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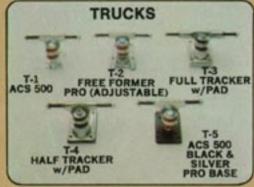
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Because it takes time to get it right. Like the first time you stepped on a skateboard. You weren't as good as you are now.

But you learnt by your mistakes. To the point where you can go for it with the best.

It's the same with making skateboards.
For example, skateboard technology

leaves much to chance. Decks, trucks and wheels are all manufactured separately. In the hope that some might work together. But no one manufacturer makes all three, deliberately designed to bring out the best in each other.

Except for Blaktrax. We have analysed every important innovation. Learning from both success and failure.

Retaining the good and discarding the bad.

The result has been Blaktrax boards, Traxion trucks and Surface Sucker wheels. All of which have been designed and manufactured to the highest possible standards to ensure that you

can confidently go to the limits.

Each represents the optimum. But put all three together and compare them with any other combination. You will notice the difference in performance. As a complete package, Blaktrax is not a compromise. It's the solution you've been looking for Because Blaktrax has been built to be better. Nothing has been left to chance.

Everything has been exhaustively tested. Both by skaters and by engineers. It means that when you go for it, Blaktrax will go with you – all the way.

is different. Looks alone tell you that. But for good reasons.

Exhaustive research decided the design. Because the unique shape of the deck ensures that flex is not confined merely to the centre. Instead it spreads from the centre through to either end. Thereby absorbing sudden shock. With instantaneous and exact memory characteristics. Giving precise control in radical situations.

The camber absorbs the rider's weight—so the deck is near flat in use. The best position for optimum truck performance. The kicktail is subtle, but sufficient to give all

the extra leverage you need.

However, the deck is not just technically better. It's also more functional.

Handstands, nose wheelies, christies, endovers - all come easier.

Touching Blaktrax confirms the care, expertise and craftsmanship that has gone into its construction and design. The three carefully selected maple veneers are epoxy impregnated and bonded. The grain of two run lengthwise for stability. The other is cross-grained. So the flex is only in one direction to avoid twisting.

The deck itself is enclosed in a multi-stranded fibre-glass reinforced envelope before being completely bonded and sealed with high quality epoxy resin. The result

is so strong that it needs to be trimmed to its final shape by a diamond cutter.

And, finally, there is a near-overall covering of aluminium oxide friction pad. Giving grip right up to the edge of the deck where it's needed.

art first



Cast from a magnesium/aluminium alloy, chosen for its combination of strength, lightness and consistency, the trucks have more metal where it's needed. Around the baseplate

mounts, pivot housing, axle unit, and action bolt retaining wells. Fully cured and heat-treated for optimum tensile strength.

The axle is a heat-treated carbon-silicon/manganese alloy. But, unlike most designs. it's not simply drilled and pressed into the truck. Instead, it's cast in situ as a continuous unit. So the axle housing shrinks onto the axle to create an exceptionally tightly bonded and integral product, offering greatly increased strength.

Additionally, every rubber used in a Traxion truck is individually moulded. burnished, and trimmed by hand. And, because of their very high natural rubber content and resilient formulation, they compress smoothly and evenly. Guaranteeing smooth action, fast rebound and long life.

In fact, the trucks themselves are guaranteed, unconditionally, for life.

It's attention to detail that places Surface Sucker wheels, Traxion trucks and Blaktrax decks ahead of the rest.



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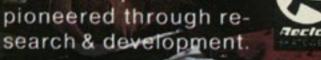
Rector's



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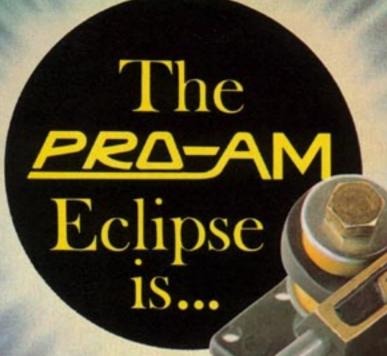
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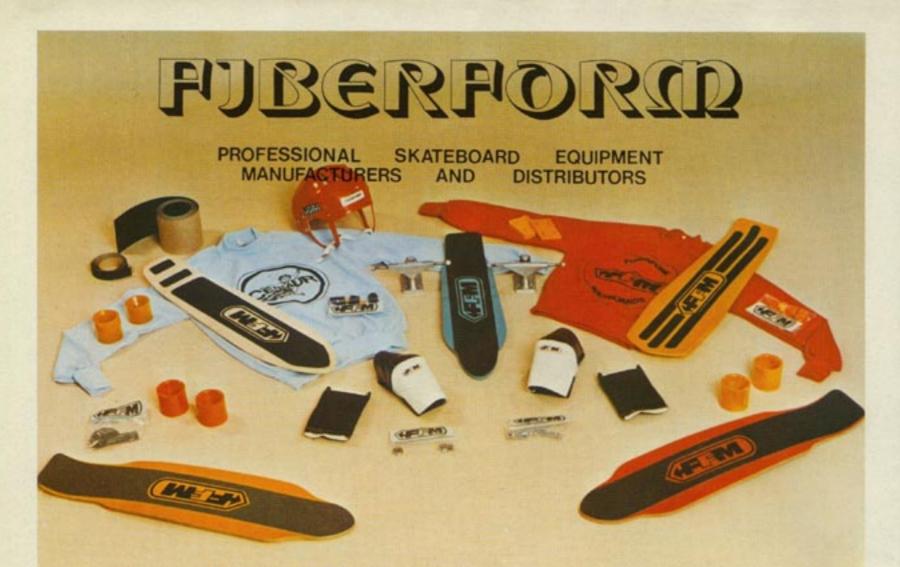
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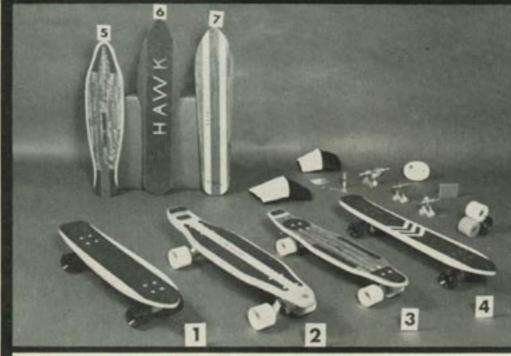
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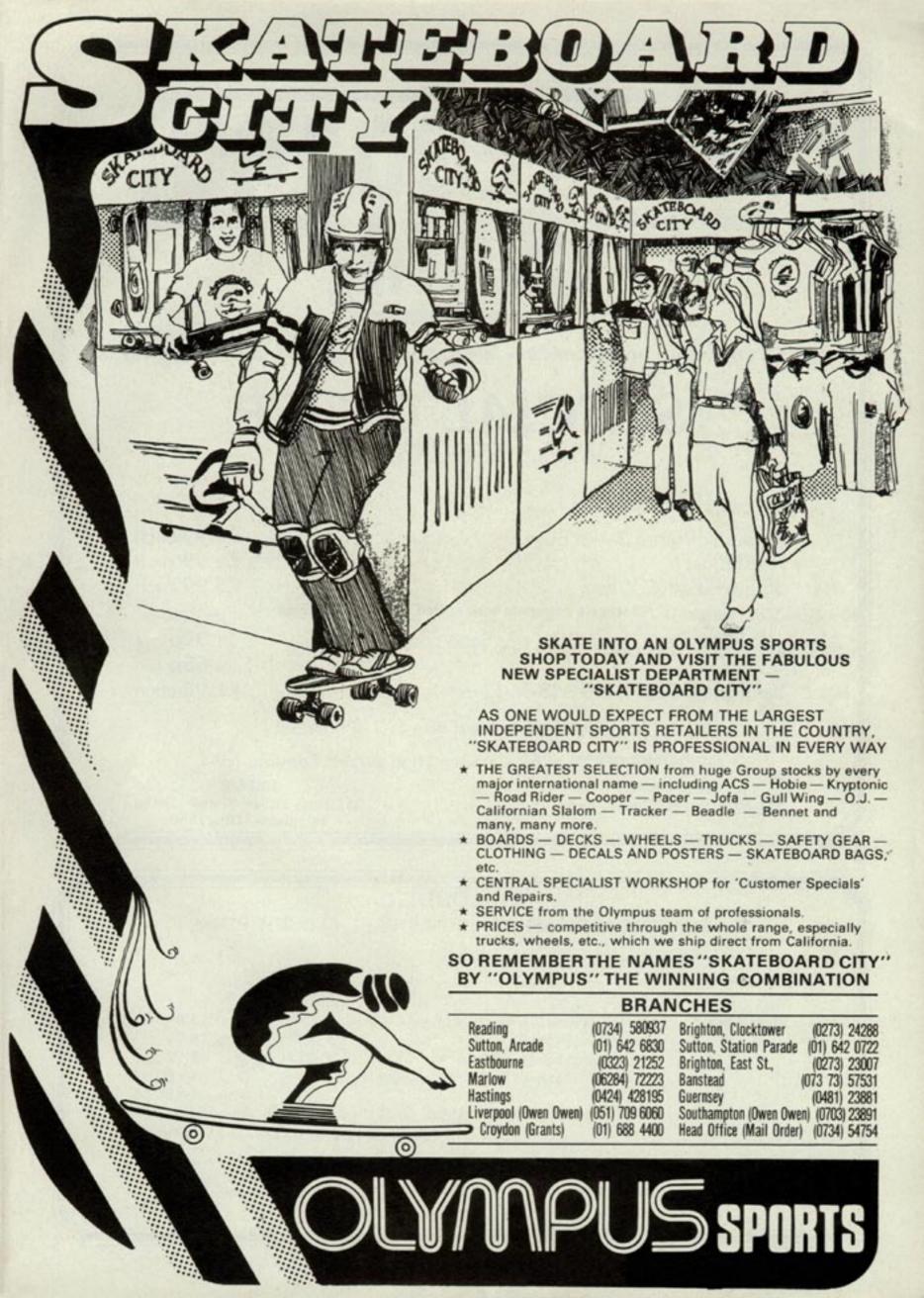
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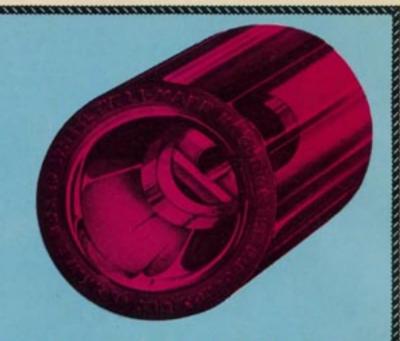
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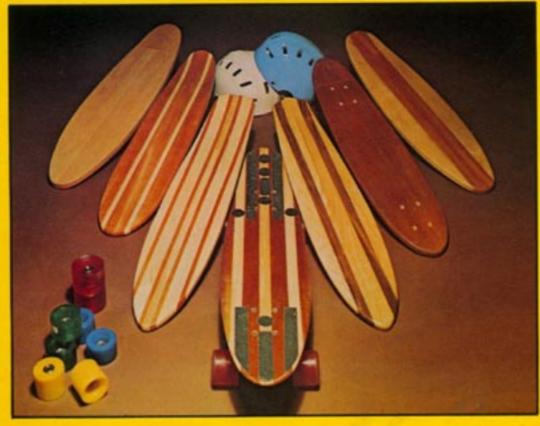
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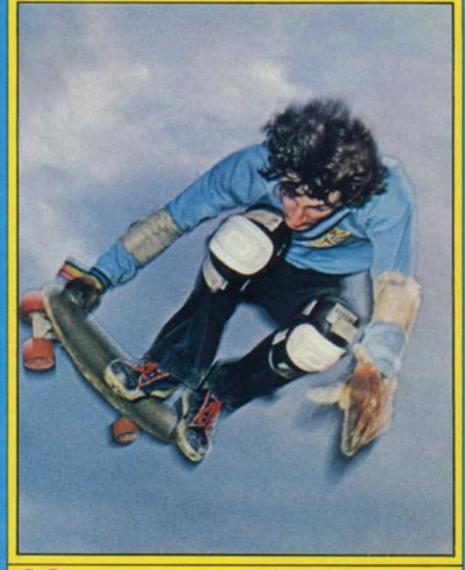
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No.6 FEBRUARY

Skatteboated!



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NEXT MONTH

More Parks and bowls investigated — Halifax, Putney and Wadebridge/ Carlsbad's Mogul Maze — a Photo File fantasia/ Upgrading your board — part one. More expert advice from technical editor, Dave Goldsmith, plus, midwidth trucks checked out/ Be Safe — general notes on 4-wheel survival/ An exclusive Si Napper interview/ the pick of the best skateboarding action pictures around/.

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THE JOCK PATERSON INTERVIEW: Skateboard! questions the winner of TV's Nationwide competition.

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NEW PARKS & BOWLS Pt. 1: From Newquay to Glasgow, Skateboard!'s Test Team evaluate new facilities.

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STAR SHOTS: Expanding fast. . . this month, six of Britain's hottest dogs.

COMMENT

LAST YEAR there were major competitions held at Crystal Palace, Skate City and Bristol, to name but three. Although as events they were fun to watch, it's as a gauge of the state of the art of skate-boarding that they really count.

Bringing an end to the year came the Bristol Skate Fest (more on that next issue) and the level of achievement was, frankly, just staggering. Many of the entrants had only been boarding seriously for less than a year, yet I for one will probably soon be eating my words over how long it's going to take this country to match the States. We're on their heels already.

