 6pm) on Brighton 27140.

Now Bristol and, sadly, we're probably too late to do much about the change of plans. The schedule for August Bank Holiday weekend is now two days of bowl-riding, fun and frolics at Skatecountry only. Pressure of work caused Pete Christopherson to cancel the original concept that included slalom at the Dame Emily Smythe Park. Latest information, contact the Bristol Skateboard Centre on Bristol 38682.

Finally, the other event to go the same way (and not come back) was the 'Champion of Champions' that was to be held in Zurich on August 19th and 20th. It seems the organisers found themselves getting into financial difficulties — the cost of flying over the American stars was getting horrendous — so rather than have no prize money to hand out at the end of the day, they decided to cancel (see 'Comment' this issue).



PECULIAR PICTURE DEPT.

No prizes to anyone for the last time round. . . suggestions were all variations on the "I can see right up your trouser leg" theme. . . lets have a bit more imagination please: Jim didn't even have his eyes open. This month, the prize(?) will go to the first out of the bag to correctly identify this well-known personality. Hint, If you kept quiet about the connection between 'The Lone Commuter' and 'The Ancient Mariner', now's the time to speak up. Answers on a postcard to Lip Torque.

The Swiss Championships are taking place on September 23rd and 24th in Lausanne. The organisers, the Swiss Skateboard Association, are said to be contacting a number of riders from other countries to see if they'll participate in this non-money event.

RECORDS

Congratulations to Peter Lee of Corby for winning the East Anglia Championships . . . ditto to Nick Gough who, up in Gragrow at the South-West of Scotland Championships, had a long jump of 4m witnessed by officials of the Scottish Skateboard Association. There's getting to be rather a problem with 'witnessing' records. As (to my knowledge) nobody down south is reliably keeping an

eye on this sort of thing, the frequent claims for records that we hear about at Skateboard! seem to just get passed by and forgotten. A prime example would be Gilbert Angol's long jump at the Sobell Rampage last year. So far as we know, he was clocked at 14'6" and since then he's apparently cleared 17 or 18 feet. . . around 6 metres! Nick Gough, by the way, sets another record in that he apparently skates from his home in Stirling to Glasgow and back — a round trip of 35 miles.

FILM NEWS

Lyceum Productions of California, producers of sports instructional programmes, have a new one on the market concerning skateboarding. It

consists of two filmstrips, two cassettes with automatic and manual slides, a teacher's guide and library cards. The UK price is approximately £25 and the package is obtainable from Lyceum Productions, P.O. Box 1295, La Puente, California 91749, USA.

The Lancashire-based Curtis Film Company have, at the request of the Merseyside Road Safety Council, made an instructional 16mm film on skateboard safety. The film and slide set stresses the need for skateboarding to be confined to playgrounds, parks and purpose-built areas — to be supervised — and for safety factors to be learnt and observed.

'Hot Wheels', a film made by James Street Productions, is due to go on general release with that new Travolta epic, 'Grease'. Judging by the comments heard from those who've already filched viewings, the movie is nothing short of amazing. . . apparently some of the shots are sensational. Lots more about this next issue.

Last and most certainly not least, keep an eye open for 'London Skateboards'. It's hitting the circuits alongside 'Revenge of the Pink Panther'. The film was shot entirely at Notting Hill's Meanwhile Gardens and features, in particular, Marc Sinclair in what's described as a 'dream sequence'. Shot during the months of February and March, it portrays skaters in the icy blasts of Winter!

For some time now there's been an open invitation for any UK skateboard association to make use of a regular column in Lip Torque. It's obviously important that what they have to say gets a thorough airing and it comes as, perhaps, no surprise that number one to pick up on the offer is the go-ahead Scottish Skateboard Association.

SCOTTISH SKATEBOARD ASSOCIATION REPORT

The SSA will be running monthly team competitions. They'll have, as far as is possible, the same format for the different venues to be used. Each team will consist of 4 people, two of which must enter in each of the following five events:— free-



T.A. - lipping three to one on the Harrow H-Pipe

style, slalom, bowl or ramp riding, high jump and long jump. The events will be run bi-monthly at Gracemount Skateboard Centre, Edinburgh and Kelvingrove Skatepark, Glasgow.

The Edinburgh contests will decide the winner of the 'Cavelier Trophy' and will be run by the SSA in conjunction with John Boag at the Graceland S/C, 128 Lasswade Road, Edinburgh. The dates of the first two are planned as Sunday 24th September and Sunday 19th November. Contact John Boag for details and entry forms at the above address.

The Kelvingrove contests will be held for the 'Hewden Contracts Cup' and will be run by the SSA in conjunction with the Glasgow District Council Parks Dept. The first in this series was run on June 10th where the cup was won by the home team, the Kelvin Wheelies Skateboard Club'. Future dates are not yet finalised since the regional and national Scottish Championships are still taking place. Ask at the Kelvingrove Park for details.

BELIEVE IT OR NOT DEPT.

Paul Conibear, the proverbial old man of Welsh skateboarding, has at last got an honest job. The last we heard, he'd started labouring to pay for an up-coming Stateside visit! Sound pretty unlikely to us.

LATE EXTRA

In a sudden burst of generos-

ity, Tycas — the British distributors for Powell — have set up a product competition around Bones wheels. Anyone who buys a set will receive a Certificate of Authenticity from the shop (a good way of checking you've got the real thing). The instructions are that new owners return the Certificate to Tycas and, sometime next April, a draw will be made to find the winners. The prize is four days personal tuition from a top US skater (could it be Stacy?) at Skateworld in Guildford. Word has it that the lucky dip will be made by none other than our hon. Ed.

UK SKATEPLACES UPDATED

- 1 ARENA SKATE CENTRE**
Wellington Mill
Daw Bank (off Mersey Square)
Stockport, Ches.
061 477 3507
Indoor/concrete/commercial/safety equipment essential & hireable/food & drinks available

- 2 CAMBRIDGE SKATEPARK**
Cheddars Lane, Cambridge, Cambs.
0223 60022
outdoor/concrete & timber/commercial/safety equipment essential & hireable/food & drinks available.
- 3 EDGE LANE SKATEPARK**
Edge Lane, Liverpool, Lancs.
outdoor/concrete/council/minimal supervision-situated in a playground/free of charge
- 4 GLASS RIDER SKATEPARK**
Peter Pan's Playground
Bromley Road, Catford
London S.E.6.
01 703 7081
outdoor/modular fibreglass/commercial/safety equipment essential & hireable/food & drinks available
- 5 NEW WAVE SKATEPARK**
Pendine, Dyfed
West Wales
outdoor/ramps
- 6 PIPELINE SKATEPARK**
County Road
Swindon, Wilts.
commercial/safety equipment essential & hireable/food & drink available.
- 7 PURE FUN SKATEPARK**
The Mere
Corner of Seamer Rd. and St. Margarets Rd.
Scarborough, Yorks.

0723 65159
commercial/safety equipment essential & hireable/food & drink available.

- 8 SKATEOPIA**
Knebworth House
Nr. Stevenage, Herts.
0438 811438
outdoor/concrete/commercial/safety equipment essential & hireable/food & drinks available/reviewed Skateboard! 12
- 9 SKATEOPIA**
Lower Stafford St.
Wolverhampton, Staffs.
0902 773728
outdoor/concrete/commercial/safety equipment essential & hireable/food & drinks available/reviewed Skateboard! 14
- 10 SKATESTAR**
William Rd.
Guildford, Surrey
0482 70204
commercial/safety equipment essential & hireable/food & drinks available/reviewed Skateboard! 13
- 11 SOUTHSEA SKATEPARK**
Clarence Parade, Southsea,
Portsmouth, Hants.
0705 25005
outdoor/concrete/council-commercial/safety equipment essential & hireable/food & drinks available
- 12 WASP SKATEPARK**
Quarry St. Woolton
Liverpool, Lancs.
051 428 3560
outdoor/concrete/commercial/safety equipment essential & hireable/food & drinks available.

Club & Team Check

- From Buckinghamshire we hear tell of the *Chesham Skateboard Club* — numbering around 250 members, they're having a real battle with the local council over the provision of facilities and need as much support as possible. Membership details from Mrs. Sylvia Hawkins at 92 Upper Belmont Rd., Chesham, Bucks.
- Jeff Colbourne is the person to contact concerning *Skateboard Association (Southern Area)* matters. He's at 1 Copse End, Fleet, Hampshire — telephone: Fleet 23644.
- *The Lazy Y Skateboard Team* (of the *Ross on Wye Skateboard Club*) was formed

in March. Club members now number 60 plus. Their meeting place is the Ross on Wye Youth Centre from 4.30 till 6.30pm on Mondays and Wednesdays. Ian Forder is the secretary and he can be reached at, 'Tiwardrea', Firs Road, Duxmere, Ross on Wye, Herefordshire.

- Streatham Hill Toys and Games recently formed the *Streatham Hill Scorchers*, a club of 50 members and, incorporated within this, a team of seven. They are anxious to join up with other teams in the area for inter-club competition. . . get in touch with them at 5 Leigham Court Road, Streatham, SW16 2ND.

Skateplaces

LONDON

Situated in Peter Pans Playground, Bromley Road, in Catford, South-east London, Glass-Rider Skatepark has been made of fibreglass and is totally modular. Designed by an American company, International Sports and Recreation, there are a total of six features in the 4,000 square metre site: a speed run approximately 60m in length, a 6m diameter three-quarter pipe, something called a 'Major Kickturn' (a 3m high bank rising to vertical) a smaller version of this, the 'Minor Kickturn', a 33m slalom run ending in a run-out bank and a banked freestyle area measuring 13m by 20m.

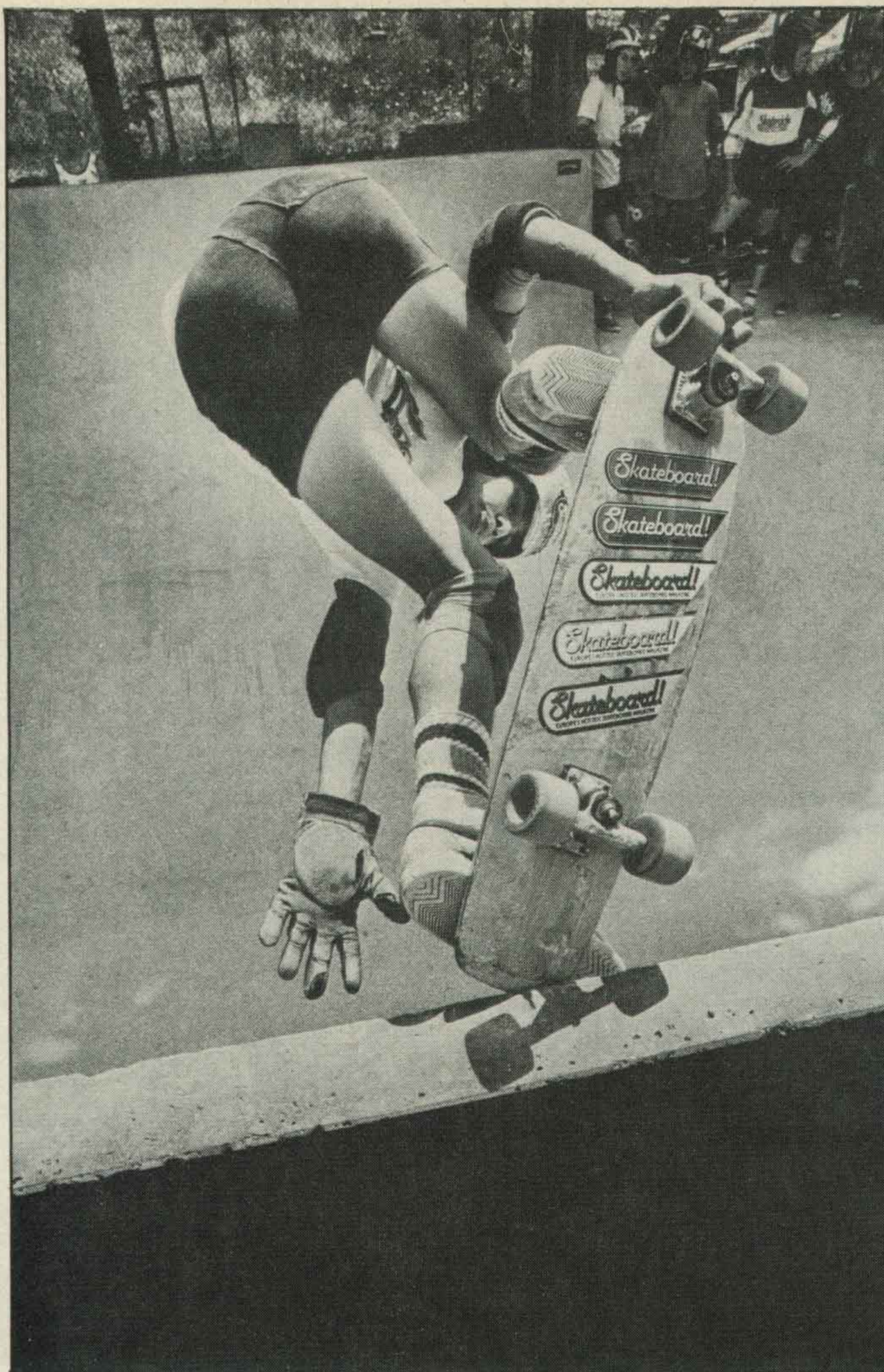
Approximate charges are, for a three-hour session, 30p min. to 50p max, depending on the time of day. There's also an all in package which, costing around £1, covers all the safety gear and board-hire requirements, as well as the session admission charge. There's a pro/hire shop facility and refreshments are available on site.

STOCKPORT

The Manchester area's first concrete, indoor skatepark recently opened in the basement of an old mill in Stockport. The Arena Skate Centre project involved over 500 tons of concrete and an investment of £25,000; it's situated in Wellington Mill, on Daw Bank (off Mersey Square), Stockport. Facilities include a 3.5m deep by 8m diameter drop-in bowl, two different sized half-pipes, a 45m snake run ending in a bowl, a 30m dual slalom run, a freestyle area with ramps and a beginner's bowl measuring 1m deep by 4m diameter. There's a pro/hire shop, music to skate by, hot and cold snacks and first aid on site. Situated opposite the main bus station, car parking is available.

WEST WALES

Skating visitors to the town of Pêndine in Dyfed, West Wales, this summer will be surprised to find a small (260 square metre) skateplace consisting of 'New Wave' Skateramps which rose out of the ground on this year's Whitsun weekend.



Logos celebrity, Shane Cutts, showing high taste in stickers at Harrow's Solid Surf Park — strict location, the 'H-Pipe'.

DUNSTABLE

Update from issue no.7...the California Skateboard Scene has been extended outdoors and new features include: two snake runs of differing ability levels both feeding into bowls; a half-pipe; a freestyle area and a slalom run. The park is situated on the Whipsnade Road in Dunstable and is near the zoo.

CAMBRIDGE

Cambridge Skatepark opened at the beginning of this month and has gone a long way towards combating the lack of facilities in the East Anglia area. The park comprises of a 5m deep bowl, a 2.5m section of half-pipe (that's 3m deep), a 15m long trough half-pipe only 1.5m deep, a 60m long, head-to-head slalom with a bowl run-out, and a 25m square banked freestyle area. Outdoor, all the runs are of concrete construction — except the timber half-pipe. Open from 10.00am until 7.30pm, there are three, three-hour sessions a day costing 50p apiece. Spectators are charged 20p and all the

necessary safety gear is hireable. Refreshments are available. The skatepark is in Cheddars Lane off Newmarket Road.

SCARBOROUGH

The Pure Fun Skatepark, first reported in issue no.6, is in action at long last! Owner Tony Hogan relates that with the closure of other parks in the area, he's been doing very good business in the time that it's been open. Situated at the far end of the Mere (a lake) the park offers in particular, a large reservoir, 28m by 20m. The size of the banks varies from one end to the other — the shallower end gets used by beginners and the deeper (4m banks) has been built with the more advanced skater in mind. Another feature is the pool, modelled on the same lines as the Classic at Kidderminster, though the dimensions have been altered slightly. It also differs in that there's a section of snake run feeding it. The rad and insane can pick up outrageous speeds before even entering the bowl! The final feature is a mogul

maze: there's a horseshoe-shaped bank with the moguls lying central, allowing a good deal of versatility in the choice of lines.

A two-hour session will cost 40p or you can get an all-day ticket for £1. Membership of the park is £1.50 for three months and for that you get a 25% reduction in admission charges and a 10% discount on equipment in the shop. All the essential safety gear will cost 20p and a board is hireable for 30p. Food and drink are buyable and there're areas for car-parking and picnicing. Buses 101, 116 & 117 go to the Mere from nearby Scarborough.

WOLVERHAMPTON

Skateopia Wolverhampton is the second completed park of Skateopia Ltd. — it was opened at the beginning of July by our still fave Aussie, Tim Levis. The £80,000 outdoor project consists of four features: a 130m long snake run, winding its way through four bends and ending in a bowl; a 60m long half-pipe section feeding into a 3m deep bowl; a four-bowl cloverleaf, the biggest of which is 2m deep; and a large freestyle area, with both flat and gently sloping sections. Open from 9.00am to 9.00pm, there's floodlighting for those particularly dark evenings; two hour sessions cost 60p to visitors and 40p to members, and it's possible to have a single hour's skating for 30p. Spectators are charged 30p per session and all safety equipment is hireable. Skateopia is in Lower Stafford Street, Wolverhampton.

SWINDON

Pipeline Skatepark, the Swindon area's first real facility, opened its gates in June to the skatepark-starved riders of the area. A concrete, outdoor facility, it consists of a half-pipe run into a bowl with a whiplash, a banked freestyle area with moguls, ramps and two half-pipes. Open from 9.00am seven days a week, a two-hour session will cost you just 35p (spectators 10p); Full protective gear must be worn, though it's hireable, and refreshments are available on the site. It's on County Road.

STARSHOTS

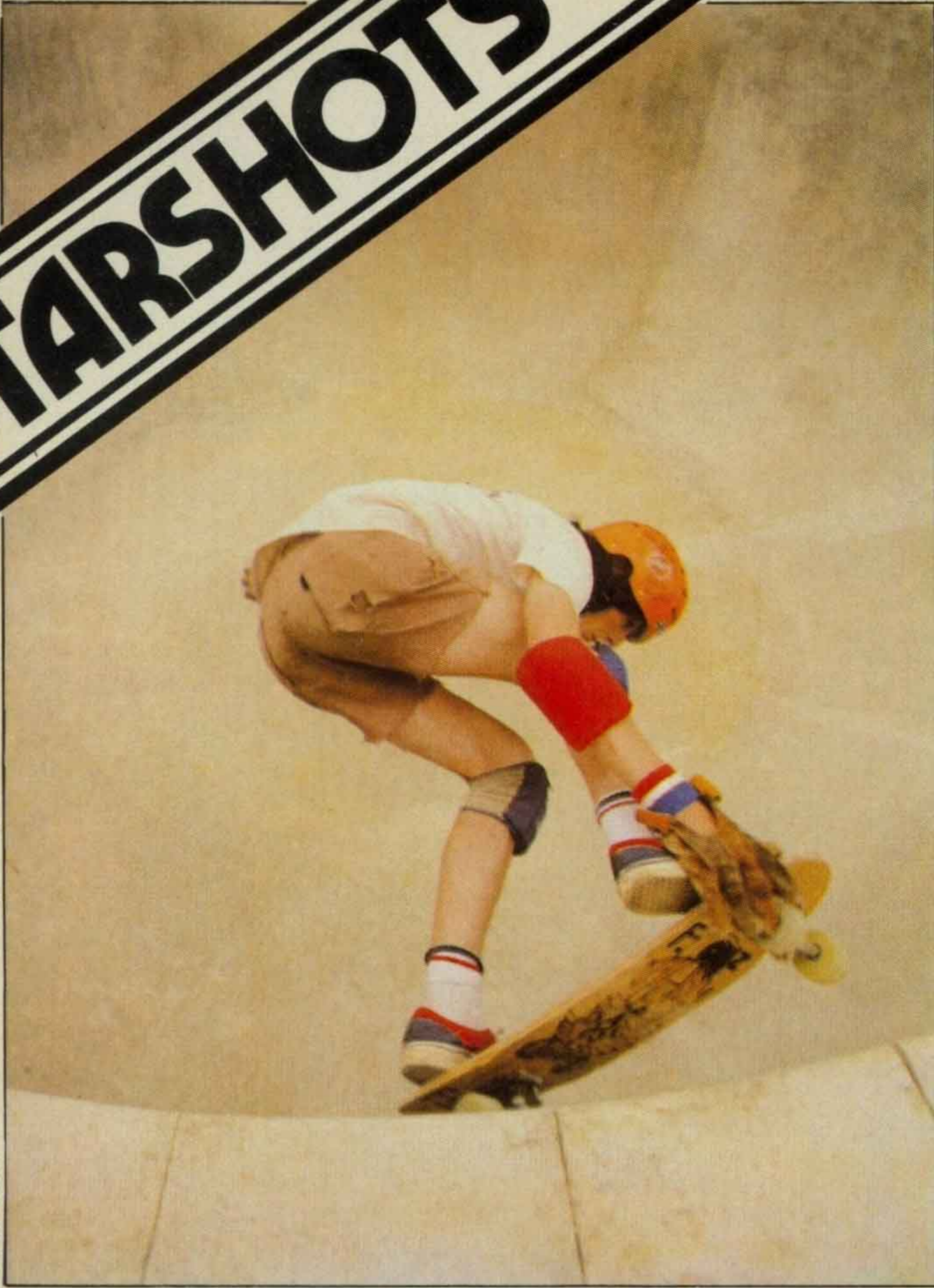
NEW RIDERS OF THE SKATE AGE



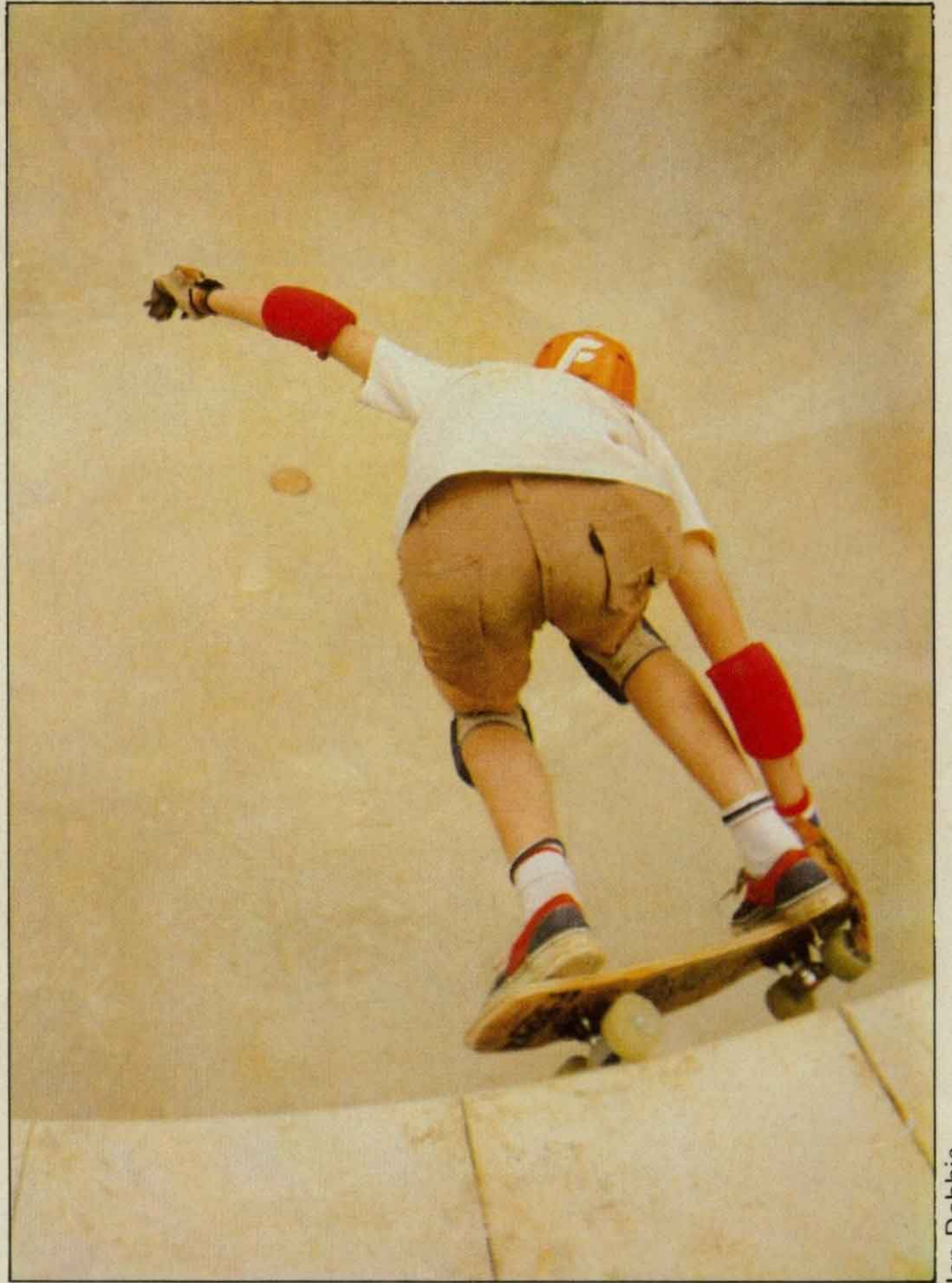
Robert Vente

Jamaican-born, Clive Manderson is one of the more colourful characters on the London scene. Having been made teamless by the break-up of the Hobie U.K. Team, Clive is on the look-out for somewhere to take his multifarious talents (check also our 'Going-For-It' feature this month). Aged 17, he's been skating for just over a year and his present set-up, for bowls, is a G&S Teamrider with Gullwing Classics and white YoYo's. For freestyle it's a Hobie Skatepark Rider Mk.2, Haftracks and YoYo's. Park-wise Clive rates Skatecircus in Wandsworth and Skatestar in Guildford – "A hot park". Though sad to see the team break up, he feels that things are still happening for the various ex-members: "John Bull keeps getting better and Neil Harding is insanely good since we returned from the States. . . Jay Gayton's got moves that the others don't even know about"!

STARSHOTS



Ian Dobbie



Ian Dobbie



Ian Dobbie

MARK EVANS Mark Evans, or Henry as he is affectionately known (due to his affinity with slalom racing) started skating back in 1966 when clay wheels were all the rage. But it wasn't until last year, when everything started taking off in a big way, that it became anything like serious for him. Riding for the Skatestar Team, Mark's set-up features a Surrey Ripstick with ACS 651's and Excellerator 64mm, changing to a Hester model G&S with Midtracks and 60mm lime greens for slalom. Who does he rate in the UK? "Since you guys came down here — Marc Sinclair and Mark Baker".



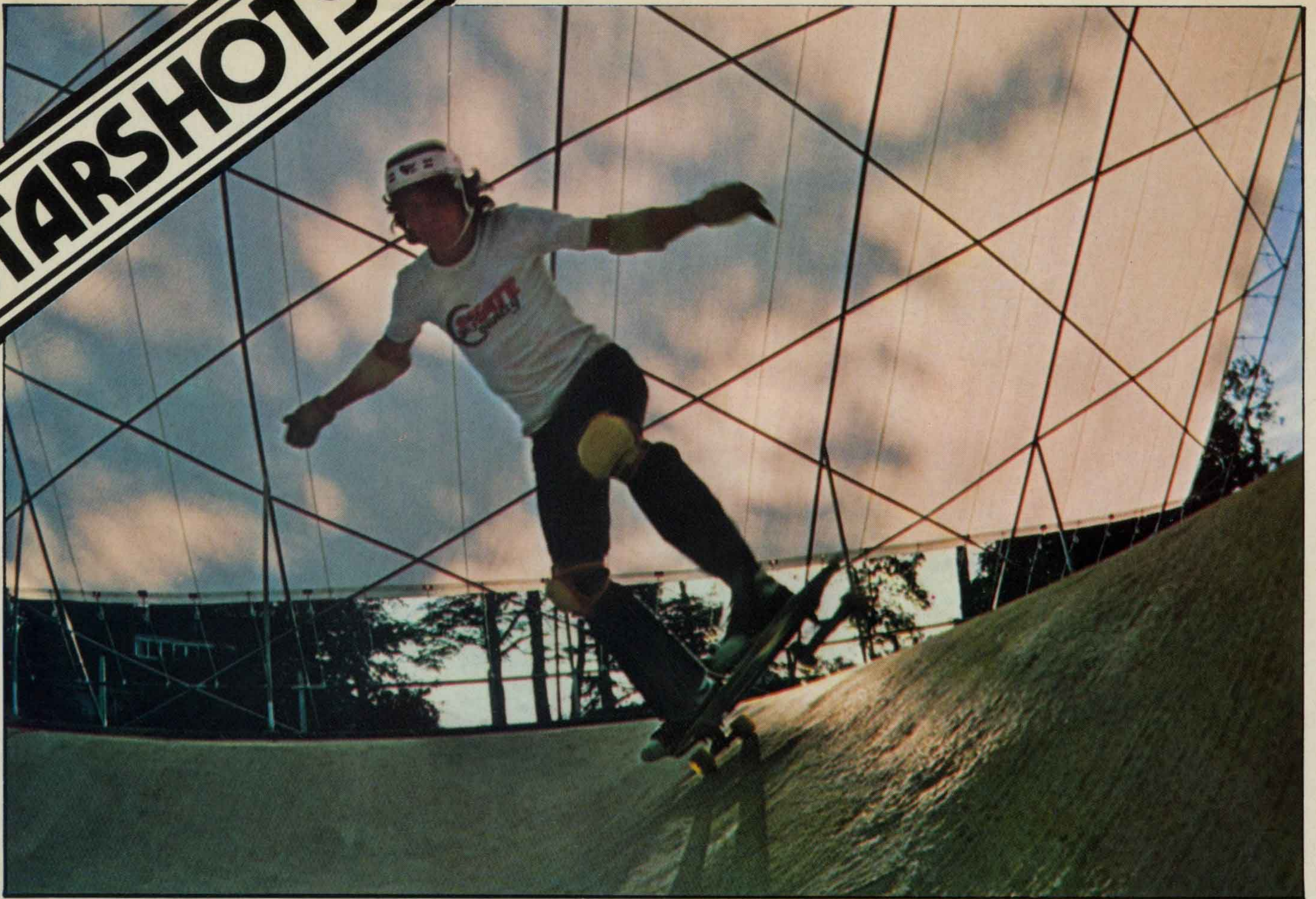
Jerry Young



Jerry Young

STUART KENDALL 15½ year old Bristolite, Stuart Kendall seems to be one of a new-wave of skaters emerging from that part of the country, helped along without a doubt by the recent proliferation of nearby facilities. First influenced by fellow B.S.C./Skatecountry team member, Andy Beales, he's only been seriously skating for just over six months — a fact that's hard to believe when you judge his ability. Rating team members Jason Thrupp, Andy Beales and Claude Williams as some of the best up-and-coming talent around, Stuart's present sticks are a Dread Bank Manager (30.5") with Fultracks and Lipbombs and for freestyle, a Rockit with RHP trucks and Excellerator 58mm wheels.

STARSHOTS



Jerry Young



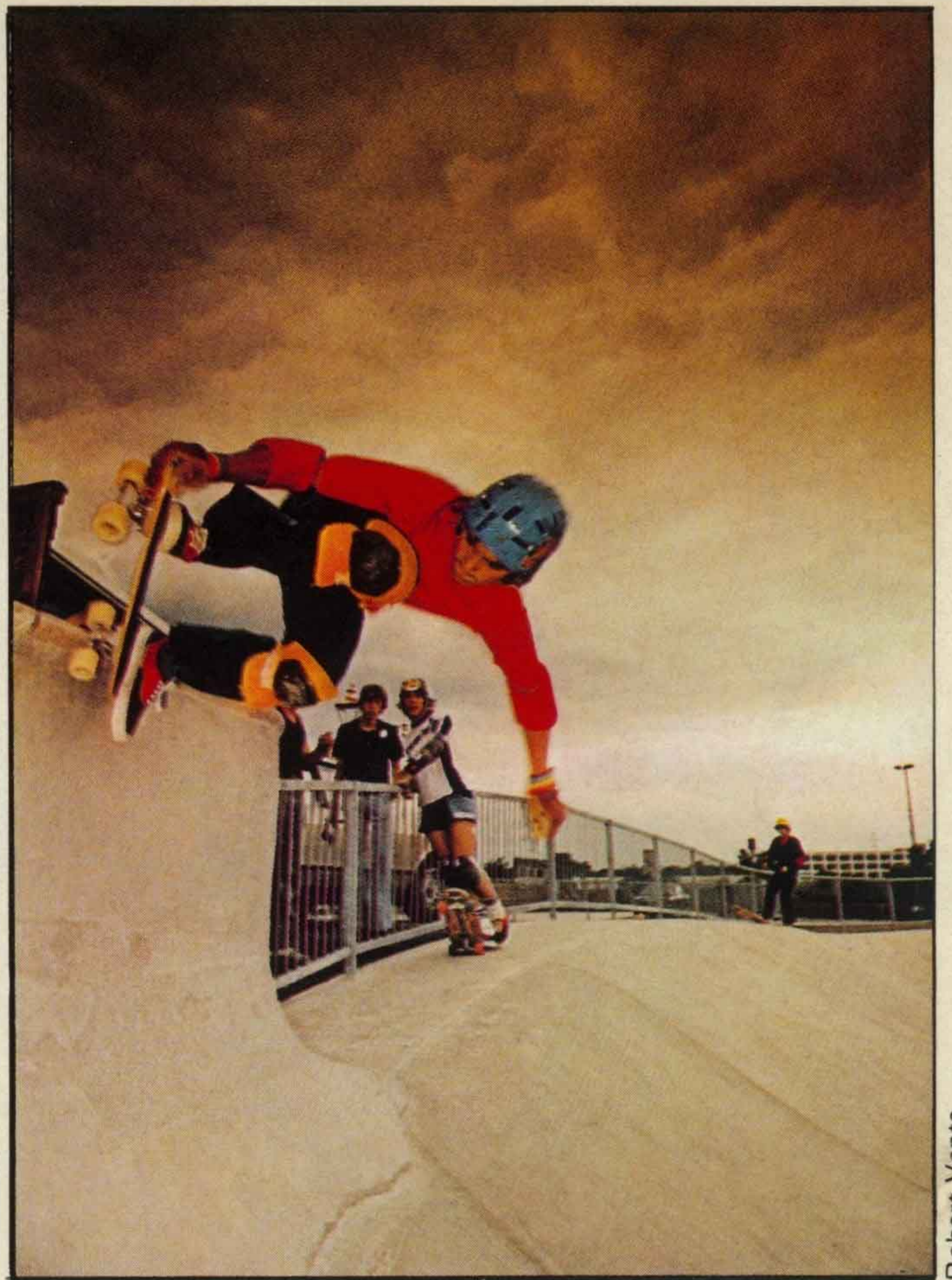
Jerry Young

BOB ATHERTON 21 year old, Bob Atherton is at present manager of Bristol's latest skatepark, Skatecountry — an enviable position from whichever way you look at it. Though he generally rides a Slick Willies Park Rider/Midtracks/Excellerator set-up, Bob also gets into longboards via a Dread 45" model. "I'm really into longboarding — it's such a nice feeling when you're really cranking — so stable". "I only got into skating a year ago, but I don't think age matters that much — though I do try to keep supple through other sports".

Robert Vente



Robert Vente



Robert Vente

JOHN PREDGEN We ran into John Predgen whilst on test session at his dad's skatepark — Skateworld in Wokingham, Surrey. He was the standout figure amongst the locals — though it obviously helps to have such easy access to a skatepark! John's present skate is a Powerflex with Midtracks and white YoYo's. Having wired the Skateworld pool, they help him with his current favourite tricks — aerials, grinders and edgers. That's a no mean bag of tricks considering he's only been skating since October of last year. Other than Skateworld, he prefers London's Maddog Bowl.



Ian Dobbie

The second day of Tony Alva's British tour coincided with opening day at Harrow's Solid Surf Skatepark. The Old Dog supplied a matchless performance that reeked of total professionalism — he barely put a foot wrong for the admiring crowd of 400 plus. Stand by next issue for exclusive Skateboard! coverage of the T.A. visit.

LENGTH/TRUCK BASE SEPARATION

Since slalom is all about carving through those cones accurately and fast the length, or more precisely, the wheel-base of your board is very important. Apart from the action angle of your trucks, it's the only other significant factor in determining the

Left, top to bottom:—
Santa Cruz H-Bomb
Powell Quicksilver 70Kg
G&S Cutaway
Turner Full Nose

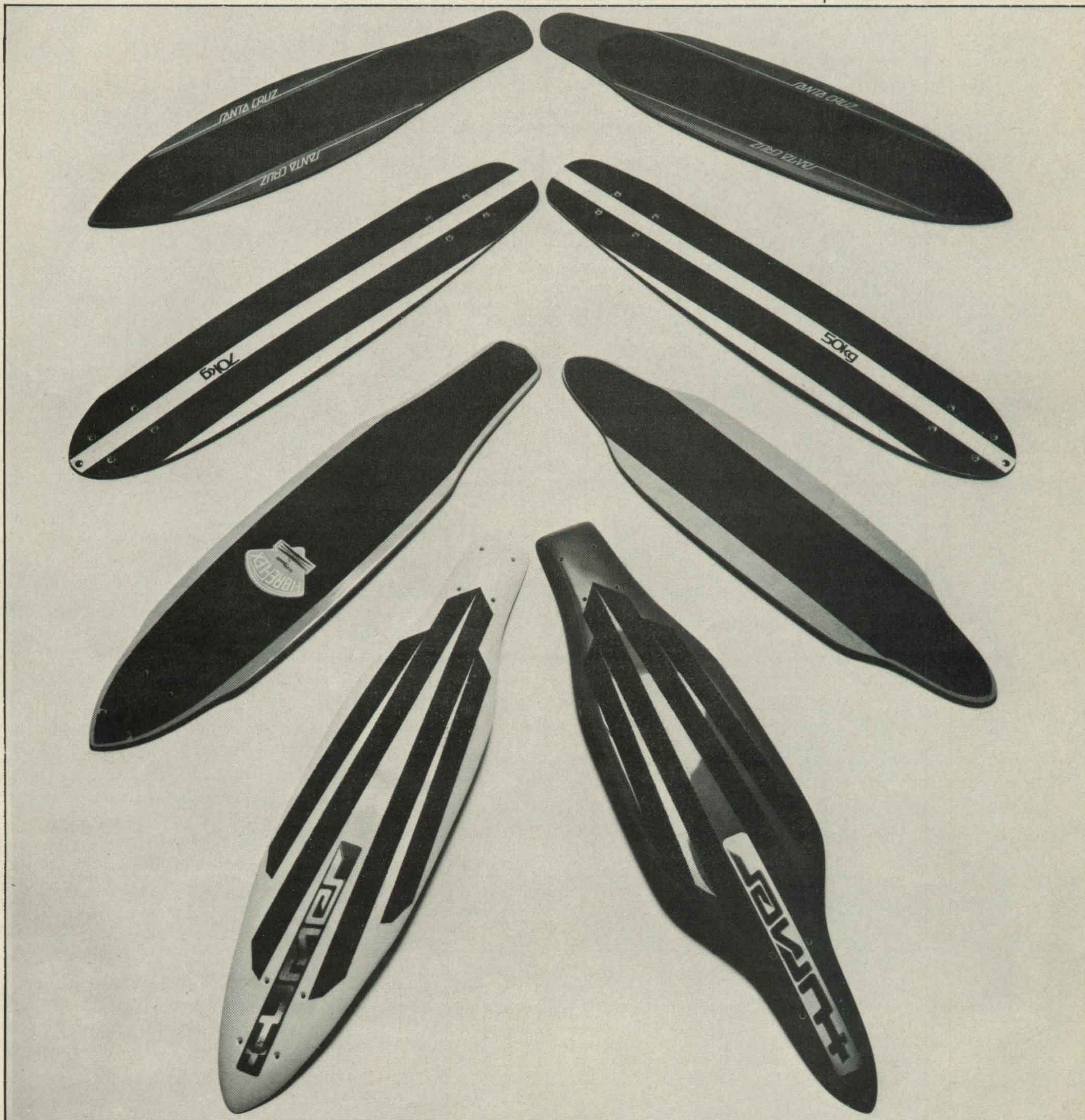
SKATA DATA

Edited by Dave Goldsmith

Unlike most areas of skating the deck is, without a doubt, a critical factor in slalom racing. That's why, at the current time, more serious work is going into researching slalom decks than ever before. Right now, slalom is something of a minority area of the sport, but, given time, the competition is going to get intense and the decks can only become more sophisticated. Even as now, I managed to find some pretty sleek and exotic platforms for this check-out. Out Bristol Test Tank have been hard at work sorting out the carbon fibre from the polyurethane foam.

turning circle of the whole unit. The longer your wheel-base the greater your turning circle, and vice versa. When checking through the table you'll be well advised to think little about the length measurement. Concentrate rather on the 'Truck Base Separation' — it'll give you a better idea of the relative

Right, top to bottom:—
Santa Cruz Cutback
Powell Quicksilver 50Kg
Santa Cruz John Hutson
Cutaway
Turner Cutaway



SLALOM-CHOOSE YOUR DECK

A FLEX, TORQUE & REACTION COMPROMISE

SKATA DATA

wheelbase dimensions of different decks. Those with short wheelbase (the shortest is the Santa Cruz Hutson Cutaway at 427mm) are quick reacting and work well on tight courses. Decks with a long wheelbase (the longest is the Carbonflex 800 GS at 583mm) are better suited to giant slalom on wide open courses.

WIDTH AND DESIGN

At present, slalom is in a state of considerable flux. Individ-

idual riding styles differ widely and any racer may want to change his foot position in accordance to the nature of the terrain and the speed at which he'll be travelling. Some skaters prefer the surf-oriented, wide foot position with hips facing sideways, identified with racers like Henry Hester. The ski-style 'parallel stance' has been popularised by racers like Bobby Piercy. This style is gaining popularity, particularly in Giant Slalom events, where no pumping action is

needed and speed control comes more into play. Most of the riding input comes from the knees and ankles.

FOOT POSITION/COMFORT

Racing on the flat calls for a quite a different riding style. I recently watched Tim Levis flatland pumping at Solid Surf and achieving incredible acceleration. The kind of technique he has adopted places great importance on the back foot. As he put it to me: "The shape of the edges is really important - to feel your foot position."

What this all boils down to is that shape and width are vital factors to take into

account. If you like riding parallel, a narrow deck will be too cramped - you'll need something at least 170mm-180mm in width. On the other hand, if you prefer a surf stance, you may find a narrower width less bulky. Always stand on a deck before buying it. . .with small blocks supporting the deck at the truck positions. Check whether the shape feels right (you can also check flex with this method).

CAMBER

Some decks have high camber (e.g. the Turner Full Nose at 22mm). Others have very little camber (e.g. the Carbonflex at 3mm). If the deck is constructed from materials

SLALOM DECK TEST

MAKE/MODEL	LENGTH	TRUCK BASE SEPARATION	MAXIMUM WIDTH	MAX' CAMBER	MAX. THICKNESS	WEIGHT G	MATERIAL/S	FLEX DEFLECTION	TORSIONAL RIGIDITY TEST	COMMENTS
1 SANTA CRUZ H-BOMB	685 (27.0)	468 (18.4)	165 (6.5)	6 (0.2)	6 (0.2)	540	glass fibre carbon maple	22	53	Henry Hester designed, similar to his G&S model. Long, floppy tail but good pump and handling. As with the rest of the Santa Cruz range, the grip is a bit inadequate.
2 SANTA CRUZ CUTBACK	713 (28.1)	471 (18.8)	169 (6.7)	7 (0.3)	6 (0.2)	720	glass fibre, carbon maple	19	49	Hudson design. Firm, snappy response with a longer mid-section than the H-Bomb.
3 SANTA CRUZ JOHN HUTSON CUTAWAY	668 (26.3)	427 (16.8)	167 (6.6)	7 (0.3)	6 (0.2)	570	fibre-glass maple	23	50	Good response board - nicely cut away. Although the cheapest of the range, this deck was well liked by the Test Tank Team.
4 G&S CUTAWAY	733 (28.8)	487 (19.2)	165 (6.5)	10 (0.4)	6 (0.2)	860	uni-glass maple laminated	30	57	Familiar G&S shape and flex. A bit bouncy for some, but if that's your thing, it's still hard to beat.
5 TURNER CUTAWAY	741 (29.2)	461 (18.2)	194 (7.6)	20 (0.8)	12 (0.4)	740	foam core glass	15	38	Space programme shape, price and materials. Good for ski-style slalom but not for resistance to damage. Finely tuned for fast response handling. . .not one for beginners.
6 TURNER FULL NOSE	717 (28.2)	499 (19.6)	176 (6.9)	22 (0.8)	11 (0.4)	730	foam core, glass	23	44	As above, not so wide but with a full nose. Turner decks are made in a variety of flexes - to order.
7 POWELL QUICKSILVER 70Kg	725 (28.5)	468 (18.4)	168 (6.6)	17 (0.7)	5 (0.2)	880	aluminium maple laminated	29	46	Snappy, metallic flex. Good firm feel with quick response. The lack of cut-aways on both models calls for high trucks or riser pads.
8 POWELL QUICKSILVER 50Kg	725 (28.5)	468 (18.4)	168 (6.6)	13 (0.5)	4 (0.2)	850	alumin maple laminated	38	48	Lots of flex with a heavy rider - but very well damped. Good, positive performance.
9 CARBONFLEX 700SL	700 (27.6)	490 (19.3)	182 (7.3)	4 (0.2)	7 (0.3)	780	carbon, fibre-glass maple laminated	19	50	The shape makes for a little too much flex at the front - otherwise a sophisticated, secure British product. Ugly, but effective grip and horrid graphics. Don't let that put you off. . .it's a good deck.
10 CARBONFLEX 800 GS	800 (31.5)	583 (23.0)	200 (7.9)	3 (0.1)	6 (0.2)	930	carbon, fibre-glass, maple laminated	34	54	Big and sloppy. The degree of flex, coupled with the lack of camber, 200mm width and low memory results in rail rubs on the road. A nice cruising board with big wheels. The Carbon Flex boards come equipped with rubber impact strips, front and back.

which do not have naturally springy qualities then the camber can improve the memory of the deck. If you are particularly heavy you may find a high camber useful.

