Skateboard!

No.17

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

TIM ALTIC: BORN TO RIP
Bristol Messiah Speaks...

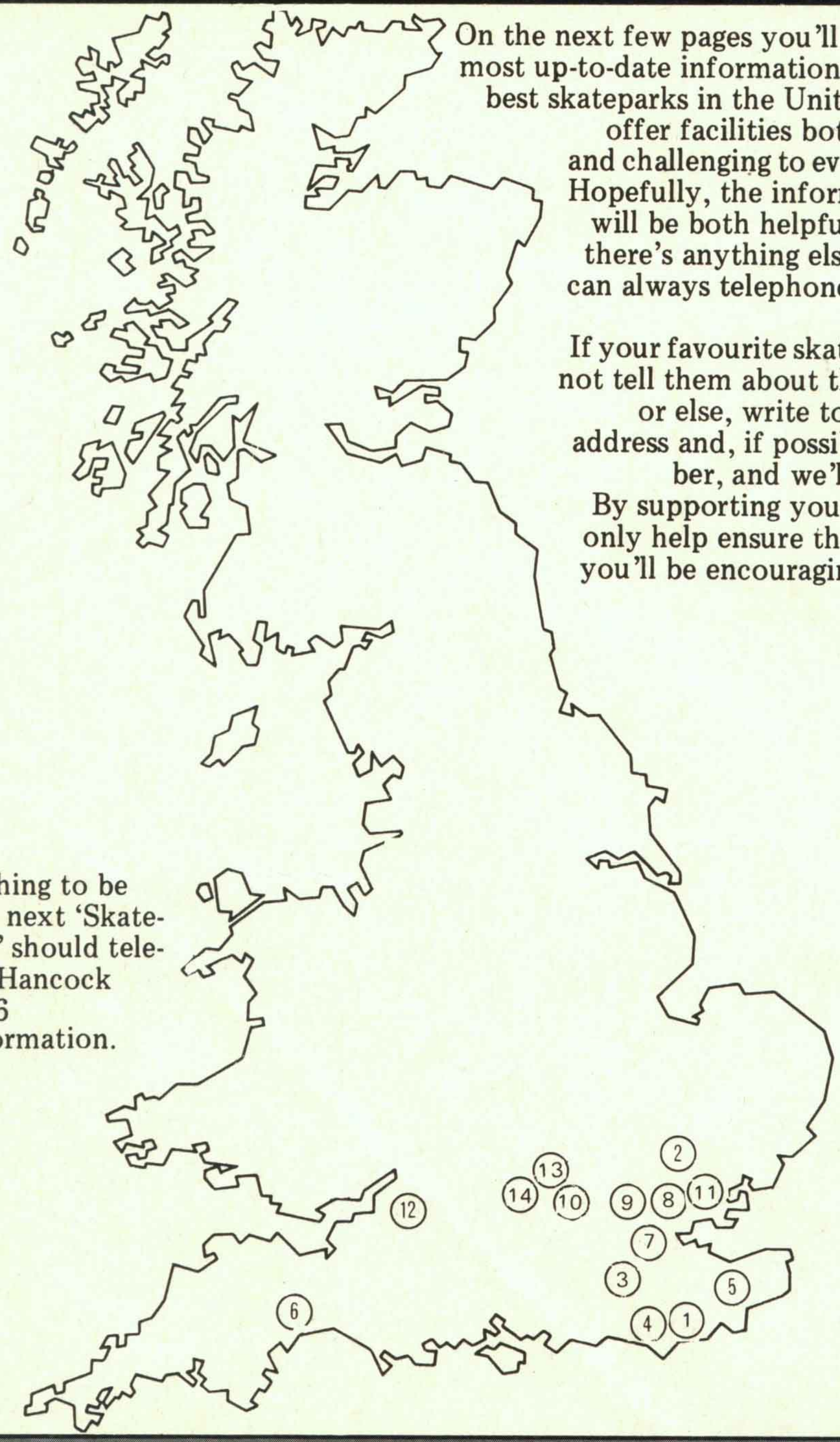
BRITISH OPEN CHAMPIONSHIPS
Full Report

WHEN INJURY STRIKES
Sane protection/Self-Help Therapy

1st PARKRIDING DECK TEST
The Wider They Get

50p

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.

1

CAGE SKATEPARK

216.225 Kings Road Arches, Brighton, Sussex
Tel: Brighton 21508

Indoor. Open to the public weekends 9.30am to 6.45pm.
Weekdays from 2.30pm to 6.45pm
Latenight Wednesday to 9.30pm
Disco night Friday 7pm to 11pm
2 hr sessions. 1st session 50p.
Reductions subsequently. Spectators 20p
Giant bowl—two ½ pipes (one vertical, one overhang, ¼pipe , switchback.
Max's Pro Shop, Hire equipment, Fully Marshalled, Food and drink, Amusements.

Open throughout the winter.

With the sea not 30m away, hardwheels and soft waves become a true reality.

2

CAMBRIDGE SKATEPARK

Cheddars Lane, off Newmarket Rd, Cambridge
Tel: Cambridge 60022

Happy New Year to all our Skateboarders

During school holidays open 10am — 7.30pm. 3 hour session 50p.

Outdoor. 250ft slalom, 50ft trough, large cloverleaf mogul, half pipe with vertical, large freestyle area, (large bowl in construction).
Pro Shop
Equipment Sales and Hire, Marshall, First Aid, Refreshments. Club room, Music.

COME TO EAST ANGLIA's NEWEST SKATEPARK

KENT's 1st SKATEPARK NOW OPEN 3

BLACKLION

Mill Road, Gillingham Kent.
Tel: Medway 51721
The park with the friendly atmosphere.

Walking distance Gillingham Railway Station
Short bus ride Chatham Railway Station
Off Gillingham High Street at the Black Lion Leisure Sports Complex
Floodlighting. Open all winter.
Outdoor in beautiful park surroundings
Open Termtime 4.00pm — 8pm
School holidays 9.30am — 8pm
Weekends 9.30am — 8pm

50p per 2hr session 40p for Members
Membership £4.00 per year.
Spectators Children 30p Adults 10p
Coaching Sessions at the Weekend.

A slalom and freestyle area, a 50ft long ½ pipe, a 100ft snakerun ending in a large bowl. A classic pool, tileing & coping, a small beginners area.

Fully marshalled at all times. First Aid, Hire Shop (Kneepads and Arm pads 10p per pair, Boards 30p, Helmets 20p)
Cafe with hot drinks and snacks to keep you warm.

Ring and check for local weather conditions.
Medway 51721

RIP WITH THE BEST AT THE BLACK LION

4

BARN SKATEPARK

Old Barn Way, Southwick, Sussex
Tel. Brighton 595588

Midway between Brighton and Worthing

Open. Monday 4.30 8.45pm, Tuesday Closed, Wednesday 2.15pm - 8.45pm, Thursday Closed, Friday 4.30pm - 8.45pm, Saturday & Sunday 9.45am - 8.45pm

35p FOR 2 HOUR SESSION (SPECTATORS FREE)

Outdoor. Floodlite. Large freestyle area. (Ideal also for Roller Skating). Bowl & Competition pool with coping and marble lite.
Indoor ½ pipe & freestyle area.
(FREE COACHING SESSIONS)

Pro shop all latest equipment in stock at discount prices. All saftey gear and boards for hire. Refreshments. Fully marshalled. First Aid Post.

New Year Greetings from the Skatepark with the friendly atmosphere

5

THE CONCRETE CAVE

The White Rock Baths, Hstings Sea Front.
Tel: Hastings 433208

You'll find a welcome! We're indoor, warm, floodlite and open all winter.

Open Daily: School Days 5.30pm-8.00pm
School Holidays 10am-8.00pm
Weekends 10am-5.00pm

30p per session, complete hire equipment 40p.

There's a large childrens fun area with Banking at both ends. A large radical Reservoir. You can clip the coping in the 24ft Bowl. Hit the heights of vertical in the 18ft half pipe.

Visit our Pro Shop

Hot Flash — Kryptonics
green/red. 65mm
£1.25 + 40p p&p.

Theres marshalls to help you, First Aid if you need it. Equipment for hire. A games room with pin ball, and pool tables. A Cafeteria fro snacks.

HAPPY SKATEBOARDING NEW YEAR.
To all you Hot Dudes

Visit us first.

6

EARTH & OCEAN

Seven Brethren Bank, Barnstable, Devon.
Tel. Barnstaple 73324

Earth 'n' Ocean
SKATEPARK
SURF AND SKATEBOARD CENTRES
BARNSTAPLE DEVON

Happy new year and skate above the line in '79.

Outdoor beside the River Taw in idyllic surroundings next to sports leisure centre car park.

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

Members 40p per 3 hours session
Non-members 60p per 3 hour session
Membership £2.50 per annum.

2,400 sq.ft. freestyle area with 3ft-4ft banks on 2 sides, ½ pipe, perfection performance bowl, a pool with coping and 20ft bowl. Fully Marshalled. First Aid Centre. Pro Shop (10% discount to members).

Hire equipment (helmet, kneepads, elbow pads and board inclusive 50p).

Club House Cabin provides, vending machines, hot dogs, ice cream, cold drinks, juke box, amusement machines.

WHEN YOU'VE FINISHED SKATING TRY SURFING AT SOME OF THE BEST BEACHES IN THE COUNTRY.

Come to South London 7

CROYDON SKATEPARK

Croydon Golf Range, Long Lane.
Croydon. Tel. 01-654 7859

Take a 54 bus from West Croydon and come and enjoy our park.

The entrance fee is only 25p and you can skate as long as you like

* * * * * * *

*We are outdoor and **floodlit.**
*We are open 7 days a week till 10pm
*Refreshments are available to keep you warm.
*Safety gear for hire is available at low cost

* * * * * * *

In peaceful surroundings, you can carve away every day all day on the

*2 ½ pipes *2 ¼ pipes *slalom starting ramp *trick ramp and a good asphalt surface area for freestyle.

Give us a whirl in the New Year
You'll enjoy it!

8

LOCOMOTION SKATEPARK

Wheelers Lane, Hemel Hempstead, Herts.
Tel: Hemel Hempstead

At the junction of Wheelers Lane and St. Albans Hill.

3 minutes from Junction 8 on M1

Open 3pm - 9pm Schooldays
9am - 9pm Weekends and Holidays

Members 30p per session
Visitors 50p " "
(Reducing rate there after).
Members £1 per day. Visitors £1.50 per day.

Facilities Include:
A large 60ft long 19ft diameter ½ pipe with 4ft vertical. A classic pool with tiles and coping, 3 interlinked mogul bowls. A freestyle area with radical banking. A 55 metre fast slalom run. Hire equipment* Good Pro Shop. First Aid. Marshalled.

There's music, a faceteria for snacks, Club house to relax in with amusements. We're open all Winter. Come and try the new ski slope too.

London's No 1 Skatepark 9

THE MAD DOG BOWL

601 Old Kent Road, London SE15 01-639 8997
One of the most exciting Indoor Skateparks in Europe, with 2,000 square metres of Pure Skating Fun.
Nearest underground Elephant & Castle, then a 53 bus up Old Kent Road.
Open daily Mon. 4.30pm to 8.30pm
Thur. 4.30pm to 8.30pm
Sat. 10.00am to 8.00pm
Sun. 10.00am to 6.00pm
Members 40p per 2 hour session. Non members 65p per 2 hour session. All day £1.50 (Members £1.25) Membership only £3 per year.

* * * * * *

Fully marshalled through out. Safety gear hirable at 20p. The best prices in Pro Shop, full of up to date gear.
Cafeteria with hot food and drinks to keep you're energy up. Rest lounge if you need it.
Listen to the super music, play the amusement machines.

* * * * * *

And rip away all day on:
The freestyle area banked on three sides.
The 26 metre long half pipe, 7m wide 3.5m deep
The five interlocking mogul bowls.
The Snake run.
The 8 meter diameter classic pool with coping.
The 4.5 meter deep pool
Many competitions planned for 1979.
Squash courts opening shortly. Roller skating.
The Maddog is now takeing off the Headquarters of the Skateboard League.

10

ROLLING THUNDER

Adjacent to Junction of M4 and Northcircular, between Chiswick Roundabout and Kew Bridge. Next to Kew Bridge Railway Station close Gunnersbury Underground (District Line) on Bus Routes 27, 91.

Open daily
Monday to Friday 5.30 - 9.30pm
Friday 9.30 - 11pm FREE DISCO
Saturday 10.30am - 6.30pm
Sunday 10.30am to 6.30pm

Membership £2.00 yearly
Members 30p one hour session
Non-members 45p one hour session
Unlimited time ticket £25 per year

Indoor floodlit 30,000sq.ft. Concrete skating surface. ½ pipe (20ft diameter, 180ft long) with over vertical sections.
4 Bowls (connected into ½ pipe)
A continuous loop channel
A clover leaf for carving
A cruiser bowl for airbornes
A freestyle area
A whiplash going over vertical
Death Valley, a run that loops under it's self.

Disco sounds system throughout. Snack bar. Restaurant. Pro shop. Amusement arcade. Pool table. Mini cinema.

ROM SKATEPARK

UPPER RAINHAM ROAD, HORNCHURCH, ROMFORD EX. Tel. Hornchurch 74429.

7 mins walk · Elm Park Stn · District Line
1 mile · Romford Stn · from Liverpool St.
Bus route 252 passes the door.

Open daily 9am · 7pm
now with
FLOODLIGHTS

Down hill slalom · Reservoir · Half pipe · 6 mogul bowls · Performance bowl · Clover leaf Snake run · Classic pool with tiles & coping

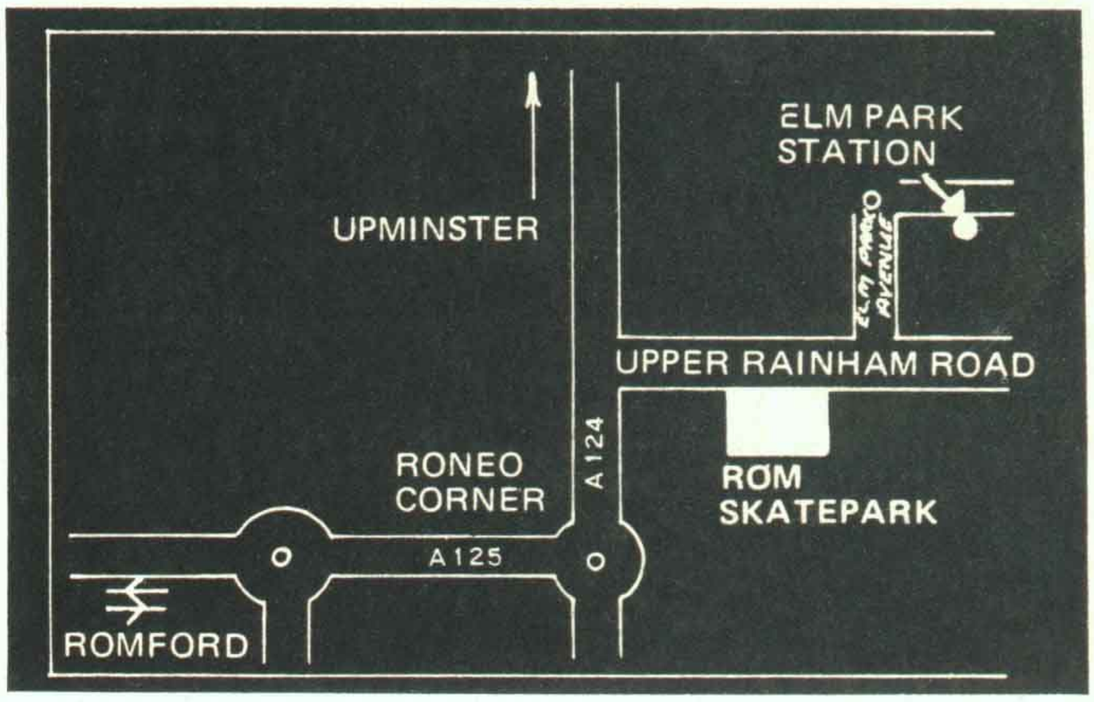
Safety equipment for hire. Fully marshalled. First Aid Room. Cafeteria. Pinballs. Video's. Juke box. Membership £5.00 1st year + free T-shirt. £3 thereafter.

PRO-SHOP

Every day is SALE DAY. Check our prices.

Send a stamped self addressed envelope for our current price list.

Club members less 10% (on orders over £1)



COME TO 12

SKATECOUNTRY

At Ashton Court Country Club, Beggar Bush Lane, Failand. Near Bristol

Open all year. Dome covered. Flood lite

*Forky foot half pipe *Snake run
*Banked freestyle area *Big Bristol bowl
*Californian bowl with blue tiles and coping

* * * * * * * * * * * * *

Hire and pro service shop. All skating gear available for hire. Snacks available. Open at we weekends 10am to 8pm and weekdays 3pm to 8pm

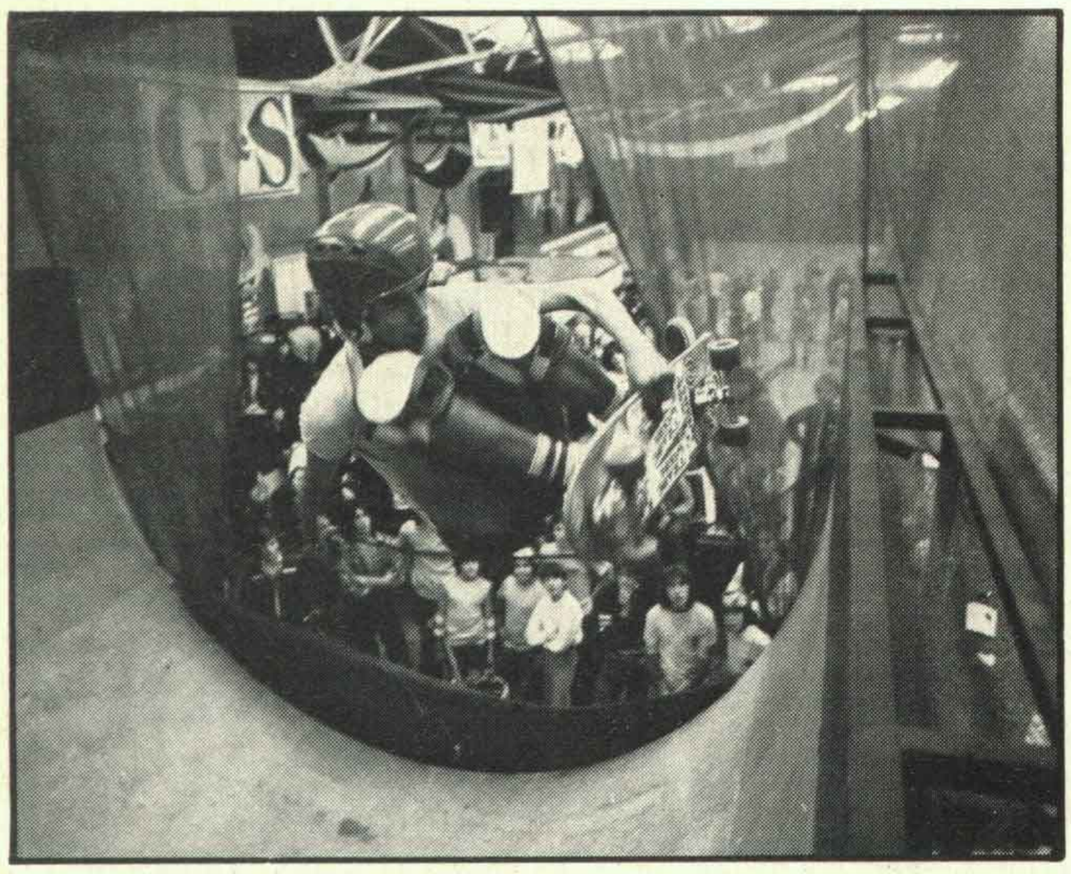
* * * * * * * * * * *

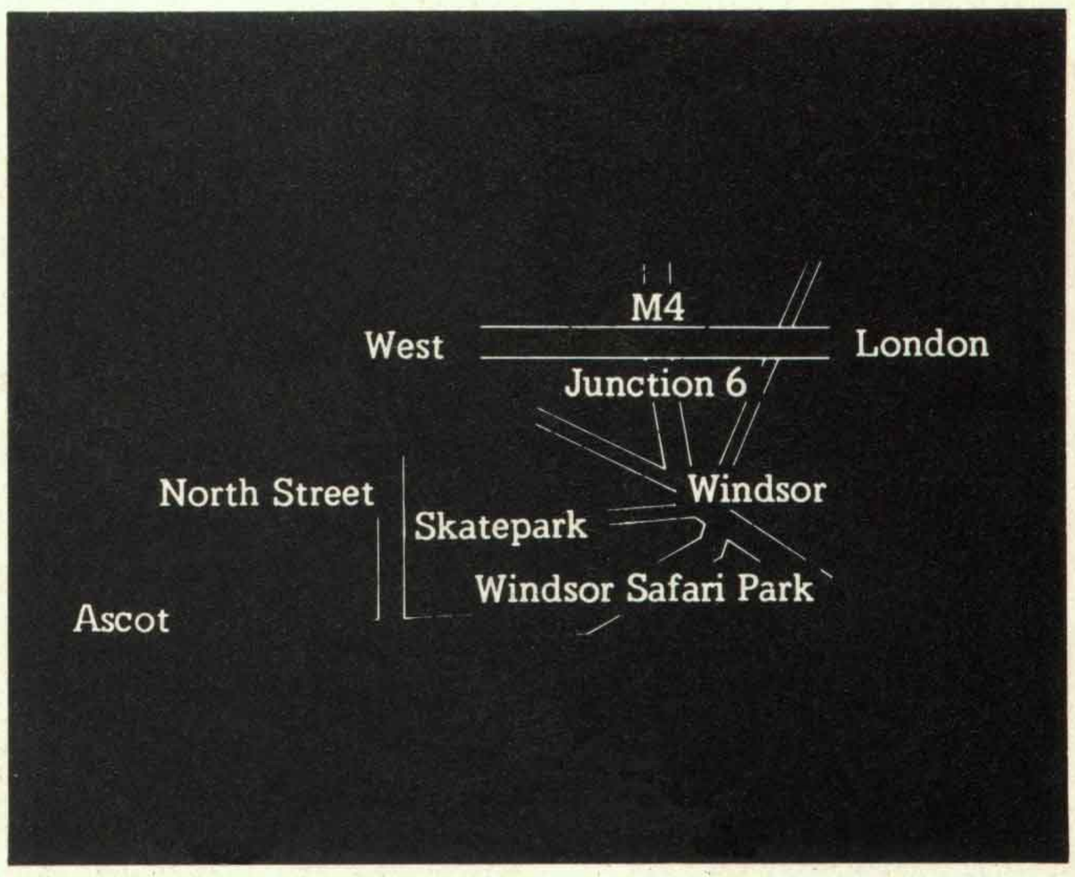
Come and relax — skating to music — on fine surfaces in pleasantly landscaped surroundings.

Any enquiries telephone Long Ashton 2771/4.

SKATEWAVE

Indoor Skatepark, North Street, Winkfield Row, Near Windsor, Berkshire.
Tel: Winkfield Row 5820





WINTER PROGRAMME 1979

January 13th Sat. Rollerskating Disco 7pm start.

January 20th Sat. Filmshow 6pm start.

January 28th Sun. The Benjy Board Amateur Freestyle Championship. Age group: 14 and under 15 and over.
Judges include Jeremy Henderson, Mark Sinclair, Tim Altic. Prizes include Trophies and Skateboard equipment from the Fabulous Benjyboard range.

February 3rd Sat. Rollerskating Disco 7pm start.

February 11th Sun. Amateur Open Slalom Competition. Age groups 14 and under. 15 and over. Top Ten in each age group to go forward to the Gecko Leisure Products Slalom Trophy competition on the 18th February.

February 18th Sun. Gecko Leisure Products Open Slalom Trophy Championships.
Judges include Steve Constable, Ben Liddell, Pete Kristofferson. Prizes: Trophies, Medals and Skateboard equipment by G&S, ACS and Pacer.

February 22nd-25th Skatewave Team Open Challenge Tour of Scotland

March 4th Sun. Benjyboard Amateur Half pipe competition.
Judges include Jeremy Henderson, Mark Sinclair, Tim Altick. Prizes include Trophies and Skateboard Equipment from Benjyboards

March 10th Sat. Roller Skating Disco 7pm start

March 17th Sat Film Show 6pm start. A fabulous selection of skateboarding films.

March 25th Sun. Amateur high jump and long jump record challenge
Senior Officiator John Williams. Under British Federation Rules. Trophies and Medals presented by Skatewave.

April 11th-23rd Skatewave Team Open Challenge Tour of California

Skatewave Open weekdays 4-9pm
weekends 9am-9pm

Construction of the Skatewave Bowl starts January 7th

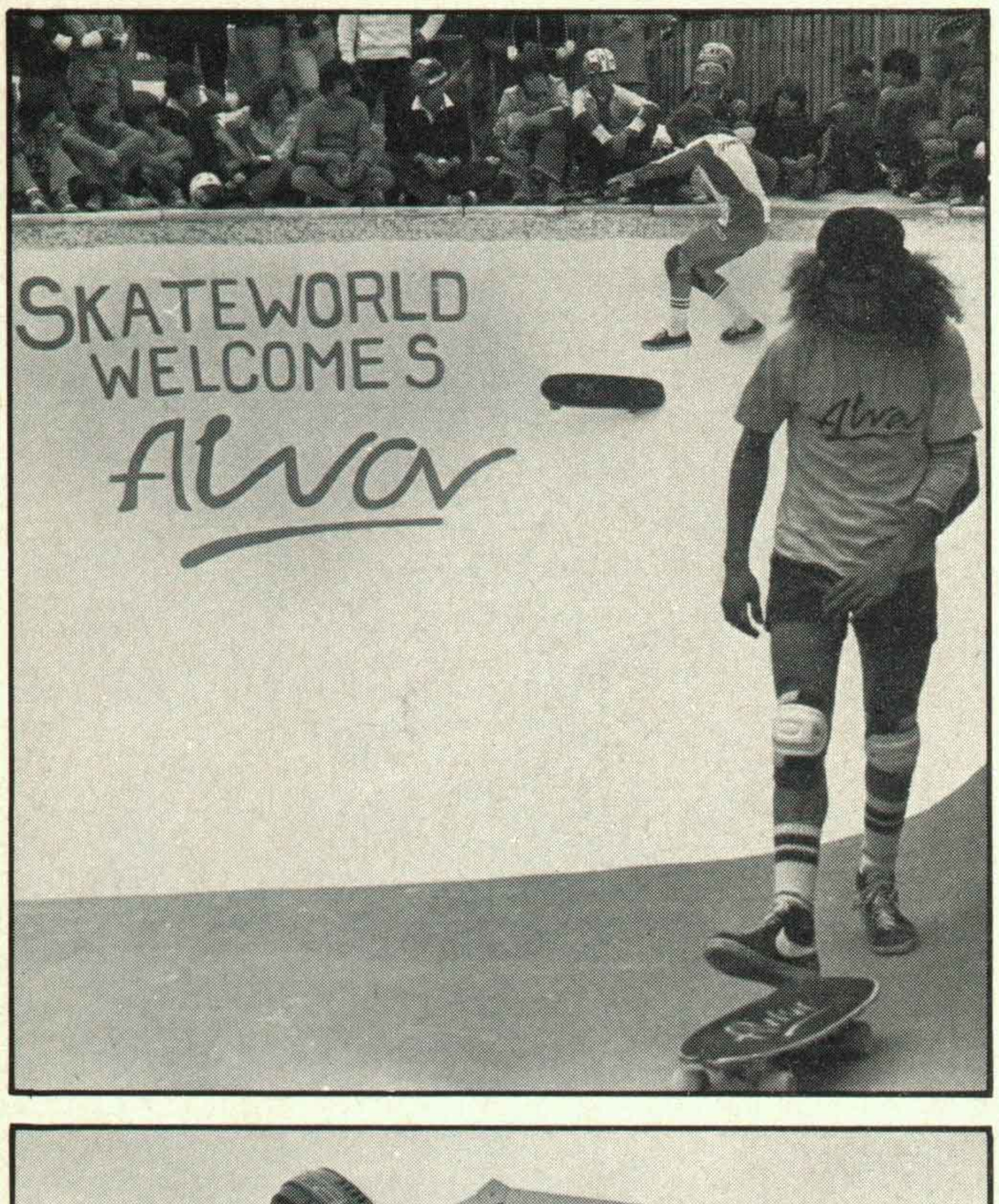
HOT FLASH!
Pacer One Wheels inc. bearing & P&P £1.95 each from the fabulous Skatewave Pro Shop.

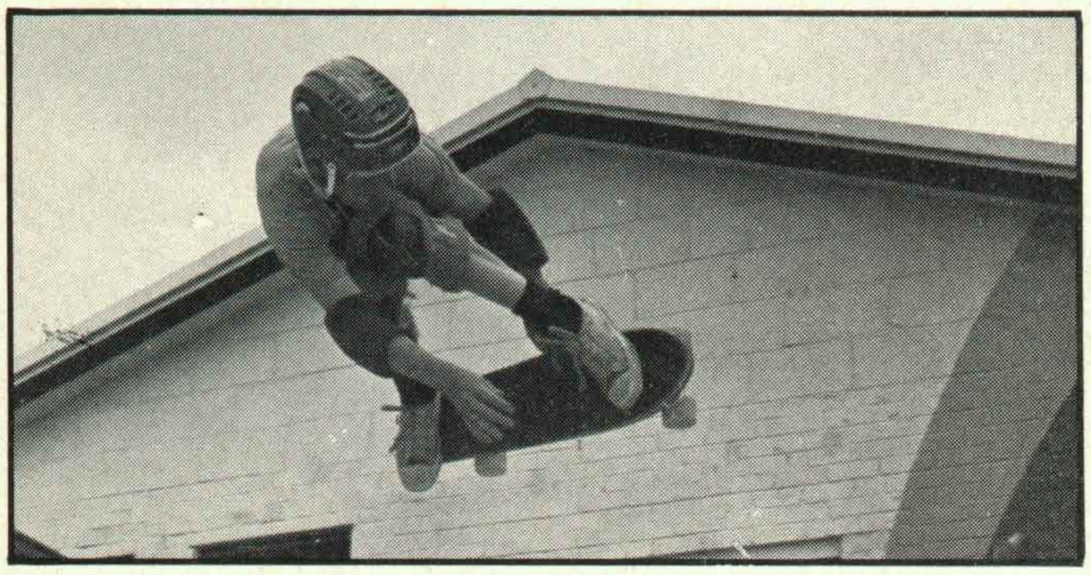
HOTTER FLASH!
Traker Trucks Mid & Full £6.25 inc. P&P From the fabulous Skatewave Pro Shop

All enquiries and for further information in writing only: Hidden Value Sports Ltd., Skatewave Skatepark, Northstreet, Winkfield Row. Nr. Windsor, Berkshire

SKATEWORLD

Finchampstead Road, Wokingham. Berkshire
Tel No.: Wokingham 788320





Why not bring mum and dad to the finest Skateboard Park in the South. ride our beginners area, half pipe, snake run. sugar loaf bowl, snake run and pool. New full pipe and performance bowl under construction.

Coffee lounge and amusements in the Club House.

Entrance free to all Skateboard! magazine readers upon production of the appropriate voucher from this ad. Valid for the 21st/22nd December and the 3rd/4th January 1979.

Browse around in our fantastic Pro Shop and compare our prices for the very latest gear in stock.

WHEELS
Alva wheels in all colours.
Orange Yo-Yo's
Benjyboard Boots
Powerflex 9's and 5's
Bel Air Edgers
New Kryptonics 'C' series

DECKS
Dog Town Skates
New wide Kryptonic Decks
G&S Pro Line 28"
" " " 30"
Alva Deck
Mark 2 Jeremy Henderson
Mark Sinclair
Sims Superlight
Sims Taperkick

TRUCKS
ACS Lites
8" Lazers
8" Independants
Rebound
Trackers - full, half & mids
ACS 430
" 500
" 580
" 651

HELMETS
Protec
Pepsi Cycle Helmets
Norcon Metallic
" Plain

T-SHIRTS
Town & Country
Dog Town
Powerflex

GENUINE USA STICKERS
Tracker. All sizes
Sims
ACS
Dog Town
and many more

Large stocks of VANS HI TOPS and OFF THE WALL SHOES in various colours.

Spend	£2.00	1 hr free skating
	£5.00	2 hr free skating
	£8.00	3 hr free skating
	£10.00	all day free skating

FREE Entrance to SKATEWORLD 21st Dec.	FREE Entrance to SKATEWORLD 22nd Dec.	FREE Entrance to SKATEWORLD 3rd Jan.	FREE Entrance to SKATEWORLD 4th Jan.

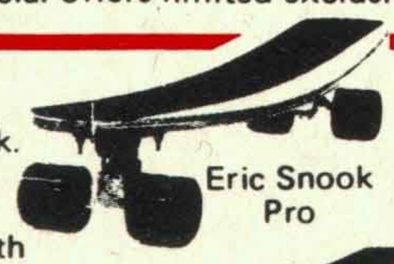
ERIC SNOOK

12 Southgate Bath England tel (0225) 63551

G&S NOSE SAVER
Double the life of your deck.
Made from resilient Urethane.
Complete — ready to fit.
ACS SUSPENSION KIT worth £1.50
with every order over £12.00 exclu. p&p
PAIR OF ½" RISER PADS
for orders over £3

48 HOUR RETURN SERVICE Once your order is received it is despatched securely packed within 48 hours.
We have special offers limited exclusively to our mail order customers, sent with your first order.

