No.19

Skateboard!

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

SI NAPPER
ONE YEAR ON AND STUCK WITH A REPUTATION

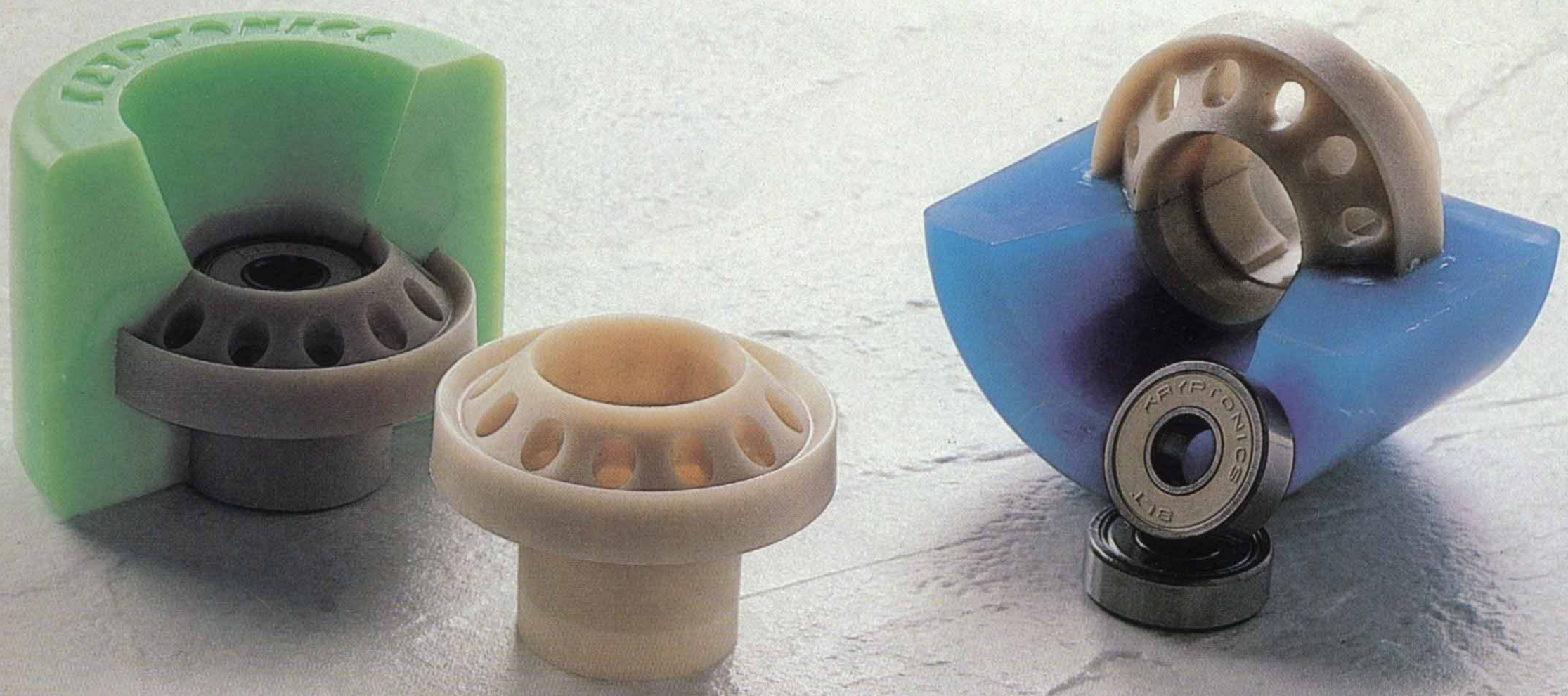
NORTHERN SCENES
SHREDDIN' UNDER A CLOUD

HOT MOVES
NEW RAD-ACTION PHOTO FILE

IS LITE RITE?
STICKS - THE GREAT WEIGHT DEBATE

50p

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.

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

KRYPTONICS™

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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alpine sports

NEW PRO SKATEBOARD AND ROLLER SKATE SHOP NOW OPEN
at 309 Brompton Rd., LONDON SW3. 10-6 Mon-Sat. Telephone: 01-581 2127.
Also the shop at 17 Pages Walk, LONDON SE1. Open SATURDAY ONLY 10-5. Telephone: 01-231 3393.

HUGE STOCK CLEARANCE CONTINUES

WHEELS	
Kryptonics MkII 70mm Green C/D	£0.99
Kryptonics MkII 70mm Blue & Green	£1.95
Kryptonics MkII 65mm Green	£1.95
Sims Comp II 62mm	£0.99
OJ Super Juice/Hot Juice/Slalom	£0.99
Road Rider 2/4/6	£0.99
Tunnel Rock/Tunnel V	£0.99
Hang Ten 4/6	£0.99
N.B. These wheels are sold without bearings, please add for bearings and spacers.	£1.00
TRUCKS	
ACS 430	£0.75
ACS 500	£2.75
Hang Ten	£1.95
Gullwing HPG IV 6.5"	£2.95
Gullwing Phoenix 5.5"	£2.95
Tracker Haf Track 5.5"	£2.95
DECKS	
Tiger laminated wood deck with grip	£5.95
PROTECTIVE GEAR	
Norcon Helmet S.M.L.	£3.95
Jofa 225 Helmet	£2.50
Jofa 245 Helmet	£3.50
Freestyle pads S/M	£1.95
Standard Pads Elbow + Knee set	£2.50
MAGAZINE OFFER	
A special pack of 12 full colour action packed back issues selected from Skateboard! Skateboarder (USA), Skateboard World (USA) & Skateboard scene.	

THE LATEST AND BEST OF THE NEW GEAR

Alpine Sports offers a range of the latest equipment chosen because of its quality and value. We are not tied to any one manufacturer so we try to stock the best of several ranges.
Please remember that this list was prepared in April – if you don't see what you want, telephone us for latest prices and availability of new gear.
Any complete board assembled complete with grip tape, risers and mounting bolts free of charge.

DECKS		
Sims Lonnie Toft	10 x 30	£21.50
Sims Lonnie Toft	10 x 33	£21.95
Sims Superlight	10 x 30	£21.95
Sims Taperkick	10 x 30	£25.95
Sims Brad Bowman (full nose)	10 x 30	£21.50
Alva	9½ x 30	£25.95
Alva	10 x 29	£26.95
Alva	10¾ x 31	£27.95
Benjyboard Henderson	9¼ x 30	£18.95
Benjyboard Sablosky	9½ x 30	£19.50
Benjyboard Sinclair	10½ x 31¼	£19.50
Ben Liddell Fresh Air	9¼ x 31	£16.95
TRUCKS		
Tracker X Track 7.5		£8.95
Tracker "Gnarly" Full Track		£8.50
Independant 8¾		£8.95
Independant 8		£8.50
Lazer 8		£7.50
ACS 580/651		£3.75

The new 1979 models.

WHEELS (Prices here include bearings)	
Sims Conical Snake	£4.95
Benjyboard Super Boot (conical, core)	£5.95
Gyro (conical, core, heat sink)	£5.95
Sunspots	£4.95
Alva Conical	£4.95
Kryptonics C Series 60mm B/G	£3.50
Kryptonics C Series 65mm B/G	£3.95
Kryptonics C Series 70mm Red	£4.50
Powerflex 9	£4.95
Sims Snakes White/Red	£3.95
Sims Mini Comp	£2.95
Belair Lip Bomb Pink/White	£2.95
PROTECTIVE GEAR	
Supplies of protective gear continue to be a problem. We have chosen to stock Bad Company Pads which offer a high degree of comfort and safety. Black with white plastic cap.	
Elbow pads or knee pads available	£8.95
Rector Gloves	£8.95
Norcon Helmets s,m,l	£3.95
ACCESSORIES	
Skateboarder (USA), Roller Skating USA	£1.00
Nose Protectors (including bolts)	£1.25
Alpine Wrench	£0.50
Bearings	£0.50
Power Pivot	£1.95
360 Dome (extra wide skid plate)	£1.00
Red Rubbers (set of four)	£0.20
Tracker Rubbers (4)	£1.00
Mounting Bolts (dome head nylock)	£0.10
Risers ½" or ¼"	£0.20

ROLLER SKATES

Alpine Sports have used their years of experience in the field of sporting goods and skateboard equipment to bring you a range of the best skates available.

Sports International Disco Skate
Double leather contoured high top dancing boot with leather sole. Sand cast Aluminium base plates. Double action trucks with steel axle. Complete with urethane wheels ready to go! £49.95.

Dominion Disco Skate
Top grade leather high boot, fully lined. Available in black or white.
Complete with urethane wheels for street or disco £49.95.

Vinyl Disco Skate
High fashion, full ankle vinyl boot specifically designed for the serious skater with a limited budget.
Aluminium baseplate. Double action trucks. Complete with urethane wheels. £29.95.

Tra On Leisure Skate
Lightweight training shoe type skate designed for the leisure skater/jogger, but equally at home in the disco. Attractive blue suede. Metal baseplate.
Double Action Trucks. Complete with wheels. £39.95.

Mail Order

N.B. All Mail Order enquiries phone 01-231 3393
Access & Barclaycard welcome.

SEND TO: ALPINE SPORTS,
SKATEBOARD WAREHOUSE,
17 PAGES WALK,
LONDON SE1 4SB.

Please send the following
TO
Name_____
Address_____
_____
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_____
Tel. No._____

DECKS
_____ £____
_____ £____
_____ £____
_____ £____

TRUCKS (2 Required)
_____ £____
_____ £____
_____ £____
_____ £____

WHEELS (4 Required)
_____ £____
_____ £____
_____ £____
_____ £____
_____ £____

ACCESSORIES
_____ £____
_____ £____
_____ £____
_____ £____

PACKAGES
_____ £____
_____ £____
_____ £____

TOTAL £____
P + P £1.00
____
GRAND TOTAL £____

Either
I enclose cheque/postal order for £ p

Or
Please charge my Access/ Barclaycard account.
MY No. IS_____

SKATEWORLD '79

HOTTEST GEAR · LOWEST EVER PRICES · GREATER OFFERS

LATEST! CONICAL EDGE WHEELS

Are you still using prehistoric wheels or are you into the future?

With this exclusive SKATEWORLD OFFER you can have any of our wheels conical edged for just 25p extra per wheel

OUR WHEELS & TRUCKS ARE NOW THE LOWEST PRICE IN U.K.
IF YOU CAN BUY CHEAPER · WE'LL MATCH THE PRICE!

trucks

	ACS	
A/T1	ACS. 430 Std	£0.95
A/T2	ACS. 430 Blk/Gld	£1.50
A/T3	ACS. 500 Std	£2.00
A/T4	ACS. 500 Pro	£2.25
A/T5	ACS. 500 Blk/Gld	£2.25
A/T6	ACS. 500 Blk/Silvr	£2.50
A/T7	ACS. 651 Blk/Silvr	£2.50
A/T8	ACS. 651 Blk/Gld	£2.50
A/T9	ACS. 650 Blk/Slvr	£2.50
A/T10	ACS. 650 Blk/Gld	£2.50
	GULLWING (with endplate)	
A/T18	HPG Mark IV	£4.00
A/T19	Phoenix	£4.00
	LAZER	
A/T20	Standard	£3.00
A/T21	Slalom	£3.50
	LOTUS INTERNATIONAL	
A/T29	Fast Track	£3.25
A/T30	Full Track	£3.25
	TRACKER (with riser pads)	
A/T22	Half	£3.50
	ENERGY	
A/T26	VII Truck	£3.95
	XCALIBUR	
A/T28	700 XL	£3.45
A/T31	**STROKER**	£14.50
A/T33	**RAM 88**	£4.95

wheels

All prices include 2 bearings and spacer per wheel

	KRYPTONIC "C" SERIES	
A/W KC1	60mm Green/Blue	£3.75
A/W KC2	65mm Green	£3.50
A/W KC3	70mm Red	£4.50
	KRYPTONIC RADIAL (STANDARD)	
A/W	60mm Green	£2.65
A/W1	65mm Green	£2.95
A/W2	70mm Green	£3.00
	SIMS	
A/W7	Pure Juice	£1.95
A/W8	Comp. II	£1.95
	O.J's	
A/W4	Super Juice	£2.00
A/W5	Hot Juice	£2.00
A/W6	Slalom	£2.00
	TUNNEL	
A/W9	Holland W7	£1.75
A/W10	Tunnel IV W6	£1.75
A/W11	Tunnel V W8	£1.75
A/W12	Rock W9	£1.95
	BREWER	
A/W13	Jarvis Pro	£2.00
A/W14	Speedster	£2.00
	POWER PAW	
A/W17	50mm	£1.25
A/W18	54mm	£1.25

	ROAD RIDER	
A/W29	No. 2	£2.05
A/W30	No. 4	£2.05
A/W31	No. 6	£2.05
	LOGAN PARK RIDER	
A/W32	No. 4	£2.75
A/W33	No. 5	£2.75
	BELAIR	
A/W34	Bolts	£3.25
	YOYO's	
A/W35	Red or Yellow	£2.95
A/W35S	Red or Yellow (seconds)	£1.50
	EXCELLERATOR	
A/W36	65mm White	£2.55
	PACER	
A/W40	Pacer 1 (oversize bearings)	£2.95
	PANTHER	
A/W41	65mm standard	£1.95
A/W42	60mm standard	£2.50
A/W43	65mm Bowl Rider	£2.50
	UFO	
A/W44	Black 64mm (standard bearings)	£2.50
A/W45	Pink 64mm (oversize bearings)	£3.50
	BONES	
A/W46	Bones Parkrider 60mm	£3.00
A/W47	Bones Parkrider 64mm	£3.25
	TIGER TRAK IV	
A/W48	Green or Orange (oversize bearings)	£3.50

decks

	POWELL/QUICKTAIL		
A/Q	'77 Series Quicktail Deck 72cm		£14.00
A/Q1	'78 Series Quicktail Deck 69cm		£17.00
A/Q2	'78 Series Quicktail Deck 72cm		£17.00
A/Q3	'78 Series Quicktail Deck 76cm		£17.00
	POWELL/QUICKSILVER		
A/Q4	Quicksilver 50kg Slalom		£25.00
A/Q5	Quicksilver 70kg Slalom		£25.00
A/Q6	Quicksilver 90kg Slalom		£25.00
	RMI (Handcrafted, American hardwood)		
A/D1	25" Kicktail		£8.00
A/D2	25" Double Kicktail		£8.00
A/D3	27" Kicktail		£8.00
A/D4	27" Double Kicktail		£8.75
A/D5	27" Slalom		£8.75
A/D7	30" Double Kicktail		£9.00
	GORDON & SMITH (G & S)		
A/D9A	Standard Flex 25"		£7.95
A/D9B	Standard Flex 27"		£7.95
A/D9	Fibre Flex 25" Kicktail 6½" w.		£10.25
A/D10	Fibre Flex 27" Kicktail 6½" w.		£10.25
	SIMS		
A/D43	30" Oak Kick		£7.50
A/D43A	Sims Superlite 27"		£12.50
	BRUCE LOGAN		
A/D58	Earth Ski 25"		£7.00
A/D59	Earth Ski 27"		£7.00
	POWERTORQUE Warptail or Rocker		
A/P1	Powertorque 28" x 8" 5 ply laminate deck		£14.95
A/W2	Powertorque 30" x 8" 5 ply laminate deck		£14.95

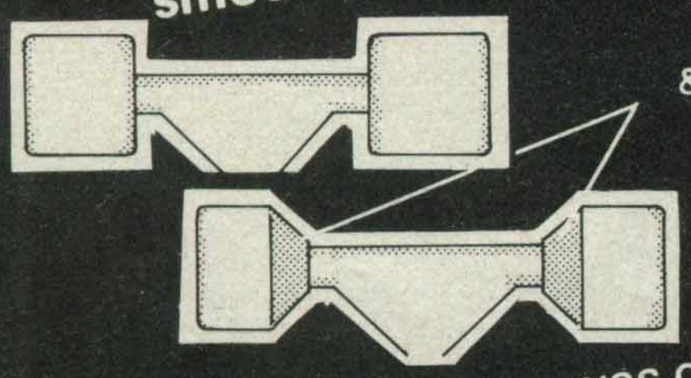
ANY BOARD BUILT TO YOUR SPECIFICATION
Postage FREE!

safety equipment

A/S2	Norcon API Helmet, old style S.M.L.		£3.75
A/S3	Norcon APII Helmet, new style S.M.L.		£4.00
A/S6	Skateworld leather padded gloves		£3.75
A/S7	Rector Wolfe Gloves		£5.75
A/58	"Martins" (U.S.A.) universal Knee and Elbow Pads	per pair	£2.25
A/T59	Tiger Helmet (adjustable)		£3.00
A/T60	Tiger Knee and Arm Pads	per pair	£2.00

CONICAL EDGE WHEELS

1. Increase speed because there is less wheel on the road.
2. Stop hang-ups on coping.
3. Increase width of truck by 1" making axle grinds easy.
4. Makes roll outs and roll in's much smoother, so more controlled.



WIDER TRUCKS & STOP HANG-UPS ON COPING

This wheel conicaling was designed for the Pro's but it is now available through our mail order. So get the edge this summer. You won't believe the difference. This offer now makes our wheels the most up-to-date and the cheapest Conical Wheels on the market.

accessories

A/A1	Truck Rubbers ACS Red	ea	£0.15
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	£0.40
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	£1.25
A/A16	Wrenches – 4 Ways Elephant Brand	ea	£0.95
A/A17	Wrenches – Sims Type	ea	£0.70
A/A18	Tail Saver 360° (original U.S.A.)	ea	£0.60
A/A19	Rad Pads	ea	£0.30
A/A20	Nose Savers – Black	ea	£0.20
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, Kryptonic, Logan, O. J. Sims, Tracker.	ea	£0.20
A/A22A	Asstd. U.K. Stickers		£0.10
A/A22B	Asstd. U.K. Prismatic Stickers		£0.35
A/A23	Bones Poster (20" x 30" approx.)		£0.50
A/A24	Bones "I've Been Certified" T. Shirt		£1.95

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.)

ORDER FORM

Please send me the following items:

Catalogue Number	Quantity	Unit Price	Total Price
		Postage and Packing	
		Total Order Price:	

Name .....

Address .....

Tel. No:

I enclose cheque/P.O. for £ p

Please charge my Access/Barclaycard Account directly. My account number is

Cardholders Signature

Send to: 'SKATEWORLD' WILBERFORCE HOUSE STATION ROAD, LONDON NW4 4QE

FREE! SKATEWORLD STICKER WITH EVERY ORDER

SURF SPOT

20 Lansdown Rd., Bude, Cornwall 0288-2875

'still in the race still out in front'

TRUCKS	
Tracker Half	£4:50
Tracker Mid	4:50
Tracker New Full	6:50
Tracker x 8"	7:99
Gullwing HPG IV	3:50
Phoenix	3:50
Gullwing 8" Super Pro.s.	7:99
Lazer Freestyle	3:50
Lazer Slalom	3:99
Lazer 8"	6:50
Megatron 8"	6:50
Independant 8"	6:99
ACS 800 8"	6:50

WHEELS	
Alva	£3:50
Alva Conical	3:75
Powerflex 9	3:75
Sims Snake Green	2:75
Sims Conical	3:75

PROTECTIVE GEAR	
Norcon Pads	£7:00
Basher Pads	3:99
Ashby Helmet	2:99
Cooper SK100	3:50
" SK300	6:50
Rector Gloves	7:50
Van Shoes, Blue/Gold, Black/Gold, Red/Blue sizes: 5-10	14:99

RUBBERS			
Tracker Urethane	1:25	ACS Triplekit	1:00
" Black	65	Stabilazer	1:50
" Hard	1:00		

DECKS	
Alva 27x8	£12:50
" 30x8	15:99
" 30x9	20:00
" 30x10	20:00
Dogtown Bulldog 30x10	19:99
" " Big Foot 30x12	24:99
" " Bullet 30x10	26:99
Sims Taperkick 30x9/10	19:99
" Lonnie Toft 30-31-33x10	19:99
" Superlight 30x9/10	20:99
G&S Protail 300	16:99
All Proline 300	18:99
Sizes Protail 500	19:99
Proline 500	19:99
Bad Company Range	16:50
Powerflex Teri Lawrence 30x10	19:99
Macho 30x8	16:50
Gordo 30x9	16:50
Ben Liddell 'Freshair'	14:99
SAB "FF" 32x11	12:99
SAB "FF" 32x8	12:99

RE-ENTRY	
U.S. Special Skid	£3:50
Tracker Full Coper	1:99
" Mid Coper	1:99
Original U.S. Power Pivot	1:99

'T' Shirts		
U.S. 'American Silk Screen'		£4:50
'Dogtown' 'Alva' 'Sims Snake' 'Bad Co' 'Rax' 'Wings'	ALL	4:50

U.S. Skateboarder Mag	£1:00

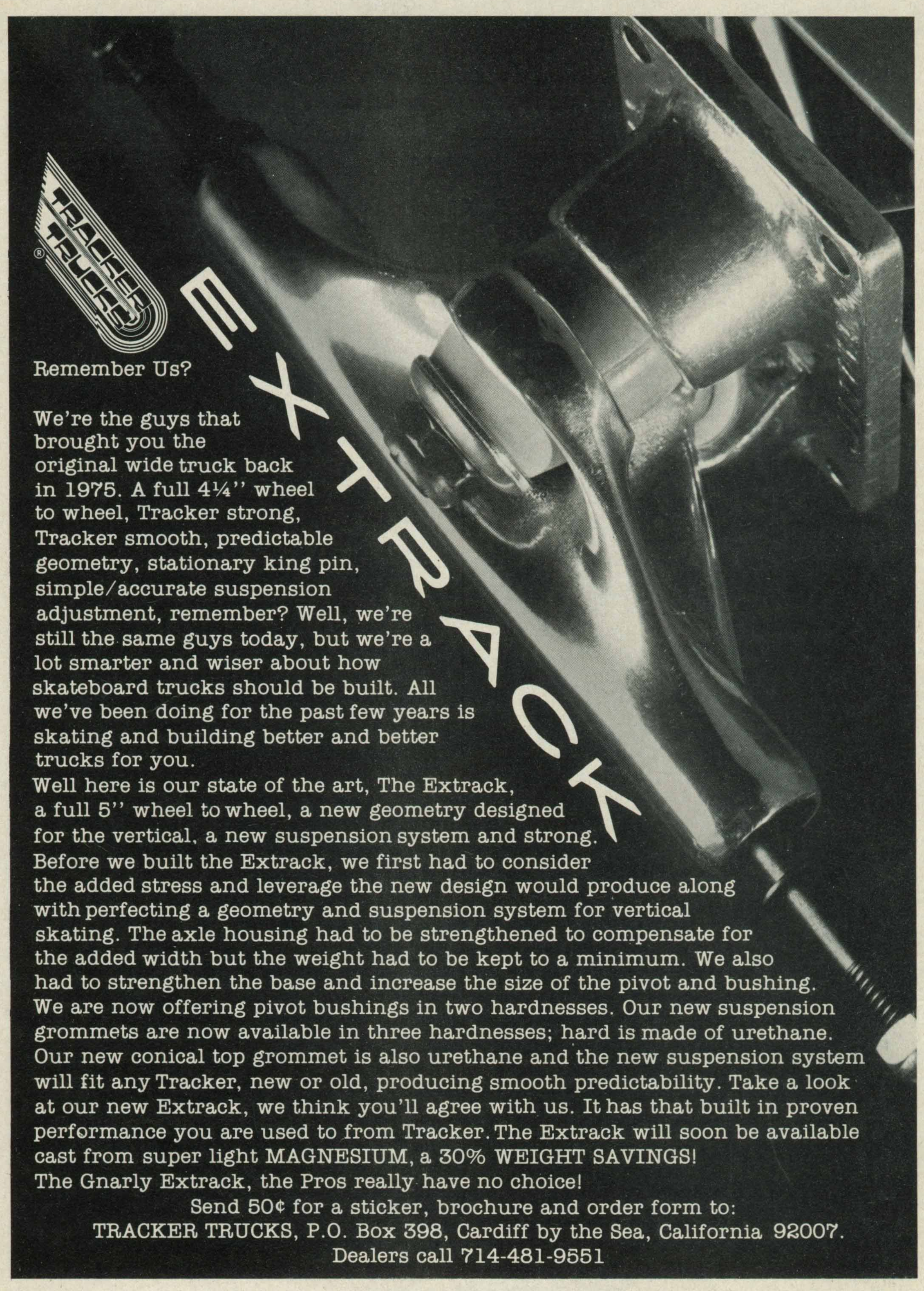
CLEARANCE ITEMS

ACS 430	£1:50
" 580	3:50
" 651	3:50
*ACS 580 B/G	2:50
" Pro Baseplate	1:00
" King Pin Complete	1:00
Santa Cruz 27"-29"-31",	11:99
Hobie Park/Weed	11:99
G&S Bowlrider 27"-29"	12:99
Gordo 27".	12:99
Macho 27"	12:99

MkII Radial Kryptonics 70mm Red, Blue, Green only	£1:50 each
Powerflex 3,5,7 O.J. Superjuice Roadrider 4, 6, Pacer, Panther, Logan Parkrider 5	1:50 each
Belair Lipbombs, Yo-Yo, Whites	1:99 each
G&S Rockitt	
Powerflex Rocker	9:99
Stacey Peralta Warp II	11:99

ACCESSORIES: G&S Nosesaver 1.50 - Elephant Wrench 1.50 - Wrench 50p - Griptape per foot 1" 15p
2" 25p, 4" 45p - Riser Pads ¼" 25p, ½" 35p - Red Rubbers x 4 35p
Pivot 10p - 8 x 2" Bolts L/Nots 60p - Bearings, Nachi, NTN, NSK 45p, Fafir 30p - Spacers 5p
*NOTE: All wheels without bearings - Bearings & Spacers + 75p per wheel.
All orders add £1.00 p&p, unless small items add 45p. Mag 35p

S.A.E. FOR FULL MAILORDER PRICE LIST



Remember Us?

We're the guys that brought you the original wide truck back in 1975. A full 4¼'' wheel to wheel, Tracker strong, Tracker smooth, predictable geometry, stationary king pin, simple/accurate suspension adjustment, remember? Well, we're still the same guys today, but we're a lot smarter and wiser about how skateboard trucks should be built. All we've been doing for the past few years is skating and building better and better trucks for you.

Well here is our state of the art, The Extrack, a full 5'' wheel to wheel, a new geometry designed for the vertical, a new suspension system and strong. Before we built the Extrack, we first had to consider the added stress and leverage the new design would produce along with perfecting a geometry and suspension system for vertical skating. The axle housing had to be strengthened to compensate for the added width but the weight had to be kept to a minimum. We also had to strengthen the base and increase the size of the pivot and bushing. We are now offering pivot bushings in two hardnesses. Our new suspension grommets are now available in three hardnesses; hard is made of urethane. Our new conical top grommet is also urethane and the new suspension system will fit any Tracker, new or old, producing smooth predictability. Take a look at our new Extrack, we think you'll agree with us. It has that built in proven performance you are used to from Tracker. The Extrack will soon be available cast from super light MAGNESIUM, a 30% WEIGHT SAVINGS!