FLEX

The decks have been tested for flex by standing an 'average' (75 kilos) rider in a 'feet-together', parallel stance at the high point of the camber and noting the amount of flex obtained.

It is, of course, a regrettable thing that most manufacturers offer no choice in the flex-

rating of their slalom models. A 12-stoner needs a lot less flex in his deck than a 6-stone skater. Powell took an important step forward in this respect by offering three choices of flex for three different user weights (50kg, 70kg and 90kg). Turner are the only other manufacturer (to my knowledge) to offer this type of choice with soft, medium and stiff models.

TORSIONAL RIGIDITY

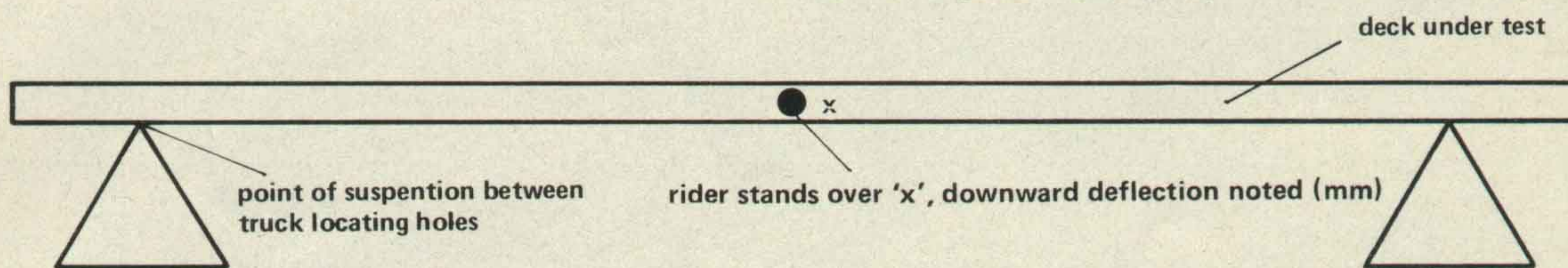
A fancy-sounding phrase which tells you the amount a deck twists. It's a factor which is commonly ignored,

but very important. If you tilt your feet and the trucks don't respond as fast as they should, then your movements have been absorbed in the twisting of the deck. It has poor torsional rigidity. On the other hand if the deck has good torsional rigidity the trucks will react instantly to any turning movement.

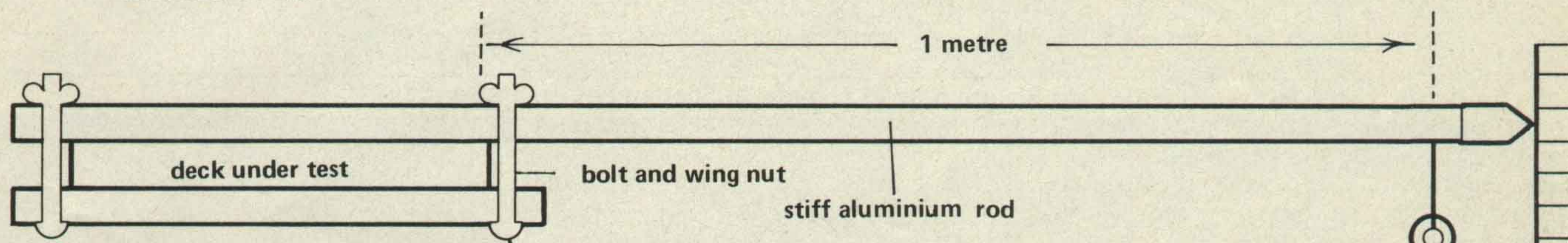
adjusting the separation of the two (or more) layers of fibreglass the flex quota can be radically altered. Carbon fibre (a very light material which does the same job as fibreglass at a tenth of the weight) is being used by Santa Cruz and Carbonflex. Powell use an aluminium/maple sandwich for their decks. It's extremely good-looking but whether there are any real advantages to be had from this form of construction is open to question. Turner use a surfboard-type process (polyurethane foam wrapped with fibreglass). This provides good torsional rigidity with a very low weight factor.

CONSTRUCTION AND MATERIALS

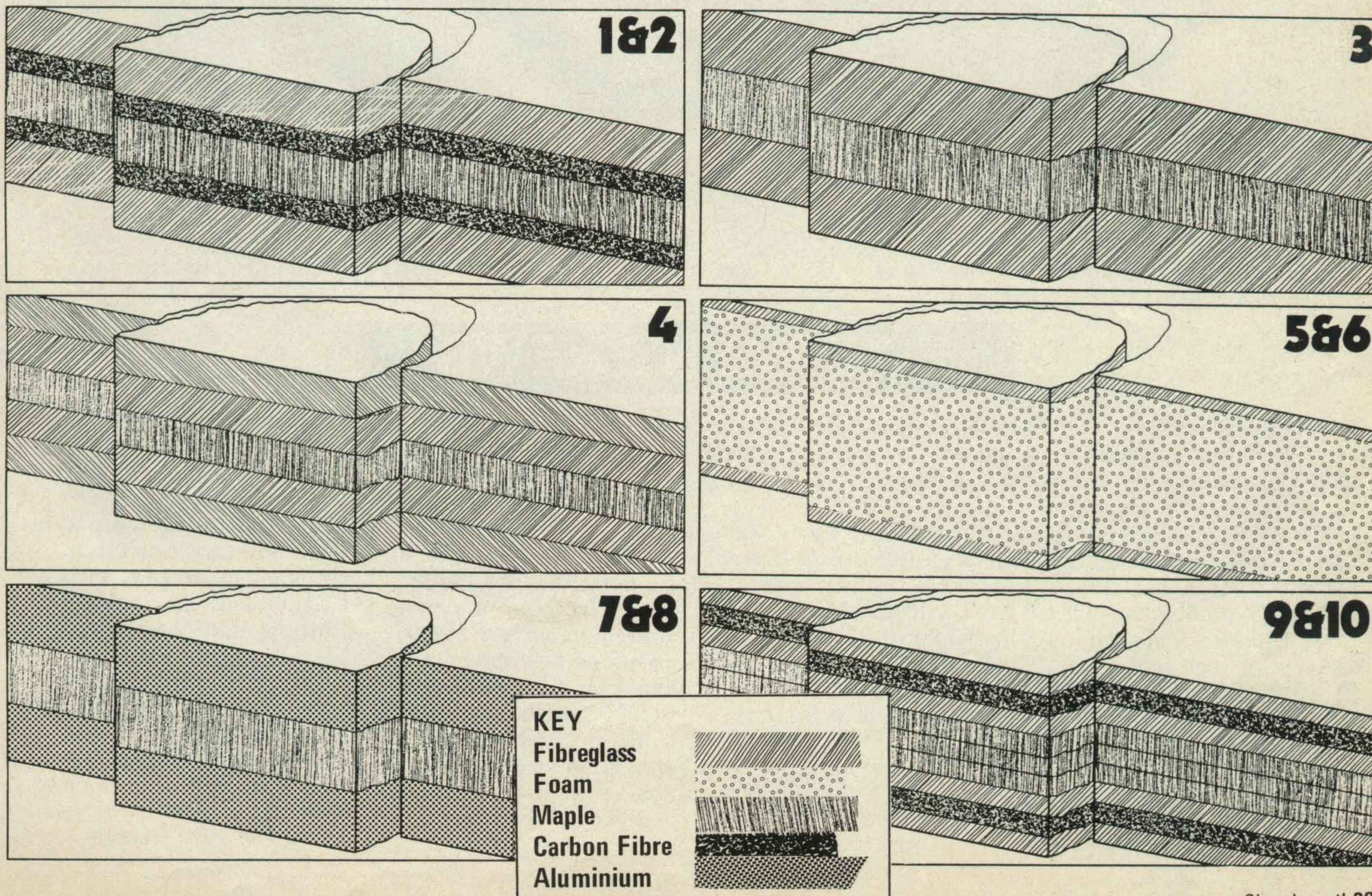
Several of these decks are constructed from a fibreglass/hardwood sandwich. This is a popular method of achieving flex with good memory. By



FLEX TEST Each deck is supported at two points... the points lie dead-centre of each pair of truck locating holes. An average rider (75 Kg in weight) stands central on the deck and the downward displacement of 'x' is noted. See 'Flex deflection' on chart.

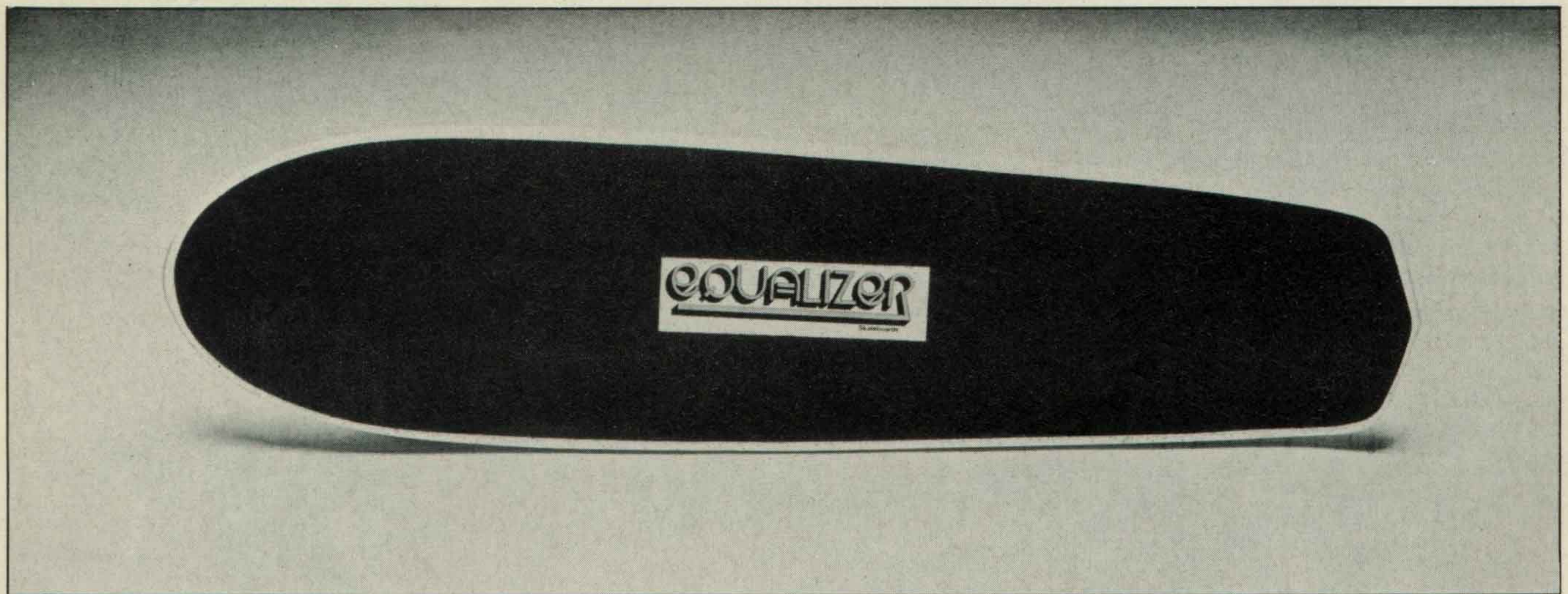


TORQUE TEST A stiff aluminium rod is clamped dead centre of the deck under test. Each end of the deck is firmly clamped or bolted to the table at points central between each pair of truck locating holes. At a distance 1 metre from the deck, a 1 Kg weight is attached to the aluminium rod and the amount the board (and bar) twist is read on a mm scale. The degree of deflection caused by the bending of the bar will be the same for all decks under test... therefore the readings provide a useful comparison of torsional rigidity. See 'Torsional Rigidity Test' column on chart.





The Carbonflex Standard (left) and Giant Slalom models — made in Scotland by Vielhaber Skis.



New from Progressive Skateboards, the Equalizer Deck — 29" of Maple Laminate. It features semi-smoothed off rails and a warped trap-tail that's diamond-shaped.

EQUIPMENT NEWS

EQUIPMENT NEWS

How much wider will decks go? *Alva* caused quite a sensation with his ten inch model at Harrow's Solid Surf on the opening day, but I hasten to add that they are not at the moment in production. One thing is for sure — his outsanity on the half pipe certainly didn't suffer from riding this 'barge'.

Two other decks in the news. Progressive have sent over one of their maple laminate *Equalizer* models designed "with the vertical and park-

riding skater in mind". There are 27", 29" and 31" models available, the 31" deck being 8" wide.

From Britain's only ski factory, Vielhaber Skis in Aviemore, we have been sent two *Carbonflex* slalom decks, the 700SL (for standard slalom) and 800GS (for giant slalom). These have been included in the Skata Data Test this month — you'll find more information there.

On the wheels front *Trak-nology* tell me that their first slalom wheel is on the way. It

will be tall and narrow — more detailed specs to come.

Z-Products should have their *Z-Wheels* in this country fairly shortly. These will undoubtedly cause quite a storm because one of the models has grooves running around the surface. It'll be called the Z-Groove. Other wheels in the range include the Z-Farrel series. There's a choice of three sizes, plus two alternative hardnesses, two alternative bearing systems and two alternative widths. Quite a range! The two com-

pounds include a 95 shore hardness version, and they tell me that the grooves have been moulded into the Z-Groove to improve traction without sacrificing speed. We'll no doubt be running a test on these (and other significant new wheels) shortly.

Finally a "hot line special" from *Santa Cruz*. They'll be celebrating Steve Olson's success in the Hester Pro Bowl series by the launch of a wedge-tail, bearing his name. It will be 30½" in ply.

NEW PARKS & BOWLS

BRISTOL

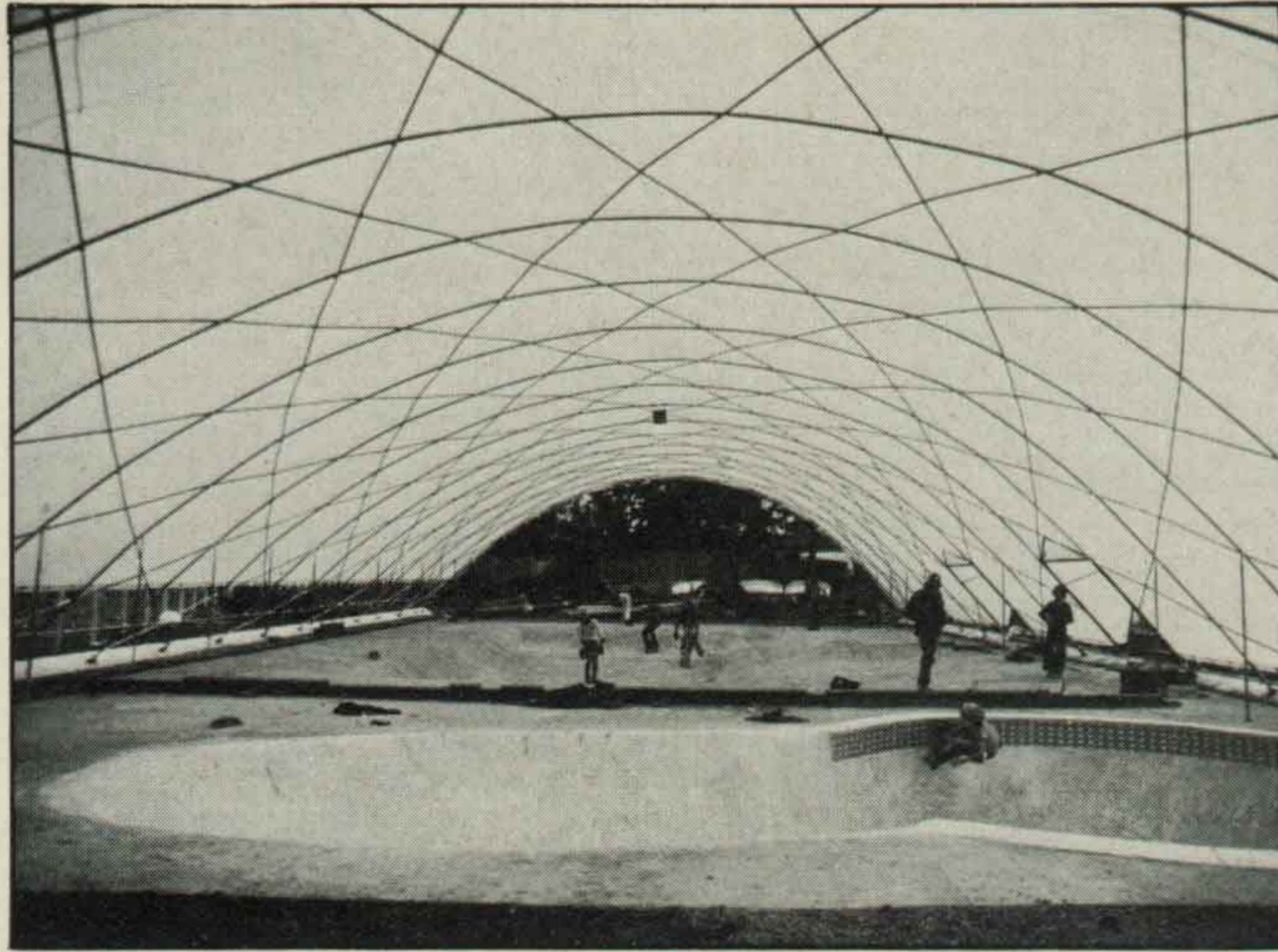
The Bristol area's first major skatepark opened its gates a month ago to local sticksters badly in need of a facility that offers variety and verticals. Built by Skatepark Construction Ltd., Skatecountry is at the Ashton Court Country Club — in open land, just across the Avon from Bristol.

The Test Team's visit was marred somewhat by two things. First the weather was viciously unco-operative (no sooner would the outdoor runs dry out, then it bucketed again) and second the park was not actually finished — there were still 2½ weeks to go to opening day. Both problems taken into account, it would have been very easy to come away from the park with nothing good to say about it. Happily, that wasn't the case.

One of the completed areas is protected from the elements by a huge, open-ended and free-standing dome structure called a Tri-Star. That really helped save the day. Nestling underneath is a freestyle/reservoir unit that's large enough to house a fair size crowd of skaters.

The reservoir section is 13m wide by 27m long, with banks varying in height from 0.5m to 1m. In the flat, surrounding area there's a mogul set into the concrete.

Next to this is the Pool (another of Skatepark Construction's 'Classics'). Surprisingly we found this to be the weakest feature in the park. Although it will (and most certainly did) provide the scene for radical action, the building work places poorly in comparison to many other pools around the country. In parts it offers one of the bumpiest surfaces the Team's ever encountered. There's a transition to vertical right where the 450mm of tiles starts and the base and other areas border on the treacherous. It measures in at 13m long, 7m in diameter and 3m deep and the design looks fairly much based on the highly successful Kidderminster pool.



Top: The space-like Tri-Star dome structure protects two areas. . .background, the freestyle/reservoir unit and, foreground, the Classic Pool. Below: To the right, the (then uncompleted) second dome housing the 'Big Bristol'. Foreground, the six-bender Snake.

The other Tri-Star covered unit will be the 'Big Bristol', a 20m diameter inverted mushroom shaped affair, featuring a central, circular bank that rises vertically to 3m. Unfortunately, it's not possible to pass comment on this unique feature — the dome covering had not, at testing time, been erected and the 'Bristol' was soaked out.

An unusual run which we did manage to skate (periodically) was the Halfpipe Capsule. This is more or less exactly as the name implies — a halfpipe with extended, bowled-out ends. Though a constant 3.5m deep, the available vertical varies from one end, where it just touches, to the other where it stretches to a metre. With a smooth surface and no real transition problems to speak of, we found the capsule pretty easy to swallow.

Sat out in the open there's a Snake Run that, with one reservation, gives a good rip. Packed into it are around 30

solid metres of skate sensations, including a total of 6 bends. It climaxes in a 3m high vertical wall. Though our main criticisms of Skatecountry concerned the Pool, the Snake Run presented quite an interesting point of discussion. . .not in the transitions, or the placing of the curves, but regarding the run-up to the first bend.

Snake runs are meant to be taken at a fair lick, that way you get the full benefit of the G-forces as you whip through the turns. On this one, there simply isn't enough run-up to the first bend — you can't generate enough momentum to make proper use of the succeeding curves. For that very reason, the first and second bends prove very 'fiddly' as you try to align yourself on the carve lines. Another important carp, by the way, is that there's no real freestyle area where 'stylers can work out without being disturbed by bowl-riders'.

By the time you're reading this, there'll also be a 6.5m diameter full-pipe that's made up of metal segments, sprayed with a fast, grippy surface. It'll make a useful contribution to the ride-variety offered by the facility as a whole.

Expansion-wise, Manager Bob Atherton is hoping to get a windskiing/motorboarding area together on some nearby tennis courts, but as he says: "It's just a question of how the demand for the park goes this summer and autumn. If all goes well, we'll be putting in a larger, deeper bowl — hopefully something that's never been seen before in this country. We've also plans for a permanent slalom run. Something else we'd like to do would be to cover the Snake run and Halfpipe with domes".

The overall impression made by the 2,000 square metre site is pleasing — particularly as it's sunk deep in the very picturesque surroundings of Ashton Park. Skaters will find a cool, mellow scene with nothing fancy or heavy (yet) in the way of rivalry and competition — a relaxing and fun facility.

On-site extras include music in the two domes, flood-lighting for moonlight sessions, a pro shop, pinball machines, refreshments, bathrooms, car-parking and, last but not least, landscaping with grass and flowers.

Charges are as follows: during June, July and August a 2 hour session costs 60p — at other times, it's 50p (rather steep, we felt). Membership of the park is obligatory and costs £5.40 per annum. However, if you happen to be a member of the actual Country Club, this comes free of charge. A helmet and all pads cost 20p a session, gloves 10p and hire-boards are around 30p. Spectators enter for nothing.

Skatecountry is situated in the actual grounds of the Ashton Court Country Club in Beggar Bush Lane, Failand, Bristol. Buses go from the centre of Bristol to about half-a-mile away from the Club — though on sunny days it's fun to walk there via the scenic Ashton Park. If things go well enough, there's a good possibility that a shuttle service will be set up.

WOKINGHAM

Previously the training ground for Wokingham Town Football Club, 'Skateworld' is situated in a very large catchment basin to the South-West of London. It should reap healthy benefits from being in this generally skatepark-starved area.

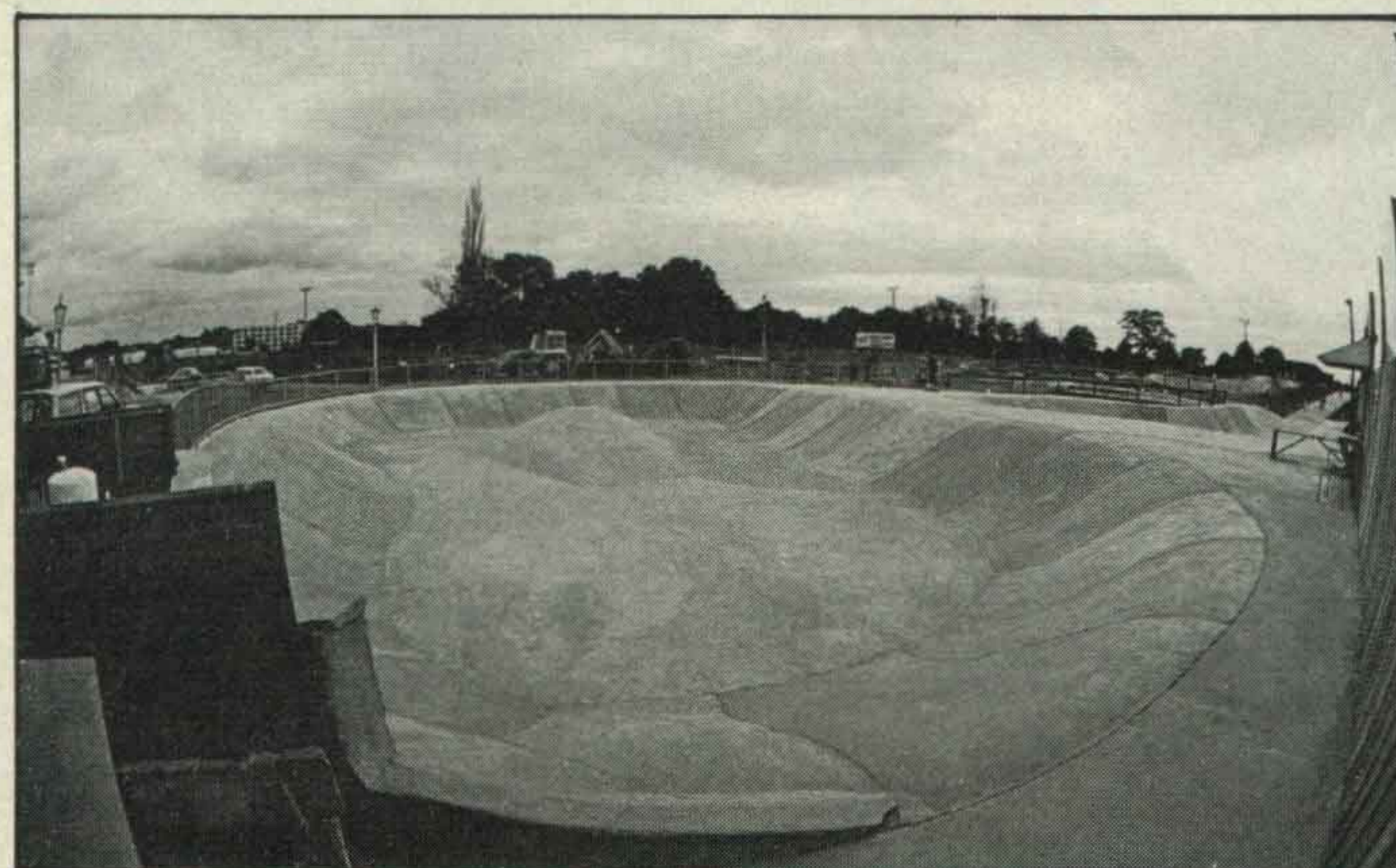
The Team visited the park around the end of June at which time the facility was open, though not fully operational. What had been a dull, grey, unsummer-like day, became suddenly a great deal warmer, thanks to some radically hot action from guest Teamers, Mark Baker and Clive Manderson — plus John Predgen (the best of the very up and coming local hotties).

The 12,000 square metre site is handily laid over a slope and, to a large extent, it caters well for all levels of stick-riding ability. Beginners start on an area measuring 55m by 27m which incorporates a goodly smooth free-style patch and a very mellow, flat-bottom bowl (with 0.5 to 1m shallow banks). This looked perfect for its grading . . . the complications are exactly right for giving skaters the sensation of riding a proper bank, while maintaining the speed necessary to keep beginners interested.

The next progression is to the Sugar Loaf, a squashed, triangular-shaped area, set on an incline. Banked all around (heights vary from 1m to 2m) there's a central mogul riser of length 10m that makes the area interesting to work and to jam around on. In one corner there's an experimental vertical section with well-nigh impossible transitions and coping that the locals already seemed to have sussed out — they were happily throwing wheelers and grinders on it! (e.g. check out John Predgen's Star Shot this issue).

After handling these two stages, the kids are left to look after themselves, though they're always under the watchful eye of the marshalls. In the words of bossman, 'Skateboard-Bert' Predgen: "We find the kids sort themselves out. . . they know when they can't handle something."

A 70m single track slalom run demands space on one side of the facility. . . it ends in a run-out bowl, which also



Top: 50 riding metres of snake run — it's narrowness limits radical manoeuvring; running down on the left, the single-track slalom. Below: Adam Peacock immortalising for ever the name 'Skateboard!' in the still-setting cement of the Keyhole Pool. . . looking on is 'Skateboard Bert' Predgen. Below again: The Sugar-Loaf. . . the central mogul makes it ideal to jam around on. Bottom: The 55m by 27m beginner's freestyle patch, mellow with shallow banks.

manages to handily double as a more advanced unit for those who've already conquered the Sugar Loaf.

Adjacent to the freestyle area there's also a 2m wide section of 3m deep halfpipe which, though made of wood, is just about surviving the weather after living outside for many months

The only feature which we

felt didn't hold up to the high standard set by the other units was the Snake Run. Measuring approximately 50m in skateable length, the run is simply too narrow for any real fun — you can't work it from side to side very easily and even carving presents problems because the curves themselves are not pronounced enough. The run

empties into a bowl which looked like it could be fun — unfortunately, time didn't allow us to give it a chance.

Skateworld's most radical feature, and the section which is most strictly marshalled, is the Pool. Shaped rather like an offset keyhole, its dimensions are 15m long by 4m deep by 9m across. First surprise is the shallow end — which actually has steps down into it. Though some of the transitions are rather less than perfect, our main criticism concerns the slow surface texture which makes it impossible to work from side to side. Maybe a surfacing of Marbelite would vastly increase its excitement potential.

Generally, the surface of the park is good and smooth (almost too smooth in places) and the material used has been good old reliable concrete — hand-poured and hand-trowelled. The facility is tidy and clean and though in the pictures you may discern copious quantities of mud and dirt, the park, you must remember, was still in its final stages of construction. There's now grass growing between the runs and, hopefully sometime soon, some of the skating areas will be covered, either by a circus tent or an air bubble!

Expansion-wise, there's a 60m halfpipe run that's well ahead on construction — one-third of which will probably be a Plexiglass full-pipe. And with much more space available, there's sure to be more plans waiting in the pending tray.

On-site you'll find phones, a drinking fountain, hot food and drinks, pinball machines and a cold shower for hot weather. Charges are: for a 3-hour session, 50p members (£3 a year plus VAT), 75p for others. At weekends, when Skateworld is open from 9.30 am until 7.30pm, an all-day ticket will set you back £1 (non-members, £1.50). On weekdays, an all-dayer (3.30pm to 8.30pm) is 25p non-members, 35p). Per session, spectators are charged 25p, helmet hire is 50p, knee-pads 25p, elbows 25p and board-hire 50p.

Skateworld's official address is :Wokingham Town Football Club, Finchampstead Road, Wokingham, Berks. It's within easy walking distance of British Rail, Wokingham — a station that's on both Waterloo (45 minutes) and Guildford lines.

GUILDFORD

Skatestar Skatepark, which recently opened in William Road, Guildford, is certainly one of the more forward-looking facilities to cross the Test Team's path. That may well be due to the crucial design and construction involvement of Benjyboard's John Sablosky. Sitting astride a 10,000 square metre, river-side site, the very pleasant natural surroundings serve only to positively enhance an intriguing variety of units and runs.

The land was once a depot of some sort and since that time it's been zoned as public open space. "The council were glad that someone had come along to give it a use", related John Cripps, a Director of the owner company, Staryn Ltd. "But at the same time, they were worried about how it would affect the local residents. . . they were most concerned with how many cars we could park and whether we were going to play loud music and install floodlighting".

However, the major problem (and expense) was with the civil engineering side of things. The land was flat and had to be raised at one end by 7m. The problem was solved with the help of around 1,000 lorry-loads of 'hardfill'.

The next difficulty was the actual laying — and hand-trowelling — of the shotcrete. Carried out during the legendary June heatwave, the hot, sunny conditions proved far from ideal for the job.

All things considered, the result looks very good, and a lot of that is down to the excellence of the design. John Cripps knew what he wanted in the park, but felt that an expert should be brought in to predict and cure any possible errors. John Sablosky was contracted to give a hand. He added ideas and advised builders during construction.

Beginners are well-catered for. There's a large (40m by 20m) reservoir with perfectly sculptured, 35 degree banks, that stand at a height of 1m. They have the ideal transition radius and the lips are rounded with a wide apron. It makes for a great practice area. The flat floor is smooth



Top: The eye-shaped 'Blue Zeppelin' bowl. . . a good, intermediate unit. **Centre:** At the lower end of the hill, the finely designed reservoir/freestyle area measuring around 40m by 20m. **Bottom:** The two linked bowls that form the 'Red Peanut'. The (background) deeper half boasts plenty of vert, plus tiles.

and easily large enough for competition freestyle to boot! Just up the hill from this is the 'Zeppelin', a roughly eye-shaped bowl that's 10m long, widening from 2m to 4m and sloping from a flat take-off to a depth of 2m. The sides get very close to vertical before rounding off into a 0.5m wide lip.

The 'Peanut' is next up the hill and, as the name suggests, it rather resembles the uncracked shell of a particularly well-known vegetable nut — a sort of figure-of-eight. The first bowl is 2m deep by 8m diameter and it hits vertical before rounding into a flat lip area. The second is slightly larger all round, 3m deep by 9m diameter, with more verti-

cal — plus blue tiles and coping. Both bowls are flat-bottomed and with the smaller, this works well. Unfortunately, the larger bowl has almost too much vertical for its size, making it a hairy, not to say gnarly, challenge.

The next progression, bowl-wise, is to the Pool. It's on top of the hill at the far end of the site where you walk in. The design is similar to that of the pool at Brighton's Barn (New Parks, Part.4) — except bigger. A steeply angled, dish-shaped take-off drops you into a 9m diameter, 4m deep bowl with tiles and coping. We thought it could do with a Marbelite finish — at the time of our

visit, the shotcrete surface, though completed, was rough and there were apparently no plans to improve things. The resulting drag makes it hard to maintain momentum.

The most exciting feature of all heads down the slope (alongside the bowls) and its sheer size makes it unique in this country. It's a 73m long, sloping halfpipe, 10.5m wide by 4m deep. Flat-bottomed, it actually starts out just 3m deep, before increasing to 4. This point proved to be the most enjoyable section. And the design cunningly allows it to double as a dual slalom run. . . there's a banked take-off and the finish slopes uphill to end in hay bales.

The main building is actually two-thirds indoor skating area. There's a flat freestyle space and another reservoir measuring 25m by 10m.

Sadly, it doesn't even compare with the outdoor beauty. The action transfers here when the weather takes a turn for the worse.

Looking to the future, halfpipes and ramps will be provided for the winter and there's the possibility of a 7m full-pipe being stood on a vacant plot by the river. A marshalling system is in operation that runs very smoothly — there are 12 who work on a rota system and while they're on duty, they wear dayglo vests to make themselves easily seen. Other parks please note, they are NOT allowed to skate.

The marshalls are also asked to take the time to encourage beginners — instead of just ignoring them as so often happens. There're even a couple of girl marshalls who concentrate on coaching the 8-10 year-olds. As John Cripps so rightly says: "It's the beginners who're most important to the sport".

Charges are as follows' 60p per 2-hour session, 40p for members (£5.40 a year). Spectators are charged 30p and they can stay as long as they want. Elbow pads are 5p a session, as are knee pads. Helmets are 15p and board-hire, 50p (though for that you'll either get a BB Lollipop, a Belair Chapstick, or a Logan Earth-Ski with either Tracker or ACS trucks and Kryptonite wheels). On site facilities include a pro/hire shop, a snack bar and washrooms.

Skatestar is in William Road, Guildford — very close to the Leisure Centre and 5 minutes walk from British Rail, Guildford.

BE SAFE

EATING IT

"You are what you eat" . . . somebody once said. Exactly what was meant by this is probably open to hours of heated philosophy. There is, however, little doubt that the general health and efficiency of homo sapiens is more than somewhat linked to the substances that regularly disappear down it's gullet. Therefore, this month's potted wisdom is on diet.

By Steve Kane

In keeping with my new 'ruralised' image, I was sitting in a Bristol vegetarian cafe the other day, talking to Chalky Laing. We were chewing over (sic) the subject of nutrition and I remarked on the fact that I'd just returned to being a vegetarian — after a long encounter with Mister MacDonald's beefy fare, chased down by Cokes and Double Deckers.

Chalky said an interesting thing for someone who I'd long considered to be a nutritional philistine. He commented, "I'd quite like to be a vegetarian you know, but I reckon I have to eat meat to ensure the aggression I need for radical skating". Hmm, I thought.

A few days before I'd heard a different tale. Micky B (of Test Tank fame), also a 'vegie' addict, had heard another of our non-carnivor brothers complain that he felt too high and speedy for his own good. Micky, traitor

that he is, prescribed a plate of liver to bring the sufferer back down to earth immediately!

Well, how about it? Can your diet affect your temperament? I'm forced to admit that my recent switch in eating habits coincided with a conscious move away from the competitive rat-racing of London, into the mellower scenes of Bristol. Perhaps it can.

Obviously a well-balanced diet helps to promote good, general health. Set against this, though is the fact that a lot of really hot skaters seem

to live on chip butties and hamburgers. But then, most of them are city dwellers, and perhaps they need gross food to cope with the grossness of the commercial scene.

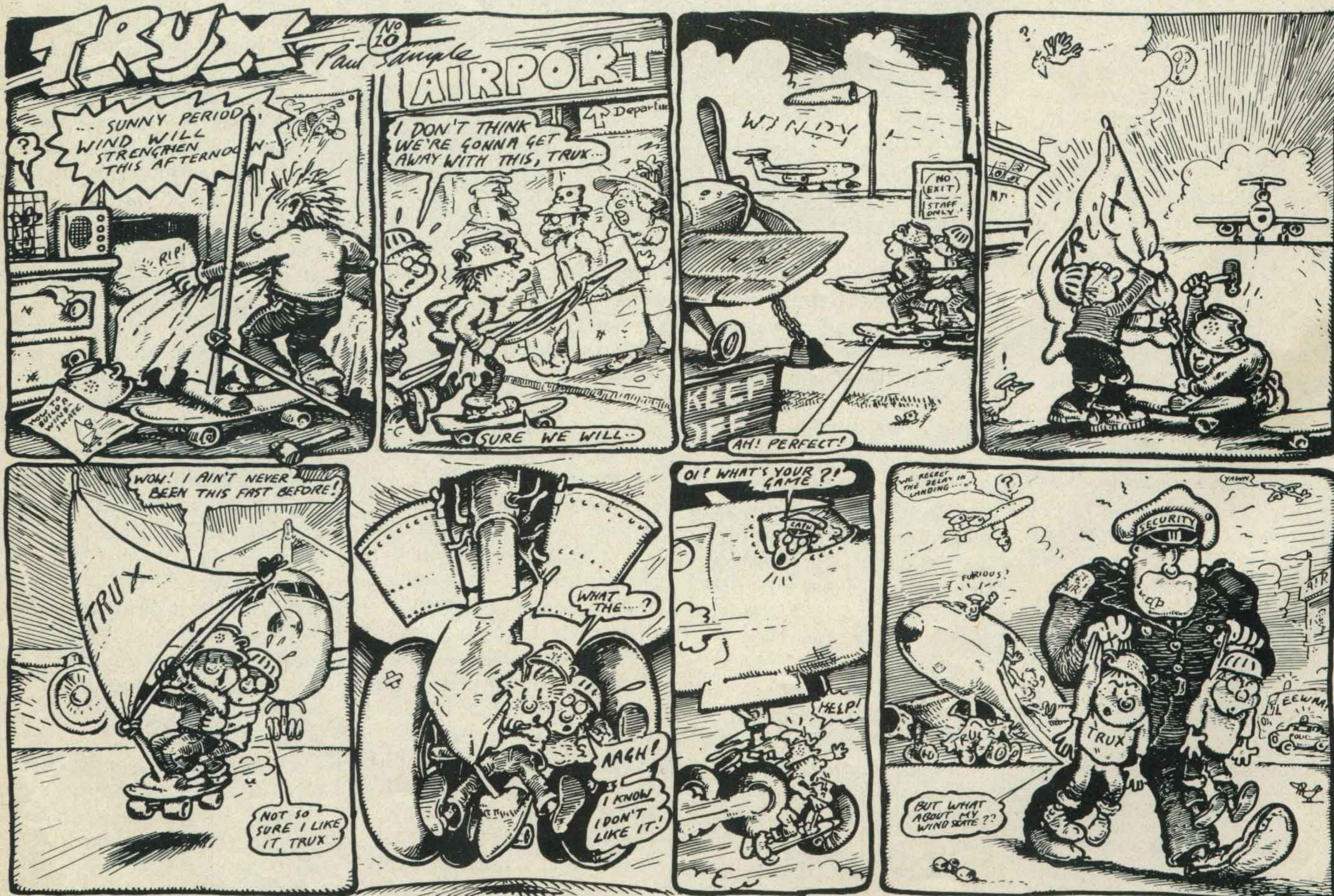
But there are skaters who take a lot of care over what they eat. Bobby Piercy and Jock Paterson, for example, both follow planned, healthy diets. They, of course, are both slalomers. . .fitness equals more speed and greater staying-power. . .they hope. Also, there comes a point where age enters into the dietary equation. Up to the late teens, the average human

frame 'appears' to be capable of accepting no end of nutritional punishment. . .it's not till later on that the earlier abuses come home to roost.

One thing that seems to be true is that all skaters eat a lot. . .in order to fuel their overstoking. And I'm going to keep on believing that the substances I now swallow will indeed positively affect my city-torn temperament. I want to develop a reduced, flowing non-aggression style. . .so I won't be eating meat.

Just talking about food isn't even the half of it. Eventually the subject will end back at the old question of how your everyday life relates to your skating. For the totally stoked, I shouldn't think the two could be separated.

Oh well, could it be that I'm rambling on too long. . . could it be that I'm just a boring old relic of the late 60's?





Fred Blood -- Runway Skatepark

ROLLING BOOTS PHOTO FILE

Bruce Hazelton

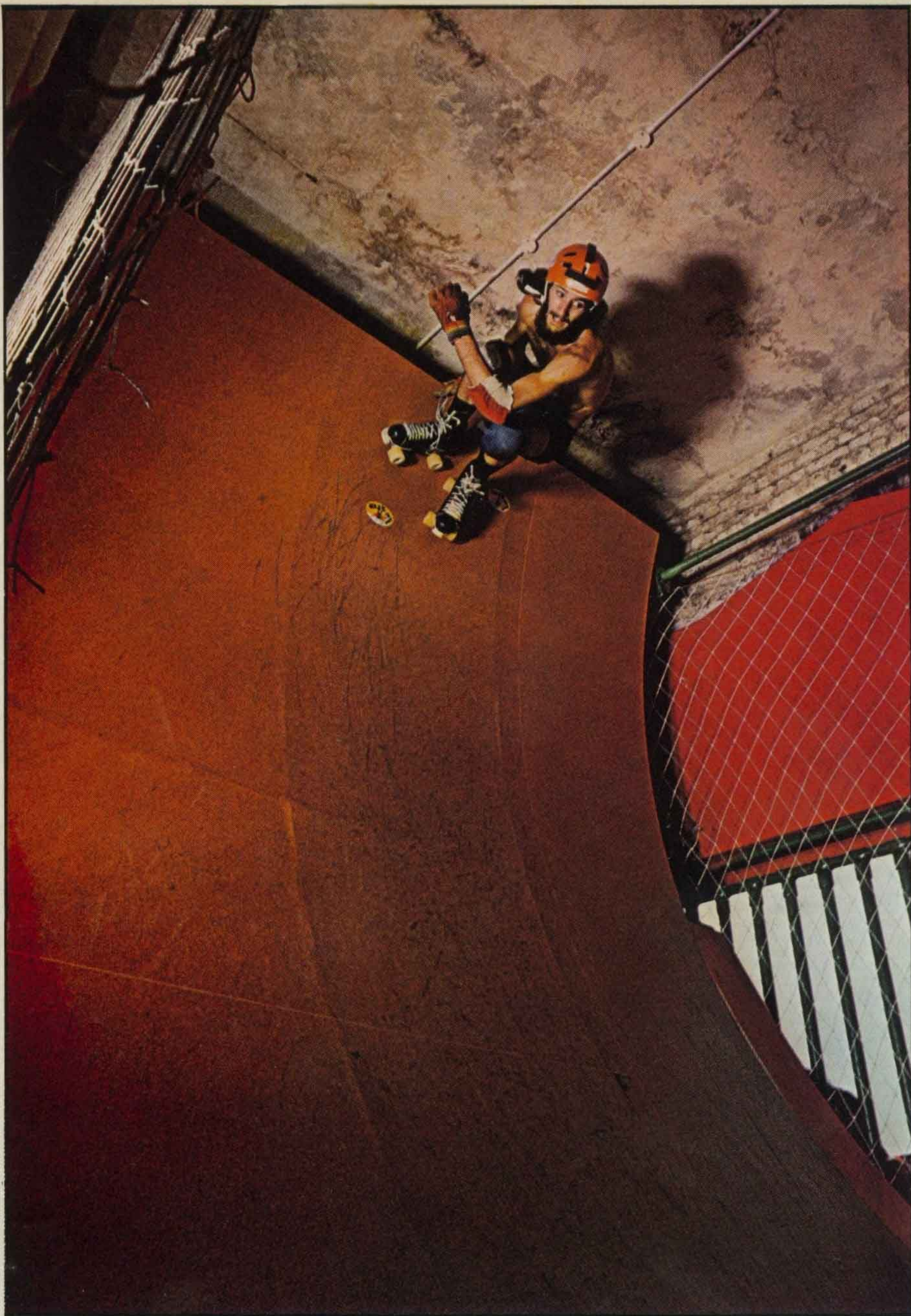


Bruce Hazelton



Jerry Young

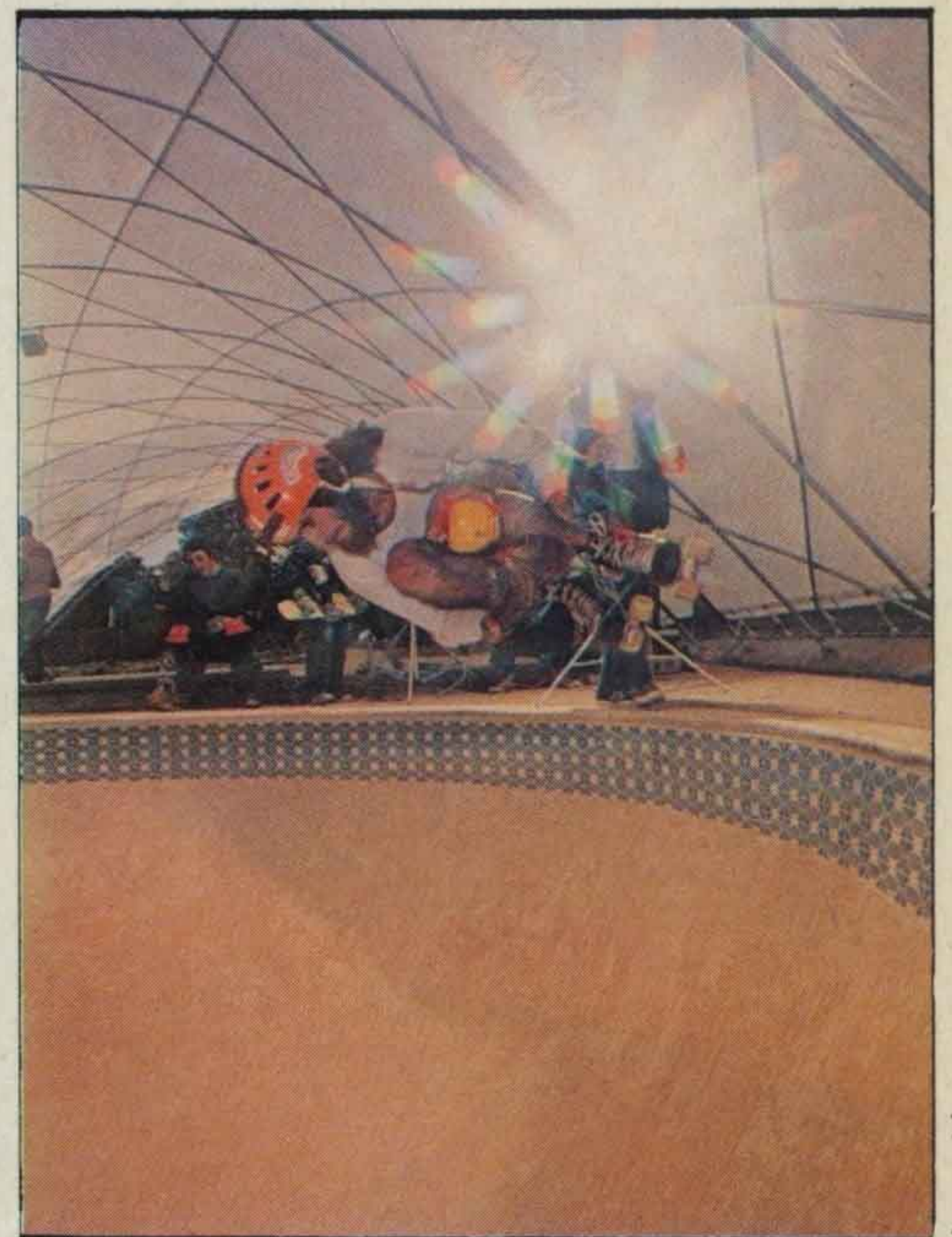
Top: Guvenor Blood, two out, six in. . .insane tile-tapping at the Lakewood Skatepark, California. Below: A wraith-like Tim Altic, looning on eight wheels at Bristol's Skatecountry.