PRO PACKAGES

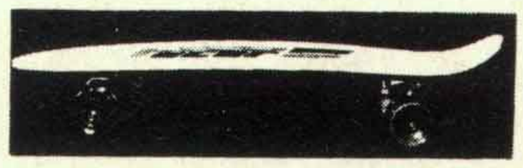


Eric Snook Pro

Eric Snook Pro 27" Rocker Deck.
ACS 500 Pro Trucks
Full length 4" grip tape
Powerflex 3 wheels complete with R.H.P. Jet Streak Bearings.
Mixed colours. **ONLY £21.95**

Powerflex

Powerflex 28" Rocker Deck
Maple Laminate 7" wide ACS 580 Pro Trucks. Full length 4" Grip tape. 1st Quality.
65mm Mk. 2 Radius edge.
KRYPTONICS. Red, blue or green.
ONLY £32.95



Pacer

SPECIAL BEGINNERS PACKAGE

Ideal beginners or intermediate board.
PACER laminated glassfibre deck. Yellow and Red with ACS 430 Trucks and Speedking Wheels. Complete with SKF precision bearings. FIRST QUALITY.
Previously Sold at £27.95. **ONLY £10.95**

ANY COMPLETE PRO BOARD FOR ONLY £48.95.

A fabulous offer — Yes, that's right any combination of decks, trucks or wheels from this ad. **only £48.95.** Screws, risers and tape FREE!

TRUCKS

ACS 580 — £3.89

TRACKERS
Mid Track £5.39
Full Track £6.39
Beware, there are some very close copies of these fine trucks, so always go for TRACKERS. Don't settle for less than the BEST!

COMPLETE WITH SPACE PADS £6.39

ACCESSORIES

JET STREAK BEARINGS RHP
The fastest easiest to maintain bearing on the market.
60p each or **£2.99** set of eight.

SKY HOOKS
Sky hooks enable you to do aerial tricks never possible before.
Set of 2 with bolts and wing nuts **£3.99**

POWER PIVOT MK2: £1.65

NEW G & S NOSESAVER. Double the life of your deck. Made from resilient Urethane. Easy to fit. Will fit any full nose deck. Two sizes 7/16" thick for Team rider Types — ½" thick for all others. **Complete: £1.49.**

THIS MONTHS' SPECIAL OFFER

ACS 651 The worlds best inexpensive truck for those wide decks Black and Gold or Silver 1st Quality — Guaranteed for life £2.99
ACS 500 The worlds premier freestyle truck Black and Gold or Silver. 1st Quality — Guaranteed for life £2.49
Bennett Pro A super light weight complete with Metal baseplate. Once only offer **£1.99**

WHEELS

KRYPTONICS SPECAL OFFER
Three compounds — green (91A) blue (86A) and red (78A) each available in three wheel sizes — 60, 65 and 70mm Radius Edge. First quality MK2

60mm £2.99 65mm £3.25
70mm Blue, Red and Green £2.39

Blue — the best compromise for park and street.
Red — still the greatest street/all surface wheel
Green — the greatest budget park wheel

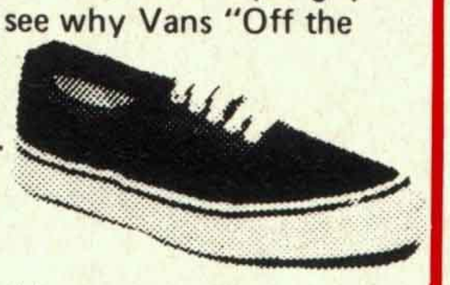
Alva Wheels The stars own wheels now in super bright colours **£4.99**
Powerflex 9's: Rated as the No. 1 park riding wheel — Radius 65mm **£4.75**
New Flourescent Yellow YoYo's. Designed by Steve Cathey to be the ultimate park wheel: 65.6mm Diam **£4.75**

Sims Snakes. White, Red or Green. Fabulous versatile wheel designed by Tom Sims **£4.85**

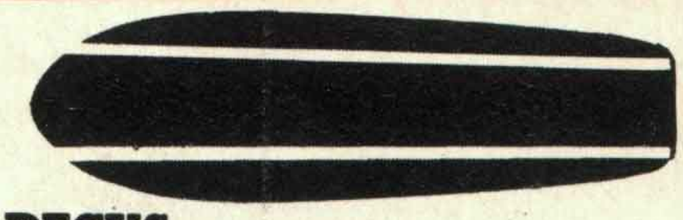
VANS "OFF THE WALL"

State British Shoe Size and second choice of colour

With features like the exclusive super grip waffle sole you'll see why Vans "Off the Wall" Skateboard Shoes are the choice of the pros.



or Roayl Blue & Gold
Beige & Brown
or Black & Gold **£11.95**



DECKS

All decks include G & S Type Grip Tape.
Powerflex 10" wide x 30" Teri Lawrence Model Full wheel wells. Top quality Canadian Maple Laminate. A truly fabulous park riding deck **£21.95**
G & S Proline 500 30" or 32" x 9½" Superbly light and strong. Full 8¼" kicktail, 6 ply maple and 2 ply glass construction. **£20.95**
G & S Proline 300 Same as above but without glass laminate **£18.95**
Z Ply Decks 29" x 9½" Superb quality extra strong laminate decks **£17.99**

New ★★★

Gullwing Pro 7" The strongest full width truck on the market: Law axle height and fixed kingpin for really radical pool, park and pipe riders **£6.49**

The ultimate park riding truck

Lazer 8" — Top quality super wide truck. Lower axle height for catch free axle grinding. New Blue Urethane bushes.
£7.49 New Lazer riser pads incl.

SEW ON PATCHES: Tracker, Kryps, Alva, Lazer, ACS, Yo-Yo, Dogtown. 39p each inc. P&P.

SANTA CRUZ 27" ROCKER Genuine 1st Quality top U.S. Pro freestyle deck Excellent Value. £7.99

G & S Team Rider 28" or 30": designed by Doug Pineapple Saladino. **£17.95**
Powerflex Rocker 28" Deck 7 ply Maple laminated Deck from California, full nose, 7" Wide for radical skaters. **£12.95**
New Super Wide 10" Decks: for the ultimate in control: **Sims** — Lonnie Toft or Superlight 30", **Alva** — 29"x10", **Dogtown** — skates 10", All only **£24.95**

PROTECTION

NOW IN STOCK — RECTOR PADS & SHORTS
Rector Flexline all leather pads. The best in comfort and protection £9.49 per pair Elbow or Knee.
Rector Shorts Solid colours. State size **£15.49**
Rector Gloves The worlds best glove for skateboarding Size S/M/L Limited Quantity. 1st quality **£6.99**
Flash Helmet: New dazzling colours. Tough Fibreglass: cool to wear: used by all the pros. **£8.50**
Flash Elbow or Knee Pads The best PRO PAD with built-in HARD CUP and inches of padding. Elastic sleave for positive fit and comfort. Bright colours M/L State 2nd choice. **£5.75pr**

G&S NOSE SAVER
Double the life of your deck.
Made from resilient Urethane.
Complete — ready to fit.
ACS SUSPENSION KIT worth £1.50
with every order over £12.00 exclu. p&p
PAIR OF ½" RISER PADS
for orders over £3

48 hour return service.

SEND FOR NEW PRICE LIST & FREE STICKER

Name _____
Address _____
_____ Tel. _____
Please supply _____
_____
_____
Postage Charge 20p each accessory. £1.00 pro packages. 75p other items.
I enclose Cheque/PO for £ p Pay Eric Snook Ltd.
Please charge my Access/Barclay Account directly
my number is _____ Signed _____
SEND TO: ERIC SNOOK SKATEBOARDS, 12 SOUTHGATE, BATH. Tel: 0225 63551

Surf·Spot No.1

-ALWAYS THE BEST- PRICES & QUALITY

20, LANSDOWN RD., BUDE, CORNWALL

Still out in front

TELEPHONE 0288 2875.

MINI STOKER	50p EA.
AVON BOOSTER	£1:00 EA.
PARK RIDER LOGAN 5	£1·00 EA.
POWERFLEX 3-5-7	£1·00 EA.
O.J. SUPERJUICE	£1·00 EA.
ROAD RIDER 4	£1·00 EA.
HOBIE XX	£1·00 EA.
SIMS COMP II	£1·00 EA.
KRYPTONIC MK.II RADIUS EDGE.	
70mm	£1·50 EA.
65mm	£1·50 EA.
60mm	£1·50 EA.
YOYO WHITE PRO	£1·75 EA.
SIMS SNAKE GREEN	£2·25 EA.

WE ALSO STOCK ALVA-TUNNEL-SIMS-ROAD RIDER-LOGAN-YOYO-KRYPTONIC-HOBIE-O.J.-AVON-PACER-STOKER ETC.

TRY US FOR YOUR TRUCKS ALSO. EXAMPLES: MID TRACKER £4·99 A.C.S 651 £3·50 PHOENIX £4·50 LAZER REGULAR £3·50 AND DECKS: G&S BOWLRIDER £12·00. ALVA 27"-30" £15·50 NEW SIMS, ALVA, POWERFLEX, TOFT £20. NEW G&S PROLINE-PROTAIL RANGE £15·50 AND MANY MORE – ALL THE USUAL ACCESSORIES TOO!

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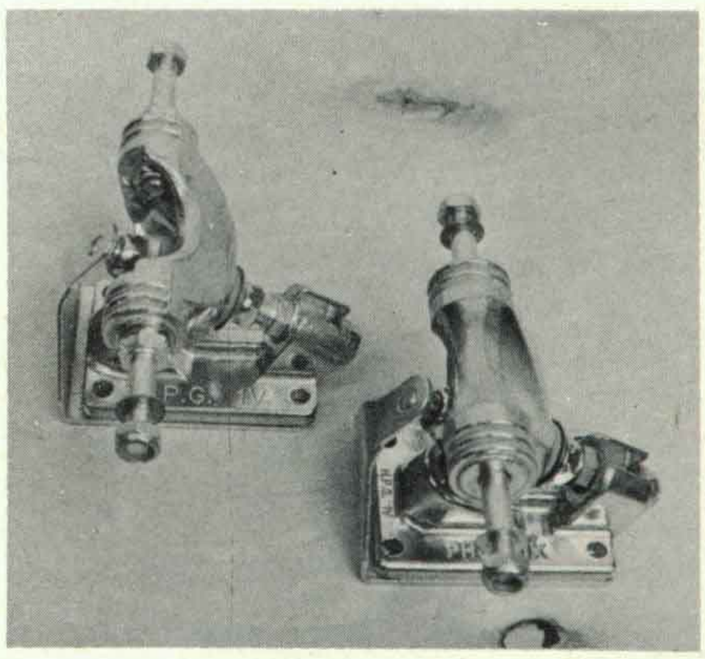

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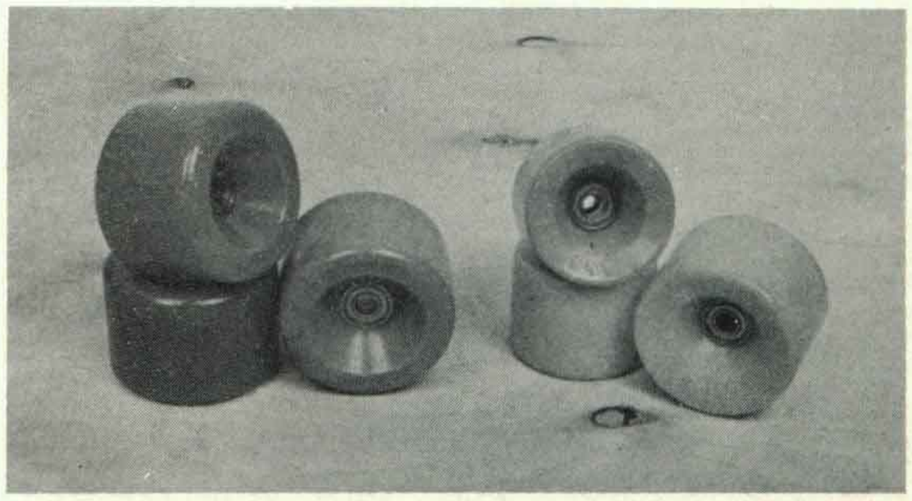

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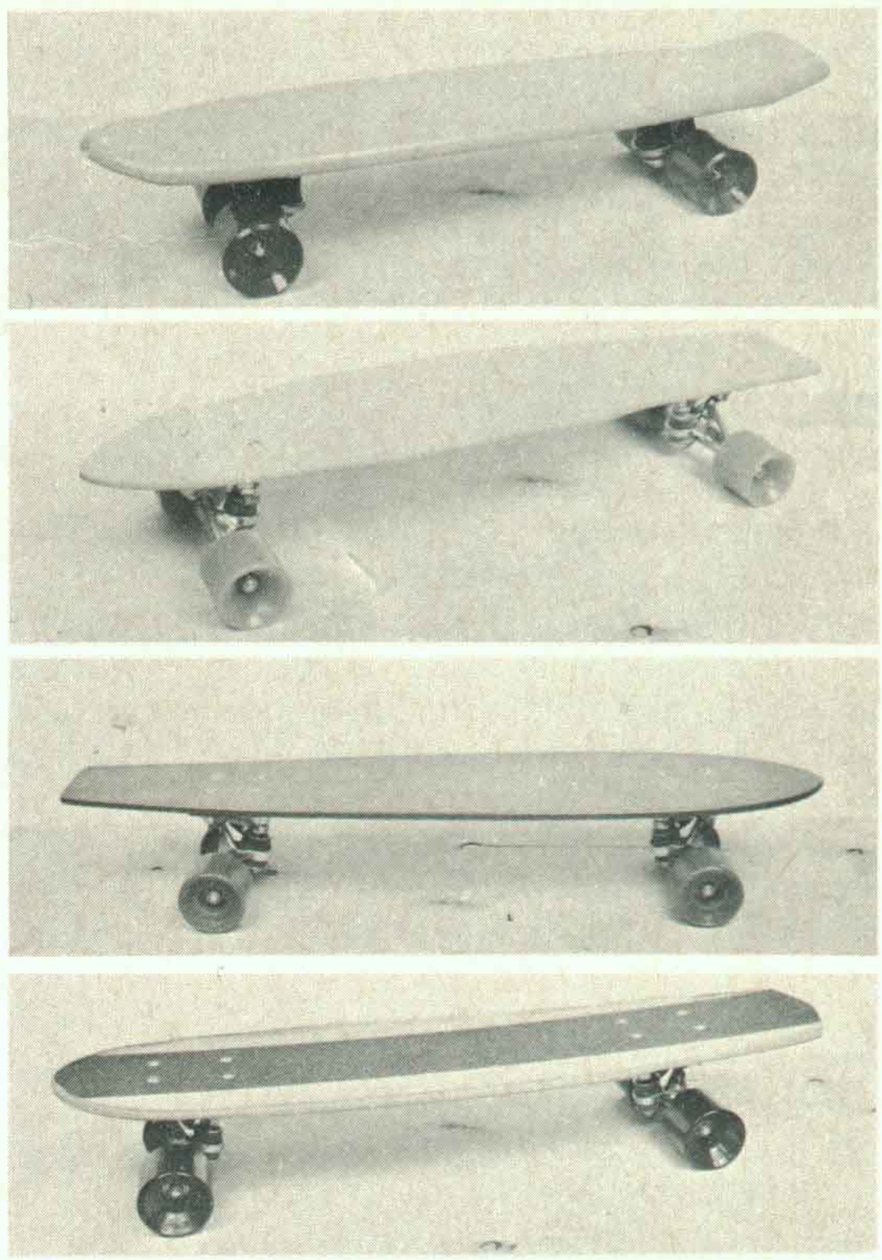

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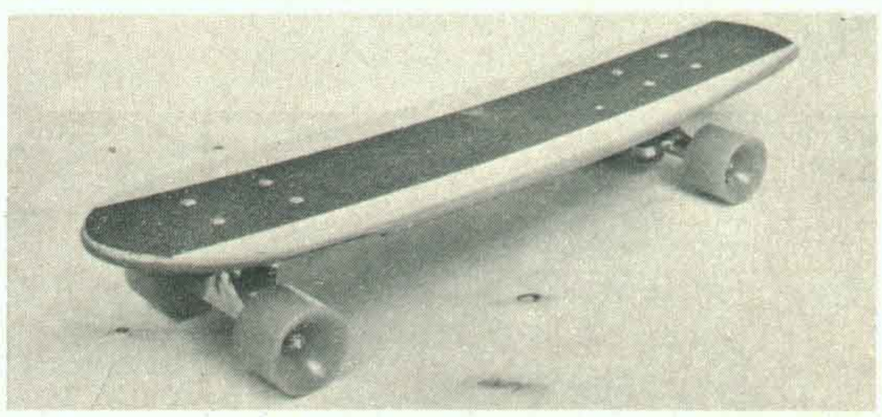

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Somewhere in mid-Channel, Brad (de) Vine

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COMMENT

Discerning readers may have noticed over this issue and the last that it's been something of an all-change time up here in the rarified atmosphere of the Skateboard! magazine offices.

Dave Goldsmith bowed out in the Christmas issue and is apparently heading-off to seek rejuvination via his other great love, skiing. Assistant Editor, Adam Peacock, deciding that his feet, too, were starting to itch, 747'd it over to L.A. and was last heard of homesteading in Venice. Rumour has it that he may soon be challenging Leif Garrett's role of hunky, skateboarding rock-star supreme!

Filling these two demanding roles come names which won't be altogether new to you. Firstly, taking over the Technical Editorship is Bristol Test Tank boss, Micky Wisternoff. For some time now he's been conducting vital check-outs for us over there in the West, so in many ways his elevation comes as something of a natural progression. And Micky's got a few changes in store, so glance ahead at the partly 'new look' Skata Data.

Taking over the Assistant Editor spot we welcome Rocky Brann – a lad with a canny eye for the good, bad and indifferent. In particular he'll be lifting Skateboard! towards a fresh phase in its development with a brand new, regular feature that's starting next month. Issue by issue he's going to be reporting on UK Hot Spots. . . finding out which parks really make it and asking why. It'll provide great opportunities for looking more at the club side of the sport. . . new faces, new places.

And that covers the two major positional changes. But you'll notice too, that over the past few months we've invited a variety of people to contribute – names like Tim Dunkerley, Pete Christopherson and Melanie Lyons. It's a policy we're liable to continue. . . as UK skateboarding continues to mature, so there's bound to be more and more people around with something important to say.

Skateboard! is now the only home-produced and nationally available skateboard magazine in Britain. . . we were the first, we are the last. But if anyone thinks we're about to rest on our laurels, I hope all these changes and plans will make them think again. In my view, the real future of UK skateboarding has as yet barely been sighted – after 17 issues we've still got it all to do.

Bruce Sawford
Editor

Tim Leighton-Boyce

ACS, Alva, Benjy, Bennett, Bones, Blazer, California Slalom, Chapstick, Dog Town, Dominator, Dread, Excellerator, Flash, G&S, Gordon&SG, Hobie, Kryptonics, Lan, Lazer, Lip Bombs, Macho, Powerflex, Rector, SCI, Santa Cruz, Sims, Tracker, Vans, Yo-Yo, Z-Flex

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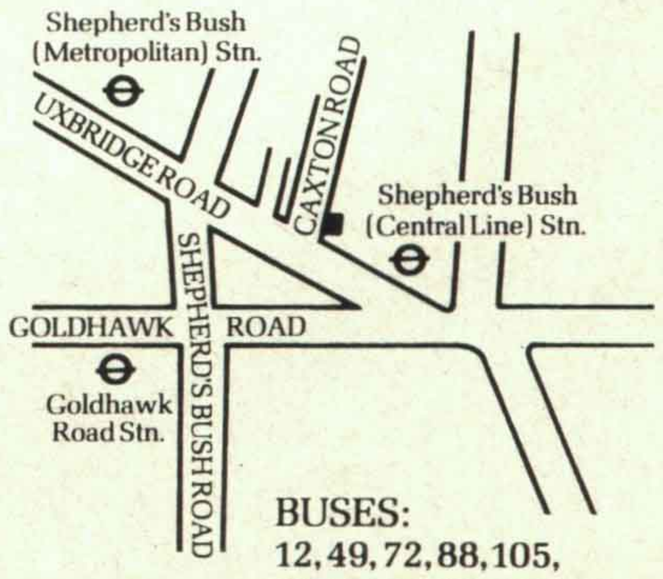


STARSHOTS

NEW RIDERS OF THE SKATE AGE

Photography by Ian Dobbie

STEVE PARK Bristol's Steve Park has shunned publicity for a long time now but, considering he's undoubtedly one of the ten best vertical skaters in Britain, most people who know him feel some publicity is long overdue. Steve puts a lot of emphasis on style and execution and one word that might sum up his riding more than any other would be 'extreme'. Usually you'll find him skating his home territory at Skatecountry in Bristol but, being on the Bristol Skateboard Centre team, he gets about quite a bit. His current skating equipment consists of Cheapskate, Fultracks and Green Kryps and his preferred companions while riding are the Richards brothers. When he's not skating, Steve plays guitar in a local band called 'Peru'. Next issue, we're taking the unusual step of collaring him for the feature interview spot just one month after his first appearance in the magazine.

STARSHOTS

Ian Dobbie

TOBY RUSSELL 14 year old, Toby Russell, has taken just 2 years to graduate up to the class of hot vertical skater. His preferred terrain is coping where he uses his 32" Z Ply stick with Fultracks and orange Yo-Yo's to the max. Toby is usually to be found at Rolling Thunder where he deals out cess slides and grinders with great style, attack and aggression. His favourite Stateside skater is Jerry Valdez but over here, he plumps for two relative unknowns. . . Greville Quinn and Brian Russell.

STARSHOTS

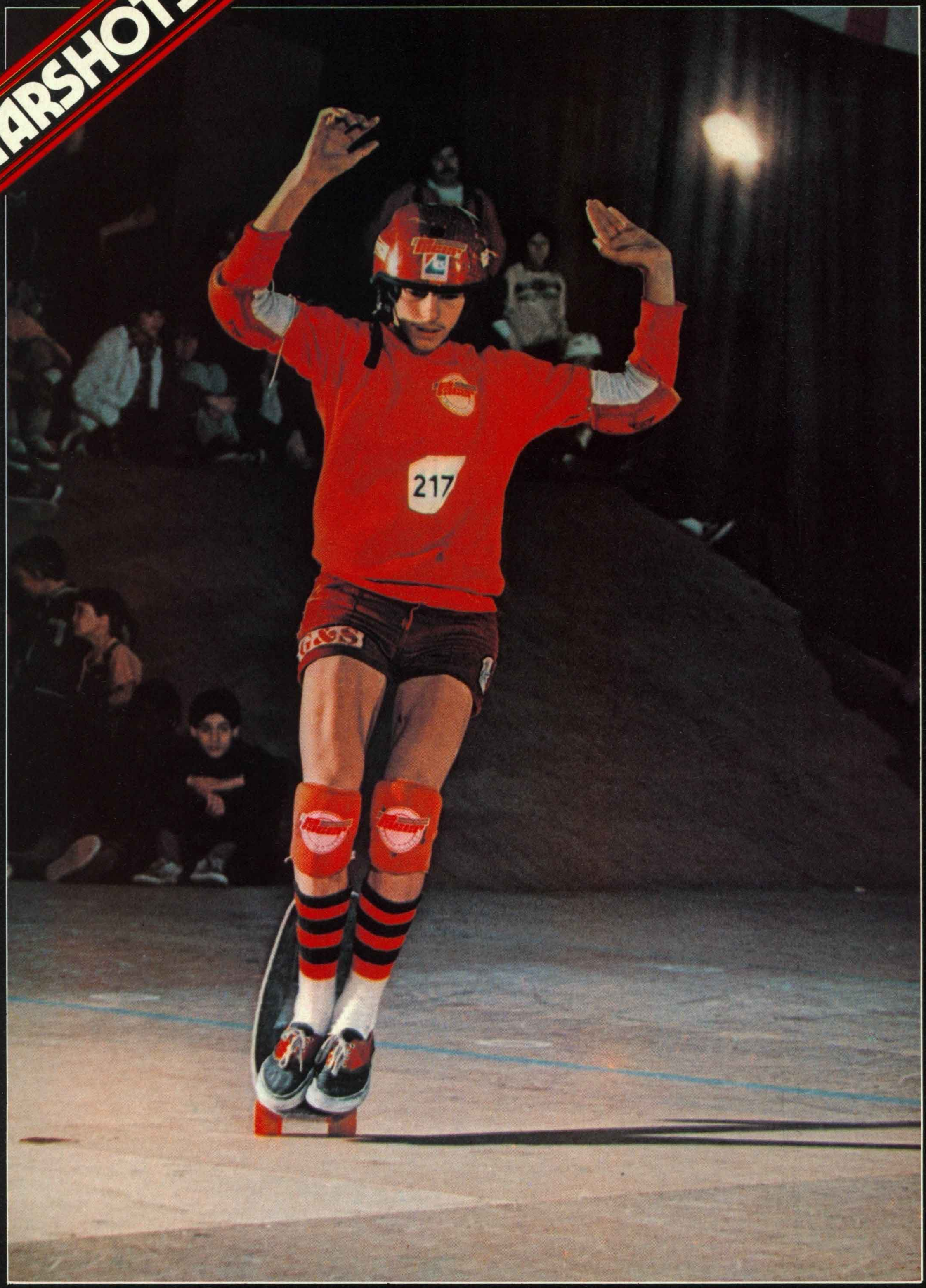
Tim Leighton-Boyce

Tim Leighton-Boyce

NEIL HARDING

Super-hot Neil Harding rides for Fulham's Tradewinds Team and he's been skating for about two years. With that experience under his belt he's developed a fluid, yet highly aggressive style that's best seen on vertical terrains. Neil likes good pools the best, and for these he uses a Tradewinds Wideply with 8" Lazers and Bones or Powerflex 9's. His favourite moves are grinders and aerials and he's to be seen regularly at Harrow, blowing the minds of spectators and skaters alike with high performance intensity. He tells us he rates all London skaters as 'the best' and he seems prepared to put his money where his mouth is to back it up.

STARSHOTS



Jerry Young

MARK SLOUGH

Rising fast is 15-year old Mark Slough. . . he's Pacer's main freestyle man, with experience that dates back a year-and-a-half. Mark picked up the rudiments at London's Southbank and it was from there he inherited his freestyle-orientated skating technique. Judging by his recent 'killing' at the British Open, it looks like he's got a big future ahead of him. Equipment-wise, Mark uses a 28" Pacer Catalina with ACS Lites and Pacer 1 wheels and these days he's usually to be seen riding Windsor's Skatewave park, alongside team-mate, Robby Hunter.

= WRENCH
= GOFER
= BROTHER B

are ....THE

RODENZ

in "SPANNER IN THE WORKS"

by Kavanagh.

CEMENT CITY - - THROBBING HEART OF THE KNOWN WORLD

GULL EXPRESS

THROB ROAR

BUY!

SELL!

..BENEATH WHOSE UNRELENTING STREETS LIES..

TAXEH!

... ALTERNATIVE ACCOMMODATION. -THE DRAINS !!

heard any FILTHY RUMOURS?

EARLY RESULTS!

DAILY SEWER

KAP TAP

FROM DRAINWORLD CAME - THE RODENZ -

WRENCH

GOFER

SMILE, TEAM

SO MUCH FOR THE INTRO! LEZ GET INTO THE TALE!

BROTHER B

ONE DAY, AT HOME UNDERGROUND

HEY! BROTHER B, -YOU SEEN THE SALAMI?

CONCENTRATION

VALUABLE BITS

NOT AGAIN

SPRONG

CHOMP

TROMP

THAT WAS ONE MASTERPIECE TOO MANY!!

ITS TIME FOR A WORKSHOP!

GRAB

HACKAHACK

CHIP

CRACK

RIGHT HERE SHOULD DO IT!

WHA!!

HEY! TAKE A LOOK AT THIS!

!?

... WEIRD TUNNEL..

THIS PLACE LOOKS OLD!

CARVE

CLASS SURFACE!

GLIDE

-WHEN SUDDENLY!

DEAD-END!

STARE

SKREEEK!

'ALLO- WHATS THAT DOIN'THERE?

..MMM... SHOULD JUST ABOUT FIT.

TWIST... CLICK...

ITS OPENING!!

RUMBLE

..VISITORS..

DEEP BENEATH THE CITY, THE BOYS GAWP AT THE SIGHT THAT GREETS THEM. COULD IT BE THEY WERE **CHOSEN** FOR THIS MOMENT? - COULD THIS BE THE FABLED RESTING PLACE OF **STO-KEM-UPMUN**, MASTER OF THE WHEEL, SAGE OF THE WINGED SPIRIT **RA'AD** ?? - OR IS THIS A BAD CASE OF TOO MUCH GLUE

RA'AD WILL PREVAIL!

GAWP

SHIMMER

GLEAM

GRAB!

TUG

GOLD!

CANT BUDGE IT

WRENCH, YOU HAVE A GO.

YANK

I COULD USE AN EXTRA SPANNER

STRAIN

HEAVE!

STUCK

NO SWEAT

..MMM NICE LOOKIN TOOL

SUDDEN FLASH

BING

I CAN READ THE INSCRIPTIONS!! ITS TH'- SPANNER OF THE GODS!!

GASP!

OH NO!

WOT NEXT!

LIP TORQUE

NEWS, RUMOURS & RESULTS-IN SHORT

By Walt Dangerfield

Main news of the month is a report from our man in the Middle East on the United Emirates demo tour of the tribe of Ben-Howard-Abu-Benjy. Yes, Steve Kane – trying to get away from it all for a honeymoon in sunny Dubai – made an unscheduled excersion from his nuptuals to bring you an on-the-spot report. The boldly titled 'Expo '78' was held in a group of vast, red and white tents on the edge of the now abandoned airport at Sharjah, a sweltering city of half-completed flyovers and naked office blocks. The Benjy team had arranged for a magnificent half pipe to be built locally and though severely hampered by heatstroke, dehydration and the runs, they performed testing demonstrations in the 80 degree plus evening temperatures.

All this was in aid of increasing Mr Benjy's hoard of petro-dollars. Luckily for him he now has his boots in with a local sheik who apparently has the power to impound anyone else's skateboard goods that might dare to enter the territory. Unless a more important sheik takes up with another manufacturer it seems Benjy have created a monopoly. Jeremy Henderson, Marc Sinclair and Jules Gayton were also demoing on behalf of *Skatepark Construction Ltd.*, who boast at least seven takers already for their parks, in that corner of the world.

P.S. There's no truth to the rumour that John 'Pretty Thing' Povey has since developed a hump back. (What did I tell you. . . camel jokes! Ed.)

LONDON BURNIN' INNA BABYLON

Worst news of the month comes from London's Covent Garden where the Dread Factory became victim of a great conflagration. It seems that chief rasta, Mike Lensvelt, while performing acrobatics with a plank of future skateboards, knocked over a paraffin bottle that sat by the boiler. The resulting spillage ignited, causing untold damage to the workshop. His good lady, Pierrette DeNormanville was nearest the inferno and suffered severe burns of her hair, hands and fingers. The valient Mike tried to fight the fire and also suffered burns. Eventually they had to axe their way out through the door. But, he says, "this is not the end of Dread. . . we'll be back around Jan/Feb". All the machinery for turning out his sticks is currently being reconditioned." Our condolences and best wishes to them both.

WORD FROM THE BOSS

Derek Robertson Pryde, manager of Skatewave, asks us to thank via these pages everybody who entered or spectated at the recent Windsor Championships (reviewed this issue). Apparently there was no vandalism, fighting or graffitti and Derek was particularly impressed by the unusually sane behaviour of the pros who can "come down any time they want".

Actually there were more liggers than skaters at the British Open Championships. Most of the hot Southern riders deigned to turn up, though not many were in evidence as competitors. . . shame.

We noticed little Steve Kelner pulling off some totally astounding freestyle moves in front of G&S pro, Steve Cathey although injuries to finger and toe kept him out of the comp proper. He says anyway that he's saving himself to enter the invitational 3rd annual Freeformer World Pro Championship at Long Beach, California. Brave lad. . . there should be news on that next month.

An interesting conversation cropped up at Windsor with the afore mentioned Mr Cathey concerning Micky B's wheel tests in this rag. Seems Micky recommended that the orange G&S Yo-Yo (that Steve designs) could do with some further development to improve handling. Sure enough, Steve Cathey has gone back to the drawing board and come up with some extremely tasty rollers. Cathey says that *Skateboard!* is his favourite mag – after the Stateside *Skateboarder* – not only 'cos he knows lots of the riders we feature but also because of the quality of our equipment tests. Nice one, Steve, flattery wins you a subscription to the mag.

Photography by Jerry Young

Shane Cutts gliding past the lens at Harrow.

TEAM-SCENE

All the rage this month is the Trade Winds combo, who all ride the Vine/Levis design Wide-Ply boards. The line-up is Brad Vine, Tim Levis, Neil Harding, Roger Harvey, Shane Cutts, Jackson (who's forté is forever rock 'n rollers in a half pipe) and transatlantean, Dave Ferry, sometimes fugitive from Venice, Dog Town. One of the rules of the team is that they all have to enter any important comps that come up – surely a sign that the pro's are getting themselves together at last. One member, Clive Manderson, has already been dropped for his unwillingness to fulfil this condition.

STAR'S SCARS

Operational scars on skater's arms from previous blow-its could provide a road map of London to Edinburgh and back again. Currently contending for top honours in the goul of the month stakes are Brad Vine and Shane Cutts. . . they'll never make it into Playgirl now.

WHAT'S IN A NAME?