The Gnarly Extrack, the Pros really have no choice!

Send 50¢ for a sticker, brochure and order form to:
TRACKER TRUCKS, P.O. Box 398, Cardiff by the Sea, California 92007.
Dealers call 714-481-9551

ERIC SNOOK

12 Southgate Bath England tel (0225) 63551

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.

ACS Suspension kit worth £1.50 free with every order over £12.00 exc'. p&p
Pair of ½" Riser Pads for order over £3.00

Any Complete Pro Board for ONLY £56.95

A fantastic once in a lifetime offer — Yes that's right any combination of decks, wheels and trucks from this ad, ONLY **£56.95**. Screws, risers and grip-tape FREE!
Plus:

FREE
Rector Gloves with every pro board worth **£7.99**

Pro Board Example:	
Dogtown Wes Humpston	24.95
Gullwing Pro 8"	14.98
Alva Wheels	+19.96
	59.89
Free rector gloves	+ 7.99
	67.88

Savings of over £10.00

This special offer excludes the Dogtown 'Big Foot'

SPECIAL BEGINNERS PACKAGES

Decks: Benjyboard white lightning: 27" wood k/tail with 4" griptape **£4.99**

Benjyboard Flex: 27" glass/wood laminations deck with 4" griptape 7" wide **£7.99**

Trucks: Cal Pros a super-light truck ideal for beginners **£1.39**

Gullwing Phoenix: Tested and designed by the world's best riders **£1.99**

Ideal beginners or intermediate board Benjyboard flex. Glass/Wood lamination. With Cal Pro's and Avon Boosters. Complete with R.H.P. precision bearings **£13.99**

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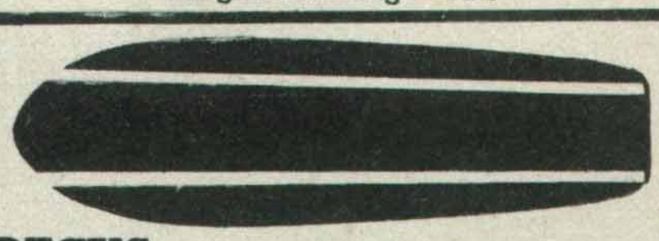

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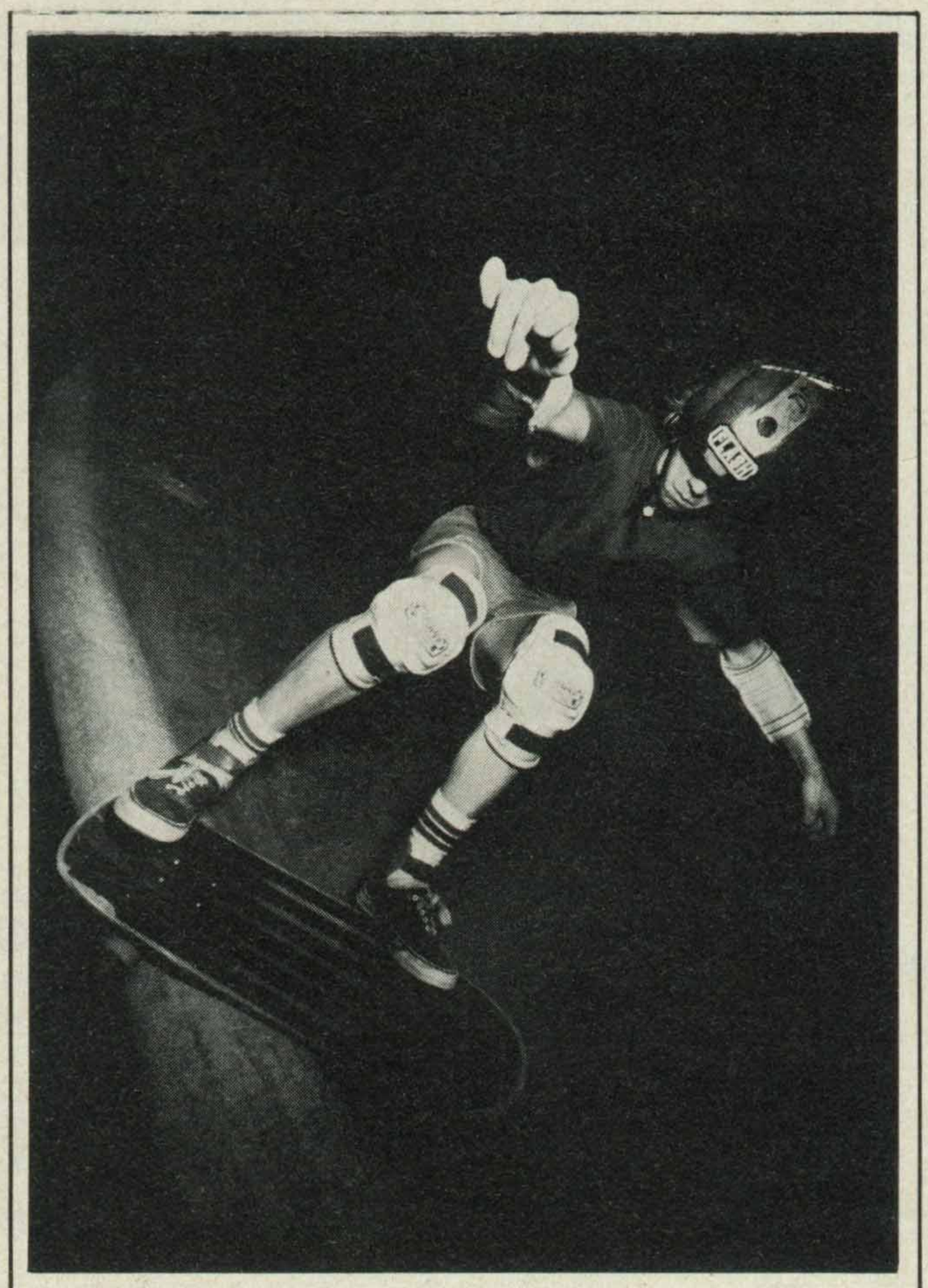

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COMMENT

It was 'all-change' time again among the higher echelons of the English Skateboard Association, following their recent annual general meeting at Milton Keynes (for a report, see 'State of the Associations' this month). And it was all-change, too, for a problem that's been nagging away almost since day one of UK skateboarding. . . the old sporting conflict concerning professional and amateur status.

Initially it was suggested to the gathering that some sort of amnesty be declared whilst firm rules were drawn up. Brad Vine, however, put it that such a division was unnecessary anyway (good to see a concerned skater taking an interest in the running of his sport). . . he felt there was no milage in perpetuating the pro/am charade.

Certainly in many other sports such a division often creates more problems than it solves; indeed, one need look no further than the Olympic Games to see the resulting hypocrasy when such a system is applied on a world scale. And on a national level, too, I'd support Brad's point of view.

Purely on ability, in most cases there's little to choose between the top skateboard amateurs and the pros; in fact, probably for that very reason, over the last half year there's been something of a shift towards open competitions. Then again, at the moment there's hardly enough money around to pay 'pros' a living wage, anyway.

Like it or not, the scheme has been adopted by the English Skateboard Association and it now gets forwarded to the UK Federation. If it's accepted by the 'Feds', so far as Britain is concerned, all will probably be plain sailing. I wonder, though, what might happen should a sponsored UK team come face to face with 'amateurs' in, say, a European Championship! Could be interesting!

Bruce Sawford, Editor

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FRESHEN UP!

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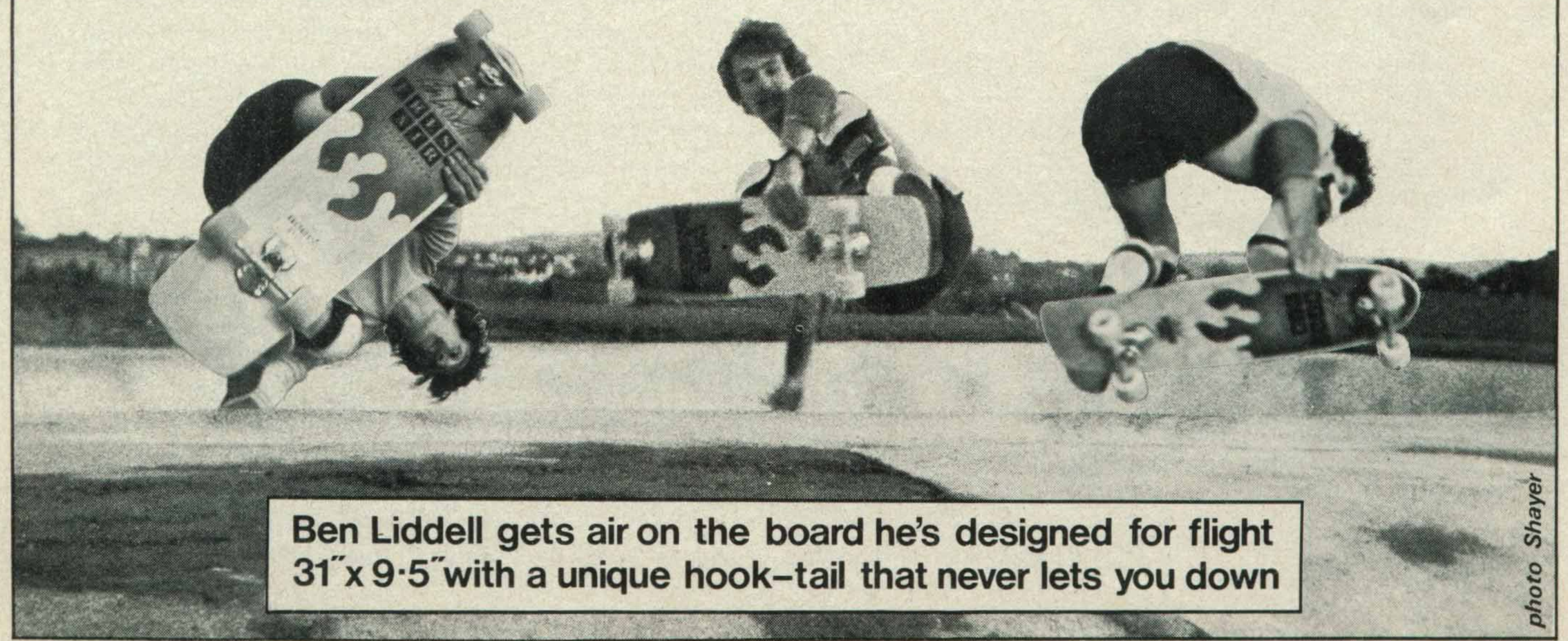

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photo Shayer

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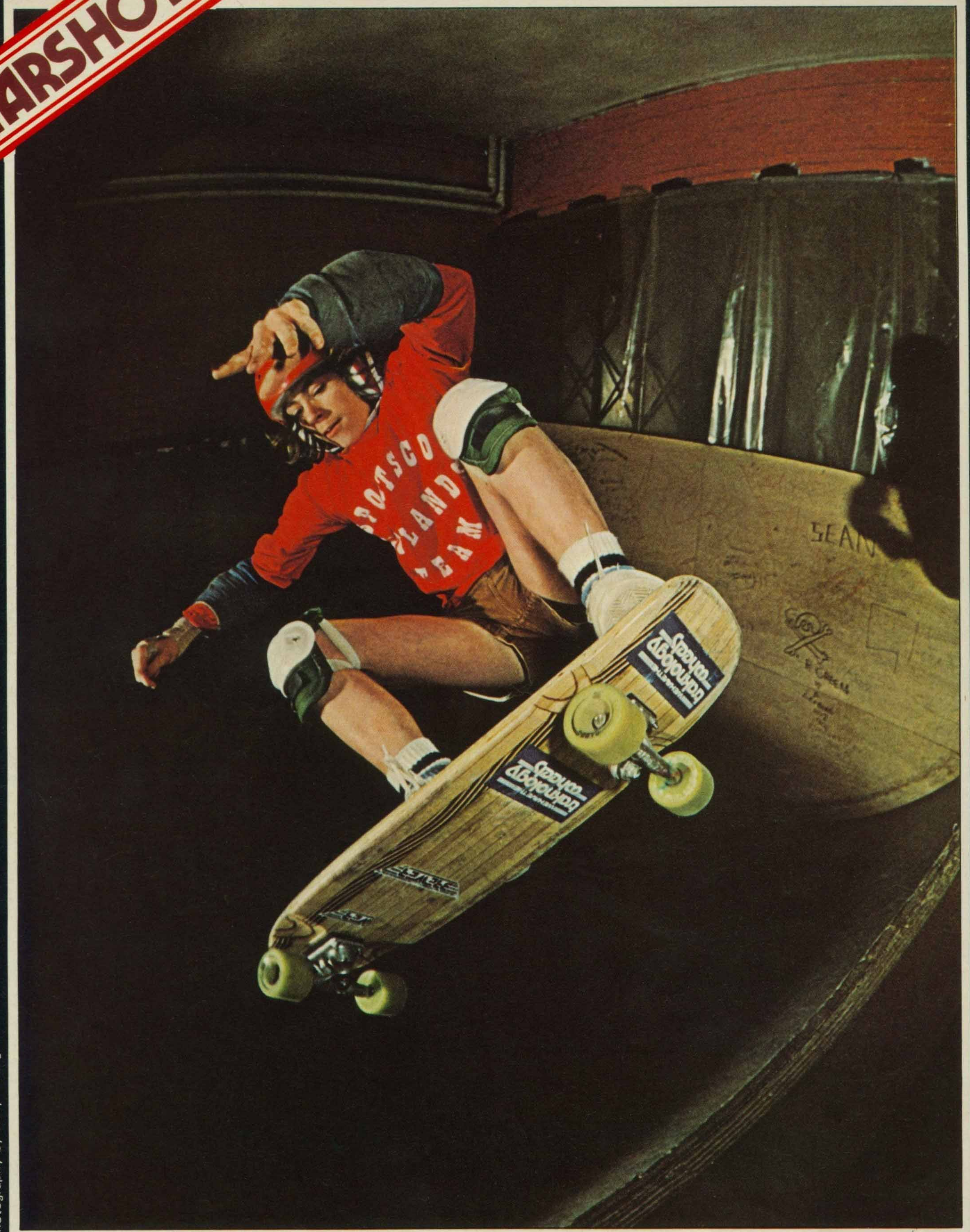
STARSHOTS

NEW RIDERS OF THE SKATE AGE

Photography by Jerry Young

PHIL ASHLEY Phil is a Birmingham-based 18 year old Kiwi, who has been skating for 18 months; he's got a loose, surf-orientated style that he stylishly applies to vertical and coping. Favourite moves with Phil are hand-down blocks, grinds and anything wild that comes to mind. He usually skates at Golden Gate or Arrow (when possible). He rides for the Sports Co team and is currently using a Sims 10" Superply with Independents and Wings. Skaters he admires are Bobby Valdez and the ever insane/popular, Mark Baker.

STARSHOTS

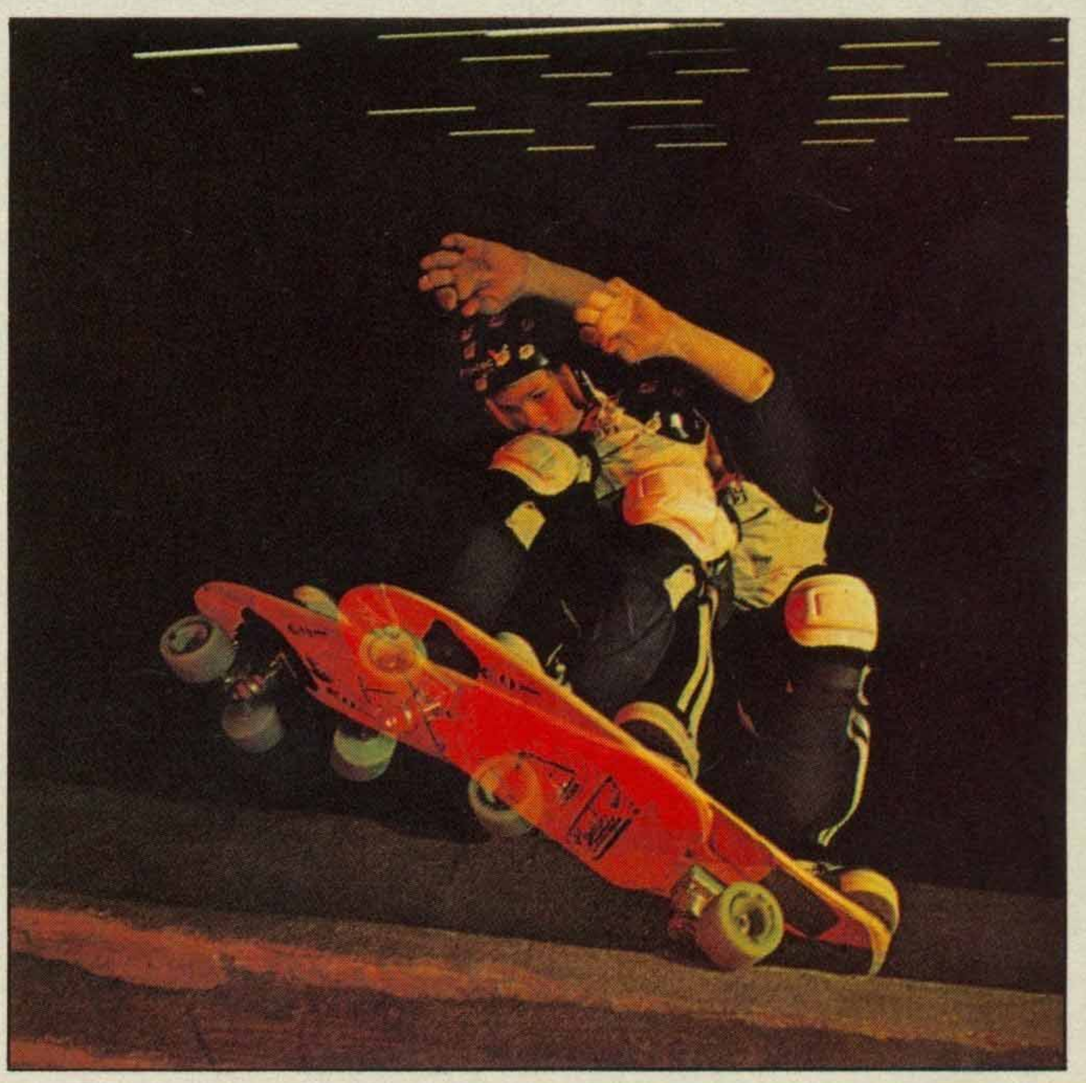


Photography by Jerry Young

ROBBIE(EGGY)EDWARDS

14 year old Eggy Edwards tops the bill of hot northern skaters currently threatening the cream of the southern pros. He recently won the half pipe at the British Open Championships (Windsor), beating some formidable opposition in the shape of Paul Sully and Seth Cutts. Eggy's been skating some 18 months now and, since the closure of Arrow Skatepark in Wolverhampton, he's been bombarding the council with letters and petitions; he feels they should subsidise skateparks in the same way they do many other leisure facilities. Lack of skateplaces is his only gripe at the moment but he's sure the authorities will start moving soon. Eggy rides a variety of decks, but his favourites are a Sims Taperkick 10" and a Brewer. For trucks he chooses Independents or Fultracks and, wheel-wise, he rates Benjy Boots. Eggy plus family will soon be leaving their home town of Birmingham and emigrating to Australia. Once there, however, he plans to construct his own half pipe in the back yard of the new house.

Photo Tim Leighton-Boyce



MARK(FLOATER)MAUNDERS

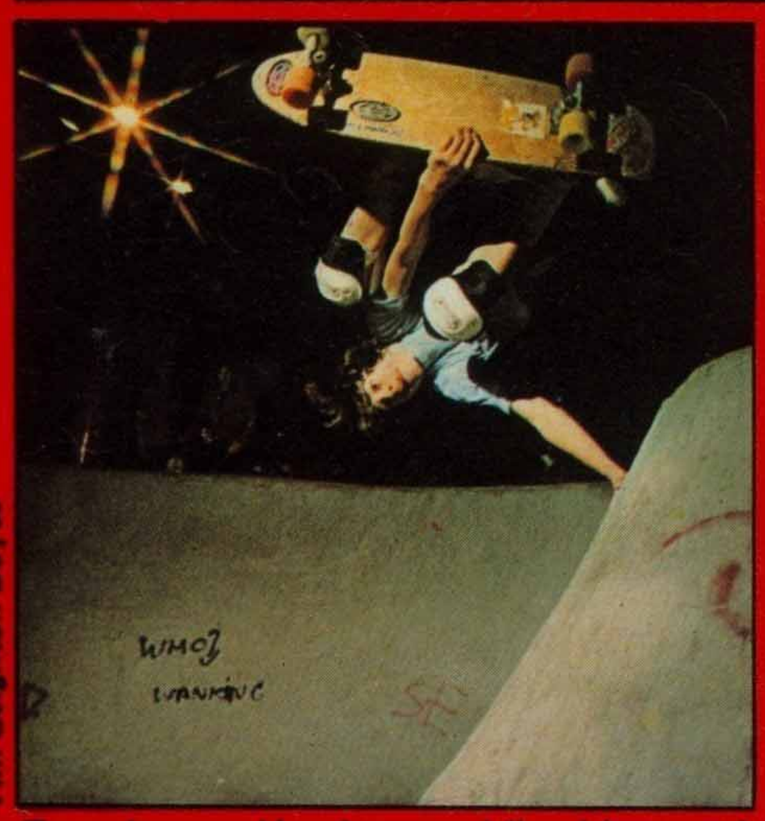
Diminutive, 10 year old 'Floater' Maunders is the newest addition to the hallowed ranks of the Benjy team. Discovered at the Maddog Bowl, where he skates regularly with the locals, Floater is at present setting the pace for many of the London pro skaters. In only 10 months of skating he's reached a point where he's tearing pools and half pipes apart with outrageously heavy, double-axle carves, tail block aerials and ultra-precise micro-edgers. . . all executed with a beautiful, sure-footed style that would put many of the top Americans to shame. Floater rides Benjy gear exclusively and his preferred parks include Harrow, Gillingham and Rolling Thunder.

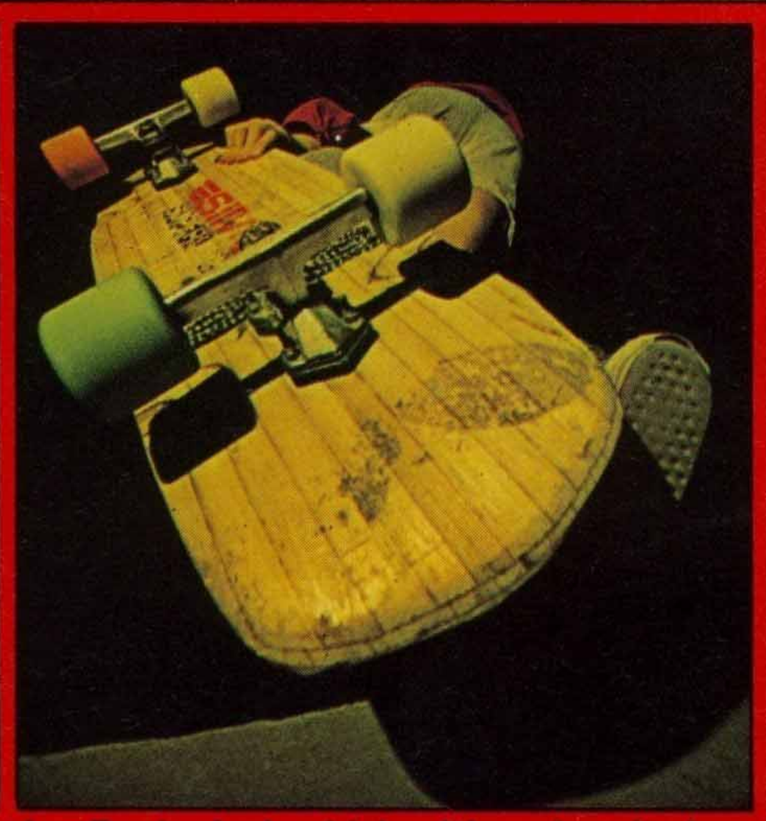
TECHNOTALK EXTRA

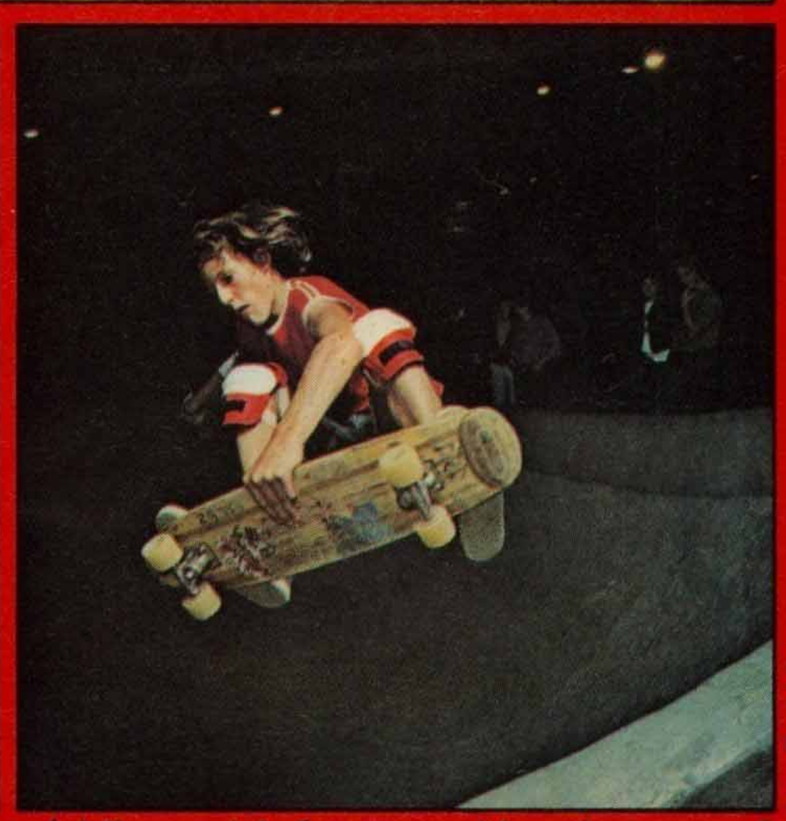
IS LITE RITE?

STICK LIMITS... THE FEATHERWEIGHT FACTOR

Tim Leighton Boyce







Tim Leighton Boyce

Ian Dobbie

Top: Jeremy Henderson, riding his own design Benjy deck which, although quite heavy (aiding aerials for some riders, in terms of impetus and flight path), has a light 'swing-weight' for added manoeuvreability.