Jeremy Henderson's days of freestyle supremecy looked totally numbered as Marc Sinclair and Darren Boner strung together routines neither of them would have been capable of only two or three months before. Jeremy's reply was to open his show with a kick-flip — off a table! He's still in front. just.

with a kick-flip — off a table!
He's still in front. just.
We're going to be deluged with competitions this year, not the least being a two-day event in March at London's Earls Court. Run by the USA California Free Former
Company, it looks like it'll be virtually a re-run of the Long Beach show, with many of the Stateside skaters imported for the occasion. I can't wait to see our riders clashing with the heroes of West Coast.

Apologies all you Ellen
Berryman fans for postponing

Apologies all you Ellen Berryman fans for postponing our interview with the great lady. I feel that Jock Paterson's sensational win at the Nationwide final merits immediate coverage, and he takes over the spot for this month.

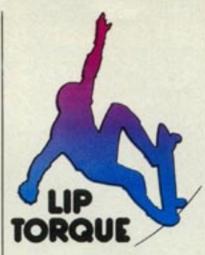
Starting this issue, you'll find 'New Parks & Bowls Pt. 1'... an in-depth, investigative feature into the ever-growing list of UK skate-boarding facilities. Skateboard! now has its own Test Team, comprising of Dave Goldsmith (essentially our equipment man), Steve Kane (or Skane) and Adam Peacock. Dave you'll already know for his monthly Skata Data probe. Steve refuses to be catagorised but has to own up to being a fine slalomer and Adam is of course one of this country's most stylish bowlriders.

In conclusion, I'd like to extend my thanks to Nation-wide for orgainising their contest. Faults there were a plenty — whoever thought there wouldn't be — but the fact it happened at all has to be good news for skate-boarding. Only thing is, if they do it again next year, I just hope and pray we'll be spared the marching band and drum majorettes at the final. It may make for good TV, but in my book it rated a high cringe-ability factor.

Bruce Sawford - Skateboard/ Editor







DECEMBER 14/15TH 1977 saw the finals at Skate City of TV's Nationwide Skateboard Competition held in conjunction with the Spar grocery chain. Skateboard's Editor, Bruce Sawford, happily obliged the request that he co-judge the event along with Ed Holt of the Sports Council.

The two-day final was not without criticism. Apparently even throughout the heats many judges felt hampered by a lack of real guidelines - especially in the freestyle division. Some said they would have preferred if a difficulty rating had been applied to tricks, or at least areas of tricks. Others were unsure of the importance of originality and fluidity. That as maybe, surely all credit to Nationwide for organising the competition at all.

Obviously a great number of TV viewers now have a far clearer idea of what skateboarding is. This is probably more than does regional judge, Stuart Hall. He was seen steadily signing autographs during routines!

More problems for poor old Nationwide. Due to an unfortunate method of points allocation, they ended up with no fewer than three ties in the final reckoning. The intermediate prize



Tony Alva, master of the rampage outrage. His explosive per-formance in the finale event at the '77 California Free Former Contest at Long Beach was Shooting like a bolt of lightning

enough to convince everybody that, while others are still 'going-for-it', the Mad Dog's already been there and come back again.



across the concrete floor of the arena, time and time again he flung himself towards the lip of the twenty foot ramp, heedless almost of how he was going to

return to earth. His skill and mastery over ninety degree man-oeuvres has become legendary.

was split between John Shayer (LOGOS) and Kadir Guirey (Benjyboards) and the junior between Steve Kellner (Brighton) and Paul Sully (Benjyboards). The organisers decided it necessary to find outright winners and to achieve this, they settled on a complicated percentage system. Ben Howard's Benjyboard team copped it in both sections, so limelight to John Shayer and Steve Kellner, condolences to Kadir Guirey and Paul Sully. Worse still, the overall contest winner was also a draw - between Kellner and senior top man, Jock Paterson. Once more the fourth decimal point on the pocket calculator proclaimed Jock the winner.

The final day was a gem...a marching band plus drum majorettes ploughed their way around the mud slopes of Skate City, Joey and the Hot Shots crooned 'Skate City Run' for the fifty-ninth time and lovable old Jimmy Saville handed out the prizes. The glitter was slightly marred by complaints from regional winners about their hotel accommodation. It's said that the stingy old Beeb was cramming in up to 5 skaters of mixed years ages in rooms measuring only about 15' by 8' some of which, to add to the fun, had no washbasins or wardrobes. Oh well, you can't get owt for nowt!

Results were as follows: Freestyle Senior, Jock Paterson/Freestyle Intermediate, Jeremy Henderson/Freestyle Steve Kellner/Slalom Junior. Jock Paterson/Slalom Senior, Intermediate, Greg Junior, McGhie/Slalom Steve Kellner/Senior Speed, Laurence Bailey/Intermediate Speed, John Shayer/Junior Speed, Paul Sully. Senior winner was Jock Paterson (Brighton), Intermediate winner was John Shayer (Logos) and Junior winner was Steve Kellner (Brighton). Overall Championship winner was Jock Paterson.

Heard from 'LA Run' producer, Ron O'Shea, at the studio door: "... the lyrics on the Carvell's recent hit were culled from Skateboard! issue one.'

South Bank skaters are now prohibited from carrying boards into (ie. are banned from) the Royal Festival Hall buffet. Could this be a clash of culture? Good news is that MacDonald's over the river have re-erected the welcome sign.

Thanks to the Sun Newspaper for including mention of our Christmas Budget Board Check Out in a December edition of their paper.

When ROSPA have finished jumping up and down on skateboards will they discover the more important aspects investigate when buying board . . . like, does it rub out on corners? . . .does a narrow truck width make it unstable? . . . will tortional flexing inhibit control?

News from Lobo board importers, Berrow International,

that there's going to be Lobo/Pepsi team set up in the UK soon - complete with Pepsi half pipe. And not only are they also looking to bring in Alva boards, the Maddog hisself might be over this spring to market his signatured equipment.

Wagging tongues at Bristol's Skate Fest spreading the rumour that John Shayer might just have done better in the slalom had he not been playing cards till 6am the night before.

Has anybody got something nice to say about Skate City these days?

Awful news... the Skateboard! chemistry department have come up with the theory that polyprop boards will get very brittle if the weather turns too chilly.

Spotted on the reverse side of Jeremy Henderson's team shirt, at Bristol, the words "Mr Benjy" wonder how Darren, Marc and Paul Sully feel about that!

CLUB & TEAM

FROM DARKEST SUSSEX we hear from The Crawley Eagles Skateboard Club. They've sent us a very informative newsletter. Affiliated to the N.S.A., they have facilities available . . . Surrey skateboarders, get in touch with them at 29 Lamberhurst Walk, Furnace Green, Crawley, Sussex.

Tom Homer of 27 Woodlands Avenue, Walsall, West Midlands is putting a club together in that area . . . boarders in Farnborough, Hants will get the opportunity of sampling the pleasures of wooden ramps every Tuesday and Thursday - provided they join the Rushmoor Skateboard Club. Contact the secretary, Mr D. Seaton at 156 Farnborough Rd., Farnborough, Hampshire . . . due another council to vet brainstorm, Bedfordshire skaters now have nowhere to go and practise. The Bedfordshire & Skateboarding District Association has been formed to counter this absurd situation. Contact c/o Mark Sayers, 2 Drive, Sandy, Nurserv Bedfordshire.

Fancy trips every Sunday to skateparks around the country? For more information write to Michael Lanigan at the Greater Skateboarding Mandhaster 82 Association, Tib Street, Manchester 4...based in the same part of the country under the guidance of Mrs Katy Harding the Wirral Skateboard Association at 66 Wallasey Road, Liscard, Wirral L44 2AE . . . and just down the Mersey, N. Merryweather and Alan Bangs of 78 Milton Road, Ellesmere Port, Wirral, Merseyside have formed the Ellesmere Port Skateclub.

Further north in the wilds of central Scotland, Kenneth Omond of 46 Pentland Park, Livingston, EH54 5NS would like to hear



Adam Peacock on Meanwhile's crumbling west wall.

Livingston Skatekats . . . promises | of a skatepark in the near future from the Teignmouth & Shaldon Skateboard Association at 6 Rigmore Close, Shaldon, Teignmouth, Devon TQ14 OAS.

SKATE PLACES

Opening on the 30th January (at long last) will be the Malibu Dogbowl. Designed by Dave Jenkins of Olympics fame, it should feature a 12 foot long section of full pipe and a cloverleaf pool. The facility will be unique in that owner Nick Farren, is using a surfacing substance called Geo-phil. Could be hot.

•HALIFAX

Already in operation is the Surfrider Skateboard Halifax by Pete co-owned Arena. Holbrook, Dave Holbrook and Dennis Higgins. An indoor facility, they've managed to squeeze as much into the building Reseda possible. A Skatercross-style run leads into a mellow, 6' bowl, there's also a figure of eight shaped bowl and a slalom run. No sign of any vertical, but the surface is excellent. Stand by next issue for a closer look in Park & Bowls Part

THRUXTON

Update from issue three is the Peter Inchley's bowl and run near Andover in Hampshire is now fully operational. Read in this issue the result of the Skateboard! Test Team's prompt visit.

NEWBURY

Skaters around this part of the country are now faced with the enviable decision of having to choose between two power places. Just up the road from Thruxton is a new indoor facility in West Street, Newbury. It's a superb example of how to radically profit on a small capital. Check ahead in this issue for the Test Team's comments.

PORTSMOUTH

from boarders wishing to join the Jon Davies of the Solent month.

Skateboarding Association informed us that foundations are being laid in Portsmouth for a 25 foot bowl and bottle-shaped half pipe. Apart from it being in the grounds of a youth club, no other details were available at the time of going to press.

SCARBOROUGH

The news from Tony Hogan on his Pure Fun Skatepark is that construction is now well under way, but he's been delayed by bad weather. Phase one he hopes will be opening up sometime around the beginning of February and will feature an open bowl with 'something for everyone'. A freestyle area, a slalom run and, wait for it, a most radical snake run feeding into a dish-shaped bowl, 30 feet across with 15 foot high banks rising to the vertical. Here's hoping.

NORTH LONDON

Regarding a Hillingdon Skatepark, our man in the home counties reports that opening day is tentatively set for January. It's said the owner is thinking about a geodesic dome to protect the park from the elements.

LOWESTOFT

East Anglia finally gets into the concrete business, or in this case, tarmac and Swedish plywood. Open now in Alexandra Road, Lowestoft is the East Coaster Indoor Skate Park. The newly-laid tarmac floor is divided into four sections and so far, work has been completed on at least two. One is a large freestyle/beginners area and another has large (12' & 16') ramps. With luck, work will begin in January on a 15 foot section of half pipe and a 90 ft slalom run.

Whispers say that Leeds and Teignmouth in the West Country are likely soon to have parks. Also, Skate City, Oxford (based the original) is nearing completion. Putney in South London is now open to the public (by the Upper Richmond Road). Word has it that the design of some of this park leaves a bit to be desired, which if true, seems rather sad. Once again, stand by for the Test Team's report next

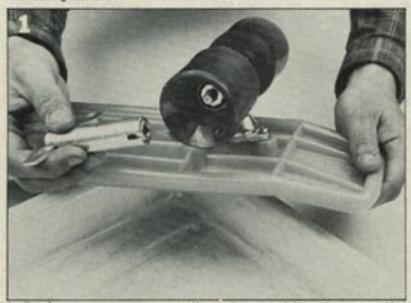
MECHANICS & MAINTENANCE

If your skateboard cost less than £17 the chances are that you're using wheels with open bearings. These bearings, sometimes also known as "loose" or "drop" bearings, are noisy but can be as fast, or faster than sealed bearings if carefully maintained.

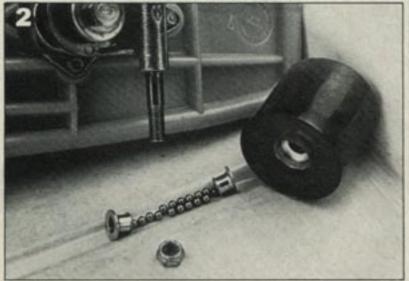
OPEN BEARINGS

YOU CAN AVOID frequent maintenance by using your skateboard only in clean dry areas. Remember that it's very easy for water to carry dirt into bearings and if wear then increases, their life most certainly does not. Even in the best conditions your bearings need to be examined regularly with the occasional cleaning and lubricating session.

We've dismantled here a Grentec Coyote to demonstrate how to clean and lubricate open bearings. Although the parts you see are fairly representative of other manufacturers you may have a slightly different set-up. This being the case you can still follow the instructions, but make sure you note the position of the parts on the axle as you remove them!



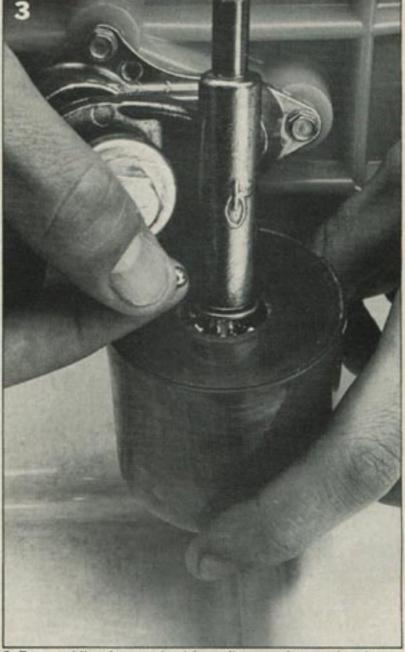
 Don't remove any parts until you have positioned a tray underneath to catch the ball-bearings. To remove the lock nut you will need a skateboard wrench. As an alternative, use a ½" AF box wrench, available from any good car accessory shop.