Our favourite story this month comes from Jon Davis of Dread City (Portsmouth, you ignorami). In nearby Farenham, it seems the local council had earmarked a considerable sum of money for development of a skateplace. However, they got cold feet from the latest media rumblings and spent the money instead on a public toilet. Local riders have reacted by christening the town 'Bog Town'. He also corrects us that Southampton goes by the name of 'Sin City' rather than 'Dock Town'. A red lightbulb to the first person who can guess why.

Meanwhile rumblings from Cornwall will have it that the Camborne/Redruth/Truro area rejoices in the nomer of 'Cabbage Town' (see Skateline). Good grief! I wouldn't be surprised if there's worse to come.

DOG TOWN NEWS

A full Stateside report on the

notorious Baker will appear next issue but, just to whet your appetites, heard the one about the Maddog and his pet pooch, 'Bruiser'? Well, it goes that T.A. has been forced to take to the streets again — after eviction from his luxury apartment at Marina Del Ray. Apparently the hound couldn't get the knack of dropping his poops outdoors. You'd think they'd talk it over, dog to dog.

BLUNDER

For the past zillion issues of *Skateboard!* we've been ignorantly reporting on the skating exploits of Matt and Ben Davies. Actually, these two gentlemen don't exist; the skaters to whom we were trying to refer are Matt and Ben Davis (no 'e'). Apologies all round. . . penance will be served (not to **mention a cover shot last** issue).

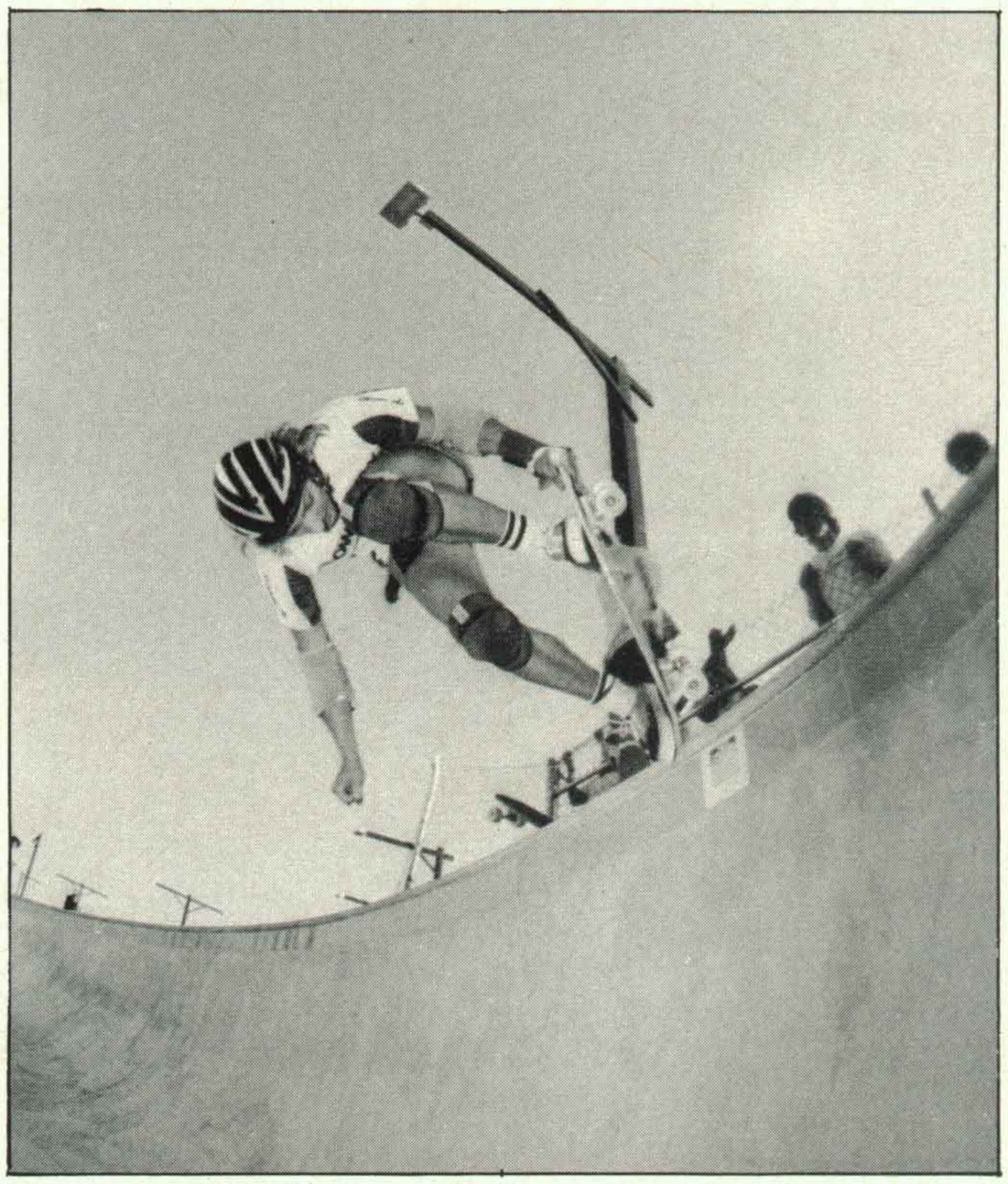
WHAT'S IN A NAME Pt. 2

A 6-page missive arrived on on our collective desk recently entitled 'Further notes on the imitation Tracker situation'. Apart from numerous references to "Trackers' meticulous manufacturing practices" and "cheap conterfeits", we have lifted this little gem about some naughties that have been going down over here.

"Thanks to the alertness of the majority of the skaters, the imitators have not been at all successful in hawking their plagiarized wares. In the initial search for the source of the East Coast (Tracker's are West Coast, of course) counterfeits, Tracker was led to England, where yet another counterfeiter was discovered. This counterf it was so convincing and so weak that it had, in fact, caused the British Government to begin searching for Tracker! It ended up being fortunate for Tracker that the inferior counterfeit trucks themselves alerted the authorities, for they (the authorities) were very interested, at this point, in getting to the truth of the matter. They found a blatent breach of the trademark — no small matter in England. Tracker's English attorney was able to recover the moulds and production parts and effected an injunction on the counterfeiter's doors. "This is a Government for the good guy, doing its job of protecting its citizens". Isn't it great to know that Jim, Dennis and Wedgie Benn are right in there rooting for you? You know who to vote for when you get hairs on your chests, don't you, grems?

THE FEDS

Latest news from the Skateboard Federation (nee Association, nee Foundation) is that they are getting pissed-off with all the inept skateboard judges. Some of the adjudication at Windsor recently was so appalling that scores had to be re-computed overnight. . . something which did nothing to help with the already confused organisation. Their latest plan is to license judges. First of all the hopefuls will have to undergo an 'Arthur Howard-type' course. . . then they'll require acceptance by a board of selectors before they can sit on the bench. Could the Feds be gradually getting round to the obvious — that those who make the best judges are good riders themselves. Top of the league are Ben Liddell, John Shayer and Peter Christopherson — and, believe me, they all come pretty cheap. More suspect are Ben Howard (if the Benjy team are competing) and anyone already acting for the Skateboard Association.



Marina madness dominates, Baker getting his licks at Marina Del Ray's new park.

LOONIE

Winner of the Peculiar Pic comp in issue 14 is Ian Whittaker from Wheathampstead in Herts. He guessed correctly that the skatty-skater was non other than notorious Bristol comedian, Norman Gosney. . . caught while attempting a kickturn. Other, highly improbable suggestions, included Tim Dunkerley, Pete Christopherson, Danny Acton-Bond, Olivia Newton-John and even our wonderful editor! Ian wins the surprise package for this month.

SCOTTISH SKATEBOARD ASSOCIATION REPORT

This month has seen a great deal of behind-the-scenes activity as a number of items on which the SSA has been working for some time come to fruition. Perhaps the most significant is that all the UK skateboard associations (English, Northern Irish, Scottish and Welsh) have now agreed to attend a meeting — with the aim of setting up a UK Skateboard Federation. The meeting was called by the Scottish Sports Council, the outcome of which will be reported next month. This should lead to a period of greater stability and co-operation in the organisation of the sport and in the staging of national and UK level contests on a regular basis.

Iain Urquhart, now the SSA's facility advisor, has been working hard on the many new Scottish skatepark schemes proposed. It's through the encouragement of careful consideration of design and construction of the new generation of skateparks in Scotland that we expect the sport to progress. Consequently the SSA is putting a good deal of its present effort into this aspect. Facilities are proposed in Glasgow, Edinburgh and Livingston.

The SSA was recently represented at a meeting to set up a European Skateboard Federation, held in Paris. This body's next meeting will discuss European rules and a representitive European Championships for 1979. The SSA expects to be at that meeting to take care of the interests of Scottish skateboarders.

Skateplaces

Sadly, a great deal of the news this month is of closures, some temporary, others more permanent.

LYTHAM ST. ANNES

On a temporary note, Lytham St. Annes Pier Skatepark has locked its doors for the winter — due to the pier's wood construction and treacherous position. But manager, John Rose, reports a very successful year and big plans for 1979 when the park re-opens in March/April. Unfortunately he's unable to put in a pool/bowl. . . because the pier legs probably won't stand the weight. Meanwhile, local hot rider, Ian (King Smurf) Parry, is lost without somewhere to practise — more so because the next nearest park, at Southport, has also shut-up shop for the winter. In case Lytham St. Annes Pier is swept away by the winter gales, anyone going transatlantic on the QE2 is advised to keep their eyes open for runaway parks.

KETTERING

Sadly curtailed is the indoor Skateside Stadium at Kettering (see issue 9). From an auspicious beginning when

Photography by Wynn Miller

many a London hot-shot made the journey up there to use the fine, timed slalom run and the full pipe, attendance has dropped since the stars stopped coming. In an attempt to keep the park profitable, the management has expanded the all-round sports activities and the skatepark itself only operates a couple of days a week and at weekends. It's a great pity, considering such talents as Peter Lee (slalom), Ally Barr (pipes) and two females, Debbie Brown and Michelle Lee all issued from the heyday of Skateside.

WOLVERHAMPTON

News has just come in that Arrow Skatepark in Wolverhampton has closed its doors. The news obviously shattered a number of local, regular skaters who were near-tears when the news broke. It seems inconceivable that a park as apparently as successful as Arrow has to close. The man who took the disasterous decision was Tracknology boss, Howard Clayton-Wright (see Lip Torque last issue). Contact with him is difficult as he sits most of the day in his pyramid, surrounded by henchmen. Those wishing to support the agitation to have Arrow re-opened should contact Pam Edwards on 021 554 0153.

WANDSWORTH

Another possibly terminal case is Skatecircus in London. Even though on a recent Sunday, against considerable competition from the huge contest going on at Windsor, around 170 kids paid to go in, still the owners (Skateopia/Granada) have decided to lock the doors. The reasons they give seem more managerial than financial. . . appeals are in hand. A strange rumour we heard was that (ex?) Skateopia man, Arthur Howard, turned up himself to lock the doors. Surely this can't be true?

BECKENHAM

Better news comes from Kent where the Glass Rider Skatepark at Beckenham, having recently undergone a change of ownership, continues to roll right on. Thursday/Friday sessions are 4-6pm and there are four, 2-hour sessions between 10am and 6pm at the weekends. Price is 50p per session.

BURNHAM-ON-SEA

Another up-and-coming facility is at the Mid-Somerset Leisure Centre at Brean, near Burnham-on-Sea. Local sports and skateboard store owner, Reg Cox, has gone for a build-as-you-earn policy and is evolving the park slowly, rather than pumping money straight in at the start. Having done most of the work themselves, the park already features two 10 foot high ramps, a mogul maze/freestyle area and possibly the largest freestanding half pipe in the country. Even the top local riders have been defeated in their efforts to get wheelers. The next facility in the park – a 12 foot deep, blue-tile pool, should be completed by the time you're reading this.

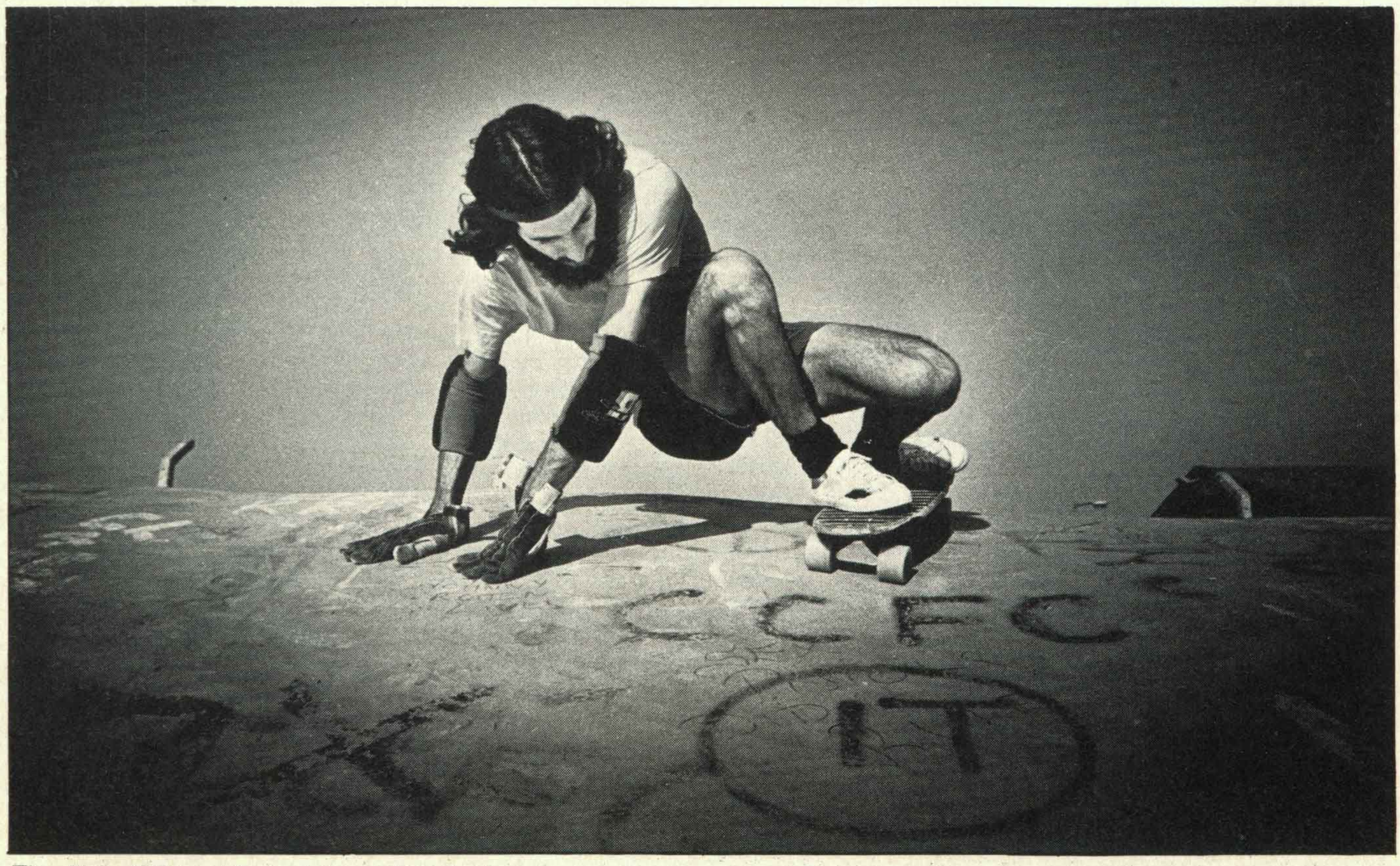
It's quite certain that there're many parks whose facilities do no justice to the sport, and these are fast falling by the wayside. However, many excellent parks are in danger of becoming endangered species through lack of support. The closure of these places is only giving fuel to the 'skateboarding is dead' brigade, so it's the duty of every rider to engage in a 'support your local skatepark' campaign. Many people have spent months petitioning for a park to be built in their area, but now it seems complacency is creeping in. Most parks were started as commercial propositions (more's the pity) and now they're getting cold feet. So, skateboarders, get to it!

Contest News

With winter drawing in, many parks are offering competitions on their menu in an effort to maintain interest among customers. In the West Country, a contest circuit is under way amongst the major parks and their teams.
Sunday 29th October saw the first in the series at the Earth 'n' Ocean park at Barnstaple. Events were high jump, freestyle and in the recently built performance bowl – designed by resident pro, Ben Liddell – freestyle bowlriding and one-wheelers. Teams were entered from Earth 'n' Ocean, Steve Daniels, Plymouth, Exmouth Skatepark, Cabadelo, Torquay and Bristol Skateboard Centre. Riders were competing for medals, top quality equipment and the team prize, the 'Fresh Air' trophy. Undoubted hero of the day was Ian Richards who pulled 300 consecutive one-wheelers, over 170 more than his nearest rival!

RESULTS

High Jump: 1st Dave Stowell (Earth 'n' Ocean) – 3' 10". 2nd Crispin Ellis (Cabadelo). 3rd Paul Rainsforth (Cabadelo).
Freestyle: 1st Dominic Thrupp (Bristol S. C.). 2nd Crispin Ellis (Cabadelo).



Photography by Ian Dobbie

Tim Altic sliding with precision at Hereford. . .

Photography by Ian Dobbie

. . . and fully aerial at the Country Club pool.

3rd Paul Rainsforth (Cabadelo).

One-Wheelers: 1st Ian Richards (Bristol S.C.). 2nd Dave Richards (Bristol S.C.). 3rd Kevin Lace (Earth 'n' Ocean) Overall Team Prize – The Bristol Skateboard Centre. Results of the second contest in the series – at Skatecountry in Bristol on December 3rd – will be given next month.

Thruxton Skatepark near Andover, Hants, held an 'end of the season' contest on October 22nd. Prizes were do nated by Andover and District Sports Association for the Disabled.

RESULTS

Junior: 1st Sean Perren (Andover) – 25 points. 2nd Adam Lewis (Andover) – 21 points. 3rd Dean Buck (Andover) – 20.5 points.

Intermediate: 1st Clive Hammond (Penton Mewsey) – 34 points. 2nd Barry Abrook (Alton) – 32 points. 3rd Kevin Seaton (Guildford) – 27 points.

Senior: 1st Graham Inchley (Penton Mewsey) – 33 points. 2nd Martin Macleod (Andover) – 29.5 points. 3rd Colin Edwards (Andover) – 29 points.

Over 16's: 1st Doug Cameron (Guildford) – 29 points. 2nd Neil Pedliham (Salisbury) – 23.5 points.

The contest also featured a race round the Thruxton speed circuit – one more used to hearing somewhat noisier forms of wheeled competition. 1st Graham Inchley – 11min 3sec. 2nd Martin Macleod – 11min 8sec. 3rd Colin Edwards – 11min 11sec.

All the members of the club are voting on the hottest riders at the park during the year – with trophies for all the winners. Pity Stacy couldn't have stayed around.

A fun day of skateboard contests was held at Wicksteed Park, Kettering on October 29th. The events were all chosen by the local riders themselves and the climax to the proceedings was a gruelling cross-country race through the park that was run on 'orienteering' lines. Well over two miles were covered in the race and it turned out to be such a success, the organisers will be holding another, bigger contest, on Easter Saturday, 1979. Better start training now, Ketteringites.

RESULTS

Under 14 360's: Paul Jackson (Bedford). **Over 14 360's:** Adam Floyd (Buckingham). **Under 14 forevers:** Michael Nunn (Barton). **Over 14 forevers:** Karl Davies (Lidlington). **Under 14 handstand:** Adam Floyd (Buckingham). **Under 14 Slalom:** Graham Finding (Peterborough). **Over 14 slalom:** John Rollings (Higham Ferrers). **Under 14 speed:** Nigel Hocking (Wellingborough). **Over 14 speed:** Mick Pilcher (Kettering). **Under 14 bowl:** Stuart Waller (Bedford). **Over 14 bowl:** Ashley Day (Leicester). **Under 14 cross-country** Graham Finding (Peterborough). **Over 14 cross-country:** Mick Pilcher (Kettering).

A new British record for a 100-mile marathon skateboard run was established at Brands Hatch on October 22nd. Twelve members of the West Kingsdown Skateboard Club succeeded in smashing the previous record of 9 hours 35 minutes. Their time of 8 hours 12 minutes was accepted as a new record on behalf of the Skateboard Association (Greater London and South-East region) by Chairman, Patrick Browne, who commented: "Their determination to succeed is a good example to all young people, whatever their interest in the sport". Do we detect a move towards marathon masochism in this country?

The second contest in the 1978/9 Scottish Skateboard Association team award series was held (as the 2nd Hewden Cup) at Kelvingrove Skatepark, Glasgow on October 22nd 1978. Twelve teams competed in five events and points gained were added to those already scored in the first contest. We give, first, totals scored in the Hewden Cup and, second, each team's current tally for the SSA team award.

Kelvin Wheelies 'B' – 42.5/17. Tranent S.C. 'A' –38/20. Ayr Wheelies – 35.5/8. Mansion S.C. 'A' – 34.5/19. Livingston Skatecats 'A' – 34/12. Kelvin Wheelies 'A' – 20.5/10. Border S.A. – 13/2.5. Livingston Skatecats 'B' – 11/5. Edinburgh University S.C. – 7.5/0.5. Livingston Skatecats 'C' – 0/0. Borders S.A. 'B' didn't enter – nor did Tranent S.C. 'B'. They remain at 2 and 3 points respectively on the SSA team award chart.

Looking ahead, Skatewave Park, Windsor, have assembled a most creditable Winter programme. On January 13th there's a rollerskating disco (7pm start); on January 20th, a skateboarding film show (6pm start); January 28th sees the Benjyboard Amateur Freestyle Championships; February 3rd, there's another roller disco; on February 11th watch out for an amateur/open slalom competition; February 18th, the Gecko Leisure Products Open Slalom Trophy Championships, between February 22nd and 25th there's a challenge tour of Scotland; then on March 4th, catch the Benjyboard Amateur Half Pipe Comp; March 10th there's yet another roller disco; on March 17th, it's film show time again; March 25th there's a day of long and high jumping; finally, on April 23rd there's the Skatewave Team Open Challenge Tour of California.

SKATEPARK SUPERTEST

BLACKLION, GILLINGHAM

Gillingham has had a long wait for it's first skatepark, principally because the local council changed its collective mind twice about where to put it! It wasn't until August, rather than the planned February, that it finally opened up shop. On the 'Test Team for the Day' menu were Si Napper, Hugo Carey and Caspar Peacock, all of whom, despite some very British drizzle, found the stop-over totally worthwhile. . . they say Gillingham's Blacklion has some very respectable teeth. Though limited in sheer size, physical finish and inbuilt enthusiasm make it one of the most together sites the Team's ever visited.

Owned and managed by Alfred Faccenda, designed by *G-Force* and built under intensive supervision by *Skatepark Construction,* the park takes up an overall area of around 2250 sq. metres. Not, by any stretch of the imagination, a large park (certainly by Rom standards), Blacklion has just four runs they being the standard *G-Force* pool, half pipe capsule, snake run and slalom/freestyle/bank patch. But, that said, the diet of concrete offered is quite excellent in terms of construction, finish and design.

CONSTRUCTION

It's got to be said that one of the basic reasons for Gillingham's success is its near-flawless construction. The park was built in about 5 weeks and beautiful weather helped to insure good finishes and transitions. Another important factor was that *Skatepark Construction* and *G-Force* men, Tony Wynne and Adrian Rolt were able to supervise the building personally and offer advice during the construction period. Good relations with Alfred Faccenda helped a lot, not to mention the fact that they were using their own contractors. With all these factors going for them, the companies were able to perfect a new type of shot-crete finish that's fast, grippy

HALF PIPE

The half pipe capsule measures 5.5m in width by 11m long, with a depth of 2.75m; half-bowls at either end measure 2.75m in radius. The run just about reaches vert all the way along and everybody on the Test Team remarked on its superior ride-rating. So far as finish and surface smoothness are concerned, this has to be one of the best half pipes around. The transitions are perfect and it's fun to work – very different from the more traditional British fare of bumps and kinks, mixed with a liberal dose of rider paranoia. Hugo Carey in particular was frightening the spectators with outrageously

Photography by Ian Dobbie

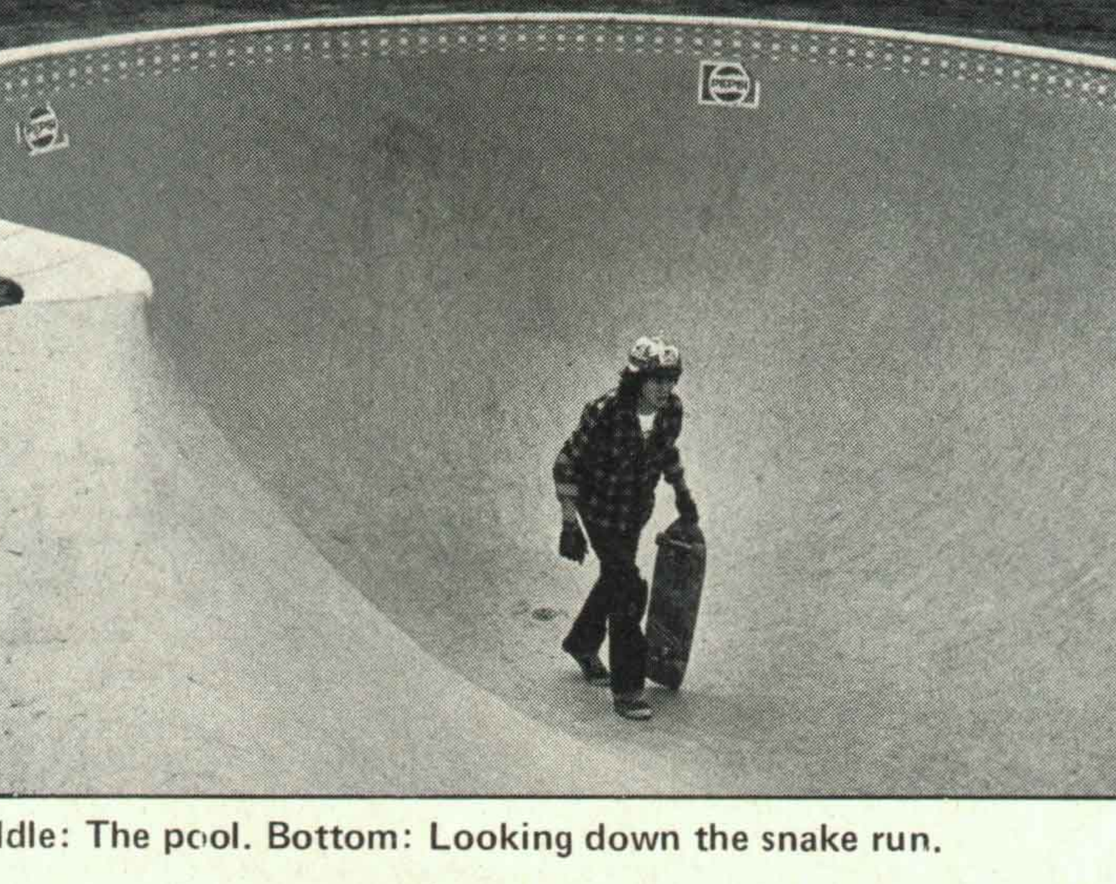
Top: Snake run with the pool on the left and slalom/freestyle/banks on the right. Bottom: Overview of the park.

Top: The half pipe capsule. Middle: The pool. Bottom: Looking down the snake run.

extreme tailblock aerials.

POOL

A classic *G-Force* pool, 6m wide, 2.75m deep and 12m from end to end, with a 6m run-in. Definitely the best of the genus so far, according to Napper, Carey and other worthwhile sources, it features faultless transitions to vertical. Double axle-grinds turned out to be the thing to do on the day we were there and, although there's not the usual marbelite coating, in fact the new-version, ultra-smooth shotcrete – plus coat of pool paint – seemed to work even better.



SNAKE RUN

The snake, with its 10m wide bowl at the bottom end, could be criticised a little on the grounds of slowness. Nonetheless it's fun to ride, starting at ground level and descending a maximum of 2.5m. The finish and transitions are again perfect, with virtually no cracks, bumps or lumps to speak of. The bowl (which apparently wasn't in the design originally and was formed at a late stage by the 'removal' of the final bend) is slightly too wide for its depth; that makes forevering slow and rather tiring. Having a snake

Photography by Ian Dobbie

finish in a bowl is a rather dubious idea anyway as it tends to cause crowding around the top end. . . not a good condition to suffer at a small park where maximum flow is crucial.

SLALOM RUN

Linking with the freestyle patch is a slalom run that's 20m long and 6m wide, with a lean of 5%. It's just wide enough for head to head and, as ever, very smooth. In this case, though, the surface also offers some very necessary grip for the needs of the cone brigade.

FREESTYLE/RESERVOIR

The freestyle/reservoir measures 14m by 12m and has varied angles and lips to the surrounding banks; the area is also on a very slight gradient. The general Team concensus was that the reservoir works very well indeed . . . you can forever round and round, using many a route, and the differing angles help loosen-up style and technique in wondrous fashion. The transitions, as usual, are perfect and the finish, superb.

GENERAL

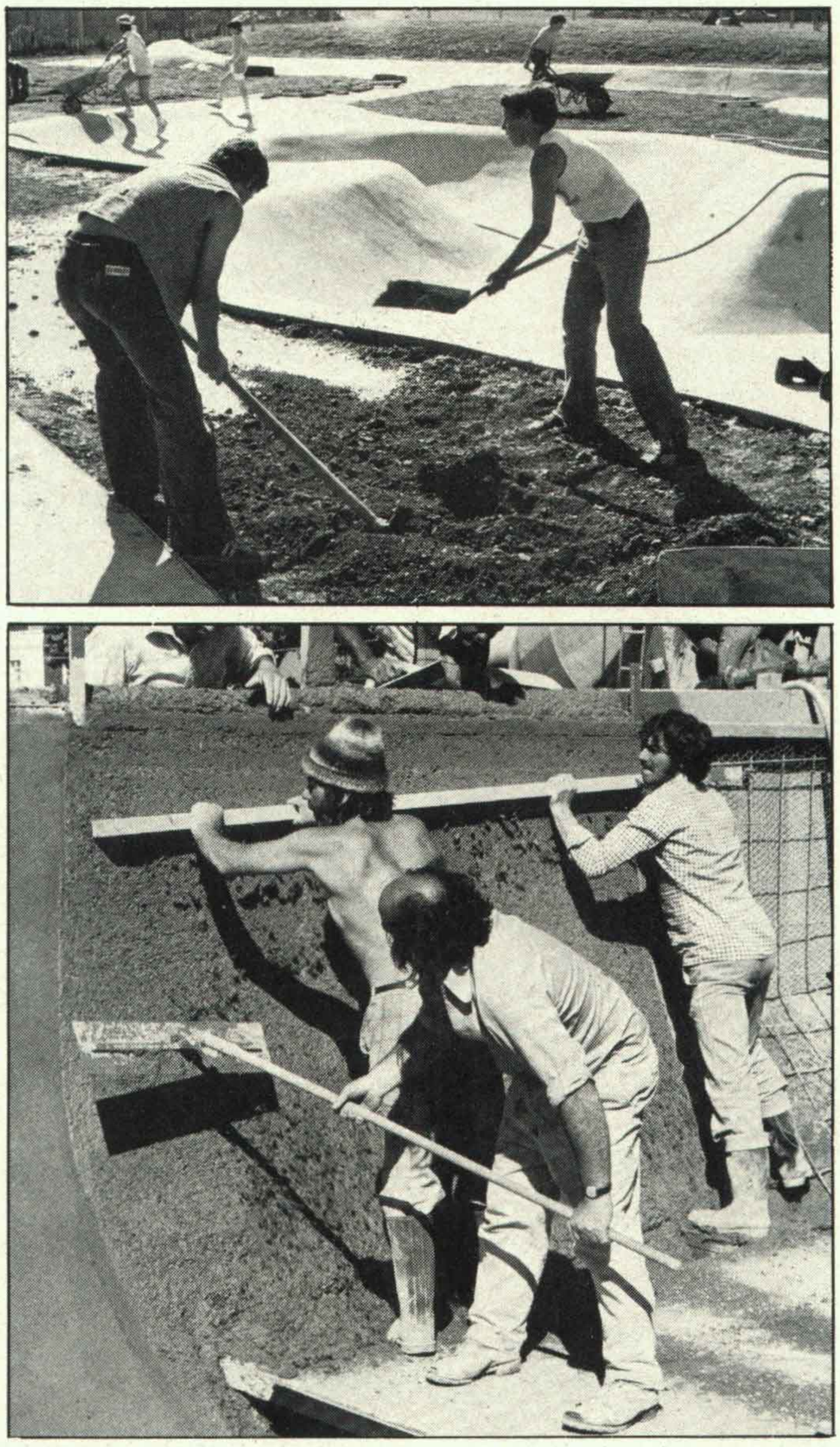
For the future there's a 6.5m full pipe scheduled around Easter this year and other expansionary moves include a large clubhouse where riders can hang-out or shelter from the cursed rain. Park capacity runs to about 100 skaters maximum (any more and queuing levels would become unacceptable). So far there've only been a few damaged limbs – all in the opening week; since then there've hardly been any bad injuries at all.

Alfred Faccenda is running his (insured for £50,000) park on very much a family basis; his wife and daughter help out a good deal. Together they're trying to foster and nourish some sort of real community spirit. Right now, however, it does lack a little atmosphere, mainly due to the fact that there's no 'sensurround' music; a row of houses runs down one side of the park, so sounds are 'verboten'. With that in mind, Mr. Faccenda is determined to get the social side of things moving as quickly as he can and, clubhouse allowing, there'll soon be film shows and discos for evening entertainment.