Robert Vente



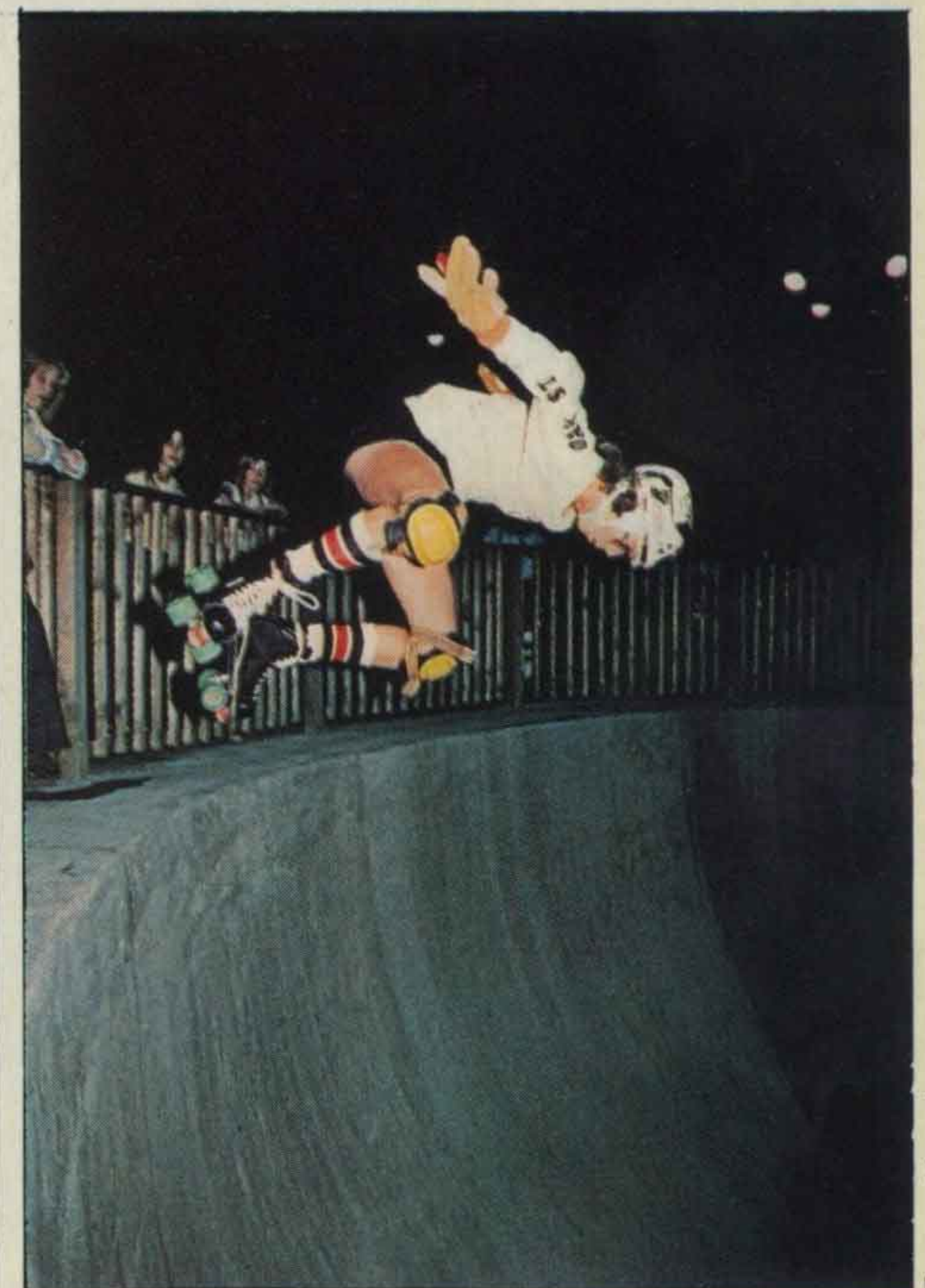
Bruce Hazelton



Jerry Young



Bruce Hazelton



Bruce Hazelton

Top Left: Altic again, plus Oak Streets, at maximum altitude – Cage, Brighton. Top right: Blood flowing above the Runway Bowl. Centre right: Tim Altic – Skatecountry heat explosion. Bottom left: Fred rips the Runway Pool Bowl. Bottom right: nocturnal improvisation – same rider, same location.



tight inversion over the Kona Bowl, San Diego.

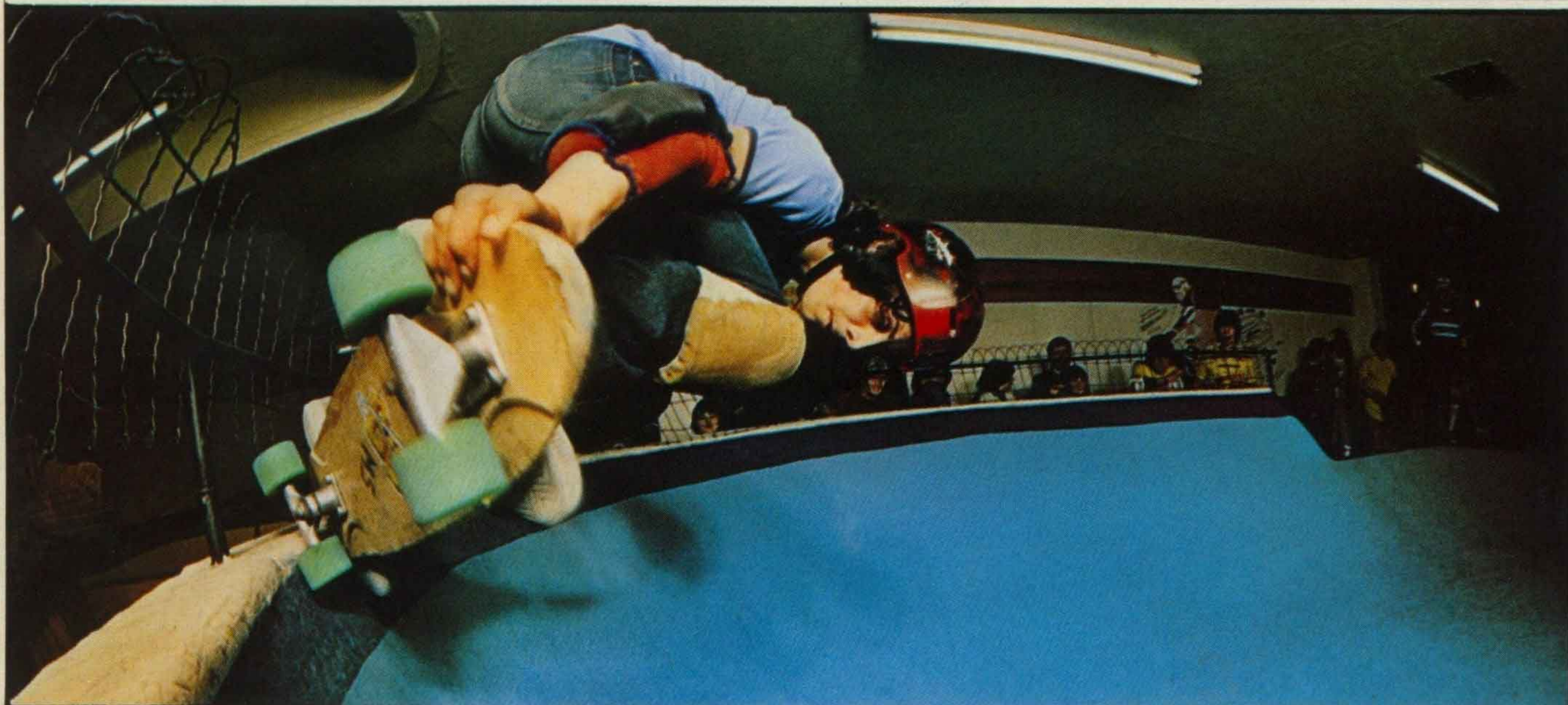
Panther
WHEELS

MARC SINCLAIR

THE SKATEBOARD! INTERVIEW

Perhaps his semi-French parentage has something to do with it. An analysis of the Sinclair character — part serious and part insane — could prove revealing (assuming, of course, that any psychiatrist could stay the course). Marc belies his 15 years.

Living twenty-four stories up in a tower block conveniently sited by Meanwhile Gardens Skatepark, his overriding urge seems to be to make money — and to have fun at the same time. Everything gets turned into a joke. . . even the hallowed Skateboard! interview suffers severely from hysterical laughter punctuation. Apologies to Marc if our strung-together version does him anything less than justice. Maybe it's just the result of his being struck sideways by a heavy dose of that dominating disease, the Meanwhile Madness. Adam Peacock attempts a diagnosis.



Jerry Young



Robert Vente

Top: Gorseinon flashback. . . lip punishing extravagance in the blue bowl. Below: Marc Sinclair time-warps ahead to the Brighton Cage. Aboard the halfpipe Marc feeding the spectators.

Marc, what's your background in skateboarding?

I started in America when I went there for a holiday about two years ago. I was at San Diego Beach in California and I saw a picture in a skateboard magazine — in a surf-shop of a guy doing a handstand. I thought, this looks really good. There weren't many parks around so I started by using the streets.

Were you mainly into freestyle?

No, I wasn't really good enough then, so I just messed around on the pavements doing nothing at all. Then I got back to Britain.

Your first team in this country was Slick willies, wasn't it?

No, Jay-Surf in Wandsworth. We had Max Kirsten and I think, Kadir Guirey as well — and that was it.

I guess that was considered pretty heavy for the time... what sort of skating were you doing?

Tic Tac s (laughter) — seriously! — and kick turning off banks. We were using the Wandsworth Roundabout, the South Bank and the Broadwalk as well. Then I moved along to the Alpine team...there were a lot of problems there. I entered the team on my birthday and I was hoping they'd give me a board. I never got it...they just offered a ten per cent reduction. In fact I never got anything and when I left the Team — owing £30 — they kept on chasing me for it for ages.

Then Slick Willies came along?

Yes, that was a laugh. I stayed about nine months. I had problems there too. One day I was doing a London Weekend Television programme, and I was there from about nine to one...and I got paid £5! That's really bad.

I remember seeing pictures of you in America's 'Wild World of Skateboarding' with an article about skating by the South Bank; you had really short hair. Then I heard that you'd given up skating at one point and joined the Army Cadets. What's the story behind that?

Yea, I joined the Army Cadets for a laugh...had a crop and so on. I gave up skateboarding for about three months...not long really, but it took a while to catch up. I suppose that was all about a year ago.

What made you give it up?

They were too rude! I went into bike riding; scrambling on push bikes — tricycles! —



Marc spills sparks adjusting the circumference of the Kidderminster pool.

Robert Vente



Robert Vente

then I thought I'd go back to skating. They made Mean-while Gardens so I hung around there and just started again.

So now you're on the Benjy-board Team. . .in fact you've been on it since last summer. Do you see yourself sticking, or are there more changes ahead?

No, I like Benjy because he pays you a lot (sounds of greedy chortling) Seriously, it's a great laugh. . .more like a family. It's a big improvement over the other teams I've been in.

So what would you estimate your earnings to be over a year?

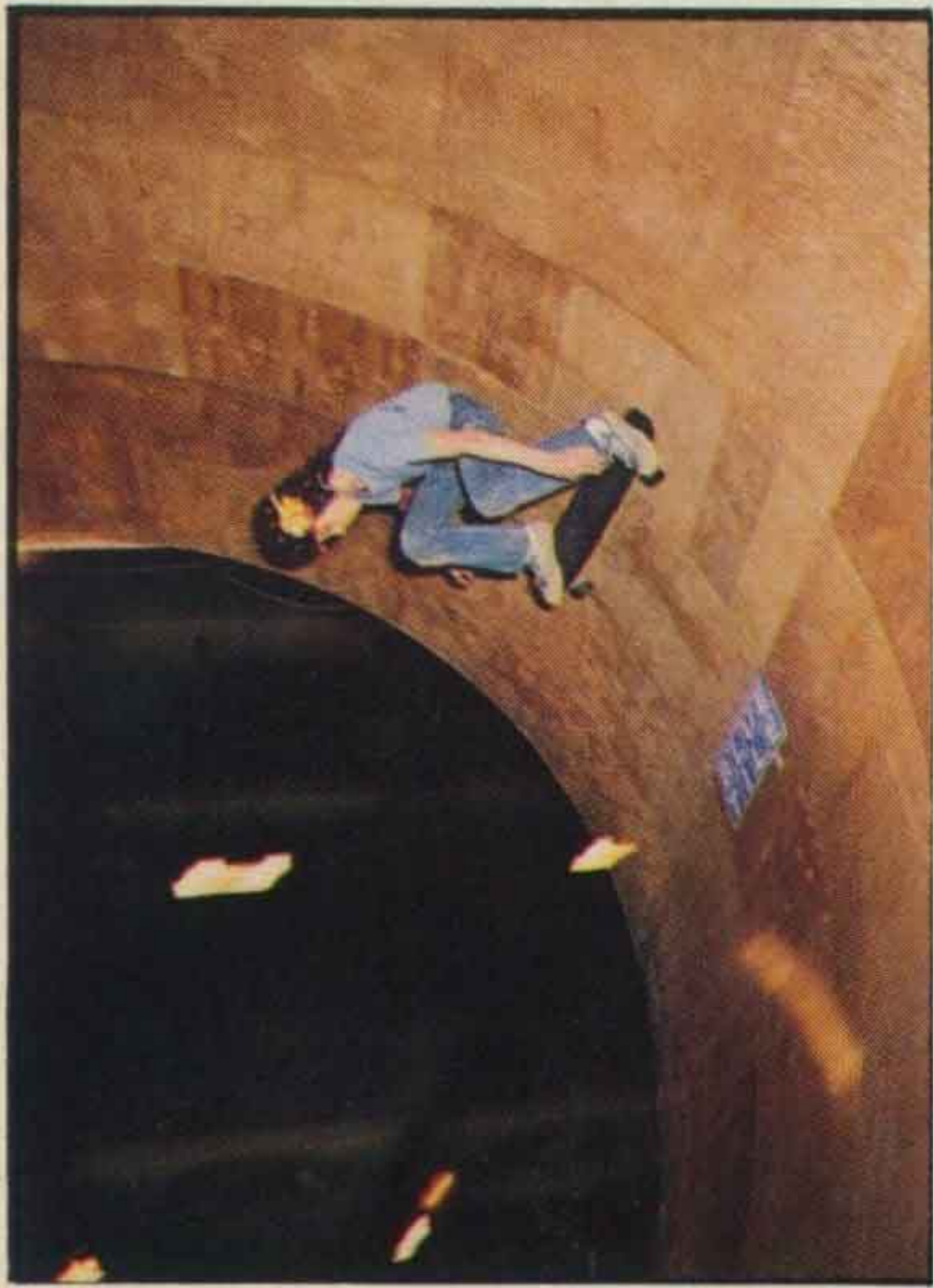
No comment.

Oh well, there goes my big expose of Marc Sinclair's earnings. Let's talk a bit about your freestyle — have you got a routine worked out to your satisfaction?

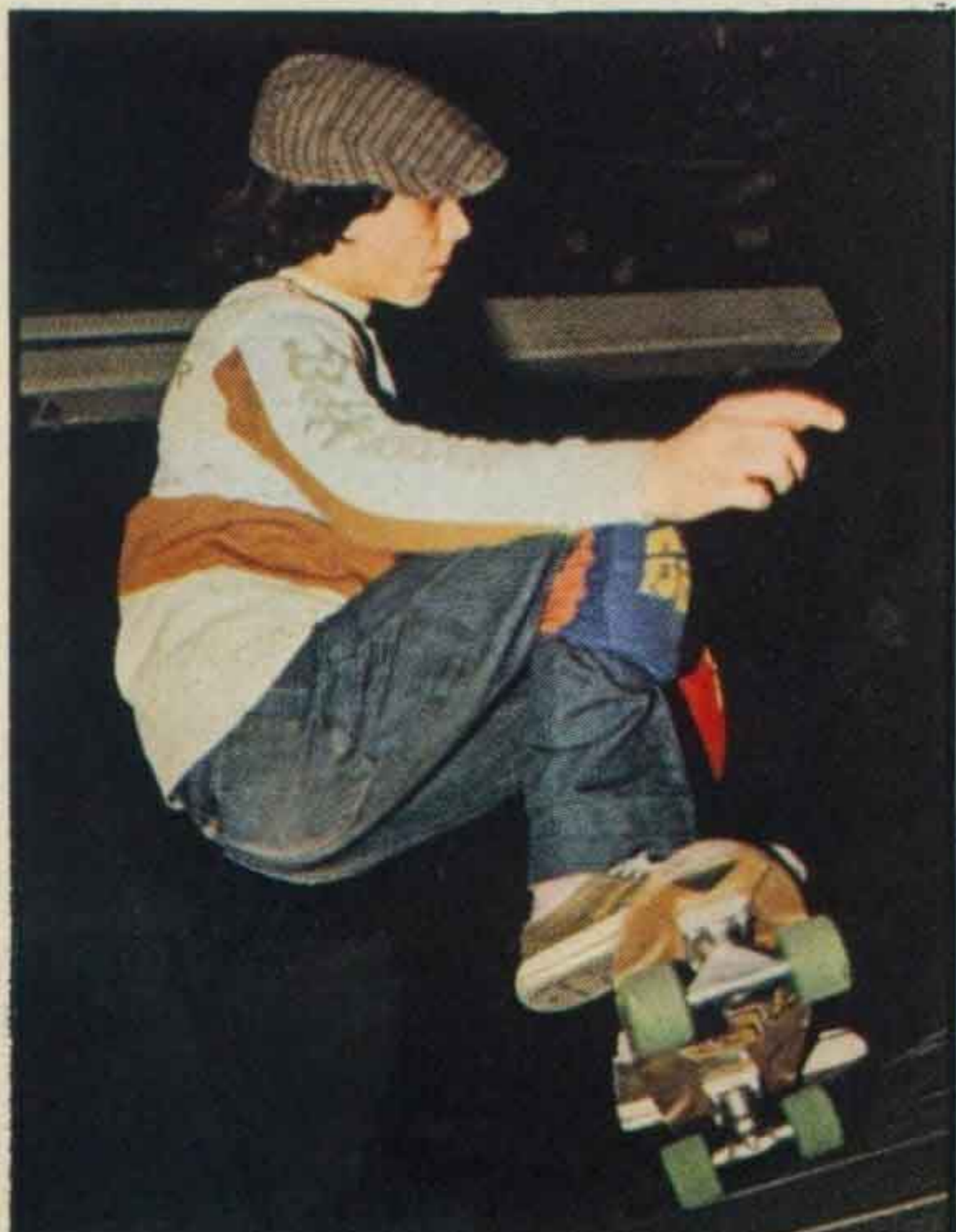
I have to sort out the music — I haven't found the right thing, but I've got all the tricks down okay.

What sort of tricks are they?

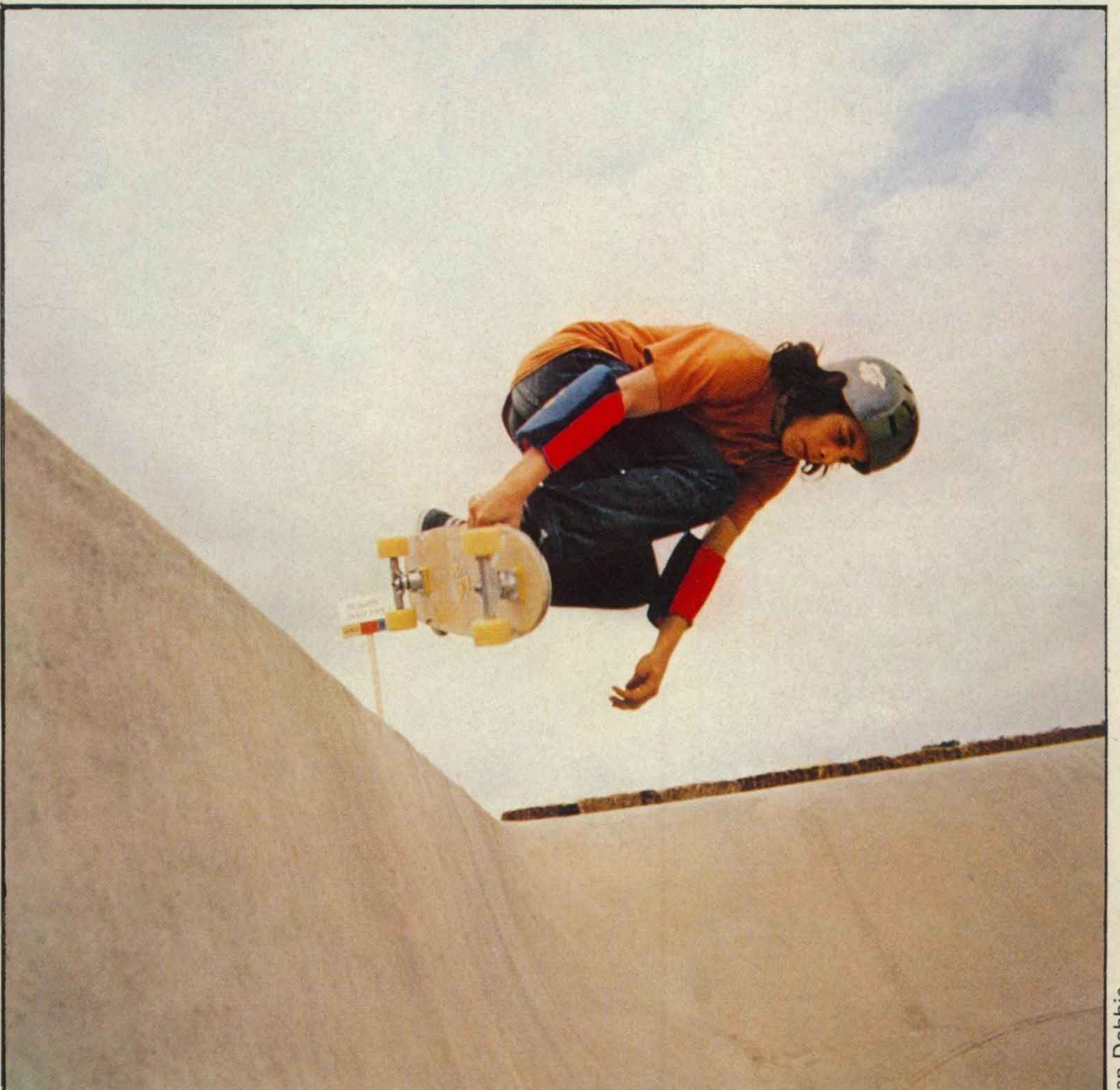
Tic tacs. . .! No, really there's nose wheelie spins, space walks, one foot spins, walking the dog, kickflips, railers and



Jerry Young



Robert Vente



Ian Dobbie

Top: Keeping a backside grip on the overhang — Marc tames the Cage halfpipe. Below left: Insane altitude in the now defunct Blue Tile full pipe. Below that: Marc explaining high profile rampaging at the '77 Bristol Skate Fest. Below right: Up-to-date and fully aerial at Guildford's Skatestar Park.

lots of variations.

Have you got any special tricks up your sleeve?

Hang on, I'll have a look (very old joke). I'm just trying to get together as many tricks as possible. I've invented a few in freestyle and in bank-riding. I've worked out a sort of 180 degree slide — front side and then you pull it up into an aerial.

Generally though, you're known for your work on the vertical — that's how people really think of you.

That's right. I use Meanwhile quite a lot — because I live next to it. That's where I first started to ride banks. To begin with I was doing things like three wheel out kick turns. . .no blocks or anything and 540's on the mellow bank.

Have the tricks in your freestyle routine been influenced by what you've seen in American magazines?

No, I never copy from magazines. Like, when the Americans came over, I just looked at all their tricks and started practising. Sometimes I just sit down and concentrate on thinking up new tricks.

Meanwhile is my testing ground. . .every trick I ever learned, I started off doing at Meanwhile. I learnt blocks on the 'Danger Bank'.

Tell me about 'Meanwhile Madness'?

Oh, it's a thing we've got going. It's a bit like the Dogtown Boys, except we've got the Meanwhile Boys. We reckon we're hard — except we're not really! Actually we go around doing things for the Park — putting banks up and generally improving the place — adding the odd cement here and there. We're thinking about organising a demonstration soon to get some money together. Maybe we'll be able to build a pool or a halfpipe.

What other improvements are you thinking of doing?

Re-surfacing or anything like that?

No resurfacing. . .we've tried some extending by putting up wood, but it always seems to smash down. We need to get a professional in. We treat Meanwhile like it were one of us. Some people think there's a Meanwhile Team. . .there's not really — nobody pays us — we're just a gang.

What other places have you been skating lately. . .is there anywhere else that's good?

Rolling Thunder's not bad. . .it's nice because there's so



"The Kidderminster Pool is great — about the smoothest yet."

many things you can change on to — it's not just one boring pool. I like Skatecircus as well (in Wandsworth). Guildford's pretty good, but it could be improved really easily. Like the pool, the surface is great except for the bottom. Some of the transitions are wrong in the half-pipe as well. The Kidderminster pool is great, about the smoothest yet. It's not the biggest but it works really well. It's probably the best so far.

There's been a lot of parks with plenty of money behind them, yet so many seem to have gone wrong. Where do you see the problems?

They rush it too quickly. They think, if they build a gigantic pool, everybody will come into it. They also don't put enough time into the making of it. And the workmen reckon a little bump here or there won't matter too much, but it does. The best way to improve things would be if all the hot skaters came around and helped construct the park — supervising the workmen and being on site the whole time. Design-wise I'd like to see big and little pools with perfect radii and transitions. The entrances

should be easy to get into. Dish entries are no good. . . you need more speed to carve and do kick turns. Like at Kidderminster, the drop-in was a bit too heavy.

Okay, equipment time, what's to your current liking?

I'm riding the Sablosky model Benjyboard for bankriding — it's not the greatest, but it's good. In fact I've got one of my own coming out soon. It's going to be about the same 9½" in width, but the cutout's going to be different. It'll be really thin on the rails, but strong in the middle, front and tail. It won't be diamond-tailed like Sablosky's and the nose will be a bit more rounded off.

What do you think about all these wide boards that've been coming out. . .are they entirely functional?

What's been happening is people see boards like mine around and they think, ah. . . must bring out a TEN inch wide board. Going with the trend, but exaggerating it. . . it's just going too far. Next thing you know, the surfers will use them! I'd say 9½" was the optimum width for bowlriding.

But a year ago we all said 6½" was the optimum. You don't

think, as the terrain improves, we're gonna just keep getting wider and wider boards?

No I don't. A board about 11" wide you just can't control properly — you'd need more than Ful-tracker width trucks.

What about freestyle, where do you reckon the optimum is there?

Well I'm using a 27" Comp. It's a really nice board for freestyle — and I'm not saying that just because I ride for Benjyboards. Even if I didn't, I'd still pick that board. It's extremely light and it's not fibreglass, so you don't get the rashes off it when you pick it up to do handstands and stuff. And it's really easy to manoeuvre; there's a nice kicktail for spins — really delicate. I use Blazers and Haftracks with it. . .the wheels are really good.

How important do you consider equipment to be for today's riding? You still see guys riding home-made decks with a block of wood for a kicktail and they're really good. Are all these technological advances that important?

Sometimes they go a bit too far. You get trucks that come out with ten rubbers — like the Stroker. They thought that would be a big breakthrough, but it was rubbish. To start with, people thought the Rebound truck was the same. But they didn't give time for the rubbers to loosen up so the whole thing got forgotten. You know I used to have OJ's on Rebounds — and OJ's don't have that good a traction — but the combination really worked well. The only thing is, Rebounds aren't wide enough now, and they're a bit too high. Mind you, if you normally use riser pads, it's okay because you don't have to buy them any more. Another thing that's a bit silly is this two-compound wheel idea. I've even seen the rubber separating from the urethane on these Emotions. And if you use the edges of the wheels, the rubber slows you down. Also, the rubber wears faster than the urethane. . .you end up sliding a lot.

Do you always ride Benjy-board equipment?

Mostly these days. I didn't use to before. . .I didn't think much of the early boards. Now they're much better, so I ride them.

Do you feel that skaters are changing their attitude

towards the sport at all?

Yes, things have changed a lot. Nowadays, pro-skaters wouldn't dream of doing a demo without getting paid for it. Before, they'd have been happy to.

There must be days when you say to yourself — 'I really don't feel like skating, but here I am having to do another demo'. Do you get that feeling?

No, not really. . . all the demos we go on are always a great laugh. I look forward to them. As far as competitions go, well, to be honest I used to be a bit frightened of entering. Now I try to enter without thinking about it too much. I do my freestyle routine just like I'm doing it in the street.

Do you usually enter the three normal events — freestyle, slalom and bowlriding?

Yes, I generally go for everything — except for long and high jump. I've never done them and I never will.

You've got a reputation for going a bit over the top at times. How do you sum up your attitude towards skating?

If I'm asked to do a demo, then I do it — seriously — but I still have a good time. I enjoy myself, but I won't mess anything up.

What's your feeling about 'onions' (gremms — so sad, they make you want to cry. Don't blame me for this one. . . Ed)

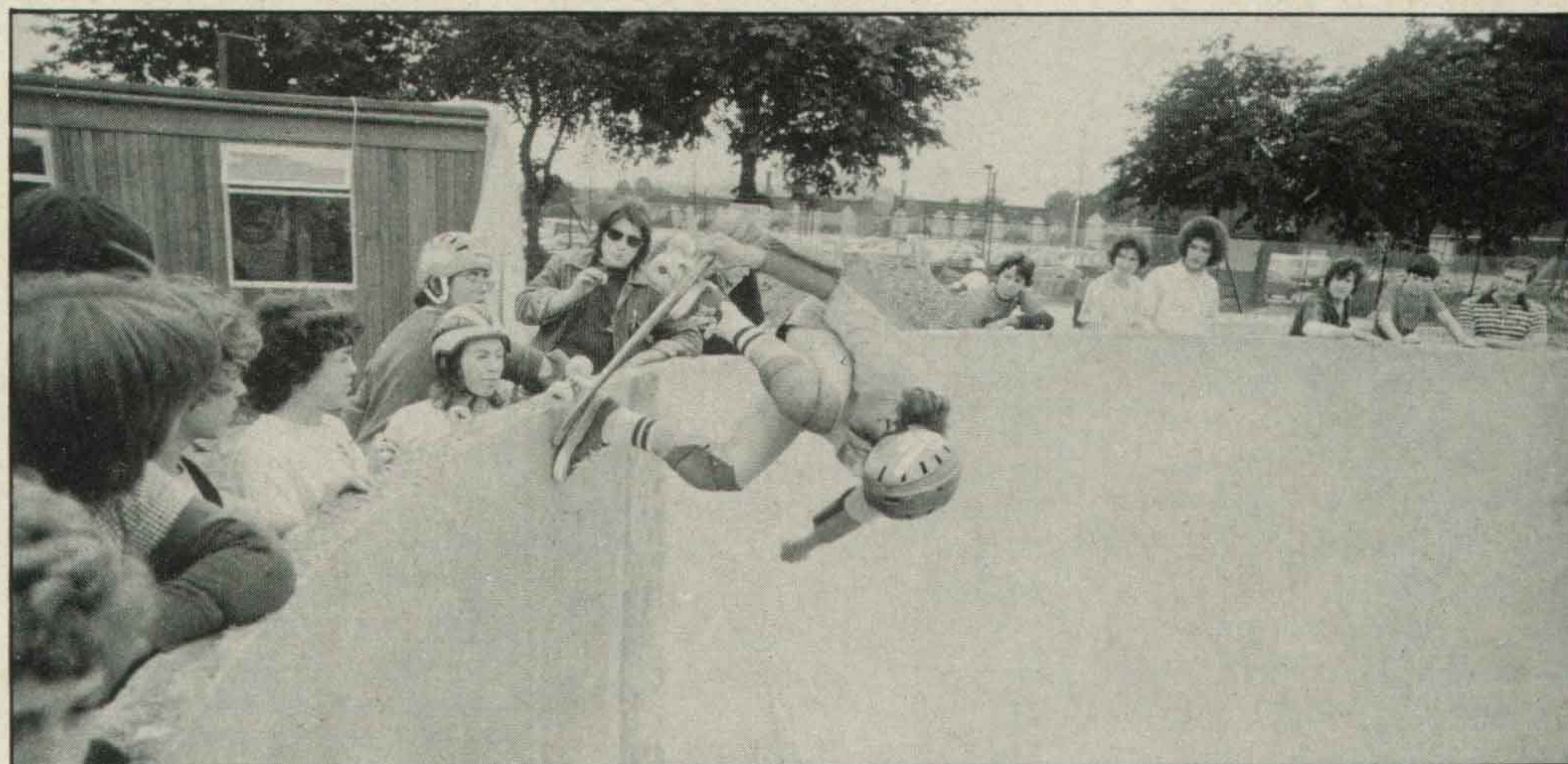
I know most pro-skaters just laugh in their faces when they're asked something. I don't do that, I'll go 'wait a minute, I'll show you how it's done'. That's the only way they'll learn. I don't look at the gremms around my area as though they were a different race. We know each other pretty well.

Marc, you're part-French aren't you?

That's right. . . I was born in London, but I've got a French passport as well as an English one. I used to go to the French Lycee School, but I consider myself English through and through. I'll probably change my French nationality when I get to a certain age, so I don't get called up for the army over there. Sometime in the future, maybe I'll change it back again.

You were in Paris recently . . . did you have a good time there?

Yes, it was really good. . . I skated at the recent Paris show. It was much more organised than the English 'Horti' and there was a lot of money behind it. There were



Top: A Marc Sinclair 'eating-it' outrage — and on Skateboard! expenses too. Bottom: Relaxed, casual efficiency. . . Marc tail blocks it at Harrow's Solid Surf.

some good ramps, plus some American skaters from the Santana Team. One was a pretty hot freestyler, but mostly they were rather average. In fact I'd say the French were more impressed with us. Mind you, Santana's got a good name for themselves so even if they're not doing much, the French still think, 'ooh, they're the Santana guys'. We got known for being a bit of a laugh as well — you know, the crazy English! We had Si Napper, Steve Peters and Kadir Guirey. Jeremy Henderson and John Sablosky were there for a couple of days but they had

to get back for exams. We'd start the show at ten and finish at eight at night. . . then go out till about four in the morning — seven days a week. I was totally knackered!
You were also over in Florida quite recently. . . what did you get up to over there?
I was in Fort Lauderdale and the first place I went to was the 'Solid Surf' Park. That wasn't very good, but we found another that had just been built — I think it's the Concorde Skatepark. It's got a pool, fifteen feet deep with four feet of vertical.
Were you riding with the local Floridians?

Yes, I got to know them pretty well. There was one kid there called Ollie who was hot. I think he's coming over to Britain to do some demos. He was doing cess slides and tiles and everything. He wasn't making any extreme blocks but he had a really good style.
Marc, you've been around the country quite a bit. . . which area has the best riders?
London comes first, but Brighton's coming on. . . they're really not far behind now. It's all down south.
What sort of success have you had so far in competitions?
I was Junior Champion at last year's Crystal Palace. I came



Two ways of caning the Harrow H-pipe. . .above: tight-lip fluidity, below: Perfect VTO.

second in freestyle and won 'Most Stylish Rider' at the Bristol Skate Fest. I'll be entering the big contests that are coming up.

There's a big difference of opinion among skaters as to the relative use of safety gear. What are your opinions?

A good helmet is the most important thing — pads are important too. Less important are silly things like wrist guards. If you fall when you're wearing one and you break a wrist, when the metal bends, it'll just stay in that position. That could make the injury even worse. I don't wear gloves now, either

When the 'fingers' have worn through, sometimes the edge of the hole gets caught up on the truck bolts. You find you can't let go — and you can't jump off the board either. That happened once at Uxbridge, and I fell straight on my head. It's happened so many times now, I just don't wear gloves any more. Anyway, some gloves can be really awkward, and they only protect you from cuts and grazes. Also, when you get to know all the tricks there's really precise things you can do with your fingers (more lunatic laughter).

What sort of injuries have you

had so far?

Just a broken little finger, sprained ankle and water on the elbow — nothing serious.

Do you put that down to wearing safety gear or to just good riding?

Well I always wear safety equipment when I'm doing things that are hard to do — when I'm riding high banks and so on. I hardly ever use anything at Meanwhile. . .I'm so used to the place I know how to fall there.

A lot of kids have been letting their education slide so as to concentrate totally on skateboarding. How do you see the future for them?

They'll be left with no O-levels . . .no anything, so what can you say. I'll be doing some O's. . .I won't be doing A's because I'm too thick! If ever I stop skating I'd like to have my own business, making boards perhaps. It's better than working for somebody else. Maybe I'll take over Benjyboards!

How about films. . .I hear you're in one that's coming out pretty soon?

Yes, it was shot at Meanwhile Gardens. They came and took film of all the gremlins — you know it was raining and nobody was making it. Then all of a sudden the rain stops and they kick over to me and I'm making everything.

They've put music to it and it should be quite good. Only trouble is, the stuff I was doing might look a bit dated now. I haven't seen the final thing yet.

When do you plan to leave school and what will you be doing after that?

I'll be leaving next year and skating full time. I'll be trying to make as much money as I can, while I can. It's bound to end sometime and when it does, I'll want some money in the bank.

Marc, you skate mostly with what's known now as the Meanwhile Boys. Who are they?

There's nobody there you'd really know — just the local kids — and good friends of mine. I couldn't really understand that letter in issue eleven. For a start, John Sablosky, Danny Acton-Bond and Kadir Guirey are not really part of the Meanwhile gang. But there are some really hot skaters there, they've got so used to the place they can really turn it on. Actually we're supposed to be arranging a contest between the South Bank Boys and the Meanwhile Boys sometime soon. They'll lose of course — Meanwhile Madness dominates! It's good the way it's all happening there. We've sprayed Meanwhile all over the place and told everybody about Meanwhile Madness. A lot of it's thanks to you, of course, for putting it in the magazine.

Who do you really rate as riders in this country?

I don't know. . .it's hard for me to say. There's always people up and coming and, anyway, everybody has their own opinion. There's lots of good people, so I don't want to pinpoint one in particular.

CONTEST PLANNING AND CONTROL

PART 1

CLUB LEVEL

CHOICE OF SITE

A summer comp is best — on fine days, outdoor sites have so much more to offer. A place that includes indoor facilities as well is even better, but these are hard to find. Unfortunately, people tend not to let you use indoor halls in case surfaces get ruined. I know of one club that covered the floor with thin plywood sheets, but that works out expensive.

Start your search by looking at local school and sports centre grounds. They'll have many amenities laid on and it's often easy to get permission to use them. Take some of your hottest skaters with you to test the surface. A bumpy freestyle area or a speed/slalom course with not enough gradient can ruin the big day. You will never get everything perfect, but bear in mind that the Skateboard Associations suggest at least 12 square metres for a freestyle area and 30 metres for a speed/slalom course. If you really cannot get a school playground or sports centre then look at council car parks with good surfaces — it's sometimes possible to get permission to use them. When you have picked your spot, visualise where you are going to put: cars, people, snack bar, toilets, first aid, trophies, public address, entry table and so on.

PUBLICITY

Once you have permission to use the chosen site, check that the day you want is free; Sundays are best for obvious reasons. Make sure there are no other comps running in the area on the same day. If everything's favourable, then is the moment to tell as many people as possible: Local radio and TV, local papers, local skateboard dealers and the skateboard press (who may need at least 8 weeks notice in order to publish in time). Get some artistic skater to make some rad posters for

Any local skateboard club will want to organise at least one good competition for its members. . .if only to raise money for that elusive concrete fullpipe. Contests are fun, providing they're run properly. In the past, far too many have suffered badly from inadequate planning, a lack of knowledge and lamentable judging. Hopefully, what follows may help cure just a few of the ills. Our writer is Melanie Lyons, a leading lady with the South Coast Skateboard Association and survivor of many a Brighton contest.

the local pro shop and, if funds allow, get some handbills printed. Don't forget to invite the press and photographer on the day (they may need some persuading to come out on a weekend). In your advertising, state clearly the position weather-wise. . . if it's wet, is or is not the day wiped out?

ENTRY FORMS

If you are lucky enough to be included as a fringe event in a big local festival, then you may be able to save time and expense by making use of the official programme. Also, you should try getting the local rag to print your entry form under 'forthcoming attractions'. If you cannot swing either of these, you'll just have to get them printed, along with your handbills. . . it's cheapest to use a duplicator. Circulate them in schools, libraries, youth clubs, skate shops and via your newsletter if you have one.

Decide what events you want; speed, slalom and freestyle are good standards — with a team shunt or rampage as crowd pleasers if time permits. The entry form should contain/ask for the following details: name, address, age, team, entry fee, when, where, prizes, age groups, info on insurance (check with relevant Skateboard Associations), definition of amateur status, safety gear required, where to get a copy of the rules and what form of recorded music to

bring in for the freestyle — tape or disc). Returning to the thorny old question of 'amateur status', there's no final ruling on this as yet. Going by what other sports say, I'd suggest an amateur is someone who doesn't earn money from skating and who hasn't received any one contest prize that exceeds £25 in value. Remember though, this is only a suggestion.

PRIZES

Local shops will often give prizes and big firms may even donate an annual shield. Because of the 'amateur status' situation, big money prizes should be avoided. A London company called Bob Walker sports make great skateboard trophies, but cups and medals are rad too. Kids like to see what they're competing for. If you put them on show remember to think about security.

PRESENTATION

Try to get a celebrity skater or a local dignitary (preferably one to whom the skaters can relate), to do the honours. Make sure the prizes are given out immediately after the last event. There's nothing worse than everyone having to hang around waiting for the prize-giving to begin.

SPECTATORS

If there are lots of yellow lines on the roads surrounding your site, you'll have to provide a clearly marked

car parking area. . . maybe a spare field or playground. The borders around the freestyle and speed/slalom course must be firmly roped off and marshalled — people continually try to creep forward for a better view.