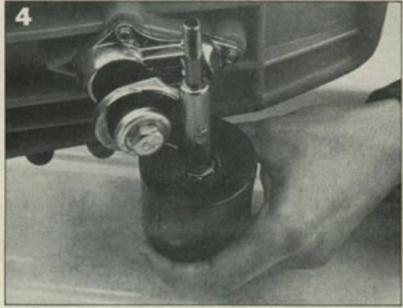
2. As you remove the parts check and note their positions (there will normally be 8 balls on each side of the wheel). Clean all the parts thoroughly. Wipe the insides of the wheels with a cloth. Clean any grease and dirt from the bearings and parts with paraffin or white spirit. Dry all the parts and wipe the balls with a small amount of light oil (if you use too much oil dirt will be attracted into the bearings).



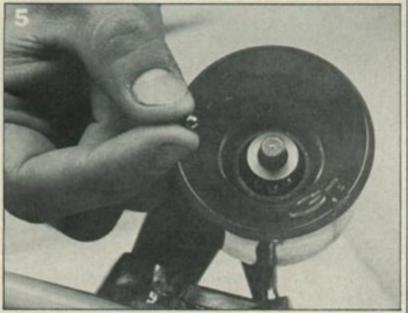
The open bearing wheel. So called because there is no seal or shield covering the balls. The balls are held against the "cup" inside the wheel by a "cone". This is held in position by a lock nut at the end of the axle.



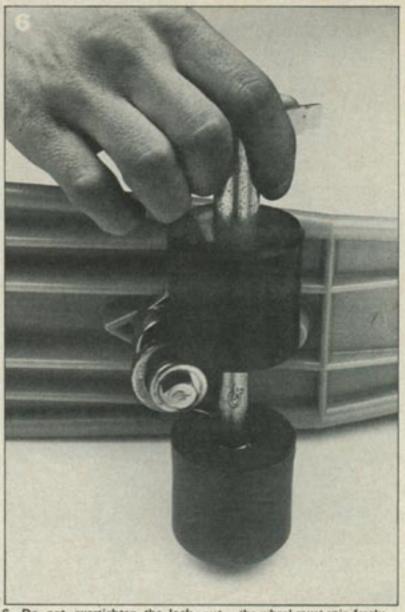
3. Re-assembling the parts is tricky at first — make sure that the tray is in position to catch balls which go astray. First slide the inner cone on to the axle and hold the wheel in place. Drop the balls into position. A neat method of doing this is to find a thin tube which will hold 8 bearings — you can then shoot them all in at once!



4. Having inserted all the balls hold the wheel firmly in place and turn the board over.

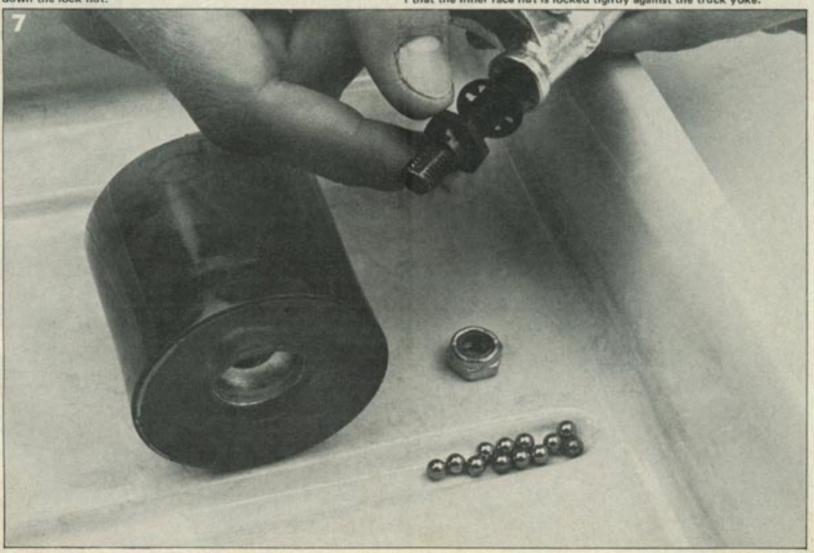


5. Slide the outer cone into place and drop the balls into position. Spin the wheel and check that it is running properly before screwing down the lock nut.



6. Do not overtighten the lock nut - the wheel must spin freely.

7. Ball bearings and cones should be replaced when worn (if the balls are falling out during skating this may be the cause). If your axle is fully threaded (as in this photo) you can replace the cones with race (or cone) nuts. You will need 8 race nuts and 4 star washers. Make sure that the inner race nut is locked tightly against the truck yoke.



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Stacy Peralta Writes

THE LAST TWO WEEKS have been a total skate trip. We started off in Florida, then went to Puerto Rico and finally shifted on to the West Indies. The reason for the whole thing is a new skateboard movie called 'Skateboard Madness', Right now, hopefully, it's going to include all the top guys. Myself and Ken Senatore were the only ones actually on this trip, but the guy making it is Hal Jepson remember, he made 'Go For It' - and he's planning on getting hold of just about everybody. He's already made an untold number of surf movies - all really good ones.

The parks in Florida are pretty good, though not as good as they are here in California, I guess that's mainly because they're not designed by skaters. In Puerto Rico they didn't have any parks but we met up with the local skaters and they took us around for about three days to get in all the local spots. They had some pretty good ones. It's really green there so it makes it a lot more comfortable - all the trees, and there's some big reservoirs there too.

What we did in Puerto Rico as well, was a lot of charity demos. Sometimes there'd be a lot of people just hanging around the streets having lunch or something. So we'd go up to some big cement area, start skating and just attract a huge crowd, It was so funny, traffic jams and stuff - a real blast. They really really liked it. They'd be laughing while we were doing little humourous

The West Indies was the same sort of thing, except there's one place in Antigua where they block off the street for kids to skate on every other Sunday. Because there's so many good skaters there, the city's made them a vertical ramp. Me and Kent did a big demo on the Sunday, although originally we'd only gone there to film.

Back on the film, so far as I know it's going to feature seven skaters in particular, plus all the others they can fit into it. It's going to have a little story line tagging through - not much, but just enough to keep everyone

interested besides all the good skateboarding. I think Hall plans, after he shows it around, to rent parts out like 'Magic Rolling Board'. It's not my first picture. I did 'Free Wheeling' a while ago and I've also been in some of Hal's surf movies . . . most of them have little bits of skateboarding in them, I have to admit I don't do much in the way of acting - just little bits maybe. Real acting I always imagine as having a million directors yelling at

Other than all this of course, there's the European trip coming up. My manager, isn't really sure of dates yet but I'll let you know when I can. When I get to the UK I sure hope I get a little spare time. It's going to be a real tight trip, but I'd love it if I could see some of your parks. I've gotta be able to skate - I might lose my tone!

Only about forty minutes from me there's this new place called the Paramount Park. Waldo Autry was the resident helper and designer and, boy, they have a pool in that park that's so outrageously big, only a few guys will even ride it. It's probably about 16 or 17 feet deep, including 8 feet of solid vertical. I have to say people aren't really liking it because it's just too out of control. You see, when pools get that big, it takes out the fun factor. Like, if you lose it at the top, it's all over.

I don't even enjoy riding it, but there's some other runs in the park that are just great. They have this half pipe with a rounded top and you can do 'off the lip' and 'lip slides' on it, Really, you can 'off the lip' and roll over the top, and then come back in. Overall, it's really a fun park.

I also made an Arizona trip a few weeks back and rode the big pipes. There were Greg Ayres, Doug Schneider, Rick Blackheart and Rod Saunders. It was really good. In fact the pipes were all set up for us and the company had actually set aside a big one just so as we'd not bother the people working there.

THE SKATEBOARDING ASSOCIATION

WEDNESDAY 8th February 1978 is destined to be a crucial date for the future of British skateboarding. On this day the Skateboarding Association will hold its first Annual General Meeting in London. Skateboard clubs and skaters the length and breadth of the country are urged to register with the Association and attend this meeting in force. A representative of each skateboard club will be eligible to

stand for election to the Executive Committee.

Barry Walsh, Chairman of the S.A. recently explained the future direction of the Association:

"The Skateboarding Association is to be run for, on behalf
of, and by the representatives of
the sport — the skaters themselves. Most skateboard
associations are run by manufacturers or other people with a
commercial interest."

'In its short-life the Association has already secured major sponsorship for the official British Championships, an open competition to be held in late August. Among other projects on is also wo Association towards a full coaching manual. Government finance, through the Sports Council, for the development of skateparks is an aim of the Association and with strong representation this could be

obtained."

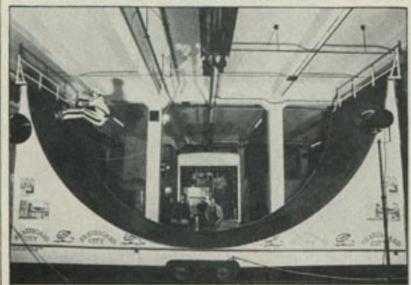
SkateboardI recommends that your club registers immediately by writing to the Skateboarding Association, c/o The Sports Council, 70 Brompton Road, London SW3, with an enclosed fee of £3. Full details of the meeting will be sent to you by return of post. For further information, phone the Association and speak to Ed Holt on 01-589 3411

PHOTO FILE EXTRA

BALMY DAYS AT THE BRISTOL SKATE FEST



From Max's Sunset Boulevard in Brighton, Tim Dunkerley successfully negotiates Bristol's insane new 16' ramp



Walter, of the Logos team, close to the rails of the new Olympus half pipe road trailer



John Shayer (Logos) spell binding the crowd with his inimitable stationary samoan squat



They said he'd never do it. Proving everybody wrong, Jeremy Henderson seen kick flipping off a table

SKATEBOARD!INTERVIEV



December 14/15th at the BBC TV Nationwide finals, Skate City, saw a prophesy come true. The South Coast was demanding recognition. . . two Brighton skaters were wired to win. 12 year old Steve Kellner took the Junior, and Jock Paterson, the Senior and overall championship honours. Quibbles there may have been about standards of judging and the lack of clear rules for events, but nothing can take it away from Brighton's own Jock Paterson, . . he's a model of consistency. How does he train, who does he admire, what does he think of the London scene having conquered it? Skateboard!'s Steve Kane caught up with 20 year old Jock at Bristol's recent '77 Skate Fest for this exclusive interview.

Jock, tell me how and when modern pro board somebody you started skating.

I got into it three or four years ago through surfing. I surf a lot - I go to Cornwall quite a bit and I surf at Brighton too. We've got a few really into both.

What equipment did you start

Originally I used a homemade board with Hammaco wheels and trucks, I couldn't

brought over for me from the States, I think it was called a Hookerboard, It was made of fibreglass and it had Roller Sports Stokers on the back and Roller Sports Racers up good spots along there. I'm front, with X-Caliber trucks. Actually, it was pretty far out for what must have been two years ago.

Did you do much skating in the early days?

No, not really, I just used to do very much on it. The first cruise on it. I was never what deal on equipment.

you'd think of as radical, I only really got seriously into skateboarding this year, Before then I didn't do a lot . maybe one 360. . . I couldn't even walk the dog. And I've only been slalom racing this year.

What's your opinion of British skateboarding 1977?

It's just grown so quickly, it's really amazed me, I'm glad it's grown. . . it's such a good sport. The competitions have been a big help in that skaters train hard for them. Crystal Palace was good, so was Nationwide and this one here at Bristol will probably be good too.

Do you believe skaters are getting value for money in terms of equipment and parks?

They're not on the parks side. To start with I think £1.50 a day at Skate City is far too much, But I reckon they're getting a pretty good

What's your attitude wearing safety equipment and do you believe it's necessary that skaters be confined to parks?

Oh yea '- I always wear safety gear. I used to skate on the streets a lot, but now I don't at all, Mind you I think there's always a place for street skating - there's nice hills in Britain, I'd like to find a few for giant slalom.

What kind of skating do you do most at the moment?

All of it really, I don't specialize in anything anymore. I used to in slalom, but, to me, you need all three, . . speed, slalom and freestyle to be good. I've been working hard at my freestyle - I love bank riding too. I'll just keep on mixing the lot

There seem to be quite a number of new parks springing up around the country. Which do you find the most satisfying?

I still like Watergate. . . it's a

good surface bowl and Skate City's alright - just a bit rough.

How much practise do you get in?

About four hours a day. I do a bit of slalom and a lot of freestyle - because that's not my strong point and I want to get better at it. I don't do so much bank riding, so the mix is mostly between those two.

Do you follow any sort of training routine?

I go running and sometimes push a few weights. It helps because it makes me more aware of my body and keeps me fit.

What do you think is the secret of skating well?

Just practise as much as you can. When you're riding banks and pipes you need aggression, . . in slalom too. If you're competing against someone you don't like you really go for it, Mind you I've had a few bad wipe-outs and broken my nose a couple of times when the board's hit me in the face.

Do you think the danger in skateboarding is overrated?

really The sport's not dangerous. . . I mean it's only dangerous if you're stupid, It depends on your attitude towards it.

Who do you rate over here?

There's some good skaters in London. . . and they know it. I don't like a lot of the London kids. Some I get on with, some I don't, I respect them 'cos they skate well. Si Napper on banks is incredible

Tell my something about the skating scene in Brighton?

Well, we've got the South Coast Skateboard Association and we try to hold a contest every month. It keeps the kids together and everyone improves with the competition. I think we've got some really good skaters down there - and most of them are unknown.

What can you say about the team you ride for?