Above left: Dave Richards on a Trade Winds Wideply. Centre: Ian Richards on a Sims Superlight. Right: Justin Thomas flying away on a medium width Sims Taperkick.

By Lorne Edwards and Micky Wisternoff

Competition between manufacturers to win the favour (and money) of you – the skater – has never been so fierce. As the trend towards wider decks and trucks establishes itself, the emphasis on the weight/size ratio becomes even more important. It's in this area that most manufacturers are concentrating their energies.

As far as trucks are concerned the direction seems to be towards magnesium and its alloys. . . many top truck-makers are currently adding such models to their collections. Magnesium has yet to prove itself superior in this application and only time will tell if it's to duplicate the success of the more conventional aluminium alloys.

There can be few other sports that inflict on the equipment used, the sort of stresses encountered by a skateboard. Making ultra lightweight decks is not simply a matter of using lighter materials. If a deck is to be successful, its weight/strength ratio must fall within reasonable limits. Maple and maple/glass laminates have for a long time been the stock in trade of the board makers and the experience gained of these materials has been put to good use.

Construction and bonding techniques have improved to the point where many people feel they now offer the best possible weight/strength compromises. Given that they're adequately protected (at least with a nose protector) most modern boards made from these materials should, barring accidents, have a reasonably extended life.

Other compositions used for deck construction include various 'offshoots' of the ash family. Used alone or in combination with maple, they offer reduced weight, whilst retaining a useful degree of strength. Most manufacturers employing ash use it in a cross laminate structure. In its broadest sense this means the deck is made in such a way that the grain of each layer of wood changes direction with succeeding laminates. Providing the quality on manufacture is to a high standard and the board is protected, decks made this way are not only light, they're also quite strong. Another method that's currently in vogue involves the use of synthetic fibres and maple in succeeding laminates. Significant amounts of weight can be saved using this approach and, again, with adequate protection the products should last well.

The latest developments in the weight race are the so-called foam boards. Glass wrapped foam is a well established material that's been used for some years in the surfboard and skiing industries where, combined with other materials, its weight-saving and strength properties are well proven. Unfortunately, concrete offers a considerably more rigorous environment than either snow or water and, so far, the park boards built this way just haven't shown the necessary toughness. . . aggression equals disintegration!

Research costs inevitably get passed on and are bound to influence the pricing of equipment from those manufacturers who are heavily committed to expensive development programmes. But remember, without research, progress just wouldn't happen.

As the photos page left clearly shows, not everyone needs an ultra-light to fly. . . many riders prefer the momentum factor of a heavy (maple laminate, etc) board and of course strength is bound to be important in platforms subjected to this kind of treatment. It's worth remembering that not all lightweights are made from exotic materials – in fact they're within the reach of any home constructor who's prepared to lay his own laminates.

And talking of DIY, some plywoods, alder in particular, are quite light and when laminated carefully are capable of making good deck material. If you can manage it, the inclusion of a layer or two of glass fibre will noticeably increase a board's final strength. Apart from the considerable amounts of money saved by making your own, you have the added advantage of being able to choose any profile you like.

What's been said so far is all very well. . . but we've still to consider the question, what effect on riding does weight of equipment have anyway? The answer is not as straightforward as it may at first seem.

For our purposes here, we'll discuss two kinds of weight ;firstly the normal, physical weight that everyone will be quite well aware of and, secondly, what's become known as 'swing-weight'.

Imagine you're kick-turning. It's pretty obvious that, as the pressure to turn is exerted by the back foot from a point *behind* the rear truck, the weight of *everything* in front of that truck will have a distinct effect on the amount of effort required to achieve rotation. In other words, a lot of weight up front will make the turning a good deal tougher.

There are several variables that will affect this swing-weight. Moving the rear truck forward or back will respectively either decrease or increase it ;also, the heavier the forward truck and wheel arrangement, again the greater the push needed from the back foot. Finally, the configuration of the board itself is important. A 'surf-board' style profile with its wide point around three-quarters of the way up towards the nose will tend to offer a greater swing-weight than the board whose wide point lies around half-way along. But again, the latter example will have more swing-weight than the equivalent 'wedge' which tapers towards the nose from around three-quarters of the way back (see diagram).

In general, a high swing-weight deck, per se, is A-okay for carving. No great effort should be needed to keep the beast in line and, although extra push will be required to hit good speeds and high levels, most carvers still seem to show a distinct preference towards heavy machines.

For kick-turning, though, it's a different story. The lightweight rider who's lacking somewhat in muscle power will certainly benefit from a *low* swing-weight. In fact, only those with really aggressive style, plus power to match, are able to consistently achieve the necessary body torque to control high-weight pigs in vert, kick-turning situations.

There's enough material to fill a book on, first of all deciding what your skating needs are, then tailoring equipment to fit. Here we've only really scratched the surface and it'll have to be left to a later date to follow along the subject further.

LIP TORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

Welcome, O humble mortals to this month's round-up of news, views and salacious rumblings from the nether regions of skateboarding. Remember, if you read it here, it might even be true!

By Walt Dangerfield

Above: Shane Cutts, early evening edging

FOREIGN DESK

Our unlikely European correspondent, M. Walter Perilchamp, has sent us a confirmed sighting of the Benjyboard pro team in Amsterdam. Messrs Henderson, Sinclair, Altic, Sablosky and new boy, Floater, were the demo line-up at a day-long exhibition and despite the shortcomings of the locally-made half pipe, they performed outrageously . . . much to the delight of the flatlanders. Although Holland has officially outlawed street-skating, and skateparks have yet to happen, the dykepluggers are totally stoked on the sport. The BB team left behind a legacy of powerhouse moves and the natives can now be seen practising such tricks as 'The Henderson' and 'The Sablosky'. After a heavy day's sessioning, the lads took the obligatory stroll through the red-light district, taunting the ladies of leisure with predictably outrageous repetoire. They're now safely back in their Alma Mater and wiring up new routines for further continental jaunts.

On their return, BB's resident alien, Tim Altic, had much trouble persuading Customs and Immigration at Heathrow that he was in fact sufficiently 'desirable' to be let back in again. Despite the fact that he was booked to return for a Stateside holiday the following week, he was without a work permit and in possession only of an out-of-date entry visa. His own brand of Californian charm persuaded officialdom that he was an okay person and he was admitted. However, our guardians suffered a change of heart and Tim was confronted at his home a few days later and told to present himself at Heathrow for deportation. Conveniently he had left his belongings back in Bristol and he was given a day's grace to bid a (temporary) farewell to his lady and friends. We look forward to seeing a healthier and tanned version of the eight-wheeled wonder on his return. Maybe this time someone will do him the favour of arranging a work permit, 'cos hassles like these he doesn't need.

Photography by Tim Leighton Boyce

Meanwhile the ever-active John Povey has lined up more European action for the Benjyboys. With tours of Belgium in April and May and Holland in May and June, the lads will now be able to chat up their admirers in half-a-dozen languages. The BB team for '79 has been slightly re-organized. Old campaigner Kadir Güirey has earned an 'honourable discharge', but stalwarts Jeremy Henderson, John Sablosky, Marc Sinclair, and Jules Gayton still carry the flag. John and Jules are at present on a 2 month vacation in California brushing up on their technique. Marc Sinclair is to be found propping up the counter at the new Benjyboard premises at 20 FAUCONBERG RD., CHISWICK where he is presiding over their retail store. Two new faces will be seen in the BB team during the coming months. Mark 'Floater' Maunders is already well-known to visitors to the Maddog Bowl where he recently walked off with eight medals in a local contest. The team's latest signing is the hottest property in France. 15 year old Alexis Pesteur approached the BB team during one of their recent European jaunts and the result of their negotiations was that Alexis now rides for BB in Europe and has earned his own signature model deck to be marketed in France. On a recent visit to the U.K. Alexis had the onlookers at Rolling Thunder gaping at his combination cess slides/fakies/rock 'n' rolls.

The ever-active Mark Baker has also been travelling . . . this time to Sweden. Apparently the 'Mad Mark Baker' (pronounced with heavy Scandinavian accent) is all the rage over there, with te chief pork pulling full, five-star treatment. His appearances at the local discos were heavily advertised and only with great will-power was he able to repel numerous female advances (he says). Somehow he still found the energy to perform outrageous pool stunts for the native riders and, conversely, they too impressed him with their own brand of skating. The Swedes have already got wired such manoeuvres as rock 'n' rolls, inverted aerials and grinders and they're likely to prove a formidable threat to the British at any future international contests. With sauna baths and blondes proving such powerful attractions (taken separately, of course), MB thinks he might just be tempted back there some time. It's said the only low note was his concern over a native skateboarding rag which headlined on the size of his mouth!

Meanwhile, back again in the Motherland, he's apparently signed a 'professional contract' to wear exclusively, the Raz safety gear. Considered by many pundits to be the only true pro skateboarder in this country, he certainly knows which side his bread is buttered on. We'll doubtless be hearing a lot more of MB during '79 (not to mention here in this month's Lip Torque! Ed).

More on foreign moves, the Skatewave/Pacer team, plus assorted hangers-on-persons disappeared on a 'Challenge Tour' of California during the 10th to the 24th April. Even with special reductions on the airfare from British Airways, it still cost them each around £250. Chuck Stevens, President of ACS, organised the Stateside itinary and they planned to visit many of the newer parks. I reckon, though, that even with a goodly bundle of top UK competition placings to their credit, they may well be made to 'eat it' if they actually insist on challenge contests. Still, we wish Mark, Robbie, Dean, Yogi et al all the very best over there and hope they return with a huge helping of Yankee style to add to their obvious talent.

The Skateworld team from Wokingham made the same trek out to California over the Christmas period. They visited parks at Lakewood and Long Beach, plus The Big O, Carlsbad, Del Mar and the Pipeline at Uplands. They met with several famous

names at Del Mar, including Kim Cespedes, Steve Sherman and Chris Strople (inventor of the Allez-oops) who proceeded to astound the lads with three and a half feet of air from a backside aerial.

Lots of stickers and skate-natter were swapped and the boys definitely came back with plenty of hot moves. However, one park they were disappointed with was Sparks at Carlsbad. This was one of the very first facilities built in the States, but the operators have failed to keep up with the demands of the latest generation of skaters. . . the place was practically deserted when they got there. All the better American parks they got to had at least three or four bowls. . . all different, to cater for the mass of vert-hungry riders over there.

Bert Predgen, who runs the park at Wokingham, returned with plenty of ideas for the second phase of construction at Skateworld, and Skatepark Construction were sheduled to move as of now to build a full pipe, performance bowl and a cloverleaf. . . there's also a half pipe to complete. With such a stack of building experience behind them, surely we can look forward to flawless transitions and surfaces; indeed, Skateworld may well turn into one of the most visited parks of 1979.

AD LADZ

Following in the footsteps of Si Napper (Lip, last issue), several other skaters are beginning to acquire the Midas touch in the world of TV commercials. Cadbury's Cream Eggs recently aired their 'skateboarding grannies' advert, shot at the Skateworld park in Wokingham. John Martin (14) acted as the stunt rider for the vert sequences. Ben Davis of Hang Ten has been supplying his talents for Band Aid ads and Flash safety equipment has featured heavily in a British Safety Council film that's been going out with prime-time commercials. . . preaching the wisdom of padding-up. It's rumoured that Flash even got paid for supplying the pads, despite creaming acres of publicity.

MANIC MANOEUVRES DEPT

Shocking to hear that MMB (You know who) alleges he recently played hare to the local constabulary, over kerbs and across parks in a 100mph plus chase along the Brighton seafront. He claims that, on board his brother's Suzi 380 racer, he led the fuzz a merry chase before finally being collared. Whether you believe him or not, (and I don't think I do!) he certainly had something to answer for. . . he ended up with a £100 fine and is rumoured to be out for revenge! It's hard to check the truth behind it all, but there's one person not a million miles from Max's who seems to be going more grey by the minute.

PEEPING-TOM

Looks like the Benjyboard boys are still having to supplement the old bank balance in sometimes less than chosen circumstances. Our man peeping through the neighbourhood windows reports spotting none other than Paul Sulley (accompanied by young lady) in the act of baby sitting (you'd better believe it!). The client was reportedly 'surprised' at the rumpled state of the sofa on her return. Although it's good to see Paul developing a sound community conscience, I must implore him not to expend too much energy in side-matters that may drain his emotional reserves.

Top: Backside brilliance from John Sablosky. Middle: Well-known place. Jay Gayton – home from home at Harrow. Bottom: An example of what subversive publications can do to the youth of today.

UPS AND DOWNS

And it's good news for sleuths who have been searching for the whereabouts of London's premier skateboard emporium Hang-Ten, late of Shepherd's Bush. Bossman Mike Crawshaw, who has been concentrating on his recent elevation to marital status, is hoping to open up in the Rolling Thunder park if the neighbouring commercial concerns stop biting at each other's throats. Along with his batchelor lifestyle, Mike has also been compelled to relinguish the pleasurable sights that used to accompany his lunchtime pinta at the Wellington in Shepherd's Bush. Phil Lobatto of Max's was heard lamenting in lyrical style how much he would miss the stimulation of those torrid business meetings.

STARS ON 8-WHEELS

David Hague who recently came 2nd in a roller disco competition has been signed to promote Benjyboard Disco skates. Dave Gilmour, guitarist with Pink Floyd and his wife Ginger are currently keeping up with the trend on their matching sets of BB skates. Will even the P.F. produce a disco record?

TOUCHY TOUCHE

In reply to my recent jibe about Association judging standards (issue 17), I received the following, rather lengthy letter. . . which I make no apologies for reproducing in full (after all, it does my ego no end of good).

Dear Walt. . . Hi there, you radical dude. I bet you really rip the coping. You must be a very remarkable man, nay leader of men. From behind your desk and, no doubt, incognito trips

to your local park or competitions, you have saved the skateboard sport. With your objective and accurate, nay, inspired and gifted reports, you have solved the organisational problems of the sport.

Although I don't know who you are, I will recognise you on the day I meet you. The aura that must surround such a remarkable person as yourself will be shining like a beacon all around you. I will know you because of the mere mortals prostrating themselves at your feet and fighting to kiss the ground upon which you have deigned to walk. I will do my best to overcome my feelings of utter inadequacy and approach you. I will then touch your shoulder with my left hand at the same time as raising a current issue of *Skateboard!* magazine in my right hand. I will then shout: "You are Walt Dangerfield of *Skateboard!* magazine and I claim my free booklet on 'How to organise skateboarding in four easy lessons'." I will expect you to autograph the booklet as you are the author, and I will then slink away, happy that a mere mortal such as myself was able to converse with such as you. (Is this f'real? Ed.)

In my old age, I will be able to tell my successors and competition organisers, YES, I met Walt Dangerfield. As they look at me in awe and disbelief, I will produce my personally signed booklet and say: "You fools, you should heed the words of the skateboard prophet". Of course, by then you will no longer be of this earth. You will have gone to the great skatepark in the sky from whence you came. Master, I respectfully request that I may be permitted to say one last thing before I go. Please, immortal one, hear my words.

"An idiot doesn't improve skateboarding by flogging his guts out for his organisation. He improves it by making some other dumb idiot flog their guts out for HIS organisation". (Apologies to General Patton). This is your word, is it not?

Well Walt, we're fresh out of idiots on the Association. Want a job? It won't be very well paid, I'm afraid. Yours sincerely, JPMW (The Feds).

Well readers, I defy you all to identify the inspired writer of this extended epistle. Winners will definitely deserve a copy of my latest booklet, 'How to spot an Association official before he nicks you for not wearing your helmet'. Actually, I must endorse his opinion of me. Having worn my knee-caps and elbow-joints down to the bone in the cause of skating, I'm very pleased to receive such an accolade from a representitive of the English Skateboard Association (nay, Feds). He will without doubt be topping my list of judges for the first Intergalactic Skateboard Championships which I am presently organising. Seriously though (Sir), Ed has told me that the magazine will cover judging of contests in the next issue. We'll probably be dealing with many of the points raised in your five-page letter in that.

Tim Leighton-Boyce

Above: Henderson at play in the Harrow H-Pipe.

SKATEPLACES

There's not really enough to warrent a fullblown section this month. Firstly, Lorne Edwards reports re his Portland Park that there's mixed news. To start with, the cold winds of winter have successfully clogged-up the bowls with top soil. . . manual labour will be needed to sort things out prior to any re-opening. There's also plenty of discussion going on with the local council regarding payment of rates. . . the park's future may be somewhat in the balance.

● Better news from the same area, apparently Weymouth Council have earmarked £7,500 to be sent on skateboarding facilities in the local Youth Activities Centre – let's hope it's money well spent.

● We hear from the Great Outdoors People in London that their work load has perked up a little, due in part to an impending Radical Banking order from Glasgow Council. A sound move by the haggis-men, we say, considering the perfect transitions and surface quality they'll be buying.

● Finally, sad news that Royston Council (in Hertfordshire), reacting to what they see as a slackening of interest in the sport, have decided in their infinite wisdom to lower the sum allocated for local skateboarding facilities from £5,000 to £4,000. Come on chaps. . . you can't mean it!

● That's all for this month . . . remember, folks, keep your bolts tight, and your skating loose.

= WRENCH
= GOFER
= BROTHER B
are.... THE

RODENZ

in 'GATOR PARK INCIDENT #3

by Kavanagh.

RIPPED FROM THE HEART OF CEMENT CITY IN A FLASH OF EGYPTIAN NECROMANCY, THE RODENZ FIND THEMSELVES SOMEWHERE IN TIME AND SPACE — DUNEBOARDING UNKNOWN SANDS

AWRITE!!

NO CHARGES, NO CROWDS, NO HASSLES — THIS PLACE IS RIDICULOUS!

PA-RA-DISE

SO FAR..

ACCIDENT-PRONE LOCALS?

I AINT SEEN NOTHIN' LIKE THIS BEFORE..

JUST ONE MORE BOWL...

TOURISTS!

YEH! MAYBE THEY'RE WAITING FOR SOME SKATE-GODS TO APPEAR AND CLUE 'EM IN..

LIKE US FOR EXAMPLE

OVER THE NEXT DUNE

MO-THER!

CREEP

-NILE ROLLERDILE!!

SIX ?@!#★$?! WHEELER!!

IMPOSSIBLE!

EXIT? — WHAT EXIT??

HEAD FOR THE EXIT — WE AINT COVERED FOR MUTANTS

DOWN THERE

DONT PANIC — IT'LL NEVER MAKE IT TO THE TOP

...YA GOT ANY MORE PREDICTIONS?

SPEED

..AH... IT'LL NEVER MAKE IT DOWN?...

SPLAT!

IF YOU ASK ME THAT ENCOUNTER WAS A LITTLE TOO CLOSE

IM KNACKERED!

CLUNK

'ALLO! — OPENING TIME

HERE WE GO AGAIN..

MYSTERIOUS AINT THE WORD FOR THESE EGYPTIANS

SLAM

LOCKED IN!

JEEZ, IT'S DARK

HEY WRENCH, GET YOUR LIGHT ON

SORRY GOFER — NO JUICE...

?#@&!

LEZ GET WALKING THIS PASSAGE MUST GO SOMEWHERE..

WHEN!

'ERE! SOMETHIN' SMELLS FAMILIAR!

..SOUNDS FAMILIAR!

-YA KNOW WE MUSTA DONE SOME-BODY A FAVOUR ICING THAT BEAST...

YEH - WHO'DA GUESSED THE BIG PRIZE WAS A LIFETIME OF SENSORY DEPRIVATION

I'D KNOW THAT SHAPE ANYWHERE!

12 EGGS an' CHIPS

BEANS

TOAST

HOW LONG WE BEEN GOING?

DAYS?

YEARS

I DUNNO..

MOAN

GRIPE

LATEST!

DOOM

AMAZIN'!

home SWEET home

RISIS RUEN HOWS

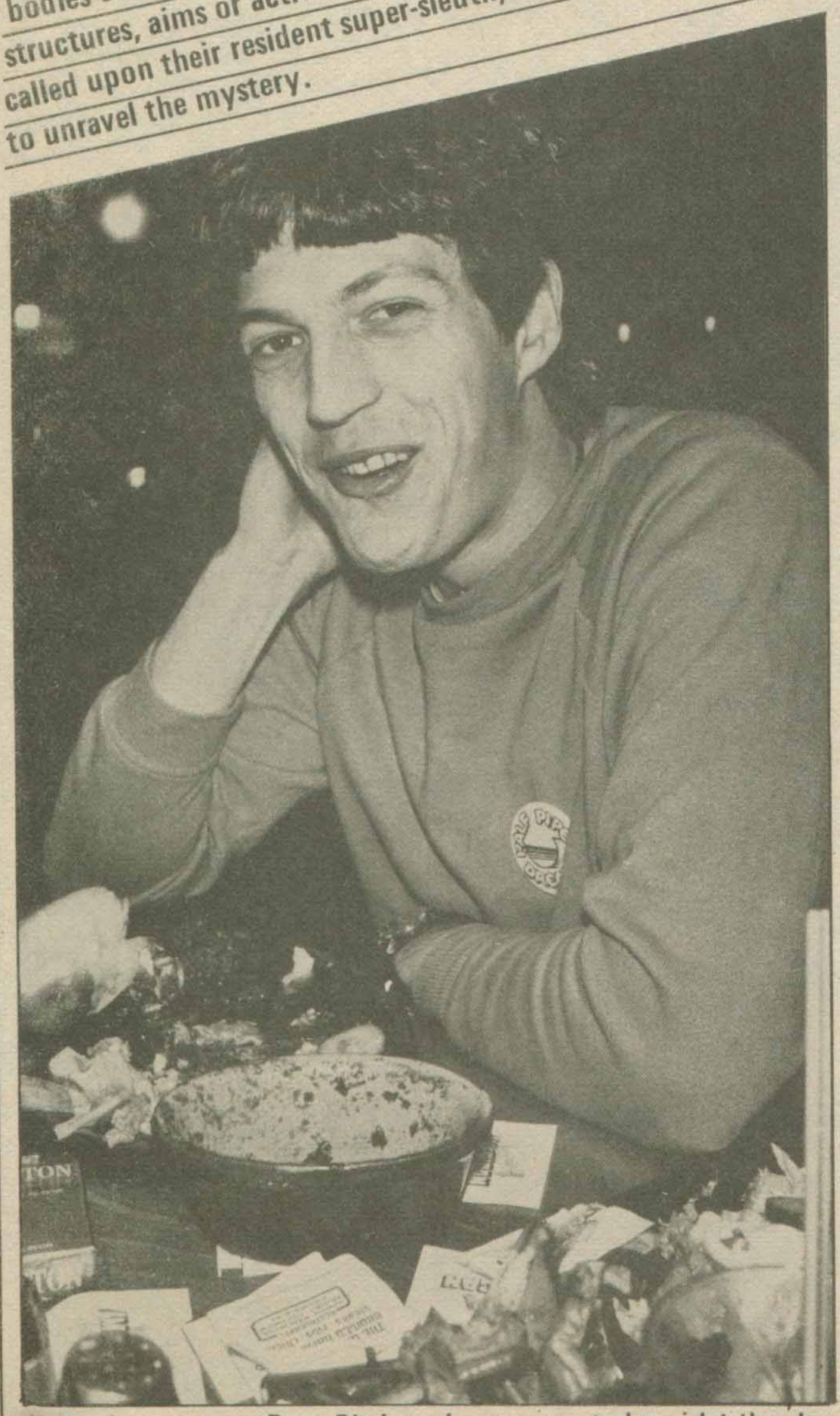
HOME TOYS

FIN

THE STATE OF THE ASSOCIATIONS

PETE CHRISTOPHERSON LOOKS AT SKATEBOARD

There are very few sports practised in Britain today that operate entirely outside of a national organising body. These organisations generally fulfil the role of a policy-dictating organ. They represent the interests of the sport's participants at national level and are mainly composed of senior representatives who have retired from active service and/or dedicated committee-mongers who prefer to legislate rather than participate. Skateboarding is unfortunately too young to include any of the former. Almost everyone connected with the sport is aware that such bodies exist. . . very few seem clued up as to their structures, aims or activities. Skateboard! called upon their resident super-sleuth, Pete Christopherson, to unravel the mystery.



Ian Dobbie

Galloping gormet, Pete Christopherson, seated amidst the debris of another evening's nutritional action.

The history of 'The Skateboard Association' (as it was originally known), though not a long one, is certainly confused. The initial invasion of the wheeled wonder from the States took place with such ferocity, there was little chance of a national body finding its feet before being swept away with the tide. In the early days (and this was only the winter of '77), the role was played out in an office of the Sports Council HQ in London, under the management of Ed Holt. Barry Walsh of the Safety Council was also a key figure.

The Sports Council is a Government agency dedicated to the support of amateur sport in the UK. As such it receives a slice of the taxpayer's money to apportion out to the national organising bodies of all amateur sport. However, It's never their function to actually control and it was clear that the initial phase of the Skateboard Association would have to give way to a body of more actively involved workers.

Early in '78, the chairman of the Association was Miles Sweeney and, partly, his role was to liase with the Sports Council on such important matters as the raising of funds. In those heady days there was an enormous influx of people concerned with establishing skateboarding as a sport. Unfortunately, the support there was tended to be fragmented all around the country. With so many people involved, the channels of communication failed to function and before long Sweeney was ousted by another faction.

Still member clubs were not getting the information they needed and, in many cases, were not even aware of what the Association could or would provide for them; also, the Sports Council became reluctant to get further involved with this hydra-headed monster. During mid to late '78 the Association (English by this time) came under Liverpool's George Ruddock and it was this period that provided the most tangled evidence of inefficiency. A body called the Skateboard Foundation came into being, brought about by a group of people who had been involved with the convolutions of the Association and who wanted to provide a clearer example of the road to take.

Under the direction of Arthur Howard, and funded by such commercial sponsers as Morris Vulcan and Skateopia, it put forward schemes for teaching the basics of safe skateboarding, organised a national series of heats that culminated in September's Knebworth event and, in general, tried to clear the field of the people who had professed good intentions, but who had then failed to fulfil their promises.

Meanwhile, north of the border in Scotland, a good deal more efficient body of people evolved themselves into the Scottish Skateboard Association, and although, admittedly, they had a smaller job on their hands (within the lesser confines of Scotland), they sought to work slowly and steadily towards more practical aims, instead of jumping in with both eyes shut. There was also a distinct impression of less talk, more action.

At their instigation, and with the backing of the Scottish Sports Council, the United Kingdom Skateboard Federation was finally set-up in December 1978. Without in any way replacing the component UK associations (now England, N. Ireland, Scotland and Wales), its primary function is to offer a united front for its members; two people from each national organisation represent their country's interests. Its objects are to 'consider, advise and communicate on all items of mutual concern to the recognised national bodies in England, Wales, Northern Ireland and Scotland'. It will consider representation at international events and, where appro-

NG'S GOVERNING BODIES

Jerry Young

Happier days at Arrow. . . visiting Bobby Boyden (USA) high flipping the timber vert.

priate, select UK teams and arrange and monitor the organisation of the UK Championships on an annual basis. In addition, it's intended to act as a clearing house for national skateboard record claims.