CATERING & OTHER FACILITIES

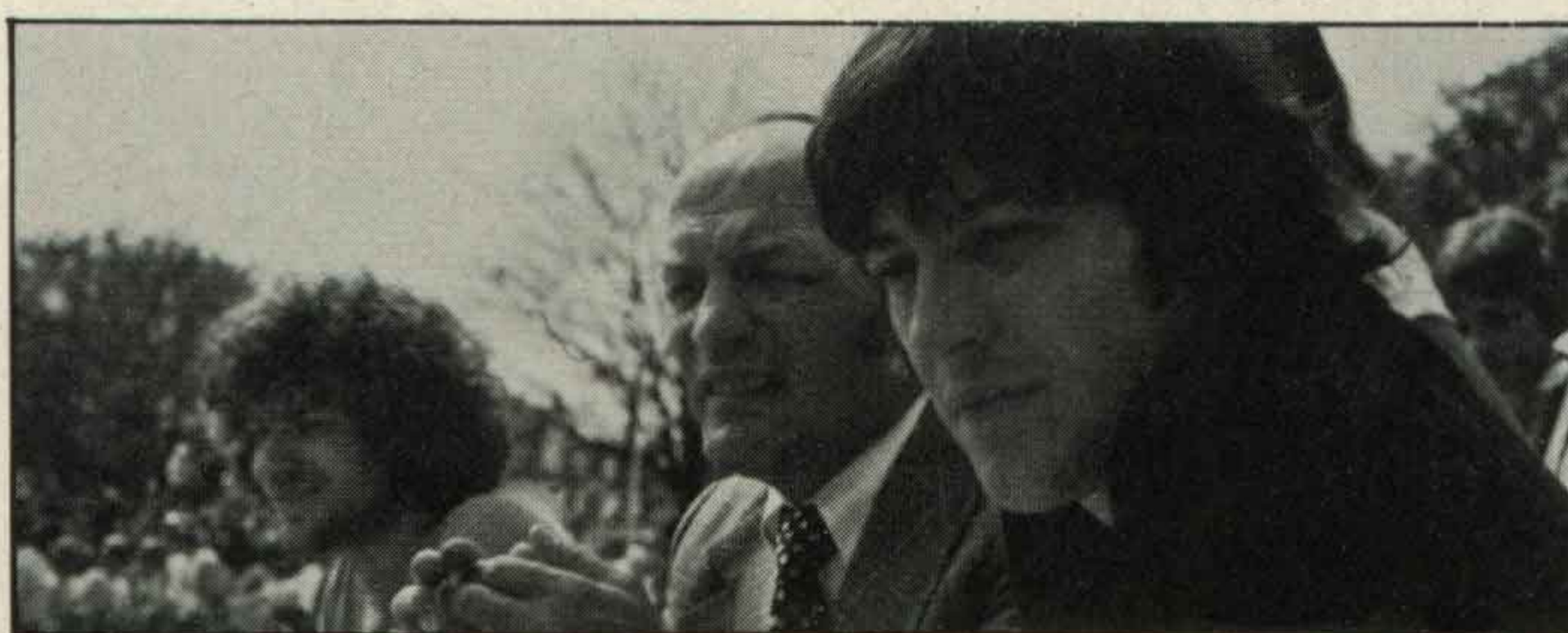
You must provide some sort of food. You cannot expect anyone to have a good sporting day without sustenance, least of all the skaters. If the school or sports centre people offer to open their canteen and run it, that's marvellous. If not, do-it-yourself with a 'cash and carry' card, helping hands, crisps, cokes and hot dogs. If there are no kitchen facilities at all, then set up a trestle table and serve cold drinks and snacks. If the worst comes to the worst, contact a mobile ice cream/hot-dog/soft drinks van and ask him to park nearby.

Toilets should ideally be on site. If there are not any public ones within rushing distance, then you'll have to hire 'portaloos' (see yellow pages).

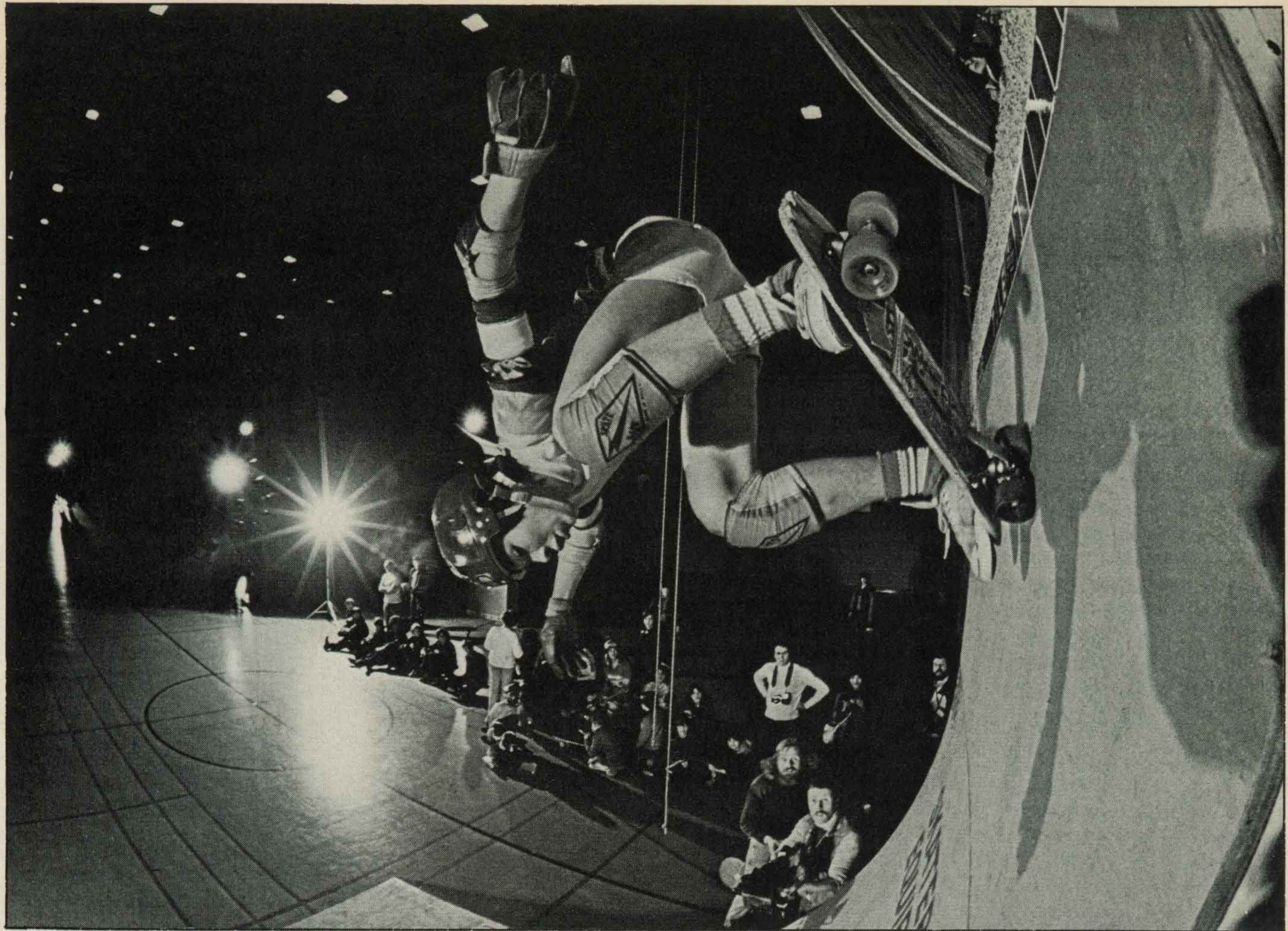
The Red Cross or St. John's Ambulance will be only too pleased to come along and stand by with the essential *first aid facilities*. Several of their members will stay all day and all they ask is a donation — which I suggest be not less than £5.

Next, a dirty word. . . *litter*. Right from the start of the day make sure at least six people know that it's their job at the end of the event to clear up. Bring your own brooms and plastic sacks, even if there are bins on site. There is nothing worse than being lumbered with sweeping up the rubbish, just as you were thinking it was going home time.

An effective *public address system* is a must for a smooth-running show and good spectator relationship. If the crowd doesn't know what's going on it'll just drift away. If you're without a handy friend with the knowledge and equipment to set this up, you can usually hire a local DJ quite cheaply. He'll have the mikes and music system you need. He may want to view the site beforehand in order to work out positioning



Judging at the '77 amateur champs at Wickstead. From left: Steve Kane, Henry Cooper and Pete Christopherson.



Jerry Young

The '77 Sobell Rampage (London) was a classic example of a contest lacking even the most minimally efficient organisation. John Turnbull wins the senior ramp-riding event.

of speakers. It's worth doing . . . there's nothing worse than a scratchy P.A.

Find yourself a skate expert with the gift of the gab and suddenly you'll have a *compere/announcer/commentator*. Keep him well supplied with copies of all the entry and event sheets, a time schedule, resumes on the judges and major competitors and lots of skate info for 'filling in' time. He'll need two *runners* assigned to him so there's no delay in broadcasting results. One of these should also write the results up on a blackboard.

Remember, if there are sixty freestyle entrants at 1½ minutes each routine, that's 1½ hours to watch. You need a good commentator to talk the crowd through each trick — and plenty of music. Obviously if a skater requests you don't talk through his routine — that's fair — it may put him off.

THE CHECK-IN

If things are due to start at 10am, then arrange the check-in for 9am. Then there's the question of accepting late entries. I suggest, that for a local comp, you do accept them. . . there shouldn't be

too many. The kids are so keen they're usually there practising from the crack of dawn. Divide a trestle table into age-group sections, with one person assigned to each. Tell the entrants to queue in front of their relevant section. The Associations recommend groupings of 10 years and under, 11-13, 14-16 and 17 and over. The ruling seems pretty controversial and most organisers end up by adjusting to suit local conditions. If you get enough entries, lay on separate events for the girls. Otherwise, particularly in freestyle, I see no harm in mixing the sexes. As each skater gives in an entry form, put his name on the correct event sheet and give him a number and a copy of the day's major rules (including some sort of protest procedure).

A supply of carbon paper will come in useful because for each event you'll need an entry list for the starter, timer, announcer, Clerk of the Course (the overall person in charge of events) and in freestyle, the judges. Each entrant needs to be given a number, written with black felt tip on white paper, to be held on by two safety pins.

You should have a pad of 150 of these ready — that's probably all the competitors you'll be able to handle in one day.

SAFETY CHECKS

As each entrant is checked in, he or she should go straight to the safety check table. Someone there should make sure the skater has the correct safety gear, or the use of. It's a good idea to have some spare sets available for borrowing. Check Association rules for fuller details. It's also worthwhile having another person look over skater's equipment. . . ensure all the truck nuts are in place and tight and that no sharp edges or splinters can be found. Have spanners, nuts, etc on hand for on-the-spot repairs. When a skater has passed the test, stamp his board and wrist with a rubber 'checked' stamp that will be easily visible to the *'muster marshall'* during the pre-event checks.

PEOPLE AND EQUIPMENT

You'll need a dedicated *Clerk of the course* who is good at quick decisions and is well up on the rules. His decision will be final on all things. He will

hold master copies of all the results and will decide who goes through to the heats or finals (usually the top third). He will also work out the final, overall winners using the points system laid out by the Associations. Finally he will act as arbitrator in times of protest.

A *'Muster Marshall'* is useful to get competitors to the start in good time (a megaphone is handy if the P.A. is busy). He should ensure that all are wearing the appropriate safety gear and that boards and wrists have been stamped. It's a good idea to remind each competitor of certain essential rules. . . eg, that a whistle will be blown to signify 30 seconds to go in a freestyle routine.

Starters. If you haven't got electronic start and finish gates for speed and slalom, put the entrant on a start line, 5 metres behind the timing line. As his front truck crosses the timing line, the starter puts his arm down and blows a whistle. This is tried and true. Start guns frighten the life out of everyone and flags put them off.

The *timers* should start watches as soon as they see

GOING-FOR-IT

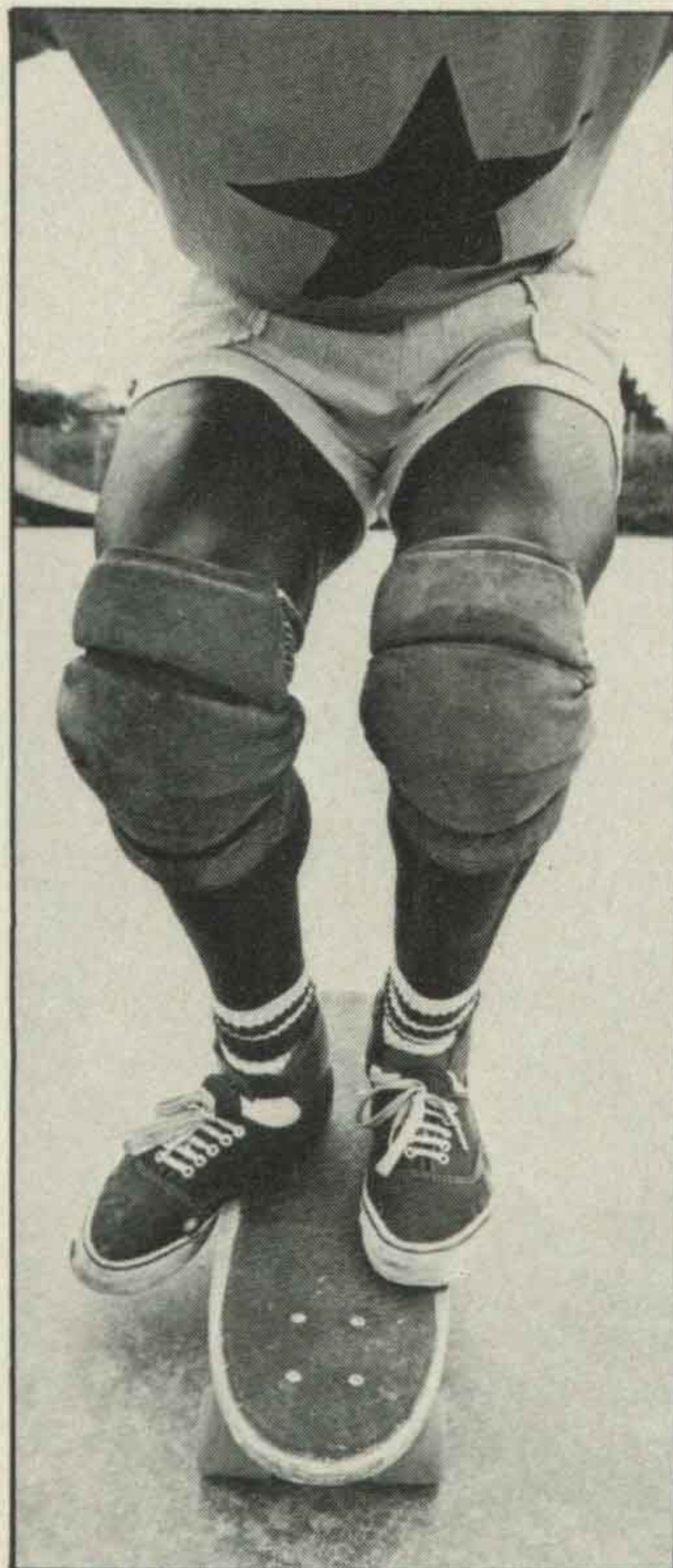
This month, and for the next issue or two, we're hanging our pro's tuition on kickflips — plus variations — courtesy of Clive Manderson. Right here, we're taking a two-way look at the regular kickflip. Judging by correspondence, there's quite a few skaters who still haven't got the manoeuvre entirely straightened out. This should answer most of the questions. Even if you feel confident in your kickflipping, you'll probably still find some useful points here to think about.

Stage 1: You're standing in the middle of the board. The side of the foot that you're going to flip with should be hooked under the rail. The heel is firmly stationed above the rail. Make sure you're getting a good grip. . . it should feel like you're able to pull the board up with you. Remember to stand with feet more or less parallel, knees bent, ready for pushing upwards.

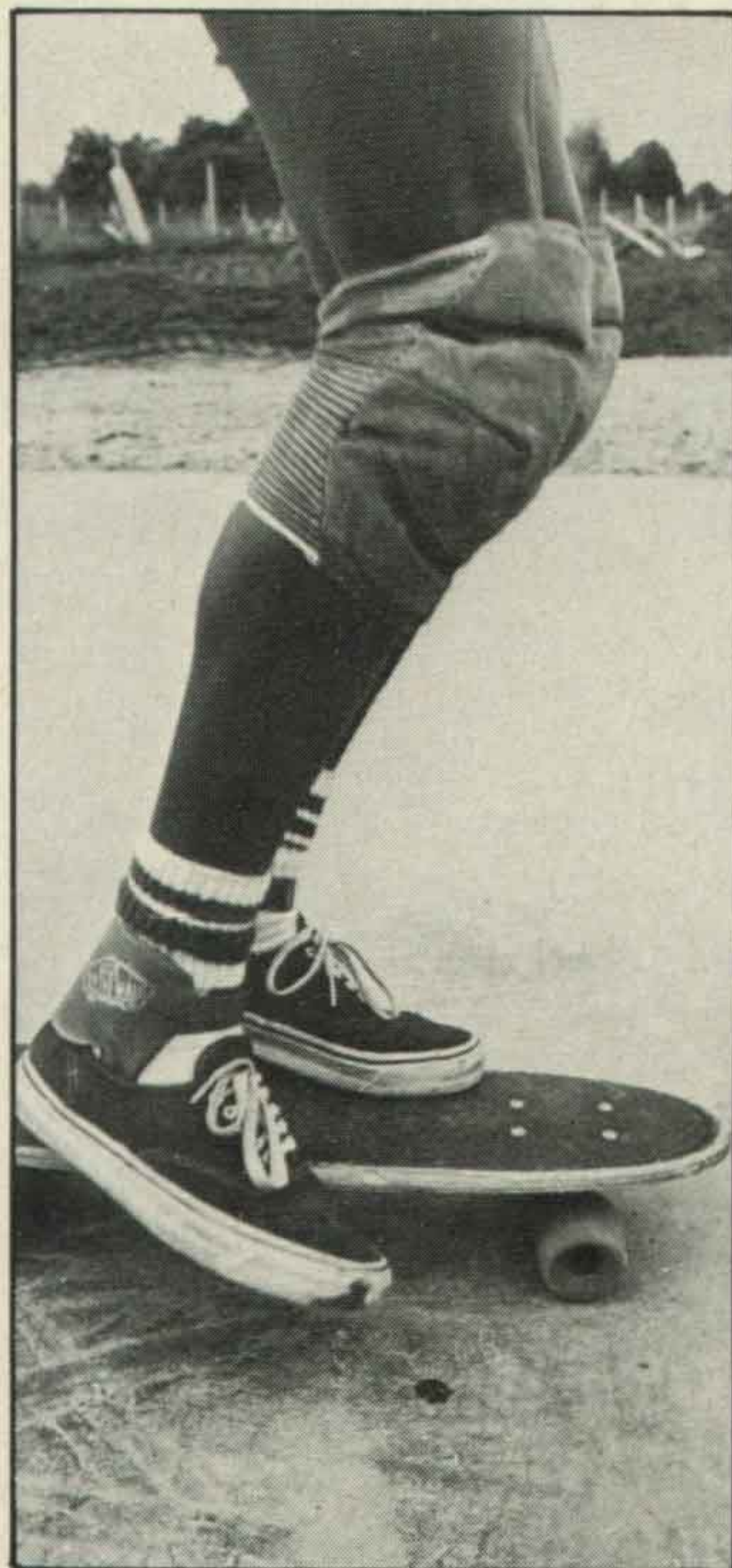
Stage 2: As you un-bend your knees and you're jumping, the foot that's hooking under the rail leaves the board last. That foot flicks the board by pulling it sideways. . . you're jumping upwards, and a little to one side. So if your right foot's doing the flipping, you jump to the left. As you jump, the feeling is that you're pulling the board with you, with the hooking foot.

Stage 3: Remember to keep looking at the board the whole way over. You've got to be able to time how long the board's going to take to do the complete flip. To a large extent, what tells you this is the amount of 'flick' you've applied. In other words, you can do slow and fast kickflips. Only you will know how fast the board is travelling and how quick the flip's going to be. With lots of practice and experience, a skater can actually calculate what's going on in mid-flip and make any necessary timing adjustments.

Stage 4: Now this is mid-flip. . . the board's just about completely upside down. This is the highest point you'll get,

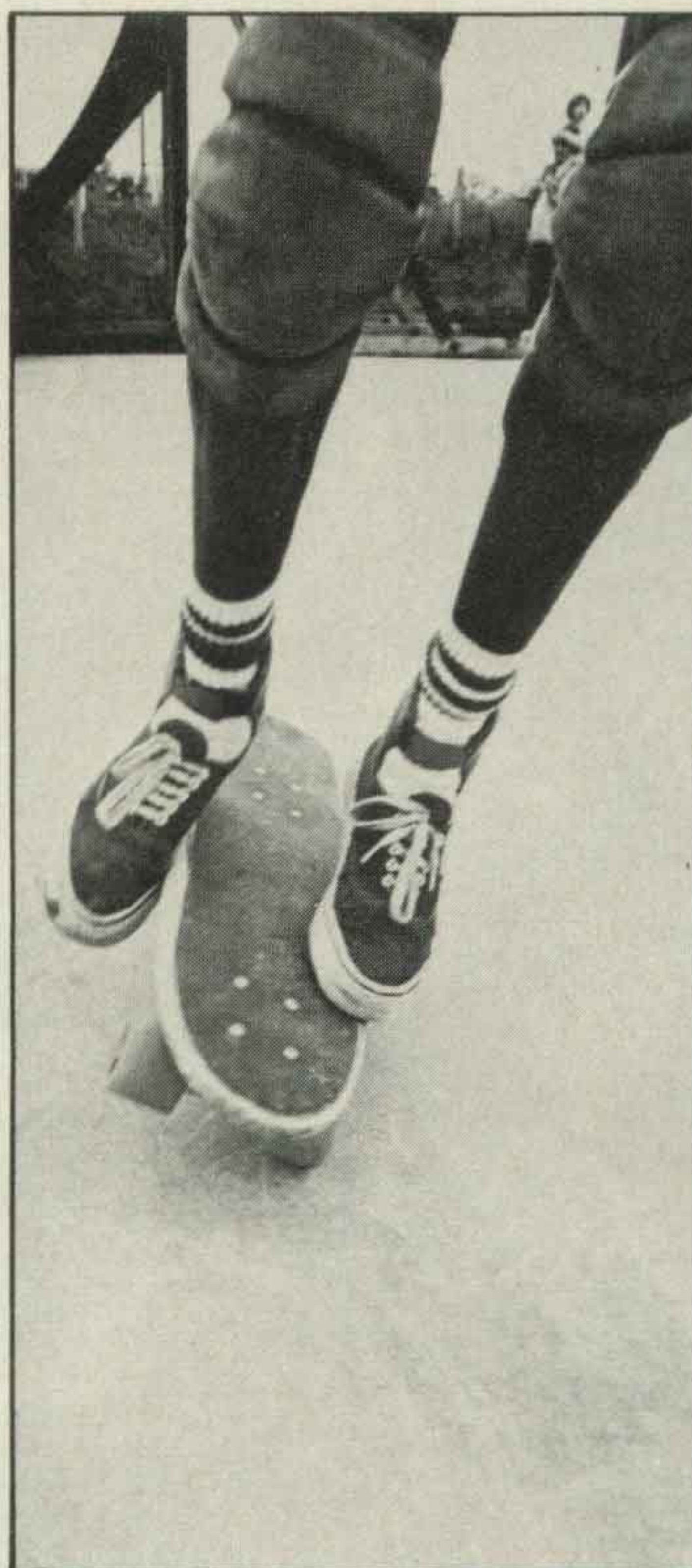


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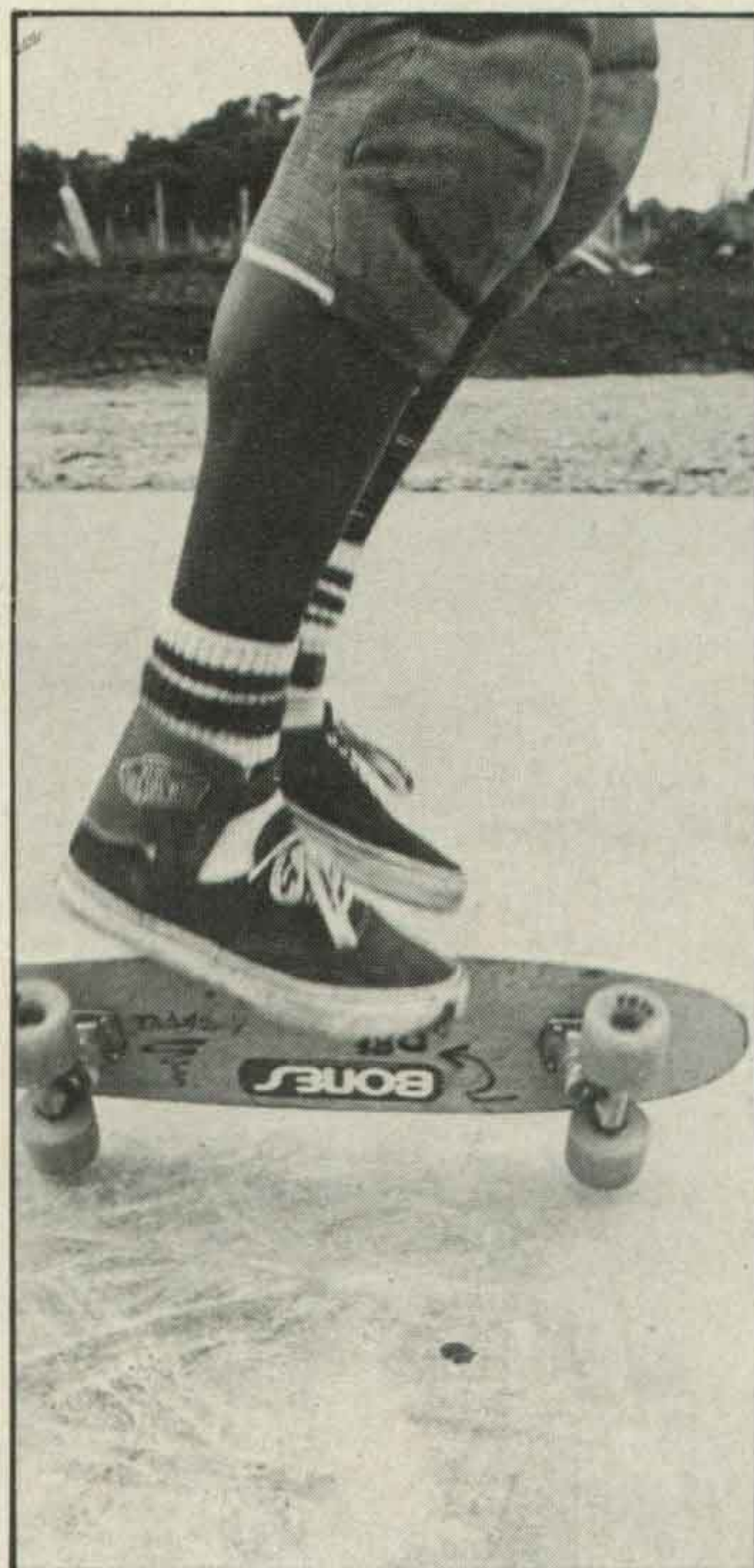


so time now to start getting the feet in position for coming down.

Stage 5: Heading towards the landing. The board's about three-quarters of the way over. Remember to still keep looking at it all the time. . . you've got to be certain it's going to land on its



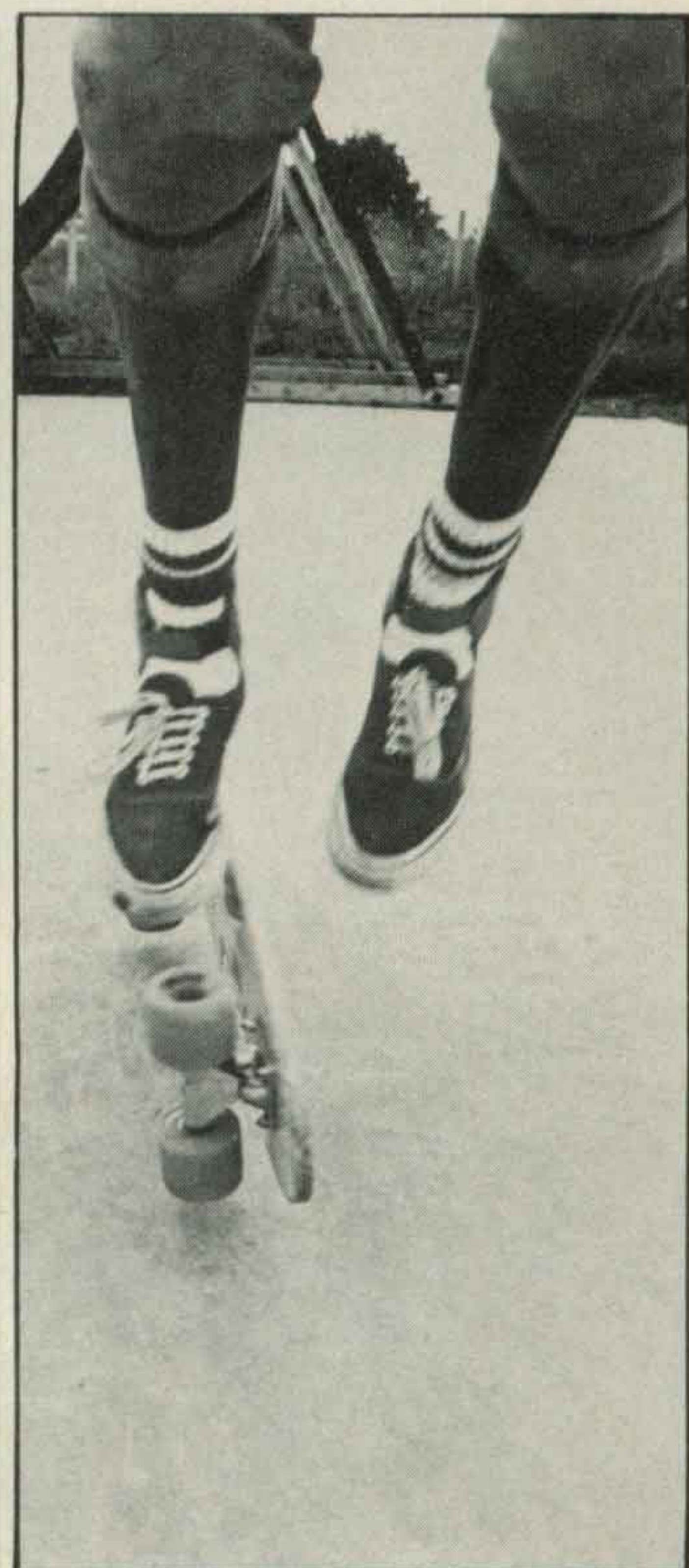
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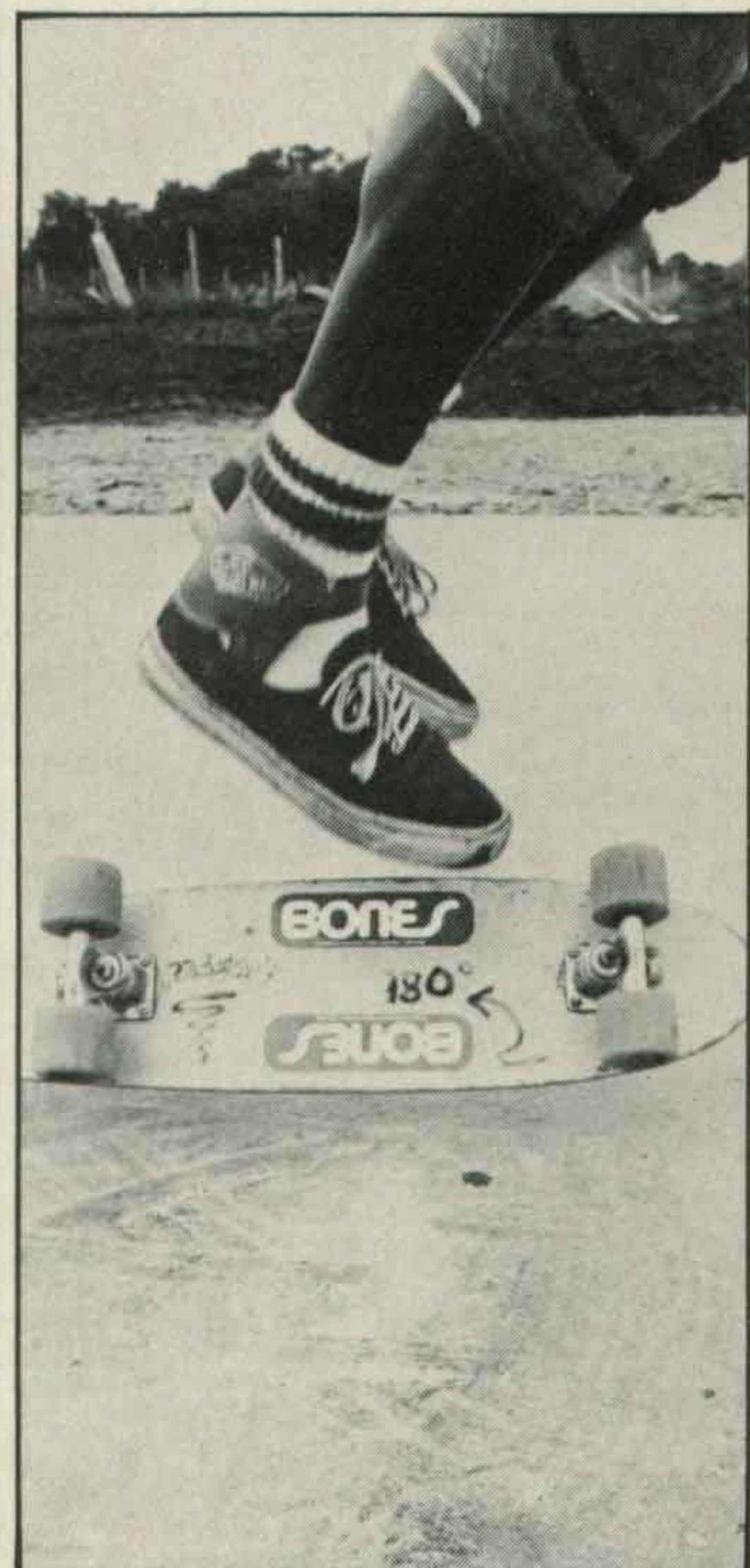
wheels.

Stage 6: The board's just about down and your feet are near to making contact with the deck. Spread your feet a little to help hold your balance after landing.

Stage 7: You're down! I reckon it's best to try and land both feet at the same

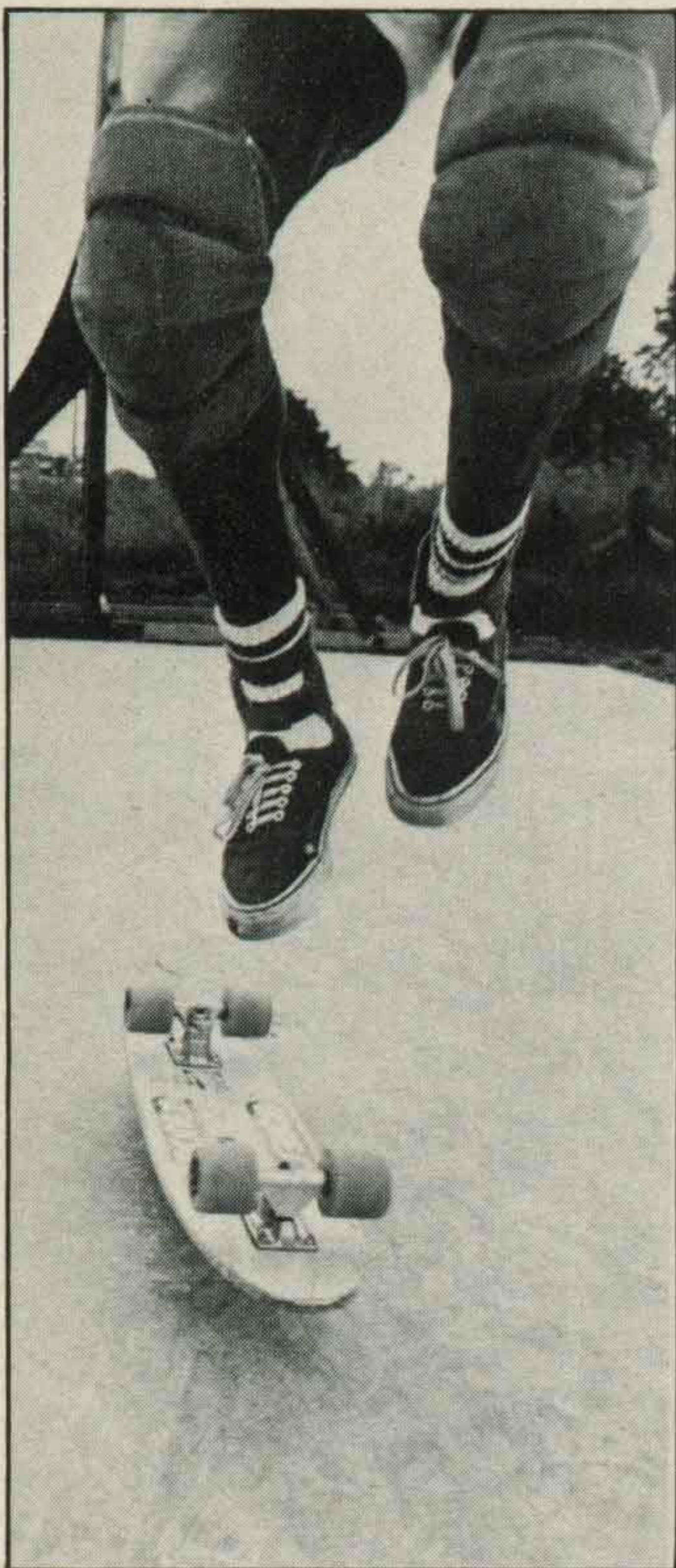


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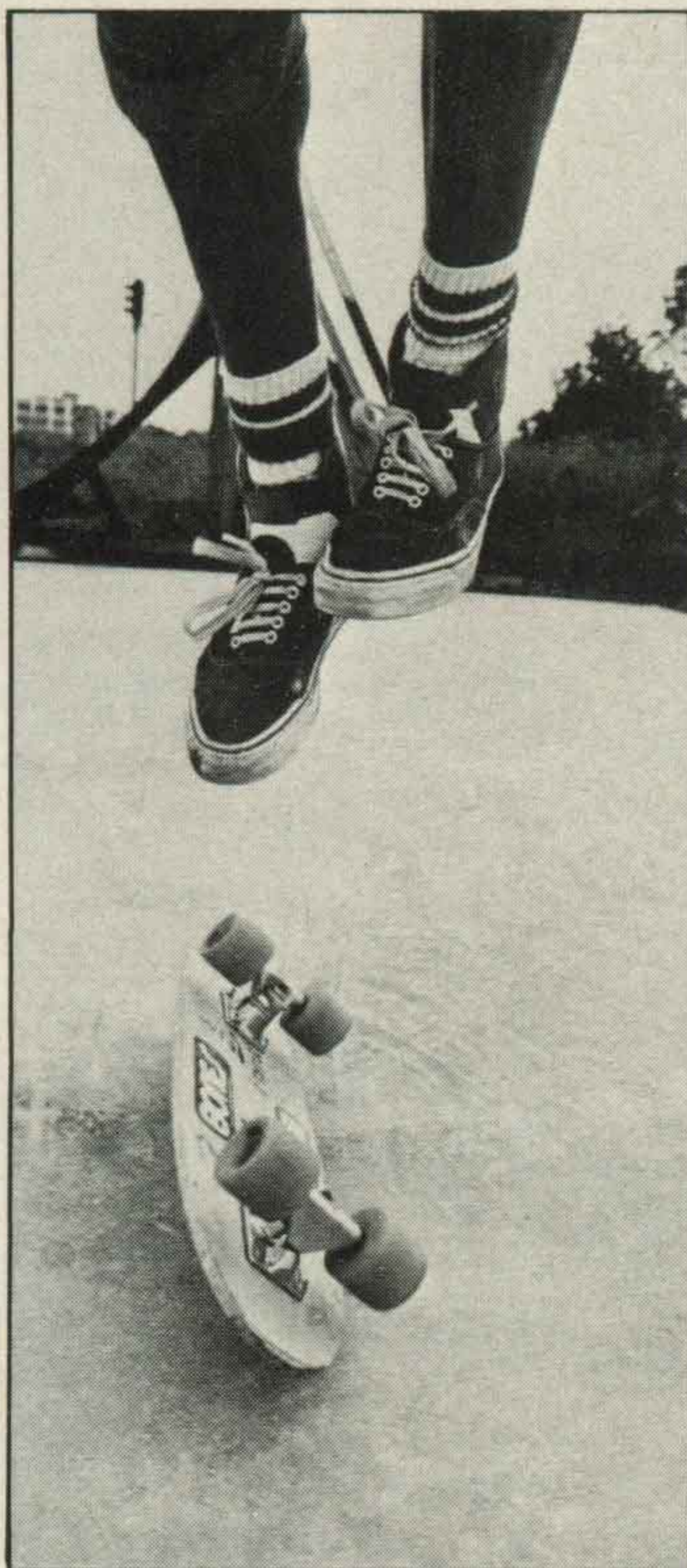


time — though it probably doesn't matter too much if one's slightly ahead of the other. You absorb the shock of landing with the knees so have them bent a little as you descend, ready for impact.