It's the Olympus Skateboard City Team. Olympus are the biggest retail sports company in the country and they decided to get into skateboarding in '77, I got asked to ride for them. The team's not at all bad and we get some free equipment. But I don't want to see it looking too professional. Some teams, like Hobie and Benjy, pay their kids about £25 a gig. That's OK, but I'm not sure it's a good thing.

How do you take to the media's coverage of skateboarding right now?

It's obviously a new thing to the media and they're just trying to suss it out at the moment, I think what they've seen so far, they've liked,

What about the attitude of local authorities?

Well, they haven't given us a skatepark in Brighton yet and we need one badly, London and Brighton have got to be the two main centres in the country there's no doubt about it. There's hundreds of riders in Brighton and it seems like they're always in danger of getting arrested. The police hassle us badly, I've even heard rumour of kids being chucked in police cars and cells overnight - things like that. They just don't like us skating. If they catch us riding somewhere where they think we're not allowed to, it's really bad for us. They don't usually make charges or anything. . . I think they're just out to scare us.

What do you think of the role being played by skateboard manufacturers?

I think they could have done a lot more. As far as I can see, some of these people are making fortunes out of the kids and not putting anything back into the sport. Some of them do charge extortionate prices for just crap. Obviously they're just trying to build up their businesses, but surely they could afford to invest in some parks?

What are your feelings on the American scene?

I think I'm probably going over there this year for a holiday. I'd like to see Bobby Piercy. . . I don't exactly style myself on him, but I watch him a lot. . . the way he moves and so on. Ed Nadalin's incredible and Russ Howell, . . there's so many good skaters you could go on for ever

What's the most radical thing you're doing right now?

I suppose riding the Olympus half pipe. I haven't been in a full pipe yet, but I will soon, Where do you see yourself going from here. . . are you likely to become fully professional?

One day I'd like to go fully pro. At the moment I'm working in one of the Olympus shops - Skateboard City, in Brighton, I hope soon to be going round the country giving demos on our

22 foot in diameter - like half one of those pipes you see in the desert. It's 14 foot from top to bottom and 8 foot wide, , , and incredibly fast. It's made out of ply and covered with a special matt black paint protects the wood and gives it a grippy surface

What do you think of the park designs we're seeing at present?

Funnily enough a friend and myself had to design a park and we tried to base it on Skateopia. you know, Uplands, and all those. . . a full pipe, big bowls, and so on. I don't think parks are that radical at the moment. They could be, but it's going to take a bit of time before we get what skaters really want.

What's your favourite American magazine?

It's gotta be Skateboarder, The photos are great and that's what people want to look at. A good picture of somebody 15 foot up in a full pipe is just mind-blowing. That's the first impression I get. Then the role of a magazine is to keep people in touch with the scene bringing out the stars.

What role do you see the new Skateboard Association taking?

They'll get parks together maybe, . . and contests, I hope they'll just generally try and help, It's all very new to everyone but they seem to be working pretty hard. Next year they'll be a bit better and then the year after, better still. It takes time. in the States they've had clubs and associations for over ten years, so they know more what it's all about. Do you think the style of UK skating is just a copy of the Californian approach?

Obviously we're trying to style ourselves on some of those guys. I don't think there's a great deal difference, to be honest. Would you say surfing is a good training for skateboaring, or vice versa?

That's difficult to answer, You're talking about a mass sport like skateboarding and a minor one - over here . which is surfing. Surfers have a totally different outlook on life to skateboarders. When you ride a wave it's being . . you're close to nature. shooting along like you're part of the water, Skaters, on the other hand, I don't think new, portable half pipe. It's feel that urge to be nearer

our creator. . . the sky, the wind.

But doesn't skateboarding have a similar role to play in the City?

Certainly in the cities there's more people and more concrete, That's where it started. maybe that's where it'll finish too!

What do you think of UK riders in general?

Apart from some of the London kids, I think they're great. From what I can see they're not far behind us and I'm sure they'll be getting better next year. Then again, we're not far behind the Americans either, I just wish some London riders would stop mouthing it off and be a bit more mellow. They get really aggressive and when they do something good, it's all 'look at that, aren't I great'. I just don't like it. Do you think it's a product of the city, or what?

It's a product of them. I try to get on with them, but you just can't Their attitude is so bad.

Do you think Skateboard! magazine might be able to help the situation?

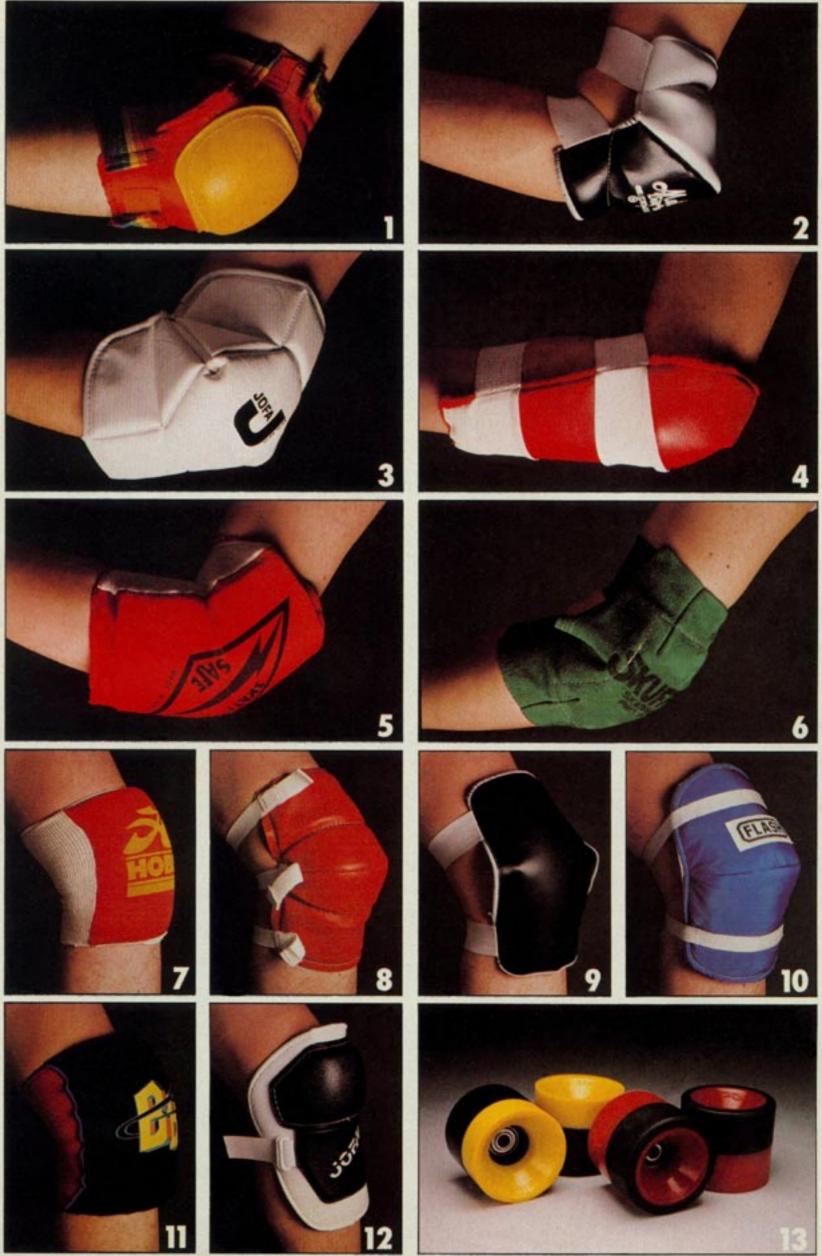
I think it can, London gets more than its fair share of attention. . . John Sablosky appears everywhere. both here and in America there's too much concentration on bank and pool riding. I just feel that kids here have got to be encouraged to be good all-round skaters.

Jock, do you have any motto you use to help you when you're skating?

Just, determination, I want to be the best. . . that's the only way I can look at it. The more I train, the better I'm going to get. That's the only thing that motivates me. . . getting better, I'd love to be a world champion of something, even if it's just walking the dog. I'm putting a lot of money and time into this, so I want something out of

What is it that's special about skateboarding? It's taken everyone by surprise, they way its suddenly caught on. What's the answer to it all? It's just, feeling. You feel air, you feel the wheels under you. You gotta feel it - like surfing. When you're 14 foot up in a half pipe you feel like a cosmic sensation - like you're there. It's only for a split second but you feel good, and that's what it's all about.





42 Skateboard!

SKATA DATA

PADS CHECK OUT

It's generally accepted that knee and elbow pads are a very necessary item in any skater's software. Freestyle does not involve much danger of injury but the chances of friction burns, bruises, fractures and other nasties multiply in bank/bowl riding and slalom. In fact heavy wipe-outs are very much a part of the aggressive skater's scene and the risks of not wearing pads are simply not worth taking.

WE'VE TAKEN a look at a representative selection of knee and elbow pads to find out what they have to offer in the way of protection. The protection factor is very important, of course, but it is by no means the whole story. A good pad must also offer comfort and ease of fitting which many something manufacturers seem to forgotten. It's hardly surprising to find a marked reluctance from some skaters to wear certain brands of pads when all they have to offer is restriction of movement and difficulty of fitting. We therefore scrutinised these nine brands not merely on their absorption of impact but also their effectiveness in a sliding fall and whether they created any discomfort or restriction in movement of arms or legs.

Cooper have been in the protection game as long as anyone. We looked at their EK elbow pads which were originally designed for ice hockey use and certainly they are very strongly made. The design, which has an angled shape, provides very good impact protection in a straight fall. Their drawback comes in a sliding fall when there can be a tendency for the pad to ride up the arm. On ice this is probably not a problem but concrete and PVC tend to grip each other, thus pulling the pad out of position. We found the Cooper comfortable to wear but possibly a little restricting when bending the arm.

Skatemates produce an elbow pad which is very similar to the Cooper. It has, basically, the same pros and cons. We liked the knee pad which has adjustable elastic straps and press studs for quick fitting and removal. The protection quality and the comfort of these pads was good.

The Malibu elbow pad is rather like a short Cooper. Although it has no interior plastic cup there is a generous amount of

ELBOW PADS: 1. Freestyle, 2. Malibu, 3. Jofa, 4. Bristol Skate-board Centre, 5. Skate Safe, 6. Skuffers, KNEE PADS: 7. Hobie, 8. Skatemates, 9. Malibu, 10. Flash, 11. BB Kneebo, 12. Jofa. DUAL HARDNESS WHEELS: Left: Twinbird, Right: Emotion 92 Shore Red.

padding which would absorb impact effectively. Unfortunately the nature of this design reduces forearm protection and it is possible for it to slide out of position. Reasonably comfortable.

Bristol Skateboard Centre make a design of elbow pad which we have not seen before. Rather than having straps which fit round each side of the elbow both elastic straps wrap around the forearm. The upper forearm and elbow are well protected and there seems to be no problem of the pads slipping out of position.

Jofa make an angled elbow pad with straps crossed at the back. Padding is satisfactory, though not over-generous. The knee pad is a good design. It has an exterior cup which is a good way of protecting the knee cap from impact. There is a single strap with plastic buckle which binds the pad to the lower leg allowing free flexing of the knee.

Hobie distribute a range of elbow pads which are very similar to Cooper. Their knee pad is a simple tubular stretch design. It is necessary to remove your shoe to slip this pad into place. However the stretch elastic backing hugs well and there is no discomfort on bending the knee. The padding, although fairly thick, is easily compressed and may not offer complete protection in an extreme fall.

The Flash pads were very different to any other brand we examined. They have an excellent nylon exterior. padding is of a mixture that includes natural fibre and is very effective. The knee pad has two strong straps with metal buckles. These tend to bite a little when the knee is bent. The Flash arm pad is designed to offer protection right down to the wrist we can't criticise that since it should stop any grazing to the forearm, but the question has to be asked, will anyone want to wear a pad that size?

The Skuffers elbow pad is strongly made with a suede exterior. The padding is adequate but the wide elastic straps tend to make themselves felt when flexing one's arm.

Skatesafe pads are based on a tubular stretch design with good dense foam padding. We reckon that this type of design, now widely used by professional skaters. is the most effective around. The chance of the pad slipping is minimised by stretch panel which runs the full length of the pad. Compared to pad designs with individual straps at the back this design also provides more comfort and less restriction on bending the knee or arm. The only disadvantage of this approach is that the knee pad can only be fitted by removing

The Freestyle pads are based on a cup design with two wide stretch bands. There is good adjustment of tightness along a velcro strip above and below the cup. In a heavy fall the cup is effective in spreading shock away from the most vulnerable areas. Unfortunately the cup in the knee pad sometimes has a tendency to kick upwards in a "bent knee" fall which leaves the knee cap more exposed.

Finally, the Benjyboard "BB" Kneebo pads. We were really impressed with this dual-purpose knee/elbow design. The padding is very thick and dense and will absorb heavy impact. The tubular stretch design, like the Skatesafe, is very good particularly as an elbow pad. We suggest that you try the Kneebo on your knee as it will not fit some adult knees.

Our advice is always to try on protective gear before purchasing. Make sure that the pads fit very firmly - if you can pull them out of position easily they are too large and will slip in a sliding fall. Bend your knee or elbow and satisfy yourself that they will not be uncomfortable or restrict your movements. Try butting your knee or elbow against, for instance, the corner of the shop counter - can the pad absorb this impact? Finally try kneeling on the floor with the knee pad on and check that your knee cap is not exposed.

We haven't mentioned prices, which can vary considerably from shop to shop. We do not recommend economising by buying cheap pads — save on your wheels instead. Our recommended "buys" are (for elbows) the Kneebo, Freestyle, Skatesafe, and Bristol Skateboard Centre pads. For knees the Jofa, Skatemates, and Kneebo pads. All these pads are priced between £4 and £6.