Blacklion saw its first competition held on 22nd October, with six teams taking part. Coming soon, though, there's likely to be a more major contest, the park co-sponsoring with Benjy-boards. Certainly BB team members have become great fans of Blacklion and it's not surprising, considering the quality of ride offered. The overall cost of the project ran-out around £25,000 (probably one of the few honest costing we've been given!) and it's been money well spent. There's no need to inject enormous sums into building a good skatepark and Gillingham's Blacklion proves that. Finally, the marshalling was good enough and in case of injury, there's a prompt first-aid service available on site at all times.

Charges are as follows: 50p per 2-hour session and £1.50 all day at weekends. For £4 a year you can become a member and you'll be able to skate for 40p a session. There'll also be a 10% reduction on anything you buy in the pro shop.

Hire charges are 10p for arm and knee pads, 20p for a helmet and 30p for an average board. The park is in Mill Road, Gillingham and it forms part of the Blacklion Sports Complex. The best way to get there is by train from Victoria (if you live in or are coming via London) and it's only a 10 minute walk from Gillingham station to the park.



Top: Essential for any park, properly schemed landscaping. Above: Float-work on the newly-applied shotcrete. . . the half pipe takes shape. Below Left: A shotcrete application to the half pipe. Below right: The designers and builders, Adrian Rolt and Tony Wynne of G-Force and Skatepark Construction.

Photography by Benton Harris

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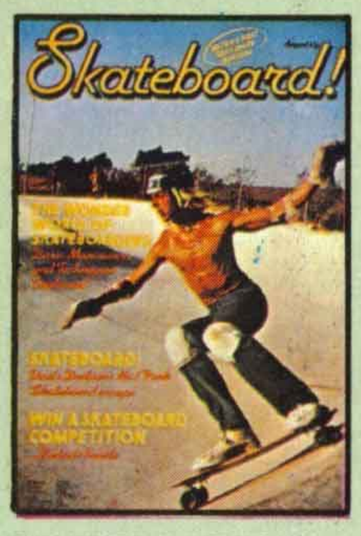

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This rare "collectors issue" includes: Wiring up to Manoevures/ Skating at the Palace/ Skateboard Escape — the UK's first skatepark / Skateboarding and safety. Plus all the regular news and views.

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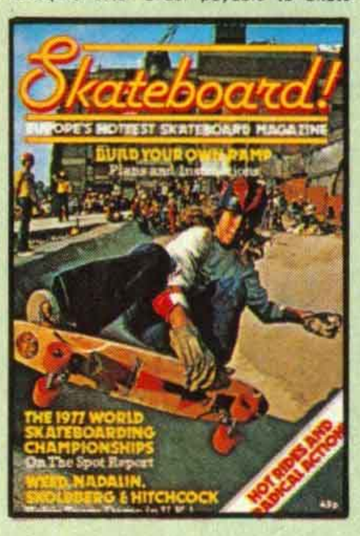

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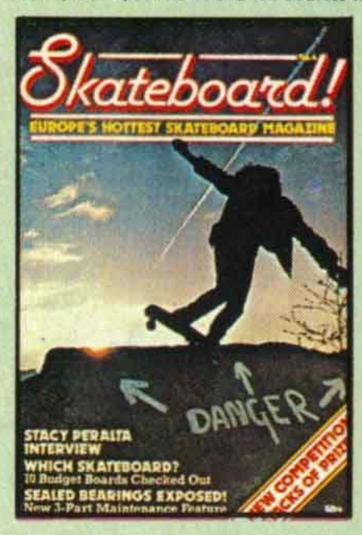

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Amazing Stacey Peralta Interview/Sealed Bearings exposed — the first of a 3 part series on maintenance / World Championships Photo File.

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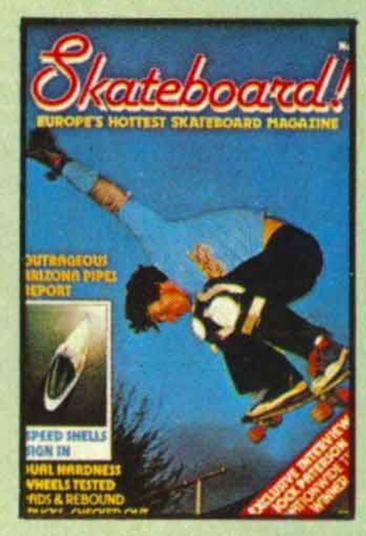
"Padding up for peanuts" — Equipment feature/Steve Kane — The Lone Rider/Star Interview with Tony "Mad Dog" Alva/ World News from New Zealand, Japan.



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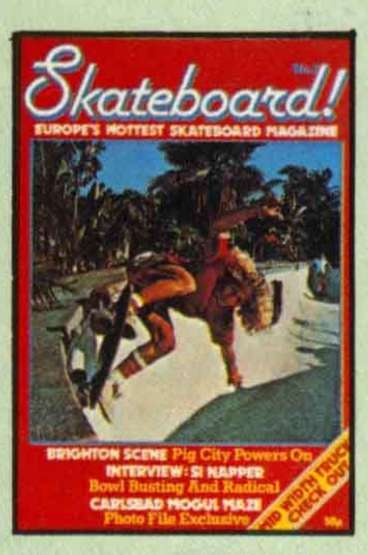
Stacey Peralta writes . . ./Outrageous Arizona Pipes report/The Jock Patterson Interview/ Speed Shells sign in.



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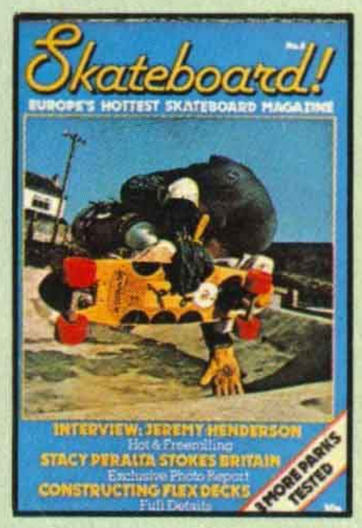
Kitepowered Skateboards: Martin Lester discovers a new sensation/Skata Data: Dave Goldsmith reports from the Miami Trade Show / Photo-Checkout on the Carlsbad Mogul Maze.



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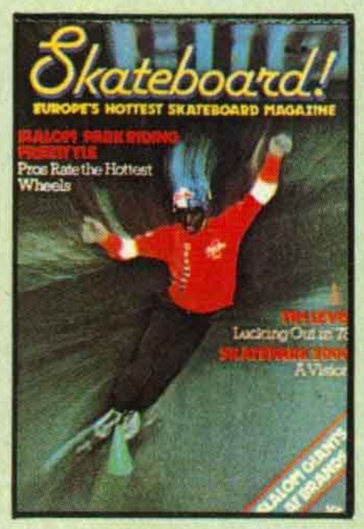
Stacey Peralta in the UK — photo report/ Steve Kane takes the lid off helmets/How to construct your own flex deck/Incredible Skateboard! design competition. . .



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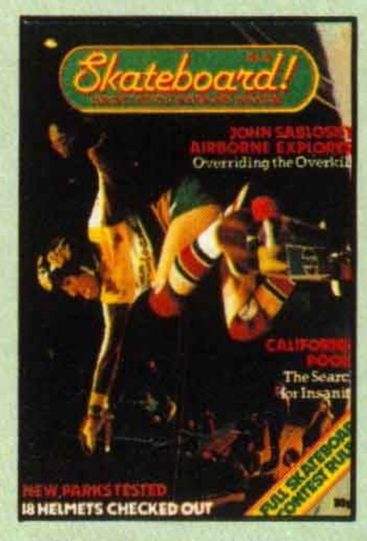
Slalom Symposium: first in the UK. . ./ Tim Levis talks to Skateboard!'s Adam Peacock / Skatepark 2000 — First vision/ Skata Data: top stars name their favourite wheel selections.



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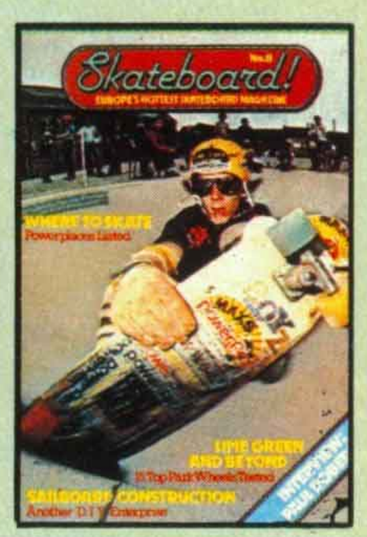

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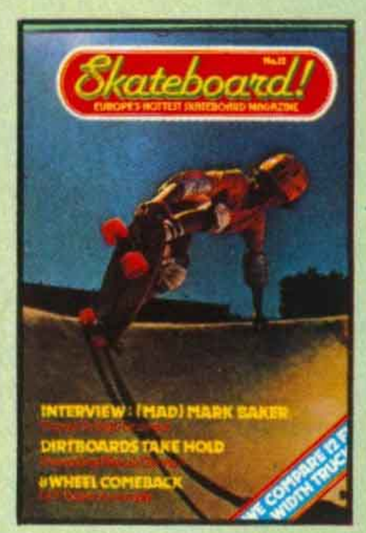

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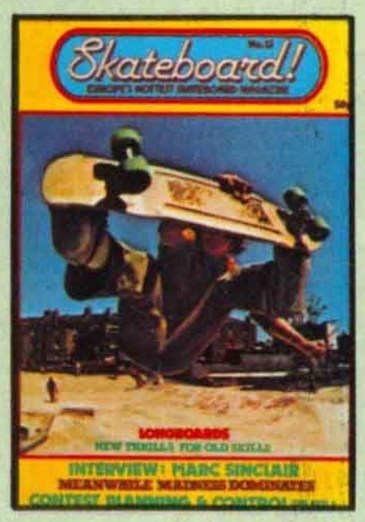

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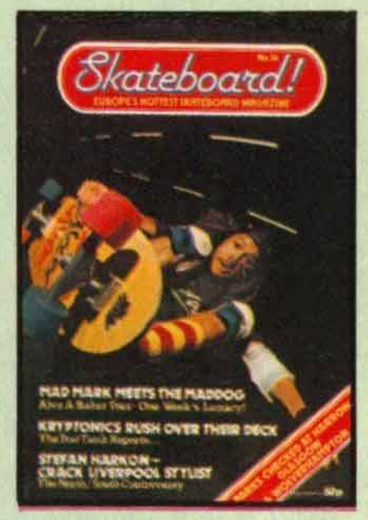
The Marc Sinclair interview / definitive slalom deck checkout/first UK report on the Hester Pro Bowl Series/DIY Rolling Boots feature/Long Boards sign in.



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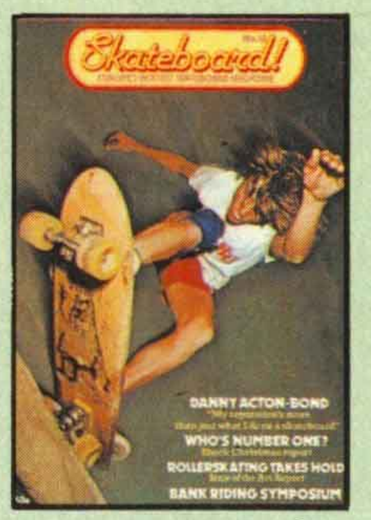
Maddog meets mad Mark Baker / Test Tank reports on new Kryptonic Deck/Interview with Stefan Harkon/ Snapback, a skaters guide to self portraiture.

SKATEBOARD! 15
Star interview with Jules Gayton/Skatepark Supertest — exclusive new feature/ Pete Christopherson reports from the Brighton Pro/Am Open/Is Skateboarding dead?



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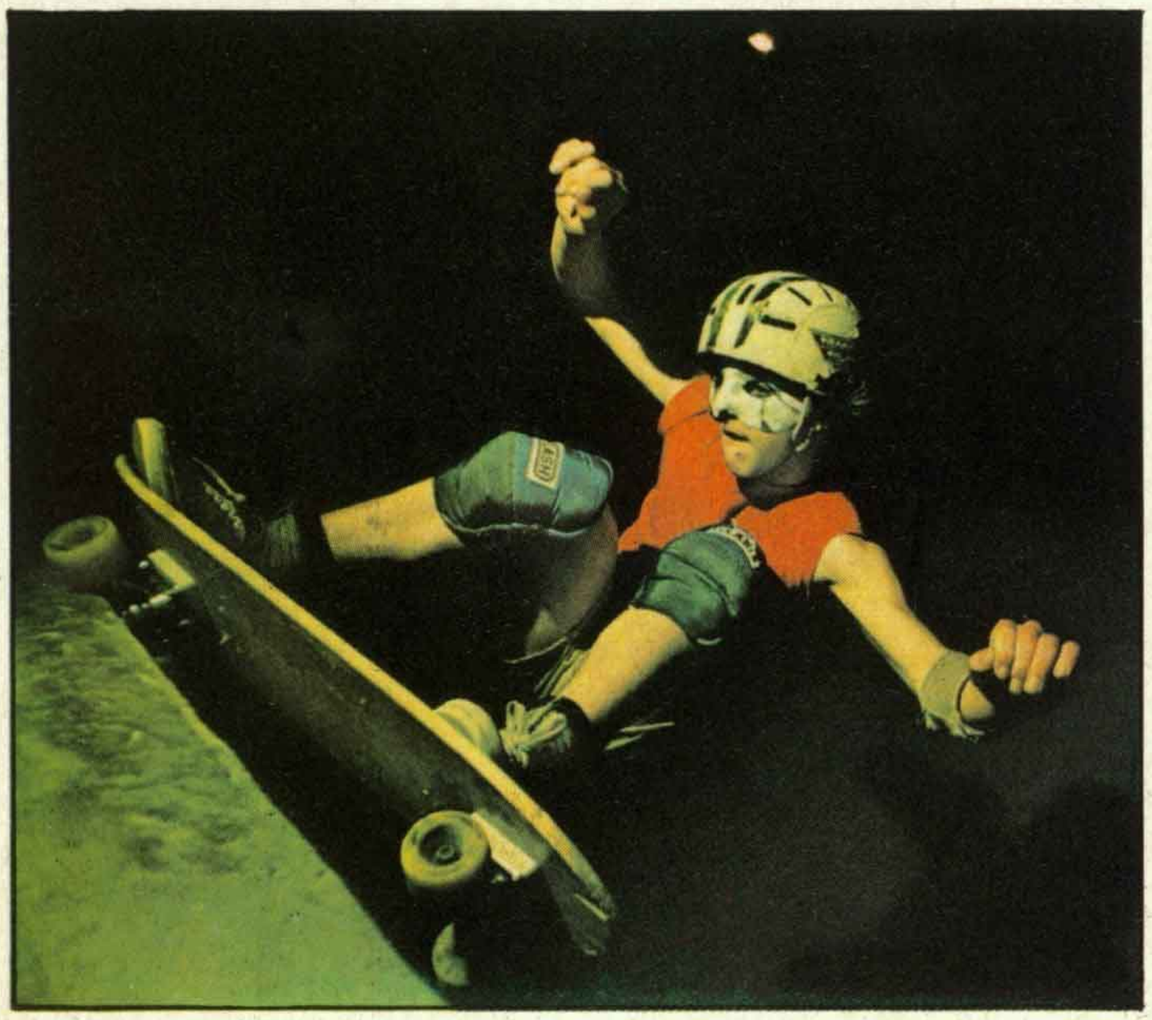
Rolling Thunder PHOTOFILE

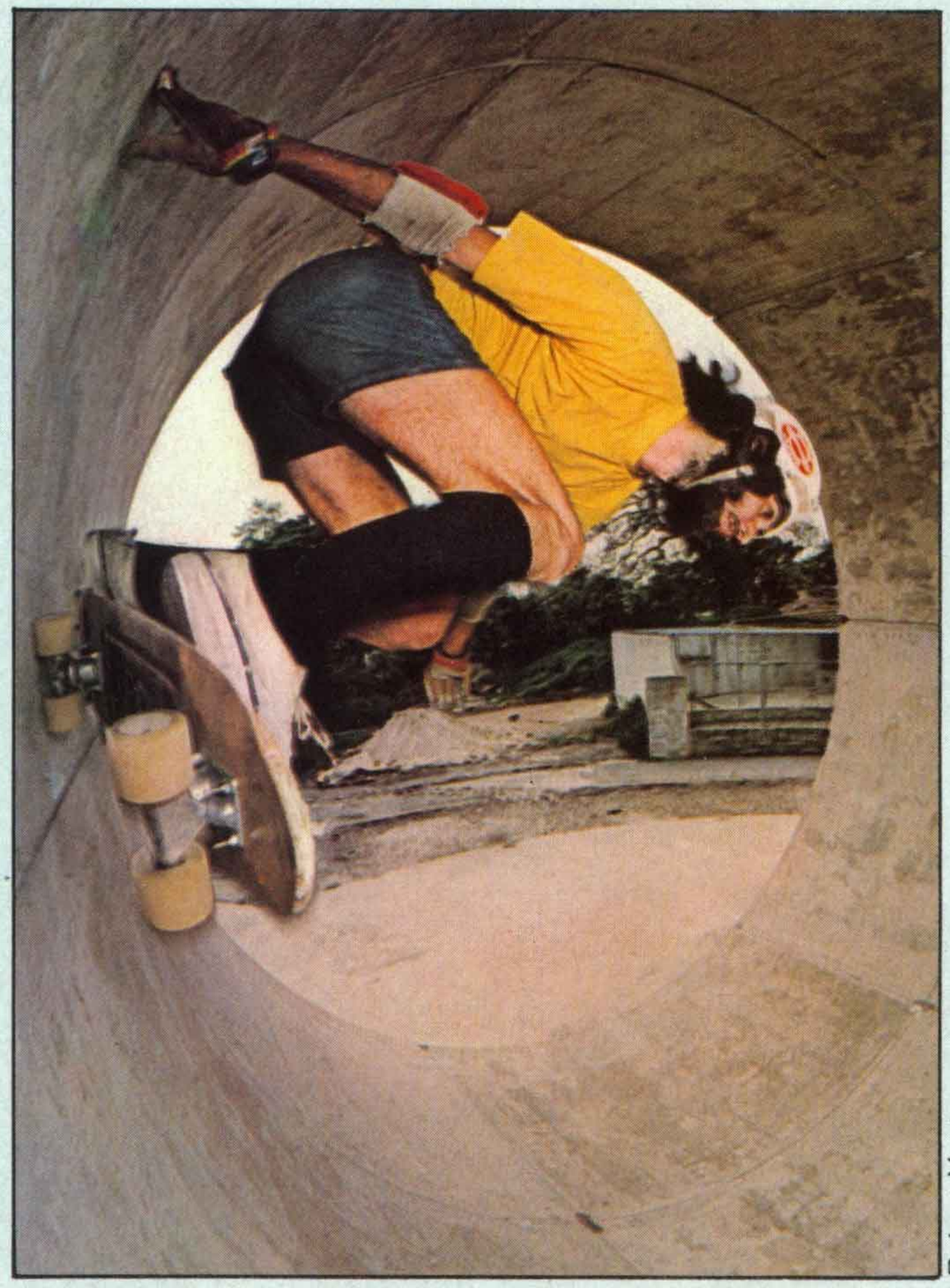
Rolling Thunder has been the setting for numerous photo sessions and here are some of the hotter results from two of them. Session 1 was photographed by Ian Dobbie and featured Simon Napper with masks, sparkly tape and some uncooperative dry ice. Opposite page top; riveting style from a new-look Napper. Opposite page bottom; some colourful air. This page, bottom right; Si's bizarre flight pattern. Session 2 was photographed by Tim Leighton-Boyce and shown here are (top) John Sablosky displaying some gnarly possibilities, (bottom), masked Meanwhile Madman Hugo Carey.



Dave Ferry doubles his grinds as well as his fun at Gillingham

Skateboard!
EUROPE'S HOTTEST SKATEBOARD MAGAZINE

Photography by Ian Dobbie



Robert Vente

TIM ALTIC

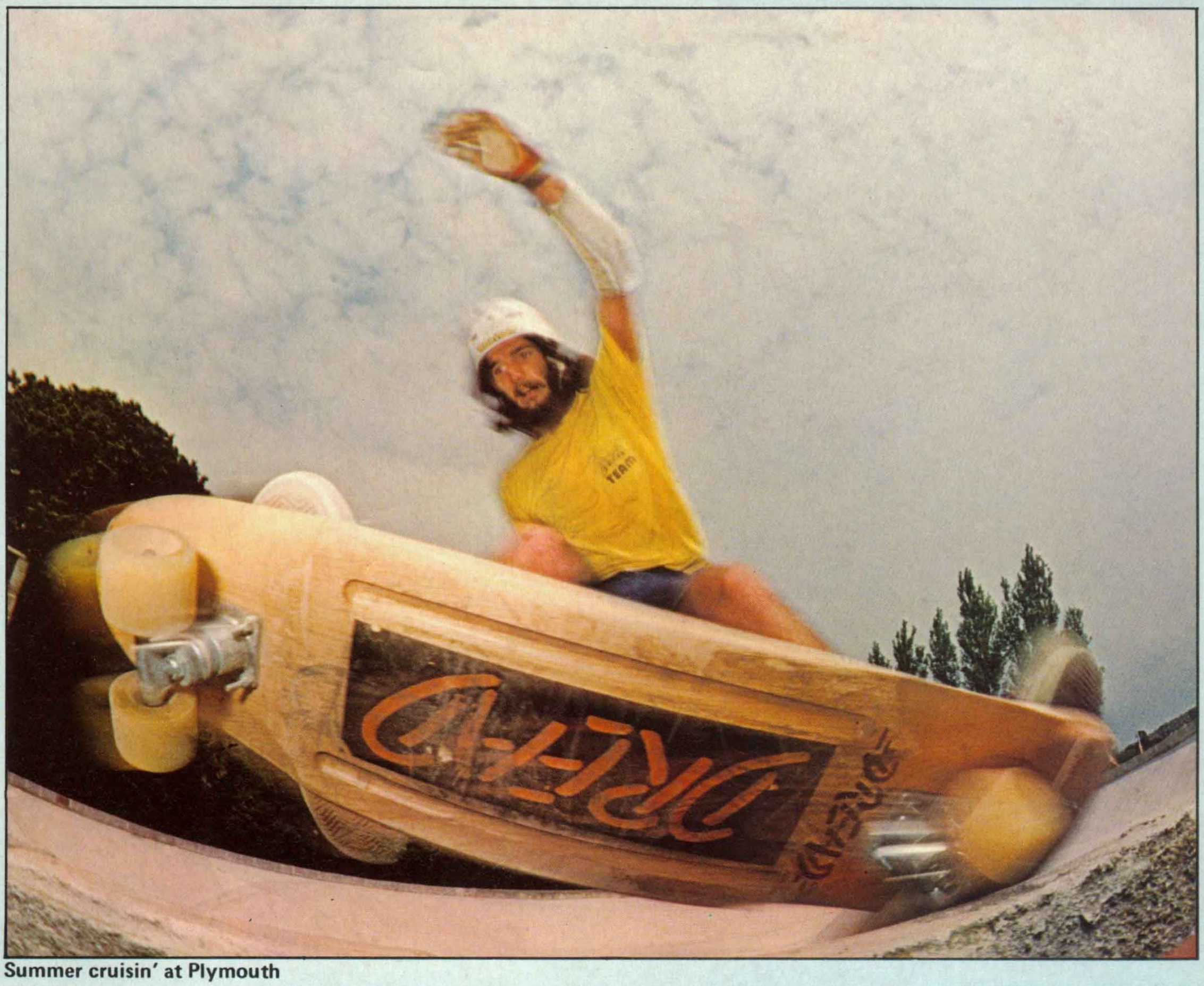
INTERVIEW

The story starts around May of last year. One sunny afternoon as the Test Team toiled away in London's Hyde Park – putting the Skateboard! DIY Sailboard through its paces – a lone American scooted up. Introductions were made, pleasantries exchanged and friendships struck. . . and that was the British skate-scene's first encounter with Tim Altic.

Things moved fast; basing himself in Bristol, Tim's stylish, go-for-it expertise both in skateboarding and rollerskating soon had the local's wondering just what had descended among them.

Danny Acton-Bond says it all in this quote, held back from last month's feature interview: "He's a really hot rollerskater – one of the hottest in the world – and he's a fantastic skateboarder as well. He's got a beautiful style and he's very original. His airbornes on rollerskates are something every skater should see. People around here idolise Tim – and why not? He's an absolutely amazing guy and he enjoys what he's doing as well."

Rocky Brann and Tim Altic run through some facts of skating life. . .

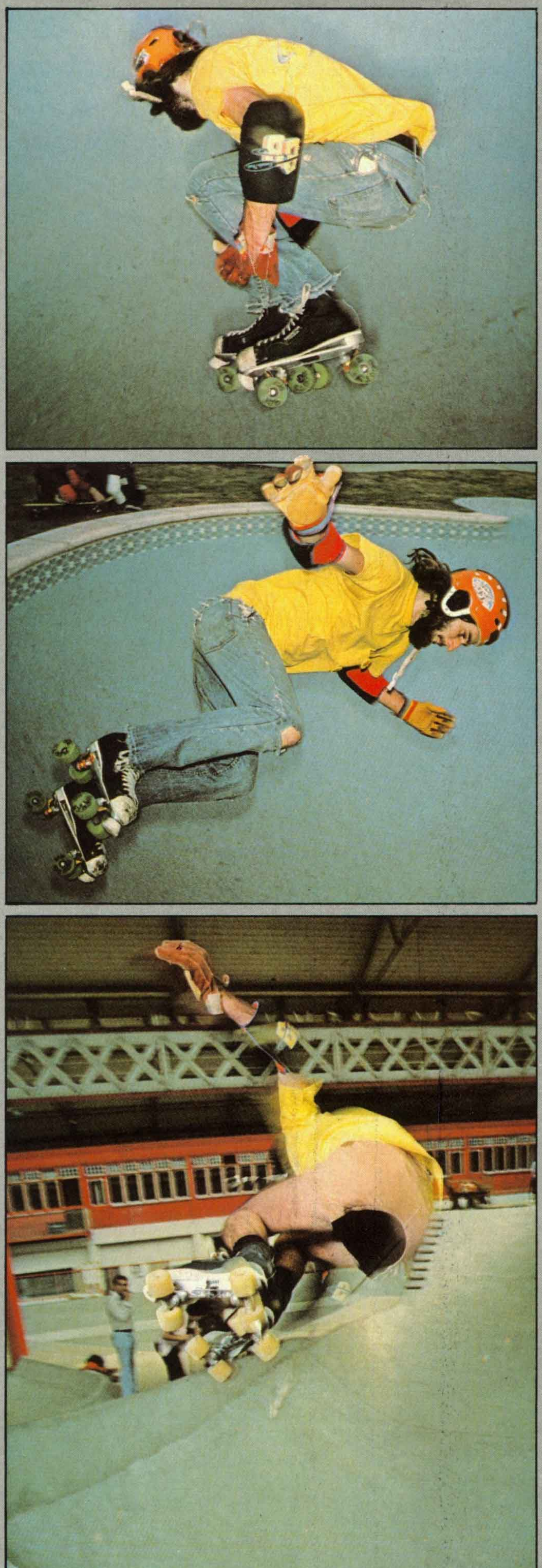


Robert Vente

Summer cruisin' at Plymouth

How do you see yourself in the skating scene these days. . . do you consider yourself pro, semi-pro or what?
I guess I'm a pro because I'm living off the sport. It makes me money and I do nothing but skateboard and roller-skate. I've written a couple of articles for the magazine and I'm totally involved in the scene. I don't do anything else.
How would you compare the skating and the technical sides of what's going down right now with the situation in the States? That's parks, equipment, riders. . . the whole thing.
I'd say things here are moving at basically the same rate as they are in the States. It's just that California has had 16 or 20 years head start on everybody. Of course that 16 to 20 years hasn't been all development. It's just lately, since the early 70's that the major changes and improvements have been made so, like, in a way you started out ahead of things. You progressed from plastic and metal wheels to the urethane version much faster than we did; but I don't think the level of skating has as yet had time to develop.
Would you say that's reflected in the way people ride over here?
Yeah, definitely. I'm not saying that people in the States are better or. . .
A lot of them are.
Well they are better in the way that they have developed a style whereas skaters in the UK are still searching for one they can call their own. . . perhaps I shouldn't put it that way! There ARE people here developing certain styles – particularly pros like Simon Napper and Jeremy Henderson, those folk are setting the pace.
It's not just Britain imitating America?
Maybe in part. . . there IS still a lot of imitation going on.
Would you say that there's riders here who HAVE successfully developed their own style and who haven't been influenced by the States?
Definitely. . . I don't think any of the pros here really copy people in the States. Everybody takes ideas from other skaters, I mean, that's the only way to do it. You have to skate with as many people as you can and at as many places as you can. That comes back down to the parks again. I'd say that a great injustice has been done here in Britain by the guys who made most of the parks. It seems to me that they've screwed up the scene because you go to this park, you go to that park, and then the other park – and they're all basically the same.
I must say skaters over here would generally agree with you that most parks are far too formularised and 'samey'... putting it less politely, boring. So in other words you're saying that in the States, California especially, the people who design skateparks are generally more in tune with what's going on . . . that they consult the skaters before moving in?
Right! You see, what construction people have done this end is go over to the States and take hold of the easiest things they can see that're popular. . . and then copy them. They come back over here and make the same stuff over and over again, to the point that often they reproduce this copy six, seven or eight times over. It's the same half pipe with maybe a different mistake here and there. The skaters themselves have had little or no part in developing these parks, whereas in the States, that's definitely the way it is now.
Do you think that's also true of the industry in terms of equipment manufacture? That people over here have for a long time just made

second-rate copies of what's arrived from the States — always lagging behind?
Yeah, until now. There are some people getting their heads together. . . Benjy-boards for instance are beginning to do stuff of their own. They've got an excellent formula for their new wheel, the Boot, and they also have their own boards. They may be a bit heavy, but they don't break; they're a good design and they handle well, too, despite the weight. Of course they have some of the best skaters designing their skateboards – and it shows. Actually there're new lines that've just arrived and they're made of rock hard maple — super tough and light too. They're probably the best decks ever brought out in this country.
Taking all this into account, how do you think it's going to go? Are we likely to be left with a hard core of really together skatepark construction people and designers; a few businessmen who're really interested in skating and development of the sport; and finally, a dedicated group of skaters who are really into good riding and possibly making serious money out of it — with less of the B.S.?
I think that there exists a hard core of skaters and they are going to keep it alive. But there're some people who'll need to put some work into the scene to keep it strong. It's strong now. It's not a fad, it's a sport. And now that it's made that transition it has to prove itself as a real, honest-to-god, no-fooling sport. Serious too. . . there's got to be a serious side to it to keep it alive for the people that are just in it for enjoyment.
How do you compare the social side — the attitude that American skaters have, the way they skate, the way they approach skateboarding as enjoyment and the kind of things they do — the kind of people they are? As you said earlier, there's quite a few British skaters who're more concerned with getting rad and pulling off stuff than just plain enjoying themselves. . . they miss out on some good kicks. Is that where the main differences lie?
I can't really pin it down to one thing. People have this funny idea in their heads that they've got to look a certain



Top: Holding 'tuck' in the pool at Gillingham. Middle: In flight — same location. Bottom: Aerial artistry at Rolling Thunder.

way; they skate for the pose and not necessarily for the feeling. . . they skate to do a trick but not to feel the high. Sure some people get into it — I'm not saying they don't. What I am saying is that there aren't enough of them. The reason there are pros here is that pros DO get in and feel what they are skating. That's what makes them good. It's easy to tell if somebody is good — really there are so many skaters who can do a lot of tricks but who aren't any good because when they do them, they don't really flow.

And then there's other skaters who are just into slalom but, you know, those slalomers get in there and feel. A slalomer in a 'snake' is doing nothing but feeling the terrain, his pump, the flex of his board, the turn of his wheels, the slides and so on. That's really feeling when you're skating.
Presumably a lot of the moves originate like that. . . from riders doing what feels good — letting the tricks just happen, rather than actually thinking about what will look the best. But where does flow enter into the equation?
There's two different kinds of go-for-it. There's unthinking go-fo-it, and then there's flow go-for-it. Somebody that really goes-for-it is skating, not to do a trick, but more to feel right. He goes up and for instance, he shoots over the lip. Okay, if he's really concentrating and really flowing and he goes-for-it at speed, he can get out over the lip and his board will fly up and he might even come off — but he's thinking fast enough and everything's flowing so he can put his feet back on the board and move his body in such a way that he stays there. That's exactly what's so amazing about Tony Alva. When he went-for-it, he went up and he did a grinder until he couldn't grind any more and then as he dropped down the wall — he was sitting back, way back and barely on — he was able to still get back up the other side of the wall and do something else. And you know, that's like flowing . . . taking whatever happens in your stride and flowing back onto course. The concentration needed is amazing

Photography by Ian Dobbie

and you just can't be thinking, well, what does this look like and concentrating at the same time. You can concentrate on what I look like now, or you can concentrate on where I am going after this interview. That's two different things and so many British skaters don't understand this.

With a heavy heart I think I'd have to say I agree with you. But let's move on to rollerskating now. You're heavily involved with Benjy now as their main roller man – in fact, Britain's only hot, park rollerskater. It's really hit big in the States but of course Britain is a totally different number and the people are something else again. How do you see yourself helping to develop and promote this new angle. . . how are you intending to pull it all together. . . do you have a schedule planned out?