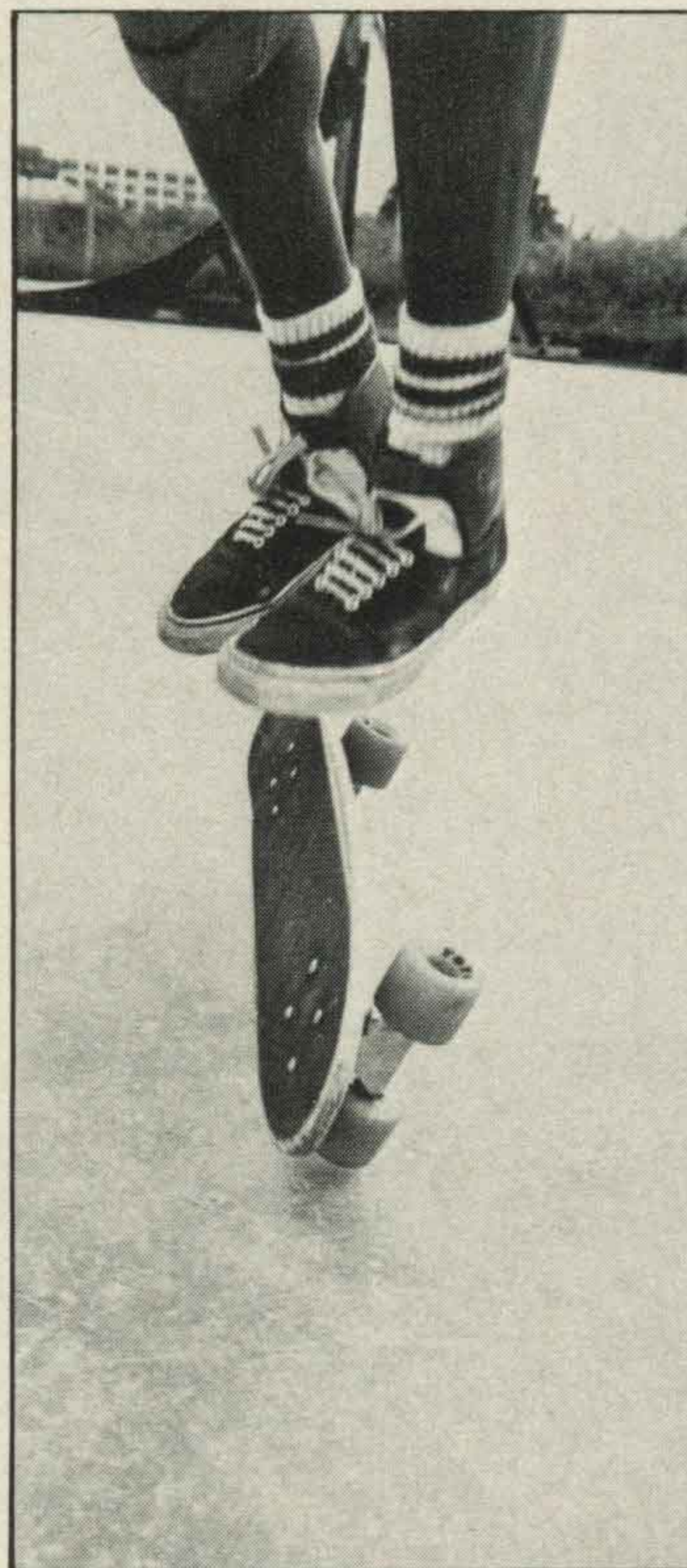
There are some common problems. Sometimes skaters don't flip the board enough



4



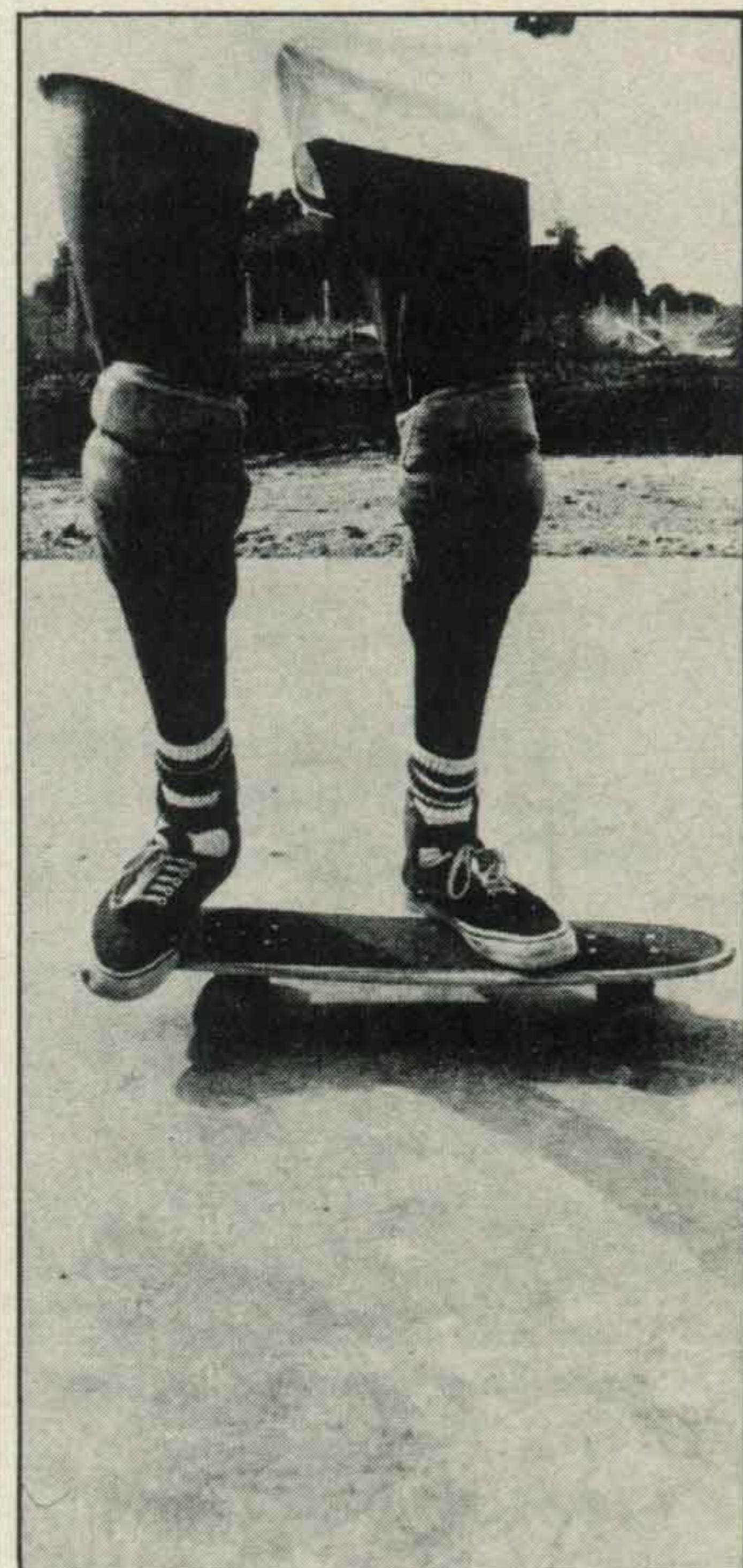
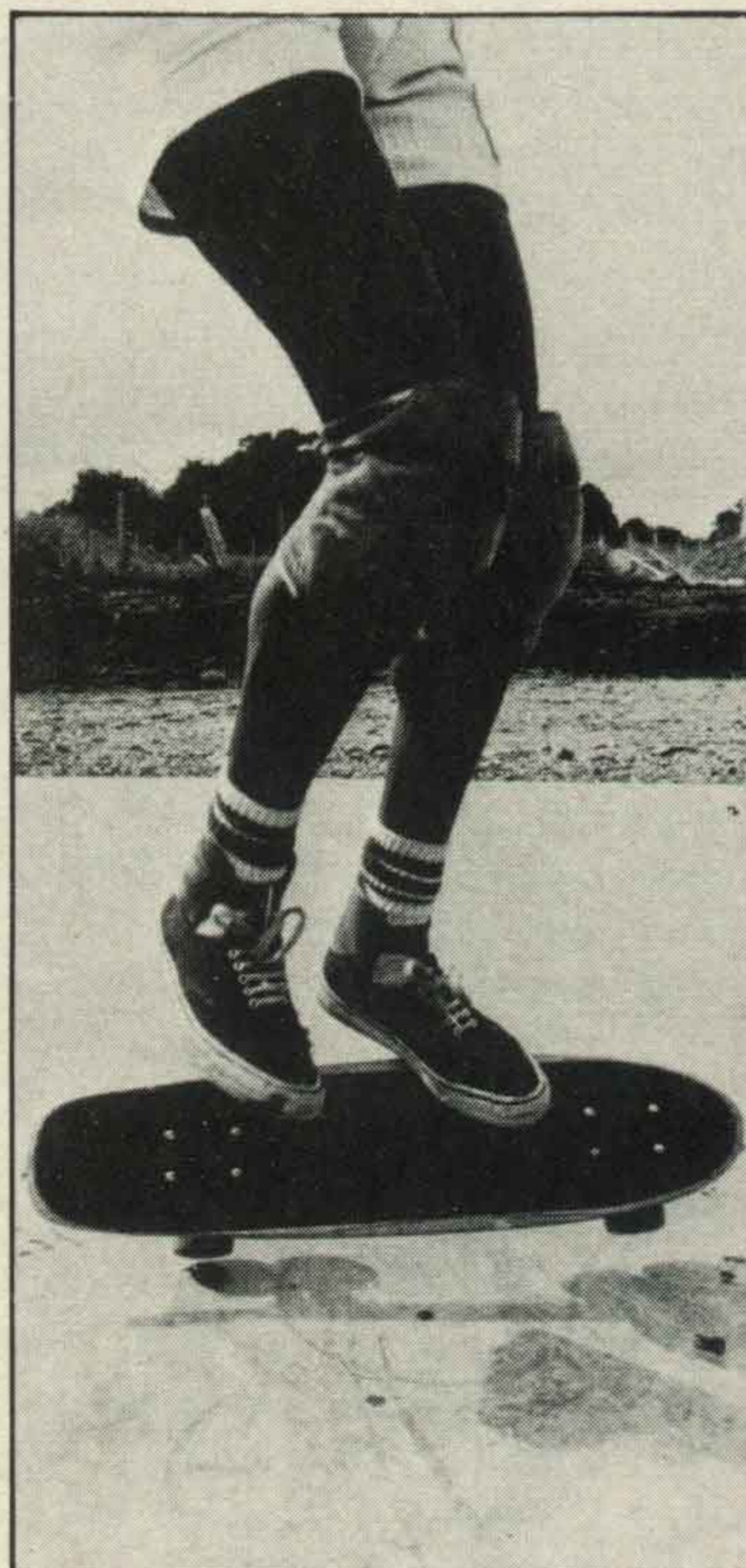
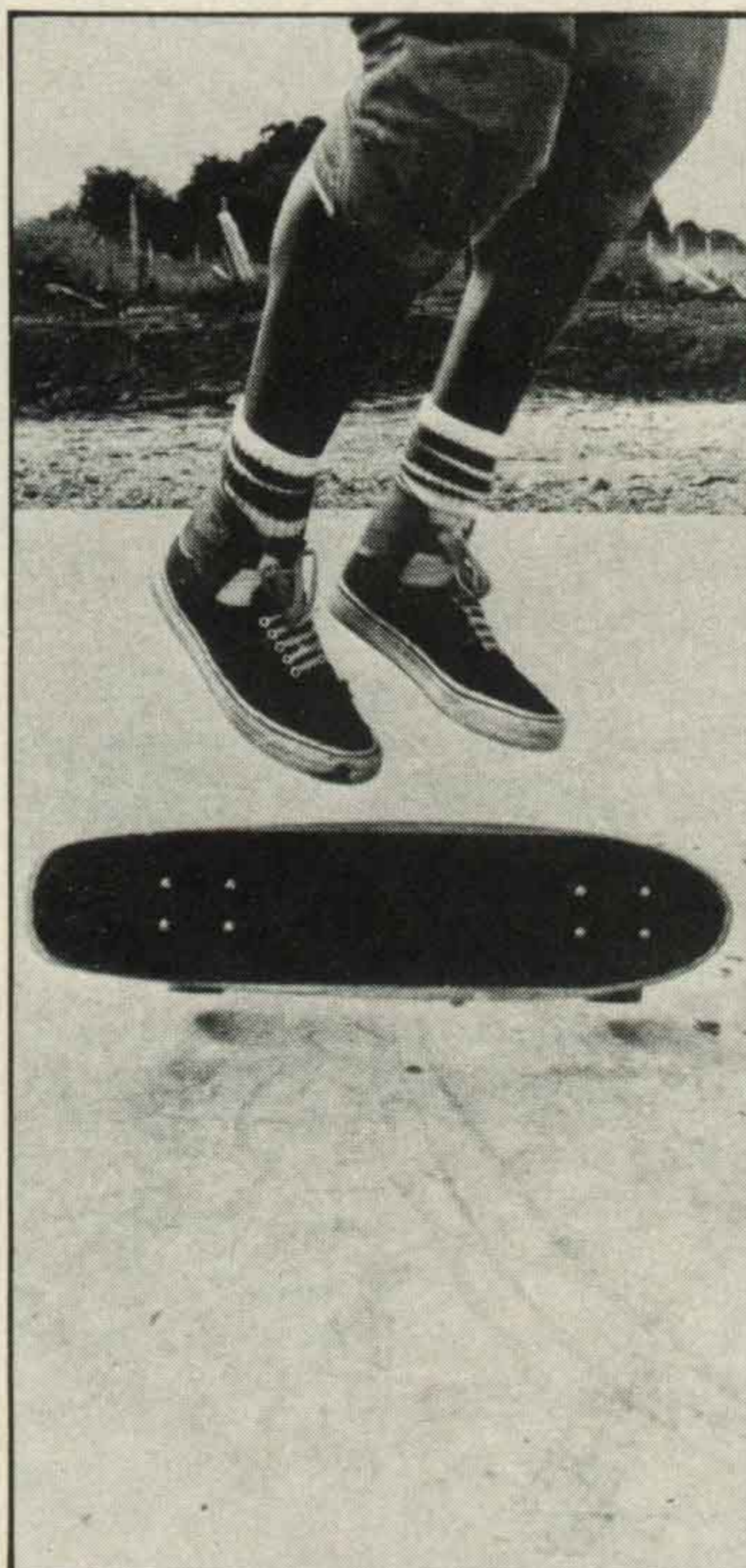
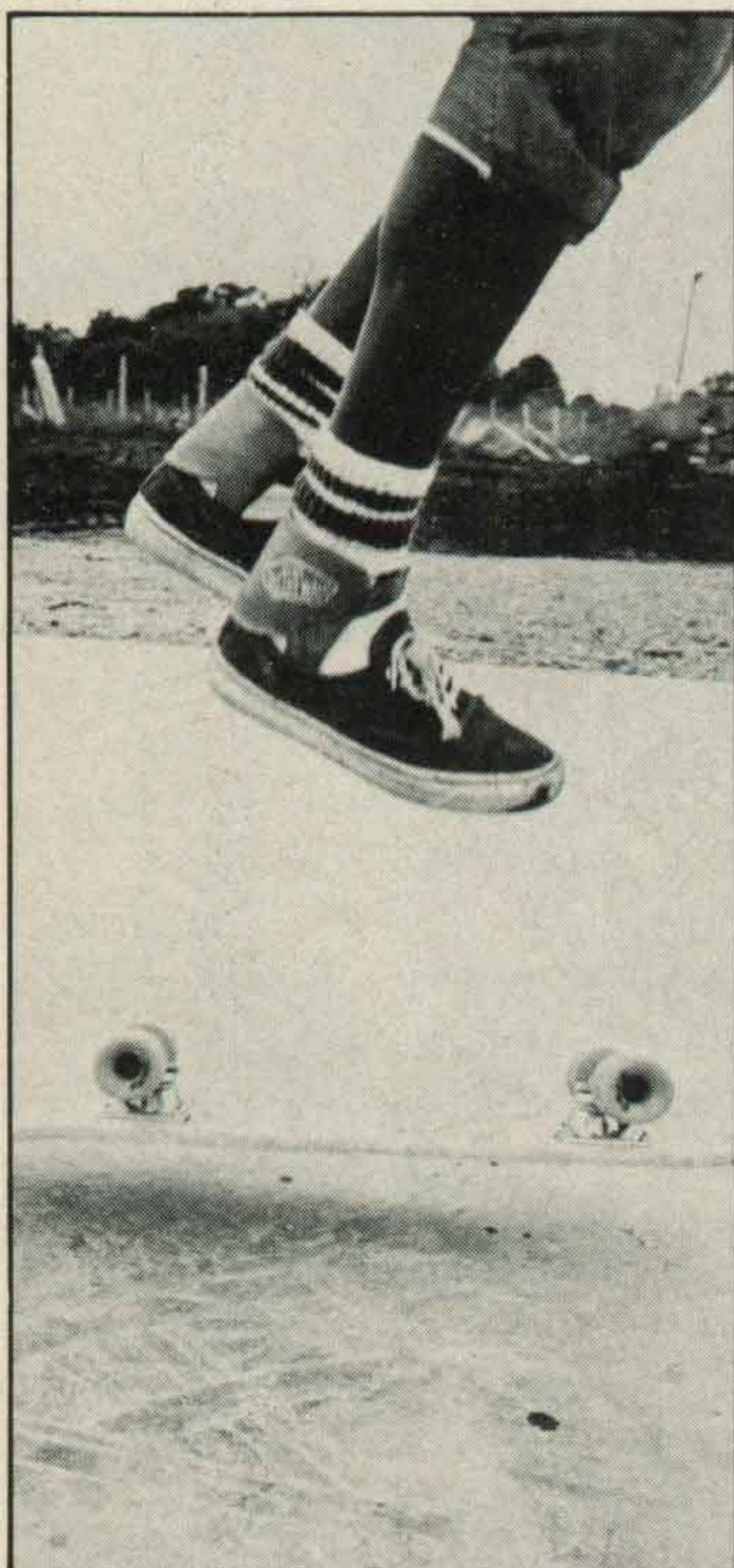
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6



7



and they land on the rails or wheels — or worse still, on the bottom of the board. Then again, if you flip too hard and too high, the result will be the same. For protection, I always use ankle guards. If you misjudge it's really easy to twist or badly rap the ankles. Also, particu-

larly in the early stages, it's a good idea to wear gloves. If you wipe-out, you're almost certain to fall on your hands. Kickflips are very good for adding into freestyle routines. For instance, 'Walking the Dog' is good for going straight into a kickflip — they blend together well.

Some guys do 'Spacewalks' with their feet right at the back of the board — one foot hooking on the side. Then they can flick straight into a kickflip. . . Tim Levis does that. Next month, Clive talks his way through the '180 Kickflip'.

The pictures in the two series of photos below are not meant to be sequential — no motordrive attachment we possess could possibly capture this move in seven shots. They are the result of much time and a large quantity of film.

Photography by Robert Vente



Alan Zanger

Heady days of '77. . .the Catalina Classic, held on Catalina Island off the coast of California, was generally reckoned to be one of the year's most enjoyable contests — due to good organisation and an ideal location. Bobby Piercy and John Hutson dual out the slalom.

the Starter's arm go down. 'Stop' should be pressed as soon as the front truck crosses the finish line. The reading should be handed to the writer of the results sheet who in turn will give it to the *runner* for the P.A. It has been known for some Timers to forget to press the button, so always have a back-up stopwatch working all the time. . . just in case.

Timing Equipment. . . see if a sports shop or centre will lend you the electronic digital display type — it's much more accurate and easy to read than the conventional one.

Body Catchers. . . these may be necessary, depending on the speeds being achieved. Anyway, at the end of the speed/slalom run you must have mats (borrowed from a gym?) or straw bales (from a farm?). Keep spectators away — there'll be lots of low flying boards just aiming at their ankles.

SLALOM AND SPEED

The only cones that I know of that are to Association specifications and do not blow over are the American ones. But they are almost impossible to get over here.

You can buy cheap copies — but they are mostly too light. I suspect that a lot of the cheap sets are cotton spools from mills up north — you can tell by the niche at the bottom that used to hold the cotton end! Failing all else, plastic bottles weighted down with a little water will do quite well — and they're much safer than coke cans.

Set the courses to the approved standards, making sure that you chalk round each cone — not just draw a cross for the centre-point. That makes it far easier to check for penalties.

Have two linesmen, one for each half of the course. Make sure they don't share a cone in the middle. If a cone is knocked in a linesman's section, he raises one arm, two arms for two cones and waves a flag for three or more (indicating a non-run). The person collecting the results must make note how many cones are dislodged — in the event of a tie, this can be used as the deciding factor. A cone does not have to fall over to incur penalty. In the event of a protest, make sure the cone is not re-set. . . call in the *Clerk of the Course* to decide.

Cone Marshalls (three willing kids) are needed to make sure all cones are in position for the start of each new run.

FREESTYLE

Muster Marshalls will effect inspections and rule reading as before. They'll check that skaters have given in any music and they should find out if anyone objects to commentary in mid-routine.

When a skater signifies he is ready, the *Starter* will blow the whistle and begin timing. The whistle will blow again at some pre-arranged time before the end of the routine — two blasts to indicate the actual finish.

Judges. . . if you can get three skateboarding experts or non-competing skaters to do this, so much the better. If not, then try using local dignitaries, or maybe a footballer or two. If the latter are the case, then make sure a good freestyler gives a demo beforehand — this will help novice judges no end. If you have a mixed panel, then the celebrity would best be restricted to marking on artistic effect only.

Marking: the possibilities are near endless, and to a large extent, choice is dictated

by the general ability level of the skaters AND the judges. The UK and Scottish Associations both provide similar, comprehensive marking procedures in their rule books.

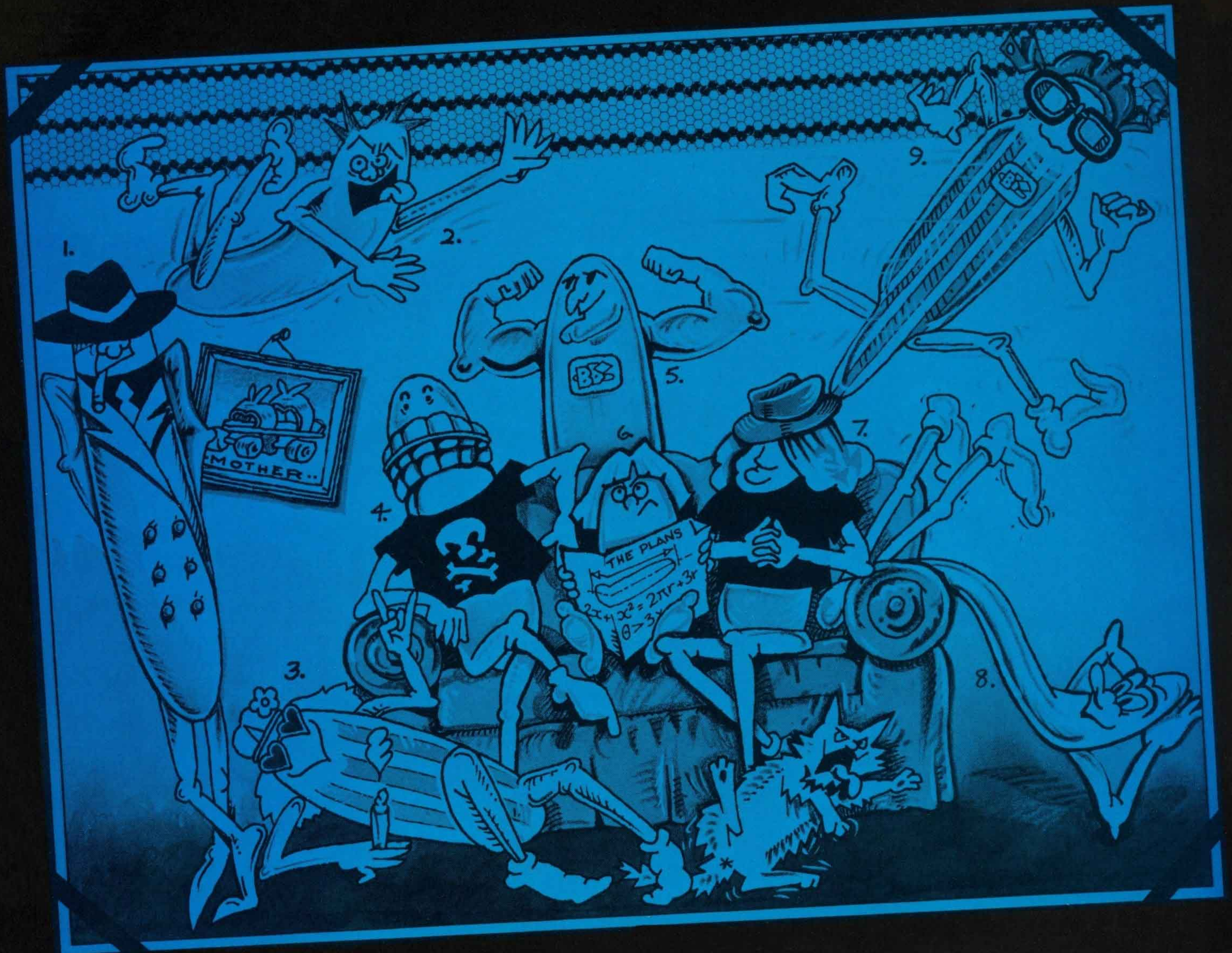
SIDE EVENTS

The *Rampage* is really exciting — and a good crowd puller. Erect the biggest ramp you have in the freestyle area and let every skater have a go at getting the highest. The Associations give the low-down on this, but good variations are pinning cheques to the top of a 5 metre ramp . . . finders keepers! Or you can try giving every entrant a sticker and the one who can stick it the highest, wins!

Team Shunt is also very exciting. Every team has 5 skaters and members compete in a head to head slalom relay. You slalom down, go round the last cone, and shunt back up to touch off the next team member.

That's about as much as I have room for on the smaller, club type of competition. Next month I'll be taking a closer look at the bigger scale event. . . TV coverage, top riders, sponsorship. Yes, it's the pro-skateboard spectacular.

MEET THE FAMILY



RIGHT TO LEFT

1. 40" CARVER. 2. 36" BLUE TILER.

3. 27" FREESTYLE. 4. 30" JEREMY HENDERSON.

5. 30" COMPETITION. 6. MARC SINCLAIR - COMING SOON

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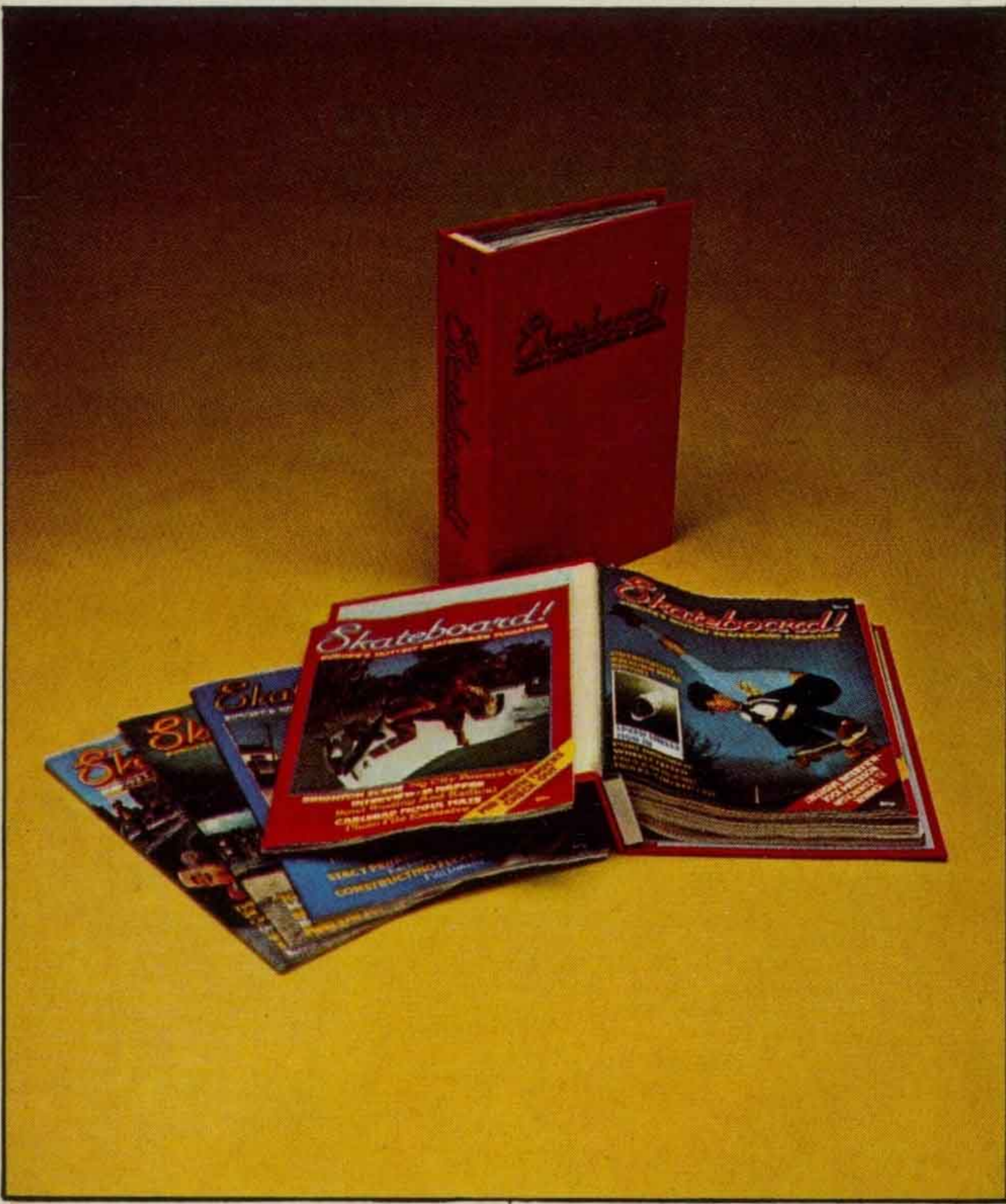
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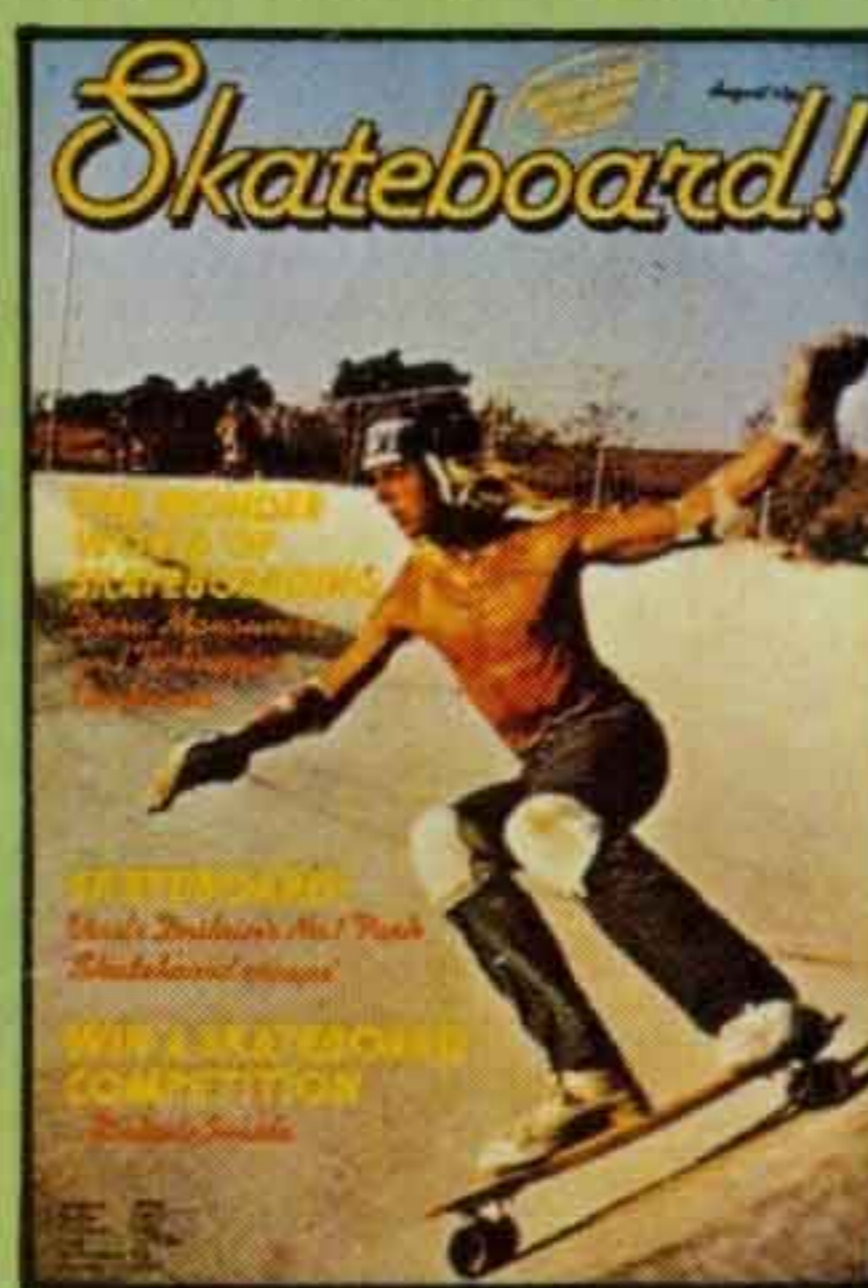
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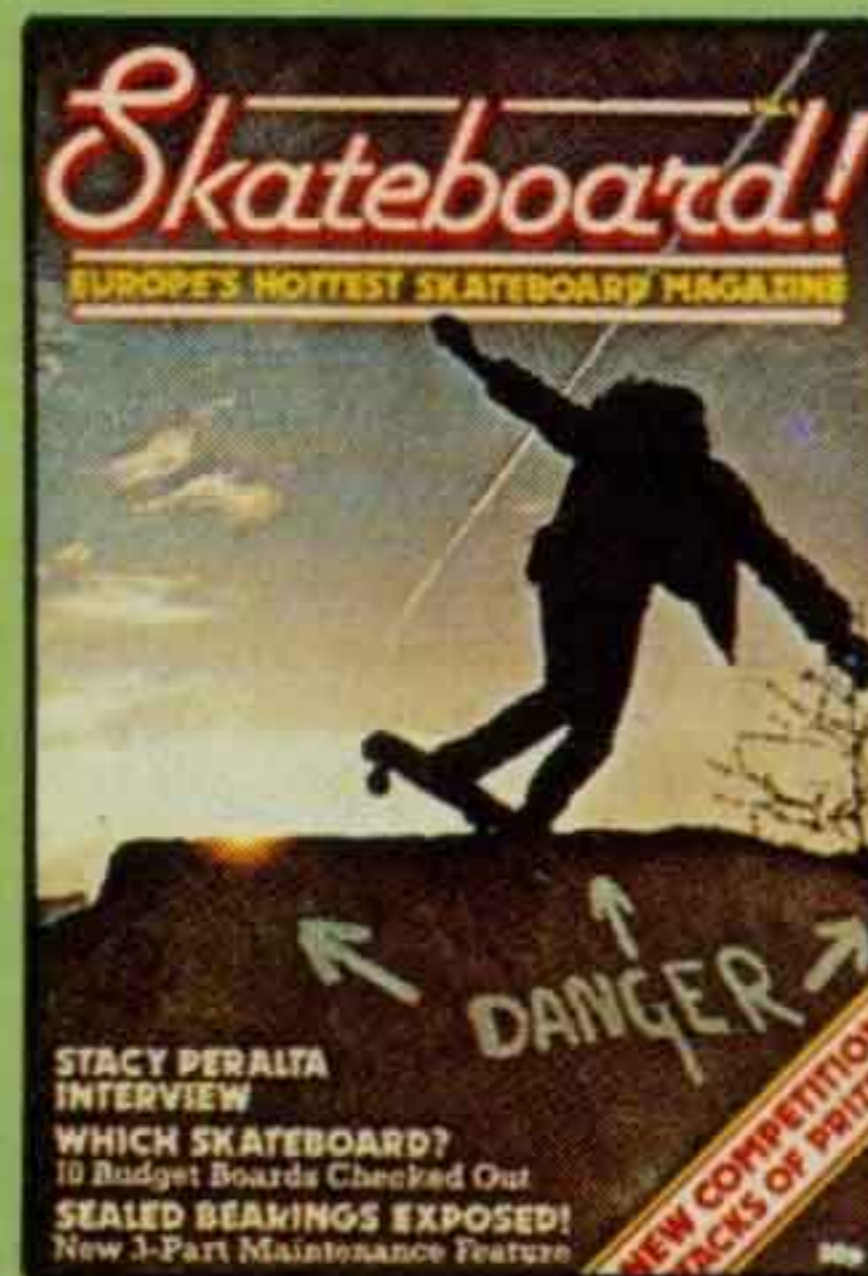
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This rare "collectors issue" includes: Wiring up to Manoeuvres/Skating at the Palace/Skateboard Escape — the UK's first skatepark / Skateboarding and safety. Plus all the regular news and views.



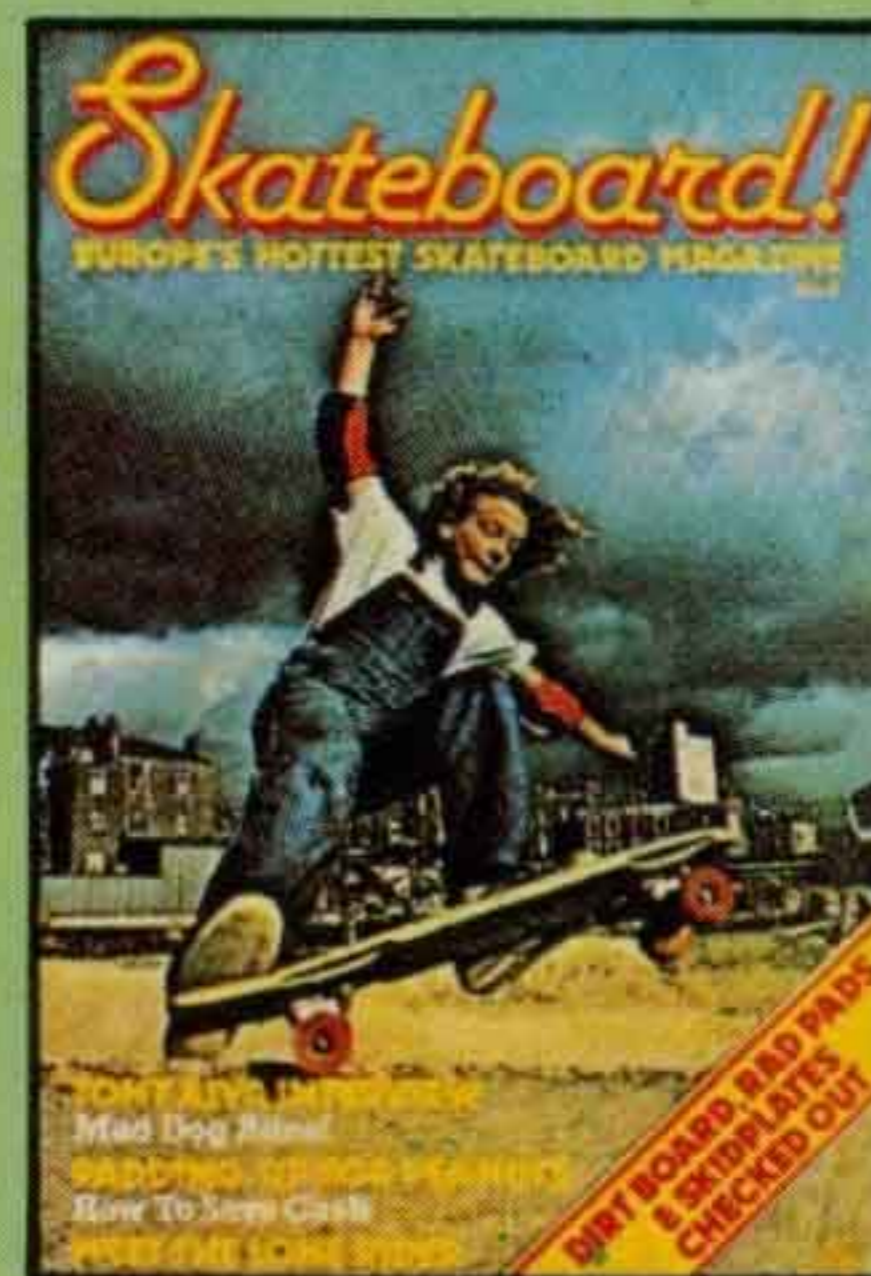
SKATEBOARD! 2
The unveiling of Skate City/Exclusive interviews with Ellen O'Neal and Laura Thornhill/Coverage of the 2 day "International" at Watergate Bay.



SKATEBOARD! 3
Full on-the-spot report from the Free-former 1977 World Skateboarding Championships in Los Angeles/How to build your own 'Ramp!/'The Skateboarding Bible" — reviewed.



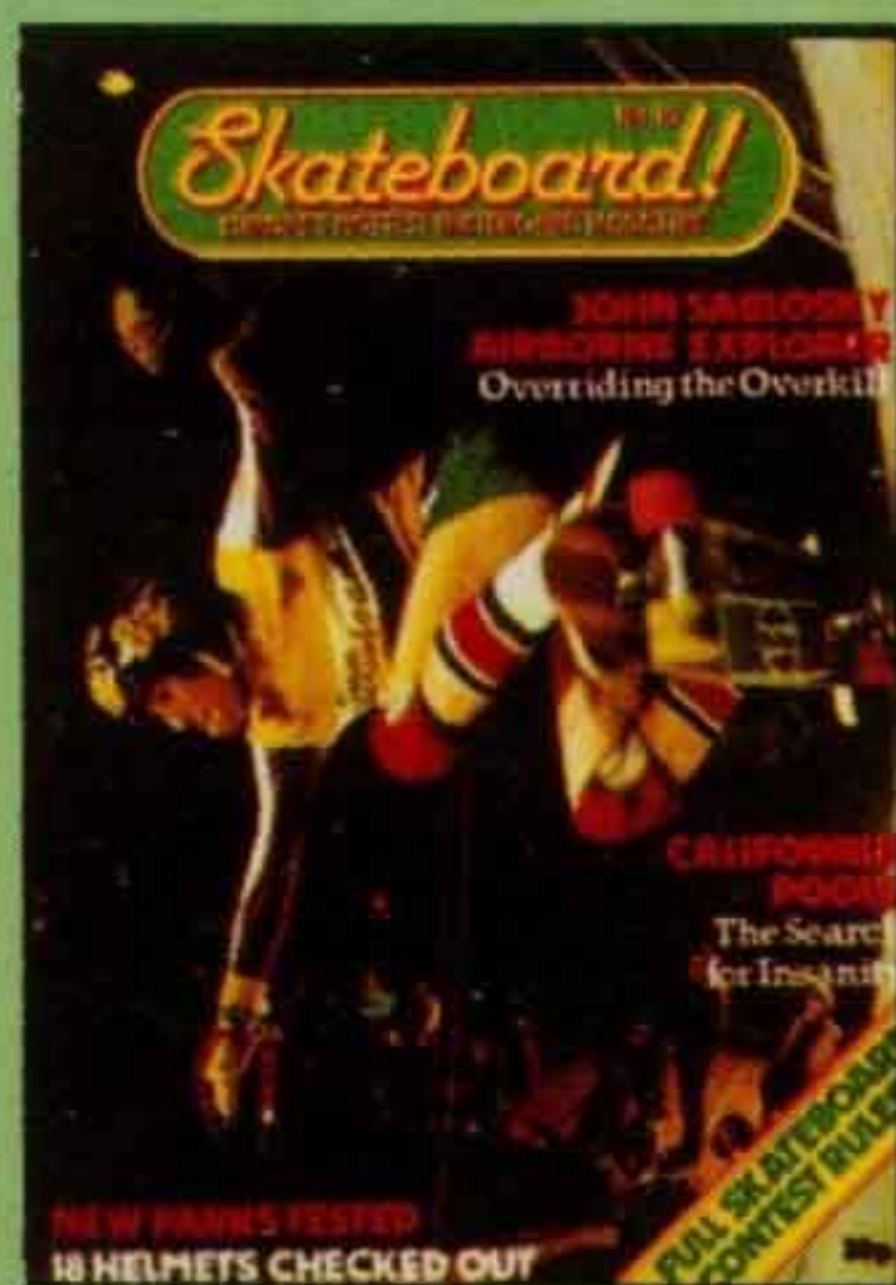
SKATEBOARD! 4
Amazing Stacey Peralta Interview/Sealed Bearings exposed — the first of a 3 part series on maintenance / World Championships Photo File.



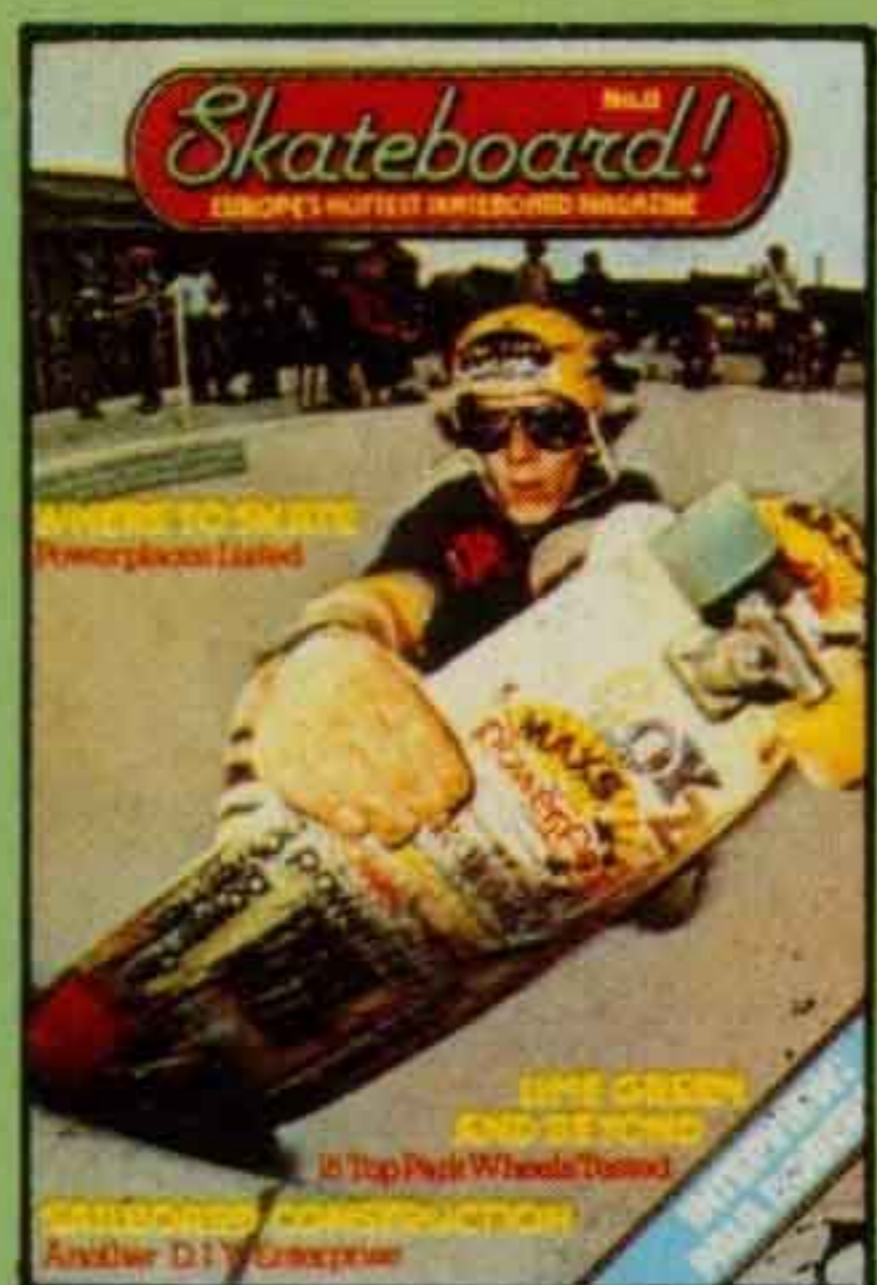
SKATEBOARD! 5
"Padding up for peanuts" — Equipment feature/Steve Kane — The Lone Rider/Star Interview with Tony "Mad Dog" Alva/World News from New Zealand, Japan.



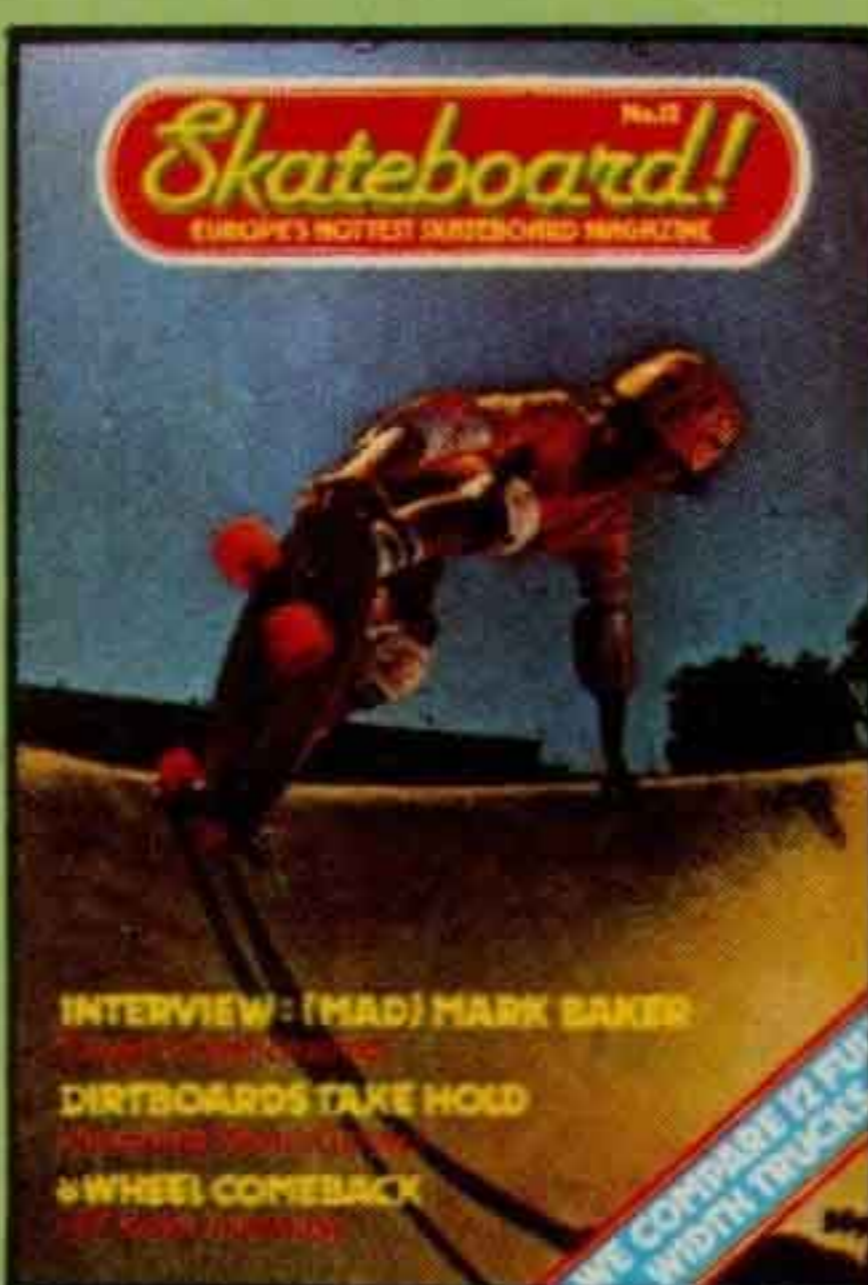
SKATEBOARD! 6
Stacey Peralta writes.../Outrageous Arizona Pipes report/The Jock Patterson Interview/ Speed Shells sign in.