Certainly these intentions fit in well with the aims of all national sporting bodies; it does, however, presume that the national bodies themselves are established, efficient and effective. With Scottish affairs already well reported on these pages, *Skateboard!* took the opportunity of attending the annual general meeting of the English Skateboard Association (ESAss) to see how well things were progressing.

The construction of the ESAss is built around club and skatepark level, with England, for administrative purposes, having been divided into nine regions. Each region has a committee made up of volunteer members of club and park administrators. Though in the main it's adults that run the clubs, there's nothing to prevent a keen youngster who's concerned about the sport from getting involved.

The committees are termed 'regional committees' and each supplies one elected member to serve on the 'executive committee' of the ESAss. Their job is to dictate policy and to arrange for the finance that keeps the whole thing operative. In this case, much of the funding comes from the Sports Council, to the tune of 75% of their monetary requirements. The other 25% they have to find themselves. . . and that's why all clubs must donate a small part of their member's subscriptions to the ESAss. In the past, the collecting of monies has been carried out very inefficiently, with the result that the ESAss has barely been able to operate. Not surprisingly, the Sports Council began to show an increasing reluctance to continue pouring money into an organisation unable to get its own house in order.

Obviously, in a country the size of England, it's practically a fulltime job for someone to gather in club subscriptions, to send out all necessary information, to write and answer letters and to help put essential aims into practice. Recently, though, the ESAss has had a much more efficient secretary in the shape of Margaret Howard. Her work is partly paid for out of ESAss funds and at last the many wheels of the organisation show signs of starting to creak into action.

At the annual general meeting on January 27th, it was decided that the Skateboard Foundation had adequately proved that such an organisation could put its aims into operation. Arthur Howard (also Chairman of the Thamesdown and District Skateboard Club) disbanded the Foundation and took on the post of ESAss Chairman. John Williams (Chairman of the South Coast Skateboard Association and man of many letters) continues as Vice-Chairman, Margaret Howard (wife of Aurthur) becomes Secretary and the other members of the executive council are drawn, of course, from the various regional committees.

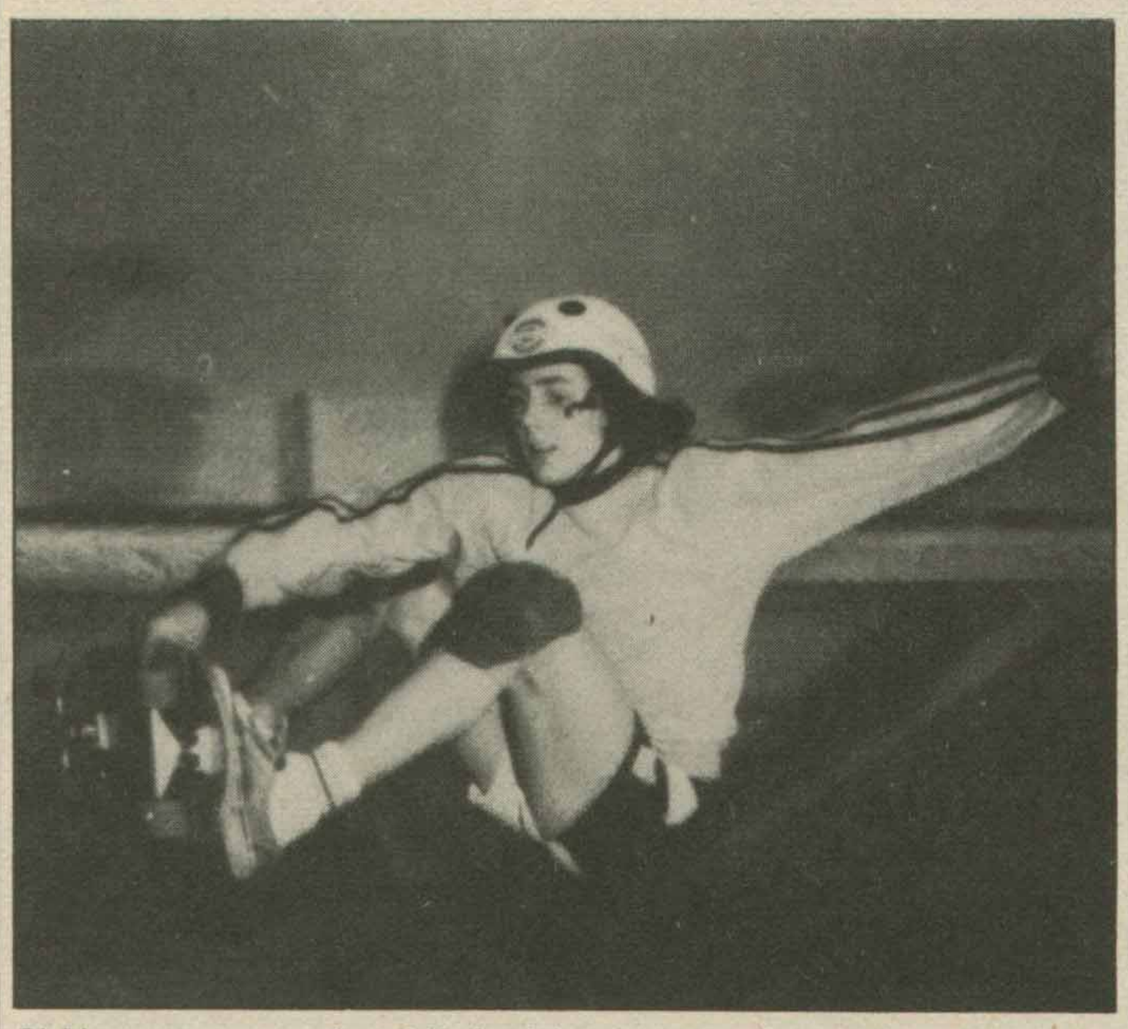
It's clear that any national body is only as effective as its members and in this case, they come largely from the clubs. Although many skaters prefer to operate outside of any kind of structure or authority, there are many thousands who treat the sport as they would any other established pastime and enjoy practising and competing in a club atmosphere. An 'umbrella' organisation such

Continued on page 42

NORTHERN SCENES

RAD SKATERS MAXIMISE, DESPITE PARK CLOSURES

No one can doubt that the UK skating scene has nose-dived more than somewhat since the glory/rip-off days of '77. And among the hardest hit areas in the country have been the midlands and the north of England. The majority of skaters there have long suffered a distinct lack of publicity, certainly considering their now outstanding riding abilities (mirrored in recent competition results). In particular, re-check the Windsor tables and compare, for instance, the performance of Eggy Edwards in the half pipe with the Benjy, Trade Winds and Pig City brigades. In another attempt to redress the balance, Rocky Brann (along with Si Napper and Simon Mayle) revisited a 're-opened for the day' Arrow Skatepark at Wolverhampton to record some action and draw-in feedback.



Si Napper, super-shreddin' with recaptured youth at Arrow, Wolverhapton. Page right, above: Jeremy Green of the Sportsco team, grinding the ply of the Arrow half pipe. Below: Contact fusion... Eggy Edwards taking in the same location.

The day itself wasn't without its surprises. One effect of low press exposure has been the unhappy build-up of 'us versus them' attitudes that smack of more than just friendly rivalry. Tony Hogan, owner of Scarborough's Pure Fun Skatepark sums it up when he says: "One of the things that really got me down last year was the bad vibes. Like, you'd get a bunch of kids come down from the north, or up from the south — or maybe just from twenty miles away — and there'd be aggro. It's a shame there's been such bad feeling between localities".

At Arrow we met up with skaters, Les Harvey (manager of the Sportsco team and father of one of Britain's hottest young properties, Chris Harvey) and Pam Edwards, who's offspring, Eggy, is similarly inclined towards shredding vertical terrain. In fact, both Les and Pam have been largely responsible for keeping their kids on top by getting them the best equipment, driving them around week in and week out to the better parks and generally encouraging them towards more and more radical skating.

It's not been easy for either of them. A spate of closures that's included the Arrow park itself has made the search longer and even more difficult. Arrow, too, is where many a northern newcomer learnt his craft, so it's not surprising that the order to shut-up shop was met with a barrage of petitions from parents and boarders alike. There's now a chance that the local council may step in to help.

To begin with, we have to record our gratitude to Pam Edwards for arranging the one day re-opening of Arrow . . . a pity the period couldn't have been extended. Considering their lack of proper practise, the local riders astounded us with some fine skating. Hottest there looked to be Phil Ashley, Chris Harvey, Bren Taylor, Jeremy Green and Derek Francis. They were tearing up the downstairs half pipe (potholes and all) with grinds, bionic airbornes (frontside and backside), extreme hand-down blocks, micro-edgers, cess slides, rock walks and rock 'n' rolls — all executed with impeccable style and technique. As Eggy put it: "It doesn't matter where you come from, you can still be hot".

Most of the skaters are tied to Les Harvey's Sportsco team. . . thought by many to be the number one outfit in the midlands and north. Les keeps his riders supplied with the best gear and makes sure they keep entering competitions. One really healthy sign is that they show less of the primadonna characteristics so common to London skaters; they just get on with winning.

Disappointment of the day, so far as the Arrow visit was concerned, was the suspect attitude of many of the skaters. They seemed to feel an overwhelming urge to prove themselves all the time, as though we'd thrown down some sort of challenge. Few of them looked like they were shredding for the pure enjoyment of it. . . more to satisfy their egos and competitiveness. Possibly the problem stems from a general lack of press exposure, still it was unfortunate that Si Napper found his every move under constant scrutiny and criticism.

It was sad to see little cliques of skaters all assuring each other that 'THEY could do better than THAT'. Simon hadn't come to do a demo. . . simply a mellow skate/picture session. And what made the rudeness worse was that none of the whisperers had the timerity to say what they were thinking to his face. It was a big blot on an otherwise pleasant visit.

Taking the area as a whole, it's good to be able to announce something of a reversal in the sport's fortunes. Already kids have been skating the streets again and were there more facilities around, interest would probably be even greater. The only operational, indoor park of any major consequence would seem to be Roxy Skate in Doncaster. Riders from as far away as Scarborough continue to make the long distance trek to put in a few precious hours skating each week and to re-establish contact with other skaters. In the winter, they've little choice of venue.

Come the better weather, however, and places like Pure Fun in Scarborough re-open their gates. Comments Tony Hogan: "It gets pretty busy in the summer. The park's not perfect. . . I know it and everyone knows it. But it's still a damn good place with a nice pool, and the kids keep coming. I'll be interested to see how well our boys have progressed over the winter."

So who else should get a name check? According to Tony again, we've missed one vital artist. "Steve Gratton is number one in the north, there's no two ways about it. Certainly from Sheffield on up, he leaves everyone else standing. There's a feeling that he and Stefan Harkon were more or less on a par before he went to the States. The experience he got over there has made all the difference. Not only that, he's nice with it and he teaches other kids."

Other than that, there's Dave Gadd, a laid-back 23 year old with a distinct preference for pools. . . he's often to be seen with Steve Gratton at Roxy Skate. Then there's Kevin Sursleet — a sort of Scarborough's answer to Mark Baker. His rep is for total craziness, insane aerials and a 200 decibel mouth. . . sounds interesting!

Despite being a park owner, Tony Hogan is deligh-

Photography Jerry Young

Photography by Jerry Young

ted to see at least a token return to street riding. "It's back to the freedom of skating, that nice atmosphere that was there initially. Before all the hassels, before all the rip-offs, people skated the streets because it was a good thing to do. Now the kids are getting back into it again".

The attitude of northern councils seems as mixed as over the rest of the country; most times, pleas and petitions fall on deliberately deaf ears. Pure Fun, however, exists partly because of a change in that attitude. . . comments Tony: "Scar-

borough Council have been very good to us, in terms of not demanding rent, and so on. They're trying to assist us in keeping the park open in difficult circumstances. I get on well with them and I think if other towns had councils who were as willing to co-operate, then we might have more parks".

Photography by Jerry Young

Opposite page, main picture: Bren Taylor, cooking in the small bowl. Inset: Micro-edge precision from Derek Francis. Above: Bionic air courtesy of Bren Taylor. Below: Jeremy Green choosing to release above the half pipe.

Facility and organisation-wise, the north and midlands are a good deal worse off than the south. A body in a position to do something about the sorry situation is, of course, the English Skateboard Association. We asked their newly elected chairman, Arthur Howard, for his views:

"We've got the same plans there as we have for other regions. What I intend to do is get up there to chair a meeting and to try and get the message across. We'll also be able to establish working parties for those areas so that we've got people who know what they're doing, know what the cause is and who can get on and do the job. In fact, anyone reading this who might be interested in helping, I'd be delighted to talk to them on the phone, as soon as possible." (0793 44344-8)

Northern riders are having to overcome near insuperable odds in their bid to match the shred-level of the south. That some of them have actually made it and that others are close behind speaks volumes for their initiative and tenacity. But cutting down on local and national 'bitching' could do wonders for their cause. After all, the battle for all-round skateboarding recognition is one in which the whole country is engaged. . . in-fighting will help nobody.

Skateboard! expects to be heading north with reasonable regularity. Standby for updates on the northern stokin' scene.

Jerry Young

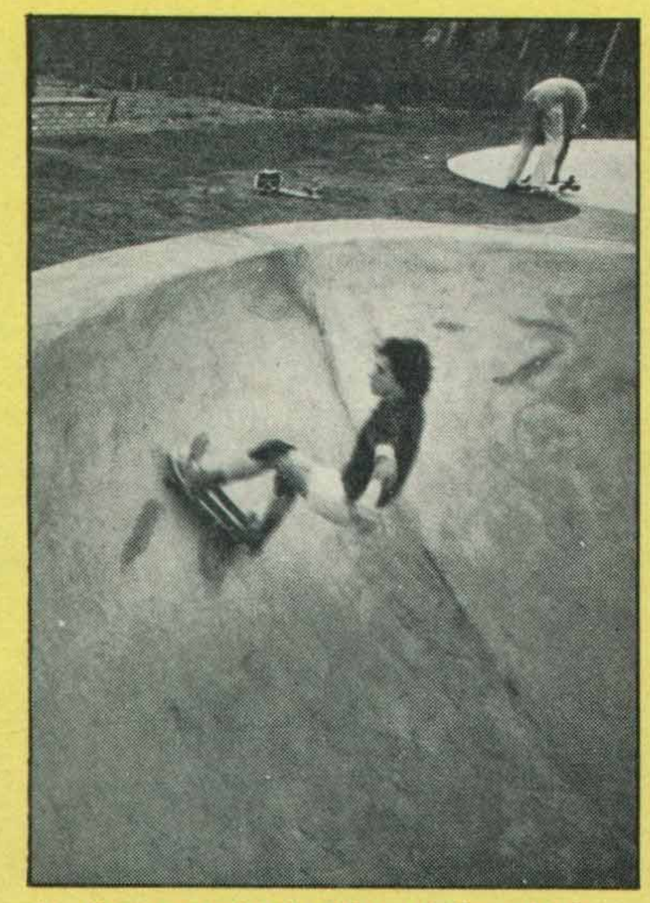
Skateboard!
EUROPE'S HOTTEST SKATEBOARD MAGAZINE

Shane Cutts' characteristic compression above the lip at Romford.

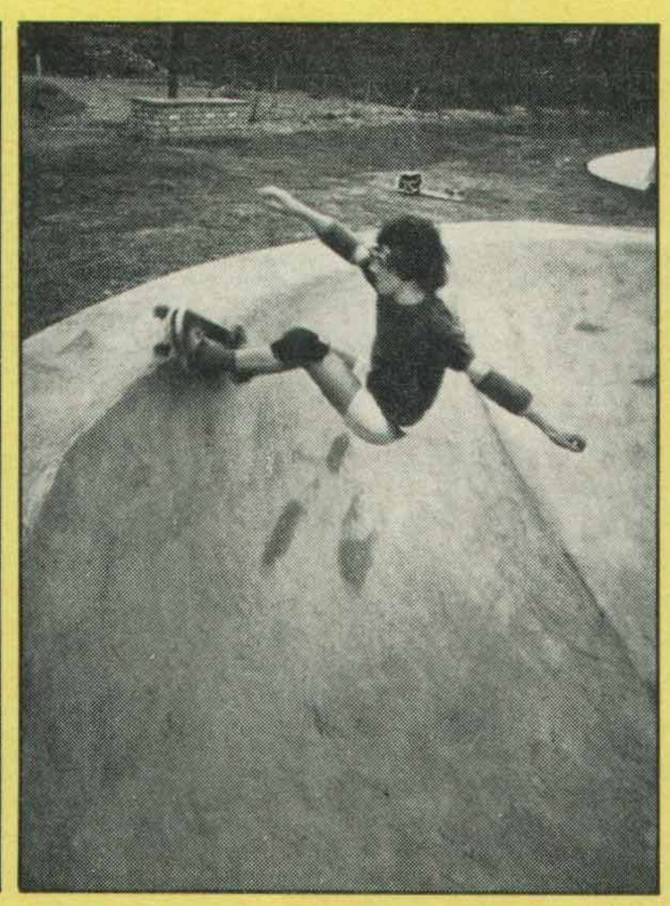
FOR-IT

THE HAND-DOWN WOOD SLIDE

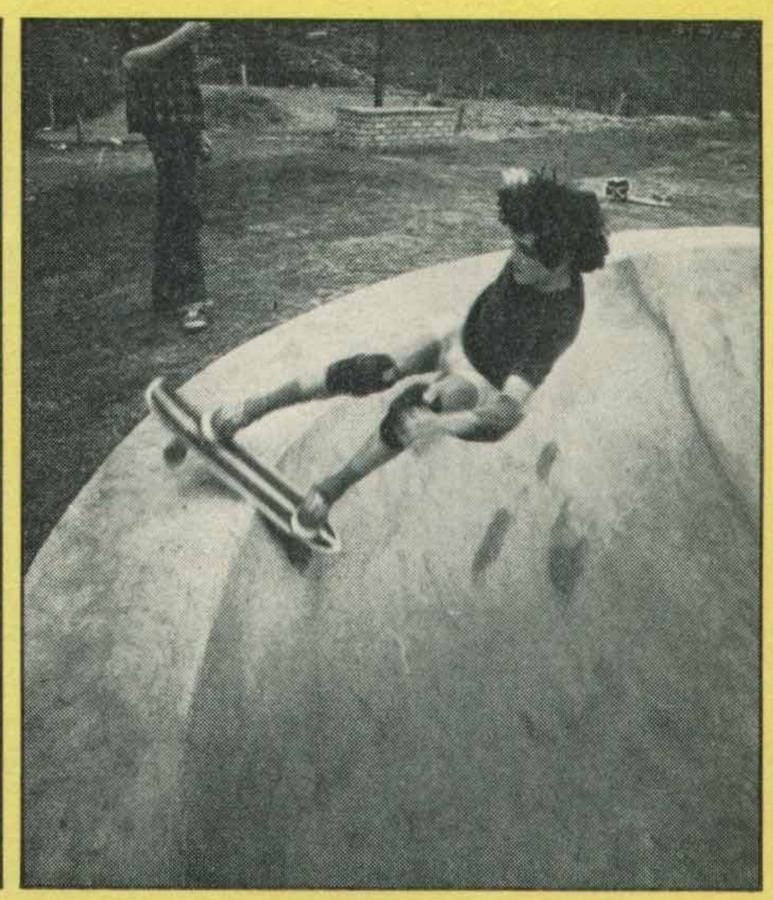
When performing this advanced manoeuvre, the main point to remember is that it's essential you remain centred over the board and the lip. It'll make all the difference between a gremmy slide and an outrageously long wood slide.



1 Approach the lip whilst sitting back on the board – wind up for the slide.



2 Kickturn until both back wheels are thrown out and you're over the lip. Push the board round with the back foot.



3 Swing round until both wheels are off the lip and you're balancing on the wood. Imagine you're taking a Ty slide.

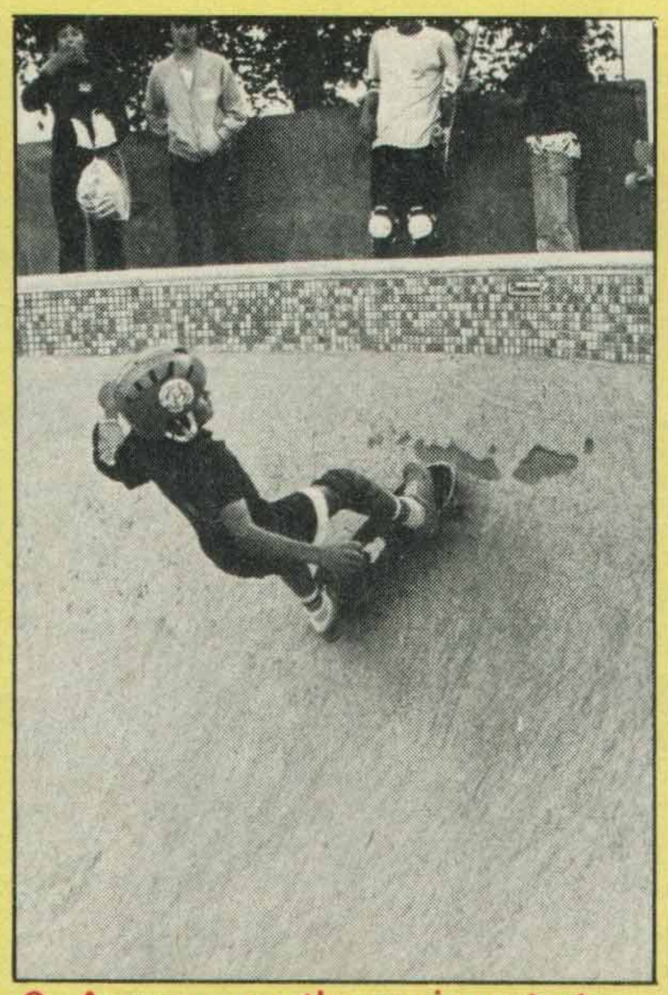
GOING

THE DOUBLE-AXLE CARVE

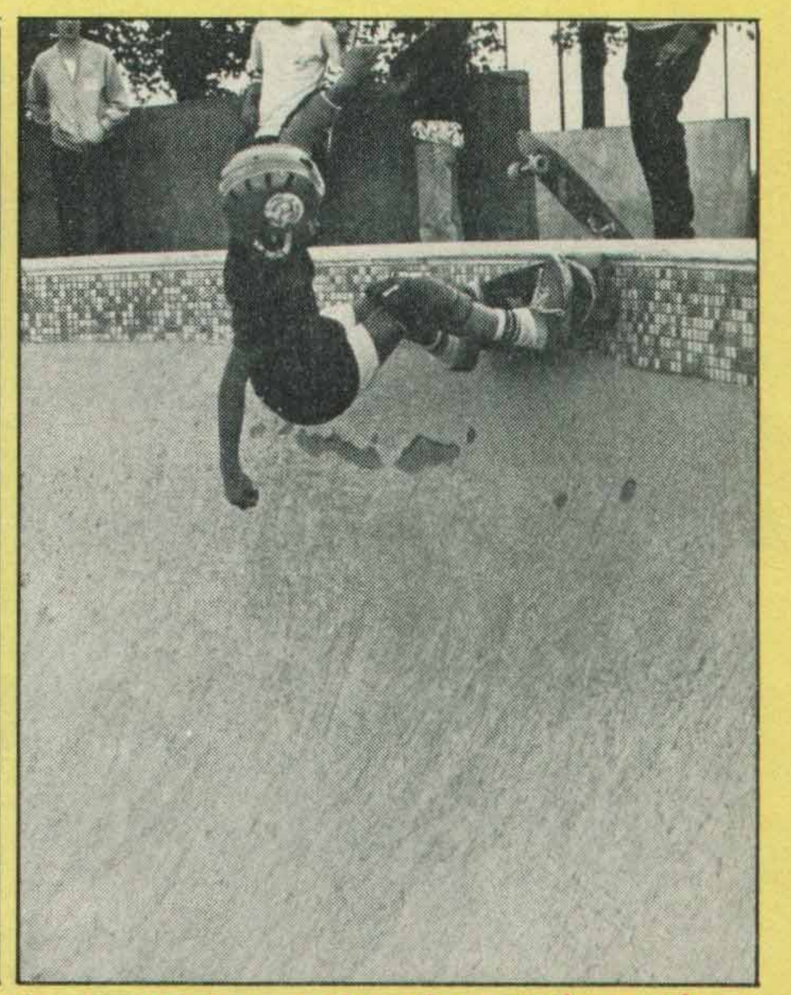
The frontside carve is much harder to perform than it looks, especially when both axles are to be ground. Not only does the skater have to be moving fast, he also must use what's known as 'body torque'. To wind up to the coping (and to wind down again), you 'torque' rather than kickturn.

In many ways, the torque action resembles a kickturn (so far as body movements are concerned) – the main difference is that a great deal more power has to be applied.