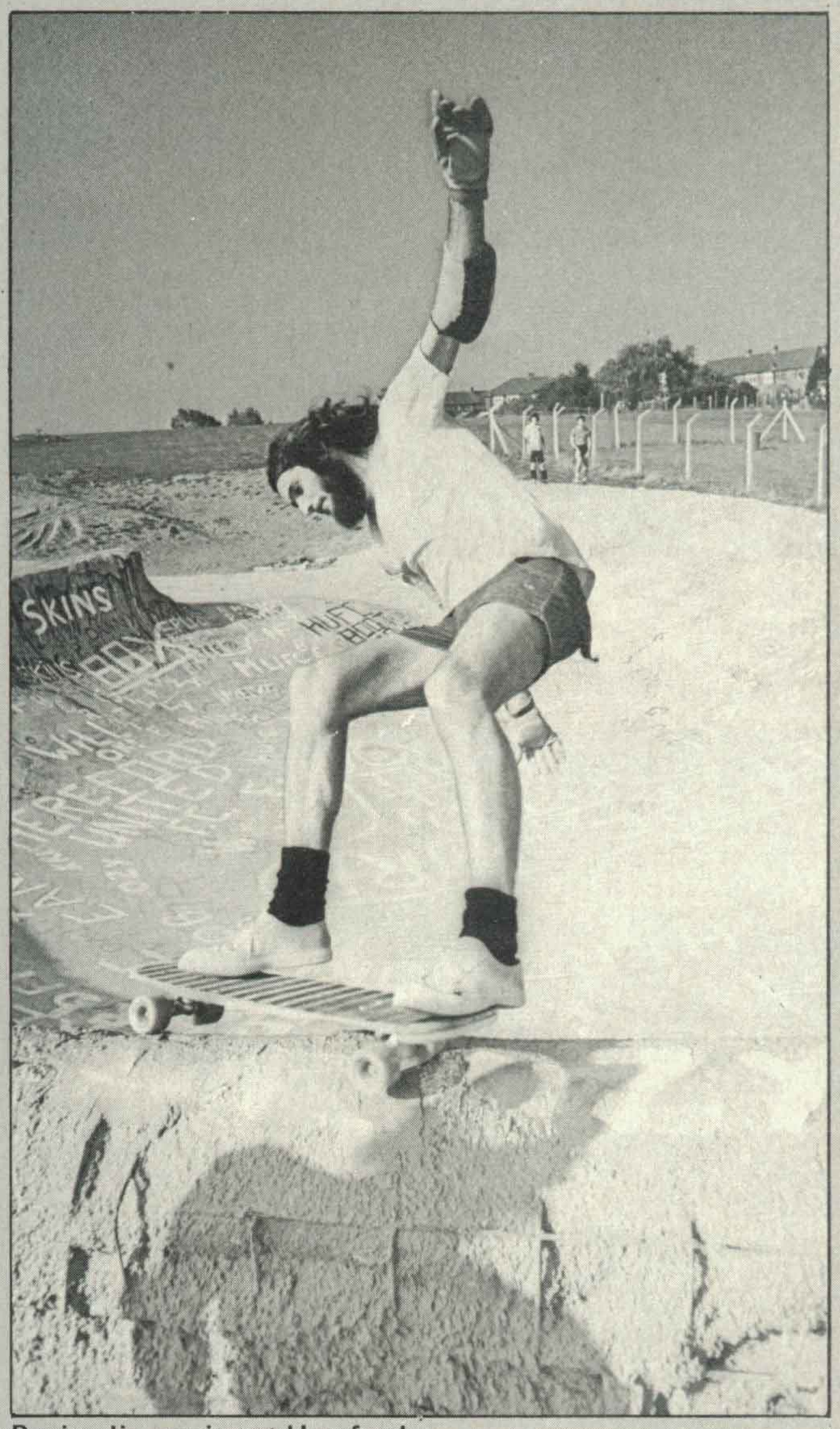
Well, there is a group of rollerskating people in Britain but they're restricted to rinks. I hear that there's a good ten thousand of them that skate a lot and there's a big area to get into . . . roller hockey, roller dance – you know, just for pleasure, and of course, racing; there's actually a British rollerskate speed team. But like I say, they're restricted to the rinks. I believe that with urethane wheels, plus the sort of publicity that Benjyboards can get together around me, we can show people that rollerskating isn't just going around in circles.

And there's plenty of places to skate without having to go to a rink. . . the streets to start with. Once people find out how great it is to rollerskate on the streets and in the parks on the bicycle paths, I think they'll really go-for-it. Benjy is going to try and push the idea and I'll do everything I possibly can to promote it. I believe that rollerskating, if you join it with skating, could bring back skateboarding to another high. And I'm talking about making indoor roller rinks with not just flat floors, but with banks and stuff.

Do you think it's going to be difficult to turn on existing rollerskaters to the possibilities of modern urethane?

I'm not that clued up on rolling, but it does seem to me that, with the right urethane for any given surface, you get just as much speed and control as any composition. Another thing, how hard is it going to be for them to get into banks, anyway?

That depends on the person. There's a lot of people who can't ride transitions and there's a lot of people who can – but they just don't know it. We're going to have to talk to these people and get them to try something new. We're going to have to make it look fun, exciting and not dangerous and that means approaching it with professional design-work as regards the banks. If we don't get it right we'll just kill it, There'll have to be several wheels – a range – to help make the transition from the hard, hard compositions they're using right now. A soft wheel, compared to a hard wheel, is like a new world and skaters may or may not like it. We're going to have to find enough people who do.



Paying lip service at Hereford.

Since you signed with Benjy, how have you been getting on? On the ideas side you've obviously been working a lot on designing various products and pooling ideas with all the other skaters. As an older skater and somebody who has had a lot of experience in the field, are they taking a lot of notice of you – are you getting anything creative out of it?

That's what I like about Benjy, they don't do anything without asking the team. Their team is there to tell them what skaters want.

So it's kind of inter-relationship?

Yeah, I can go in there and say anything and they're going to listen to me. Really, I can say anything. . . I can say this is rubbish or I can say this is good – it doesn't matter because we've got the right sort of relationship. They always ask our opinion and I'm sure that's exactly why Benjy is making it. That's the way everything has got to go in rollerskating and skateboarding. . . it's going to be down to the people who are in it. It can't be just straight, commercial enterprises, business-men and so on.

Every successful manufacturer in the States has had some involvement in actual skating first of all. . . the big business angle blew up later. And, conversely, most big commercial companies who've come in armed with all the money in the world have just blown it completely. Would you agree that's also very much the story of what happened over here?

Yeah, and there's also been some companies that have died because they failed to update their lines. They just settled back and watched everyone overtake.

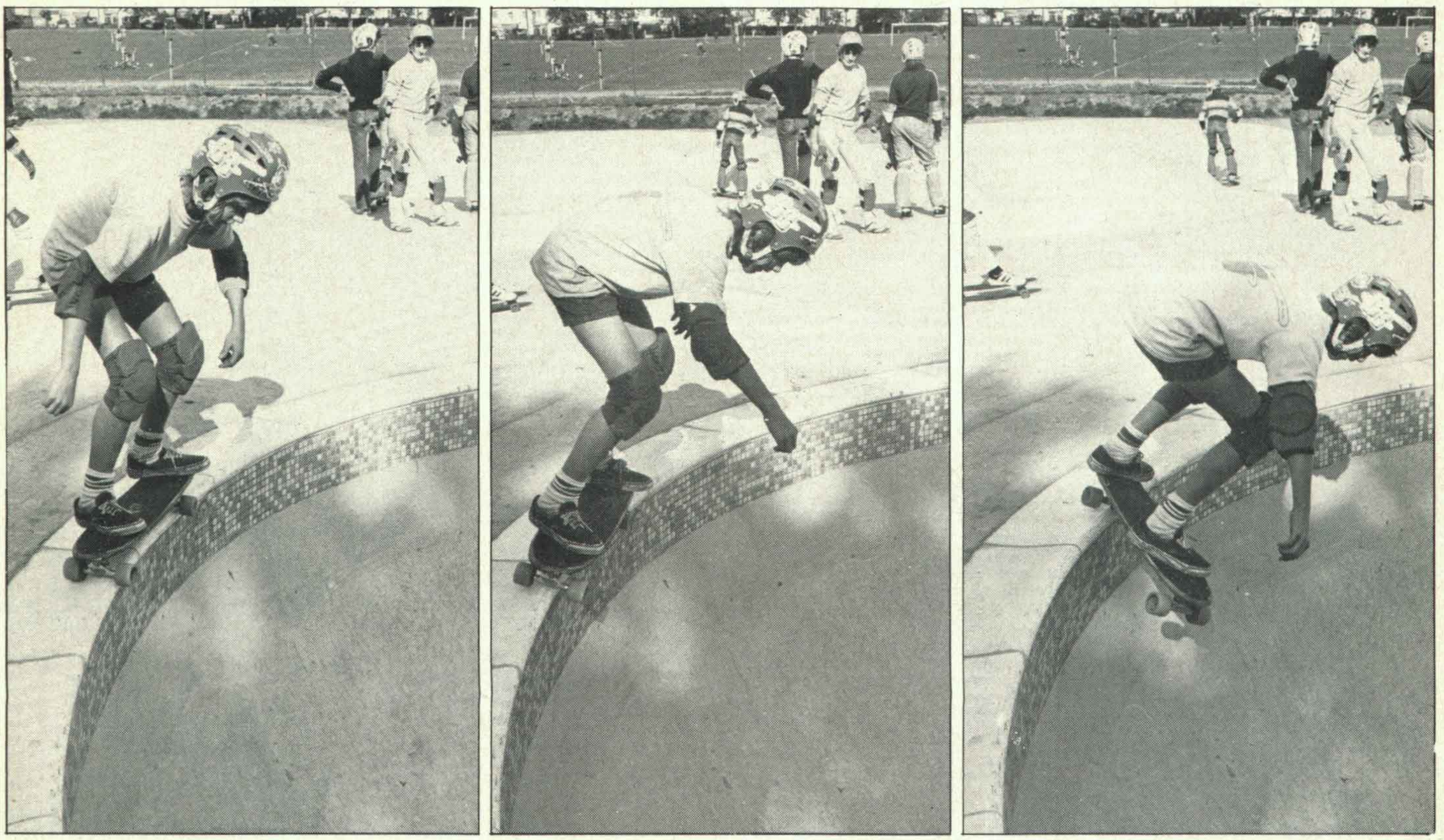
On the subject of switching lines, originally when I first met you, you were not sure how long you were gonna stay in Britain – it was almost as if you were just passing through. That was quite a few months ago. . . do you see yourself getting a bit more settled now?

I think so, although the farthest ahead I'll make any plans is next summer. What I'll do after that I have not a clue – no idea. Benjy looks like it's going to be good and if I can make some money, then I'll probably stay.

With all the experience you've brought with you across the Atlantic, can you see yourself ever getting involved in association/ organisation work over here?

Everything's so untogether in that respect. The Association (English) is a joke and there haven't been any good competitions – except for the small one at Brighton which was really great. Look at Henry Hester; he's been on the scene a long time and he knows what he's doing. . . even he's made some stupid mistakes AND will be the first to admit it. Over here in Britain, I'm sorry to say it, but most of the people involved in organising events shouldn't be allowed to have anything to do with skating. . . they're bad for the sport. The trouble is, skaters haven't had enough experience or time to move into that side of things. . . unfortunately a lot of the pros are still kind of irresponsible. But I should say that's something that'll improve.

GOING-FOR-IT GOING-FOR-IT



THE AXLE DROP

The essence of the axle drop manoeuvre is that the rider starts from a stationary stance. The board should be placed on the coping in such a way that it's resting on its trucks – with about a quarter of the axle sticking out. Mount the stick and prepare.

Get ready for the drop by bending your knees, thereby lowering your centre-of-gravity. . . you'll be more stable in the crouch position.

Photography by Marc Saunders

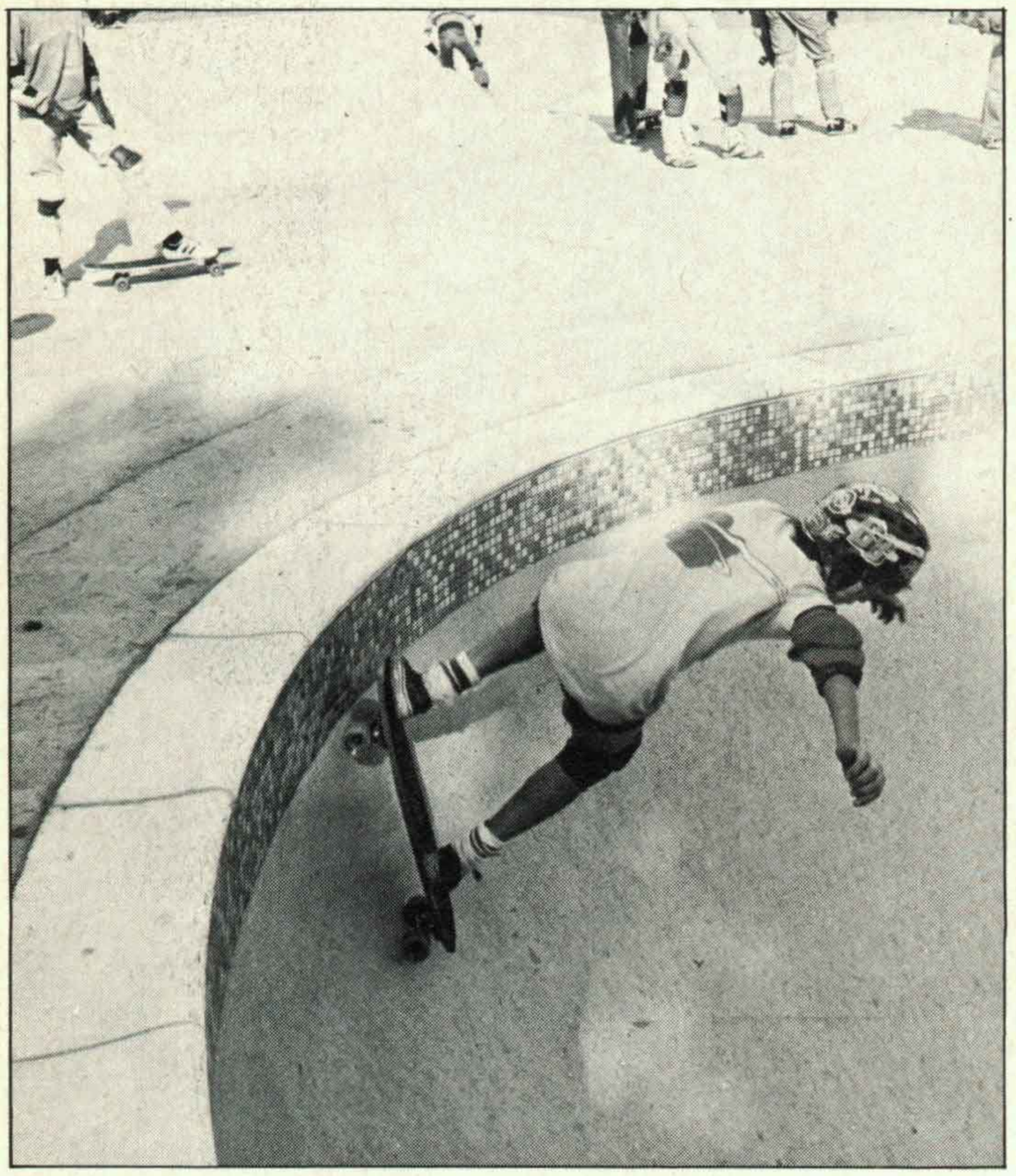
THE ROLL-IN

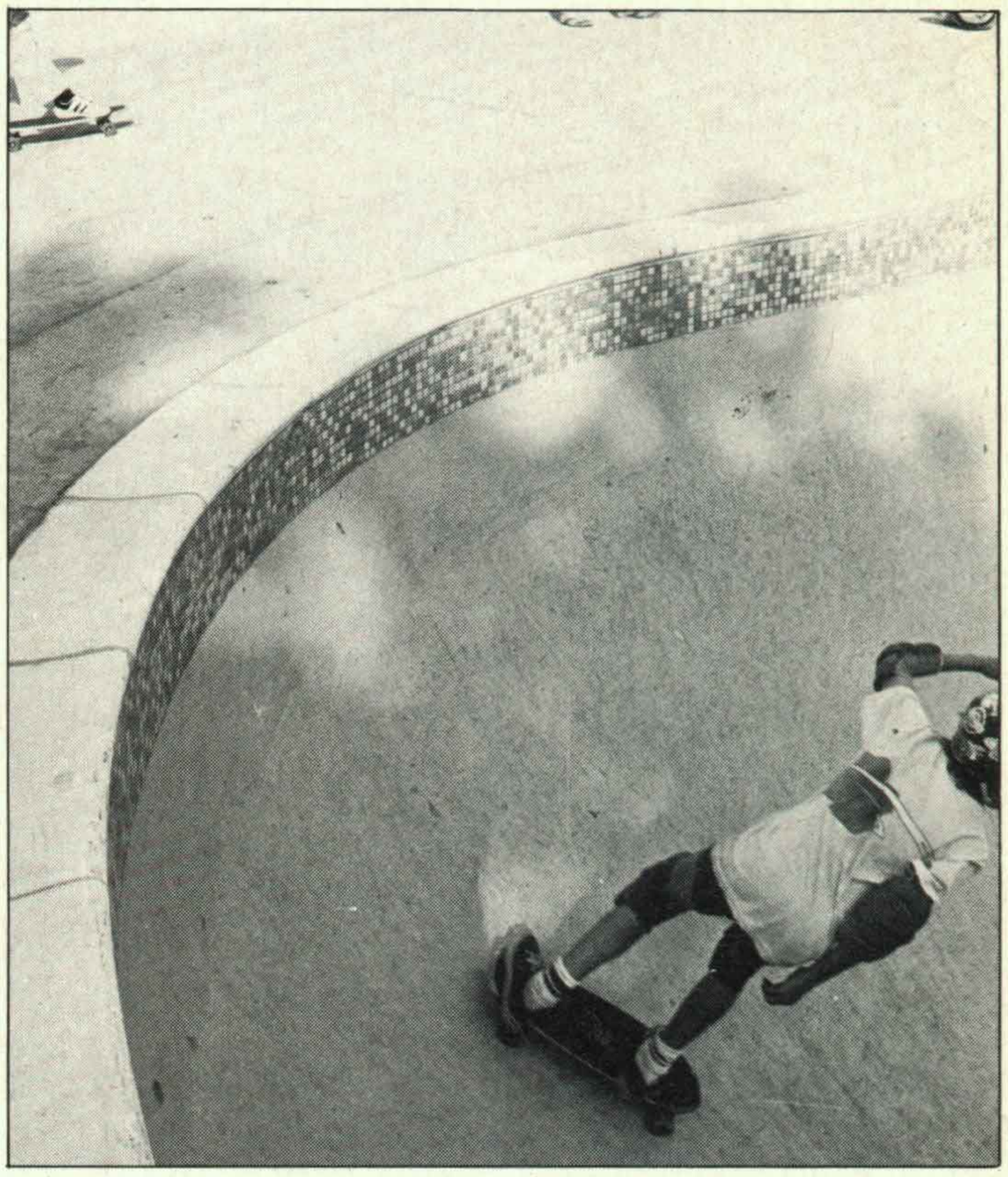
One of the gnarliest ways of entering a pool, the move involves rolling along the top of the lip/coping, then kickturning into a deep end. Roll-ins can be performed frontside or backside and, fluidity-wise, they make an ideal follow-up to a roll-out.

Procedure: approach the coping in a relaxed manner (if your nerves can take it) and at an easy pace. Just prior to the kick-turn, crouch to lower your centre-of-gravity and lean into the coming turn.

The actual kickturn into the pool is the hardest part of the

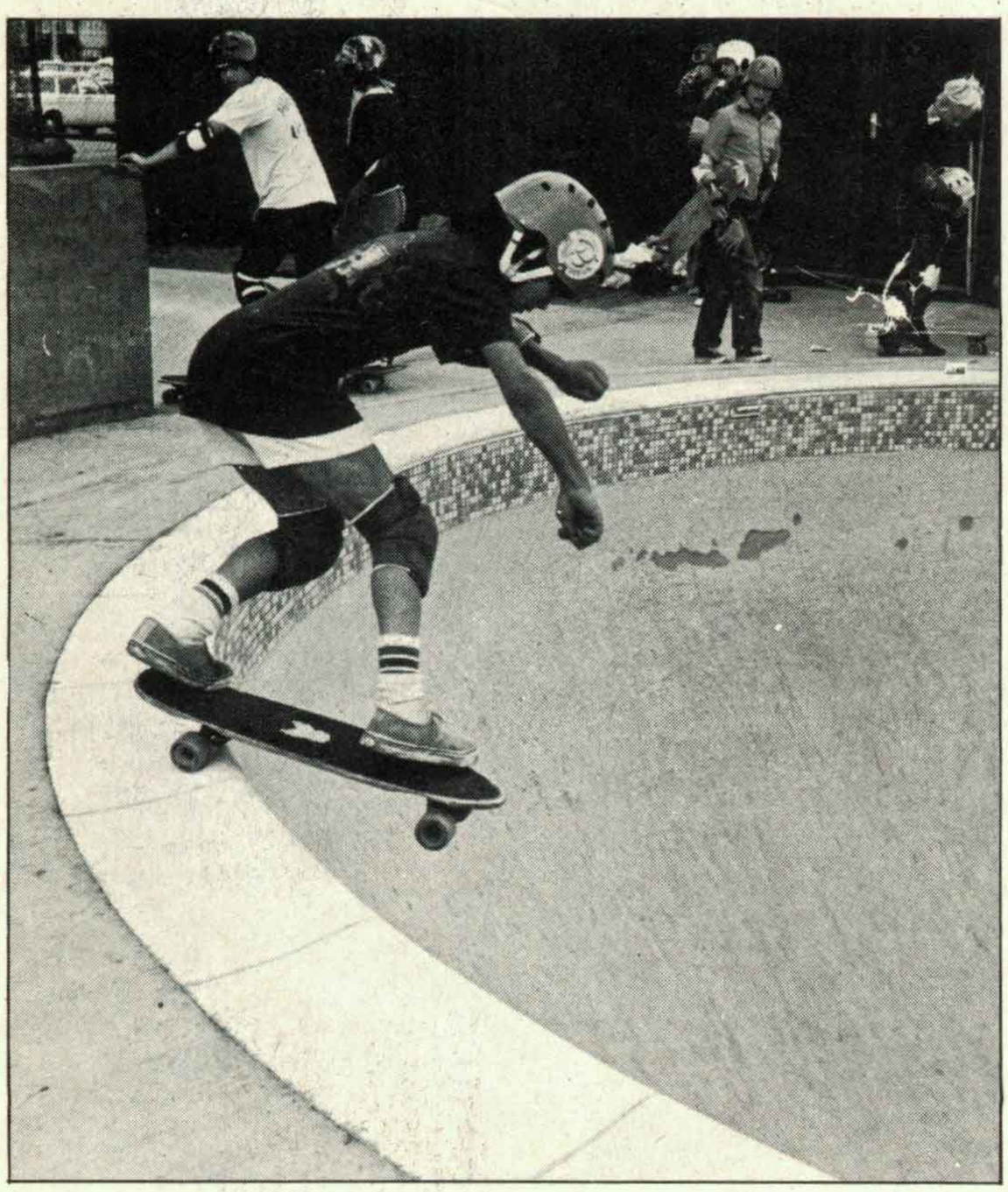
R-IT GOING-FOR-IT GOI

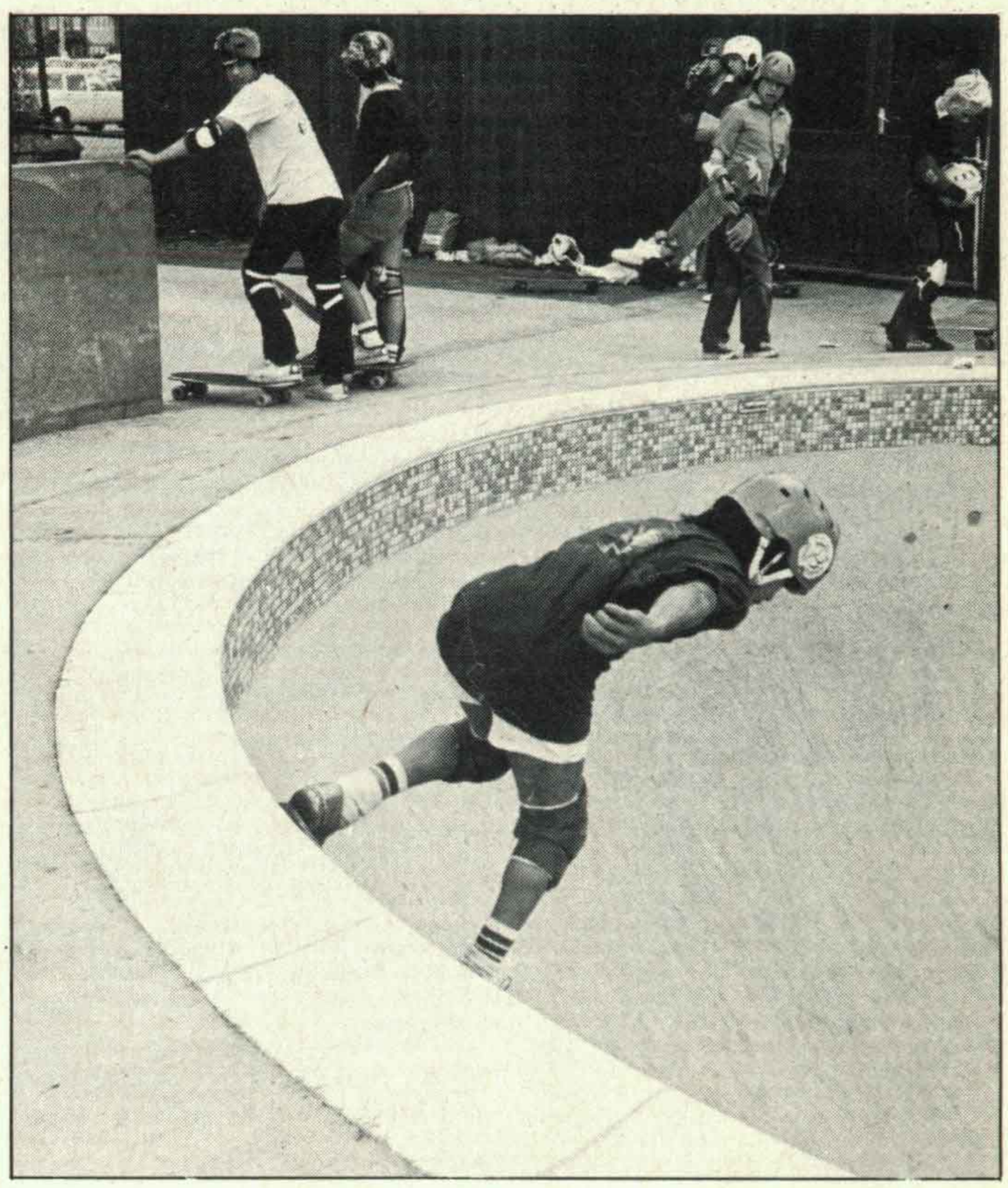




The next move is the decisive one; kickturn off the coping and head down into the pool. Points to remember are as follows: swing your body round ahead of the kickturn; lean right into the pool as you go down. Failure to observe these rules will almost certainly result in hang-ups.

As in our other featured going-for-it this month, the roll-in, with practise, you'll be able to accelerate during descent and work into other moves. Rider pictured. . .Paul Sully.





Photography by Marc Saunders

manoeuvre. The difference between making a good roll-in and wiping out horribly is in the order of a hair's breadth. . . the execution and timing of the turn have to be perfect. Just as the inner rear wheel 'edges', lift the front of the deck, pull it round, then drop-in.

Initially the speed of drop will surprise you. . . with practise, as confidence grows, control will become more precise and you'll be able to pump your way into other manoeuvres. **Rider pictured. . .Seth Cutts.**

SKATA DATA

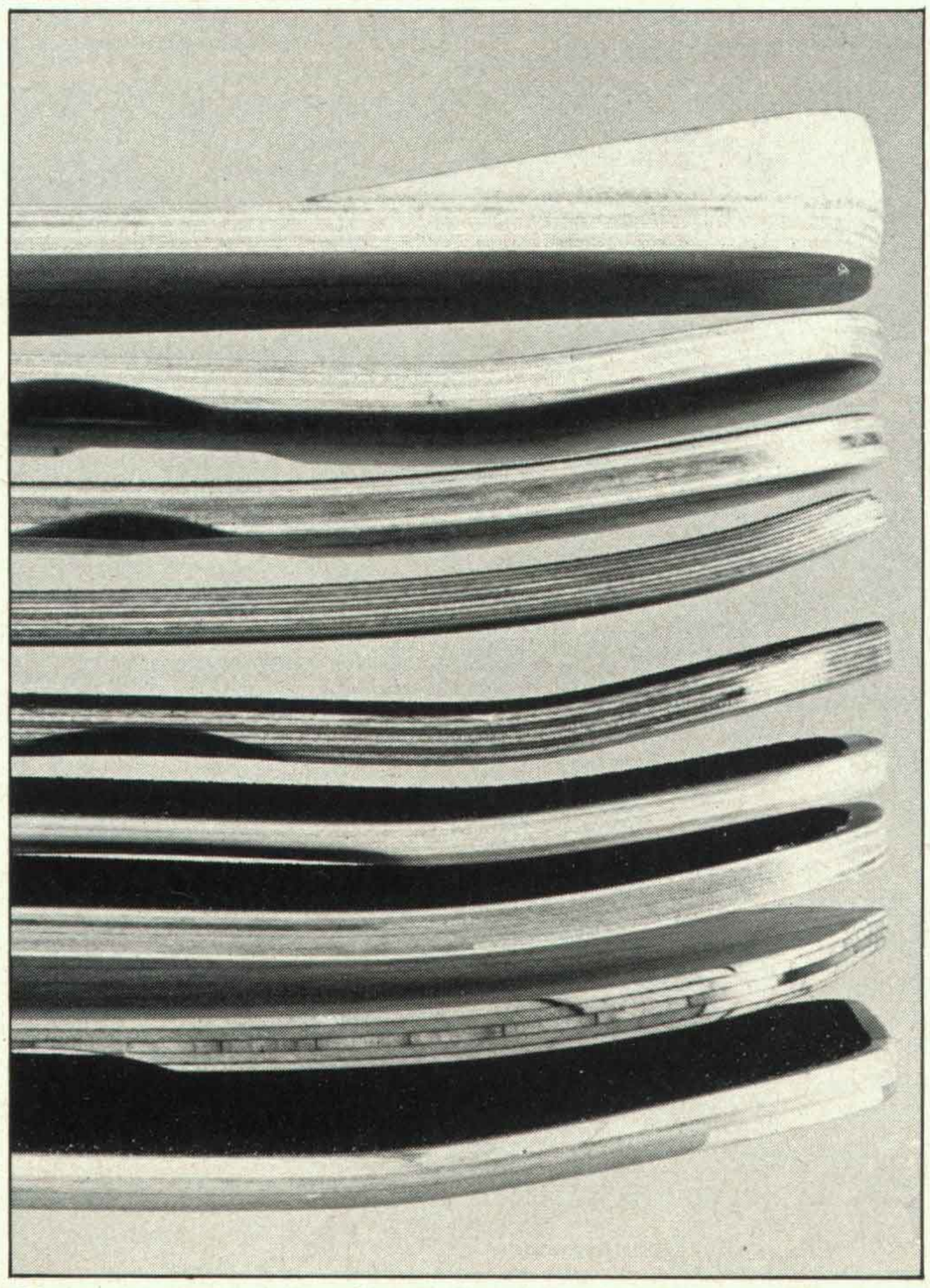
PARKRIDING DECKS

THE WIDER THEY GET

The move to superwide decks – 9" plus – has resulted in a rash of new sticks from both English and Stateside manufacturers. The origins of the 'Pigs' as they have come to be known is somewhat uncertain, but as far back as last spring L.A. skaters Gunner Haugo and Lonnie Toft were turning heads with wider than usual decks. Of the many new models available we have chosen to test six from the States and four from the good old U.K.

Truck manufacturers have been quick to respond to the needs of the wide board. Lazer and Independant were the first to launch 8" Trucks.

We've taken the opportunity to check them on some of the wider boards. This month's tests were conducted by the Bristol Test Tank under the direction of Mike Wisternoff.



Above top to bottom: Cheap Skate, Sims Lonnie Toft, 10" Alva, Fresh Air Ben Liddell, Trade Winds Wide Ply, Dog Town Wes Humpston, Macho Gordo, Sims Superlight, Z-Ply Pig.

Photograph by Kokon Chung

WIDTH The first wide that I used was my own design, the 29"x8" Bigfoot. At first sight it looked huge and caused a lot of amusement, not to say downright mirth. Soon, however, there were quite a few 8 inchers around and the Bigfoot didn't look so strange anymore. Then, out of the blue, our local deck makers, Bristol Youth Workshops, produced the 32"x9¼" Great Bigfoot, and again hoots of derision followed it and me round the park. Now with the arrival of all the Bigguns it too looks normal. . . such is evolution.

Foot control, leverage and stability are the most important features of deck design – the Test Tank all felt that the decks tested here were a definite improvements over earlier models. The confidence inspired by the stability inherent in wide decks allows both expert and beginner to extend abilities.