DUAL HARDNESS WHEEL TEST

Producing a wheel with good all-round performance is as difficult now as it has ever been. The fastest urethane compounds have never been the grippiest, and the wheels which give the smoothest ride tend not to be the most hard-wearing. Add to that the complication of different skating surfaces and the wheel manufacturer's problem becomes even greater. Of course today's top wheels make nonsense of those of a year ago, but skaters demands are becoming more and more difficult to meet.

The latest trend in U.S. wheels has been away from soft like compounds the Kryptonic. Although this wheel caused a near-riot last summer it had its drawbacks - the traction in certain situations is not outstanding and the wear rather rapid (although this has recently been improved). The new diamond-hard wheels appearing from the States (Tunnell Rock, Park Rider, Kryptonic lime-green etc.) have been made specifically to perform on smooth skatepark surfaces, of which there are now many in America. Whether these very hard compounds are suitable for the more bumpy British terrain is another question!

Of particular interest therefore, on the British scene, is the development of dual-hardness wheels like the new Emotion range. Emotion wheels are made with a 50% urethane/50% rubber running surface. Urethane forms the main body and core of the wheel and the rubber is then bonded to this to form a tyre. It is a complicated and expensive way to make wheels but it is being done in a genuine attempt

to make a very fast wheel with grippy qualities. The Emotion is 65 mm in diameter and 55 mm in running width. The urethane is approximately 92A durometer and the rubber 80A durameter.

In normal straight running the Emotion's ride is controlled by the hard urethane side which prevents the rubber from absorbing shock and slowing the wheel. On cornering, or in situations like carving the lip, the wheel bites into the rubber section which is designed to give better traction than any urethane of similar hardness.

It is also interesting to see the first dual-hardness wheel appear from a British factory, the Twinbird. Unlike the Emotion this wheel is composed entirely of urethane; an inner (black) section which has a durometer of 95A, and outer (yellow) section with a durometer of 80A. The Twinbird measures 64 mm in diameter and 54 mm in running width.

Our test of the Emotion wheel was concentrated on slalom performance — a good test for

any wheel, particularly when the course is tight since maximum speed and traction are demanded We found that the wheel had great strengths, combining good acceleration with no slide out through the gates. Although not yet tested in park-riding situations we anticipate good results particularly when cutting across the lip as the rubber should really bite effectively when the wheel is rolled on edge.

We tested the Twinbird wheels

on the flat at the south bank. This intermediate park-riding model.

is a very smooth paved surface which is now getting really polished and urethane-coated. The wheels, which have a very hard inside stripe, passed very very well on speed. The traction was not too impressive, although many wheels are now losing their grip on this surface. The urethane is high quality Adiprene and should be hard-wearing. We'd recommend this as a freestyle or

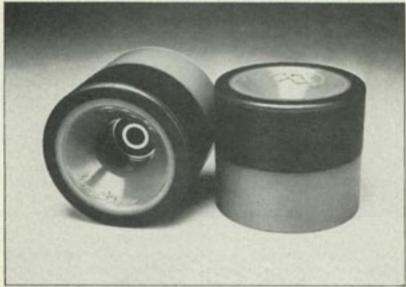
READER'S TIP OF THE MO

Tate of the Edinburgh University Skateboard Club, who receives a free one year subscription to Skateboardf

"If, like me, your readers are having trouble with a fibreglass deck cracking around its edges and their kicktails are getting shorter, I suggest a timely repair something like

Padding, Hard Plastic Padding can be shaped or sanded as it sets (in about 10 minutes) and costs about 40p for a small tube less than a price of a new deck,"

If you've got a maintenance or tune-up tip, send it to Readers Skateboard! Magazine, 14 Rathbone Place, London W1P 1DE



The Rebound features two king pins and two sets of rubber cushions - the first attempt so far seen for substitution of the normal pivot in this way. Although the axle is a good length for freestyle at 5% inches and the action of a good responsive nature (we found the pumping action very good after initial wearing in), the design does have drawbacks. The overall height of the truck is

around. This means that the deck rides pretty high with the use of a riser pad. In fact a wheel up to 65mm should be usable with the Rebound without any need for a riser. Of course, if you do not fit a riser you are then losing a certain amount of shock absorption - a pity since the Rebound's design offers more shock absorption than other trucks.

OVER THE LAST few months there has been a strong movement towards laminates and ply in the manufacture of decks. One-piece hardwood designs have always necessitated a fairly thick cut of timber for strength and this has normally resulted in a rather heavy end product. Laminated construction has the advantage of less weight and bulk and a pre-determined degree of flex in manufacture. Resistance to damage on impact also becomes more and more important as decks are used in bank and bowl riding - laminates can normally be relied on for durability on impact.

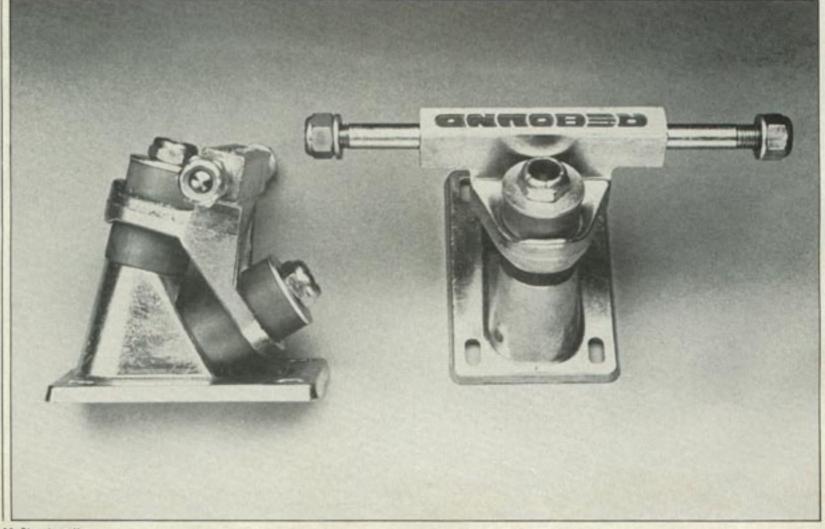
We've selected new models from G&S, Santa Cruz, and Logan Earth Ski for illustration here. The G&S Warp Two, with a blunt rounded nose, was designed by Stacy Peralta. The Logan is the Laura Thornhill model and is one of the widest decks we've seen to date with a very broad kicktail. The Santa Cruz team is making quite an impact in the States and snatching some top competition results. Their flex lightweight

kicktail model is extremely light at only 675 grammes.

ACS, who already produce a basic range of four trucks have now launched a medium width model, the ACS 580. The axle is 5.8 inches long and the king pin has a bolt head rather than the slot head featured on the 430 and 500 models. The ACS 580, which sells at £7.00 will be featured in the next month's test of mid-length trucks.

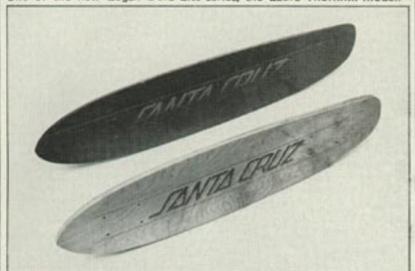
More news from the wonder factory, namely Kryptonics. A new time green version is included in their radius-edged series. It replaces the previous clear green model and is one of the hardest wheels around at present. Available in 60mm, 65mm and 70mm diameters

Following our Mechanics and Maintenance feature on sealed bearings I am pleased to report that there is now a special kit available for cleaning and lubricating your bearings, SLDG is a degreaser and SL90 a bearing grease and they are both made by Lawrence Industries. The two sell for around £1.50.

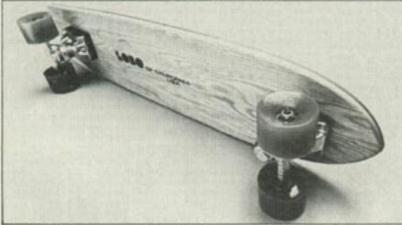




One of the new Logan Dura-Lite series, the Laura Thornhill model.



The Santa Cruz Lightweight (above) and 5-Ply (below).



The X-Caliber Pro truck is fitted here on a Lobo Deluxe deck (handlaid veneer) with Brewer Jarvis Pro wheels.



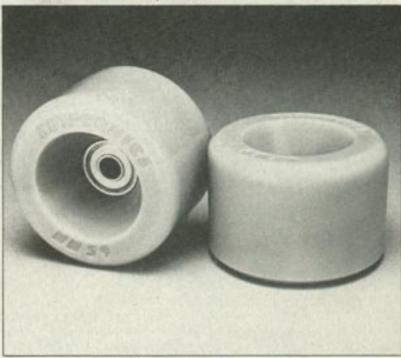
From the same makers as the California Slalom and Pro, the red, white and blue Slalom Comp. Axle length 6% inches.



The G&S Warp Two



A new mid-axle ACS model, the 580.

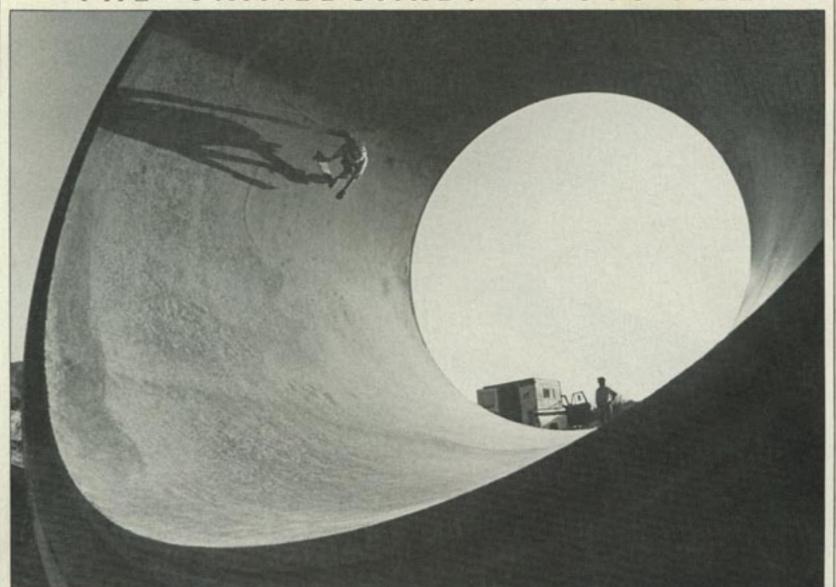


The new radius-edged Kryptonic green.

Next month, Skata Data checks out mid-width trucks. Because at the moment there are no recognized British standards, Skateboard/ magazine will, to the

best of its ability, be devising its own. This will be the UK's first serious attempt at product testing skateboard trucks, . . dont't miss

THE SKATEBOARD! PHOTO FILE



THE OUTRAGEOUS

A STATESIDE PICTURE EXCLUSIVE PRESENTED BY U.S. PHOTO CORRESPONDENT, BRUCE

Ever since I read the Skateboarder Magazine article on the discovery of desert pipes, I wanted to take a trip out there myself and photograph them. I got that chance in November of this year when a few of my friends offered to drive me out to Arizona in return for a full-on photo session. I heartily agreed and soon we were off to Arizona for our own personal "desert discovery".

AFTER a long 7 hour drive from Los Angeles we came upon a small town just outside Phoenix, Arizona. Following a crudely sketched map, we finally turned off one of the main roads just the town and outside followed a rock-strewn dirt road for about 3 miles. It was

save for the full moon that played hide-and-seek behind the clouds.

The road wound up and down small hills and gulleys until finally we reached our destination . . . those 22ft. desert pipes. As everyone piled out of the car to gaze at and touch the huge concrete 12 midnight and pitch dark | cylinders, | quickly pulled | and countless kickturns soon

out some road flares and took their toll on the skaters lit them up. We had a full-on midnight skating session under eerie glow of the red, smoking flares.

The next morning we all took off for another area where it was rumoured that the most perfectly smooth pipe could be found. After about a half hour of dusty driving we come upon the 'perfect" pipe . . . already being skated by a couple of eager "pipe rats". Skaters Kevin Anderson, Dan Sattler, "Red Fred", and rollerskating whiz Fred Blood soon had the pipe wired - getting vertical was the order of the day. Fakies, 360's, lip slides

as the sun set on the horizon. As the sky turned a deep red the skaters slowly packed their gear in the car and prepared to head back home.

As we made the long drive back to L.A. we all agreed that a return trip must be made as soon as possible. The desert pipes, part of a huge water project that has cost billions of dollars, may be on the endangered list. The costs rising each day, the project may be abandoned. In any event, the trip left everyone stoked and anxious to skate again what many feel to be the best skating surface in the world.