1 Approach the coping at a good speed with fairly wide stance and at a shallow angle.

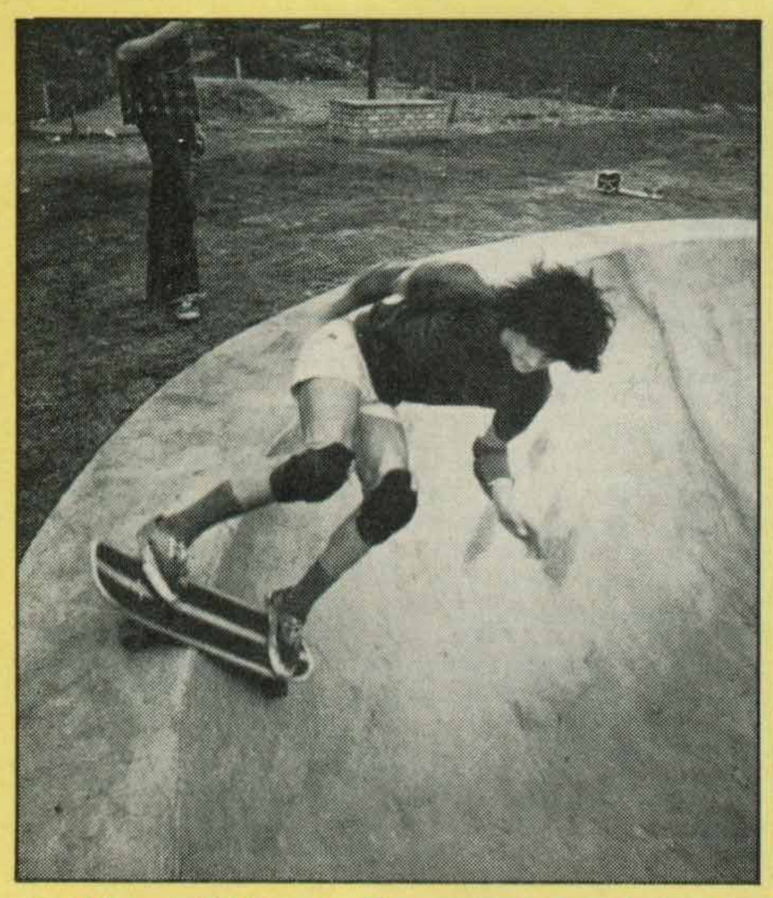


2 As you near the coping, start thinking about compression.

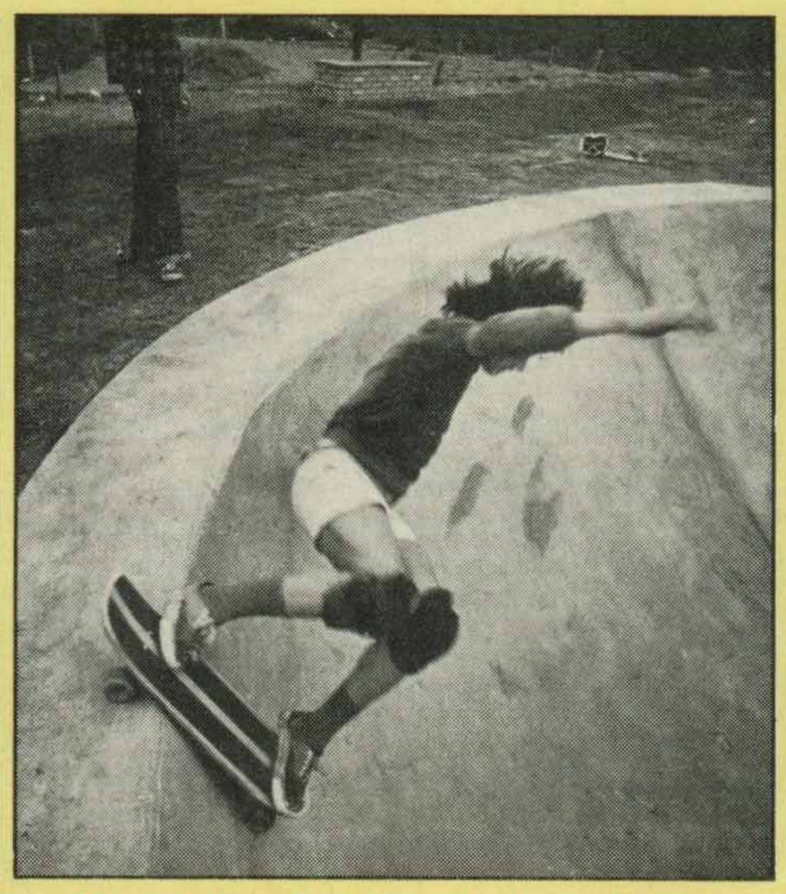


3 Carve along rather than at the coping.

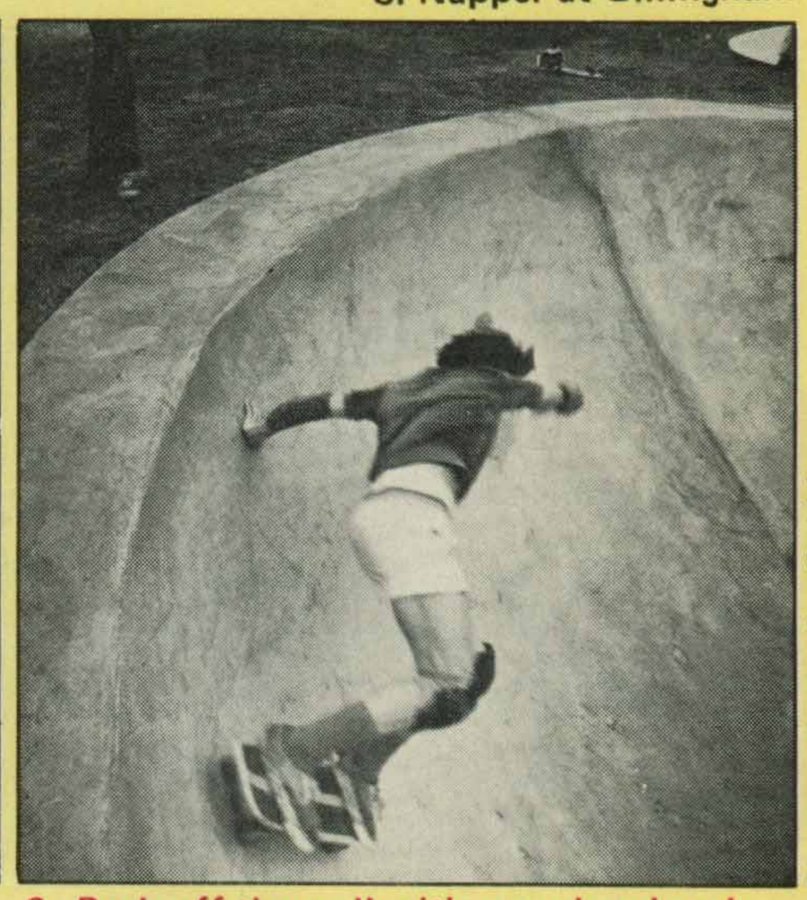
Si Napper at Gillingham



4 When sliding on the wood, the board will move a little faster than you. Just as you feel that you're about to fall over backwards, put whichever hand you like down on the lip of the wall (still keeping knees over the board) to gain a few extra feet of slide.



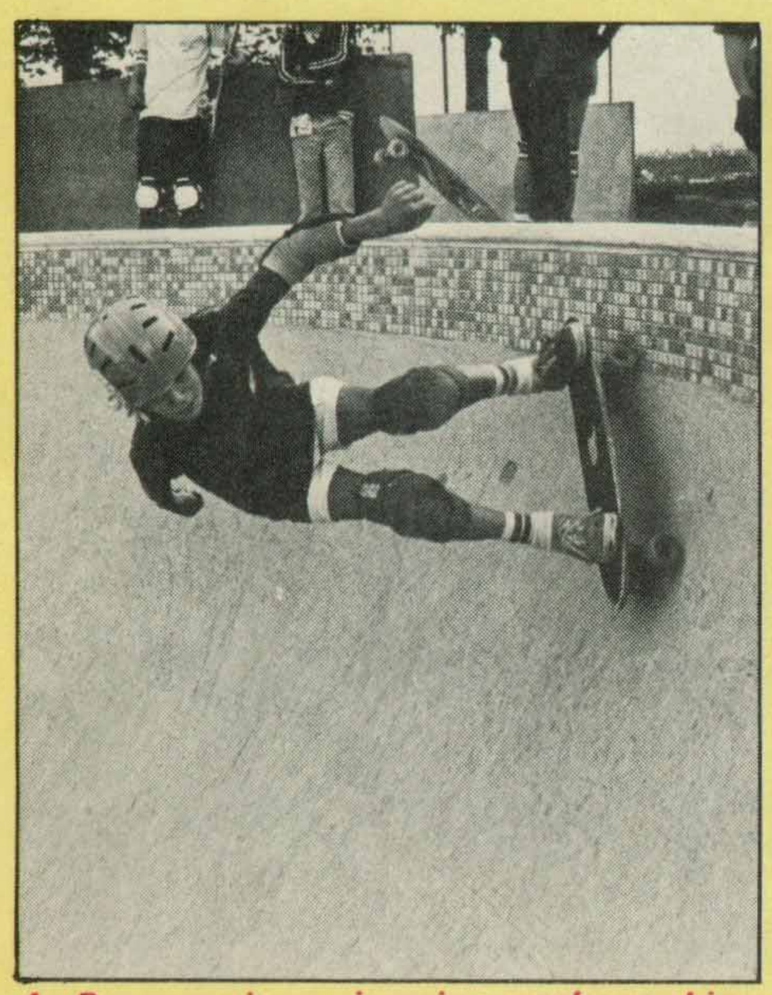
5 Re-entry. . . imagine that your feet are strapped to the board and bring it back down in the direction you want to go. If you don't, you'll roll off. . . and there's no weight on the board to turn the trucks.



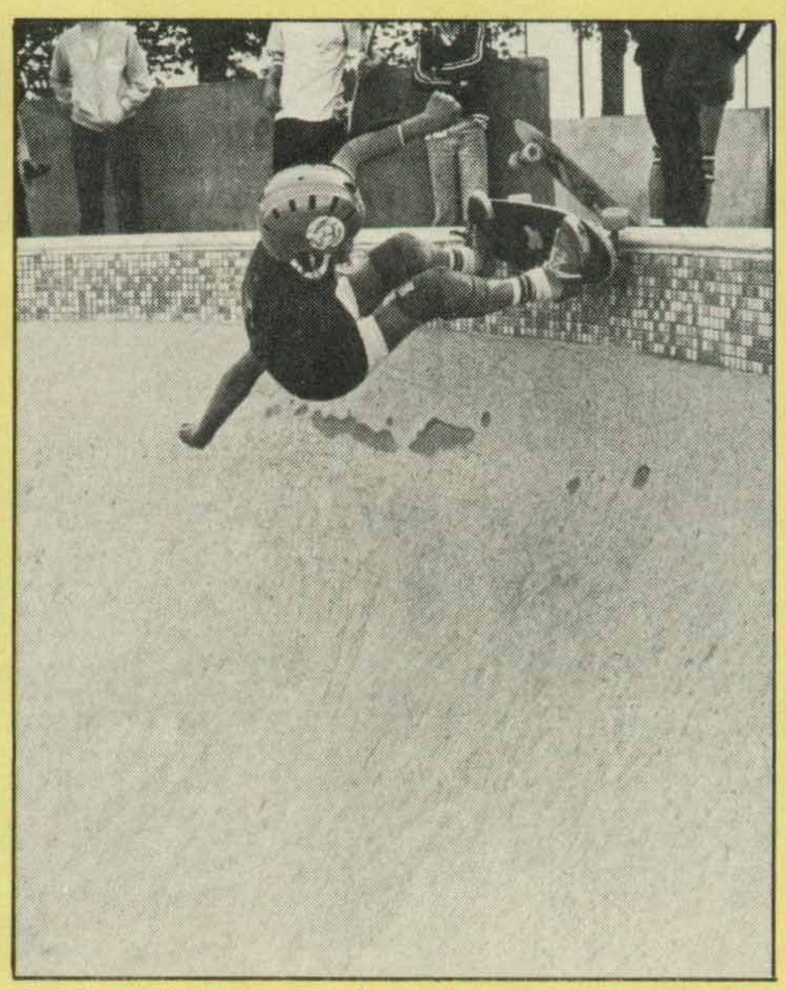
6 Push off the wall with your hand and carry on skating.

Photography by Ian Dobbie

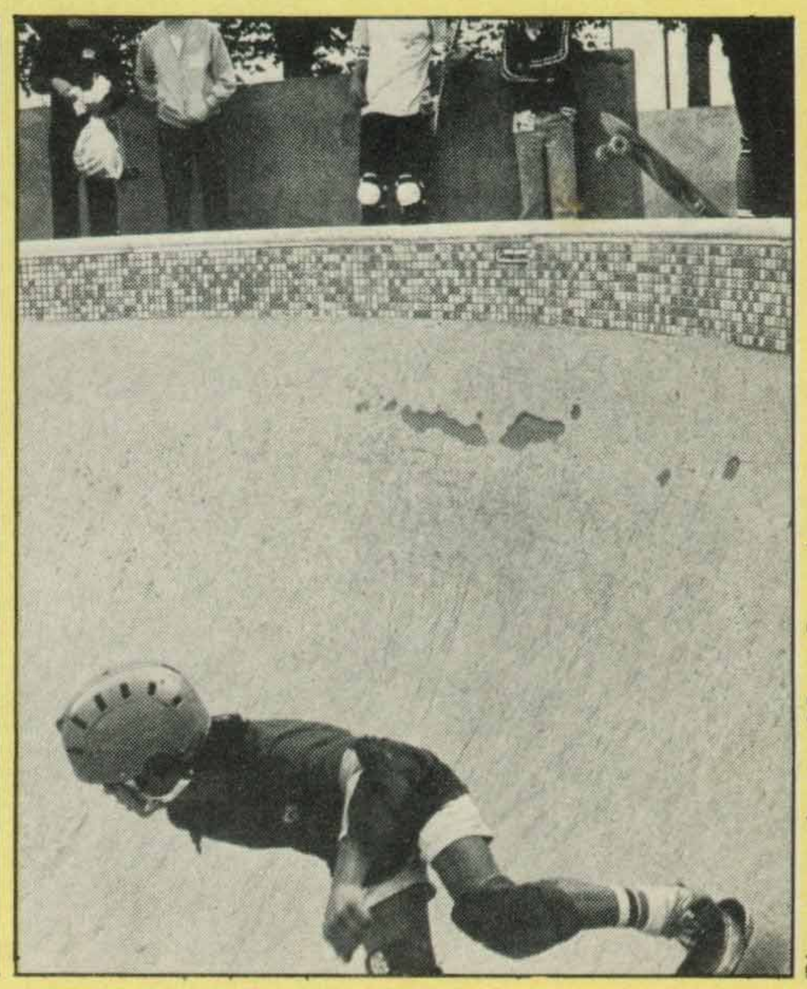
Seth Cutts at Harrow



4 Compression — imagine you're sucking the board under with your legs, to get it on to the coping.



5 As soon as you feel that you're losing the necessary impetus, extend your legs and torque round to get back off the coping.



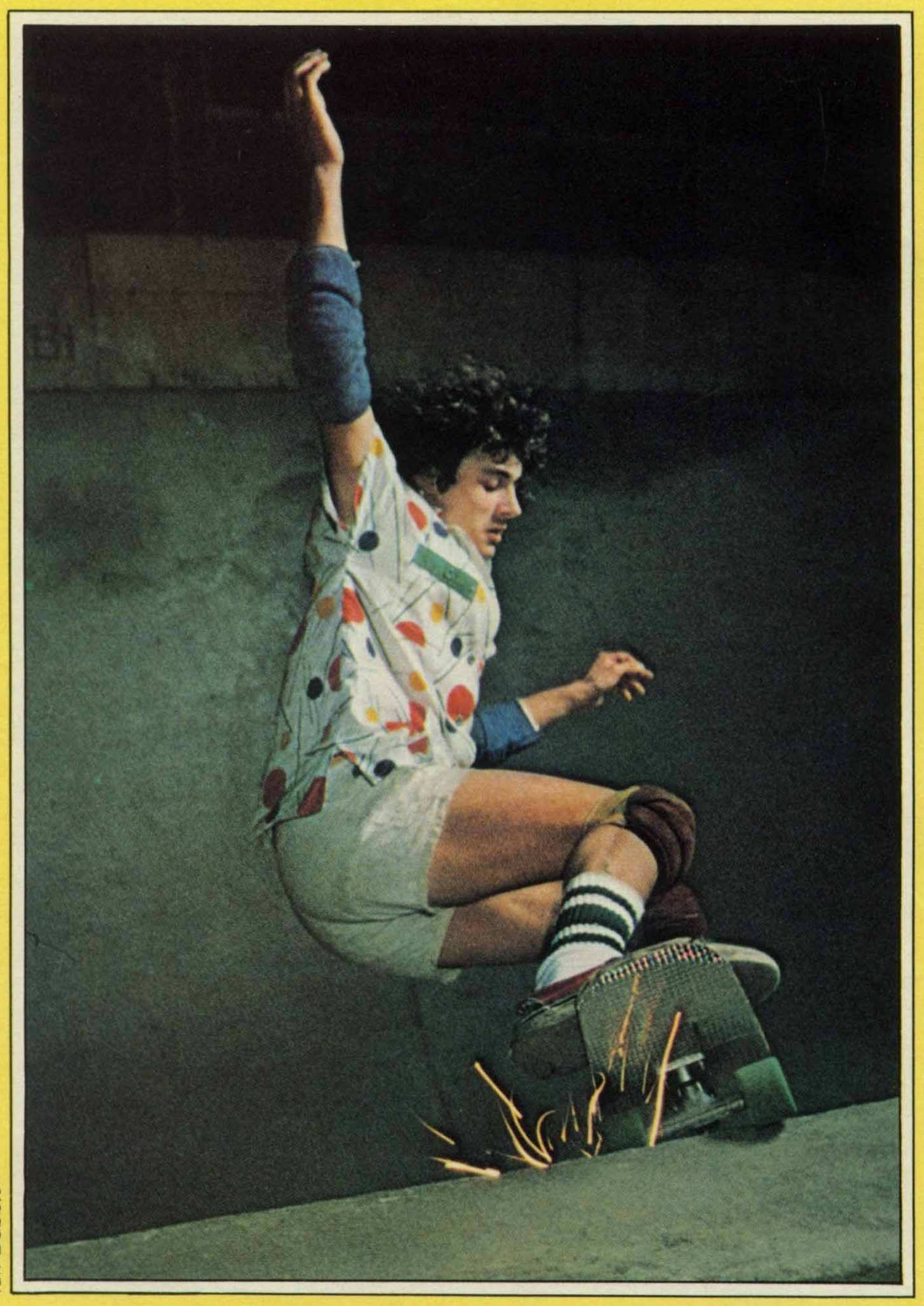
6 A successful run. . . body torque has prevented Seth from stalling on the tiles.

Photography by Marc Saunders

SI NAPPER

THE SKATEBOARD! INTERVIEW

By Desmond Marshall-English

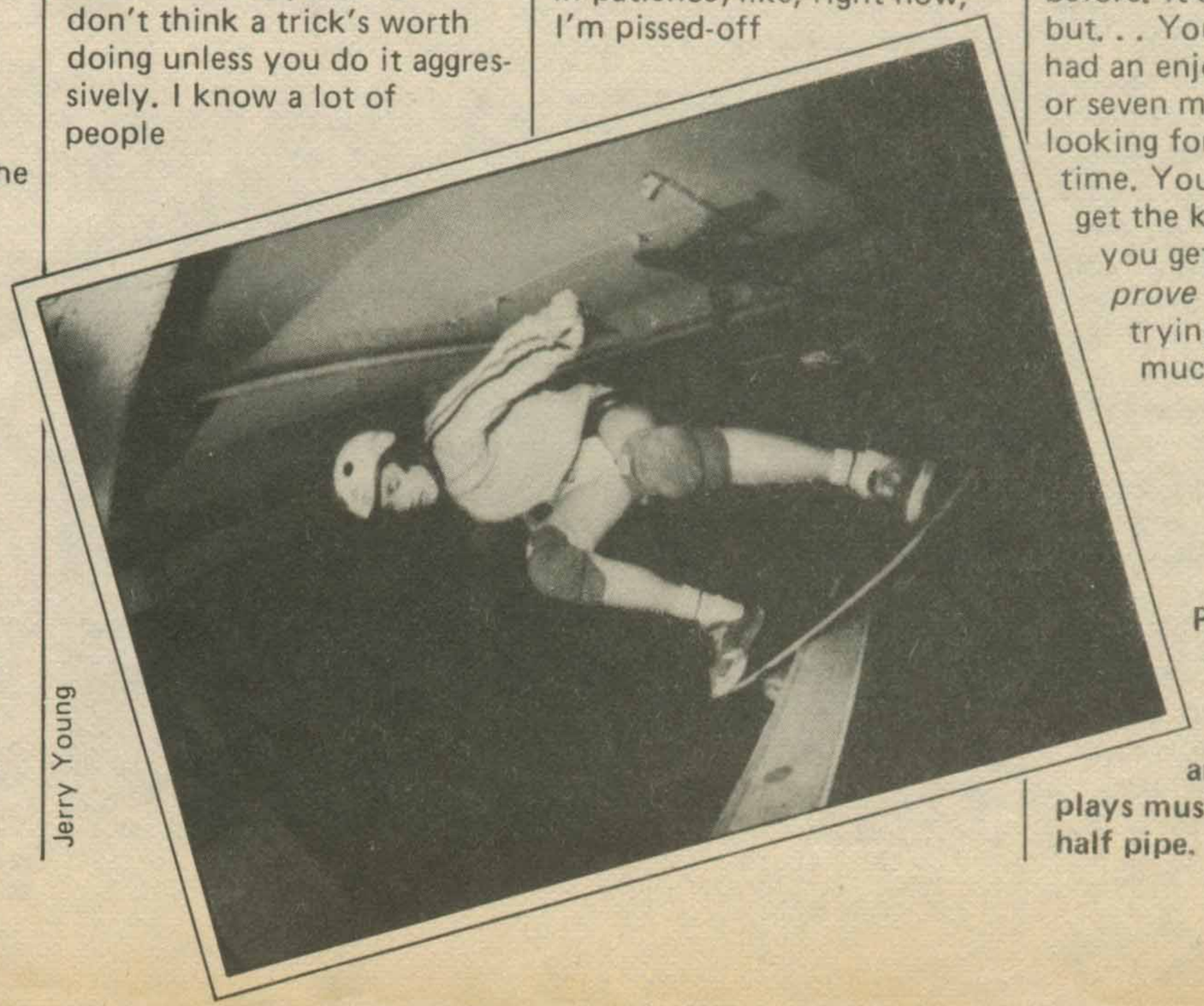


Ian Dobbie

"just imagine the wall is somebody's head and gnarl your king-pin into it about four inches!"

Right from the darkest, pre-Crystal Palace days of 1977, Si's been a unique character in the UK skate-scene. He and the sport have grown up side by side, each feeding on the excitement, visions and thrills with a maturity that's grown with experience. He's happy to believe that he's now not 'the best' (whatever that means) and therefore despairs, like the seasoned gunfighter, of forever being challenged in every tin-pot town he gets to. Perhaps then it's not surprising that this month's interview has a lot to do with attitudes. . . his own, those of other skaters, people in authority, the business world. . . all come under a perceptive eye and an occasionally lashing tongue. Tune in to some healthy realism as Skateboard! scores its second time around conversation with Si Napper.

Simon, though perhaps you're not the best skater in Britain, you have been described as the greatest. Is that a fair reputation?
There're not that many people who think I'm that great, not any more. A lot of my reputation has been built up by magazines; but I've always been professional in my approach to the media so I've been given a lot of work by TV and film companies. And part of it, I suppose, is that I've always been kind of different to everyone else. Like when I was at the South Bank, I think I used to stand out because I'd travel round the banks so much faster than other people.
At an early age you've achieved a kind of success that most people never reach, ever. Can you see it influencing your future in any way?
It's helped a lot in giving me experience and a professional attitude to things.
But would loosing the 'name' affect you at all?
What's in a name? It just means people know you. Why should it affect me? Just because people don't know you, it doesn't mean you're nobody. I've always been somebody. . . everybody's somebody! At the moment I'm washing up dishes and mopping floors in a restaurant but. . .
From the point of view of an individual, how do you react to the many cliques of skaters we see around us?
That's like the old school of skaters. . . the South Bank guys and the Meanwhile lot. The thing is, so many skaters now are just into their little cliques and don't want to contribute to the sport at all, whereas people like Meanwhile do. They go on their marches and they've got themselves together. Apart from them, I think the Brighton lot are good, but the rest are just geeks.
When you're skating you tend to be apart from the general rowdiness that goes on. . . (Si smiles)
If I'm to carry on skating, there are certain things I can't say in this interview that I'd like to. But if I say that many of the London skaters are just a bit too childish and haven't really grown up, you'll guess what I'm smiling at. Their fame's gone rather to their heads and they think too much of themselves. A lot of people aren't going to like me saying it, but that's tough.
On that point, is the rebel aspect of the sport in this country largely contrived. . . an imitation of the Dogtown scene?
Yeah, it is. You see, skating in this country doesn't say anything, right. In the States, it does. Over here, the thing's considered a little kid's sport; American skating stands out, like punk. British skaters should do something different. . . we just copy.
Copy or not, there's no doubt that you yourself attract attention. What's your reaction to people watching you when you skate?
It doesn't bother me that much, except when I'm skating badly. . . then I hate it. It just makes me skate worse and worse. But skaters never really watch each other – I mean *really* watch. Like there's only about three people I'll ever look at. That's Marc Sinclair, Jeremy Henderson and Mark Baker. . . oh yes, and Ned 'the Ted', he's really hot.
I know when you're feeling 'out of it' you tend to take yourself off to high places, roof-tops and the like. What does being 'above everything' do for you?
It's something I've never really been able to understand myself. It's just that I feel good when I'm up there. When you're looking down, everything's so much nicer because it seems so small and away from you. I just love being high up. . . the higher the better.
A different sort of high is your reputation for ultra-aggression. Would you describe your approach as aggressive?
Sure, I'm really into it. I don't think a trick's worth doing unless you do it aggressively. I know a lot of people say you should do it 'arty-farty', but, you know, when I skate I get rid of all my anxieties and all that stuff. You just imagine the wall is somebody's head or something, and you just gnarl your king-pin into it about four inches!
It gets rid of your anger?
Yeah, a lot. . . very much. It's like punching a punch-bag.
It's said by some that, after you've been in a bowl, other skaters just look tame by comparison. How would you define this apparent difference?
There are a lot who would disagree with that. But if there is a difference, it's just that I go like hell for it. That may be stupidity. . . I don't really know. I remember my first day at Skatecity. I'd never ridden vertical before, and straightaway I was going from the very back of the Black Bowl, pushing about eight times and trying to carve two wheels out on the vertical. . . absolute madness! But, eventually I got it together and became one of the best skaters there. I guess that was the height of my career.
So you're conscious of pushing yourself right from the start, rather than trying to work-up?
Sure, in fact that's why there're a lot of tricks I haven't really wired. You see, with things like tail-blocks you have to go at them gradually, and I never want to do that. So I won't go and practise that stuff in the moguls, I'll try them in the half pipes, right on the lip, and that's when I usually die. The thing is I'm lacking in patience; like, right now, I'm pissed-off with this interview. . . it's taking too long.
Oh, great!
You're welcome (laughs).
Does anything ever really frighten you?
The only time I'm ever really scared is when I'm at some park and, suddenly, everyone starts running around and I see a guy being carried in from a bowl with a completely snapped arm. I mean, some of the accidents I've seen have been really horrific and it could so easily happen to me. But I've never experienced fear while I've been skating. Sure I get scared beforehand, but not while I'm doing it. The thing is I get a rush out of being in the sort of situations where most people would be scared. So, maybe I do get scared, but I'm enjoying it. I get a big adrenalin rush. . . that's when I smile, smile inside, and I can't wait to try it again.
What does it feel like to fail?
It depresses me so much. Usually I just get mad and start throwing my board around and stupid things like that. The point is, if I have a bad day it never really gets better and that's when I'll end up hurting myself.
When you get to a skatepark, do you find it frustrating if people expect more than perhaps you want to give. Or even are able to give?
Yeah, I get *really* pissed-off when I go to parks now. I never have a good time. The thing is, I'm no longer one of the best skaters, but the kids still expect me to be. So, whenever I go to a park, I get hundreds of little grems coming over expecting me to rip the place to bits, even if I've never ridden the park before. It's understandable, but. . . You know, I haven't had an enjoyable skate in six or seven months and all I'm looking for is a mellow, fun time. You see, you don't just get the kids watching you, you get them trying to *prove* something, trying to show how much better they are.