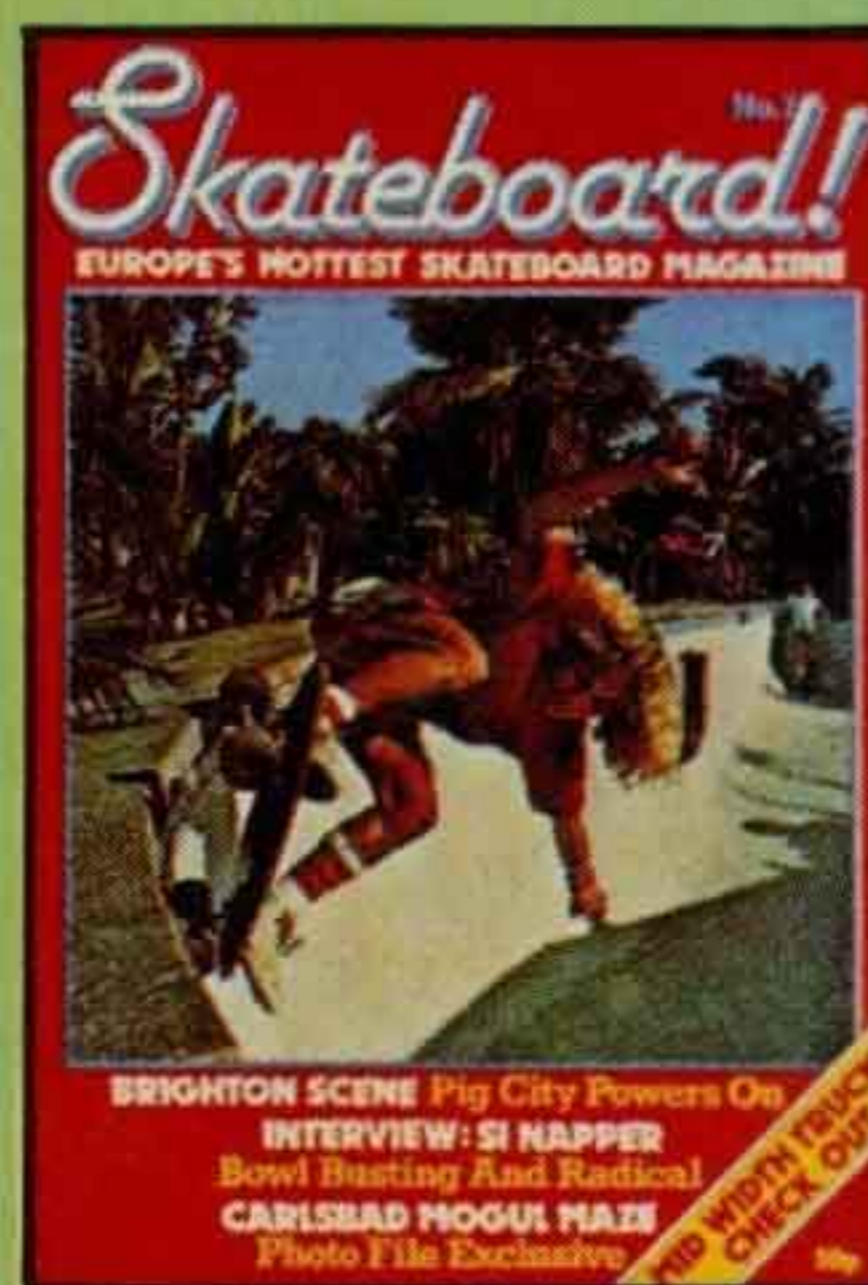
SKATEBOARD 10
Skatepark 2000 — second vision!/California pool project — Boyd Harnell reports from the San Francisco Valley/Safety Helmet checkout.



SKATEBOARD 11
Sailboard Construction: Build your own windjammer for a fiver!/Photo File on Seth, Shane, and Thea — The Skating Cutts/Skane investigates the elusive art of freestyle skating



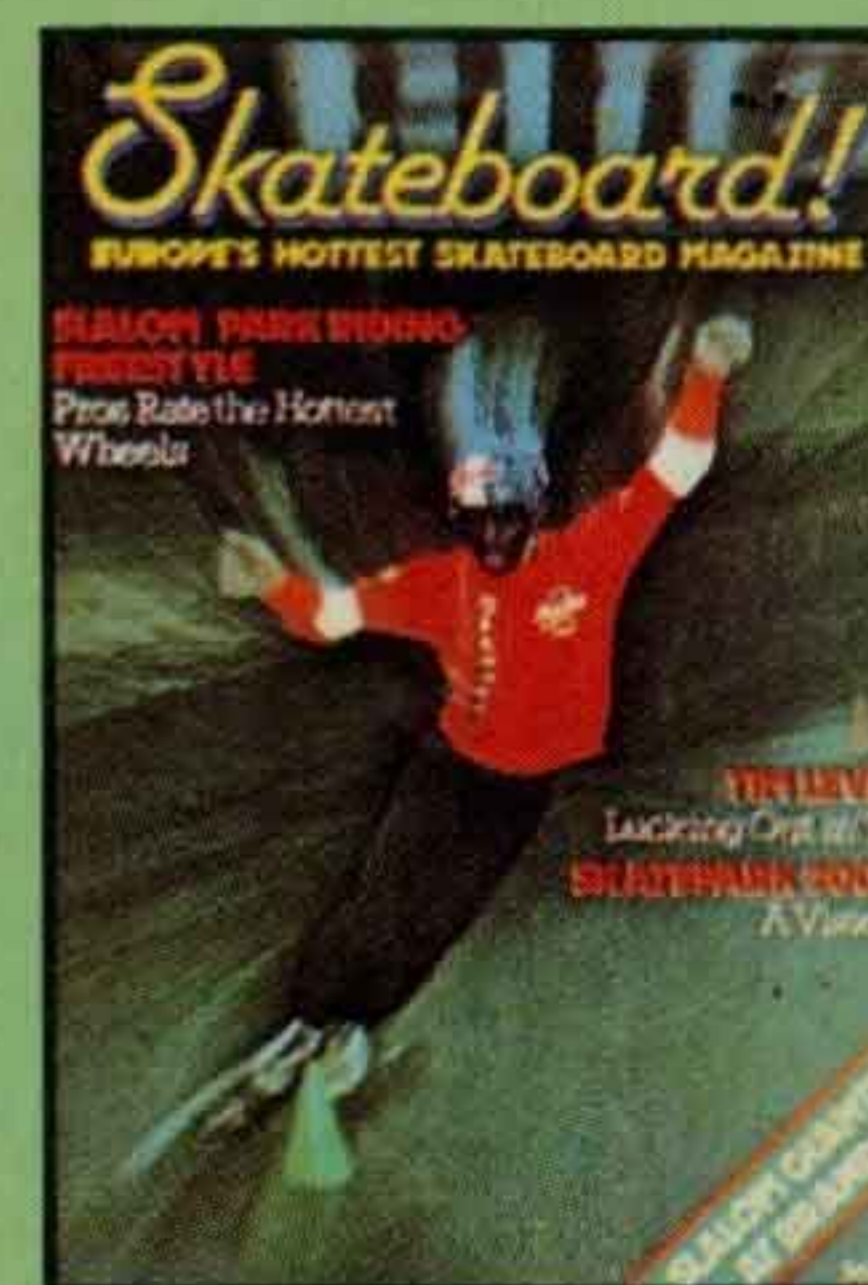
SKATEBOARD 12
Interview with Mad Mark Baker/Dirtboarding: Shredding Natural Terrain/Comparing 12 Full Width Trucks/Greedy For Speed: Downhill Showdown.



SKATEBOARD! 7
Kitepowered Skateboards: Martin Lester discovers a new sensation/Natural Terrain/Skate Data: Dave Goldsmith reports from the Miami Trade Show / Photo-Checkout on the Carlsbad Mogul Maze.



SKATEBOARD! 8
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/Skate Data: top stars name their favourite wheel selections.

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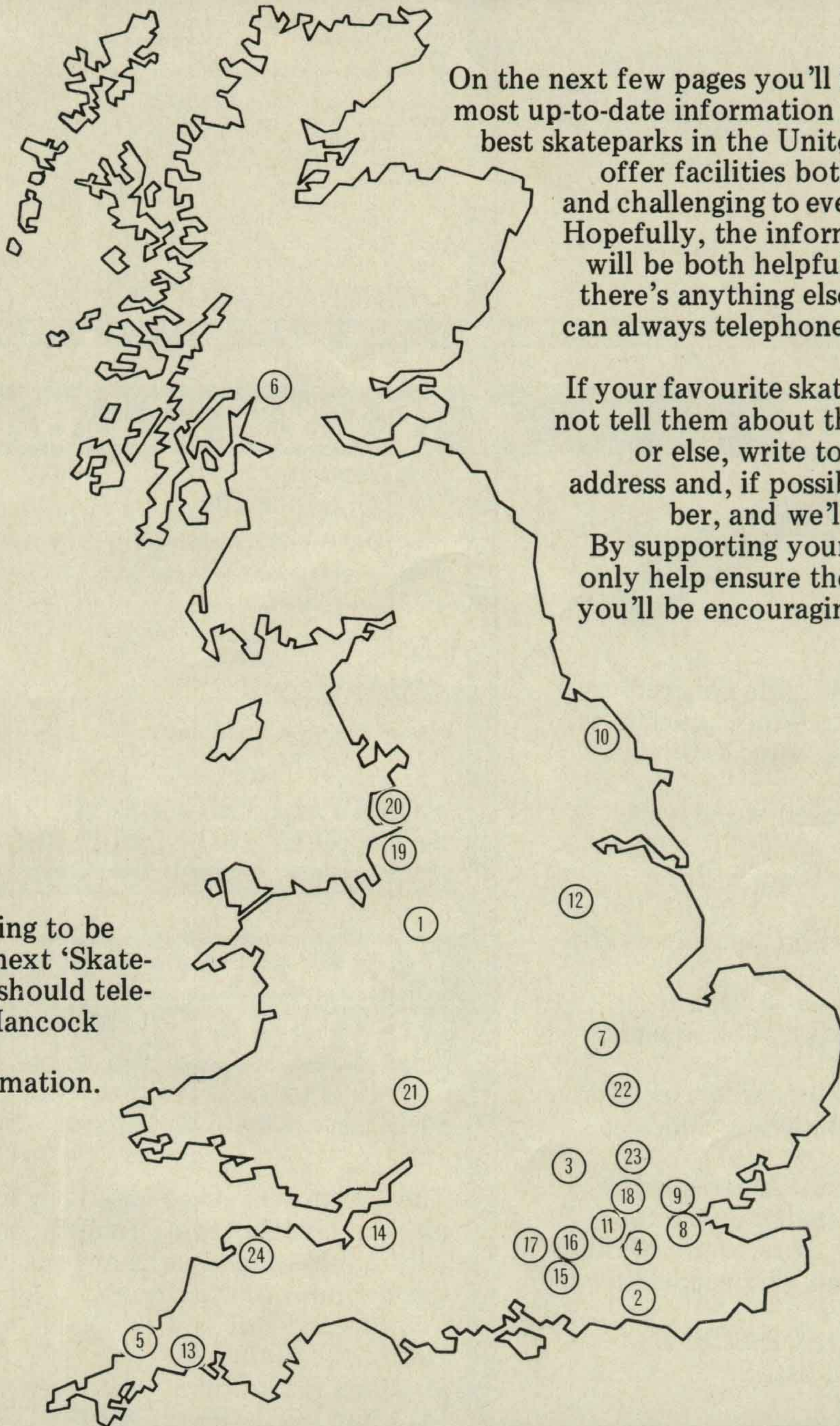
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SKATEPARK DIRECTORY



On the next few pages you'll find what is arguably the most up-to-date information available on many of the best skateparks in the United Kingdom. All of them offer facilities both helpful to the beginner and challenging to even the most expert skater. Hopefully, the information you can read here will be both helpful and informative. But, if there's anything else you need to know, you can always telephone the park in question before you go.

If your favourite skatepark isn't included, why not tell them about the 'Skatepark Directory', or else, write to us and let us know their address and, if possible, their telephone number, and we'll get in touch with them.

By supporting your local skatepark you not only help ensure the future of the sport, but you'll be encouraging more and better skateparks to be built.

Skateparks wishing to be included in the next 'Skatepark Directory' should telephone Jacquie Hancock on 01-749 1396 for further information.

SOUTH MANCHESTER'S ANSWER.

1

ARENA

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Pre-Arranged parties of 40 or more - admission only 40p per session.

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CAGE

2

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Tel: 01 654 7859

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It is reachable by Bus No. 54 from West Croydon.

We are looking for new Members to join this already successful Club. Chariman and Founder of the 'UPS & DOWNS' Club is Colin Batchelor and the Secretary is Liz Standidge.

Membership is 75p. per year with an Entrance Fee on Club Nights of 20p.

Club nights are Mondays and Wednesdays 6.30pm to 9.00pm.

Safety equipment must be worn.

Frequent competitions are held and we are always looking for new talent.

The actual Skatepark is open 7 days a week and the normal Entrance fee is 25p.

Facilities at the skatepark are: 2 1/2 pipes, 2 1/4 pipes, slalom starting ramp, trick ramp, and a good asphalt surface area for freestyle.

Refreshments are available at the park.

LOCOMOTION SKATEPARK

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Tel: Hemel Hempstead 41321/42911

At junction Wheeler Lane and St Albans Hill. 3 mins. from junction 8. on M.1.

Open daily 9am - 9pm. 2-hourly sessions. Members 30p. Visitors 50p. (A reducing rate thereafter). Members £1 per day. Visitors £1.50 per day.

Facilities include: A 6ft 1/2 pipe with 4ft vertical, classic pool with tiles and coping, 3 interlinked mogul bowls, freestyle area with radical banking. 55metre vast slalom run. Hire Equipment. Pro Shop. First Aid. Fully Marshalled. Music. Cafeteria.

OPENED 5th AUGUST 1978

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Open 5 days per week (Closed Mondays & Tuesdays).

School Holidays: Sessions 10am - 2pm, 2pm - 6pm.

Admission: Skateboarders 50p. Spectators 20p

Term Time: Weekends as above.

Weds/Thurs/Fri. 5pm - 8pm @ 40p.

Tuckshop - Skateshop (Sales/Hire/Repairs) - First Aid.

Other facilities for Non-skateboarders include: Swingball, Table-tennis, Pintables, Climbing Frame etc.

Also licensed Pool bar with 9 American Pool tables. The California is situated at the foot of Dunstable Downs, very close to the Gliding and Hang-Gliding Clubs and Whipsnade Zoo.

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Featuring huge freestyle area, 60 metre slalom/speed run. Half pipe snake run into specially designed bowl. Plus our radical giant experts' bowl.

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Hours of opening:

10.30am - 12.30pm	All Week
1.15pm - 3.15pm	All Week
4.00pm - 6.00pm	All Week
6.45pm - 8.45pm	All Week

All participants must wear recognised safety equipment which can be hired.

FIND OUT MORE BY RINGING
041-339-6286

Keith J. Fraser, F.Inst., P.R.A., Dip.L.D.,
Director of Parks, 20 Trongate, Glasgow G1 5ES

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Open weekends/holidays 10am till dusk. Schooldays 4pm till dusk. (Floodlit in winter)

25p per hour session
Members 40p per 3 hours session
Non-members 60p per 3 hour session.

25' diameter performance bowl.

2,400 sq.ft freestyle area with 3ft-4ft banks on 2 sides, 1/2 pipe, full pipe, a pool with coping and 20ft bowl. Fully Marshalled. First Aid Centre. Pro Shop (10% discount to members).

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7

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8

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9

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10

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12

ROXY SKATE

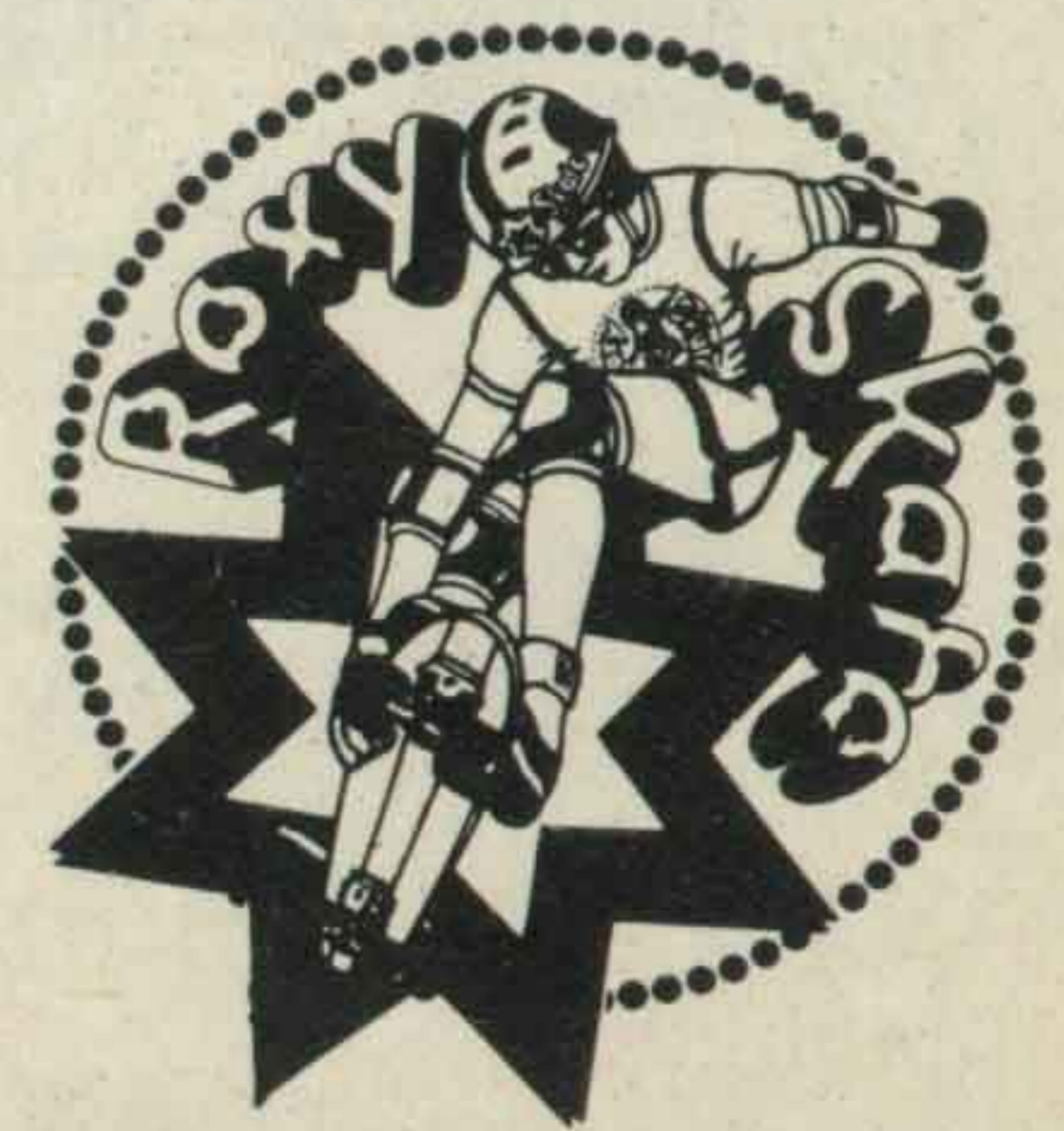
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Adrian Rolt

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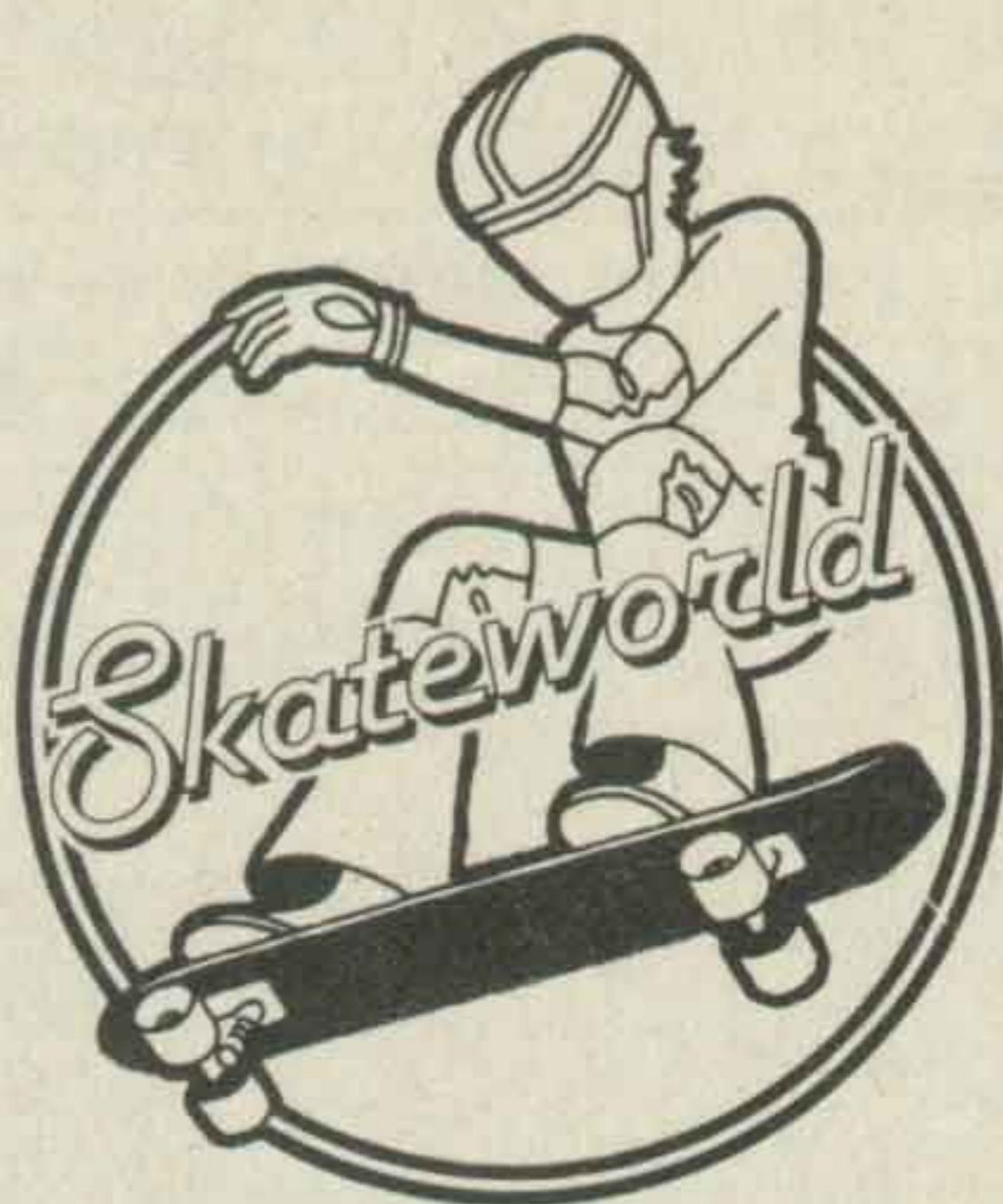
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BRITISH PROFESSIONAL CHAMPIONSHIPS
HELD IN SEPTEMBER (9th SEPTEMBER)

COME ONCE AND YOU'LL COME AGAIN

KNIGHTS OF THE LONG BOARD

The first point to consider is the actual definition of a longboard — and that's not as easy as it sounds. A recent American article quoted 'experts' as not considering anything shorter than 43 inches as long. Personally, I'd say that was a bit extreme, and as the possessor of a 44 inch board, I am not just expressing sour grapes!

Length is obviously a relative thing — the height of the skater has to be taken into consideration. What essentially makes a longboard different is that it's big enough to 'wander around on'. Therefore, I base my definition on the natural pacerlength of the skater. If your board is longer than your walking stride, then I'd say it was a long 'un. Say a metre plus for a normal adult.

Having defined our over-size beauties, time now to move on and search out their origins. Like most of the relics of skateboarding, their history lies buried deep in the California scene of the mid-sixties. Around that time, surfboards were going through a major dimension change. Lengths were reducing from the 'long guns' that had dominated surfing style for years, to shorter, more nimble versions. In the States, the parallel between sports becomes obvious. Old timers paddling out on their long surfboards would have to struggle through the ranks of gremlins on their 'pop-out' models. In the same way, old gold Californian skaters with their prize long sticks find themselves pushing against a tide of 'shorties'.

Why have a longboard anyway? The answers could go on forever. The first, obvious reason is for stability at speed. Longboard manoeuvres can take place at a rapid lick, and that undoubtedly adds to the drama of any terrain. Then, by virtue of their sheer size, they open up possibilities that are far beyond the reach of mere 'shorties'. Having all that platform space allows a rider all manner of board-walking extravagances. Also, the weight of the board makes kick turns and related tricks happen more slowly and gracefully than with the traditional short board. And radical action like slides and

Longboards are still sufficiently new over here to merit close attention from other riders when carried into a skatepark.

Some delight in the advantages of extreme platform length — other just laugh. Is their size merely an encumbrance or are

ordinary mortals with their 30" toys really missing out on

something? Steve Kane embarks on an exploration of the real

length and breadth of longboarding — Adam Peacock assists with the research.



Bristol 'Old Gold' under the Skatecountry air-dome. Futuristic 'flipping from a committed Pete Christopherson.

tail blocks double in their drama quota.

The last, and by no means least, significant point is that mere possession of one of these monsters is a great prop to the ego. As attention grabbers in skateparks they are second to none. And the

style and power of a longboard display from an accomplished artist is spell-binding.

But the longboard needs to be tamed with a different sort of control. It's weight is a far more significant proportion of the rider's own body weight than hitherto

has been the case. . . no more can a rider get away with weedy riding styles. The giant demands 'go-for-it' in proportion to its size — all moves must be performed with attack and mastery of the tool. Turns have to be carved with positive, deliberate control, and once a commitment has been made, there's far less opportunity for 'backing out.'

Slides, once initiated, are longer and more controllable and a hot rider uses mass plus gravity of the board to blast over radical lips and coping. On coping, the big stick can deal out real punishment. . . ironing away imperfections and laughing at hang-ups.

But, we have a problem. . . parks themselves may or may not be suitable for the longboard's exacting requirements. Up to 44" there's not so much to worry about. . . the average halfpipe and snake run are just about controllable. Get much longer, and the standard park will cramp you out of existence. Most are just not designed to cater for the needs of the big stick. Come soon, we'll be needing wider halfpipes and snake runs that'll allow larger transition curves. Really long boards are a gas for cranking down snake runs at speed, but if you're thinking about vertical kickturns, hang below that 44".

Before riding a big stick, it stands to reason you've got to get hold of one. . . easier said than done. There's few places where you can march in and buy off the shelf, and the aspiring super-macho will probably have to set about making his own. In fact, the only manufacture names that spring readily to mind are Sims, Dread, and Benjyboards — contact major dealers for more information.

If you're making a big stick, remember that longboards stretch the limits of traditional materials and construction methods. Only the finest ingredients — like selected ash — are suitable.

In their quest for lightness and stiffness, many constructors sacrifice ultimate strength, preferring to lovingly repair their giant babies as they age. Some have decided to go without a kicktail, but have regretted it. A steepish kick is essential to compen-

sate for extreme length and to give more leverage.

When working out the position of mountings, bear in mind the need to get as much turn as you can out of your trucks — to compensate for the added length (truckwise, Lazer Slaloms and Midtracks are ideal). Generally, high action-angle trucks or Rad Pads are a real asset and if you're into long, tail-tapping turns of the Tom Sims type, a solid tail saver is a real invest-

ment.

To really exploit the added stability and to get that monster mass rocketing, the order of the day is big, fast wheels. . .Sims Snakes (green) might have been made for it. Big Excellerators and the good old red Kryps also fit the bill.

So who are the bold knights who tame these goliaths? In the States one thinks immediately of Tom Sims, Brad



Robert Vente

Laid-back intensity on the Knebworth Park Cloverleaf — Test Team rider, Adam Peacock, aboard Frank Blood's old Sims Taperkick (42"). . .new owner, Weymouth's Lorne Edwards.



Bruce Hazelton

Jeff Tatum, letting loose on a 37" Panther 'Airliner'. Backside aerial, pool action at the Surf De Earth Skatepark, Vista, California.

Strandlund, Richard Vanderwyck and Ed Economy. Over here? Well, Rocky Brann has had a big board on his list since way back when. Right now he terrorises the crowds with a 52 inch horror — a space vehicle that revels in the name 'Mother-skate'. Adam Peacock made his debut at the Broadwalk with a Sims that was at least twice as long as anything seen before and has ever since been in the company of giant ones.

Ally Barr, the King of Kettering, rides his in a full pipe and, out West when surf's down, the lanes get regularly taken over by big boarders wishing they were doing something else.

Bristol's Pete Christopherson has a 43" Micky B (of Skateboard! Test Tank fame) model that's all of 9" wide. And your humble author? Well, I've got the aforementioned 43 incher, another on the way (plus natty paint job) and a thirty-sixer.



Craig Fineman

Tail-blocking, Scott Hostert at the Paramount Park gunning another Sims Taperkick 42".



Jim Cassimus

Controlled aerial aggression at Paramount. Ray Rodriguez plus Sims stick, Fultracks and old Blue 70mm Kryps.

HESTER'S PRO BOWL

By Niel Lawrence

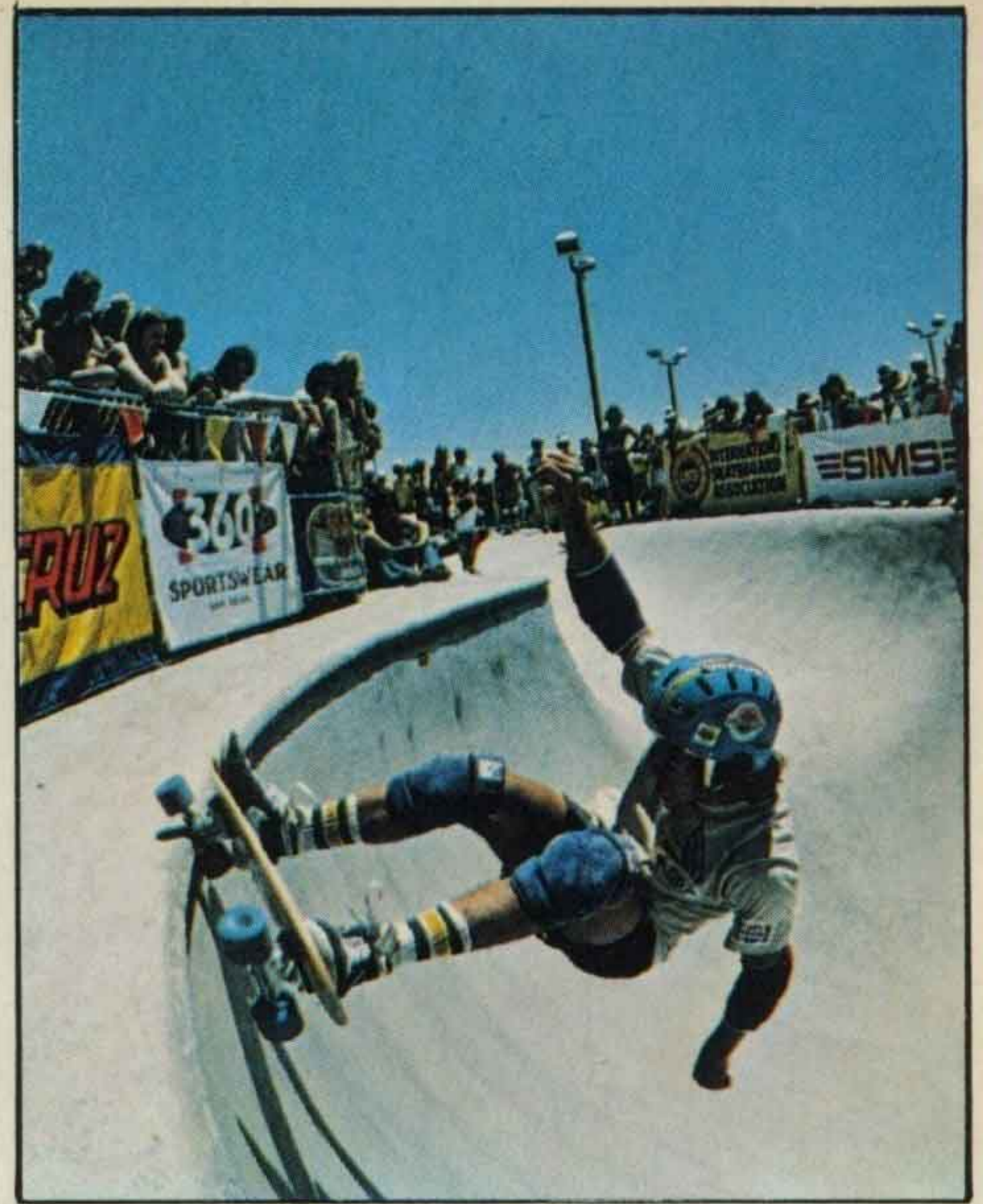
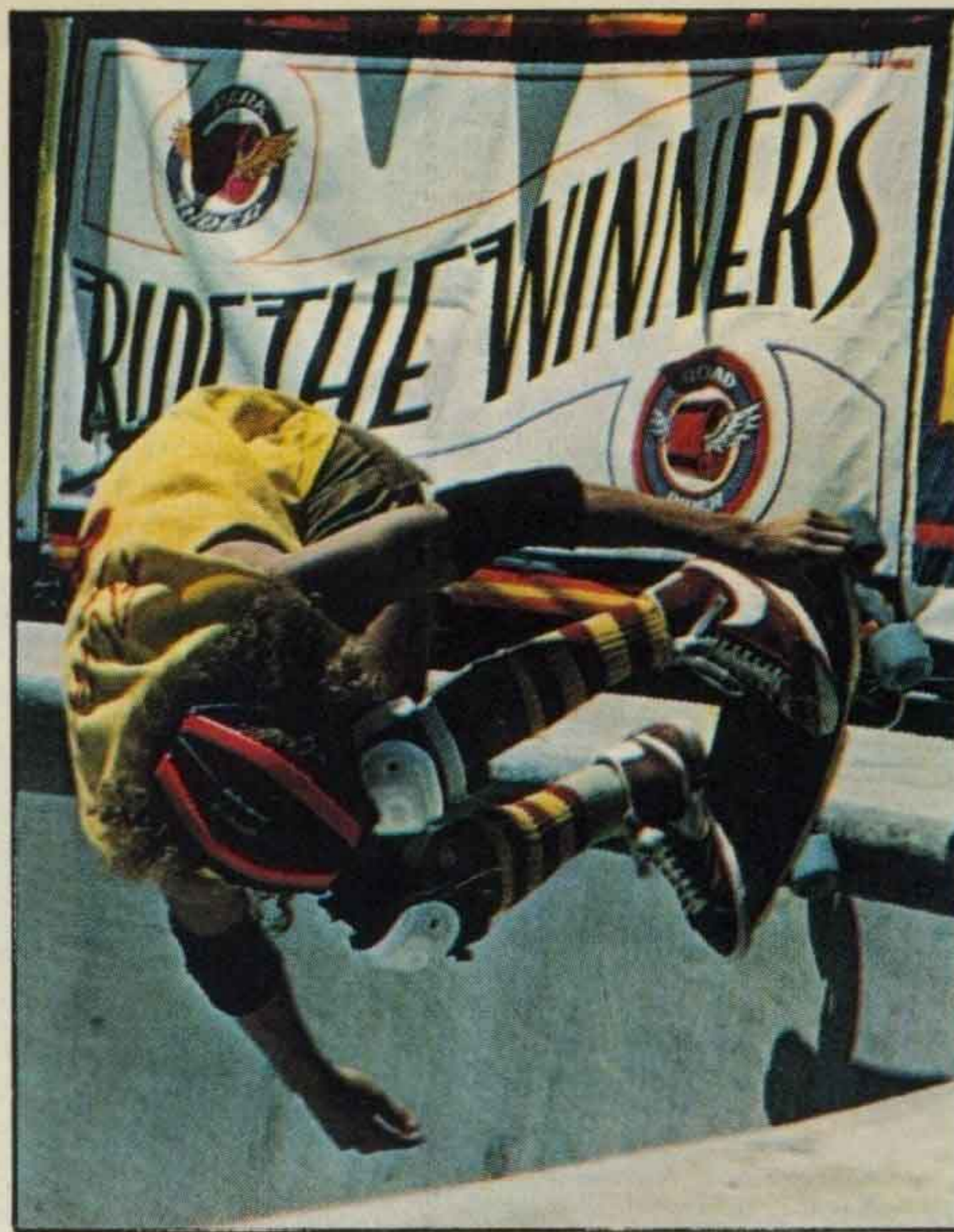
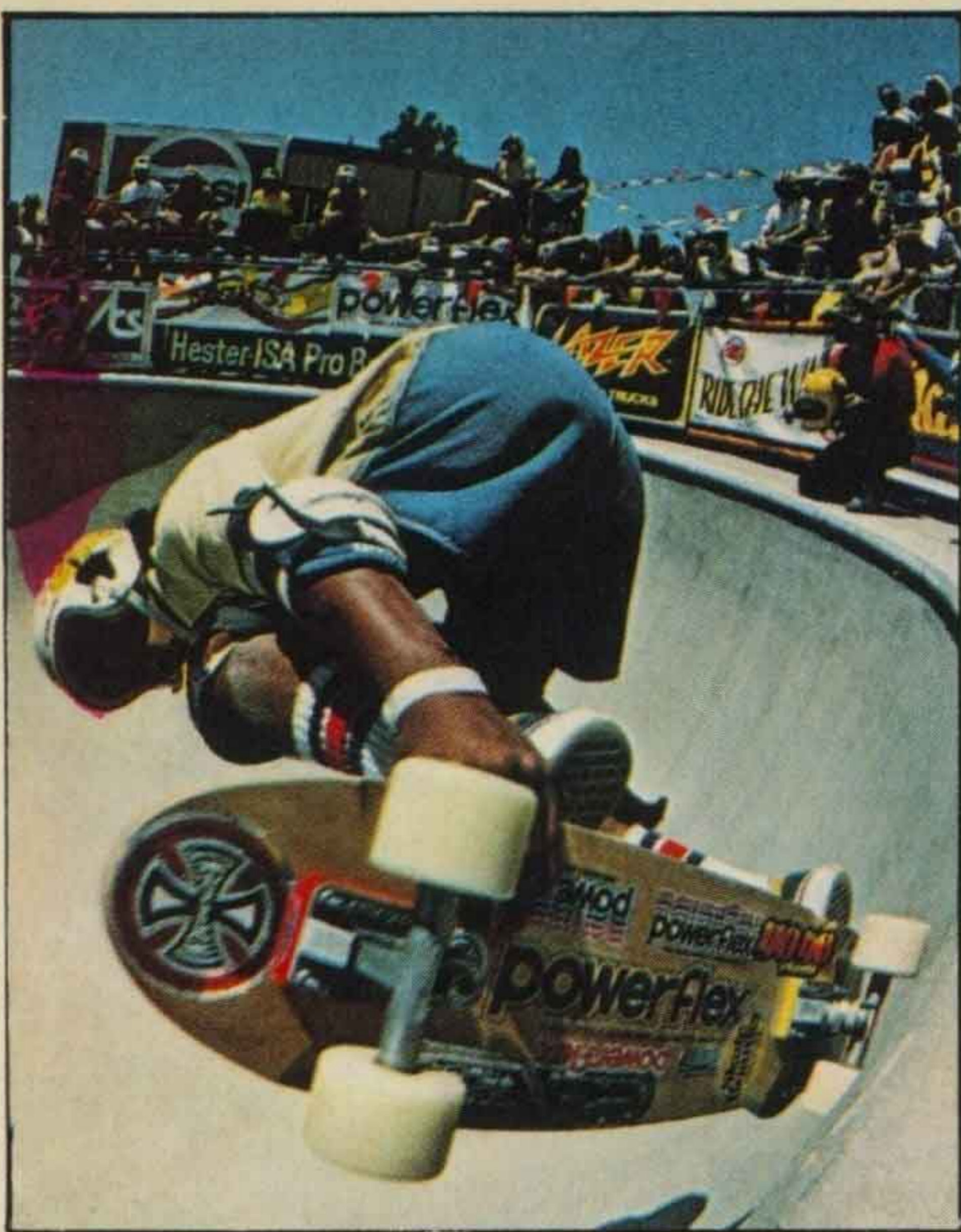
'We're writing a whole new rule book... we don't have any guidelines to go by.' -Sally Ann Miller,
Executive Director of the International Skateboard Association.

Novak



Bruce Hazelton

Saturday, March 18th, marked a big event in world skateboarding history. This was the first pro pool contest ever held, sanctioned and endorsed by the skaters, manufacturers and, most importantly, the International Skateboarding Association – to determine the seeding of many of the best bowl riders in the world. Skateboard! offers this exclusive, Stateside report on a series that is already starting to exert big influences on what is happening in Europe, and the rest of the skating world.



Gary Medeiros



J. Krisik

Top trio, Hester 3 at Newark. . .left: Powerflex's Bobby Valdez, wheeling and dealing his way to a first place in the Men's Bowl event. Centre: Compression, Alva-style. T.A. placed best out of the old dogs (6th) in the Men's Bowl event against up-and-coming heavies who, before the contest, were unheard of (media-wise, anyway). Right: Paul Hackett in the Doubles event, viciously grinding and sliding while partner, James Muir, sets up for more of the same. Below: Fine-edge coping control by Steve Olson (5th in Men's freestyle). Page 73. . .top: Tim Marting at Newark, Hester 3. He placed joint 4th in carving and 3rd in freestyle. Below: Class will out — Stacy Peralta at the Hester 2 (Upland) describing a perfection board-snap lip slide.

Recently we saw the end of the third competition in a run of five. The series is the brainchild of top slalom man, Henry Hester, who, having seen the need, managed to organise and promote the competitions with help from many of the top American skateboarding concerns. The judging system was, and still is, being developed as the competitions continue. It's currently one of the hottest debated issues in the U.S. skateboarding scene.

For the first contest, the system had to be experimental — an event like this had never been held before. Routines were two minutes long, and points were assigned for each manoeuvre. However, long before the end of the first competition it had become obvious that this system favoured endurance over radicalness and execution.

For the two subsequent competitions, the time was cut and this certainly contributed to an insane second contest — held at Pipeline Skatepark, Upland, and a third, at Newark. The judges found it hard scoring the points, especially for the freestyle events. This was because, firstly, the home crowd naturally made themselves felt for the local skaters but were markedly more quiet when the others were skating and, secondly (and most important), they didn't know whether to mark up for quality or quantity of tricks.

As Sally Ann Miller, Executive Director of the I.S.A. said, "We're writing a whole new rule book. . . we don't have any guidelines to go by." This really sums it up, and given their difficult and not always popular task, the judges did a terrific job.

The third Hester Pro Bowl competition was held at the Ride-on Skate Park, Newark (not New Jersey), near San Jose in northern California. The weather all week stayed up in the late 80's to 90's, terminating in a blazing 102 degrees on the last day. Skaters were flooding Newark. Old friends got together and the town's nightlife took on aspects never before witnessed.

On Saturday morning, spectators started filing in, and skaters were getting in their last practice runs. The competition was split into: One Wheelers — staying connected to the bowl, but getting three wheels out as often as possible; Doubles —

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two people in the bowl together with co-ordinated routines; Carving — riding the lip of the bowl as far as possible between predetermined marks; Freestyle bowl riding.

ONE WHEELERS

Doug 'Pineapple' Saladino and Curt Kimble tied for first place with 29 consecutive, then Pineapple ran away with the tiebreaker — with 31 against Curt's 12. Jay Waterman, Shogo Kubo, Steve Alba and Brad Bowman all tied on 28 and on this tiebreaker, some sensational runs were registered. Jay had 42 one-wheelers, Shogo 41, Steve 36, and Brad, having caught his board on the lip, got only 8.

WOMEN'S FREESTYLE

Next came a hotly contested women's freestyle event. After some fine skating by the ladies, who really blazed for the occasion, Leilani Kiyabo came out ahead with 438 points, and Kim Cespedes was second on 414.

crowd were yelling for the marker to be moved out not just 1' but 1'6". The skaters agreed, and all three made it. At 12'6", a new world record and only Steve and Jimmy remained.

You could almost slice through the tension. On the first run at 13'9", neither skater made it. Come the second attempt, Mike Williams asked J.P. before his run if he wanted the music turned off. J.P.'s only response was both thumbs high in the air. . . LOUDER. He took a massive run up and shredded a sensational new world record of 13'9". Steve Alba, with all the pressure on, just failed to clear the second marker. The ingredients for carving are speed, guts and skill — in all these categories, Jimmy Plumer hits double top.

DOUBLES

After the carving, everybody took a break to get their breath back, then returned to the fray for the first rounds of the doubles. Only a very few of the competitors had



Rick Blackhart. (Third place, carving; second place, freestyle.)

CARVING

Kirk Talbot had won the first competition with a world record of 9.32 foot of coping, but judging by the incredible improvement of the skaters and the intense competition, a new world record was on the cards.

As the 9-foot mark was made, there were still 12 riders left in the field. At 10-foot, there were only three left, Jimmy Plumer, Steve Alba and Rick Blackhart — and all were blazing. The

actually practised together, so it's amazing there were so many entries for this extremely hazardous event. First to burn were Bobby Boyden and Randy Travers, with a beautifully worked routine. One run later, after a spectacular crash, Tony Alva and Jay Adams were on. They blew superbly until Jay lost his board grinding the coping, and with it, their hopes of qualifying.

Sunday morning saw the finals of the doubles, won in

style with a stunning performance from Tom Inouye and Curt Kimble — with 456 points. Second was Daryl Miller and Bobby Valdez with 437, third Bobby Boyden and Randy Travers with 427, fourth Steve Alba and Doug Saladino with 425, and fifth Dave Hackett and Chris Strople with 417.