All pipe photos: BRUCE HAZELTON



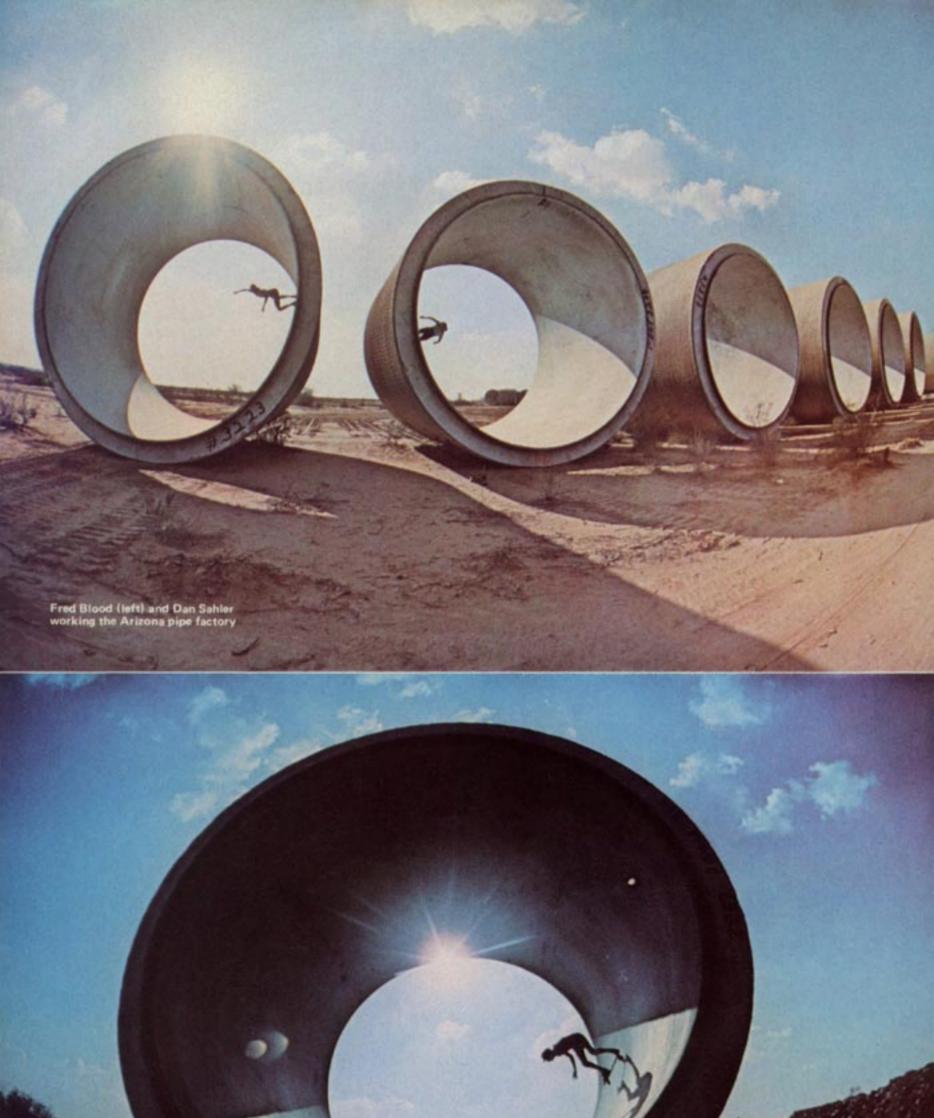
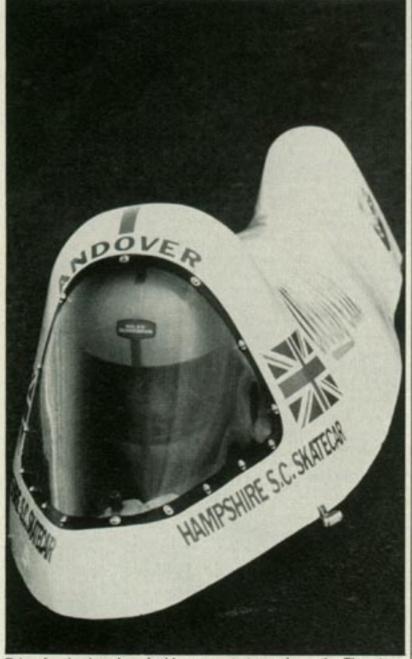






Photo: JOHN PERKINS

SPEDSHELLS SIGNIN



Driver-for-the-day, Joan Inchley, on a test run down the Thruxton slalom slope.



There's not much room under the lid of Britain's first skate car. Note the up-front vertical steering rod.

PETER INCHLEY & BASIL KNIGHT-GOING DOWNHILL FAST

SKATE CARS, SPEED SHELLS, COFFINS, call them what you will, but don't ignore them. Already they're a highly successful fringe area of skateboarding in the States and now the flame of the coffin is flickering in Europe too.

Unfortunately, in Britain one important thing is still missing ... somewhere to use it. The skate car needs a long, steepish hill — smooth and straight — with a good run off at the bottom. What we do have,

though, is our first car and an exciting machine it is too. The brainchild of engineer, Basil Knight and ex-motorcycle racing champion, Peter Inchley, the Alley Cat Skate Car looks to be a fine example of mechanical perseverance and ingenuity. Neither Basil nor Peter had a chance to check out existing Stateside hardware... they solved the problems themselves.

The speed machine's present home is a shed on Thruxton Aerodrome, near Andover in Hampshire and there too Peter has just put the finishing touches to stage one of Andover's first bowl.

The car has yet to attain anything like its hoped for maximum speed . . . testing is continuing in stages. They're not expecting to take too long, however. Sights are firmly set on entering next Spring's downhill event at Signal Hill, so time is short. Skateboard! magazine talks to Basil Knight:

You've turned out a very attractive shell in both shape and finish. Can you tell us something about it?

It's fibreglass and we either use two lots of two ounce lay ups or one lot of four . . . plus the usual scrim, as they call it. The screen is made of poly-

carbonate . . . it goes under the trade name of Lexan and it's used extensively on motor-bikes. The screen butt fits on to the fibreglass surround and plastic tape is laid over the join. Finally, bolts are passed through both. To try and save weight we're thinking of using 'woven roving' for the shell. It may come out too flimsy, but if it does, we'll stick it back in the mould again and fit some carbon fibre stiffening into it. What does the car weigh?

Well, the shell itself is around 13lbs while the machine comes out under 30.

And what's the frame made Continued over From Page 51

of?

It's constructed of mild steel - CDS2 to give it its technical

Are you likely, in the future, to go for something more elaborate - like dural tubing? It's difficult to say. Because of the distance between the axles and the height that we have to play with we've got to make something that's obviously very stiff. The tubes at the moment actually have a deliberate upward bend in them so that, when the driver lays on top, the frame flattens out. If we come back to anything else we've got to have some kind of laminate - probadly something like corrugated aluminium sandwiched with fibreglass.

How far apart are the two axles?

Roughly ankle to shoulder . . . with our driver, that would make it about four feet. It's quite a distance, so naturally we get a fair amount of bending.

What sort of brake system are you using?

We've had various ideas. I gather in America they've got disc brakes, but I think that's a bit of a waste of time. For the moment we're using an old

Kryptonic wheel - a sort of rubber buffer that's attached to the floor and actuated with a lever . . . as simple as that. What exactly are the axle lengths and wheel sizes?

The front axle measures about 15 inches but the back is a standard truck. We're developing special wheels, hopefully in conjunction with Alley Cat - the whole machine is being put together with them. So far as wheel diameter is concerned, it's somewhere between 60 and 70mms. Actually we may have to make allowances for differing weights of rider. In other words, if the chassis bend is made standard then, if the driver is heavier than normal, the whole machine may have to be raised. Then we'd need bigger diameter wheels. But, if it's somebody extra light, the shell may have to be lowered by using smaller wheels.

Does the car have any suspension?

Very little. There is a degree of suspension given by the track rubbers and of course in the wheels themselves.

How does the car steer?

At the moment we're steering from the rear with the front axle fixed. The front wheels are also much wider apart than on the road surface it may

normal. Some people have criticised the arrangement, but initial tests look quite promising.

What's the advantage of steering from the rear?

To be honest, it was the simplest way of doing it. We had a little bit of room between the toes and shins to put in some kind of wheel arrangement and I feel that the wide wheels at the front should give extra stability ... being nearer the position of the maximum centre of gravity. How does the steering mechanism work?

It's a little complicated to describe but it's similar to what go-carts often use . . . a rod and fulcrum arrangement. Do you think this kind of mechanism will be acceptable in America?

Right now, I don't know. It's hard to actually lay one's hands on a set of rules and regulations for this sort of thing. For instance, it may be that, for it to be a genuine skate car, it will have to be steered in the manner of a normal skateboard.

How close to the ground will the shell itself be?

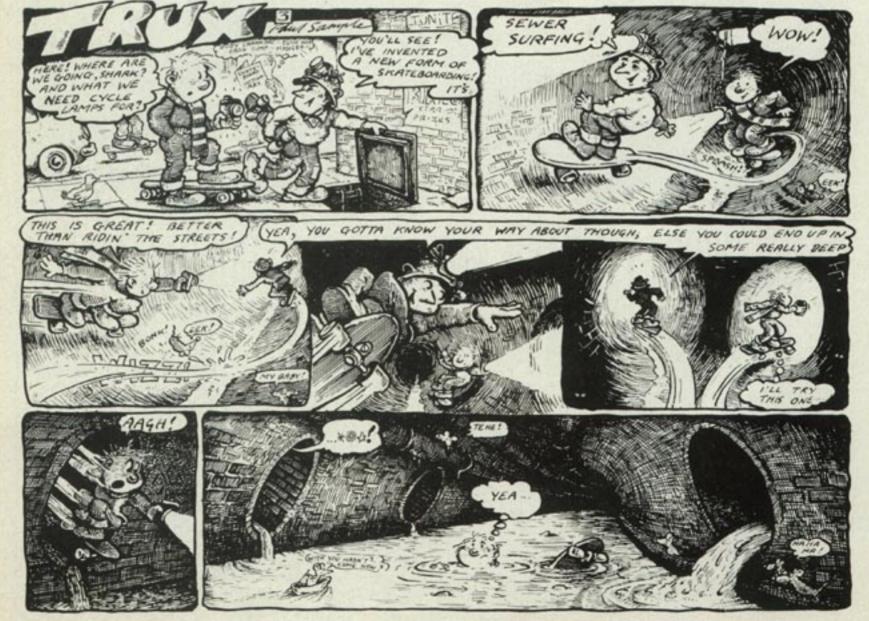
A distance of about threequarters of an inch. Depending

vary a bit. If we can produce a shell that's much lighter and still stiff we may be able to get it a little nearer. Maybe some sort of corrugated aluminium would be the answer. Having built this, would you now like to see an American version . . . to appreciate how they solved the same problems?

Yes, I would. The first thing we may find is that ours doesn't conform to the 'rules'. That doesn't matter too much. Most changes and modifications can easily be done.

Do you believe, the lighter the better?

I think that's debatable. If you have an eight stone rider and a sixteen stone rider and put them in exactly the same car and if the frictional resistance of the wheels on the road is exactly the same and the wind drag is the same for both, I personally think the sixteen stoner will go faster. Then, opposing that, possibly there would be a lot more friction with the heavier weight - enough to cancel out the speed advantage. Again, this could maybe be reduced by choice of wheels. One with a more dense structure would certainly help the heavier rider.





This, the first major facility to have appeared since the completion of Skate City, is about as different from S/C as anyone could imagine. No fences, no old buildings, just a big green field. It was the sweetest run I have yet ridden.

Surprise number one... though pouring with rain, the surface was still grippy. The constructor, Peter Inchley held his breath and watched. For some reason the Test Team weren't wiping out ... it held in the wet!

The clue lies in the surface. Unlike most other parks, the concrete is wood-floated. Generally, steel floating is used although sometimes the surface is ground like a pool, Thruxton offers a smooth, put porous

surface which tends to hold the water below the upper level.

The park is built in the grounds of Thruxton Raceway (aerodrome), just off the A303, west of Andover in Hampshire. The locals have been using the driveway for slalom for some months and the enlightened management have diverted traffic to prevent conflict. This makes a bonus run of about 100 metres with a grippy tarmac surface and a varied gradient.

The weather wouldn't give up, so we did, to return the following week with Adam Peacock from Benjyboards and Simon Napper and Bobby G. from the new Logos team.

The star attraction, the bowl, stands guarding the end of an exciting run-in. The start is similar to the Red Bowl at Skate City, about 4 metres wide with low banks on either side. After a few metres this becomes a half pipe, shallow but as Adam perfect discovered, forevers, and the lip provides axle-grind sparkling possibilities.

The run widens and deepens, bulging out to the left to include a large mogul (about 2 metres long and 1 metre wide and high). This feature provides challenging thrills. Apart from the route straight over, there is a more radical line. A high speed

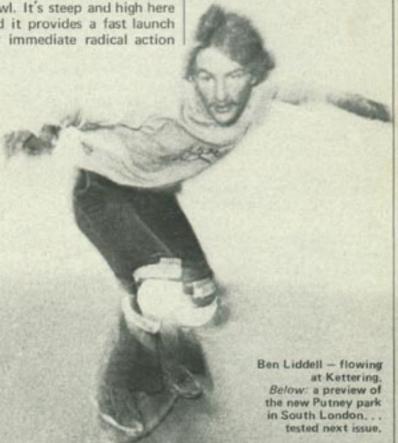
carve off the by now 2 metre high right bank launches you weightless over this insane lump of concrete and bracing hard for the leap up onto the steep left bank.

A tight carve or kick turn off this before it curves round to form a shoulder which drops near vertical into the main bowl sends the radical skater back on to the opposite bank, or straight down the slope into the bowl.

The right bank curves away to make an entrance into the freestyle area and so it faces down towards the bowl. It's steep and high here and it provides a fast launch for immediate radical action

in the bowl. You can go directly off it (avoiding a second, smaller mogul on the right) and around the bowl clockwise. Alternatively riders can leave the opposite shoulder and go around the other way.

Simon chose the direct route to get 2 wheels out of the 4 metre high, vertical back wall - no mean feat considering the tough transition near the top. The sides of the bowl are lower, with rounded lips. Some complained that the bottom





was too flat to achieve 'forevers', but you can't have everything.

The entry run is not steep if a centre line is steered, so a beginner can enter the bowl at quite a conservative speed. Hot dogs, however, will be pumping it up on the banks.