Jerry Young

Page left: Sparkly days at Rolling Thunder. Left: Rockin' an' a rollin'. . . Si plays music on the Arrow half pipe.

Skaters shouldn't have to do that sort of thing. It's just weird when people don't have that understanding. . . they don't use their minds. They don't skate for skate's sake — they skate to be seen, and to get their pictures taken.

Let's turn to the question of style. It seems to me that you power through your turns in almost Dogtown fashion.

I don't know about Dogtown, but I'd say, yes, I do power through my turns. You see, when I make a kick-turn I take a big, long grind whereas most skaters cut straight back. I carve them. Which means you can go a whole lot faster. But I just love carving, it's my favourite thing in skating.

You come in fact from an artistic family. . . do you feel any link between that kind of creativity and your skating?

I think they're both very much the same. For about twelve generations back, all my family have been artists of some kind — actors, painters, and so on — so I think I've got it sort of bred into me. When I skate, I can see it as something stemming from that.

Are you ever conscious of the lines you create in a bowl?

No, it's all natural. I go where I feel the board should be going. . . I don't think about it consciously.

Then how do you react to the idea that a spectator can find the lines you create distinctive and possessing of both force and beauty?

I suppose it's just a matter of taste. . . like the bricks in the Tate Gallery. Some people thought they were beautiful, others that they were a load of s**t. But the beauty in skating lies in everything. . . in stance, the way you move your arms and fingers, even the way you move your toes. You look at everything and, though you might not think it, your mind sees every detail.

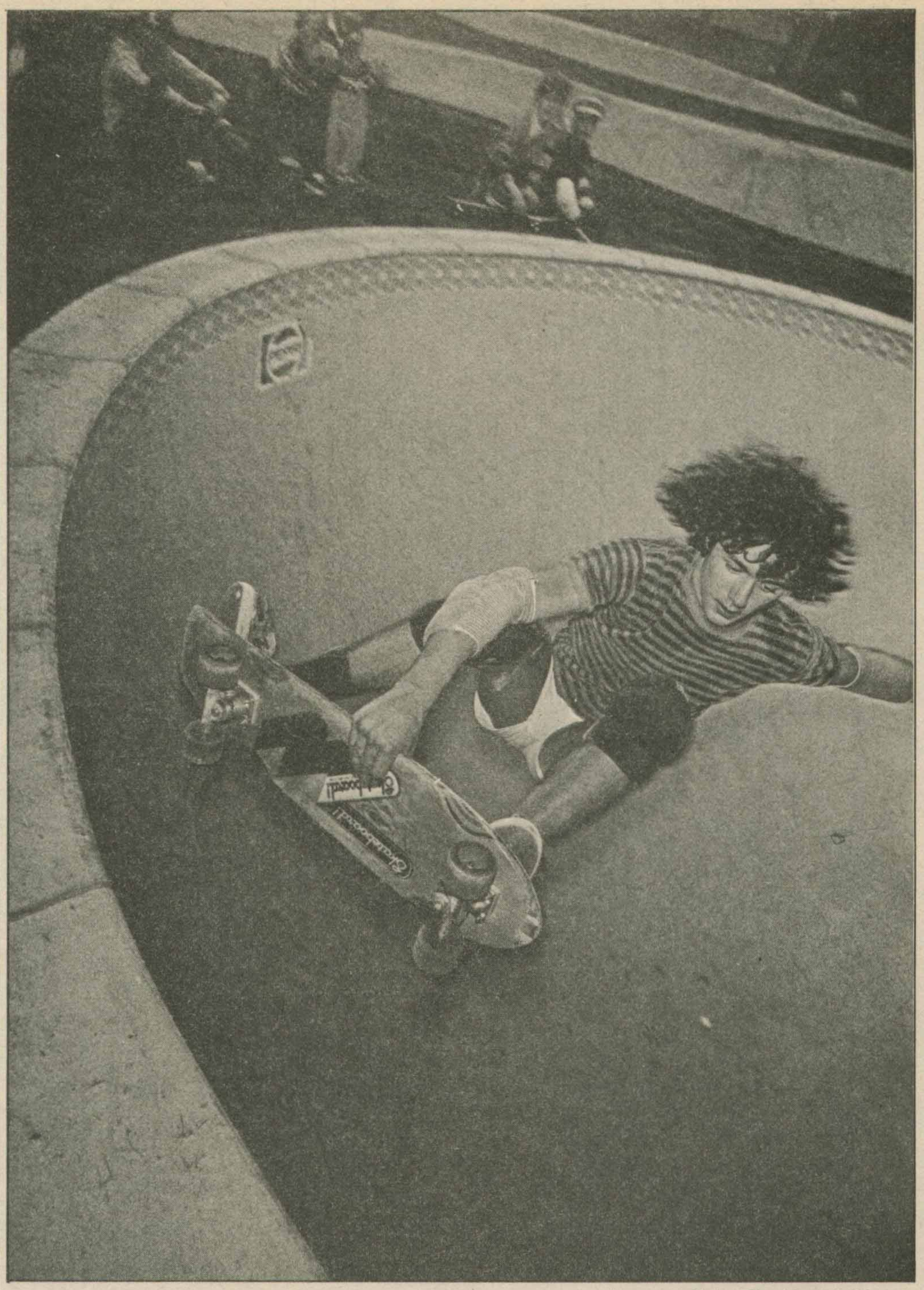
Even so, why do your lines seem so different from everybody elses?

Because when I carve, I carve very wide in big, long strokes. I go in fast, climb up and get almost to the point where I stall, and then sweep back down again. Most other people take a narrow angle and just shoot up and down at the same speed, whereas I like staying up there as long as possible. The lines a skater takes are like fingerprints. Maybe with me another difference is that I skate and let everything go. I like to let myself flow into what I'm doing — with others, it's often all contrived.

You'd say the way you skate is more important than what you can do?

That's right, and I feel it's the same about everything in life. It's the way you do something that's important. Take tricks in skating . . . I can get a rush out of just trying them even if I don't really make it.

Looking to the future. . . do you feel, as many do, that skating is dying in this country?



Pumping air. . .Above: The Gillingham pool. Below: Crazy patterns at Rolling Thunder.

Photography by Ian Dobbie

Yes, I do. . . too many people have taken from the sport and not contributed. The people who jumped on the bandwagon at the beginning came up with lousy equipment and lousy parks which I think put a lot of people off. Another thing is, in the States the sport came from surfing, and so you had a lot of people involved who weren't just kids. But, over here, it came from the kids and has always been looked on as a youngster's sport. There's been no real organisation. . .so no one's been bothered to look at the thing seriously and give it the support that other sports get.

How has this regression affected your lifestyle?

I think it's quite good actually, because since I left school all I've done is skate. My love for it has just made me skate and skate and skate. So now I've really got to get my life together. But even so, I'm uncertain about everything at the moment. I can't even say what I'll be doing next week, so there's no way I can tell you what I'm going to be feeling like in a year's time. But I've good opportunities coming my way in acting and in the production side of filming and television. Right now I want to travel and find out what the world is really like.

If that happens, is there a high-point in your skating career that you'll always be able to look back on with pleasure?

There's so many happy times I've had that it's difficult to isolate one from another. I suppose my trip to America with Bobby G was a high-point but, you know, everything in skating has given me a rush, every kick-turn I've taken has given me that.

Ending on a brighter note, it seems to me that skating is one of the purest forms of physical self-expression in that it's totally individual and allows a scope to create that exists in few other sports. Can you see it eventually becoming one of the greatest youth-sports of our urban society, if not the greatest?

Yes, I can. Like you say, skating is about the only sport in the cities where you can create your own thing, just for yourself. It can give the city-kids the danger, the excitement and the colour they need. How else can they get it, apart from fighting and breaking the law? I hate to think how I would have ended up if it hadn't been for skateboarding. Kids need that sort of thing. . . it gives them something to go for, to strive towards. It's a way of escaping the boredom of the towns. You know, you get back from school, grab your board, and go down to the nearest park and let it rip. And when you come back home, you're exhausted and feeling great. People have to learn about skating. . . they just don't understand what it is to go shooting up a high, vertical wall. And it's such a beautiful thing to watch; it's movement, like dancing.

Above: Heavy, dual abrasion (Gillingham). Below: Archive artistry. .. Napper scores the South Bank – in days of old.

SKATADATA

SKATE CHECKOUT

The Low Down On High Rollers

By Micky Wisternoff

Over the years, skateboards have evolved in several different directions, each mutation being suited to a particular aspect of the sport. The same can be said of roller skates. The sets we've tested for this month can be broken down into four basic types. . . low to mid-ankle skates based on sports shoes, leather ice-boot designs with high ankle support, a low-cut speed-shoe and, finally, a semi-rigid boot that's moulded from synthetic fibre.

SHOES AND BOOTS

The Dominion RR, the Makaha 'Jogger' and the ACS 'Off the Wall' models are all based on sports shoes. The Dominion RR (made from suede) and the Vans high-top based ACS 'Off the Wall' both offer mid-high ankle support, while the Makaha uses a low-cut shoe that offers complete ankle freedom. All three feature specially reinforced soles to ensure rigidity. The amount of ankle support required in this type of roller skate is largely a matter of personal taste. . . the concensus of opinion, however, is that these models are more suited to disco-dancing and general purpose, flatland skating; they lack the characteristics necessary for safe vert-work. All were found to be comfortable in use and much fun was had just tooling about generally and fooling around to funky music.

The Dominion 674 and the Benjy Skate employ near identical, leather, ice-skating type boots. The high cut gives good support and as well as their intended uses — dance and figure skating — they're also suitable for radical park riding.

Benjy's Fibre Boot is entirely different. Made in Italy, it's constructed from moulded synthetic fibre and features a hinged ankle section, plus substantial foam inner (in the style of some ski-boots). The foot and ankle support is total, to the extent that the skate's use would seem to be limited to the ultra-radical park skater; the security inherent in this design lends itself naturally to airborn and other more demanding vertical manoeuvres.

The only all-British product in the batch is the Beadle Speed Skate. The shoe is well constructed from leather and has a low-profile design. Although designated for speed, its slight heel, low weight and snug fit render it eminently suitable for a wide range of skating activities. The laces are extremely long and are intended to be wrapped around the near truck and underside of the shoe, thus ensuring the foot stays well and truly clamped in place.

SIZE AND FIT

No matter what style of skate you prefer, the importance of a good fit simply cannot be over-emphasised. When buying, make sure the boot or shoe of your choice fits your foot near-perfectly. . . any movement may possibly result in loss of control, not to mention blisters. The type of socks worn is also important. Cotton or wool are the best — nylon and other man-mades tend to slip and, for many people, they also promote sweating.

CHASSIS AND TRUCKING SYSTEMS

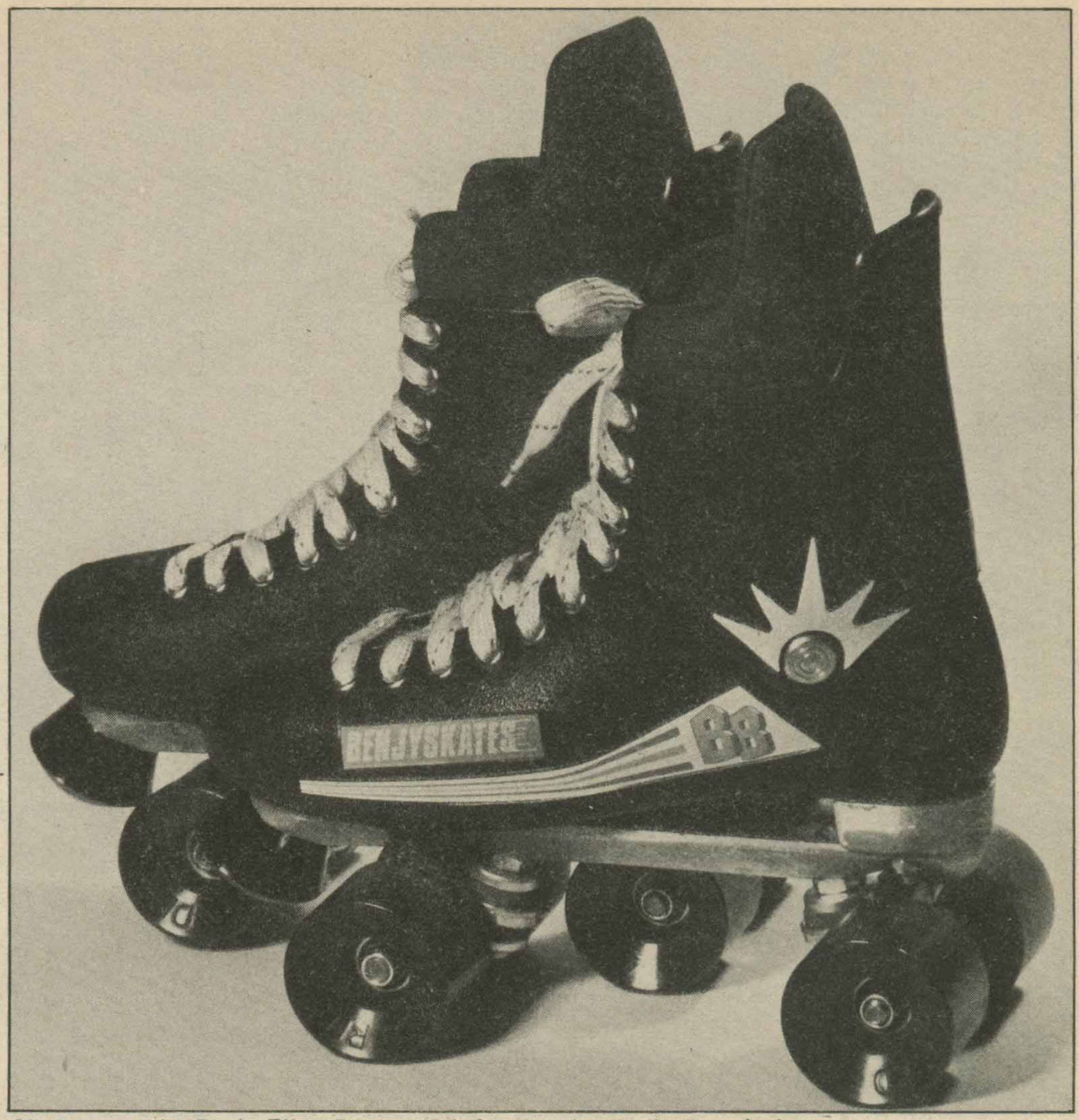
Five of the roller skates tested share similar chassis/truck configurations. The Dominion RR and 674, the Makaha 'Jogger' and both Benjy models all feature a one-piece aluminium chassis that screws or rivets to the sole of the boot or shoe. On the whole, roller skate trucks show less turning potential than their skateboard counterparts, and all five of the skates mentioned above have traditional double-action, lock-nut type trucks. As can be seen from the

Left to right: Makaha 'Jogger', Beadle Speed Skate, Dominion RR, Benjy Fibre Boot, Benjy Skate, ACS 'Off the wall' and Dominion 674.

table, however, there are considerable differences in bushing sizes and hardnesses. But that said, all were found to turn well. . . at no time during the testing could any of the models be faulted in this respect.

The ACS 'Off the Wall' skates, instead of opting for the more conventional, one-piece aluminium baseplate, have used a quite different chassis/truck assembly system. The baseplate itself is made of extremely stiff fibreglass and it rivets — and covers — the whole surface of the shoe. The trucks, which are riveted to the baseplate, are specially adapted ACS 430s that feature single nut adjustment and incorporate a toe-stop mount on the front truck. Although the turning potential of these trucks exceeds the generally accepted requirements for a roller skate, they work well and also offer the capability of a wide range of steering adjustments.

The Beadle Speed Skate is also of unusual design. The chassis itself is a one-piece, full-width dural (an especially strong aluminium alloy) plate which rivets and bolts to the sole of the shoe. The truck baseplate then rivets and screws-on to this plate



Close-up on the Benjy Fibre Boot. . . it's for the ultra radical, park skater.

MAKE & MODEL	WHEELBASE (INS/MM)	HANGER WIDTH (INS/MM)	AXLE WIDTH (INS/MM)	TRUCK HEIGHT (INS/MM)	TOE STOP HEIGHT (INS/MM)	TOE STOP ANGLE	CUSHION HARDNESS (SHORE A)	WEIGHT WITHOUT WHEELS (GRMS)	BOOT HEIGHT (INS/MM)	HEEL HEIGHT (INS/MM)	BOOT MATERIAL	SIZE TESTED	REMARKS
DOMINION RR	6½ 165	1.13/16 46	4.3/8 112	2 51	2.1/8 54	30°	80	1,270	4 102	1.5/16 33	suede	8	Available without wheels, or fitted with rink wheels or powerflex 5's. Well made, nicely finished and good fun.
DOMINION 674	6½ 165	1.13/16 46	4.3/16 107	2 51	2.1/8 54	30°	80	1,296	6¼ 158	1.5/16 33	leather	9	Same wheel choice as above and identical running gear. A sturdy and well finished boot with quick release lace hooks on the top eye positions.
MAKAHA JOGGER	7.3/8 188	2.1/8 55	4.7/8 124	2.1/8 54	2¼ 57	28°	70	1,210	2.1/8 54	1½ 38	canvas	10	Similar wheel choice to above. Fitted with good turning, Xcaliber trucks. . . well formed arch support makes for a comfortable shoe.
BEADLE SPEED SKATE	7.1/8 181	1.7/8 48	3.7/8 98	1¾ 45	15/16 24	0°	68	953	2¾ 70	9/16 14	leather	10	All English and very different. Available with variety of rink and speed wheels. . . 7mm axles. . . skateboard wheels need R.7 bearings to fit. . . toe stop too high for dancing.
BENJY SKATE	6.7/8 175	1.25/32 45	4.3/8 111	1.7/8 48	1.3/4 44	32°	80	1,158	6 152	1.3/8 35	leather	8	A well made, traditional leather rink boot. . . fitted with smooth action, Refrectolite trucks. . . quick release lace hooks on the top eye positions. . . available with a variety of wheels.
BENJY FIBRE BOOT	7½ 190	1.25/32 45	4.3/8 111	1.7/8 48	1.3/4 44	32°	80	1,442	6¼ 158	7/8 23	synthetic fibre	9	Super tough uppers with similar chassis and trucks to above. . . removable foam inner boot for comfort and added support. . . a bit hot in use.
ACS OFF THE WALL	7.5/16 186	1.7/8 47	4¼ 108	2¼ 57	2.3/16 56	36°	75	1,270	4½ 115	1¼ 32	canvas and suede	10	Comfortable and attractive shoe with padded ankle. A well thought out functional design.

Note: Wheelbase dimensions vary with shoe size.

with the help of a 5/8 inch wide strip of dural that clamps between them and braces the whole assembly. The truck hangers are made from PTFE style plastic and are of the single action type. This means that, instead of having two rubbers per truck, they have one thick one in the bottom position. A washer takes the place of the top rubber. To those of us reared on skateboards, this system at first feels rather strange. For high speed work, however, it offers an extremely positive, self-centring action.

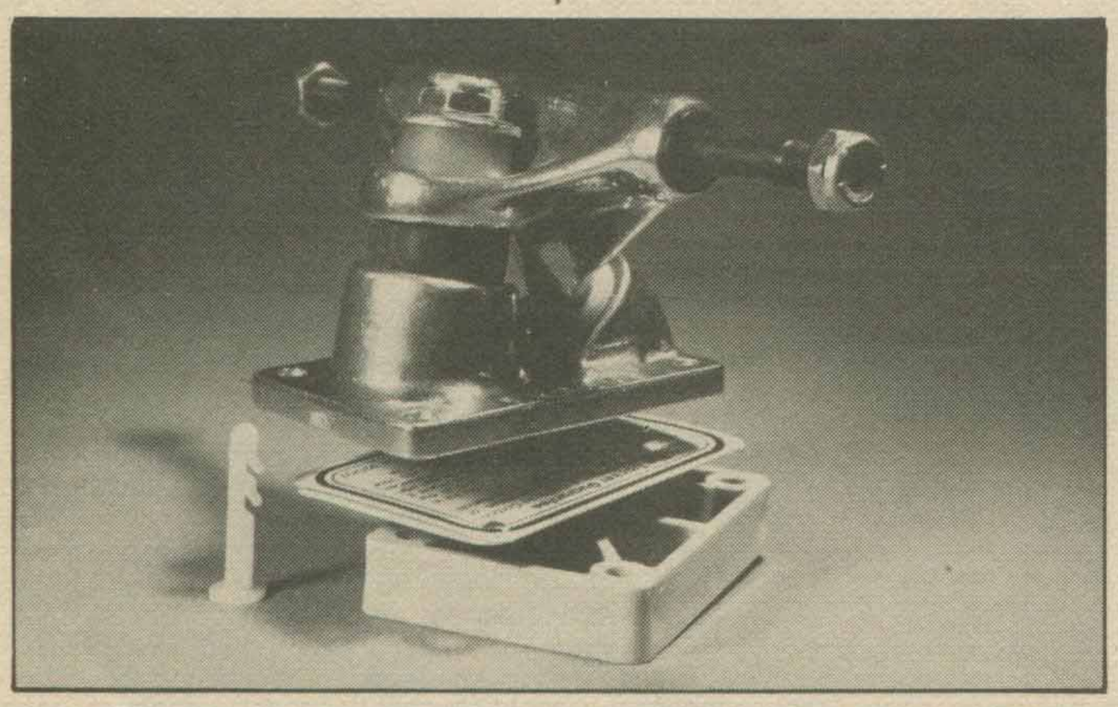
SKATADATA

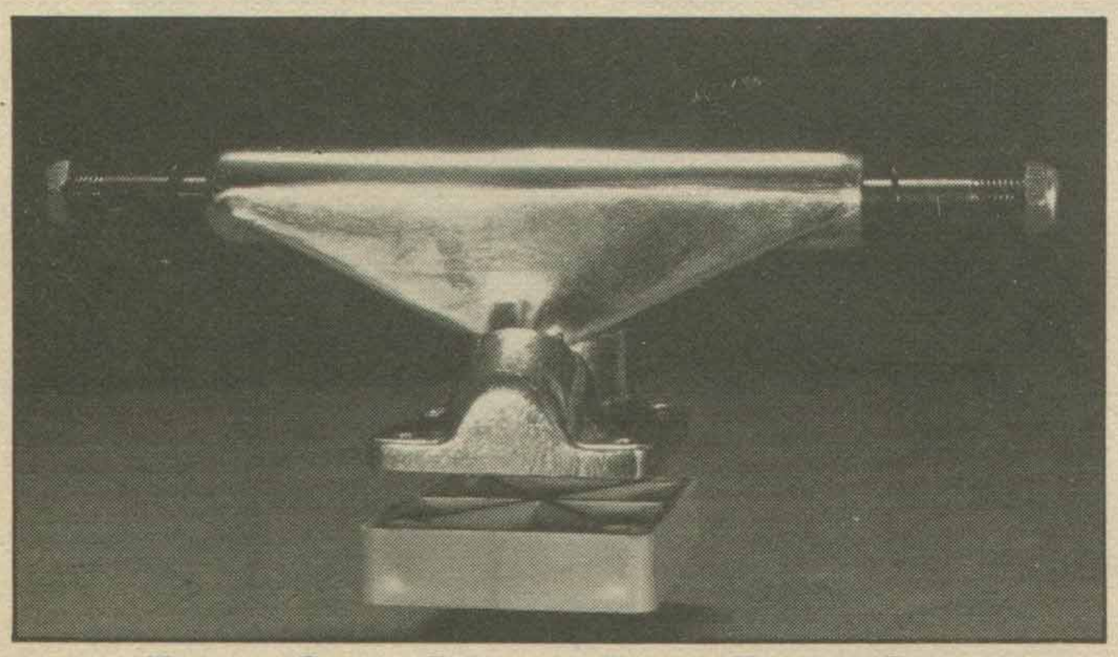
EQUIPMENT NEWS

Once again I'm able to present the new equipment column with another stack of recently, or soon-to-be-arriving, gear. On the truck front, there's definite news on the arrival of ACS's two new models. Designated the 800 and the LITE 2, they're both 8 inchers of identical design, the only difference between them being the materials from which they are made. The 800 is a conventional, heat-treated aluminium truck, whilst the LITE 2 is of 90% magnesium alloy. All being well, we should have them in time for a full test next month.

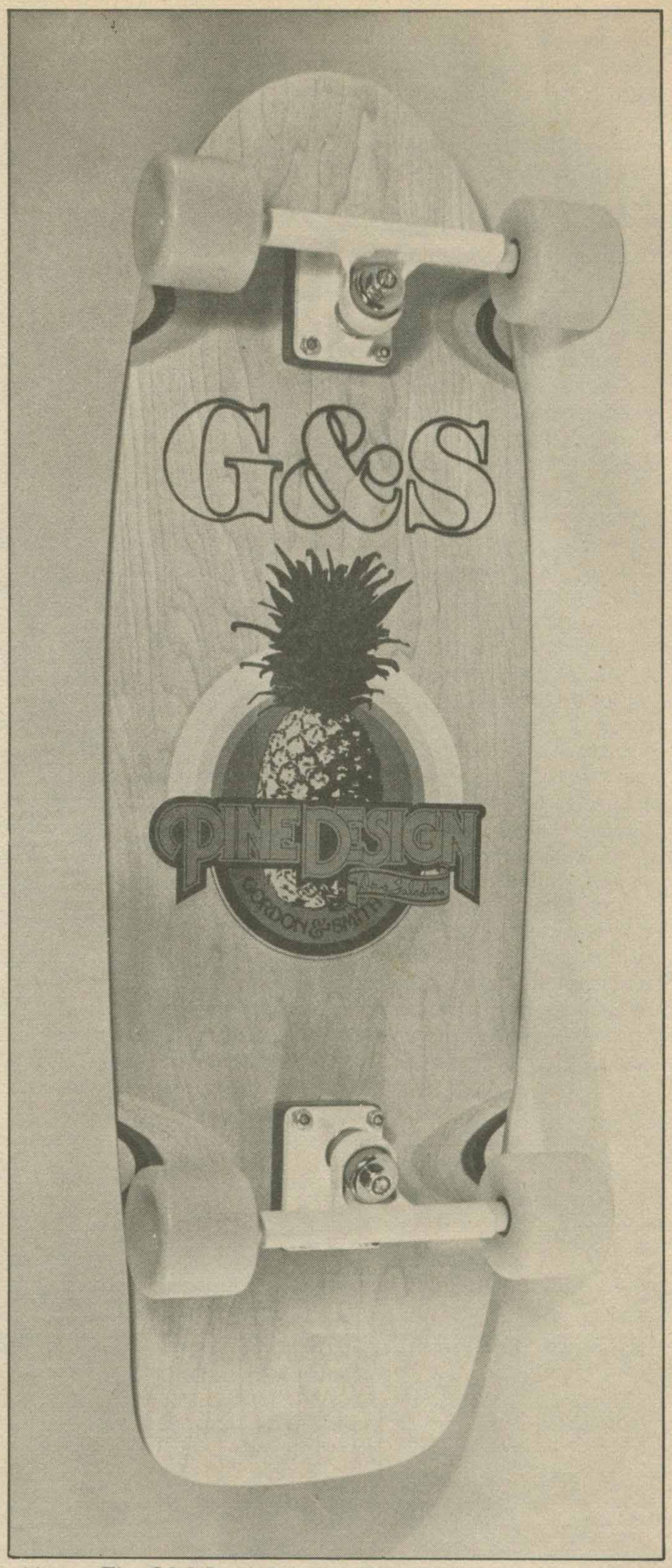
No new wheels this time except word on the imminent arrival of the long-awaited WEED WHEEL – apparently production hassles with the plastic bearing seats have been the cause of the delay. These have now been replaced with a similar device made from aluminium. It's already built quite a reputation for itself, Stateside, and we look forward to getting hold of a set.