LENGTH As boards get wider they also tend to grow slightly longer. The Alva at 29" is the shortest of the test batch with the Trade Winds Wide Ply, at 33½", the longest. Deck length should of course be matched to a skater's height and riding stance, but it is worth remembering that in high speed situations a few extra inches on the length can make a lot of difference, stability-wise.

CONSTRUCTION & MATERIALS Most of the decks we tested are constructed from 'Canadian Hard Rock' maple laminates. Given that minimum weight is desirable, this material, as far as wood is concerned, probably offers the best in weight to strength ratio. The exceptions to the rule are the Sims Superlight, the Ben Liddell, the Cheapskate and if we are to believe it, the Alva. The Sims is made from five layers of multi, cross-laminated brazilian ash; it's extremely light and has a beautiful feel. Ben Liddell's deck is made up of maple-zirconite laminates. When pressed for details he revealed that zirconite consists of epoxy soaked layers of uni-directional fibreglass mesh. This material is slightly heavier than a straight maple laminate, but it's very tough and came through the test more or less unmarked.

The Cheapskate, known to its friends as the 'Cheapo', is constructed from alder ply with a rubber tree wedge kicktail. Cheap as these materials are, they seem to do a good job. At 1460grams it's the second lightest deck tested after the Superlight.

The Alva deck, according to its importers, is made from Australian alva wood laminates. Now I've never heard of alva wood (to be honest, it looks mighty like maple to me), but who knows what sort of trees lurk in the outback. Only one thing, for maple it's very light indeed.

TRUCKS

HANGER WIDTH/AXLE LENGTH Two of the trucks tested here, the Lazer and the wide Independent, are made in the new superwide configuration – designed obviously to fit the new generation of wider boards. The Independent has a slightly wider hanger than the Lazer, giving it an extra 5mm/3/16" effective width. The other 'Indi' has the familiar full track width, but apart from that it's identical to the 8-incher.

HEIGHT The Lazer has the same height as previous Lazer models. If your board has wheel wells and you skate with your steering damped down, you're unlikely to need the excellent ½" space pads included in the purchase price. If, however, like many of us carving is part of your bowl play, the risers will give you just about the right clearance. The Independents are quite low at 54mm/2-1/8" and except on full cutaway boards, risers are a must.

ACTION ANGLE This is the angle formed between the underside of the base plate and the line formed by joining the two pivot points of the truck, one at the centre of the nipple and the other at the centre of the hanger ring. All of the three trucks tested had conventional action angles producing quite sharp steering. On a short board they would be very twitchy, but the Test Team felt they'd be just right for the new generation of pork (sic) boards.

CUSHIONS Cushion hardness and resiliance obviously play a great part in the overall performance of a truck. The Lazer features urethane cushions which produce just about the perfect blend of stability and firmness. The Independent cushions are made from a conventional rubber compound offering a very light and sensitive steer-

Above left to right. Dog town Wes Humpston, Cheap Skate, Macho Gordo, Sims Superlight, Fresh Air Ben Liddell, Sims Lonnie Toft Model, Z. Ply Pig, 31½" Trade Winds Wide Ply, 10" Alva.

BOARDS

MAKE	MODEL	LENGTH INS/MM	WIDTH INS/MM	THICKNESS INS/MM	WEIGHT GRAMS	KICKTAIL LENGTH INS/MM	KICKTAIL WIDTH INS/MM	KICKTAIL ANGLE	MATERIALS No. of LAMS	PRICE APPROX	COMMENTS
SIMS	Super Light	30½ 775	9¾ 248	½ 12.5	1385	7 178	8 203	12°	5 Lams Brazilian Ash	£26.05	Great looker & performer. Very light & lively feel. Good wheel wells. Should be grip-taped for the price. Needs 8" trucks.
SIMS	Lonnie Toft 10.0	30 762	10 254	½ 12.5	1670	4½ 108	8 203	11°	8 Lams Rock Maple	£25.00	A big meaty board. Well liked by the Tankers. Generous wheel wells. Should be grip-taped, 8" trucks a must.
MACHO	Gordo	29¾ 756	9 228	½ 12.5	1590	5½ 139	6½ 165	14°	8 Lams Rock Maple	£18.50	The slimest of the 'wides'. A well made tough board. Popular with the smaller team member's. Fultracks suffice. Grip taped but no wheel wells.
ALVA 10"	10"	29 737	10 254	½ 12.5	1520	6 152	7½ 190	11°	7 Lams Alva Wood	£25.95	The first 10" board around. Fully gripped with great graphics. Well formed wheel wells. Needs 8" trucks.
TRADE WINDS	Wide Ply	33½ 851	9½ 241	½ 12.5	1875	4 101	7 178	15°	8 Lams Rock Maple	£20.50	The longest board on test. Very tough construction. Good wheel wells. Grip taped. Fultracks with wide wheels fit well.
TRADE WINDS	Wide Ply	31½ 800	9½ 241	½ 12.5	1760	4 101	7 178	15°	8 Lams Rock Maple	£19.50	Except for the length. Identical to above.
Z PLY	Pig	31 788	10¼ 260	½ 12.5	1690	6 152	8 203	12°	5 Lams Rock Maple	£21.00	Widest of the wides. Light snappy feel. Well liked by the Tankers. Grip taped with no wheel wells. Needs 8" trucks.
DOG TOWN	Wes Humpston	30 762	10 254	7/16 11	1630	5 127	8 203	12°	7 Lams Rock Maple	£24.95	Another original wide. Well placed wheel wells with good grip job. Flashy graphics.
FRESH AIR	Ben Liddell	31 788	9¼ 235	7/16 11	1715	5½ 139	7½ 190	15°	9 Lams Maple Zirconite	£17.50	A slight rocker with warp kicker. Very lively feel. Short rounded nose. Good grip job. No wheel wells. Very tough.
CHEAP SKATE	Wide	29½ 750	9½ 241	½ 12.5	1460	5½ 139	6 152	9°	9 Ply Alder	£5.00	Plain & straightforward. No varnish, grip-tape or wheel wells. Good performer and incredible value.

Equipment was supplied for this month's test by the following companies: Alpine Sports, Skateboard Specialities, Trade Winds, Surrey Skateboards, Earth & Ocean, Bristol Skateboard Centre, Hang Ten.
The Test Tank consisted this month of the following riders: Pete Christopherson, Dave and Ian Richards, Andy Beales, Dom Thrupp and Paul Jarman. **Note:** Kicktail length is measured from start of angle.

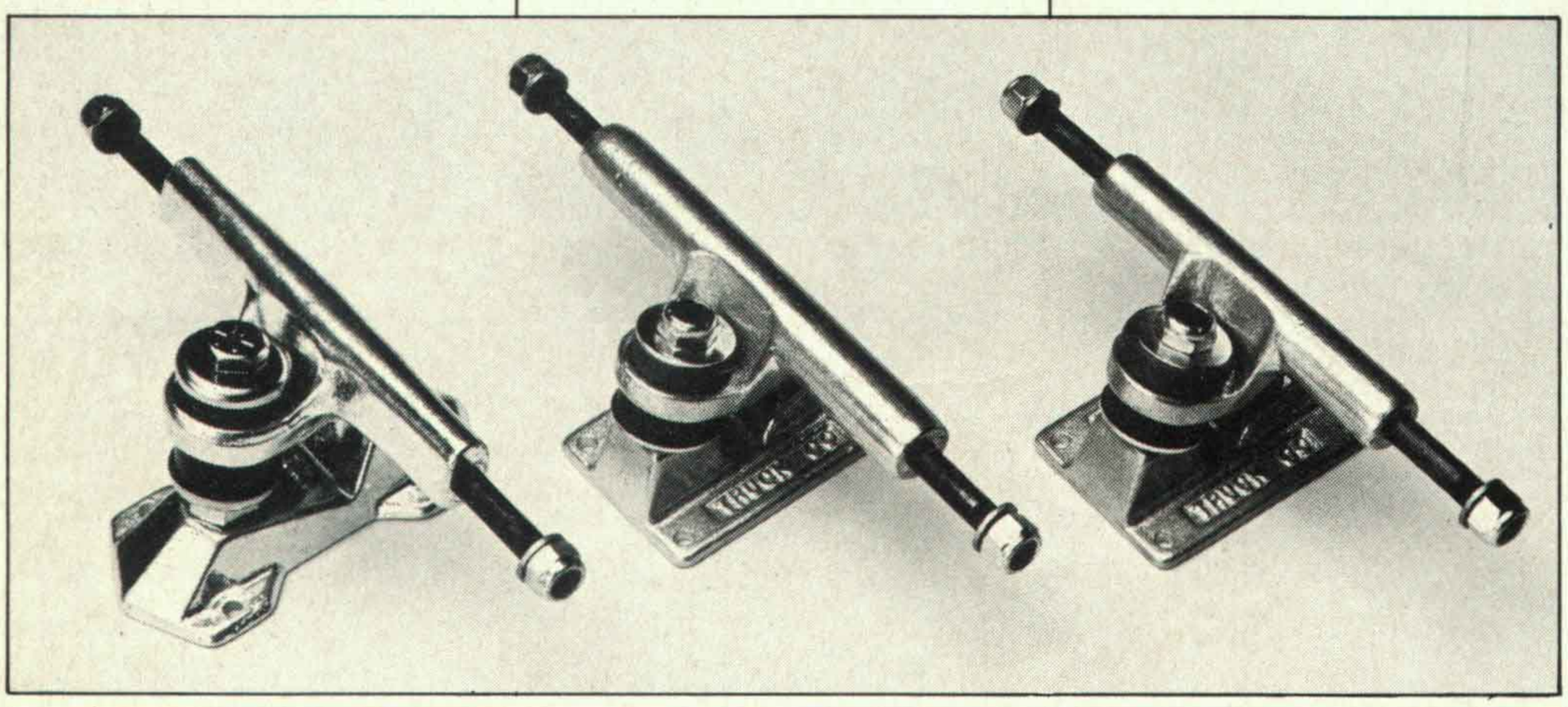
ing, reminicent of Tracker 'blacks'. If you like loose, flexy steering they are very fine – most of the Test Tankers, however, replaced them with something a little firmer.

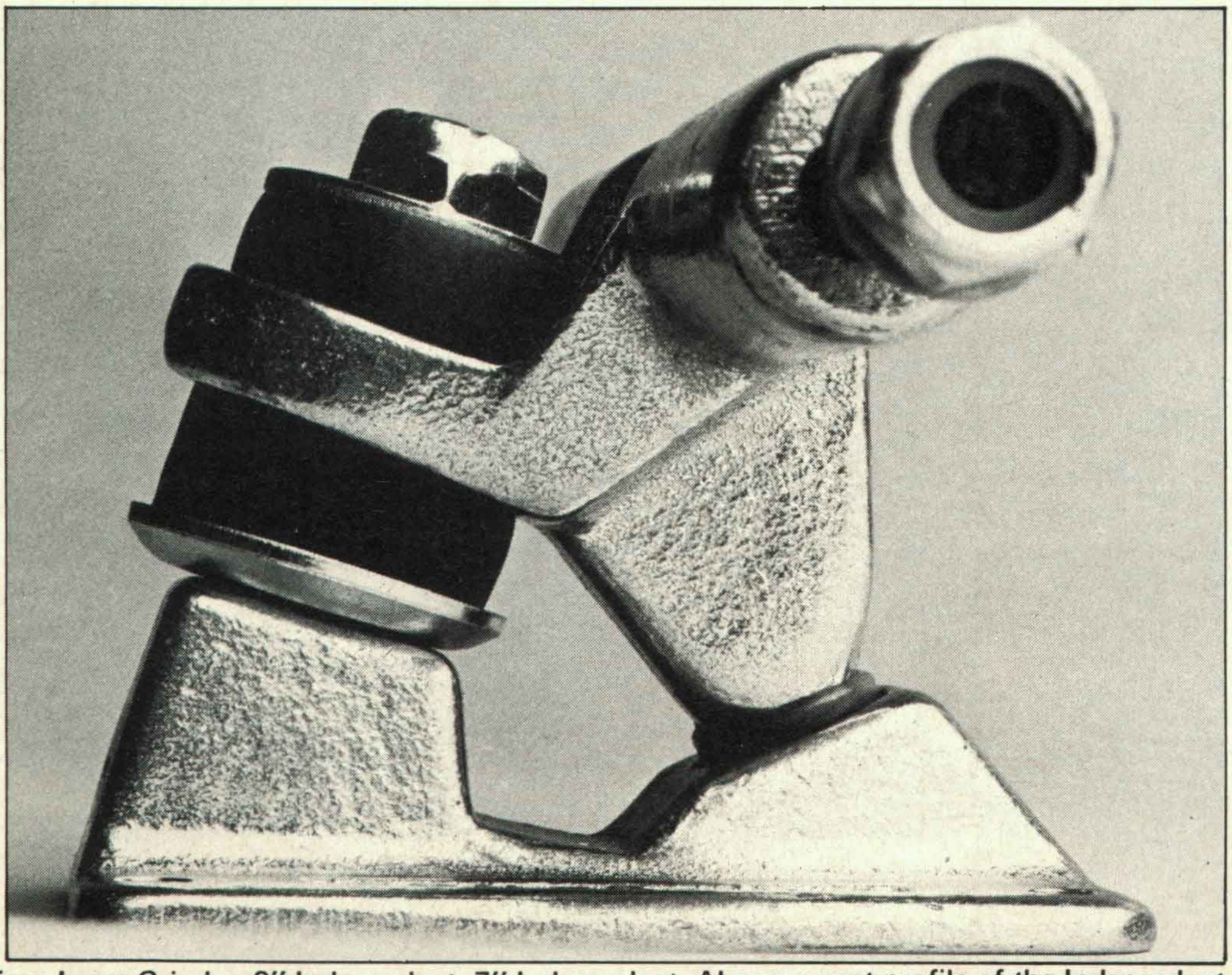
WEIGHT The extra axle and hanger width of the two wide models obviously carries a slight weight penalty but, that said, they are both well within acceptable limits, with the 7" Independent scoring one of the lowest weights yet recorded for an aluminium alloy truck.

DESIGN Lazer trucks have always been made to very high standards and the 8" is no exception. It shares many similarities with the rest of the range including the excellent base plate thread insert. The axle casting is made very thick on the underside, intended no doubt to increase grind-life. A couple of the Test Team remarked that the angling back of the base plate allowed some sideways wobble which they noticed when poised to drop in over a square-lip. This minor criticism aside, it's an excellent truck. The Independent trucks use the fixed king pin principle to good effect. The top nut is tucked well down behind the axle and the whole hanger-yoke area has a very neat and clean profile. The front pivot, compared to other trucks is massive. Hopefully this will strengthen what in many trucks is a weak point. Although the sets tested came through unscathed, feedback from retail outlets unfortunately indicate a wide variation in the quality of castings. Until this problem is corrected we can't recommend them to the aggressive park skater.

TRUCKS

	HANGER WIDTH INS/MM	AXLE WIDTH INS/MM	HEIGHT INS/MM	ACTION ANGLE	CUSHION HARDNESS SHORE. A.	WEIGHT GRAMS	PRICE EACH (APPROX)
LAZER GRINDER	5 126	8 202	2-3/8 61	44°	80A	385	£7.25
INDEPENDENT SUPERWIDE	5-3/16 131	8 202	2-1/8 54	40°	68A	345	£7.75
INDEPENDENT	4-3/16 109	7 177	2-1/8 54	40°	68A	308	£4.45





Top: Lazer Grinder, 8" Independant, 7" Independant. Above: a neat profile of the Independant.

EQUIPMENT NEWS

The file is as usual jam-packed with exciting new products. Wheels due to arrive at the time of writing are the **WEED WHEEL** and from **G&S** the new Steve Cathay designed **YO-YO** range. The **WEED WHEEL** features a bearing seat insert and a 45 degree angled back face which is said to eliminate hang-ups. The urethane,known as Upjohn 10-1,is claimed to be a completely new formula. The new **YO-YO's** include a 94A 65.5mm dia. **ULTRA-SPEED PARKER** in orange or green and a white all rounder at 86A durometer.

New trucks on the scene include 8" models from **GULLWING** and **MEGATRON** with **TRACKER** and **ACS** working on their own superwides. Although similar in appearance to the rest of their trucks the new **TRACKER X-TRAC** is, it's claimed, an entirely new design. Not to be left out **ACS** weight in with their new adjustable track 8", available either in aluminium or magnesium alloys. Although it's not a particularly new product the **BAR X** truck from **FREE-WHEELER** of Pershore deserves a mention. It comes supplied with 6" and 7" interchangeable axles, the king pin is easily replaced and it's guaranteed for a year. Not bad for £3.99.

G&S have a massive new arsenal of boards with their **PRO-LINE** and **PRO-TAIL** series. The **PRO-LINES** are 9½" wide and come in three lengths – 28", 30" and 32" and the **PRO-TAILS** are available in the same lengths but feature 8", 8¼" and 8½" widths. In addition all models in both ranges can be obtained, made from either maple laminates or maple fibre-core laminates.

Another new line of decks soon to be available here is the **BAD CO.** range, featuring three parkers and three freestyle decks. The park decks are designed by Curt Kimbel and Mike Weed and measure 9½"x30", 9"x28" and 10"x30". All three are maple-glass laminates. The freestyle decks are the **WEED** 7"x28" foam/fibreglass – the **STEVE**

DAY 6¼"x26" maple-glass laminate and the **CHRIS LARSON** 7¼"x26", also in maple-glass.

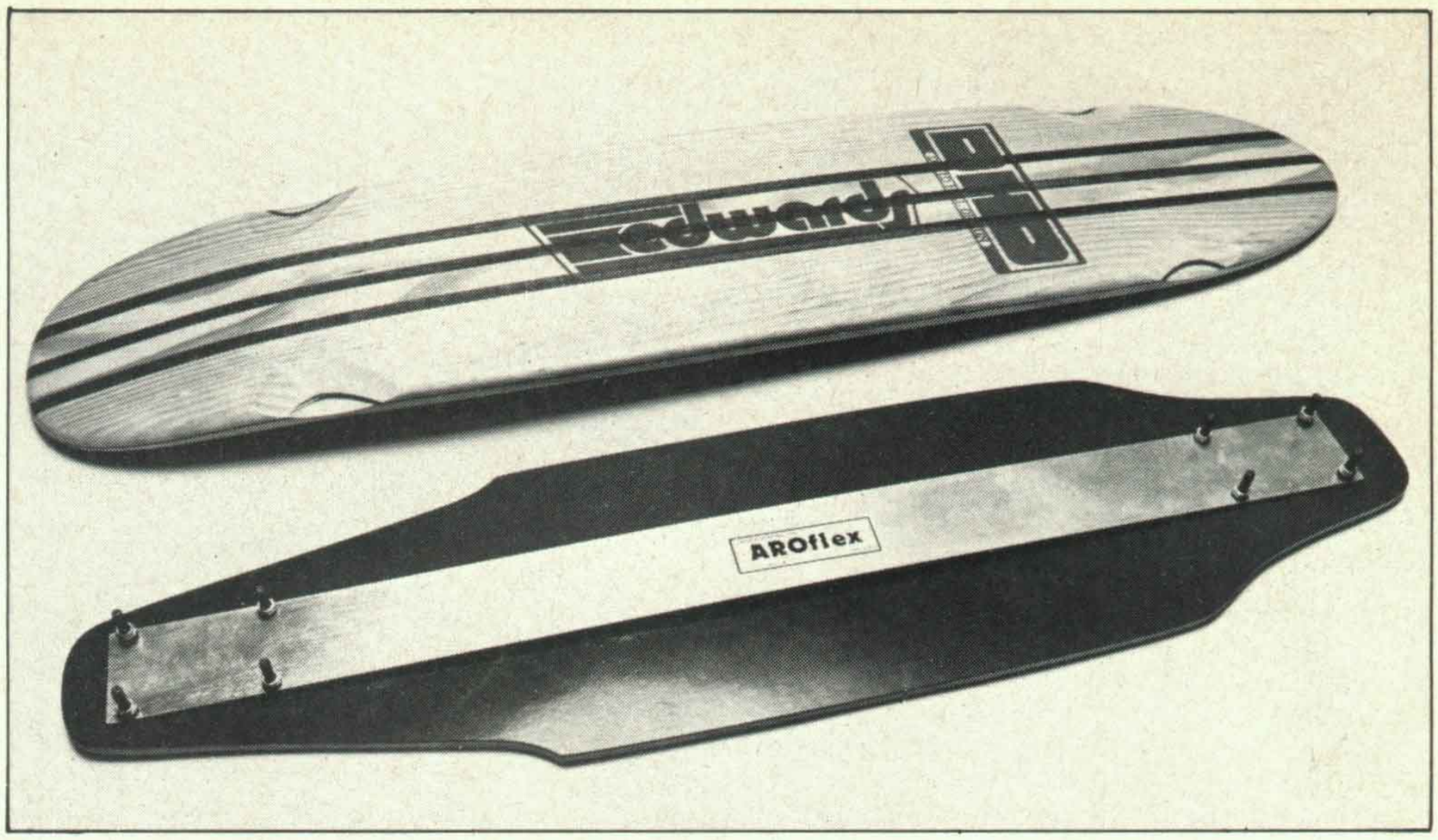
It's not often you see a new slalom deck from a British manufacturer but the **ARO-FLEX** is just that. It's unusual in that its flex rate is adjustable. There's a thin steel plate connecting the front and rear trucks, lying flush to the underside of the board. When this plate is deflected by tightening the small grub screw in the centre of the deck – with the key provided – the moment of inertia is increased; that is the deck effectively gets thicker. Initial trials indicate that the system works well and we will be giving it a full test soon.

Anytime now we take delivery of two sets of roller-skates – the **BENJY SKATE** and the **ACS OFF-THE-WALL SKATES.** The **BENJY** features a moulded synthetic fibre boot with a foam inner sock, laces, aluminium base plate, toe strap and **ACS 430** trucking systems. They are made in sizes 6 through to 11. The **ACS** is a light-weight skate based on the Van's 'High Top' boot. It has a full foot fibreglass base plate and like the **BENJY** uses **ACS 430's.** They come in full and half shoe sizes.

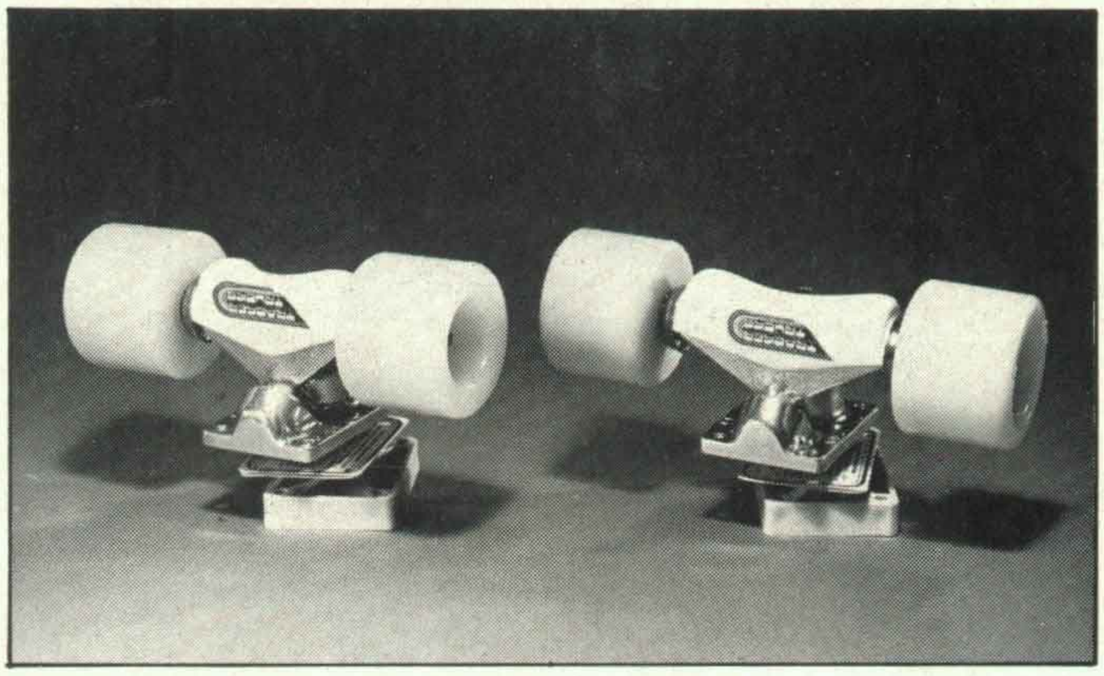
ON SECOND THOUGHTS

That's right it's a new column. Often I find that useful data on a product only turns up *after* we've conducted tests. To help keep readers fully and accurately informed, month by month I'll be having some second thoughts on *some* of the equipment that's already passed through the mill.

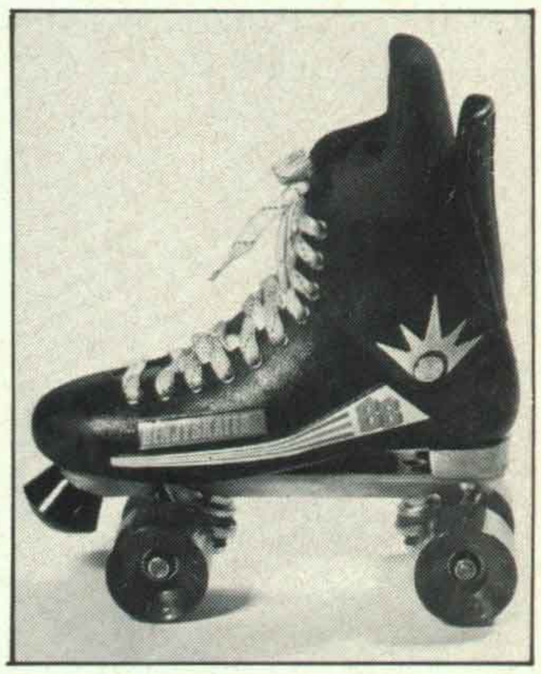
This month I'll start with the **BELAIR WING (LIME).** All round it's the fastest yet, long board it and rip. . . on to the **BELAIR LIPBOMB (RED),** a great street wheel, fast and controllable over any surface. . . The **G&S YO-YO (ORANGE)** is a real scorcher with very quick acceleration, the ultimate roller skate parker. . . Kryptonics new **BLUE WHEEL (C. SERIES)** has emerged as a class all round park wheel, the new **GREEN (C. SERIES)** however is just too surface sensitive and slides too easily for most. . . although it's handling characteristics are good the **Z GROOVE** has poor wearing qualities, our set wore out in just one week.



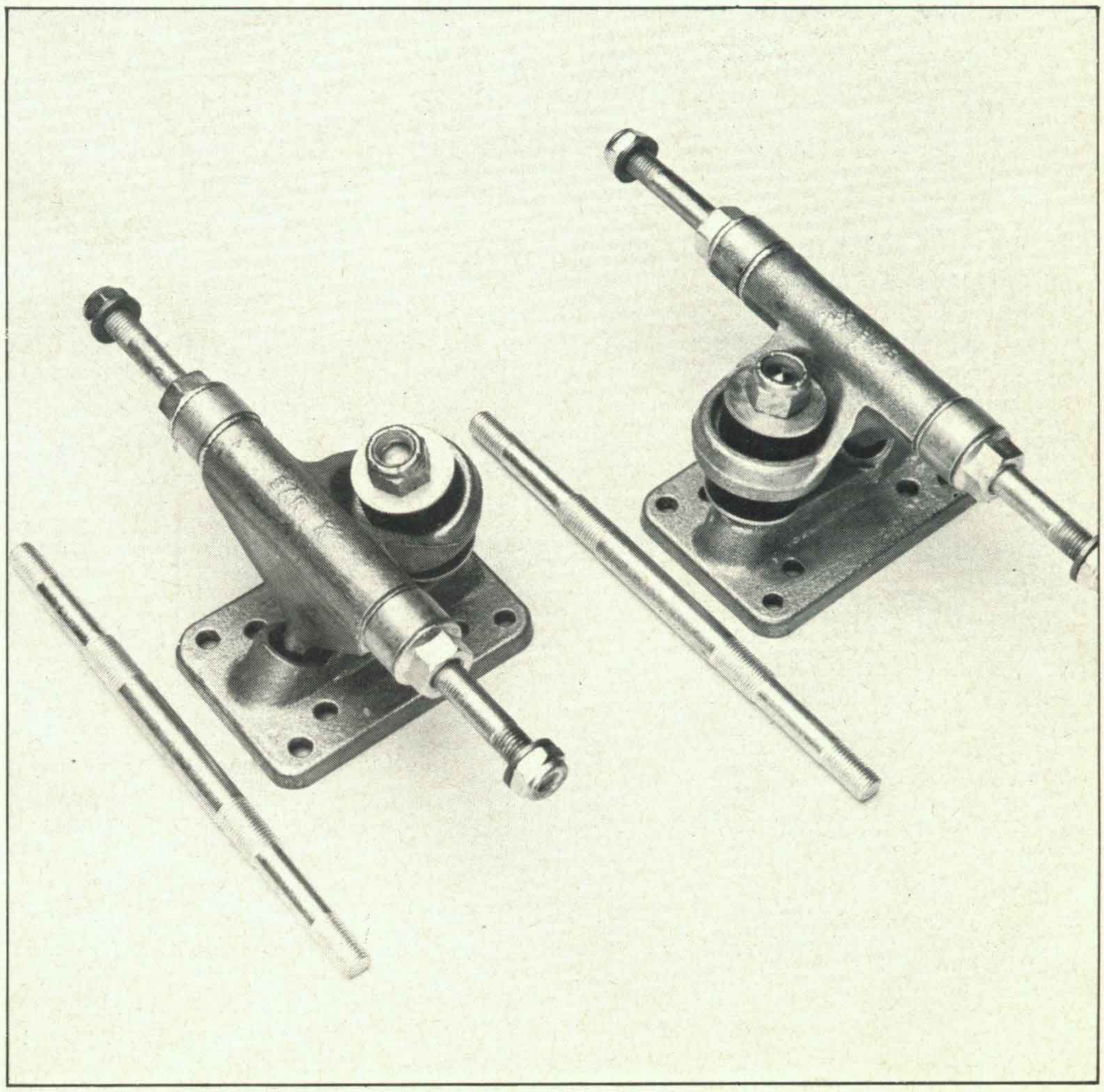
Top: Freewheeler's lightweight 31"x8½" Edwards deck. Above: Aroflex's slalom stick.



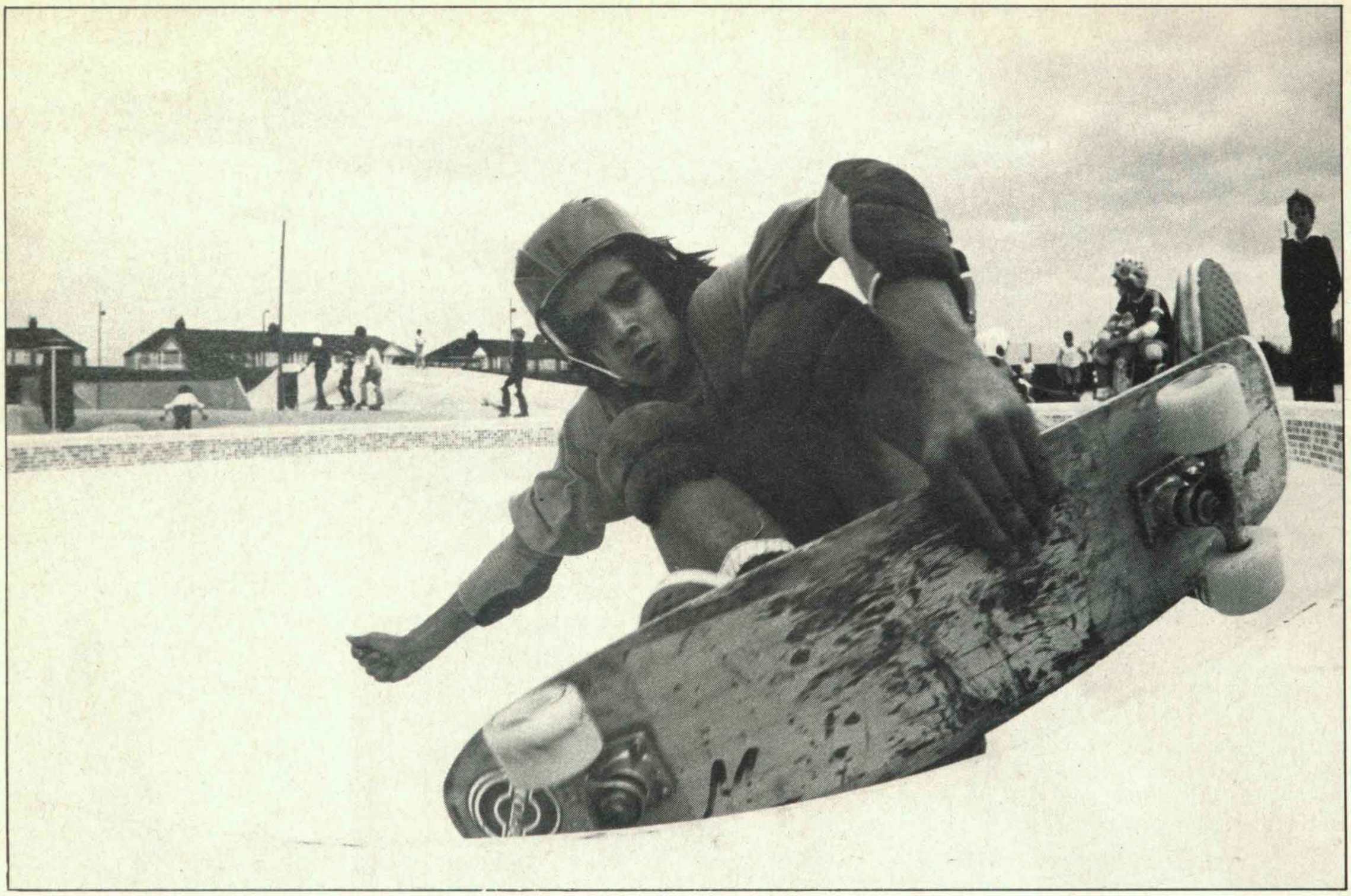
The Coper, Tracker's answer to axle wear.