MEN'S FREESTYLE

And so to the final event of the day — the men's freestyle bowlriding. Tony Alva went out in the first heat to a vert-perfect performance from Shogo Kubo and as the day wore on, with competition growing more and more intense, skaters were looking for new reserves of energy and skill. Finally, there were four finalists left — Bobby Valdez, Rick Blackhart, Tim Marting (a local skater), and Howard Hood. Howard, riding for the Kanoa Surf team, was pretty much an unknown in skateboarding circles — that is, until Sunday. He started his routine with a clean roll out and re-entry, followed by some sensational aerials and axle grinders.

But it was Bobby Valdez who took the day against some unbelievably tough competition from Rick (who was ripping) and Tim. Bobby put on display his own invented speciality, a 360 aerial of epic proportions. The final positions were: first, Bobby Valdez with 814 points; second, Rick Blackhart with 801 points; third, Tim Marting with 766 points; and fourth, Howard Hood with 764 points.

RESULTS

One Wheelers: Doug Saladino, 29/31; Curt Kimble, 29/12; Jay Waterman 28/42; Shogo Kubo 28/41; Steve Alba 28/36; Brad Bowman 28/08.

Carving: Jimmy Plumer 13'9"; Steve Alba 12'6"; Rick Blackhart 11'6"; Curt Kimble 10'00"; Tim Marting 10'00"; Daryl Miller 10'00"; Steve Olson 10'00".

Doubles: Tom Inouye/Curt Kimble 456; Daryl Miller/Bobby Valdez 437; Bobby Boyden/Randy Travers 427; Steve Alba/Doug Saladino 425; Dave Hackett/Chris Strople 417.

Women's Freestyle: Leilani Kiyabo 438; Kim Cespedes 414.

Men's Freestyle: Bobby Valdez 814; Rick Blackhart 801; Tim Marting 766; Howard Hood 764; Steve Olson 504.

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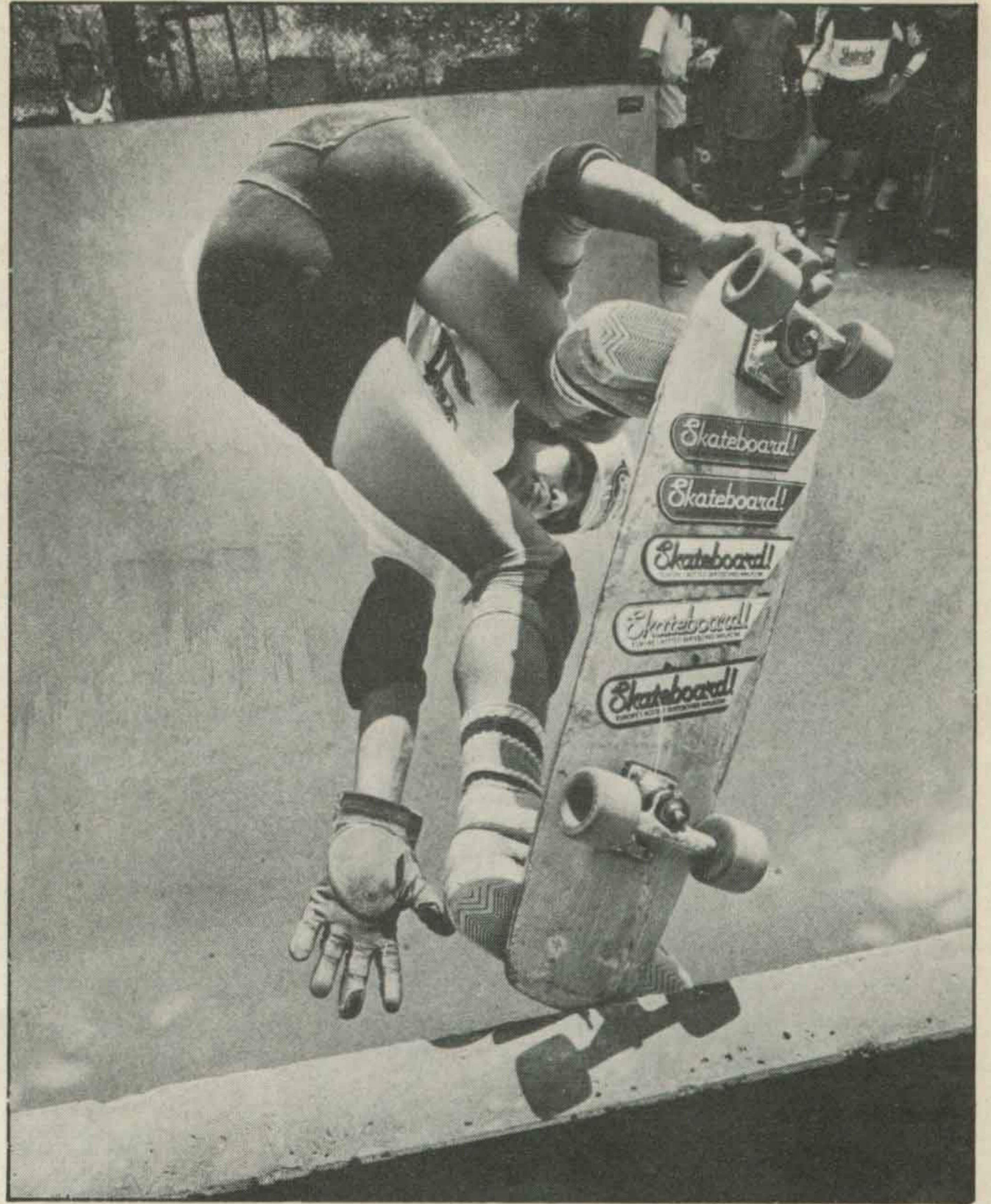
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TECHNO TALK

MODIFYING WHEELS FOR CUSTOMISED PERFORMANCE

By Steve Kane

One of the main controlling factors, so far as performance of a wheel is concerned, is the size. During the Bristol Test Tank investigations it became apparent that many of today's wheels are too big for their compounds. In a drift they tended to bounce and distort with too low a frequency to be easily manageable. The smaller Excellerator seemed to provide interesting confirmation. Though reduced in diameter it suffered no noticeable speed-loss over its bigger competitors, and all other properties were, if anything, improved.

Wheel width is another area for consideration. In general, the paring down of the track contact area will neatly exchange loss of traction and handling control for some increase in speed. More sophisticated modifications involve fashioning radius edges — or squaring them off.

It's all very well to talk about changing the shape of a wheel. . .but how best to do it? The proven method is by

There could hardly be any doubt that wheel manufacturers put a good deal of thought and research into their products. However, that said, it stands to reason that no particular wheel can be tailored to any one specific rider or terrain. The commercial restraints are obvious. But there's nothing to stop the especially demanding skater from modifying a good general product into something more specialised. While carrying out the wheels test in Skateboard! 11, Micky B and Steve Kane got to thinking about the practicalities of reshaping wheels to improve and customise their performance.

using a metal lathe. The trick is to construct a jig out of an old axle, one spacer and two seized bearings. The arrangement duplicates exactly the conditions of normal useage. To make sure the bearings remain seized (or if they weren't before, they certainly soon will be), wash with paraffin to remove oil and grease, then spray in some epoxy glue.

The lathe cutting tool needs to be sharp — otherwise, rather than cutting the urethane it'll tend to crumble it. Practise first with a wheel you're not going to be need-

ing. You'll probably have to adjust the cutting angle a few times to get the result exactly right. Rotate the wheel at a speed that gives good cutting, but not so fast as the urethane heats up and distorts.

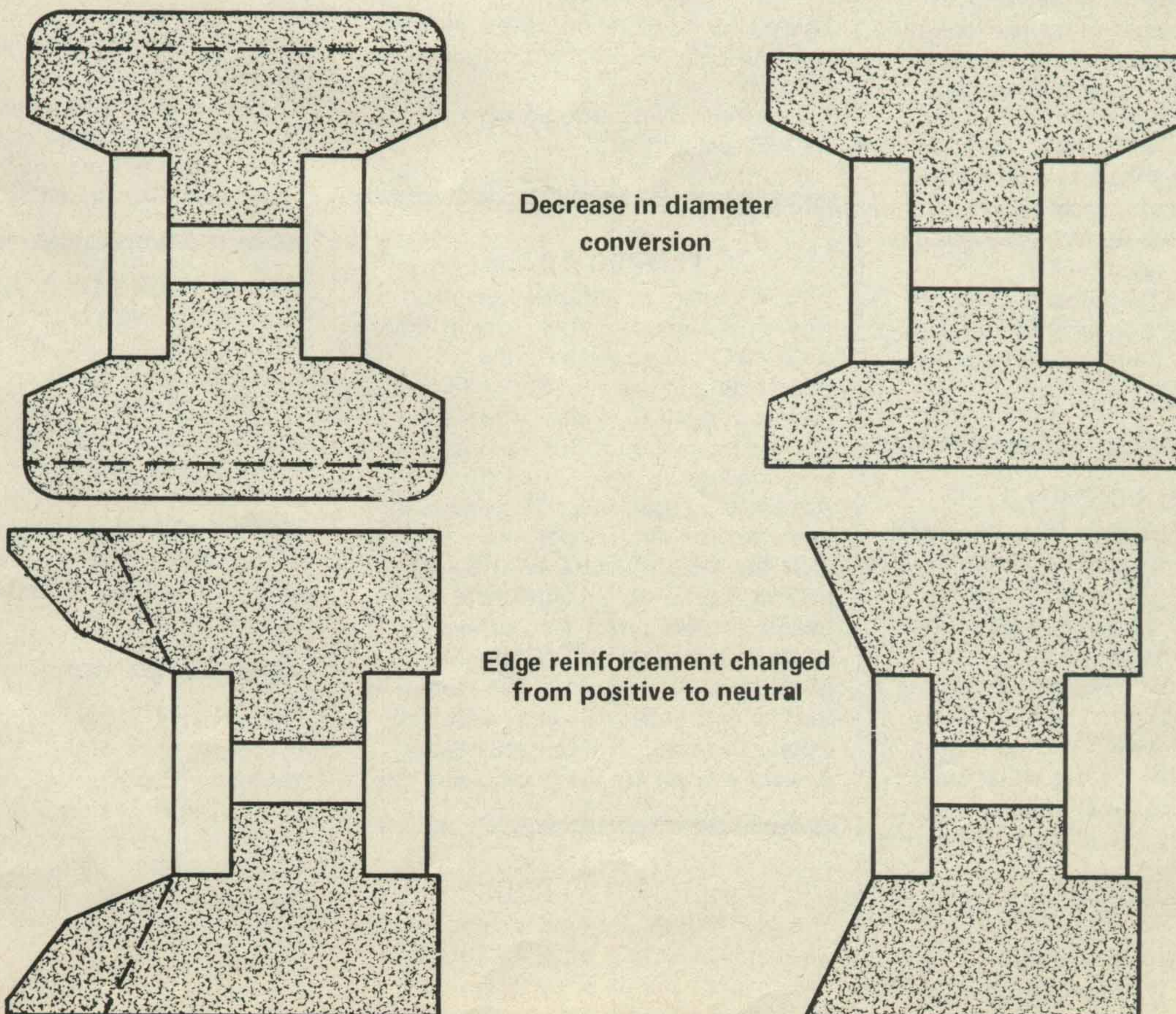
Bobby Piercy and other Turner riders developed the old green Kryp modification which involves sharpening the outside edge. (see diagram). This customised shape was incorporated in both the new Kryp slalom and the prototype Traknology Grand Slalom wheel.

One of the more successful modifications so far has been

to turn 65mm Excellerators down to a square edged 57mm, set with slight texture. The result is a really amazing wheel for hill-busting that provides fast, controllable slides and drifts on rough and smooth surfaces. A set of these have joined up with a pair of RHP trucks, plus axle extenders, and a custom deck to form a unique Steve Kane-tuned skating machine.

A word of warning. . .watch out for wheels with poor moulding consistency. The difference in hardness tends to show up during cutting, especially if the turning tool is anything less than sharp.

The other major warning, though obvious, is still one worth mentioning. Taking off the urethane is easy. . .putting it back on again is impossible. If you're experimenting, remove only a little at a time and try the wheels between cuttings. But beware, newly turned wheels need a degree of running-in before showing their true worth. Sometimes the newly-cut surfaces can feel very weird indeed.



SKATELINE

THE LETTERS THIS MONTH

AHOY KETTERING

Everyone in London thinks they are Britain's only hot skaters. At Kettering we have great riders like Peter Lee (Chinky) who holds the British slalom record for his age and who recently beat Bobby Piercy. There's also Ally Barr who is totally insane and just as good as Napper, Sablosky and Co. 2 Angry Skaters, Kettering, Northants. **Actually, we are looking hard now for 'feature interviews' outside of the usual power places. Ed.**

VOICE FROM AFAR

Thanks for mailing me the Skateboard! magazines. I'm not coming to Britain immediately — the people who were sending me over have postponed it for a while. Meanwhile, I enclose a bunch of 'Toft Design' stickers — and I hope to make it over there someday. Keep on rollin. . .
Lonnie Toft
Lonnie, we're waiting for you. Ed.

EVERYTHING WITH CHIPS

Recently the road (a cul de sac) outside my house has been ruined (resurfaced). The previous smooth surface has been covered by loose chippings. Despite a 1,500 name petition the council is doing NOTHING. We have three choices, getting run over on the main roads, breaking bones and boards on the new surface, or hanging up our boards. Please HELP.
Anna Williams, Cheltenham, Glos
Anna, try school playgrounds, sports centres, car-parks and a demo outside the town hall. Ed.

TWO FOOTED

John Sablosky is better than I thought. In issue 11's feature interview he's doing a frontside rail grab — regular footed. On page 66 in 'Going-For-It' he's doing an outrageous frontside airborner — Goofy footed! Something's been printed backwards! There's not much in Dock Town (Southampton) for us radical riders. . .are we actually gonna get a park? Finally, your magazine is improving and gradually blowing our minds.
'Mad' Mark Harris (Man from Atlantis), Soton, Hants
Sorry re the Sablosky muddle. . . 'All right leaving us' is once more the reply. Ed.

LINCOLN HOT-BED

Congrats on an excellent mag, but coverage of Lincoln is non-existent. We've been riding some 15' pipes we found in a removal yard, but now they've built a park at the Ropewalk, just past the Bus Station. There's a minute banked area, a big bowl and soon a halfpipe and pool.
Tony, John, Animal, Levo, Beanie, Jem, Jim, Dominic 1&2, Nick.E., Dean, Martin 1,2&3., Lincoln

CLICHES DOMINATE

Do we really have to put up with the cliché B.S. type of letter such as 'Meanwhile Dominates'. It's so pathetic copying the Americans in everything, even down to the North V South controversy. Secondly, I pitied the judges at the Wicksteed Park competition. The freestyle area was sloped, badly surfaced and small.
A C-Man
Criticisms apart, at least they got it together to produce a well-organised show. Ed.

HMM

Thanks for printing my letter, but it's not JAH (Rasta Babylon), it's JCH — watch it.
J.C. Horner, Winsham, Somerset.
We will, we will! Ed.

SLIPPED AGAIN

This is a letter of great protestation. How could you possibly print a 'Where to Skate' list and exclude the Scarborough Pure Fun Park? There's a reservoir, a snake, a pool and a mogul.
Tony Hogan, Columbus Ravine, Scarborough.
Apologies, Tony, more fingers have been rapped. Actually it's very easy to miss the most obvious. Would you believe, Portland, Britain's first park nearly got the chop! Two others have come to light (thanks to Alan Smith of Whitley Bay). Both in the North-East, one is at Blyth Valley and the other, Tynemouth (Maxwells Skate Arena) — both are made of wood. Ed.

LOCATING POOLS

Just writing to say your mag is totally unreal. The article on the California Pools just blew us away down here. Me and the guys were into pretty mellow

skating — you know, streets, banks and sometimes parks. Thanks to your article we got into pool hunting. . .I can tell you it was amazing. We started up alleys, looking over fences and checking out possible targets. We found pools, but none were empty. Eventually we found one being built, small and figure of eight shaped. . .it was unreal. When it's finished we'll be there.
Ian Seymour, Totteridge, Herts.

PORTUGAL SIZZLES

I've been skating here in Lisbon with my friends for four months. In fact, Lisbon is known as the city of 7 hills, so although there's no parks, it's good for downhill skating. We're ready to start a club in my area. . .after mine, many others will follow.
Alex

OUT OF PICTURE

What's the chance of me getting my photo in your magazine? I've been in the background of several, but that's all. I ride for the West Midland Safari Park Team and I've been skating about six years.
Nigel Walford, West Hagley, West Midlands
Keep checking with your Team Manager for when we're down there again. . .I've passed your letter along to Adam Peacock. Ed.

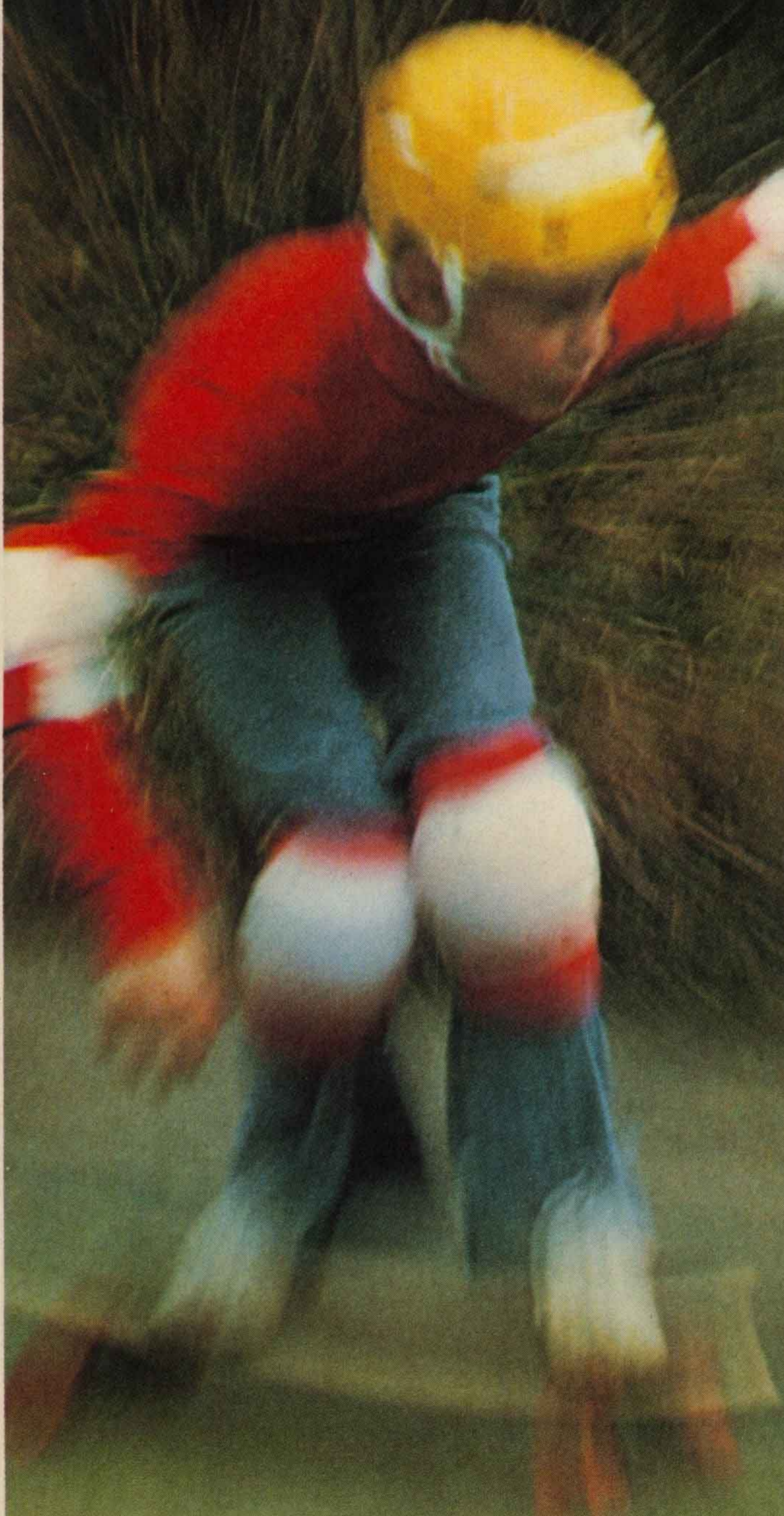
WHERE ARE YOU NOW?

Could you please tell me if there IS a National Skateboard Association or not? I feel very lonely in my skateboarding and would like to contact other skaters and clubs.
Henry Pearse, West Bexington, Dorchester, Dorset.
There is an Association, but best thing is — anyone in the area who can help, write in and I'll pass on Henry's address. Ed.

SHORT-SIGHTED SAFETY?

I recently went along to 'Skateopia' at Knebworth House. I failed to notice an infinitesimal sign proclaiming that a 'simple proficiency test' must be taken before using the bowls. I discovered the test consisted of ten tricks. . .the usual 180 on a bank, 360 and tic-tac. However, the rider only interested in bowlriding (yours truly) had to spend 15 minutes attempting

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8 Knee Pads
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10 Elbow Pads
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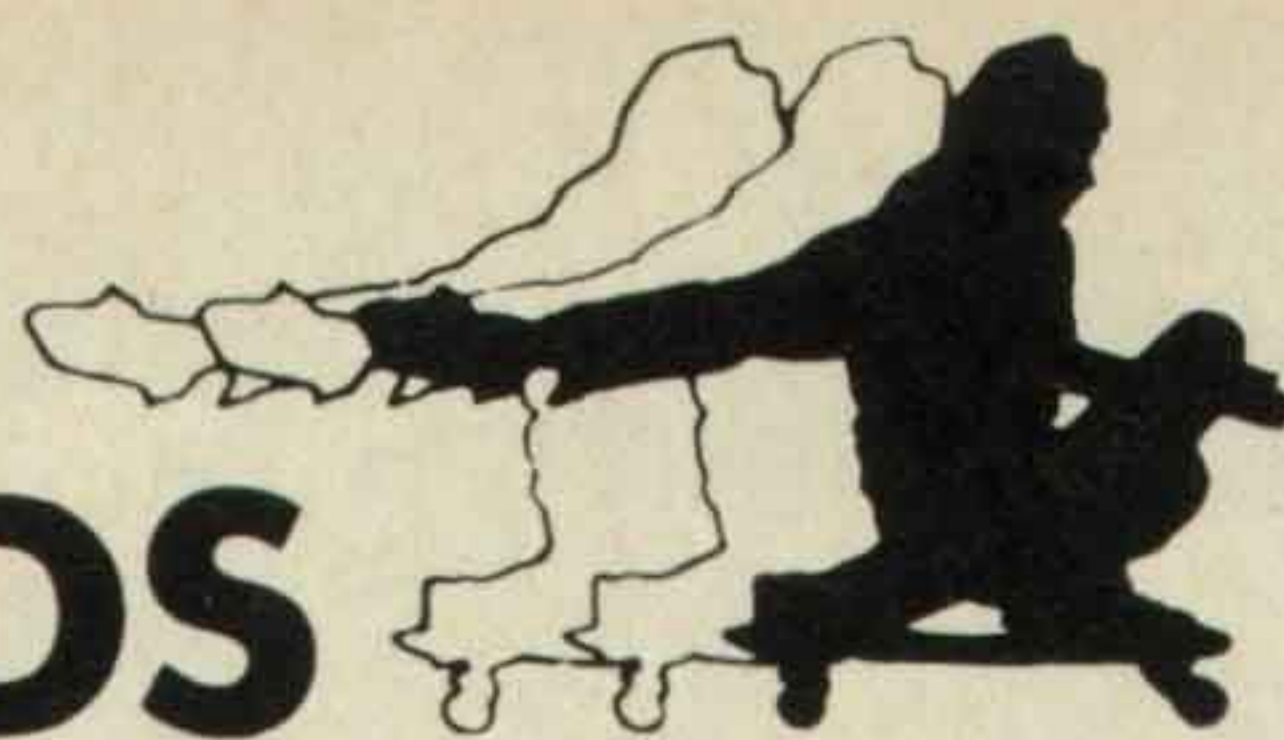


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endovers and dog walks. This sort of thing is quite unnecessary for the carver or kickturner. . . why must everyone be an all-rounder? Richard Bignell, High Barnet, Herts. **Methinks such rules are probably devised by those who know not what they are doing! Ed.**

NOT AGAIN!

Following on from the spelling mistakes pointed out by Ben Allen, I noticed in one advert, ACS 657. Also Midtracks were 46.95 and another mentioned a certain Mide Weed. What by the way, is grip take? Philip Pode, Norley Wood, Hants. **The next person to embarrass me will be 'fixed' by J. Saville Esq. Ed.**

ELLEN'S THE PRETTIEST

Please could you send some colour pictures of Ellen O'Neal - I think she's the prettiest and most skillful skater around and I'm a great fan. Peter Sung, Horden, Co. Durham **Next best thing. . . as soon as we get new pictures in, we'll print a few. Ed.**

MALIBU MADNESS?

What do you reckon on the enclosed newspaper cutting taken from Nottingham's Evening Post (headline - 'Skate Craze is Falling Off')? I had just returned from watching dozens and dozens of enthusiastic kids thoroughly enjoying themselves at the Malibu Dog Bowl, when that greeted me! I'm not a rider because I'm a wobbly 33 year old business man who's going bald. But believe me, after seeing these kids having such great fun. . . I'm going to take it up myself!

John (Rentaghost) Woodhouse, Nottingham

Good on you, John, one more for the 'Old Gold' file. Ed.

AGITATED

Stop it, STOP IT, STOP IT . . . those wide angle photo shots make me mad. Why can't we have some nice, sensible shots - with straight lines in them? Issue 9 is the best yet, no it isn't, I've just read issue 10, and that's even better. Being a genius, I've come up with an idea. Many parks have grading systems - but the 'colours' are different everywhere you go. Why not a universal system? I like to travel to parks all round the country and it's a nuisance having to stay on the basic runs.

David (Skitch) Brown, Golborne, Cheshire

What's wrong with 'bent' pictures, huh? I like the grading idea. . . sounds like something for the Associations to organise. Ed.



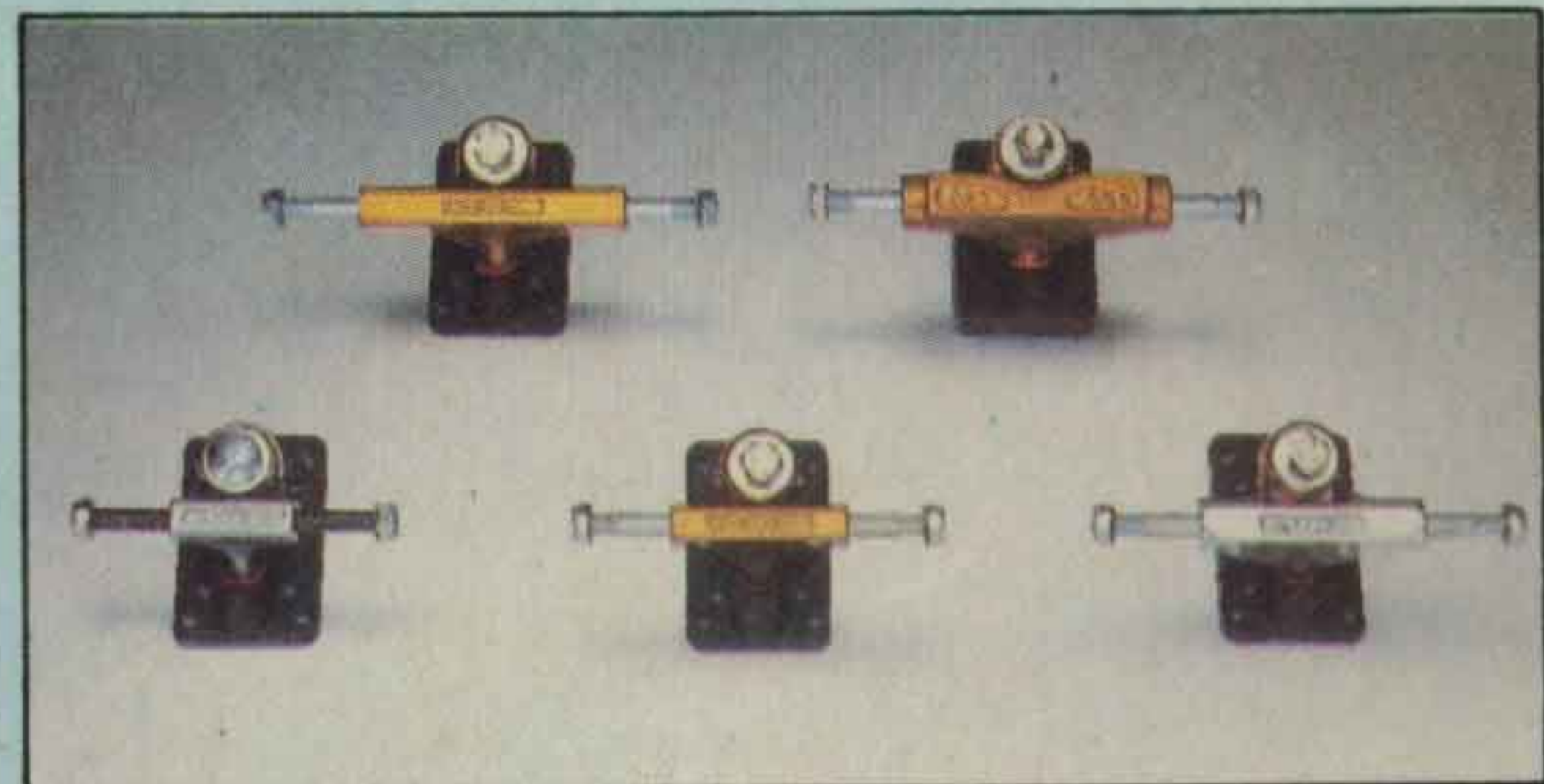
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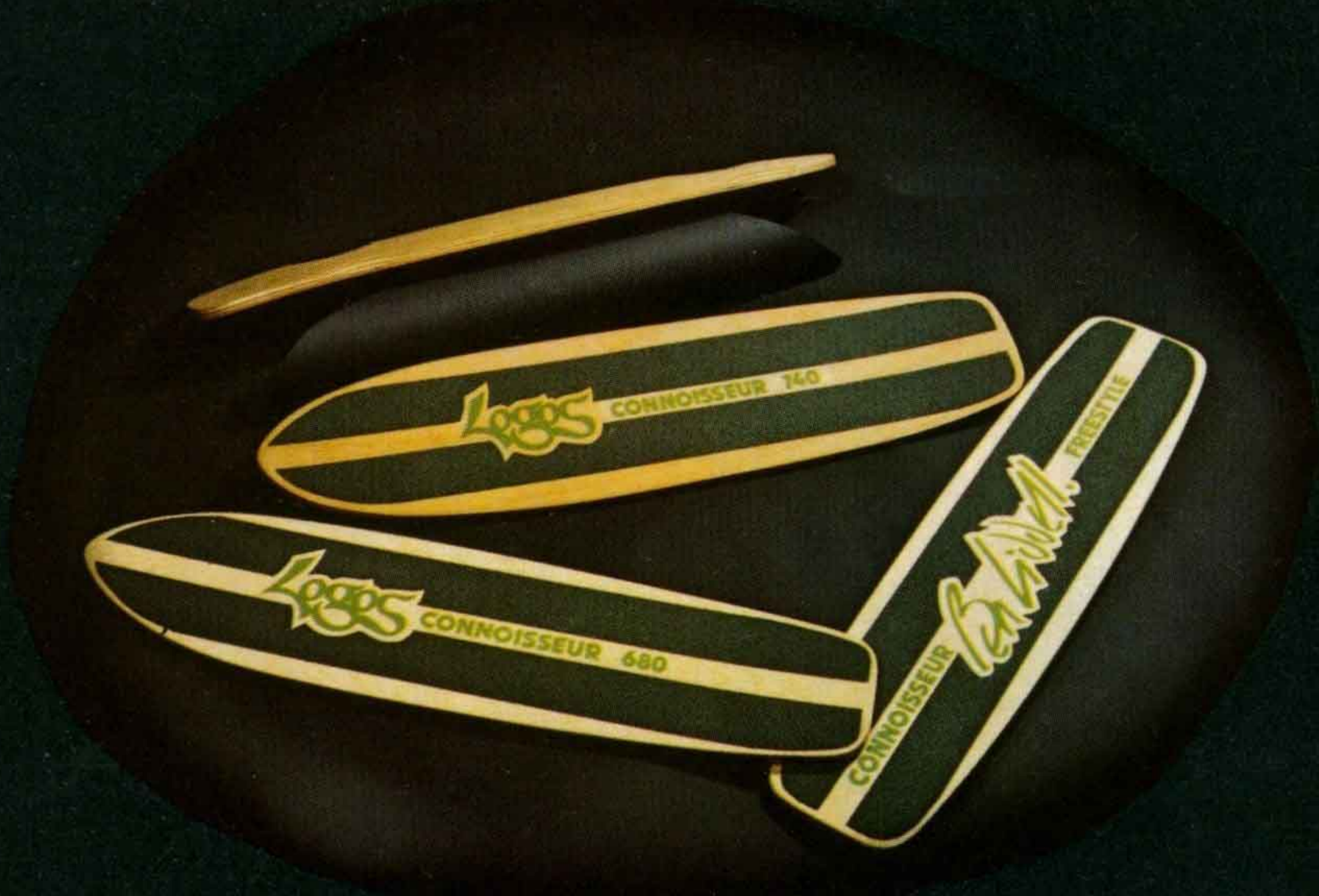
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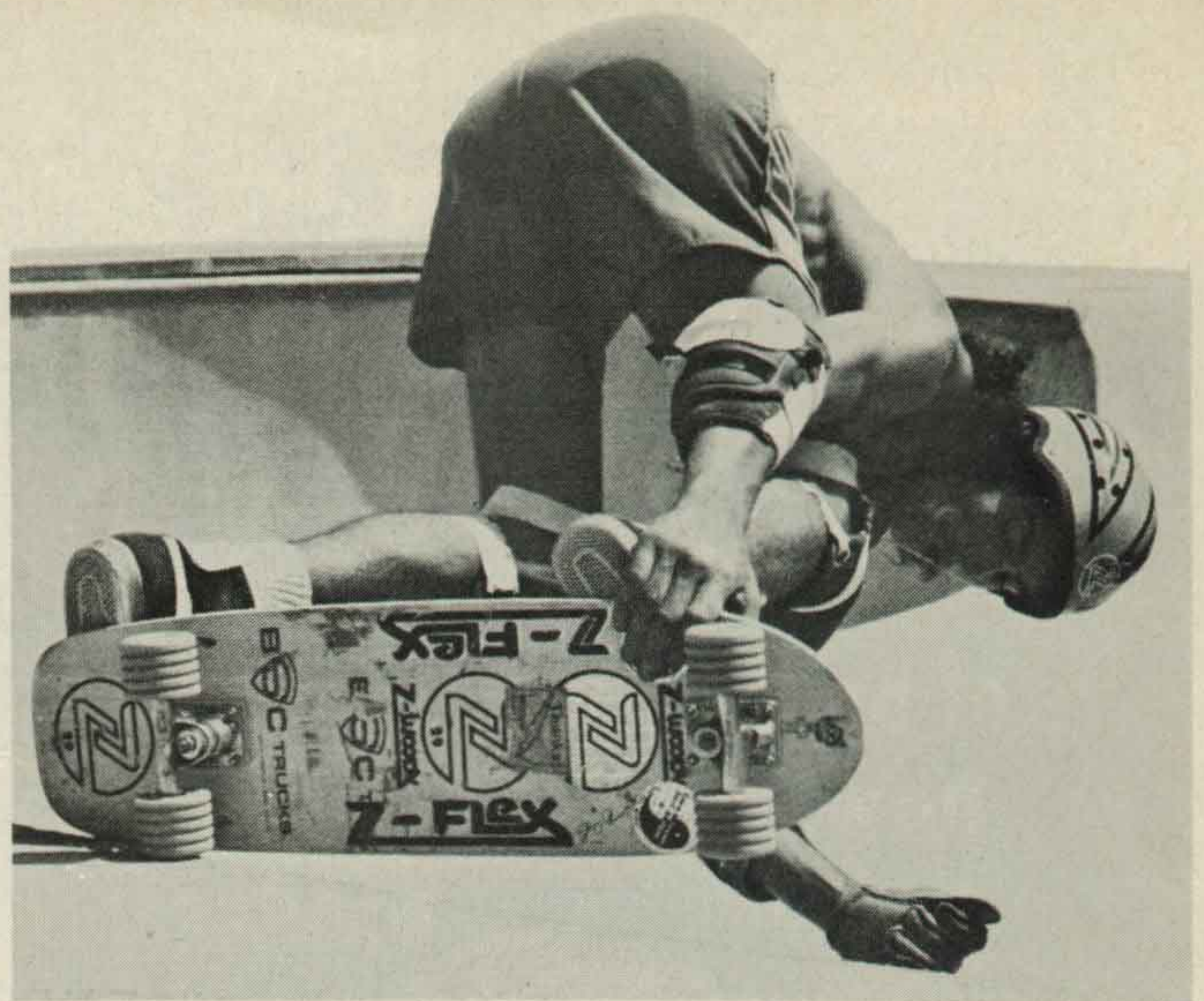
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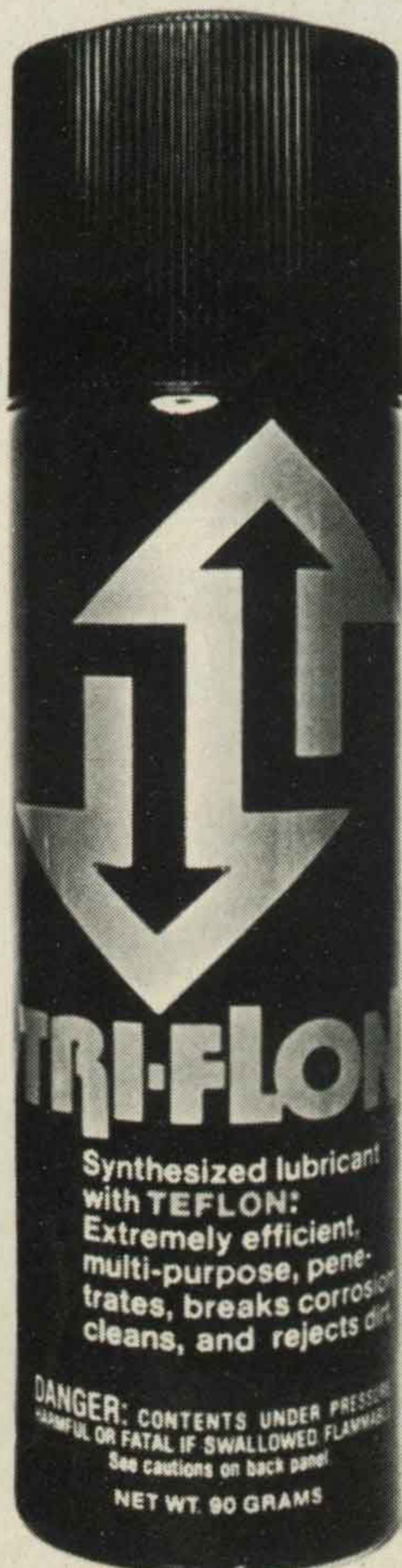
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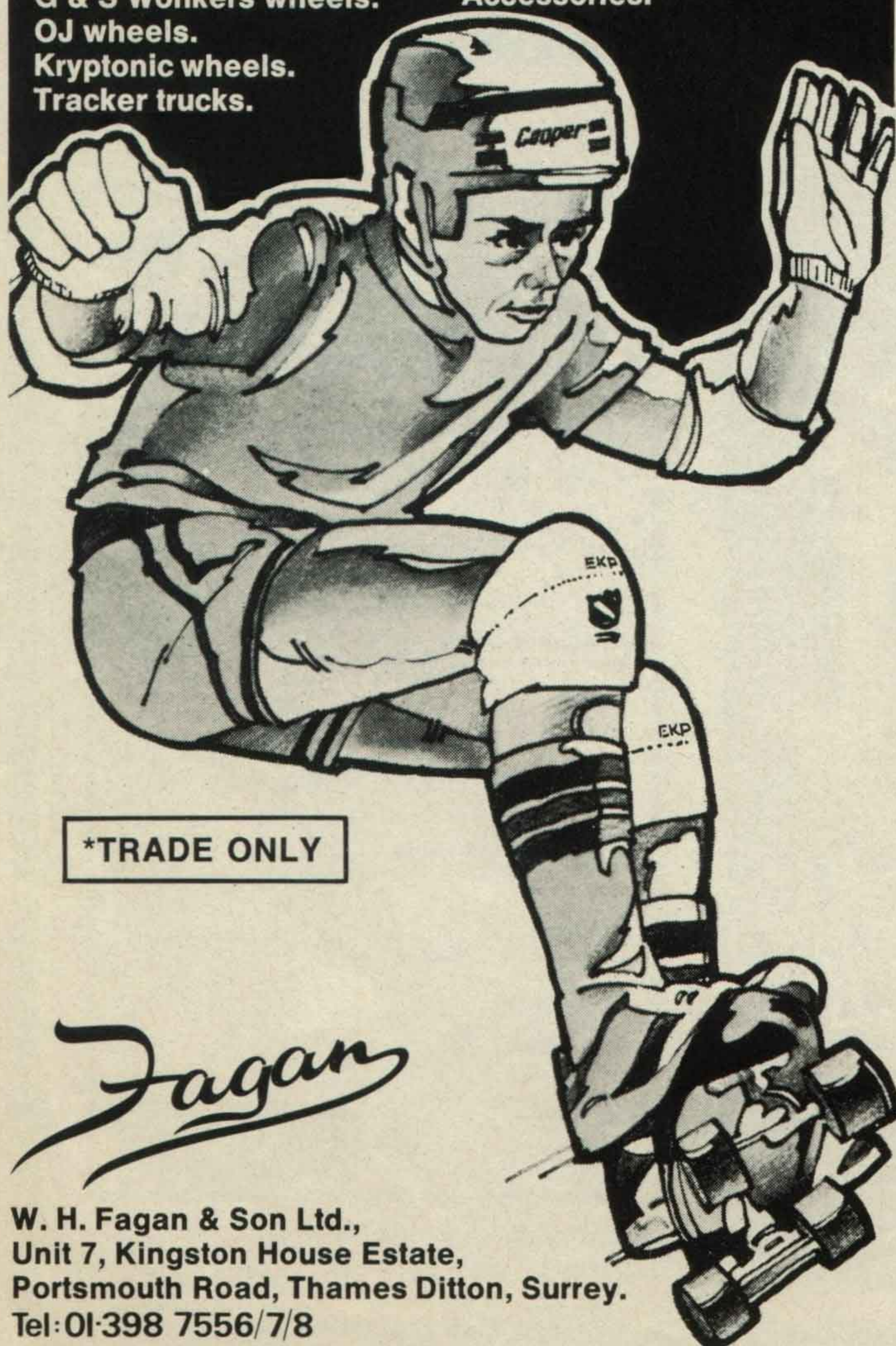
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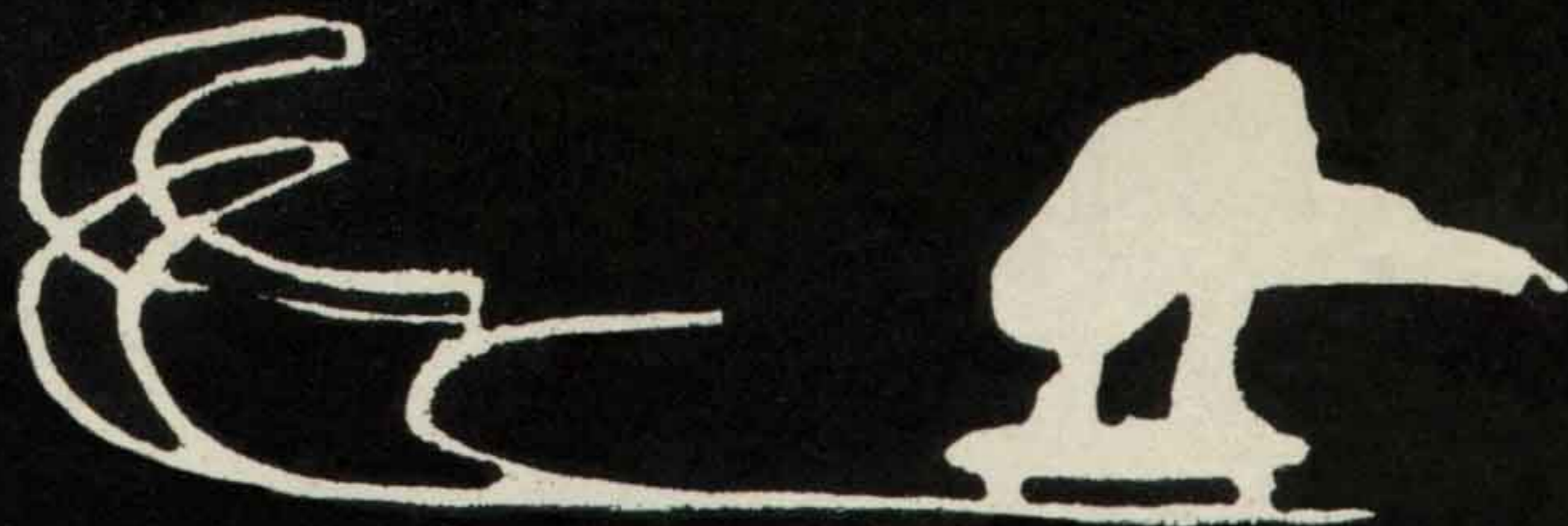