As usual, more decks continue to come down the line. G&S have two new models – the DOUG SALADINO PINE DESIGN, a maple and fibercore laminate that's available at 28"x8¾", 30"x9½", and 32"x10", and the 28½"x9¼" and 30½"x10" DENIS MARTINEZ FLYING ACES.





Above: Tracker Gnarly Fultrack. Below: Tracker Extrack.



Above: The G&S Doug Saladino Pine Design - maple and fibrecore laminate.

Again both are maple laminates, but the latter have a bottom skin of G&S's well known FIBERFLEX material. BAD CO expand their range with a new, scaled-down, version of their KURT KIMBEL SPEED FLOW. At 9¾"x28", it should be welcomed by the little 'uns.

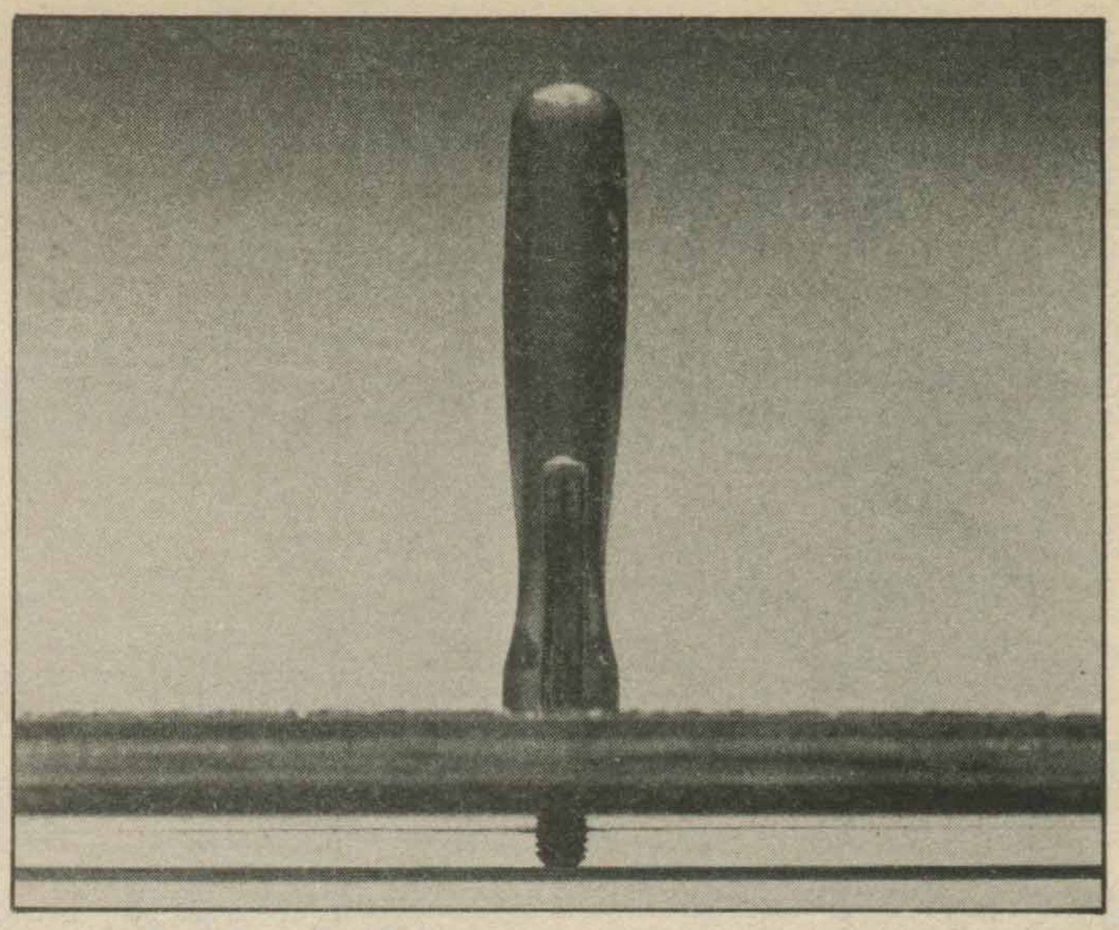
Although not as popular over here as in the States (as yet), slalom racing continues to be an exciting aspect of the sport. Intent on meeting this demand, SIMS have a new model out soon. There's not much griff on it as yet, but it's believed to be a PIERCY design and it may even be made for SIMS by TURNER. The combined technology that these old hands can round-up should ensure a cracker of a deck.

And now, as they say, for something completely different. The McBROOM FLITE DECK is based loosely on the concept of a sail

powered skateboard. It's about 5 feet long by 2½ feet wide, has large (spherical) inflatable tyres, truck-type front end steering and an easily stowable sail with a two-piece mast. It's designed for use on short grass, hard sand or tarmac and from what I've seen so far, it's a viable and extremely exciting piece of equipment. Providing the manufacturer can be persuaded to lend us one, we'll definitely be doing a proper test on it soon (I can't wait!).

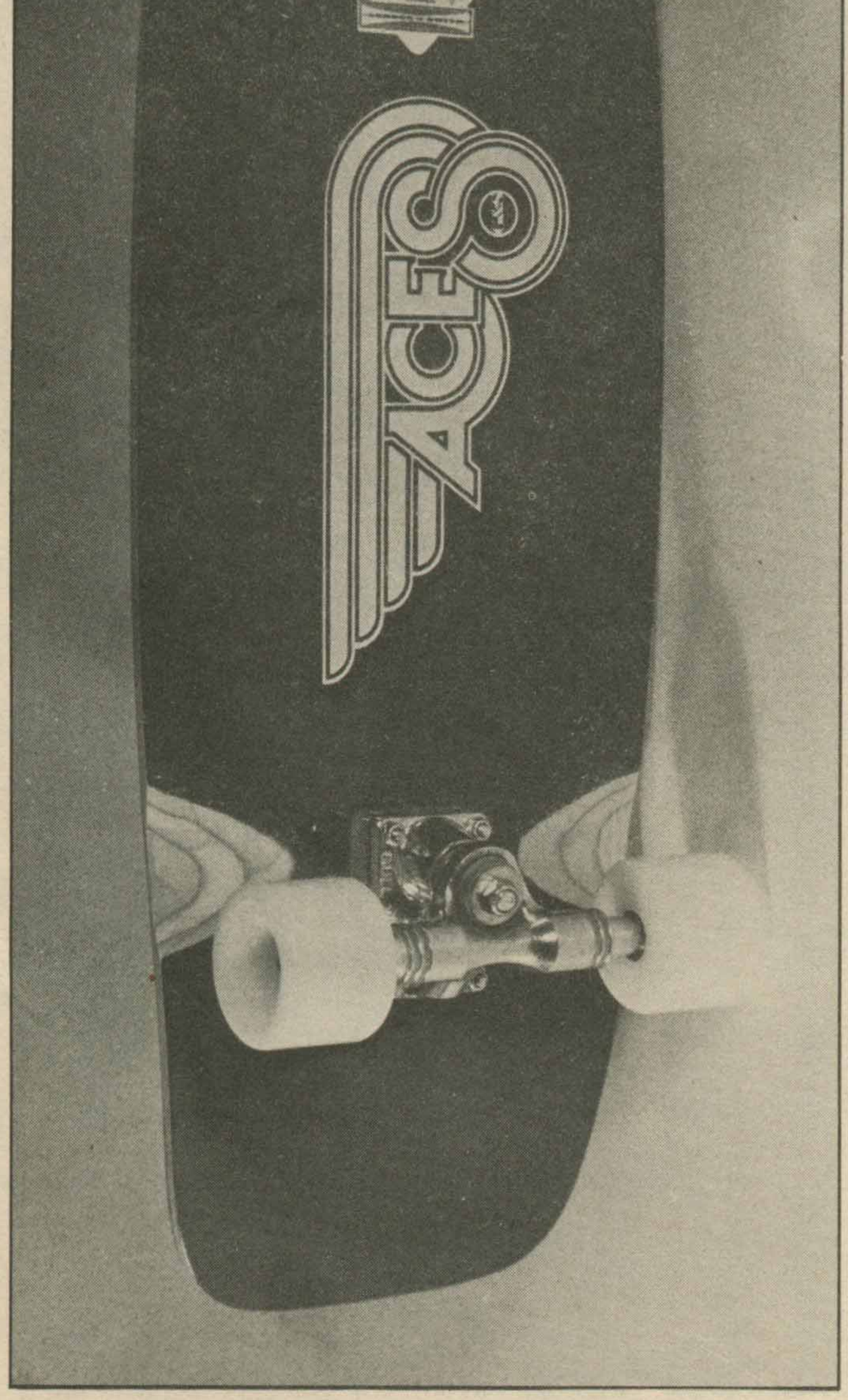
The accessory department opens with another product worthy of further testing — known as TRI-FLON. It's a remarkable new lubricant with, so the makers claim, 'unparalleled and unique properties'. My own preliminary testing indicates that this may well be so. . . a bearing, totally trashed with rust, was (following an application of TRI-FLON) working again within minutes. An hour or two later it appeared to perform as good as new!

SURREY SKATEBOARDS are selling a promising and unusual new helmet. It's unusual in that, instead of coming in different fittings as normal, the outer shell remains a standard size. A range of detachable linings are available to suit just about every dimension of nut-cases.



Close-up on the adjusting mechanism of the Aeroflex slalom deck.

Hot contender for the lube market- three ways of getting at Tri- Flon.



Above: The G&S Denis Martinez Flying Aces - maple laminate plus Fibreflex.

SECOND THOUGHTS

Time now for the second instalment of my new mini-column. I often find that useful dope on a product turns up only after we've conducted tests. To help keep readers fully and accurately informed, month by month, I'll be having second thoughts on some of the equipment that's already passed through the mill.

It's worth taking another look at one or two of the decks tested recently. The **SIMS SUPERLIGHT**, now some months old and skated hard, is looking a bit worse for wear. It would be unfair to pick this one out for special attention, but there's no doubt that on decks of this type, a nose-saver at the very least is absolutely essential. The Z-PLY PIG, for instance, which has had the same sort of mileage as the SIMS, was fitted with a nose-saver at the onset. Although it's sustained a few dents around the edges, it's remained free from any serious damage. The 33½" TRADE WINDS deck has also come in for quite a battering, but its maple laminate construction, plus noseguard, has kept it in relatively good condition.

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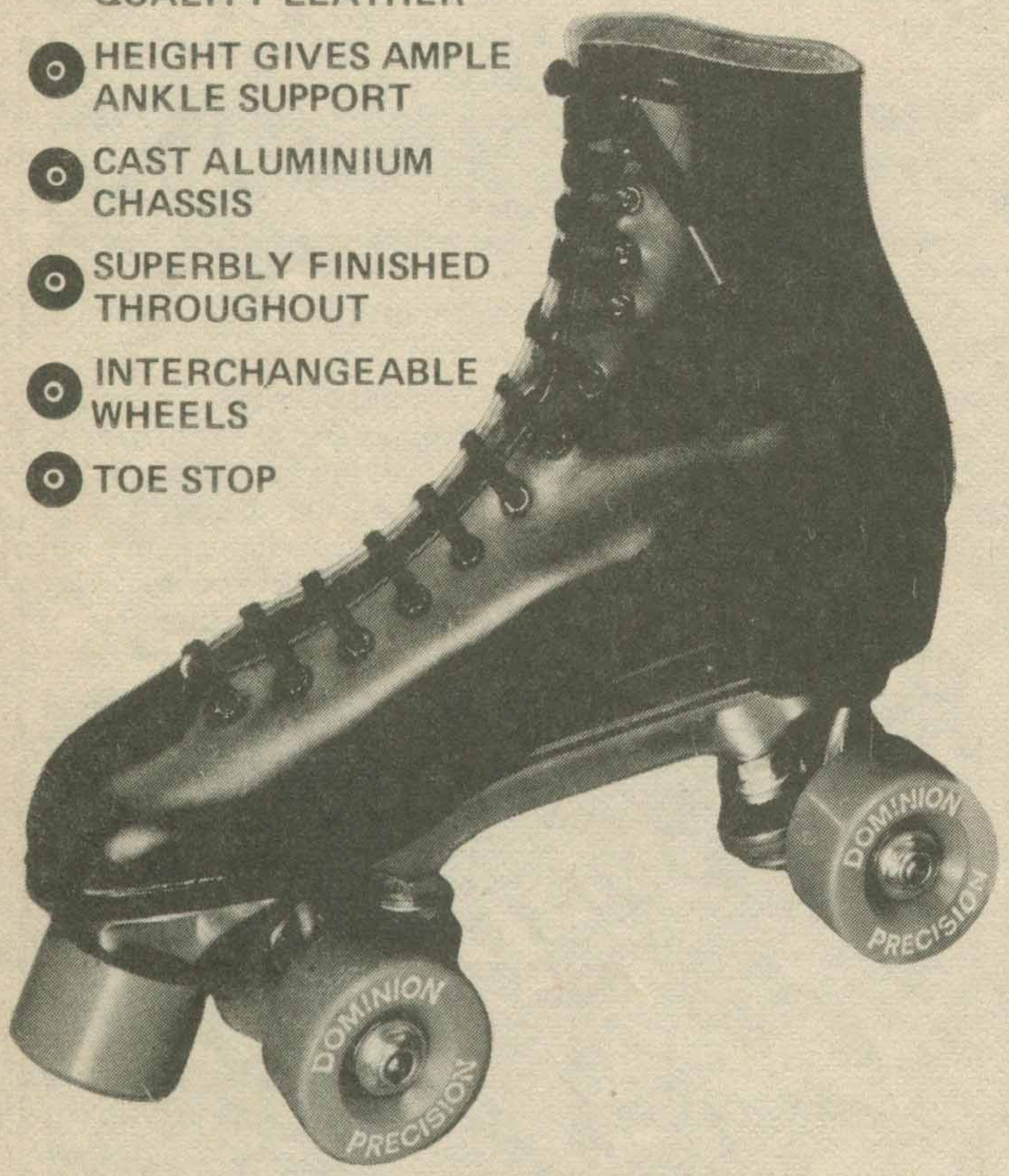

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3M Safety Walk Grip Tape 2" (per foot)	£0.20

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HOT MOVES

Ian Dobbie

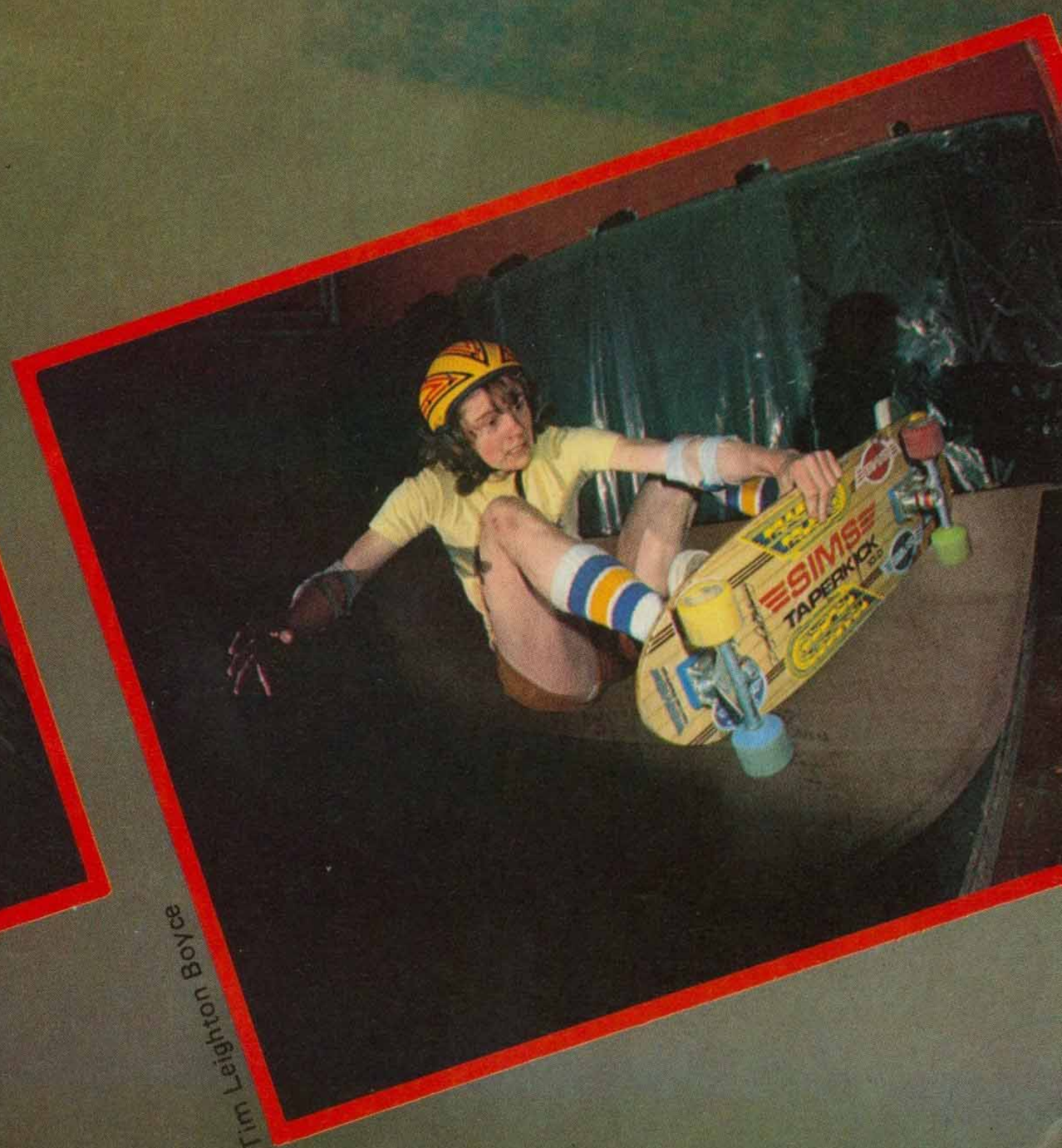
Tim Leighton Boyce

Tim Leighton Boyce

Big picture: Si Napper, pulling off one of the most outrageous aerials we've seen at Gillingham. Above left: A pre-layback angle on Jeremy Henderson in the Maddog pool. Above right: John Sablosky holding his own at the same location.

HOT MOVES

Tim Leighton Boyce



Tim Leighton Boyce

Tim Leighton Boyce

Top: Mr Henderson displaying aerial authority at Maddog. Far left: Krypto-person Altic keeps his hand in. Left: Northern soul from Bren Taylor.

Skateline

Tim Leighton-Boyce

Clive Manderson getting a breath of twilight air at the classic Harrow Halfpipe.

TAKING THE TROUBLE

On a recent trip to the Hemel Hempstead park I was very pleased to find how friendly everyone was. The manager was helpful and the sort of bloke you could have a nice chat to. The park itself is really good. . . congratulations to all concerned. I also visited the Maddog Bowl and was amazed at the radness of the locals. Although us northerners are good I'm afraid to say, London skates do dominate.
David Liddle, Sherburn, Durham
Glad you enjoyed your trip down south. Ed.

THE STRUGGLE

I thought you guys down south would like to know about the disasterous happenings on the skateboard front up here in the north-east of England. Recently a spate of closing downs has set upon us. The two best places, Middlesborough and Tynemouth both packed-in not long ago (not without protest from the skaters) and several other parks such as Seaburn, Durham, Blyth and Lightfoot Sports Centre have also gone. Now we have only the one at South Shields, and it's the worst of them all. Rain comes in the roof, the ramps are covered in mud, the transitions are unbelievable and the half pipe is fixed with lumps of metal plate and guaranteed to rip your wheels, clothes and body should you fall on it. They even have little red arrows which you are meant to follow in a circuit! We're desperate for radical terrain. . . the nearest decent park is probably Scarborough, over 100 miles and 3 trains away. HELP!!
Andrew Moss, South Shields, Tyne & Wear
Sounds tough. . . maybe there'll have to be a switch to ramps while things sort themselves out. Ed.

MADDOG MANIA

Please mention the Maddog Bowl in your fab mag. I've only been up there a few times but already I know it's the best for me, a reforming grem (I go to a clinic for it). My bruv agrees it's rad and so does my nan — she got an axle on the pool. I also got my deck and wheels there real cheap. Hail the guys who run it and everyone who goes there.
Andy 'Rip It' Quenault, Edenbridge, Kent.

RODENT SPEAKS

There are three points I'm going to make. . . 1) Great mag. 2) Anyone who thinks Alva is c--p must be a complete jerk. Alva is not the best, he's one of the best. 3) Anyone who wants a pool dual with the Red Mouse is welcome. Pontefract is not Mouse Town, the real place is on the outskirts of Fog Town.
The Red Mouse

FED-UP

I am sick to the teeth of these grems who write ridiculous letters to your otherwise excellent magazine with such comments as: "Lower Mouldsworth is Wonder Town". It's so pathetic; just because some village or other has a name, it doesn't mean the skaters there ride any better. The worst yet are these two pathetic idiots arguing over who is Rat Town. God knows how many Hog Towns or Rip Cities there are in the UK. Why can't people write decent letters, such as this one (hem-hem), Tim Dunkerleys in issue 14 and Essjay Williams in issue 16?
Me, Edinburgh, Scotland
Maybe you're right, but at least it prompted you two write in a 'decent' letter, dinnit? Ed.

OVERSIGHT?

Why, in your quest to find talent up north did you miss the north-east? We're hot, so don't go piddling off to Scotland and passing us by next time.

P.S. Your mag is rad, superb, brilliant, excellent, and amazing. . . will you give me a Sims Lonnie Toft?
Michael Barry, Marske-by-Sea, Cleveland
No. Ed.

SWITCH TO SKITCH

I'm getting tired of the way everyone makes such a big deal out of T.A. So what if he's probably the best bowl rider in the US, I'm bored with the Mad Dog. Let's have some photos of someone who's really hot – Skitch Hitchcock – now he's really got style. I've been a fan for 15 months and the most I've seen of him in your mag is a couple of lines.
Anna Williams, Cheltenham, Glos.
I probably shouldn't say this, but check, if you can, the February edition of Skateboarder. . . there's a great interview with your main-man. Ed.

ANON

Phil Ashley and Stephan Harkon seem to think they're the best in the north of England. Is it true. . ?
I saw Phil skating with Si Napper and I have to admit they both rip with ace style.
"I'm not telling you my name", Manchester.
"Who's best?" is always such an impossible question to answer. Ed.

FORGET-ME-NOT

My name might not have been in the magazine for a bit, but that doesn't mean that I've given up skateboarding. I'm skating more than I ever have.
Chalky Laing, Bristol
Good to hear from you, Chalky. Ed.

OOPS ONCE AGAIN

In issue 17 there's a pic of 2 'unidentified' Skatestar riders. Two pages later there's a picture of Martin Pavey. . . is it not him in the front of the first picture?
Richard Creed, Dunsfold, Surrey.
Actually, you're dead right. Some of the captions for that page suffered from a slight 'communications problem' between us and the printers. Apologies for several rather obvious slips. Ed.

TOTALLY UNFAIR

What is 'Skatecat' from Guildford talking about (issue 17)? A lot of northern skaters rip and we deserve more coverage. He knows where he can put his cobbled Guildford High Street. Maybe Lincoln doesn't make it, but there's no need to take it out on the north. Does Steph H live in Lincoln? You promised more coverage of the north, so get your butts up to Liverpool and Southport.
Chris Chadman, Southport, Merseyside.
Okay, butts in gear. . . we sessioned recently at a 're-opened for the day' Arrow skatepark, for photo accompaniment to Northern Scenes (see this month's features). Ed.

CRAZEEE

Many thanks for your Cheapskate article (issue 15). The 'Crazy Lady' will soon be on the streets again – when the snow's gone that is!
'Crazy Lady' Standen, Hanborough, Oxford.

WHERE IT'S AT

I think it's disgusting the way you enourage long-haired, leather-jacketed, cheeky young whippersnappers to rip the countryside on their skidboards, terrorizing the old and infirm. We here in Grem Town deplore your behaviour.
Major Sir Humphrey Green-Gremlin, Ayr, Scotland
Sorry mother. Ed

SECRET POOL

Dat feature on banks (issue 16) blew us away. But wait a second, we had dos moves wired with style a long time ago. Now we got ourselves one rad, secret pool, like a double keyhole with unreal coping and gnarley transitions. The 'Death Box' is totally caned daily. Micro-edge and sparky carves are laid down like nowhere I've seen by the local boyz on every session. We don't care about who's hottest (like L.S.D.) we just skate, blow minds and have a good time.
S.K., somewhere in nowhere
Hint, the postmark was Welwyn Garden City in Herts. Ed.

STAND BY TO STOKE

Here is some news. Mark Baker, Phil Ashley, Stephan Harkon, Danze and Tigger came to Burnley to design a pool that is being built now. They, so ripped up the coping that, if they have it stuck on their king pins, we want it back please!
Pete Smithson, Burnley
Ho. Ho. Ho. Ed.

DEFINING ANGLES

After reading Skata Data in issue 17, I'd like to know how the Test Tank works out the degree of kicktail angle.
Paul (Sims) Simmonds
In brief, if the kicktail forms a straight angle with no warp involved, then it's a straightforward angle measurement with a protractor. If a warp is involved however, then we take the mean angle. Roughly, if you run a line from the tip of the kicktail to the point on the deck where the warp begins, this will give the approximate angle. Ed.

NO-NO

We have a 'skatepark' in Hamilton. It's about 25 yds by 10 yds and it's flat. There are banks in two corners which have transitions even Sinclair and Sablosky couldn't handle. The council said they'd spent £20,000 on it. . . we say it was nearer £20. If anyone is planning to go there, DON'T.
Andy, Hamilton, Scotland
Actually, from your description, unless the council have been well and truly 'done', your estimate will be much nearer the mark than theirs. Ed.