Thruxton has something for everyone. Adam did lip slides in the entry run, Bob popped out of the side of the bowl, Simon got radical on the vertical with stacks of 'go-for-it' and speed. Steve Kane tackled the lines around and over the mogul and Paul, the Skate City DJ who'd joined us for the day and who is a beginner found the bowl well within his capabilities.

Access to the airfield is gained from the nearby A303, or by special bus from Andover (starting next Summer). There's eating and drinking facilities nearby on the field and even an airstrip for whoever bought that diamond skateboard to land his private jet.

NEWBURY

Having spent a gratifying morning at Thruxton checking modifications to the bowl's vertical transition, the Skateboard! Test Team drove the short distance over to

Newbury to savour the new indoor skatepark in West Street.

The first reaction was total enthusiasm. The main ramp is 45 degrees and seems like the side of Everest when you're up on top. It faces a very radical ramp that shoots up around 5 metres, approaching vertical. Riders can continue their ride by kick turning back to a smaller ramp next to the launch and from then on round the floor area in a kind of snake run of curved ramps.

The second ramp in fact leads up to the level of a first floor freestyle area, but the lip is blocked by a safety barrier and tyres — a pity we felt, because there was no room for vertical lip work.

The launch ramp is too fast for the beginner, but perfect for a skilled rider who craves carving and kicking. Simon Napper, our guest expert for the day, got straight to the top and was rattling off 540's by the end of the day.

The transitions were curved off smoothly with plywood — no complaints there at all. The surface — surprisingly, hardboard — was not as grippy as concrete, but far more pleasant to wipe out

The whole set up is wood

constructed, standing on the concrete floor of an old warehouse. The feeling was that wear could become a problem, but at an all-in cost of around £4,000, the difficulty is unlikely to burn holes in anyone's pocket. In fact, John Norgate the owner was happy to tell us that the board we split would only cost 40p to replace!

The team felt the most radical fun was to use the launch and main ramps as some sort of giant half pipe, for kick turns, fakies, fast carving, and slides and extensions on the return to the launch ramp. Unfortunately, it was too 'squared-off' for forevers and a lip would have been a great asset.

There's a well stocked hire and sales shop within the complex and the park is conveniently placed very close to the centre of town. The cafe should encourage non-skaters to come and admire and the disco and live bands will be providing added entertainment in the evenings.

KETTERING (WICKSTEAD PARK)

Wickstead is a famous leisure

area outside Kettering on the London road. It already provides about just everything for the sport conscious family. plus restaurants and even a hotel. With all this available, a skatepark was all they lacked.

Two runs have so far been completed and at least three more are planned, including a full pipe. A fine feature is the reservoir. It's kidney shaped and mellow. The team felt it was great for relaxed carving and more radical lip work.

The other ride is a valley shaped bowl, carving out to the horizontal rather than up to the vertical. Still, it was fun to ride, despite at the time, the bottom being extremely muddy. Apparently, vandals had struck the night before. The general feeling was that the shape would be limiting to the experienced rider.

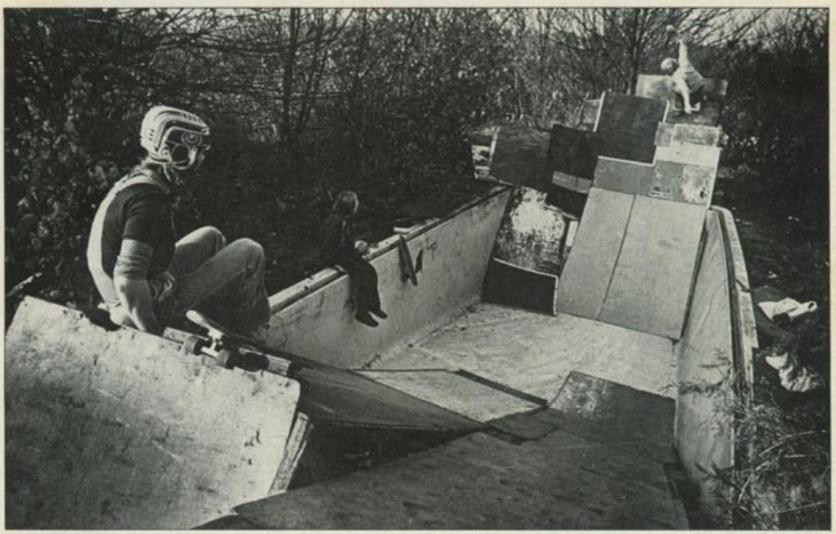
The surface construction is gunnite, but being steel trowelled, it's not as grippy as the run tested at Thruxton. The finish is smooth and well executed. Future plans include more spectacular facilities, spectator accommodation and there's even talk of an air dome for staging major competitions in the dry.











Do-it-yourself rampageists, Tom Grey and Dave Smith, demonstrating their secret skate place 'somewhere' in Streatham, South London. According to Tom, three houses were built on the site — and promptly pulled down again (!) leaving just a glass fibre swimming pool. Through

hard work and ingenuity, that has now been transformed into a half pipe of strange aspect and outragious behaviour. Such effort deserves more reward. . . stand by for full Skateboard! colour coverage soon.





Skateboard! 59

SKATE

GOOFY TIPPER

Just thought I'd drop you a line to commend you for an excellent publication which easily overshadows all the recent rip-off mags. I'd also like to offer you readers a good tip. If you're a goofy-footed skater like myself the Art of Skateboarding illustrations can be confusing. So what I do is to trace over the pictures and then turn the traced images face down, and so make them right for goofies. Keep up the good work.

Ray Macauley, Preston.

PERALTA POWER

While reading the interview with Stacy Peralta (Skateboard 4) I noticed that he uses Tracker trucks. On looking closely at the back truck (page 39) I noticed a kind of flap covering the truck, could you tell my why it's there? Congratulations on a really excellent mag.

N F Gow, Liverpool.

Stacy designed this device to stop the back truck catching on the lip after his famous lip-sliding manoeuvre. In this way the truck is guided smoothly back over the edge,

OHOT BATH

Just thought I'd write to let you know how we're getting on in Bath. There's one place that is good to skate, and that's on the roof of Tiffanys, It's completely flat up there, so the Bath Skateboard Centre built your version of the Emotion ramp (issue 3). We've added a vertical wooden adjustment to make it harder. We're going to hold a demonstration with Jed Stone attempting the world high jump record, I dig your mag, keep up the good work.

John Holden, Bath.

Flyin' Brian Beardsley holds the record at 5' — let's have a British taker!

SENSE AND SOUND

As Home Safety Officer to the Cotswald District Council I am of course concerned by the ever increasing number of skateboards being sold, especially the cheap rubber wheeled varieties. I have no wish to hinder the growth of skateboarding, having been bitten

by the bug myself, and I'm fairly satisfied with the repeated mentioning of the safety aspect, but feel that a safety code in every issue would be helpful. P Williams, Circencester, Glos.

Rather than keep repeating the same points every month, we'll be using that space to go into different aspects of safety in depth in each issue.

OLANCASHIRE LAMENT

First of all, congratulations on your great mag - especially the up-to-date coverage on events and new products. We are writing to tell you about the skateboard scene in Central Scotland, The council doesn't recognise the sport, and are waiting for a serious accident so they can take action against us. Because we have nowhere to go we did have a nasty accident recently - while catamaraning we collided with a man who walked out of his gate. and he received a sprained ankle. The only shops that stock boards are sport and toy shops, and these are poor quality in the £7 - £15 price range. Most of us obtained our boards on holiday in England. You English complain about your lack of facilities, but imagine how we feel with nowhere to go but the street. We've collected 200 names for a petition, and are sending it on to the council. We are writing to you for your approval and good name. Keep up the great mag.

P.F., G.D., J.B., Lanarkshire, Scotland.

UNDERCOVER INFO

I'm writing in to say that there is a possibility of a skatepark in Chiswick, next to Brentford Market, It will be undercover and consists of a freestyle area, slalom run and bowl — lets hope that they give us a nice, deep, radical one! It should be run by Gerry Cottles Circus, subject to planning permission from Hounslow Council.

M Lengyel, Chiswick.

BRIDGE OVER TROUBLED WATER

Our town, Bridgwater has opened two of it's pools in the local lido, for us radical streetriders. It

started when some of my fellow boarders, Fleet, Nigel and Nick' went to the pool owner and asked for permission. The pools have a 5' vertical, which may not sound much, but when you've been riding the streets it's fantastic. The local news came down to film us. The pools are open to skaters on Saturdays and Sundays, from 9.30 to 12.30 and 1.30 to 4.30. It costs 15p only to get in, and if you don't have all the protective gear you can't skateboard.

Robert Levy, Bridgwater, Somerst,

We're sending a copy of the mag to your council, directing them to note our publication of your letter, and our support of the cause, Maybe all the news of other council's activities will shame them into action.

TECHNO TALK

From this issue, our technical editor, Dave Goldsmith will be answering your queries on this page instead of in Skata Data.

I want to fit my Supa-Skuda with faster wheels, and have been thinking about SK's. I would like your advice on whether they would be suitable and, if so, which size. If they are unsuitable could you tell me a fast wheel which is OK. My board has ACS 430 trucks.

Gabriel Milner, Edinburgh.

A narrow axle truck like the ACS 430 is best fitted with a small to medium sized wheel, especially when used with a short deck like the Supa-Skuda. It all comes down to stability - if you fit up your existing unit with the large wheels the board will become top heavy and liable to tip over. The problem becomes worse if you find riser pads necessary because the deck is then even further off the ground. Of the SK models I would recommend the SK3 as a suitable wheel. Alternatives which would also perform very well with your board would be the Pacer G3, the Road Rider 4 or any other wheel with a diameter of around 60mm.

Suddenly everyone's talking about rockers. What are they? G. Wiseman, Slough,

The term rocker is tied up with the camber built into a deck. Most decks are made flat without any camber. Other decks especially slalom models, may have a positive camber which means the deck is bowed upwards to give extra springy response. Rockers are decks with a negative camber and are therefore warped downwards from tip to tail. The first rockers to appear

include the G&S Bowlrider which has a slight negative camber. Recently we have seen much more exaggerated examples such as the Modern Rocker which is up to 1 1/8" lower at its centre than at its tip. If you like skating close to the ground the rocker is obviously a good idea, but some people find a flat deck more comfortable to ride.

Some of the papers recently have been reporting the dangers of making your own skateboard. They seem to be a bit short of reasons — can you explain? J. Byrne, Huddersfield, W. Yorks.

Frankly, most of these "dangers" have been exaggerated. Any skateboard freak worth his salt is going to "make" his own board simply by swopping components around. As far as making your own deck is concerned Skateboard! does not recommend taking your custom 5 foot speed deck down Acacia Avenue. Provided your components are fitted together with good screws and lock nuts your board shouldn't fall to pieces. And if you're into converting roller skates? Well, common sense will soon tell you that this kind of equipment has its limits and as long as you don't push those limits you can also have fun safely.

My truck rubbers are squeaking. Someone told me to put oil on them — would this work or would it not the rubber? Ben Haxworth

I suggest that you keep your rubbers quiet with a dose of glycerine or a quick spray of rubber lubricant (this comes in an aerosol form). Most truck manufacturers have the sanse to use oil resistant rubbers, but there are exceptions — so watch out!

If neither of these remedies work try skateboarding on the moon. We've heard that it's really silent, and the craters make for radical terrain. Shame they can't get the surface right!



'Little' in suspension at the South Bank

60 Skateboard!





more often than not, Notting

Hill's Meanwhile Gardens

Skatepark. Four hours a day,

every day, Derek can be

BELOW: Derek Jhingoree casual kicking at Meanwhile alongside that other king of the Gardens, Marc Sinclair. He knows he's heading for the top.

Three months ago, he hadn't even set foot on a board. Then a Beadle came his way and life was somehow never quite the same! Now he's riding the G&S deck (30" long) and using California Slalom trucks with green Kryps. For protection he wraps up with Beadle elbow and knee pads.

Meanwhile has no real freestyle area, so Derek has up to now kept mainly to bowl riding. Fakies, Ty Slides and 360s off the bank rattle out with a speed of a machine gun. His greatest turn-on is in getting airborne. Sometime soon though, Derek will be powering his way into the Slalom and freestyle scenes. Use of a nearby garage carpark has given him the

opportunity to follow new aggressions.

Derek Jhingoree is more than happy with the skateboarding scene in Britain today. Though he's not as yet entered any competitions he reckons the time isn't far off when the Sablosky's and Sully's will have to start looking out.

already familiar and respected skater to Londoners. His lip and pipe work is famous and he's already climbed beyond 10 o'clock in the Woolwich pipes. He also enjoyed riding the Hitchin pipes (in Hertfordshire) before they were buried forever in the ground.

He rides a Benjyboard for the Benjy team and finds it suits him well. He reckons the set up suits both the skater







Though in general an addict of ramp, bank and bowl riding, Alex admits: "I do some freestyle and I've just discovered I've a bit of a talent for slalom," This realisation came upon him following a well deserved second place in the Nationwide slalom final at Skate City. For Alex, it was a bit like old times at the Thameside park. He remarked: "I used to skate there quite a lot, but now I prefer going to the South Bank, I also enjoy Meanwhile, too."

Alex keeps to a Connoisseur deck and uses half tracks and little Laser freestyles — Sims Competition 2's and 65mm blue Kryps. Being stoked up and stylish in approach, it's not surprising that he picks Greg Weaver as his favourite US skater and Simon Napper and John Sablosky as chart toppers in his UK appreciation stakes.