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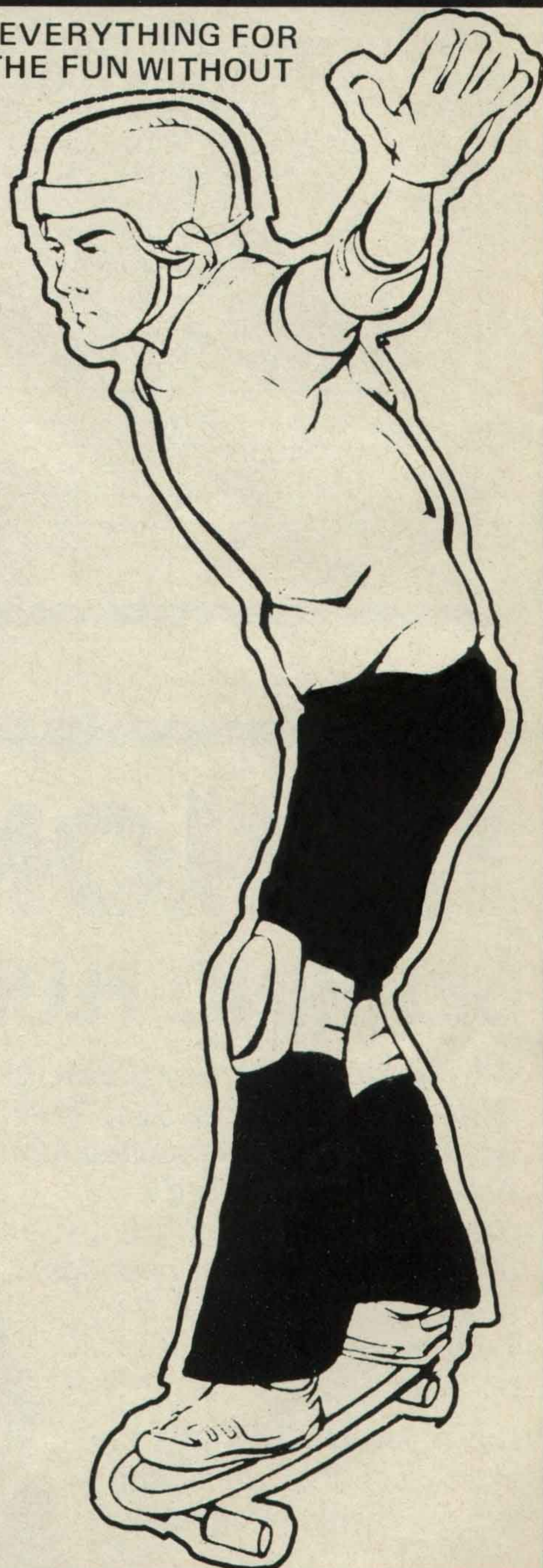
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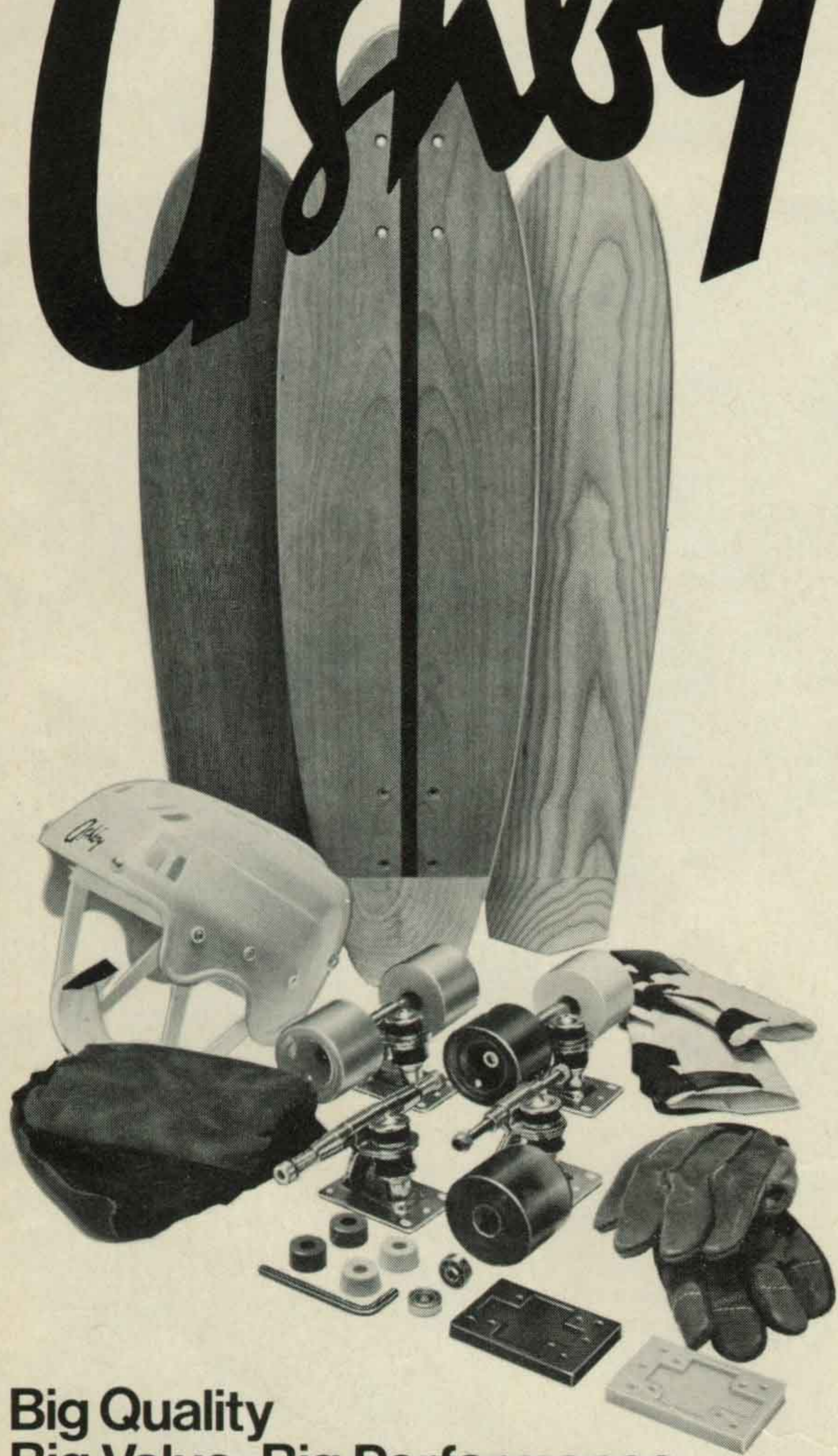
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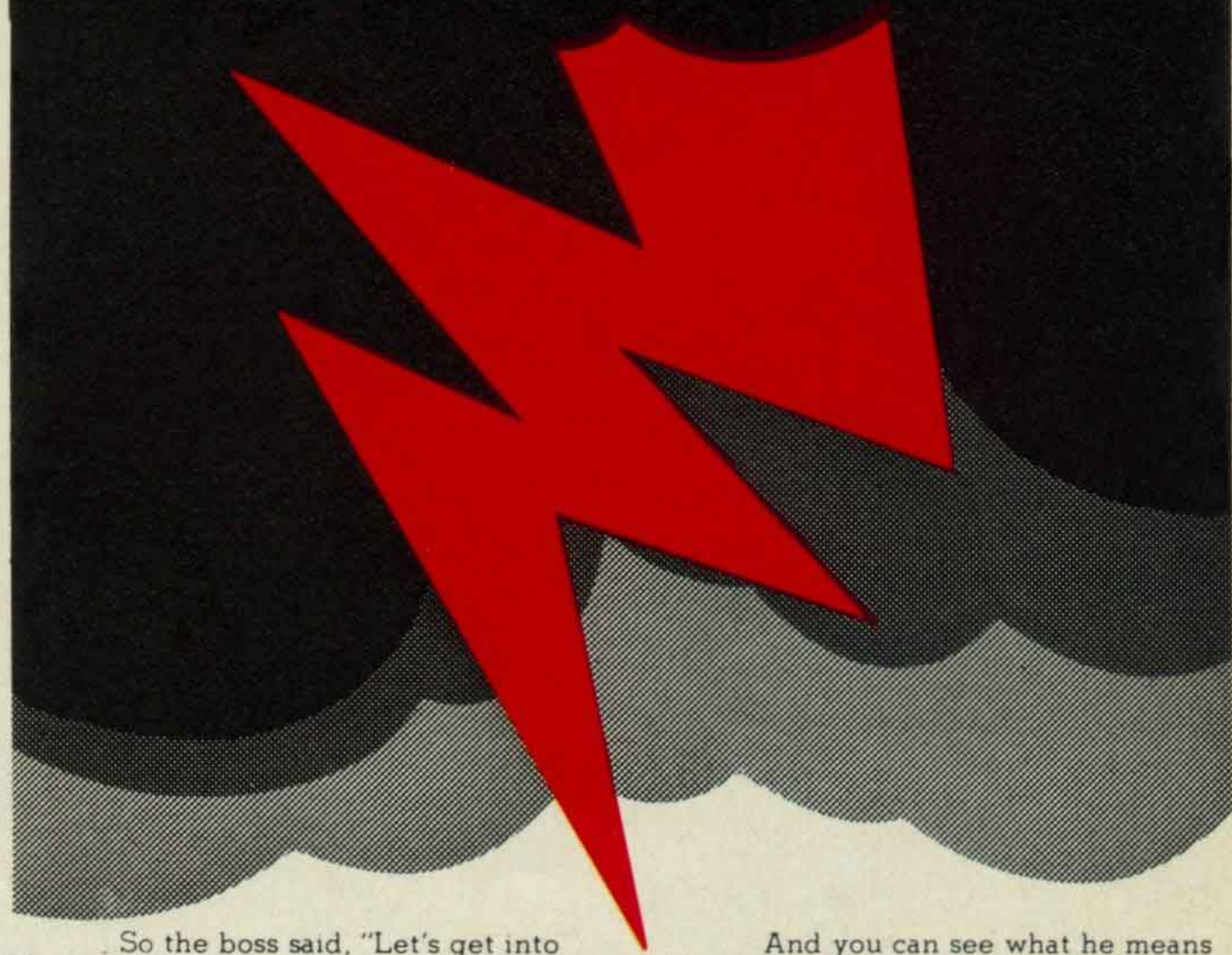
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CREATION



So the boss said, "Let's get into Skateboards. We've got to give the kids something better than most of the rubbish that's available in the shops just now."

We tried to cool his enthusiasm. "Look boss, we make skis - the best skis in the world - Vielhaber skis. We don't want to get involved in some dangerous breakneck kick."

But the boss was determined - "Look you guys, that's exactly why I want to make a skatedeck. I've got kids of my own and I don't want them breaking their necks on some cheap mass-produced board. Let's make a deck that's as good as our skis."

So, to pacify him, we went away and did some research with the intention of going back saying it couldn't be done.

But somehow we got enthusiastic and one day one of the guys said, "Look you fellas, we've been making skis with carbonfibre why not try it out on a skatedeck."

Eureka! In that inspired moment, that blinding flash of light, Carbonflex was born.

Let me tell you about the Carbonflex deck laminated with carbonfibre.

It's got great strength so that it will take any kind of surface in its ride. It's got great flexibility for fancy tricks.

For strength and flexibility there's nothing better than carbonfibre. Rolls Royce use it in RB211 jet engines. Cunard used it in the QE2.

It's spot on for skatedecks. The material decided, we came to the design. We talked to experts.

"Carbonfibre has special properties ideal for Slalom decks" they said. So we decided to make Slalom decks and nothing else.

"For Slalom you need a wide deck to give you greater control through the cones." So we made it wide - 7" and 8" wide.

"You want maximum flex." So we put the truck mounts as far apart as possible.

The result is a deck that looks distinctively unique but at the same time is extremely functional.

And the big day came. After exhaustive tests with top pros, the boss came along with his kids. They raved about its performance, so did the pros. We had a worldbeater.

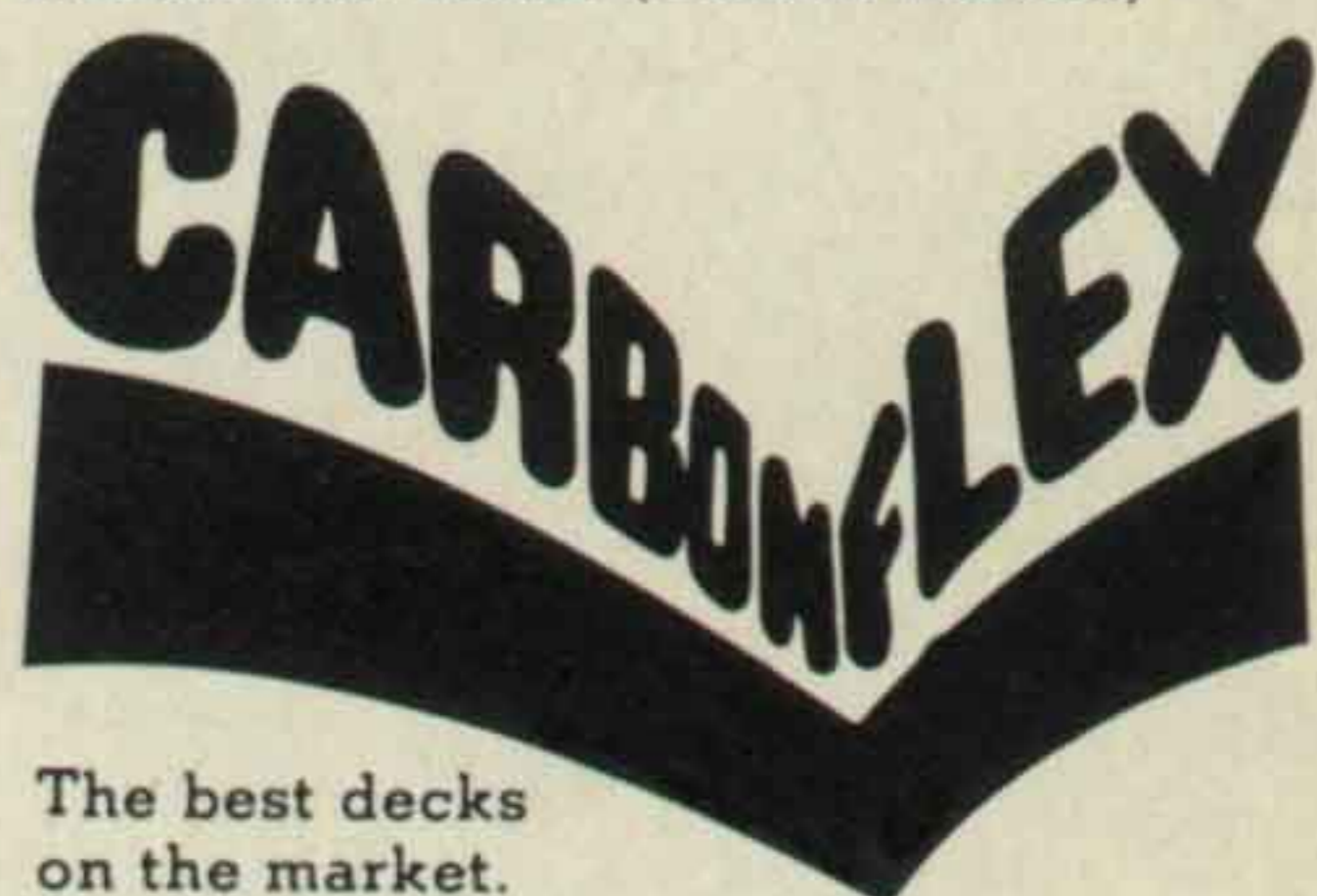
But the boss was still making demands. "The deck performs well but that green looks terrible. What do you reckon Kurt?" (his eldest son). Kurt didn't like it either. "I don't like the go-faster stripes, it needs to be classy but different."

So we called in some top flight designers and gave them the brief.

They gave us about fifty designs. "It's beautiful", said Kurt of the final design, "the most beautiful deck I've ever seen. I'll be the envy of all my friends."

And you can see what he means below.

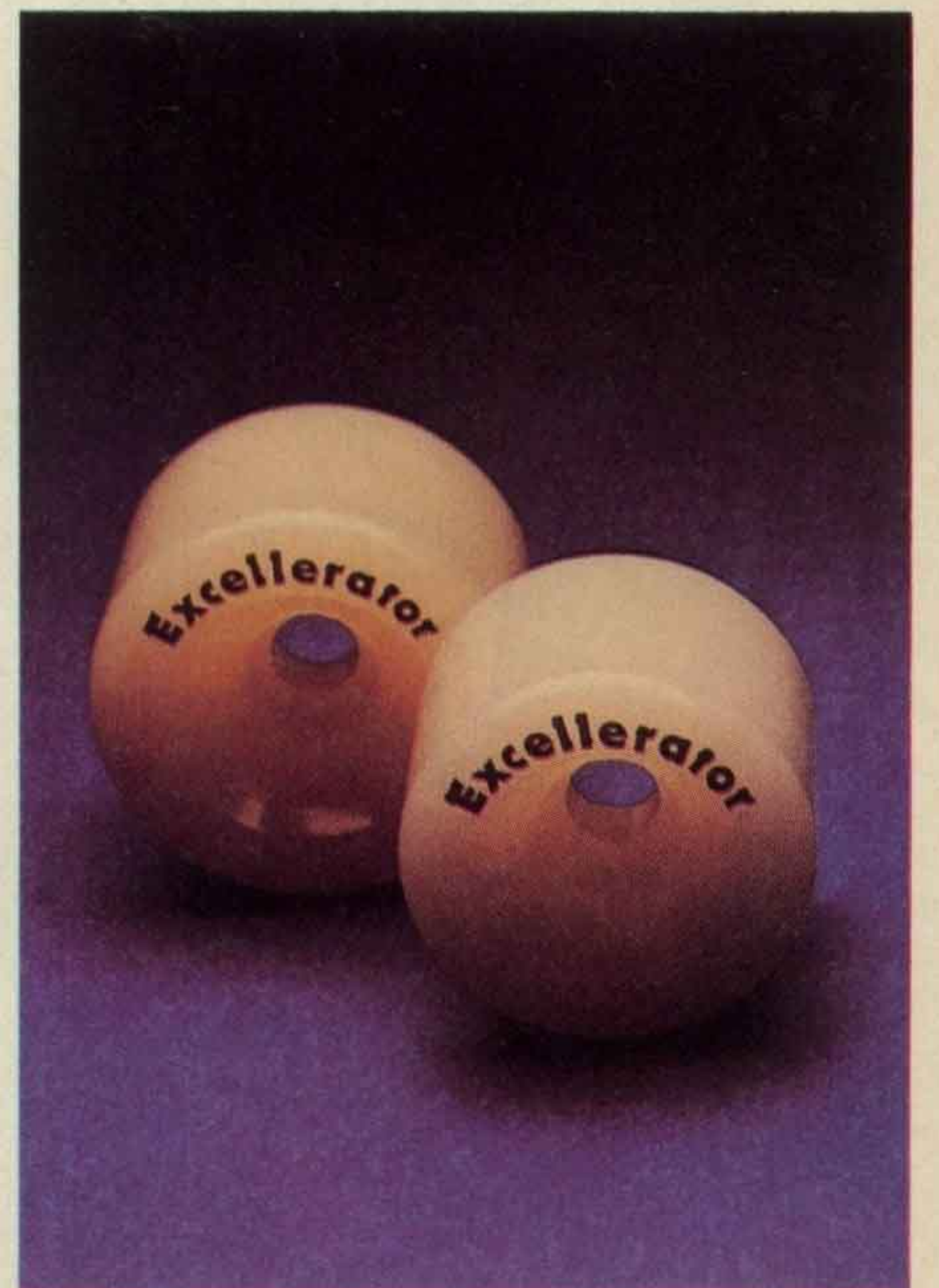
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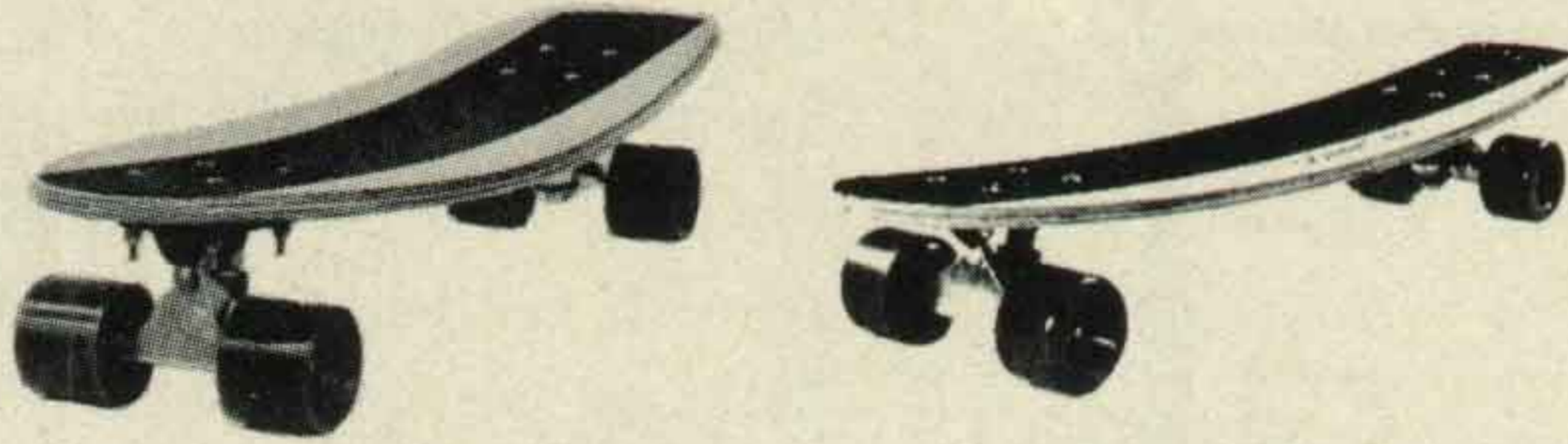
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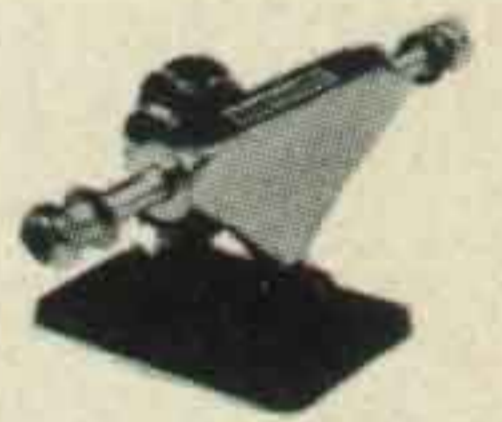
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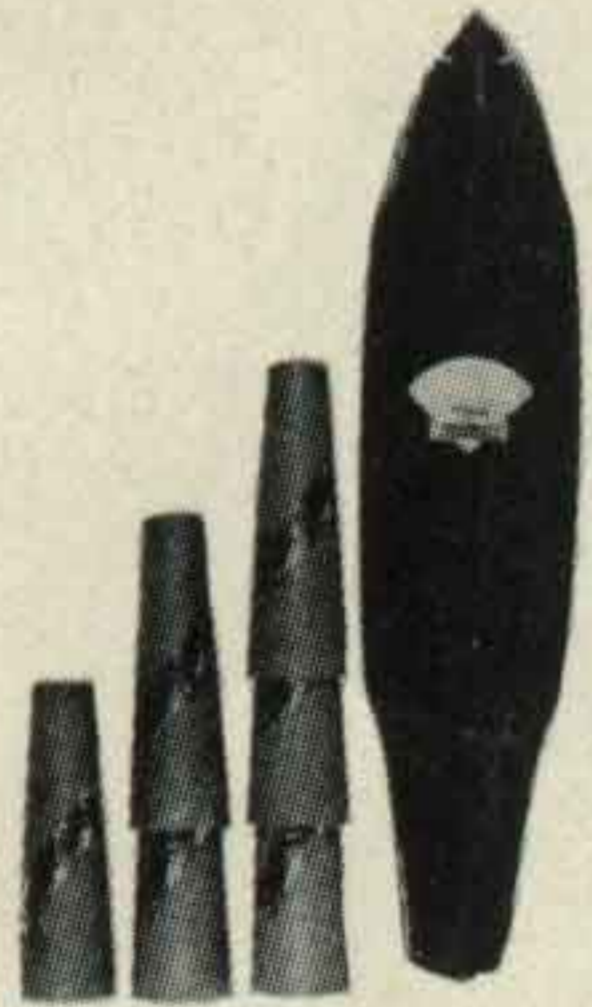
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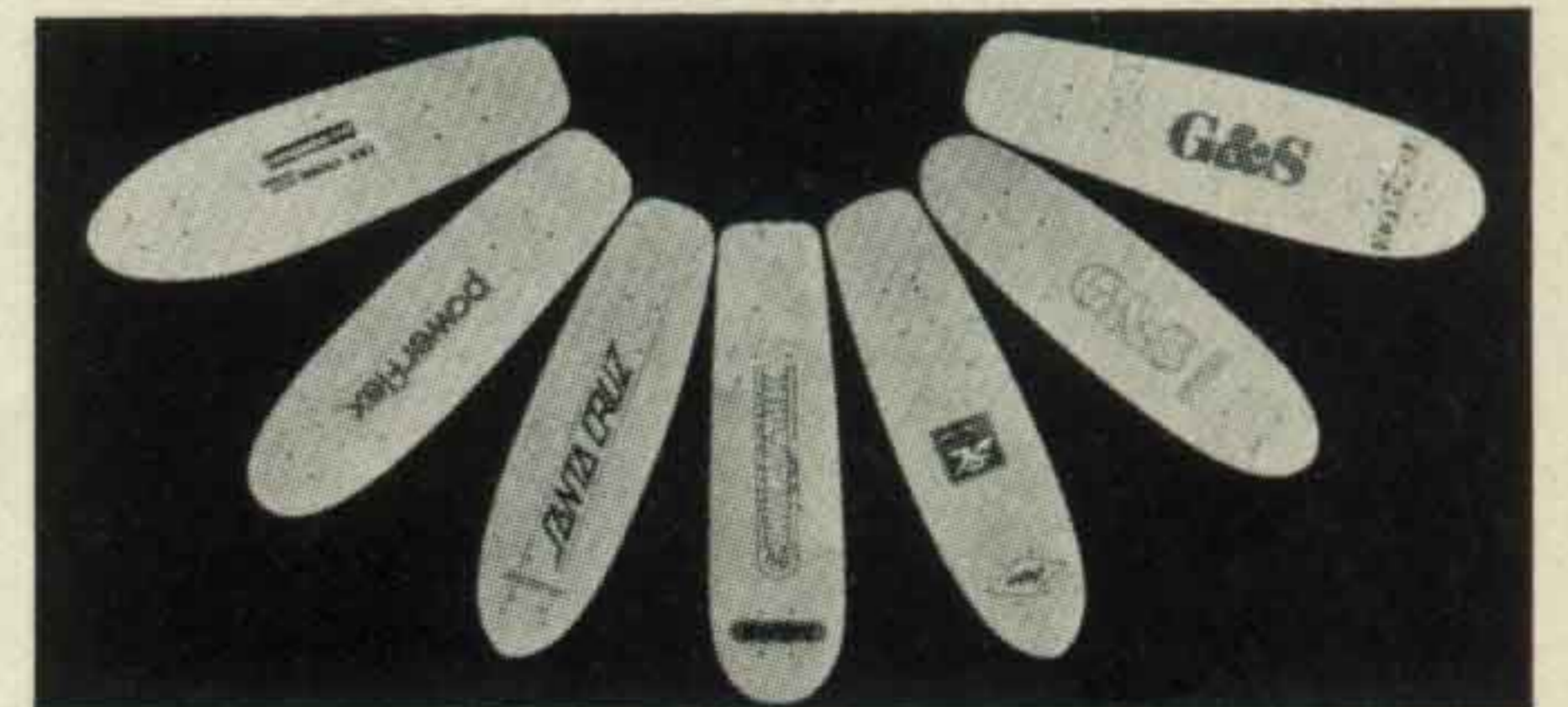
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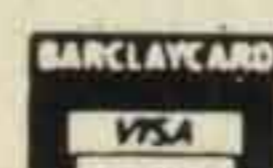
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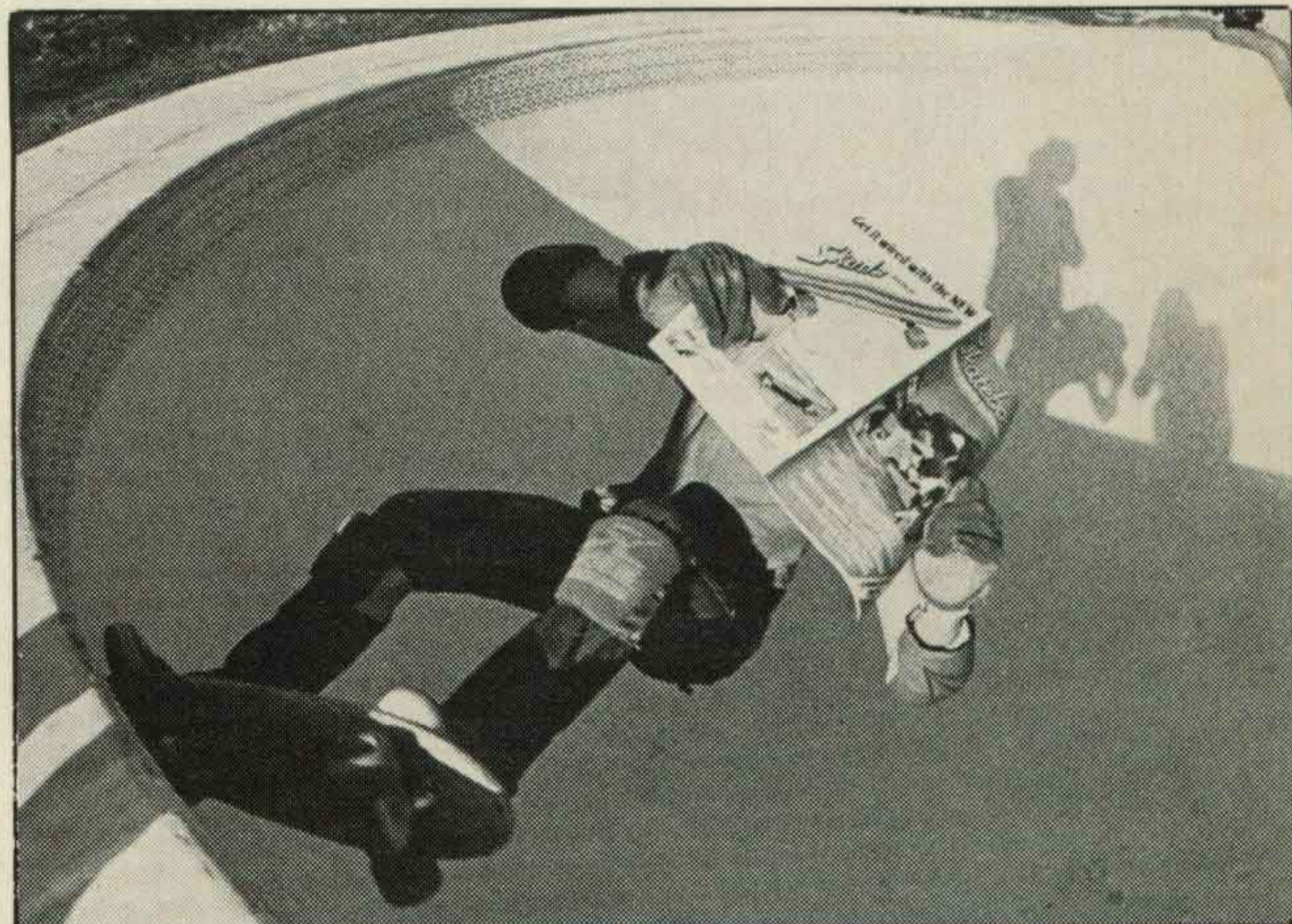
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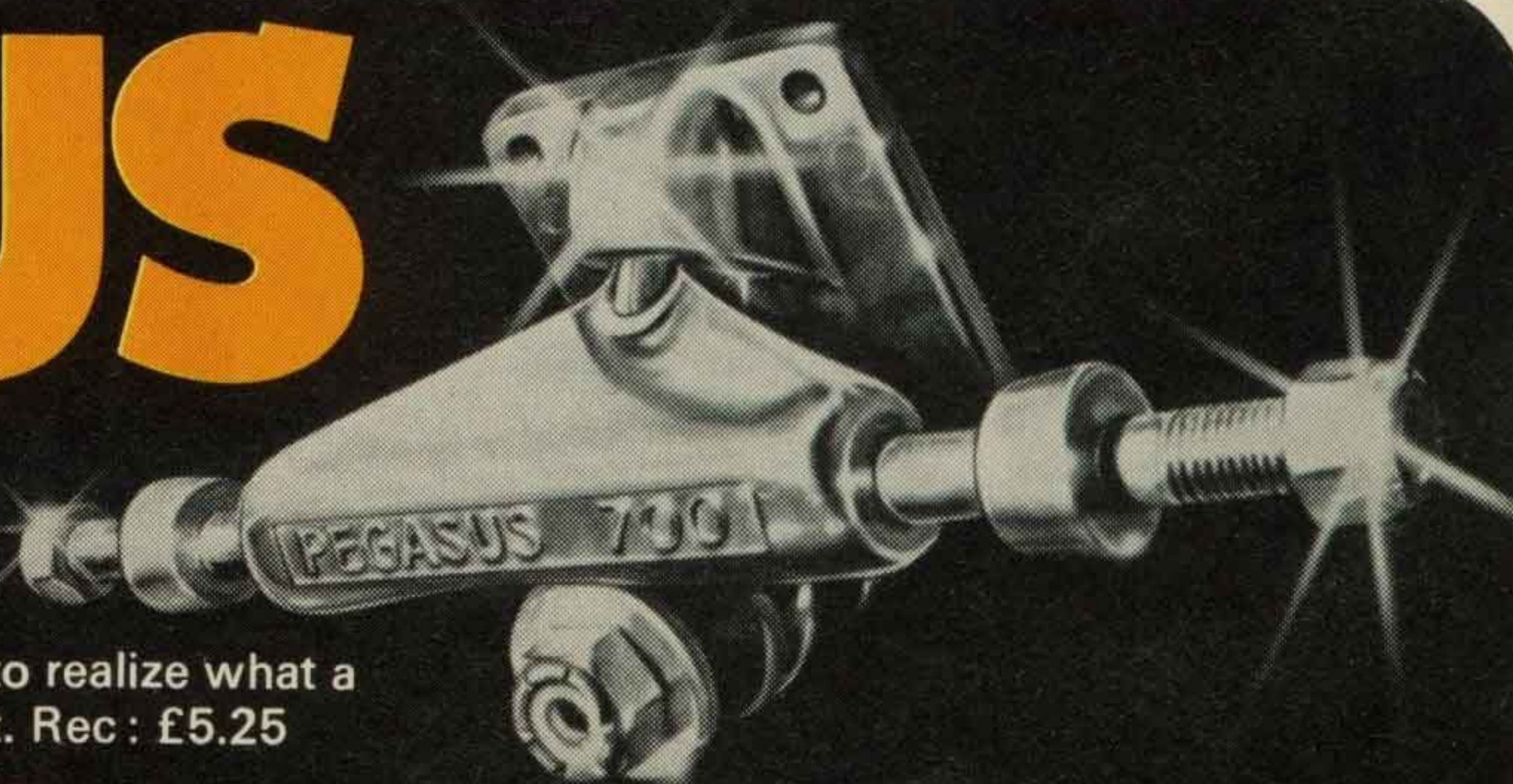
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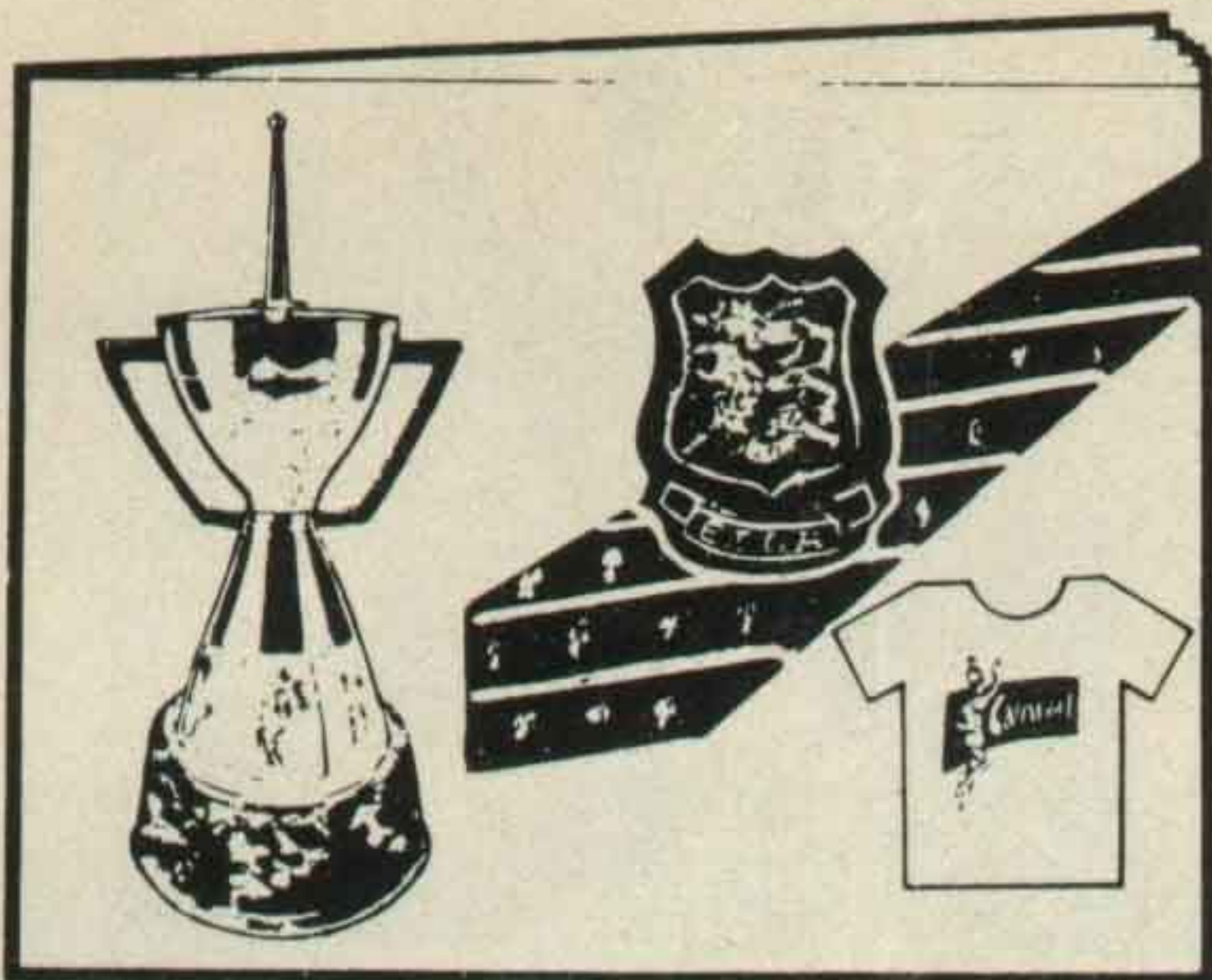
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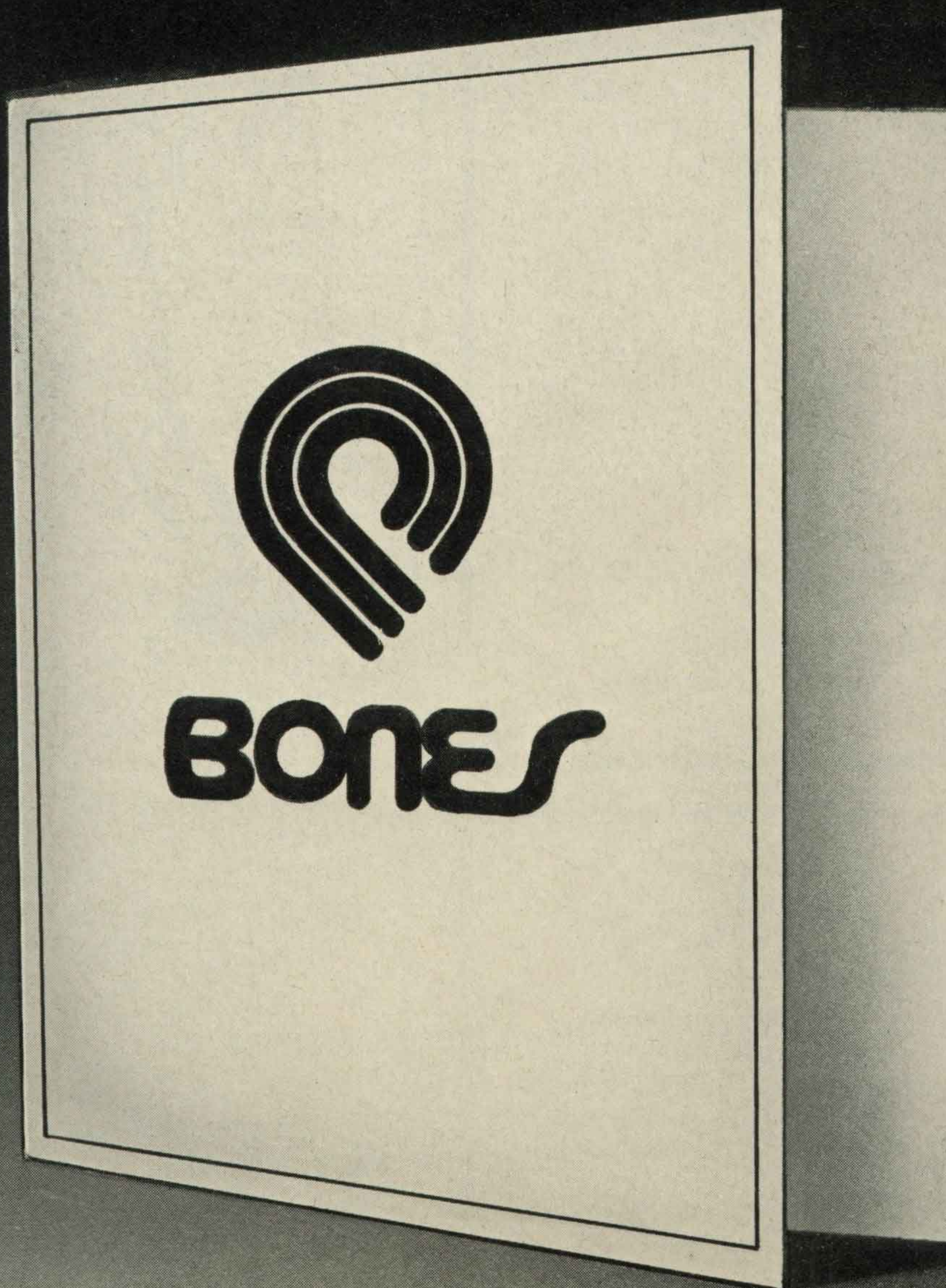
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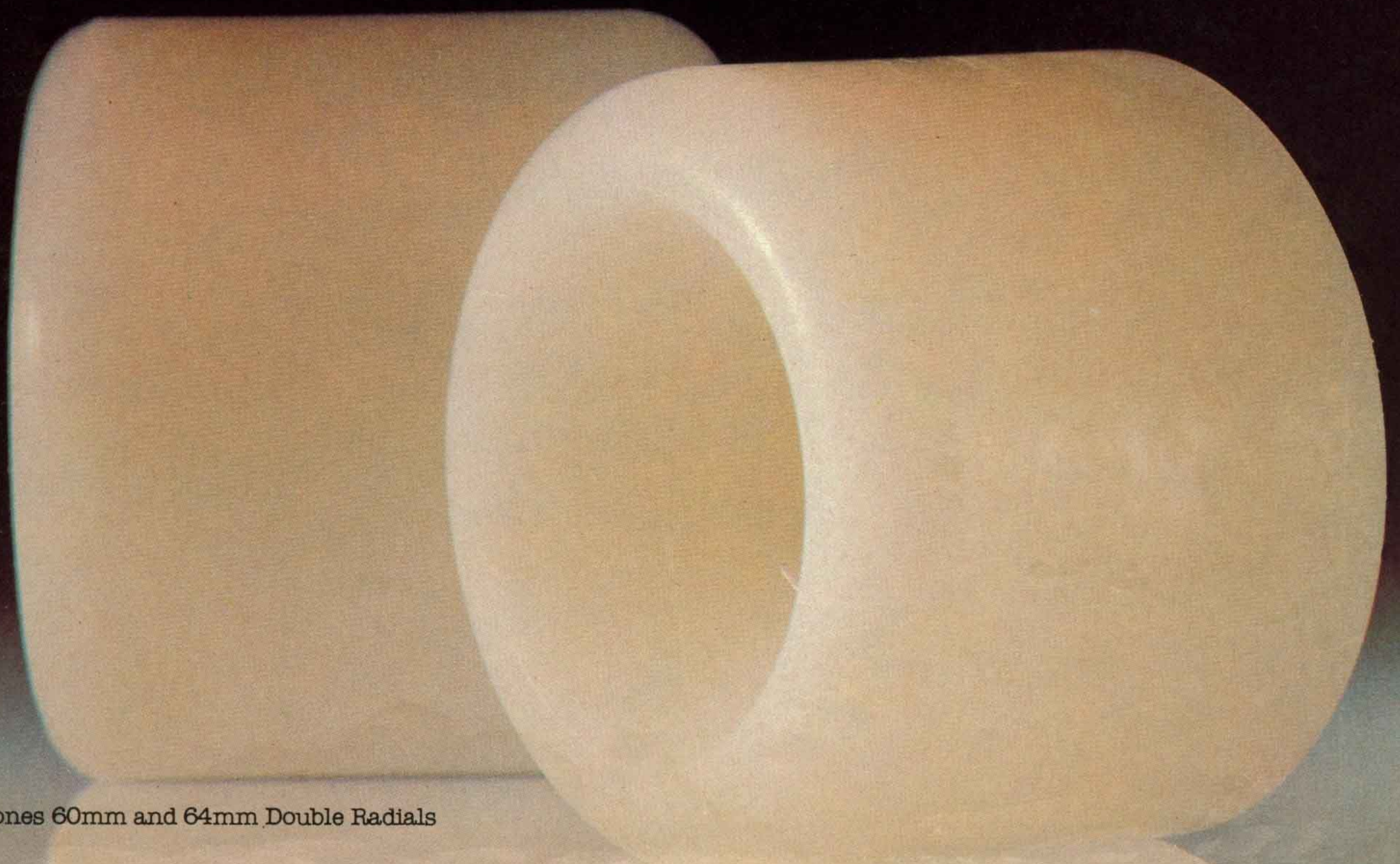
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