MALLORCA

Referring to the letter of Jeremy Wynne in issue 17, I'd appreciate it immensely if you could give me information about the skatepark in Mallorca; I go there for my holiday every year.
Ian Rice, Sutton Coldfield, Warks.
In case we don't hear again from Jeremy, I'd suggest enquiring via a good travel agent. Ed.

MAKIN' IT

In Sewer City (Cambridge) we have a skatepark. It en't radical, but the surface and mellowness of the banks in the trough and reservoir make for a bit of fun. There's tricks like Larry's 180-180-180 slide, Dean's blocks, B.K.'s wheelers and Nobby's ace slalom on the superb slalom run. We're developing fast and will do even better when the wooden pool is built. Our favourite riders include Ally Barr, Shane Cutts, M. Baker (insane) and the Kelner Bros.
Da Boyz, Sewer City, Cambs.

CAUTIONARY TALE

Just thought I'd write and congratulate you on the article by Tim Dunkerley in issue 17. As the father of a fanatic (Green Gremlin – see 'where it's at'), who picks up the odd injury from time to time, but who will NOT wear his helmet or any other gear, let me tell you a cautionary tale. The self-styled 'Star of the West' is now at the stage where choice of career looms large. Top of the list is, or rather was, a place at a physical education college. Unfortunately, through numerous wipeouts he has lost the flexibility of his left knee, which makes a career in that field doubtful. Your feature is therefore relevant, pertinent and damn good sense.
The 'Big Yin', Ayr, Scotland.

Continued from page 19

as the ESAss provides unification. . . when competitive club members come together from different parts of the country, they're linked by a common set of standards.

Every sport relies on a steady influx of new blood, and as this tends to come from the very young rather than the older element, a club can provide the experience to help newcomers progress quickly. It so happens that skateboarding is a particularly individualistic sport, attracting a tearaway element; naturally, they grab much of the attention. Unfortunately one of the most common reasons for kids not making full use of skateparks – and also not entering competitions – is that they feel they're not good enough to compete with the hotter, 'name' riders. . . they don't want to be shown up. The hope is, by fostering their talents within club confines, and through ESAss competitions, they'll gain the confidence to enter contests and to lose their embarrassment.

The structure of the ESAss is such that emphasis is laid on the clubs to work hard. Not only can leaders co-operate to ensure the national association's programme is being carried out at regional level, they can arrange for skaters to visit parks (perhaps on a concession basis), hold interclub competitions, demonstration evenings with a visiting top rider, and so on. This intermediate stage of the chain is perhaps the most important since it's not the role of a national body to show clubs how to conduct their own business; all necessary information should be available to them on a regional level. The London area is particularly badly off in this respect, even though it has provided many of the country's top skaters (whatever the 'letters page' of this mag might say!).

It was encouraging to see Trade Winds rider, Brad Vine, at the ESAss meeting. He was there on behalf of the London riders to seek help in stemming the current rash of park closures taking place in and around the Capital. His presence in fact sparked off a lot of discussion both about the distinction between pro and am status and about what the so-called 'professional element' could do to enhance the Association's image. In America, the pros are catered for by the International Skateboard Association (ISA). The ISA arranges pro contests and also provides the services of riders at all kind of demonstrations, club events and coaching schemes. Maybe in the near future, an equivalent function can be organised in England by the ESAss.

After the annual general meeting, I asked newly elected chairman, Arthur Howard, for his views on the Association's role and future policy. He explained that it was to act as a channel of communication, for press as well as for the clubs. His first move in the Development Programme will be to convene a meeting of all skatepark operators to establish at an early date which ones would continue to be operational throughout 1979. They would be set-up as testing centres for the Association's coaching scheme (Howard is a very keen exponent of proficiency standards. . . he sees them as being the only way of attracting new blood into the sport under controlled conditions). The meeting would discuss management of parks, in an attempt to prevent unscheduled closures. They'd also consider design and construction techniques for providing an information service for future facilities in the UK and abroad. A diary of events would be worked out for 1979 to help prevent clashes.

With the British championships already scheduled to be held under the auspices of the UK Skateboard Federation at Kelvingrove Park, Glasgow on September 22nd, the series of heats this year should really mean something. Parks will be encouraged to 'adopt' clubs so that many of the less fortunate members will be able to enjoy concessions on park entry fees. The ESAss will also endeavour to involve parks in holiday schemes so that clubs or foreign exchange tours could stay within easy reach of facilities. At Guildford, for example, a camping ground will be laid out beside the river, to give kids a week of continuous sessioning.

The second of Howard's priorities is another meeting – this time of the top British riders. As from the general meeting, the ESAss has removed any distinction between pro and am riders on the grounds that it's not a reflection of talent. . . everyone can now compete on an 'open' basis within the sport. At a later date, criteria will be drawn up for pro status and riders will be asked to make up their own minds about which side of the fence they want to stand. The meeting would draw up proper contracts of employment to protect interests of those terming themselves professional, and it's hoped too that parks will take on paid pro riders – in the same way as a golf club would have its own pro golfer.

A third conference proposed by Arthur Howard would consist of representatives from the Sports Council, the ESAss, other youth orientated schemes, plus various impartial top riders – object, to select a national team. This team would represent the country at international events and be used within the UK to promote the sport. Not only would those selected have to be top riders. . . they'd need to be both responsible and eloquent. This meeting would also look into the question of pro/am status, the structure of international competitions, and the business of helping set up international skateboarding rules.

Finally, the ESAss will be holding one-day seminars to enable people to take their ideas into the regions. These would include film shows, talks on basic proficiency, practical coaching, club activities, fund-raising for clubs and the Association's development programme. Further three-day courses might expand on these and other related themes.

All this proves that the ESAss is trying very hard to operate within the boundaries of conventional sport. They put great emphasis on their coaching and proficiency schemes and schedules have already been published for the basic and intermediate standards. Future plans include the advanced standard (a national status that would qualify the holder for coaching) and, finally, a 'Master's' status for the most highly qualified. If the top riders at the moment can be convinced of the Association's aims, we may yet see skateboarding enjoying the same position as other established sports. The alternative would seem to be a continuation of the current 'state of the art'.

However, the ESAss looks to be aiming its programme well below today's top riding standards and it also has the unfortunate habit of referring to its skating members as 'children'. It would be encouraging to see them setting their sights on attracting an older element into the sport. With their greater financial resources, such people would inject more money into skating, thus providing a greater income for the commercial parks and higher sales in the retail trade. Without this, we're likely to see many more parks closing down and reputable shops going out of business.

With all the riders, the park operators and the club organisers working together, skateboarding would soon become safely established. The English, Scottish, Welsh and Northern Ireland Associations and the United Kingdom Skateboarding Federation should be supported towards this goal and *Skateboard!* magazine will be keeping in close touch with all of them. In addition to presenting the glossier (and sometimes seamier) side of the skateboarding scene, it recognises the vast pool of riders who lurk undiscovered in the hinterlands of the UK. If the associations can bring all of these people under one umbrella, the sport will undoubtedly begin to gain the recognition it deserves.

USEFUL ADDRESSES

The English Skateboard Association
Sec. Mrs Margaret Howard
11 Theatre Square
Swindon, Wilts

The N. Ireland Skateboard Association
David Campbell
Beachgrove, Dungannon,
Co. Tyrone, N. Ireland

The Scottish Skateboard Association
Ross Chisholm
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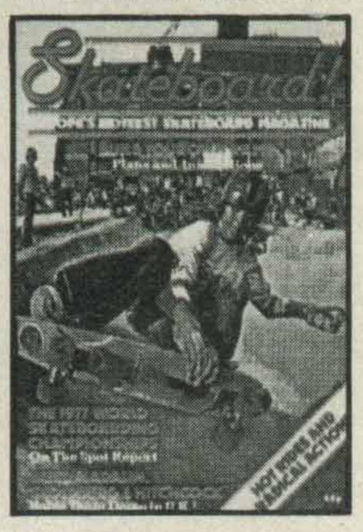

SKATEBOARD! 3
Full on-the-spot report from the Freeformer 1977 World Skateboarding Championships in Los Angeles/How to build your own Ramp!/ "The Skateboarding Bible" – reviewed.

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

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

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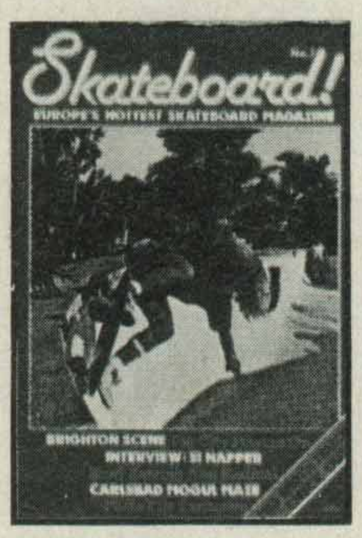
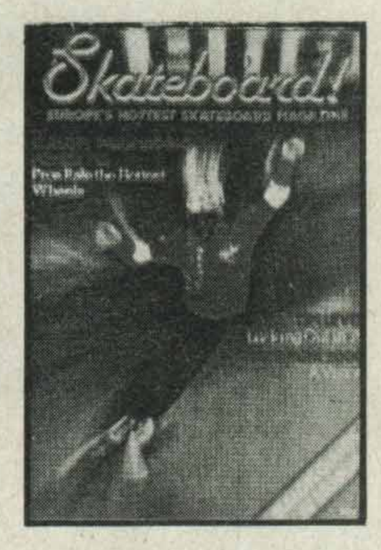
Stacey Peralta writes . . ./Outrageous Arizona Pipes report/The Jock Patterson Interview/ Speed Shells sign in.



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

SKATEBOARD! 8
Stacey Peralta in the UK – photo report/ Steve Kane takes the lid off helmets/How to construct your own flex deck/Incredible Skateboard! design competition. . .



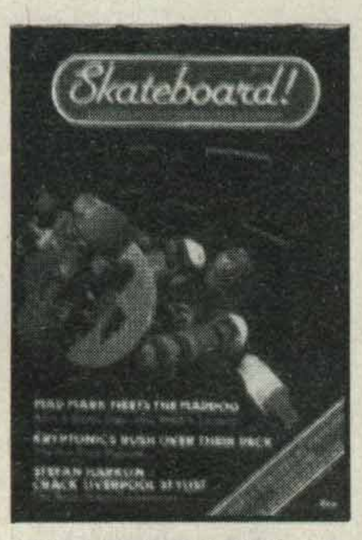
SKATEBOARD! 9
Slalom Symposium: first in the UK. . ./ Tim Levis talks to Skateboard!'s Adam Peacock / Skatepark 2000 – First vision/ Skata Data: top stars name their favourite wheel selections.

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

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

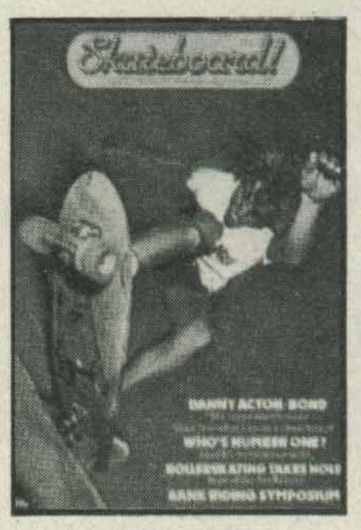
SKATEBOARD 12
Interview with Mad Mark Baker/Dirtboarding: Shredding Natural Terrain/Comparing 12 Full Width Trucks/Greedy For Speed: Downhill Showdown.

SKATEBOARD! 13
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.



SKATEBOARD! 14
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?



SKATEBOARD! 16
Skatepark Supertest spotlights the 'Rolling Thunder' in Brentford. / Wholly Rollers: exclusive report on the rollerskate revival. / The Knebworth Championships.

SKATEBOARD! 17
British Open Championships. / Rolling Thunder Photofile. / Interview With Tim Altic/Injuries Before After Analysis Part 1

SKATEBOARD! 18
Wides and Bevells/ Baker back in town/ Roller-Disco photofile/Interview with Steve Park/Injuries - Self-help therapy.

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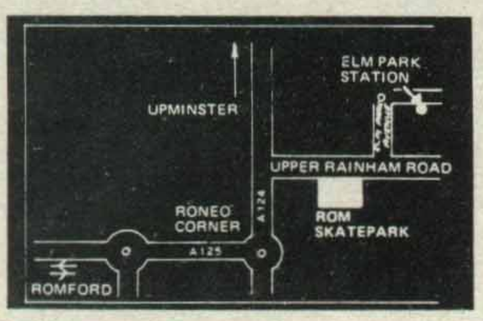
Entry form on request.



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Deck £1.00, maximum £1.25
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Lazer 8" (fixed pin)	£5.99
Independant 8"	£6.85
Megatron 8" (Mark Baker)	£6.95
Gullwing HPG IV	£2.49
" Pro 6"	£2.99
" Pro 8"	£6.85

Riser Pads ½"	£0.20
Rector Gloves	£3.99
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Delco Green Speed Bearings (all bearings are fully sealed 608's)	£0.25

WHEELS (not including bearings)

Sims Snake (green, white & red) only	£2.70
Sims Connical Snake	£3.40
Sims Connical Comp II	£3.25

colours: red, blue, yellow & green.

Sims racing bearings	£0.65
Powerflex 9's	£3.45
Sunspots	£3.49
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Bones 64mm	£2.49
Benjy Boot Connical	£3.99
Benjy Boot Flat	£3.45
Alva Connical	£4.05
Alva Flat	£3.75
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Dogtown Connical	£5.50
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30x10 Sims Lonnie Toft	£21.75
30x10 Sims Superlight	£22.50
29½x9 Sims Superlight	£21.75
30x10 Sims Brad Bowman	£21.75
30x10 Sims Superply	£21.00
30x11 Sims Superply	£22.95
SIMS RACING SLALOM DECK	**£45.00**
Kryptonic Deck	£29.95
30x10 Wes Humpston Dogtown	£21.00
30x9 Jim Muir Dogtown	£19.95
30x8½ Paul Constantineau	£17.95
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30¾x10¾ Benjy Marc Sinclair	£17.95
30½x9½ Benjy John Sablosky	£17.95
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DECKS AT BARGAIN PRICES — NOT TAPED, FOR COMPLETE COVERAGE TAPE ADD £1.00	
33x10 Sims Lonnie Toft	£15.50
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31½x9 Sims Superlight	£15.95
31 Z Shogo Kubo Woody	£15.95
28 Z Jimmy Plumer Woody	£12.95
29 or 31 Chapstick	£ 6.95
27 Tunnel Canadian Maple	£ 5.25
27 Pacer 900 Mahogany K/T	£ 4.95
25 Pacer 300 Fibreglass	£ 1.95
27 Benjyboard Comp II	£ 6.95
27 or 29 Surrey Ripstick	£ 5.95

WHEELS — WITHOUT BEARINGS	
SIMS SNAKE Red, White or Green	£ 2.50
SIMS CONICAL SNAKE (Blue, Green	£3.85
SIMS CONICAL COMP II Red, Yellow)	£ 3.65
SUNSPOTS 62mm	£ 3.75
GYRO (HUB) CONICAL	£ 4.80
BENJY SUPER BOOTS CONICAL	£ 4.10
BENJY BOOTS	£ 3.30
ALVA CONICAL	£ 3.90
POWERFLEX 9's	£ 3.45
UFO SAUCERS, DOUBLE CONICAL	£ 4.80
Z-FARRELL 500	£ 2.65
Z Smooth	£ 2.75
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NEW CHARTREUSE YOYO 65mm	£ 4.20
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PACER G3 or G5	50p
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EXCELLERATORS 65mm	99p
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YOYO GLORY WHITE — colour defects	99p
TRAKNOLOGY 65mm	99p
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BEARINGS & SPACER, PRICE ONLY IF BOUGHT WITH WHEELS SKF	per wheel 50p
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8" TRACKER with riser pads	£ 7.50
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8" LAZER, fixed king pin	£ 6.00
8" MEGATRON	£ 6.00
8" GULLWING PRO	£ 6.95
8" ACS	£ 5.95
7" CALIFORNIA	£ 1.95
6" CALIFORNIA PRO	£ 1.00
GENUINE AMERICAN T-SHIRTS 100% COTTON:	
SMALL 34/36" — MEDIUM 38/40" approx.	
Z PLUMER long sleeve MEDIUM only	£ 4.95
NEW Z PIG long sleeve	£ 5.50
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NEW " MELLOW CAT	£ 4.95
SIMS SNAKE short sleeve	£ 4.25
SIMS PURE JUICE short sleeve	£ 4.25
TOWN & COUNTRY long sleeve	£ 5.95
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PROTEC — the latest	£12.95
KANOA FLYAWAY	£16.95
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NORCON AP1	£ 4.95
PADS: Kondor (Super American)	£ 9.25
NEW - RECTOR with cups:	
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SURREY - SALE PRICE	£ 1.00

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Z PIG	30p	SIMS BEARINGS	.20
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2" Z	15p	SIMS SNAKE	.20
Benjy Mini	10p	SIMS 4" WINGS	.20
4" D.T.S.	30p	T & C 1"	. 8
NEW DOGTOWN	50p	T&C 2½"	.35

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THIS IS ONLY A SMALL PART OF OUR STOCK — FOR FULL NEW SUMMER SALE PRICE LIST (OUR LOWEST PRICES EVER)
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We have the Ten Inchers from Alva, Sims, Powerflex, Benjy, Bad Co., Z-Flex, Dogtown, Faze-7. . .
We supply smooth speed with Conical Alva, Conical Sims, Conical Weed, Powerflex, Yo-Yo, Belair, Boots. . .
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430 Std @	75	60mm R, B, G @	£1.40
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Helmets: Norcon AP1 & AP2 £3.50
Wheel prices are without bearings. Add 60p per wheel for bearings & spacer. Postage on Trucks, Helmets and 4 wheels 60p

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And rip away all day on:
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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.

ACS

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The ACS Lite II is made of ultralite, an alloy which is over 90% magnesium.
The 8 inch Lite II weighs less than standard mid-width trucks.
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Both feature:

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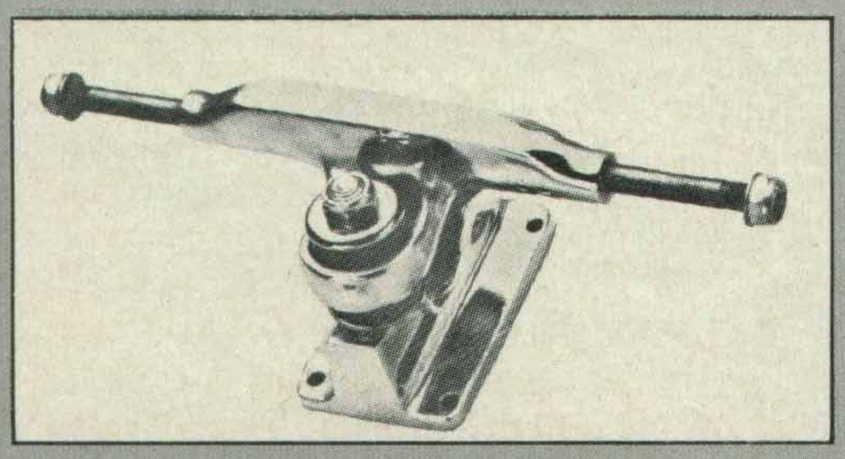

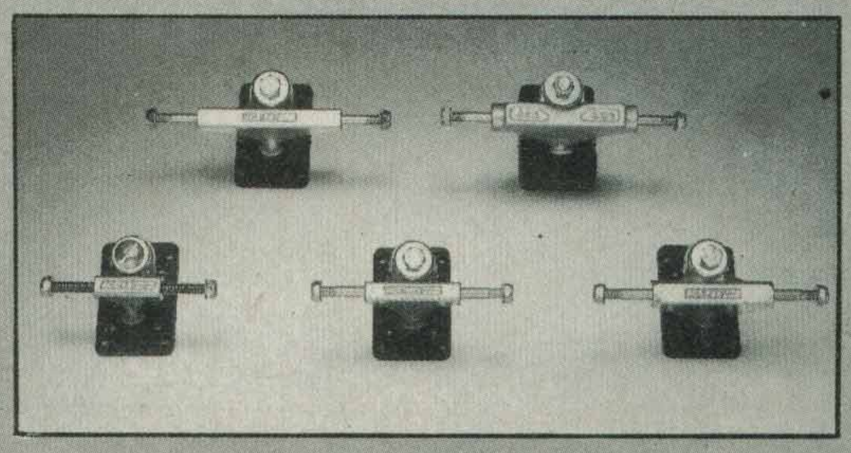

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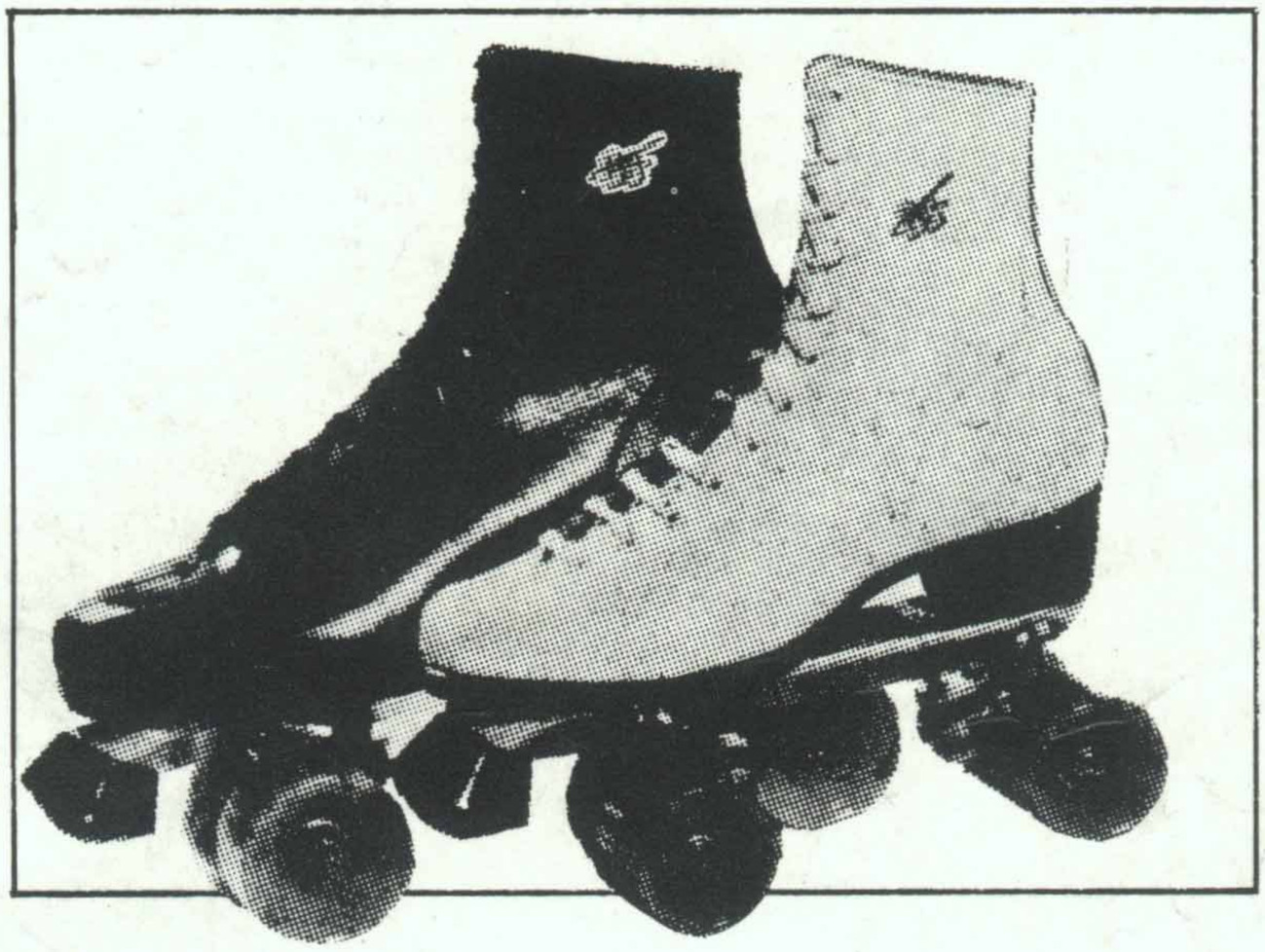

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alpine sports

THE WHEEL HAS COME FULL CIRCLE ALPINE SPORTS PRO SKATEBOARD AND ROLLER SKATE SHOP, 309 BROMTON ROAD, LONDON SW3.

Back to the roots.

There is more than a touch of irony about the location of Alpine's new Pro Skateboard and Roller Skate Shop – 309 Brompton Road is the shop where Alpine first began to sell skateboards all those years ago. We've been around a long time and, like Skateboard! magazine and skateboarding itself, we have survived. The shops which 'jumped on the band-wagon' have closed, as have the badly designed parks; only those who knew and care about skateboarding are left.

A Complete Range of the Latest and Best Equipment.

At 309 Brompton Road we stock a selection of the hottest gear currently available. 1979 has already seen the manufacturers consolidating their ranges for the new season. Many new trucks, decks and wheels have appeared in recent months. Alpine are not limited to one manufacturer – we choose from the best available. For a list of what we stocked in April please see our price list elsewhere in this issue, but if you want to know the prices and availability of the very latest gear then telephone, write or, better still, pay us a visit now!

A Tradition of Service!

We have acquired something of a reputation for our approach to equiping our clients. We don't like customers to leave the shop having spent all their money on an expensive deck (for example a 10¾" Alva) so that they have to take cheap trucks (Haf Tracks are cheaper than Indepandants) to go with it. We try not to laugh and we are never rude but we do try to steer people away from these little mistakes.

We spend the whole day talking to people about skateboards and we understand the problems better than most.

At Alpine Sports we are also very good at fixing things. We have probably repaired/modified more skateboards than any one else in the land. When we're in the mood we even derive a limited satisfaction from it. Only please don't ask at the wrong time.

Expert Advice.

Obviously we can provide expert advice on the merits of different skateboard components.

We can also tell you how to reach the various skateparks if you're a visitor – both those you've heard of and those you haven't. (We can also tell you if they are worth the trouble).

Bargain Offers

You may have heard of the various EEC mountains, well we have a skateboard mountain. If you want to buy a cheap skateboard or improve a beginner's board for very little money we can help you. Alpine are still selling certain wheels for 99p each without bearings and other equipment at equally low prices.

This is the equipment which was the best available not so long ago. It may not be as sophisticated as today's components but it is superb value. Remember all the great names in skateboarding used to ride this kind of equipment. For full list see our price list elsewhere in this issue.

Roller Skates

At 309 Brompton Road we carry a range of roller skates for all purposes. It is our belief that roller skating will appeal to a very wide age group and we cater for this by providing different styles to suit different tastes.

Alpine Sports have been selling sporting equipment for over ten years and have used that accumulated expertise to select a range of high quality roller skates. As ever our staff are prepared to offer expert advice. Please telephone, write or call in for details and prices.

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