Benjy's new skateboot.



Freewheeler's BAR X Truck with interchangeable axles. Cheap, cheerful, and British.



Photography by Jerry Young

Shane Cutts re-entering the Romford pool

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THE BRITISH OPEN SKATEBOARD CHAMPIONSHIPS

Pete Christopherson reports...

The British Open Championships were held at the Skatewave Park, near Windsor, on the weekend of November 18/19th. The contest was sanctioned by the British Skateboard Federation (nee Association) and the contributing sponsors were ACS, G&S and Pacer. It turned out to be the largest gathering of skateboarding talent to be held in the UK this year and, in particular, it provided Skateboard! with the opportunity of checking over 250 pro and amateur riders as they competed through seven events.

It was lucky this ambitiously titled contest was held at the indoor park of Skatewave, since the weekend was deluged with rain; even so, one of the events managed to get rained off! Riders assembled from all over the country to enter both team and individual competitions. . . there were visitors from Glasgow, Grimsby, the Midlands, the West Country, Wokingham, the South Coast, London and the Home Counties. As it turned out it was lucky no more decided to come as the contest proved to be totally oversubscribed; that was to cause the organisers quite a few headaches.

This time last year, the BBC programme, Nationwide, embarked on a series of events, culminating in finals at the now late, lamented Skatecity; it was from there that many of our current top skaters emerged. The ramshakle series was not without its organisational shortcomings but then, one could imagine the inexperience of the people in charge. (It's a shame that nowadays the networks give such little coverage to organised competition since today's standard of skating is far superior). No, Windsor '78 provided different problems. The staff and volunteer helpers had shown plenty of form in presenting local contests but on this occasion they'd bitten off more than they could chew. The entrants were to be processed through heats on the Saturday, finalists to fight out the deciding rounds on the Sunday (with the exception of half pipe riding which was concluded on the first day). Unfortunately, things didn't exactly turn out as planned.

The day had all the necessary ingredients for big-time competition. Steve Cathey, top US pro and G&S rider, variously demoed, judged and presented prizes (apart from one group of junior winners who received their awards from the very out-of-place but full frontal, Fiona Richmond. . . resplendant in leopard skin leotard). Several British pro teams were competing, along with much of the cream of the UK's amateur riders — plus other young hopefuls. Events held were half pipe freestyle, half pipe one-wheelers, tight slalom, freestyle and 360's and while all this was going on, strictly amateur long and high jump competitions were being staged in a bid to establish national records.

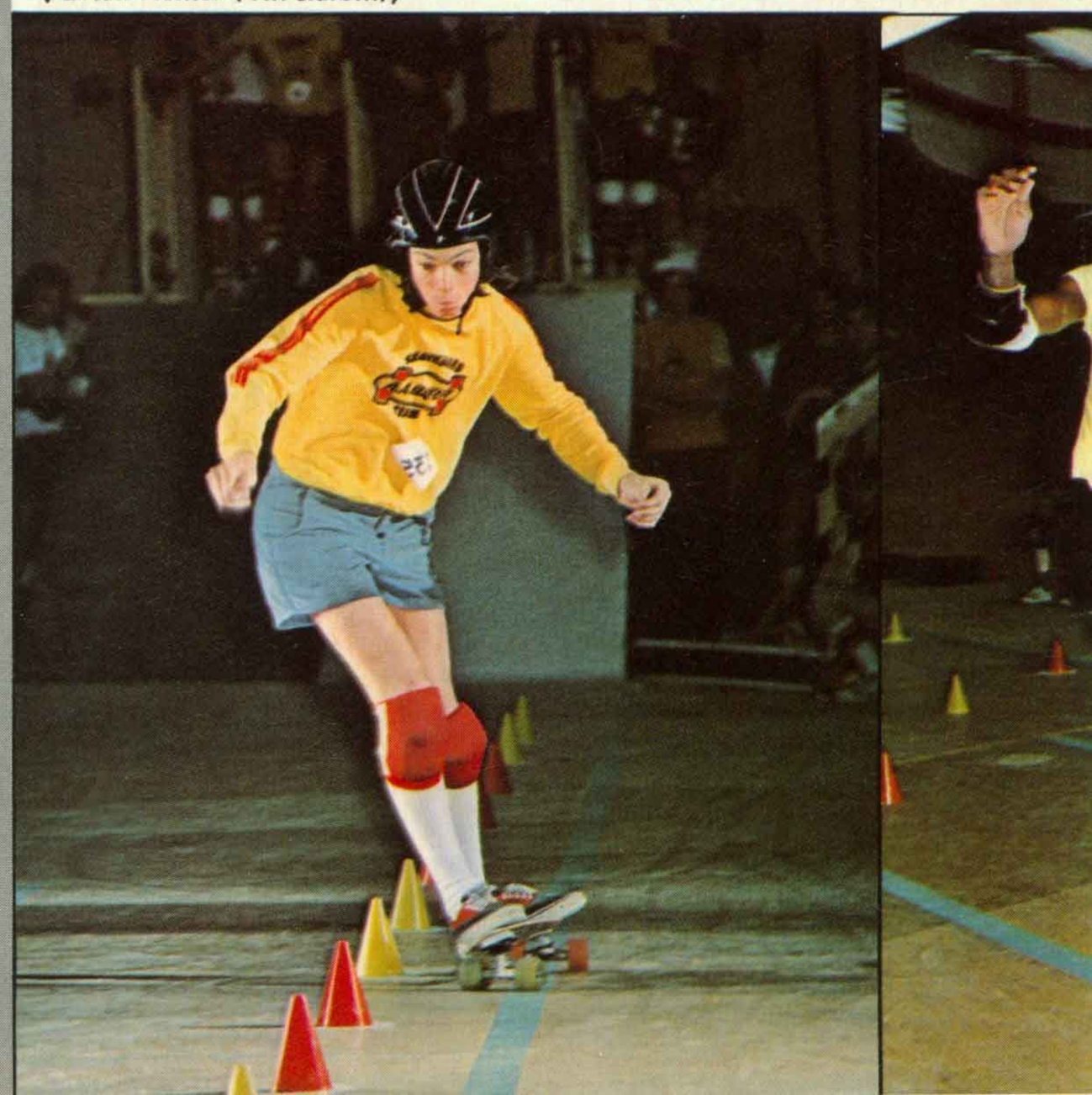
For the main contest, competitors were split into age groups of up to 14, and 15 and over — with no distinction being made between amateur and professional. Practice evening on the Friday showed very clearly that few of the top Am's were able to match the very talented Benjyboard pro team whose performances were to dominate every event in the contest.

Saturday's prepared programme was to work slowly through the long and high jump heats, the junior and senior half pipe complete and the junior freestyle heats. The organisers showed a marked reluctance to run events simultaneously with the result that, for competitors and spectators alike, the programme moved at snails pace.

Photography by Jerry Young

▲Marc Sinclair (4th freestyle), ▼Tim Pantin

▼Brian Kelner (4th slalom),



▲Tim Panting, ▼Jeremy Henderson (1st half pipe and 360's), ▲Mark Baker, ▲Marc Slough (1st freestyle), Jingles (2nd long jump).

▼unidentified Euro Team rider, ▼2 unidentified Skatestar riders, ▲John Shayer (4th freestyle). ▼Jeremy Henderson.

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There were few surprises or upsets in the results, but the fun/competitive atmosphere that prevailed at the Brighton Barn, SCSA contest earlier this year was largely missing. Frequent, hysterical attempts at regimenting the kids over the PA system undoubtedly didn't help and perhaps anyway we needed the sunshine and atmosphere of an outdoor park; the sluggish pace certainly didn't assist, either. At any event, by the close on Saturday it had become clear that mountains would have to be moved on Sunday if the competition were to be able to draw to a respectable conclusion. Neither senior nor junior slalom heats had taken place . . . nor for that matter had the senior freestyle heats.

Events started on Sunday with junior, followed by senior slalom, organised on a head-to-head basis. Each pair of competitors had one run only down the undulating course and the first over the finish line with a 'clean' run (no more than 2 cones displaced) went through to the next round. Without a timing system there was no proper check kept on performances and many a borderline decision meant a disappointed racer being dumped early on. The first round was plagued by non-appearance of competitiors, so no organised draw was possible. Top slalom riders were eager to use their first opportunity of 1978 to sort out private feuds, though national champions, Jock Paterson and Tim Levis were conspicous by their absence. However, those present included John Shayer, Tim Pantin, Jim Slater, Brian Kelner and Martin Pavey. . . a line-up nobody could complain about. An early start saw Tim Pantin relegated and a draw that pitted John Shayer against the very swift Brian Kelner arranged for Shayer's early retirement from the competition.

Slalom racing is an area of skateboarding that requires both dedicated training and continuous competition to keep riders in top-notch form. The event has developed far more in the States where the hot riders compete throughout a 'season' of slalom-only competitions, known as 'Another Roadside Attraction'. It was a pity this contest had to be the one to provide the one and only outing for British slalom specialists this year, for the event suffered severely from poor organisation and bad marshalling. It did, however, turn up a very worthy champion. . . Martin Pavey, slalom rider and bowl-carver extraordinaire, whose local stomping ground is Skatestar Park in Guildford. The event also provided one of the great revelations of the contest. Jeremy Henderson – yes, Benjy's guvnor freestyler – took a very creditable third placing, proving what a naturally talented, all-round skateboarder BB's top pro rider is. He rarely trains at slalom, but his determined competitiveness carried him through some stiff opposition.

Next on the programme was the senior freestyle heat, featuring around 60, 1½ minute routines. It's good to see how the overall standard continues to improve although, in the main, British freestyle lacks the finesse and fluidity of the American interpretation. Steve Cathey demonstrated very clearly that Stateside freestylers put a great deal more thought into the construction and presentation of their routines; it was also depressing how many entrants thought T-shirts and jeans made a compliment costume for what should be the most graceful of all skateboarding disciplines. Style and presentation accounted for one-third of the marks awarded. John Shayer's final fourth placing, for instance, was not due to any particular technical artistry, it was more down to the panache with which he performed his legendary, stationary samoan squat while, at the same time, stripping himself of helmet, track-top and – dramatically – his T-shirt!

All through the freestyle variations the crowd were waiting for the Benjy team's routines. Jeremy Henderson took the floor, only to suffer an unfortunate interruption midway through his performance; one of the judges objected to the fact that he was not wearing a helmet -- an article Jeremy rarely uses for flatland freestyle. Though allowed to restart, it soon became obvious his composure had been badly shaken. The remainder of the BB team showed that the pros are staying one step ahead of the majority of freestylers, the only obstacle being Mark Slough, a local amateur rider, who performed a very cocky but superbly precise display to earn himself a rather disputed top position in the heats.

Unfortunately, the organisers realised time was running short and declared the overall placings on the results of the heats. To Jeremy, banking on a chance to redeem himself, this was a great blow. Perhaps his only consolation was that a similar decision was made with regard to senior half pipe freestyle, held the previous day (which he promptly won!). Here the dominance of the BB pros was complete – a tribute to hard graft, natural skill and many a demo. Hot manoeuvres included inverted aerials, frontside hand-downs and aggressive snapbacks (a rear-truck sliding grinder); the overall standard of pipe riding was very high.

Not long after the junior '3-wheels out' contest got underway in the (wooden-copinged) half pipe, large pools of water appeared via leaks in the ceiling and we had the amusing sight of an indoor contest being held up by rain! Finally the event got started and the results showed, if proof be needed, that the younger Benjys also rip with supreme ability.

The junior freestyle final that followed demonstrated the real value in holding preliminary heats. The standard of the twelve finalists was consistently excellent and an observing Steve Kelner (sidelining through injury) reckoned that the level was every bit as high as that shown by the seniors. They had many of the tougher tricks wired but lacked the style of more mature performers. Robbie Hunter from Skatewave captured the top-spot.

The final event before the postponed prize giving was the long jump and, again, much as in high jump, British riders rivaled American standards of excellence. New UK records were set, the most promising competitor being Trevor Baxter from Burgess Hill who jumped 4'8" up and 12' along (in the 14-16 grouping). The most thrilling finale of all occured in the 17 plus age section with Robert Bruce (Zenie) of London's Hangten just scoring over Jingles from Trade Winds with a winning leap of 16'6".

A vast array of skateboards and parts were donated by Pacer, ACS and G&S, as well as silver trophies. The Benjys raised a cheer by announcing that all equipment won by the team would be donated to a children's charity. Although certainly a handsome gesture, there's little doubt that the team would have preferred the 'folding' variety of prize. There's little point in handling out standard equipment to the pro rider with 'everything'.

Criticisms of the contest were not hard to find. . . the slow pace of events, inadequate and inexperienced marshalling, serious cases of non-rider judges failing to perform their function fairly or precisely, and a general lack of atmosphere. But, at least the contest was OVER subscribed, thus disproving the 'skateboarding is dead' theory. This was confirmed by Skatewave General Manager, Derek Robertson-Pryde, who revealed plans for a further series of contests next year, backed by such names as Benjyboards, Pacer/G&S and Kryptonics. "At these contests, amateurs will compete the previous weekend for a place against the pros in the finals and events will be more specialised. Benjy are hopefully sponsoring the freestyle in Feburary".

The competition was important in that it gave opportunity to established riders to prove themselves in top-level skating – something they hadn't been able to do since the Horti contest back in February of '78. In addition, it gave top amateur riders a crack at the pros. . . check the results table to see how they fared. Events like these are the show-piece of our trade and it was good to see such a high level of talent and sportsmanship.

But, that said, the British Open Skateboard Championships proved only a qualified success. To repeat a well-worn philosophy, probably not until the riders themselves show the inclination to take more control will we begin to see the kind of competition this country's riding standards deserve.

For complete results of the British Open Skateboard Championships, see page 58

BRAIN CHATTER

FROM BOARDS TO BOOTS

It's hard to say exactly where something starts or for that matter, to pin down the exact moment a new movement is set rolling.

The birth of the holy rollers. . . those rollerskates with urethane skateboard wheels, used without regard for two-dimensional rollerskating conventions, must have taken place over there in Dogtown with Kenny Means and Fred Blood.

If you include pictures as the catalyst of a new movement, then I suppose that's how it's got started over here. My first encounter was both typical and significant. I was staying with my brother, Mike, and a guy named Joe Wiffen who's more famous for designing and making kites and balloons than for anything related to wheels. Joe saw my skateboard and, like many of his and my generation, immediately reacted in two ways. One, how similar it was to rollerskates (to which, on account of his youthful experiences, he was able to relate) and, two, how fast these new wheels are.

Being a true old fool in the great tradition, he soon had his hands on a double set of ACS 430's, plus some small red Kryps - all paid for in true old fool tradition, ie with money he didn't have.

Within hours he was hurtling around the East End of London with yours truly in pursuit on a skateboard. It was a bit like a prototype Concorde with a chaseplane in attendance. His first encounter with a street-full of traffic was nearly his last. The early, strap-on variety had no toe stops and never before had Joe hit 35mph on rollers. It's hardly surprising therefore that the artic driver who witnessed a madman doing an aerial 360 in a horizontal position while clutching a lampost - probably failed to realise he was in at an historic moment.

A week or so later, and city gents were being passed by a 30mph pedestrian and London Transport had lost another customer — for good.

My second encounter with rollers is significant for more obvious reasons, as you'll soon understand if you suffer this super-waffle for a few more paragraphs.

It all began with a sailboard. I was cruising down the cycle path in Hyde Park on the board (without sail) with our now ex-tech Editor, Dave Goldsmith, plodding along behind, clutching sail and mast.

While walking around on this 53" monster, pretending to be in 'Crystal Voyager', I espied a rare bird, a real American with a rucksack and Maharajah board. I stopped to swop jargon and impress him with my monster (not everything is biggest in America, etc, etc). Having laid the first ego-punch he countered with a master parry and thrust, that tossed my poor ego to the ground. This demi-god was in possession of the holy grail. . . a set of Oak Street skates. He'd been among us mortals but half an hour, having descended from heaven courtesy of Freddie Laker.

Within an hour he was at the offices of *Skateboard!* and by that evening he was preaching to the converted at the newly-completed Maddog Bowl. His name was not Jesus Christ, but Tim Altic and the rest, as Norman Gosney would say, is history fans.

To what end, you may boldly ask, is all this autobiographical, self-indulgent, name-dropping B.S. aimed?

Well, these two encounters are both significant in their way for the birth of the holy-roller in this country and what's more, they also represent the twin strengths of this double-edged resurgence. Rollerskates, like skateboards, are weapons of both street-warrior and vert-rider. Rollers are definitely where it's at, and although they're less safe to learn on, this is offset by the weight of skating experience locked-up in the childhood memories of most potential roller-addicts. For many, the problem is merely to recall the feeling and re-open those instinctive, motor-receptive pathways that one never really lost. The challenge then is the need to find a more polished technique with these new, anti-friction shoes.

The skateboard is unlikely to die. However, if in the future it ever should, it's major testimonial will read that it served as ground experience for the enlightened re-incarnation of the new rollerskate. **Steve Kane**

"FEEL THE RUSH" COMPETITION

Out on January 5th on the **Satril** label is Jeff Chegwin's great new skateboard single, "Feel The Rush".

Skateboard! magazine has 25, signed copies to give away to the winners of this month's competition — plus a £50 cheque to the sender of the first card out of the bag.

All we want you to do is write down the following surnames WITH THE APPROPRIATE CHRISTIAN NAMES ADDED. Beware. . . in all cases there are at least two members of the family who skate. If it's any help, you should end up with the names of ELEVEN skateboarders.

DAVIS CUTTS THRUPP RICHARDS TURNBULL

Send your answers in an envelope addressed to: "Feel The Rush" Competition, *Skateboard!* magazine, 14 Rathbone Place, London W1P 1DE, (all entries to be in by January 31st, please).

By the way, EVERYONE who includes a stamped and addressed envelope will receive in return, a FREE "Feel The Rush" decal . . . a killer Sticker!

"Feel The Rush" b/w "Single Baby" is released on the Satril Label (SAT 138) for more information, contact Satril Records and Music, Satril House, 444 Finchley Road, London NW2

TECHNO TALK

WHAT'S IN A WHEEL

By Micky Wisternoff

Since the birth of skateboarding there've been dozens of different makes and types of wheels sold throughout the country. Many from earlier periods are still being sold alongside those of more recent manufacture and with such a wide range available, it would seem that there should be a wheel to suit everybody. But I know from experience of working behind the counter that many skaters (a) don't know what they want and (b) often choose a wheel for the wrong reasons. Here then is what I hope's a useful guide to wheel choice.

The first thing to consider is terrain. Matching wheel-type to the surface of your skateplace is probably the most important factor of all when selecting wheels. The major polyurethane manufacturers have, over the past few years, developed a series of polymer systems for skateboard wheels which minimise rolling resistance, while allowing choice of a wide range of hardnesses (durometer) to suit various uses, styles and techniques.

If, for instance, your local park has very smooth concrete surfaces, you can take advantage of the free-sliding characteristics of some of the harder wheels. On the other hand, if you skate on a more irregular surface, a hard wheel might be a disadvantage, since every time you hit the rough stuff the wheel, skateboard, and rider will be lifted a fraction of an inch and then lowered again. This type of vibration is not only uncomfortable, it can lead to control difficulties, energy losses and it can slow you down. The best choice here would be a softer wheel, to envelope such irregularities.

Ultimate speed seems to be the most common requirement of a wheel for most of us but it's worth remembering that speed alone is not the only consideration. It's a common sight at skateparks to see less-than-expert skaters (myself included) rushing about on wheels that are faster than they can handle. If you find yourself pulling back rather than forcing, then its possible you're not ready for the wheels you're using. A switch to a slightly slower, and probably grippier, wheel may lead to an amazing improvement in technique and style.

My advice is that, unless you are an advanced skater with access to very good skating surfaces, then you should avoid rock hard wheels. The range of durometers available should enable you to select a wheel that's suitable both for your level of skill and your local terrain.

Another point to consider is your board-truck configuration. Ideally the overall width of your running gear (track) should be consistent with the width of your board. If the wheel of your choice sticks out beyond the board rail then either try a narrower wheel or go to a wider deck. Conversely if the track is much narrower, try a wider wheel for size.

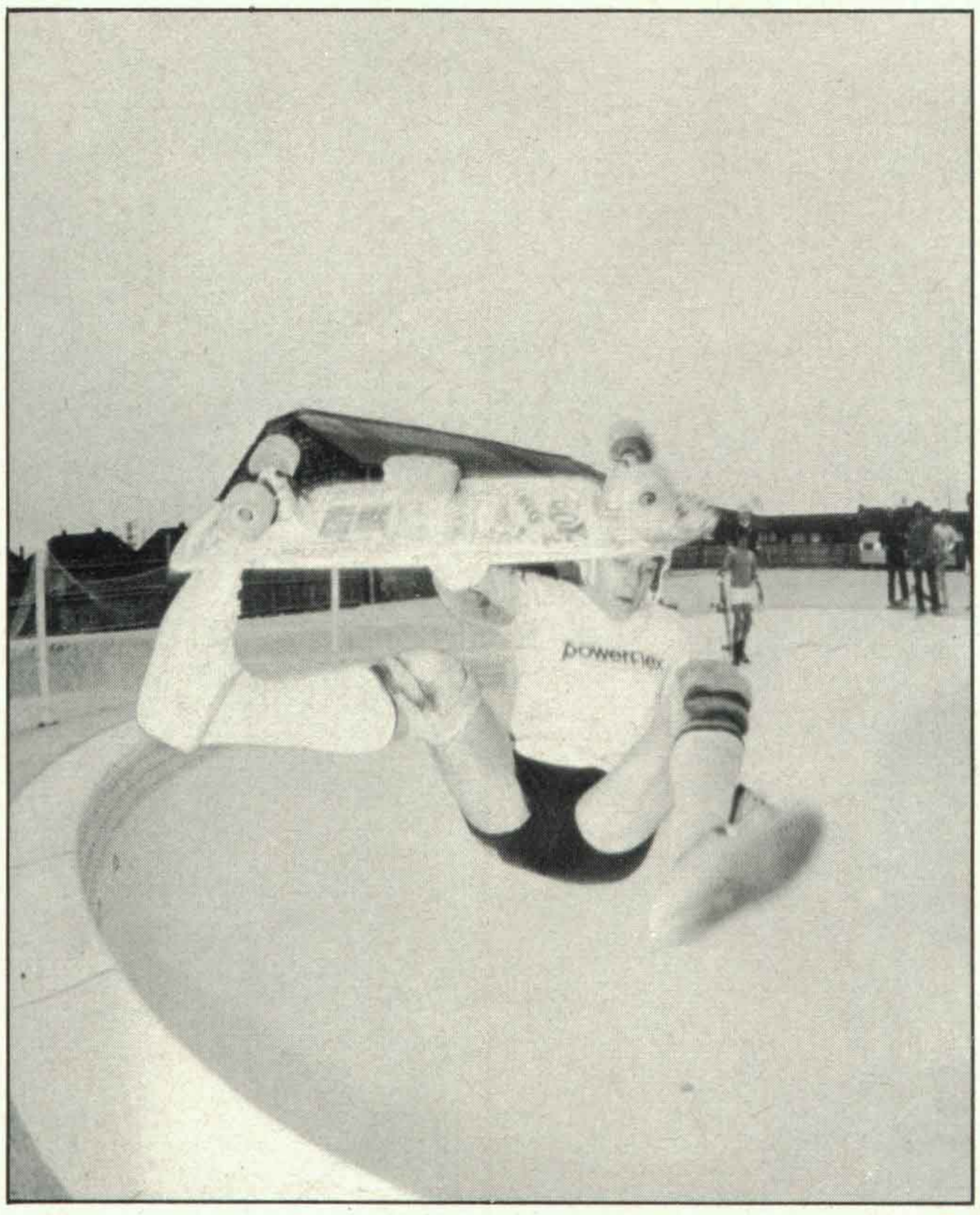
The development of the modern, high resiliance wheel has been largely due to the use of liquid cast polymer systems. Wheels made by this method have a number of advantages over the earlier, thermo plastic injection moulded type. A much wider range of properties can be built-in by changes in prepolymers and curatives as well as processing conditions.

There is, however, an unfortunate side effect with with some of these materials. There've been many examples of early and rapid wear resulting from what appears to be uneven setting of the urethane. Careful examination of the back, face and running surface of the wheel will often reveal visible pour-lines, sometimes to the extent that the wheel will have distinct ridges in it. If your intended purchase has these flaws you should regard it with some suspicion. Sometimes a new wheel will pick up road grime very quickly; this too can be early warning of a high wear potential. Before you buy it's worth checking if your supplier is willing to replace faulty wheels.

Advertisements for wheels are, with some notable exceptions, pretty low on information. If we are to believe them then they are all the best. It's true that most modern wheels are made from similar compounds but as we've seen, design durometer and manufacturing processes have a marked effect on performance.

If your skateboard dealer knows his stuff you can take his advice – so much the better if he skates and is in touch with the local scene. When all is said and done, it must be remembered that wheel preference is an entirely personal affair. The only way to ensure that you make the right choice is by trying them. It shouldn't be too difficult to find a friend who already owns the wheels that you think you might like.

INJURIES
PART ONE



Unpleasant mementoes to a hard day's skate are the graze, the sprain – or worse – the fracture or break. Most riders rapidly overtake the 'it can't happen to me' stage. . . it probably already has. Unfortunately, acres of ill-timed, ignorant and grossly overplayed advice during the last year or so has tended in many people's eyes to relegate the subject to the 'boring' or 'good laugh' catagory. Yet this shouldn't be the case because the subject of accidents – both prevention against and recovery from – demands to be taken seriously. This month Skateboard! chews a bite from one side of the injury apple as Tim Dunkerley, half of Brighton's famed 'rugby team', unweights his considerable experience to explore predominently the pre-injury aspects. Next month, Rocky Brann will be concentrating on the accident aftermath; he'll offer advice on post-hospital treatment of breaks, fractures, damaged cartilages, torn ligaments and other serious conditions.

INJURIES, INJURY CHIC AND RELATED STATES OF UNREALITY

Tim Dunkerley analyses the components of protection.

Anybody who spends a lot of time with skateboarders will notice a common factor among them. No, not the wearing of oversized American T-shirts and/or overpriced two-tone tennis shoes; it's their obsession with chronic (or recurring) bone fracture, scrapes and bruising.

In the early days (1976) of skateboarding's second coming, every interview with a top skater contained a reference to safety equipment. The gist of the message was that if people didn't use it, skating would return to oblivion, due if nothing else to the adverse publicity. Certainly on a theoretical level we must all advocate the wearing of the best possible safety equipment. But what I'm going to say here will not simply be an empty reiteration of that often mouthed and usually ignored statement. I'll be trying to deal instead with the realities of avoiding accidents and with the kind of injuries that might occur whether you wear protective gear or not. My prime mover is the sight of all the plaster casts, limps and bandages I see around me down here in Pig City; I'm sure they exist wherever people go-for-it.

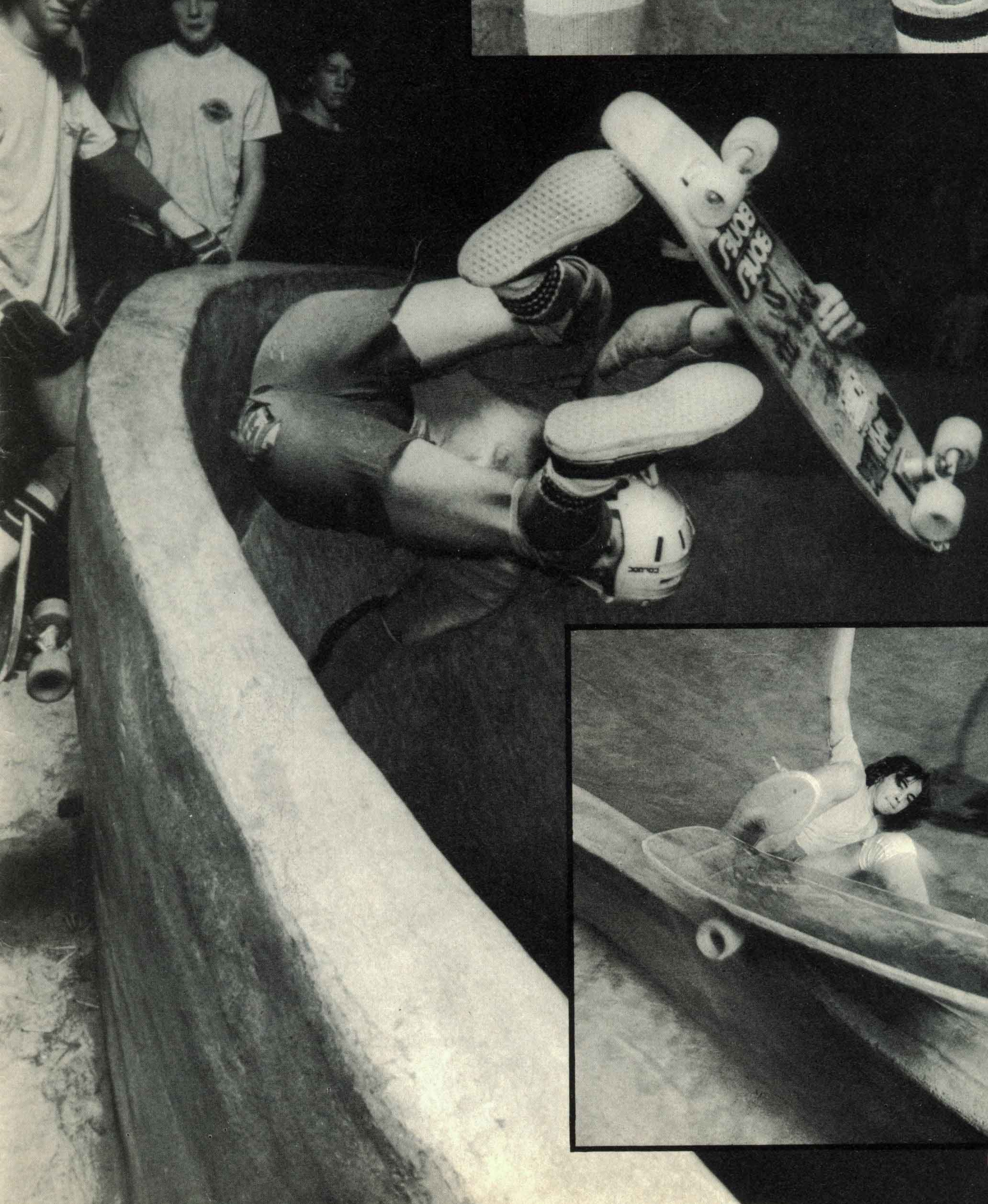
Most skaters wear safety equipment. In some cases, helmet, knee pads and gloves, in others just elbow and knee pads. There's endless permutations. . . I've even seen one rider with wrist braces, no knee pads, one elbow pad, inadequate freestyle (cycle) helmet and ankle guards!

So what's available? Well, starting from the top there's the helmet; they come with or without chinstrap and species vary in their strength, function and price. Then there's elbow pads, wrist braces, padded gloves, padded shorts, knee pads, shin guards (you can laugh but just ask any dedicated freestyler), ankle guards and shoes (not worn as exclusively in the States as here). The quality of protection offered will vary enormously. . . choose your armour carefully to suit circumstances. Remember too that the amount of clothing you wear will also make some difference to the degree of abrasion you'll receive in a wipe-out.

Ultra-important is the availability of the correct size of whatever piece of equipment you're buying. Try if you can to avoid the cheaper (often ill-designed) gear. . . restrictive, inefficient or poorly-fitting pads are probably more dangerous than no pads at all. Restrictive equipment makes it more difficult for your body to get into good making or bailing positions, whereas the inefficient or poorly-fitting variety will just be plain dangerous.

All this shows the many decisions the individual skater must make with regard to safety equipment, not only in finding out the best value for money but, equally important, deciding which combination to wear. Not even the most safety-conscious of riders could see him/her-

Shane Cutts



Danny Acton-Bond

self wearing all that's on the market. As the notable spurner (and sufferer from the lack of) safety equipment, Simon Napper, said to me when I offered him my Rector shorts for his aching hips: "If you're going to wear padded shorts, you might as well wear eye-pads, and little finger protectors". Point taken Simon, but even Alva, *the* most famous spurner of pads, offers the advice: "If I get hurt, that's when I put on equipment. Like if I hurt my elbow or knee, I put on the pads". It's crazy not to protect an injury to save it becoming critically, possibly even permanently, debilitating.

Talking of the legendary TA brings us on to another point he made in his now famous interview about 'knowing how to fall'. He claims he doesn't need safety equipment because he knows how to save himself from injury. After seeing Kirk Talbot down here in Brighton, quite a lot of us are able to understand just exactly what 'knowing how to fall' means.

Kirk would be totally extended and committed to an upside-down frontside wheeler on the Cage's extremely tight, overhang half pipe, in his characteristic but apparently unstable close-footed stance. Realising he wasn't going to make it, he would hang on coming down, with only his two inside wheels still in the pipe and bail at incredible speed near the bottom. He would, as he put it, just 'jelly up' (relax completely), then pick himself up, smiling, from some of the hairiest wipe-outs we'd ever seen. He'd fall from the top to the bottom of the pipe with no apparent damage to himself. A precise and cat-like performer, I suppose he will hurt himself one day; the chances are, though, it'll be while stepping out of a limousine or by getting hit in the eye with a champagne cork.

But on to the problems of all us less fortunate skate-brothers and sisters. My own personal advice as to the absolute minimum of safety gear to be worn whilst tackling any kind of bank, bowl or incline is a good helmet (not the cheap, lethal variety that so many parks hire out) and knee pads – preferably those with plastic caps so that the knee, on impact, slides; sudden stop-page can cause twists or dislocation. The above is for reasonably experienced skaters. . . novices should in my opinion wear the lot – at all times. Knees are very delicate things and if they hurt even a little, walking becomes difficult; when walking gets difficult, skating becomes well nigh impossible. A

Si Napper

helmet is essential because the head is, again, exceptionally delicate (certainly in comparison to a section of moulded concrete) and severe damage may cause a cessation of existance as we know it. Skating in the after-life is something nobody can forecast with confidence.

Actually it's useful to remember at this point that the only people ever to die while skateboarding in the UK (and some have) were either hit by a car, were not wearing a helmet, or both. Street skaters, mull on it.

Once the deed has been done and you have seriously damaged yourself, go to hospital – yes Mark, even you! Take heed of the hospital's advice in all matters, especially as regards the amount of theraputic exercise needed to limber up joints and muscles. Make it clear (though not in an aggressive way) that you are a *serious* skater and that you wish to return to the peak of your physical fitness as soon as possible; ask if there are any additional exercises you can do to achieve this. Remember exactly what you are told as regards what you can and can't do with whatever injury/fracture you have sustained. Go back or phone up if you wish to know something you didn't think to ask. Don't let nagging pains drag on. . . hassle politely for extra attention.

When the time comes and you think you're ready to get back into skating, forget it! Give yourself another week off, then start again *on the flat*. Don't shunt straight into the pool, bowl or snake run . . . you'll probably end up in hospital again, sooner than you expected. Tony Alva has already covered the point about protecting an injury, but a further step in the right direction may be a reasonably tight (but not restrictive) crepe bandage over the recently recovered area. Placed under a pad, this gives the recovering joint a lot of useful extra support.

The psychological aspects of recovery cannot be dealt with in terms of hard and fast rules; here, however, are some ideas and attitudes you might find useful. You'll probably have to modify them to suit your own temperament:

Don't lose your bottle . . . skate hard in whatever area you favour. Go for the last cone, push for that grinder. Don't, however, go-for-it immediately. Work your way back in slowly. . . don't be pushed by other people. If you have to, over-act the pain if you aren't 100% mended – but don't get to enjoy the sympathy. Watch yourself re-learning as you get back into it. . . you'll discover important lessons about your ability to learn new tricks. An injury will make you more sensitive to your limits – or lack of them. In bank riding, fully re-master the old bag of tricks before going on to new stuff.

Injury chic is a considerably less important subject but one who's manifestations can be twice as bad as not being able to skate for months. Here the sufferer is the poor listener who gets told endlessly, and repeatedly, about the causes of and treatment to some skate-bore's injury. "I got hung-up, it was an intense micro-edger, and it just edged out and caught, I thought I could bail. . . my wrist didn't hurt at all – I thought my hip was worse but. . . this is my third plaster, or did I tell you that already. Of course I can still do freestyle, etc, etc. . . blah, blah, blah".

Variations include the opening gambit of. . . "You think that's bad, you ought to see this" – followed by much wrenching of clothes to expose cuts, bruises, lumps and swellings. Collective social points can be scored by groups of sufferers standing around conspicuously at skateparks, bleeding and limping, with casts, bandages, crutches and slings being displayed to the best advantage.

Don't be fooled by those who are proud of their wounds. There are other ways of being noticed at skateparks, like skating radically. I'm convinced that a major factor in anyone getting hot (apart from constant practise on the most radical terrain available) is becoming confident in two major areas. . . knowing how to fall well and having the right safety equipment to back-up this knowledge.

SKATELINE

THE LETTERS THIS MONTH

Photography by Marc Saunders

The irrepressible Seth Cutts hurtling at Harrow.

Photography by Jerry Young

Elder brother Shane blocking at the same location.

UNCONQUERED HALFPIPE

I thought I should tell about a new skatepark at the mid-Somerset Leisure Centre, Brean, near Burnham-On-Sea. The half pipe may be the biggest in the country. . . it stands 17 feet high, with four feet of vertical. So far no one's ever got wheels out, though many — including both Dave and Ian Richards and Stuart Kendall - have tried. Come on all you pros, see if you can do it!

Pete (Shogo Kubo) Lewis, Burnham-On-Sea, Somerset.

I wanna know who's first to make it! Ed.

ADMISSION

We here at *Gremtown* are really bad — in fact we're the worst. We dominate nobody. For sheer unstylish gremishness the Green Gremlin can't be beat. Les Wilson rips everything. . . trousers, elbow pads, gloves, etc and Nigel Ruddock is really good. . . he can tic-tac and stay on his board for over ten seconds.

KAAAYYOAOANNGGG (gremmish for go-for-it). P.S. three free subscriptions please (we spend all our money on hospital fees).

Three 'Wheelies' from Ayr, Scotland

The nerve of it. Ed.

THE NAME GAME

We have named Blue Bell Hill near Maidstone, *Log Town.* That's because we live on part of the North Downs.

Ian Starr, Michael Brown, Lawrence Beaver and the Log Town Lads.

Umm. . . is it me? By the way, just to keep everyone's list complete, Andy (Mad Mark Who?) Quenault tells me that Edenbridge in Kent has been renamed *Mist Town* (town council, please note). Also, battling against the apparent apathy of the Cleveland Skateboarding Club are the Boyz of *Steel Yard City* (Middlesborough). Finally, according to some rad ladz, Preston (which is about to have a park) may soon become better known as *Dread End City*. Ed.

STREET GREETINGS

Your article in issue 15 has prompted me to write in. Although I own a car/banger, I jump at the chance to use my skateboard as a pleasurable, cheap, quick, clean and exciting means of transport. But the sport is suffering from a disease called 'I want to be like Alva' and the symptoms are: 1. glossy skateboard magazine penetrates through letterbox and 2. photos inside include all the 'in vogue' vertical manoeuvres. . . aerials, snapbacks, etc. But this is not California; bowled out pools are not a common, domestic pleasure but we do have roads, pavements, grassy hillsides and concrete. While little Jonnie Gremlin is looking for rad/vert terrain he's actually missing the most exciting aspect of the sport — one that's right there on his own doorstep. . . slalom, giant slalom, freestyle and cross country. According to Steve Kane, skateboarding is the first adrenalin sport to get down to street level — let's get down and make use of it.

Nick Bates (Geriatrics Division), Lincoln.

Exactly our sentiments, sir. . . more street scenes on the way. Ed.

FIRST YOU SEE IT

In issue 14 Star Shots you say that Nick Gough rides Wings — yet in the picture he's on Lime Green's. Also Gordon Miller is riding YoYo's while the info underneath says OJ's are his wheels. By the way. . . how about a feature on the Malibu boys — they're pretty hot!

Howard Edge (Crazy E), Arnold, Nottingham

If you can hang on a minute I'll go find someone to blame. Ed.

ROLLING ON

I recently finished making a pair of roller boots following your instructions in the September issue. I've used blue Kryps as opposed to the Powerflexs suggested because I do a lot of pavement work. Talking of pavements, I really went wild over your Bristol Street Life review. Another great place for jamming is Putney and Roehampton. . . there are some really neat slopes. Incidentally, who does Tim Altic ride for and how can I get hold of him? I could use some tips from an old master.

Michael Downes — the Lone Roller Booter, London SW18

Good to know the instructions worked! Tim is currently riding for Benjy so you can drop him a line c/o 14 Tooley St., London EC1. Ed.

NIGHT STARVATION

Please, is there anything I can do to convince my oppressive parents that skating by streetlight is not half as dangerous as they think. Now it's getting dark in the evenings their rule has really crippled my favourite hobby.

A. Barrett, Woodford, Essex

Tough one. . . I did know someone who, when faced with the same problem, stashed a spare board with a friend down the road. Not that I'd ever suggest such a thing. Ed.

Continued on page 56

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Continued from page 55

SOMEONE LIKES IT

This rubber track everybody says is rubbish can and has been put to good use by Leamington and Warwick Council. At one end of the track there are two Rad Ramps, at the other, another ramp that just touches vertical and has coping. The run's 15/20 metres long with a hump half way down.
Dominic Geaves and the Leam Rad Lads (Dave, Adrian, Blubbo, Bongo, Sherm, Vince, Dave, Stuart, Sean, Leo and Dean).
The score's about twenty to one against right now. . . any more ayes? Ed.

DATA RATER

Congratulations on the best skateboard mag there is. . . in my opinion, Skata Data is the number one feature. I think now you should feature park-riding decks and also sometime soon, slalom wheels and freestyle decks.
By the way, what in your opinion is the best all-round park you've so far visited?
Sam, Water Orton, Birmingham
Like a rabbit out of the hat, this month it IS park-riding decks. Best park you ask. . . it's hard to even get agreement amongst ourselves, but taking everything into the reckoning I'd say that Black Lion, Gillingham comes pretty close to the top. Ed.

HOLIDAY NEWS

I'm writing to tell you that here in Mallorca we've just got our first skatepark. At the moment it's only Americans, Australians, Canadians and British people who ride the ramps and half pipe, but the Spaniards are catching on. Anyone coming here on holiday, bring your skateboard.
Jeremy Wynne, Palma de Mallorca, Spain

THE CURE

Congratulations on your article 'Curing Wallet Rash' in issue 15. Thank goodness somebody thinks about us folk with fleabitten wallets.
Daniel Hill, Bath, Somerset.

DISENCHANTED

After visiting the Lincoln park I must say I feel sorry for the local skaters. The big bowl-like 'thing' is made of breeze blocks with a thin layer of concrete and when I was there it was half full of muck. No wonder the Northern lot are no good (Stefan Harkon is the exception). . . surface-wise, cobbled Guildford High Street is smoother.
Skatecat, Godtown (Guildford)

Continued on page 58

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British Open Skateboard Championships – Results.

High Jump (under 10). . . 1st John McNeil (Scotland) – 31½". 2nd Neil Hawkins (Scotland). 3rd Marvin Don (Raz). (11-13). . . 1st Russell Hastings (Euro) – 42½". 2nd Gary Veerman (Scotland). 3rd Robbie Hunter (Skatewave). (14-16). . . 1st Trevor Baxter (Burgess Hill) – 56". 2nd Michael Poissonnet (Skatewave) – only 2 riders qualified. (17 and over). . . 1st Gary Smith – 48" only 1 rider qualified.

Long Jump (under 10). . . 1st Chris Harvey – 5' 0". 2nd John McNeil. 3rd Stuart Savage. (11-13). . . 1st Richard Wilde – 10' 0". 2nd Roddy Pierce. 3rd Gary Spindley. (14-16). . . 1st Trevor Baxter – 12' 0". 2nd Darren Grimble. 3rd Michel Poissonnet. (17 and over). . . 1st Robert (Zenie) Bruce (Hangten) – 16' 6". 2nd Jingles (Trade Winds). 3rd Crispin Ellis (Cabadelo).

Freestyle (14 and under). . . 1st Robbie Hunter (Skatewave). 2nd John Matton (Raz). 3rd Russell Hastings (Euro). (15 and over). . . 1st Mark Slough (Skatewave/Pacer). 2nd Mark Sinclair (Benjy). 3rd Jules Gayton (Benjy).

360's (14 and under). . . 1st Mark Thompson (15). 2nd John Matton (13). 3rd Russell Hastings (11). (15 and over) . . . 1st Jeremy Henderson (18). 2nd Trevor Baxter (18 – lost on decider). 3rd Keith Smith (14).

Slalom (14 and under) – result still to be issued at press time. (15 and over). . . 1st Martin Pavey (Skatestar). 2nd Jim Slater (Skatestar). 3rd Jeremy Henderson (Benjy).

One Wheelers (14 and under). . . 1st Paul Sully (Benjy). 2nd Vince Scanlon (Rom Skatepark). 3rd Adie (Bones). (15 and over). . . 1st Mark Sinclair (Benjy). 2nd Jeremy Henderson (Benjy). 3rd Ally Barr (Skateside).

Half Pipe Freestyle (14 and under). . . Robert (Eggy) Edwards (Sportsco). 2nd Paul Sully (Benjy). 3rd Seth Cutts (Benjy). (15 and over). . . 1st Jeremy Henderson (Benjy), 2nd Marc Sinclair (Benjy). 3rd Jules Gayton (Benjy).

Victor Ludorum (Overall winners). (14 and under). . . 1st Rupert Henry (Skatewave). 2nd Russell Hastings (Euro). 3rd David Ace (Skatewave). (15 and over) . . . 1st Jeremy Henderson (Benjy). 2nd Marc Sinclair (Benjy). 3rd Jules Gayton (Benjy).

Team Prize (14 and under). . . Skatewave. (15 and over). . . Benjy.

Continued from page 56

SCOTTISH SETBACK

In our struggle to obtain decent facilities and at the same time to severely criticise the six 'skateparks' built in Edinburgh at a reputed cost of over £100,000, we received a letter from the Edinburgh District Council in which appeared the following quote: ". . . skateboarding is as good as dead in the South (of Britain). . ." Those words came from the Borough of Brighton Council. Perhaps you'd like to take the matter further, both with them and with Angus McBean, Head of Edinburgh District Council Leisure and Recreation Dep't who blinkered sits in his ivory tower, hearing evil, seeing evil and believing it. 'Tis an uphill struggle.
Kenneth Omond, Livingston, Scotland.
I suspect it suits them to believe what they read in the papers. Ed.

BEWARE OF MAD EGOS

Why the hell can't those egotistic London and Brighton skaters shut up? It makes me sick the way they carry on saying they're the best. Us lads in Melksham get fed-up with the letters page being used as a battle ground. . . perhaps this letter will end it.
Howard 'Tree Trunk' Moody, Melksham, Wilts.
I wouldn't bet on it. Ed.

A FRIEND INDEED

I'd like to thank all at the Locomotion Skatepark – especially Dave Surrey – for rushing me to hospital as soon as possible after I'd dislocated a wrist (whilst attempting a lemon drop into the half pipe). The doctor explained afterwards that, had it taken much longer, I would probably have lost the hand. Unfortunately it's put me out of skating for a while, although it does give me time to save for some wrist guards – even if they will be a bit late.
Chris Nash, Hemel Hempstead, Herts
Get well soon, Chris. Ed.

CLEAR FOR TAKE-OFF

In reply to Skane's street skating article I thought you might like to know that I've been using my board as transport around Gatwick Airport for the last year. Often I could be seen skating down the edge of the taxi way to the terminal or maintenance area. The hanger itself (less aircraft) has a mirror-finish floor and its three degree slope makes it ideal for freestyle and slalom.
Peter Wigglesworth (ASP Team), Morden, Surrey
Maybe we could organise a contest on the runway? Ed.

RESPECTFUL LIKE

May I point out an error in your issue 14 which caused unnecessary disappointment for my boys. You gave the phone number for Solid Surf Skatepark, Southport as 35581 whereas it should have been 30424. Also, the times are not daily, 10am - 10pm but weekends only, 11am - 4pm. Actually the phone number you gave was for their office.
Mrs Livesey, Chorely, Lancs.
Mam, it's perhaps worth mentioning that this magazine (like most others) gets written around 2 months before you see it. At the time, the hours we gave were the ones told us by the park. . . the same goes for the phone number. Ed.

ANTI ANTI

I was a bit disappointed to see politics creeping into this new sport. . . with a skate against racialism. Surely skateboarding being a sport for ALL youngsters, race plays no part. I presume one can perform on a board whether one's black, white or green, so please let the lefty-skateboarders do their own thing quietly without trying to drag kids into it through your magazine – keep it clean.
Mrs Janet Johnson, Wolverhampton, Staffs.
Maybe I've got it wrong, but, surely the whole ethos behind the 'anything against racialism' business is that no human activity should be divided by race. Judging by your letter it sounds as if you concur. Ed.

YAH BOO

We're very angry up here that Stefan Harkon rates himself as best in the North. If you were to see Phil Ashley, he'd blow your minds. He's from New Zealand and, man, he's radical. There's only been a few comps up here but Phil's entered four and got three firsts and a second (beating Stefan at one of them).
Si Brown, Bramhall, Cheshire

YAH BOO SUCKS

I really liked the interview with Stefan Harkon in issue 14. I've seen him getting three out of the bowl at Woolton Skatepark. That may not sound much, but you should see the bowl. . . it's rumoured to be the biggest in Europe.
Paul Churchill, Wirral, Merseyside.

THE WORD

We'd jus' like to say that you have THE mag. Like we may not have any HOT parks out this way, but those we do have we rip.
Da Boyz, Cinema City (Norwich), Norfolk

Joe, Buzz, Arthur, Darryl, Slim & Colin say: Happy New Year

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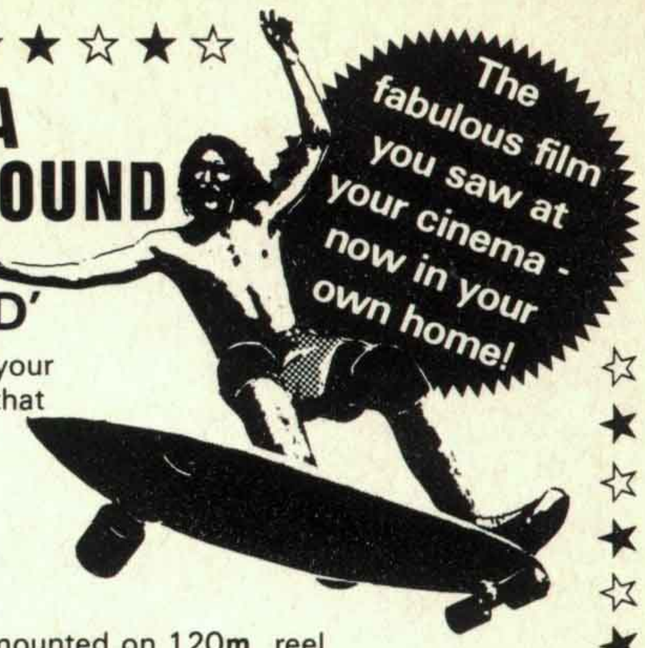

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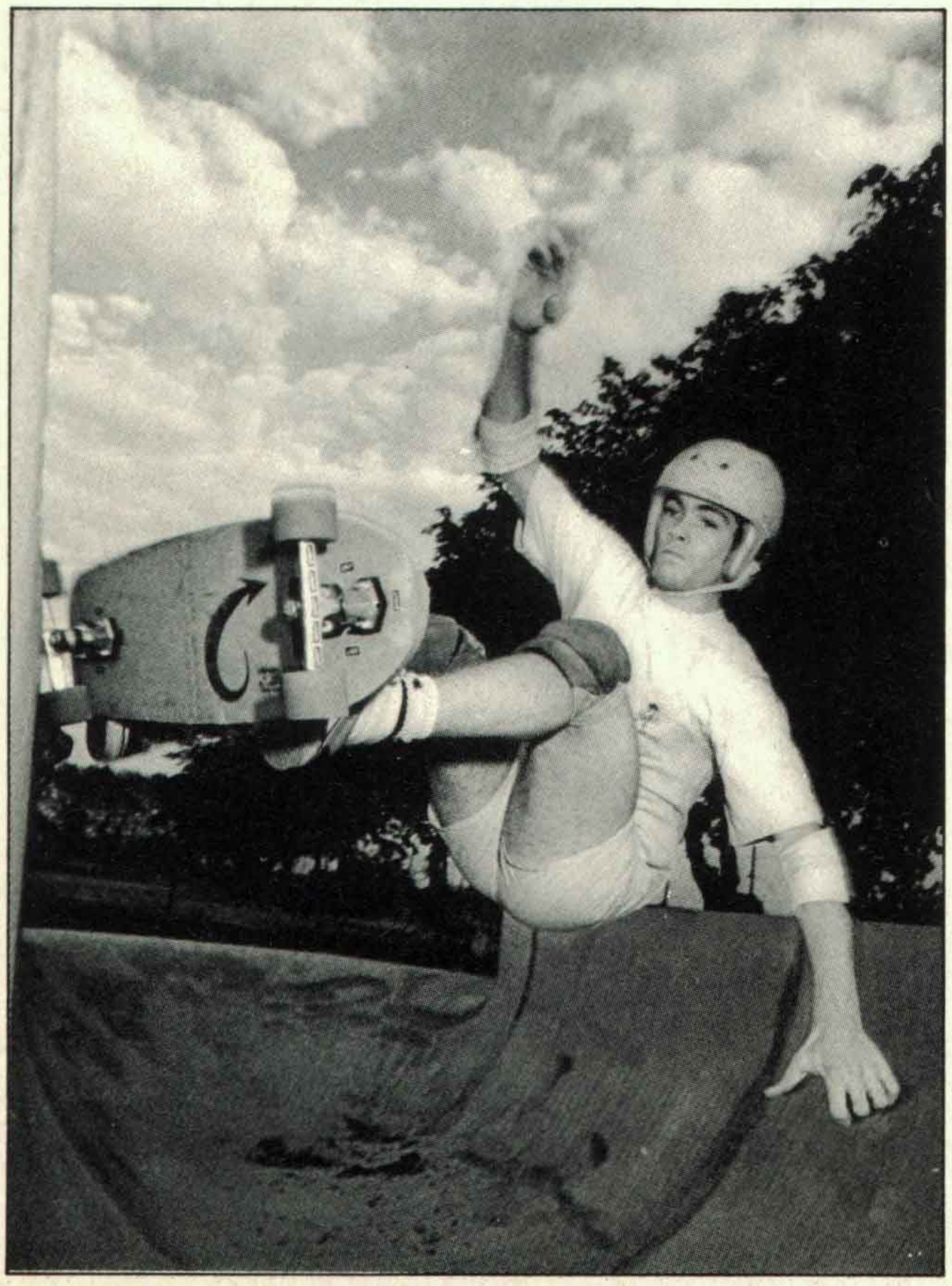

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A/T17	Slalom	£2.90
	GULLWING (with endplate)	
A/T18	HPG Mark IV	£4.95
A/T19	Phoenix	£4.95
	LAZER	
A/T20	Standard	£3.65
A/T21	Slalom	£4.75
	TRACKER(with riser pads)	
A/T22	Half	£4.95
A/T23	Mid	£4.95
A/T24	Full	£4.95
	ENERGY	
A/T25	VI Truck	£4.25
A/T26	VII Truck	£4.75
	XCALIBUR	
A/T27	Xcalibur Pro	£2.95
A/T28	700 XL	£3.45
	LOTUS INTERNATIONAL	
A/T29	Fast Track	£3.75
A/T30	Full Track	£3.95
A/T31	**STROKER**	£14.50
A/T32	**REBOUND**	£5.75
A/T33	**RAM 88**	£5.50
A/T34	**SPEED SPRING**	£3.45

wheels

All prices include 2 bearings and spacer per wheel

NEW **KRYPTONIC "C" SERIES**

A/W KC1	60mm Green/Blue	£5.26
A/W KC2	65mm Green/Blue/Red	£5.67
A/W KC3	70mm Red	£5.99

KRYPTONIC RADIAL (STANDARD)

A/W	60mm. Green/Blue/Red	£3.50
A/W1	65mm. Green/Blue/Red	£3.95
A/W2	70mm. Green/Blue/Red	£4.25
	SIMS	
A/W7	Pure Juice	£3.95
A/W8	Comp. II	£3.95
	O.J's	
A/W4	Super Juice	£3.50
A/W5	Hot Juice	£3.15
A/W6	Slalom	£3.05
	TUNNEL	
A/W9	Holland W7	£3.75
A/W10	Tunnel IV W6	£3.75
A/W11	Tunnel V W8	£4.15
A/W12	Rock W9	£4.25
	BREWER	
A/W13	Jarvis Pro.	£4.20
A/W14	Speedster	£4.95
	POWER PAW	
A/W17	50 mm.	£2.35
A/W18	54 mm.	£3.15
A/W19	65 mm.	£3.35
	G.S.	
A/W23	Wonkers 60 mm.	£5.50
A/W24	Wonkers 68 mm.	£5.75
	POWER FLEX	
A/W26	No. 3	£3.60
A/W27	No. 5	£3.95
A/W28	No. 7	£4.15
A/W28A	No 5 Black	£5.75
	ROAD RIDER	
A/W29	No. 2	£3.50
A/W30	No. 4	£3.75
A/W31	No. 6	£3.85
	LOGAN PARK RIDER	
A/W32	No. 4	£3.75
A/W33	No. 5	£3.85
	BELAIR	
A/W34	Bolts	£3.65
	YOYO's	
A/W35	Red or Yellow	£3.50
A/W35A	White YoYo's	£4.50
A/W35S	Red or Yellow (seconds)	£2.85
	EXCELLERATOR	
A/W36	65 mm. White	£4.25
	YANDALL	
A/W37	Slalom	£3.95
A/W38	Bowl Rider	£4.95
	PACER	
A/W39	Pacer 1 (standard bearings)	£3.95
A/W40	Pacer 1 (oversize bearings)	£4.25
	PANTHER	
A/W41	65mm standard	£3.75
A/W42	60mm standard	£3.95
A/W43	65mm Bowl Rider	£4.25

	UFO	
A/W44	Black 64mm (standard bearings)	£4.15
A/W45	Pink 64mm (oversize bearings)	£5.75
	BONES	
A/W46	Bones Parkrider 60mm*	£4.95
A/W47	Bones Parkrider 64mm*	£5.25
	*With certificate of Authenticity	
	TIGER TRAK IV	
A/W48	Green or Orange (oversize bearings)	£5.75

decks

	POWELL/QUICKTAIL	
A/Q	'77 Series Quicktail Deck 72cm	£17.75
A/Q1	'78 Series Quicktail Deck 69cm	£24.95
A/Q2	'78 Series Quicktail Deck 72cm	£24.95
A/Q3	'78 Series Quicktail Deck 76cm	£24.95
	POWELL/QUICKSILVER	
A/Q4	Quicksilver 50kg Slalom	£27.50
A/Q5	Quicksilver 70Kg Slalom	£27.50
A/Q6	Quicksilver 90Kg Slalom	£27.50
	RMI	
	(Handcrafted, American hardwood)	
A/D1	25" Kicktail	£10.35
A/D2	25" Double Kicktail	£11.75
A/D3	27" Kicktail	£11.25
A/D4	27" Double Kicktail	£12.35
A/D5	27" Slalom	£12.35
A/D6	30" Kicktail	£12.75
A/D7	30" Double Kicktail	£13.55

NEW

Powertorque

POWERTORQUE

Warptail or Rocker:

A/P1	Powertorque 28" × 8" 5 ply laminate deck	£14.95
A/W2	Powertorque 30" × 8" 5 ply laminate deck	£14.95

THE PRICE FIGHTERS

THE HOTTEST GEAR-THE CHEAPEST PRICES- THE GREATEST OFFERS!

	GORDON & SMITH (G & S)	
A/D9A	Standard Flex 25"	£12.00
A/D9B	Standard Flex 27"	£12.25
A/D9	Fibre Flex 25" Kicktail 6½" w.	£13.25
A/D10	Fibre Flex 27" Kicktail 6½" w.	£13.95
A/D11	Fibre Flex 26" Cut Out Slalom 6½" w.	£16.95
A/D12	Fibre Flex 29" Cut Out Slalom 6½" w.	£16.95
A/D14	Fibre Flex 26" Steve Cathey 6½" w.	£14.95
A/D15	Fibre Flex 27" Bowl Rider 7¼" w.	£14.75
A/D16	Fibre Flex 29" Bowl Rider 7½" w.	£14.75
A/D17	Fibre Flex 28" Team Rider 7½" w.	£16.95
A/D18	Fibre Flex 30" Team Rider 7¾" w.	£17.50
A/D39	Stacy Peralta 27" Warp II	£14.25
A/D40	Stacy Peralta 29" Warp II	£14.95
A/D41	Stacy Peralta 30½" Warp II	£15.95
	SIMS	
A/D43	30" Oak Kick	£12.75
A/D43A	Sims Superlite 27"	£18.95
	SANTA CRUZ	
A/D46	27" 5 ply All Maple Laminate	£11.50
A/D47	29" 5 ply All Maple Laminate	£12.25
	XCALIBUR	
A/D56	Xcalibur 26" Fibreglass Kicktail	£6.95
	BANZAI	
A/D57	24" Aluminium	£9.95
	BRUCE LOGAN	
A/D58	Earth Ski 25"	£9.50
A/D59	Earth Ski 27"	£9.75

ANY BOARD BUILT TO YOUR SPECIFICATION
Postage FREE!

safety equipment

A/S2	Norcon AP1 Helmet; old style S.M.L		£5.75
A/S3	Norcon APII Helmet, new style S.M.L.		£5.75
A/S6	Skateworld leather padded gloves		£5.75
A/S7	Rector Wolfe Gloves		£6.75
A/58	"Martins" (U.S.A) universal Knee and Elbow Pads	per pair	£2.95

accessories

A/A1	Truck Rubbers ACS Red	ea	£0.25
A/A2	Gullwing rubbers (set of 4)	per set	£1.87
A/A3	Mounting Bolts with Locknuts	ea	£0.10
A/A4	Axle Nylon Locknuts	ea	£0.20
A/A5	Baseplate ACS Standard	ea	£0.75
A/A6	Baseplate ACS Pro	ea	£1.25
A/A7	Precision Bearings (IKS-Koyo-NTN)	ea	£0.49
A/A8	Single Shield Bearings	ea	£0.40
A/A9	Tail Saver	ea	£0.59
A/A10	Spacers	ea	£0.10
A/A11	1" Grip Tape 3M or glitter	per foot	£0.15
A/A11A	2" Grip Tape 3M or glitter	per foot	£0.32
A/A12	4" Grip Tape 3M or glitter	per foot	£0.65
A/A13	Riser Pads ¼" Orange	ea	£0.30
A/A14	Riser Pads ½" Orange/Green/Yellow/Blue	ea	£0.35
A/A15	Suspension Kits ACS	ea	£1.75
A/A16	Wrenches – 4 Ways Elephant Brand	ea	£1.15
A/A17	Wrenches Sims Type	ea	£0.85
A/A18	Tail Saver 360°	ea	£0.95
A/A19	Rad Pads	ea	£0.65
A/A20	Nose Savers – Black	ea	£0.25
A/A21	Bearing Set for Wheel (2 Double Shield precision Bearings plus one Spacer)	per set	£1.05
A/A22	**GENUINE U.S.A. STICKERS** ACS, Bones, Krytonic, Logan, O.J., Sims, Tracker	ea	£0.25
A/A22A	Assted. U.K. Stickers		£0.10
A/A22B	Assted. U.K. Prismatic Stickers		£0.35
A/A23	Bones Poster (20" × 30" approx)		£0.75
A/A24	Bones "I've Been Certified" T. Shirt		£2.45

special club offers

C/01	Precision Deck Drilling Jig	£21.45
C/02	60' Roll 1" Grip Tape 3M or Glitter	£7.95
C/03	60' Roll 2" Grip Tape 3M or Glitter	£15.50
C/04	60' Roll 4" Grip Tape 3M or Glitter	£31.50

postage & packing

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

extra!

ORDER FORM

Please send me the following items:

Catalogue Number	Quantity	Unit Price	Total Price
		Post and Packing	

Total Order Price:

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THE BEST WHEEL SYSTEM MONEY CAN BUY...

AND FIVE REASONS WHY!

1. **THE BEARINGS**-We've combined the speed of German bearings with the protection and durability of sealed bearings. We started with a bearing manufactured in the U.S. to A.B.E.C.3 specifications. To reduce friction and increase speed we specified smaller ball dimensions, special lubrication, an inner metal shield, and a patented non-contact outer seal. You'll find our name on the white outer seal because we feel this is the best bearing made for skateboarding.

2. **THE CORE**-We started over a year ago with aluminum and finally settled on a hard engineering grade nylon. It dampens vibration and noise better than aluminum and it's lighter. The core assures precise bearing alignment and eliminates flex normally found in urethane bearing seats. The result is a faster, quicker reacting wheel.

3. **THE URETHANES**-We now have two formulas developed specifically for parks. The green formula (96A) is harder for more consistent slides and higher speeds on smooth surfaces. The blue formula is hard (90A) yet smooth. It has excellent traction and unreal speed. The red formula (78A) remains unchanged but performance is improved dramatically by the core.

4. **THE DESIGN**-We've made several changes to the C-Series wheels that improve performance. The 60 and 65 millimeter wheel are now two inches wide like the 70. The 70 is now a flat back design and all three have radiused back edges except the red formula. The front edge is also thicker to reduce flex and increase acceleration out of turns.

5. **THE PACKAGE**-We decided that a wheel system as advanced as the C-Series needed a special container for display and storage. So every set of wheels now comes in a reusable can with bold color graphics.

KRYPTONICS™

Remember, the KRYPTONICS C-Series wheel system offers features no other wheel has and performance no other wheel can match.

Keep safety in mind – loosen up before skating.

Sole U.K. Distributors Tycas Tycas House, The Clock Tower, Bridge St., Walton-on-Thames, Surrey KT12 1AP. England

Telephone Walton-on-Thames 43145 (4 lines) Telex 928448 Tyco G Cables Walton-on-Thames

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