Alex reckons his background figures high in where he's got to now. Early days in ice hockey and water skiing helped his endurance and edged his competitive aggression. Of late, he's been supplimenting his skateboard diet with some occasional rowing, plus 3 days a week weightlifting. His advice to new riders is plain and simple: "Practise is the only way you're ever going to get good,"

He feels, like many other people, that there should be more female skaters around. That same problem has beset the scene in the States for years now and Alex attributes their smallness in number not so much to nervousness as apathy. "I think they just can't be bothered." One young lady who certainly seems to be making a name for herself and who Alex thinks is the best around right now is, sister of Seth, Thea Cutts.

One of the biggest turnons for his skating are sounds. Says Alex: "Something I really like skating to is music." He's likely soon to be demonstrating a new freestyle routine set to music and he's not alone in predicting this probable change of direction in 1978. It also fits in well with his theory that: "Riders are going to have to become good all-rounders to win competitions." With ramps, banks, bowls, slalom and freestyle under his belt, he's likely to take some beating.

MICK SCOUSE

MICK is, as his nick name implies, from Liverpool. Nowadays though he lives in Finchley, London he's a regular patron of the South Bank.

In less than a year's skating to the stablished himself as a master of freestyle. His armament includes kick flip pirouettes on the bank, some radical hand stands on banks and in bowls and more freefall action of the finest variety.

Scouse works as an apprentice hairdresser in London and expects to be going pro with a hot team soon. He emulates Jeremy Henderson in freestyle, but he wouldn't comment on the American scene. He wants to see it for himself before drawing any real conclusions.

Right now his favourite board is a 27 inch fibre flex bowl rider with Trackers and Powerlex 3's. Mick also has a good selection of other equipment, including Kryptonic wheels and ACS trucks.

wheels and ACS trucks.

For those 'quote of the month' collectors, Scouse, when asked what he got out of skating, replied: "I'll tell you what I get . . . one leg longer than the other! And more seriously, he also rates the great excitement and exercise.





ONE RATHER dully day in the Midlands, we came across (and photographed) Ally . . . for the good reason that, right now, he looks like Northamptonshire's brightest light. His full name is Ally Barr and he lives in Kettering.

Sponsored by Binley's Camping Centre who employ him - he is training hard at nearby Wickstead Park and if he keeps going the way he is, there's no doubt he'll soon be as good as London's best.

Surfing, as well as having once been a keen roller skater, must have helped him a lot the day he first set foot on a Skuda. He shows no trouble at all in getting airborne up the lip, and seemed to totally enjoy the competition from the visiting London boarders, Ben Liddell and Bobby G.

Ally is 17 years old and rides a Logan Earth Ski with Silver Fox trucks and small red Kryps. He claims he's an all-rounder and if his freestyle is as good as his bowl riding, he's sure to be successful in the future.

Like many hot skaters, he's been searching around for 'hidden' pipes and though he wouldn't say any more, it looks like he's found what he was looking for.

When asked which American he admired most, he replied without hesitation, Kim Cespedes. She certainly has a good few attractions apart from her board work!

BURDETTE Earl Comefort Fergus, or just plain 'Earl' is a rising star on London's South Bank.

Although only converted to skateboarding from ice hockey this last August, he's already pulling off 540's on the banks with the style of a pro. Like many of the new board stars, he's brought experience from another sport. By applying the speed and guts he stole from ice hockey, he's now starting to show the old hands just how it's done.

Earl says he lives to skateboard. "I eat, work, sleep and skateboard, that's about all" His business used to be fitting stage equipment but now he's



to be found selling boards in skateboard shop Shepherds Bush.

Around the South Bank, you'll always find him where the girls are. He's known as a nice guy with a soft heart, but there is nothing soft about the way he drove his orange Z-Flex with Slalom Pro's and a mix of blue and green Kryps around the black bowl at S/C.

He's come a long way since the Summer, but then so has British Skateboarding. He was introduced to it by a friend in the car park beneath his home in Stockwell, South London - and was straight away bitten.

Earl bought his frist board in August, a 32" Stacy Peralta with Gull Wings and Hobie wheels. Right now he rides a Robilliard Wood Flex with ACS 500's and small green Kryps. He likes the length and the shape of the

an unusual but effective rig. One reason for the small wheels is his new interest in freestyle. He's mastered most of the usual tricks, including Samoa squats but still bowl

riding comes number one.

Bristol board and has adopted tight, narrow trucks to make



VILLIAM FINNIGAN

SUBGRIBE

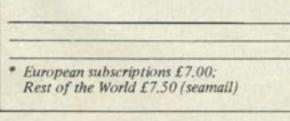
The only way to ensure getting your regular, monthly copy of Europe's hottest skateboarding magazine is by subscribing. Issue number one sold out and a lot of 'boarders got disappointed.

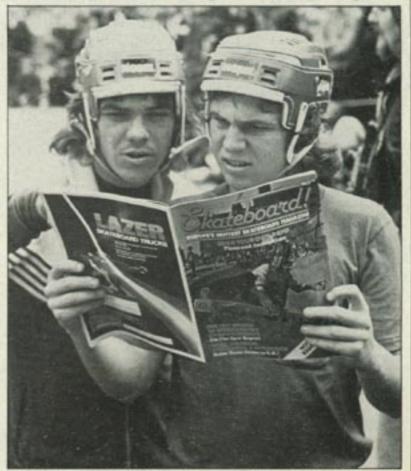
Don't be caught for a mug! Sales, we predict, will keep on rocketing so there's no guarantee Skateboard! will still be in your shop by the time you get there.

Make sure you don't miss out! Order the next 12 copies to be delivered direct to your door by sending a postal order or cheque for £6.50* (made out to Skateboard! magazine) to: Skateboard! Subscriptions, 14 Rathbone Place,

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Please write your name and address CLEARLY and in capital letters.





Mike Weed and Skitch Hitchcock deep into Skateboard! No. 3

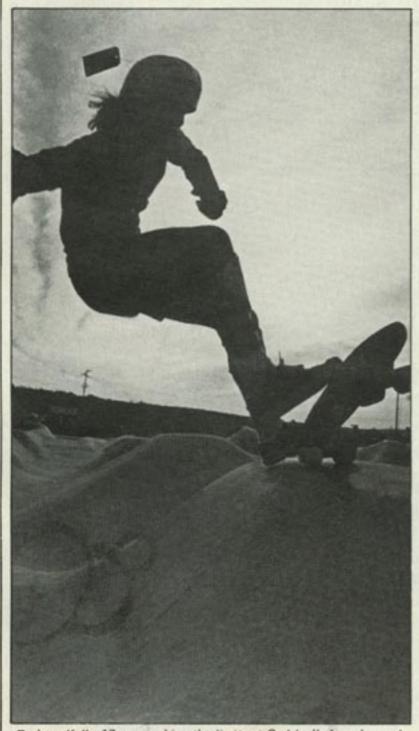


READER'S SURVEY

SIX MONTHS or more have gone by since the first Skateboard! questionnaire in issue one, and at the rate things have been changing lately, that could be a lifetime. Help us keep up to date help us stay in front. Answer as many as possible the questions on this page and, for the price of a stamp, you'll be doing both us and yourselves a big favour. Skateboard! magazine thrives on this sort of feedback from readers. . . we really appreciate your support. As before, if you feel un-willing to tear a page from the magazine and you can spare the time, a hand or type written form works just as well (or even a Xerox copy).

Please post your completed questionnaire form to: SKATEBOARD! MAGAZINE, 14 RATHBONE PLACE, LONDON W1P 1DE

First three replies out of the bag (drawn on February 28th) will receive a free Blaktrax deck, (Traxion trucks and surface sucker wheels)



Rodney Kalb, 17 overpushing the limits at Carlsbad's famed mogul maze. Look for the full colour, photo file report in our next issue.

Sex:	Male	
	Female	
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	16-20	
	21-24	1
	25-34	7
	35 and over	
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ments in Skate- board! useful		
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Skateboard Rider Helmet with Stripes £3.99

Skateboard Rider Elbow Pads £3.99

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New from U.S.A. by the Oldest Name in Skateboards

SUPER SURF RIDER

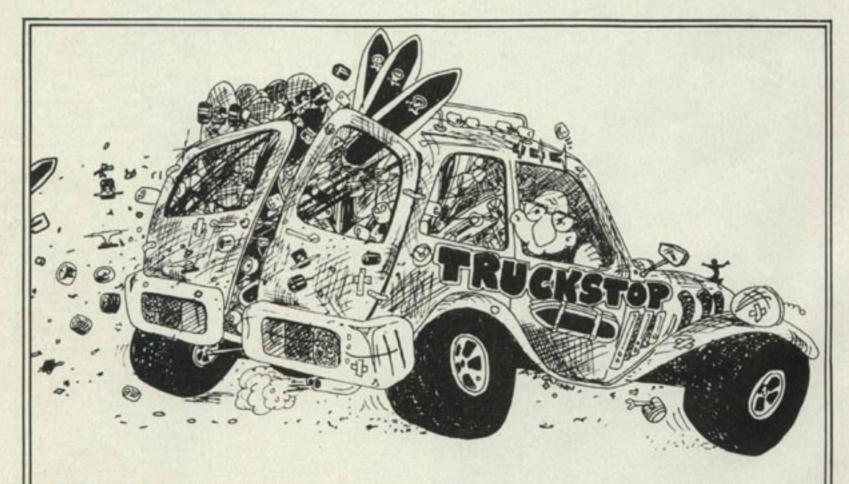
28" SSR "Super Woodie" warp tail oak board with non-slip surface, New "Super Pro" double action truck, 2¼" × 1¾" orange precision cast urethane wheels with precision Nachi bearings – NOT FOR THE CHICKEN HEARTED.

Complete Skateboard £39.00

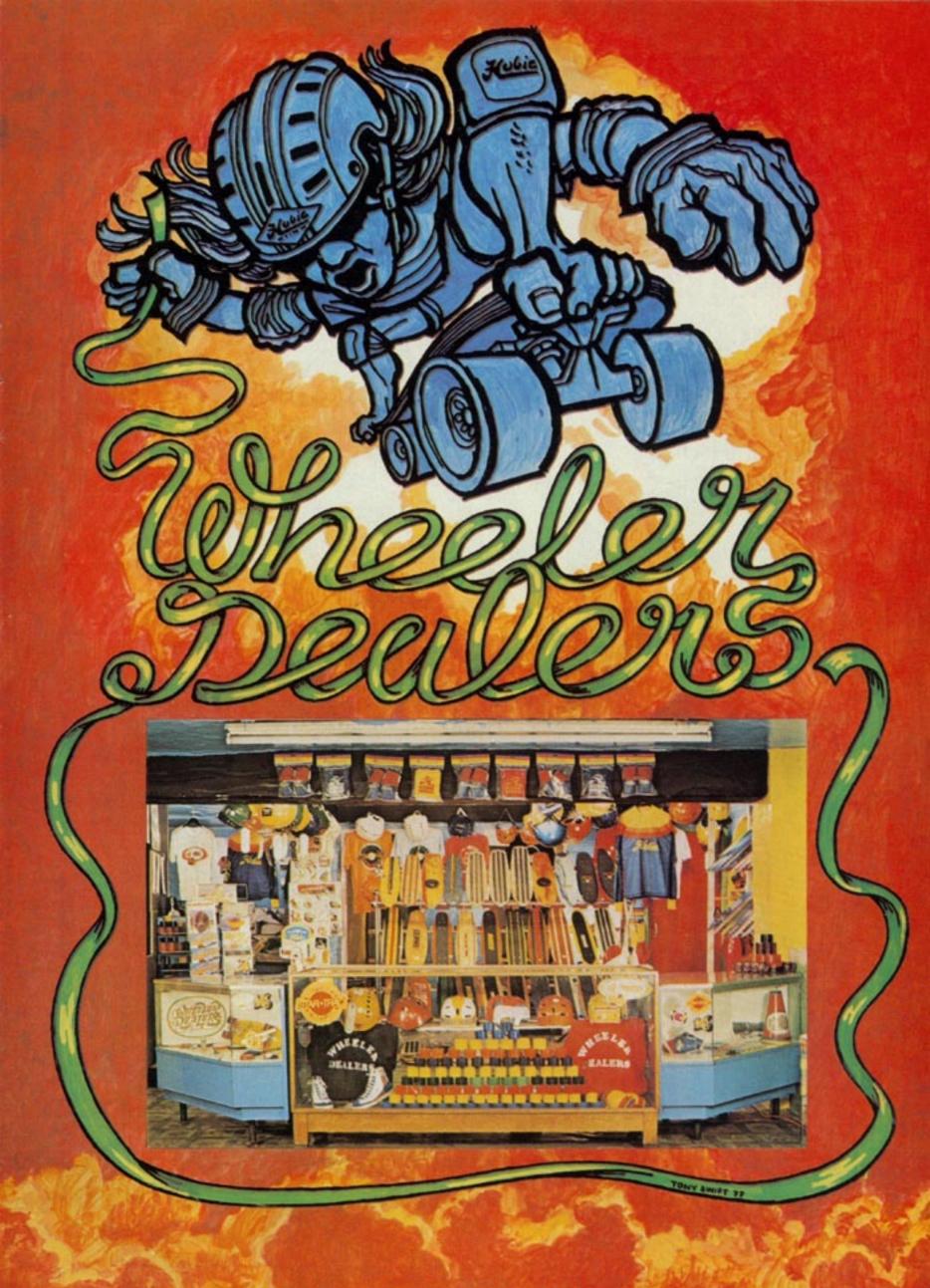
Truck & Wheel assembly £13.50 each

S.A.E. for Price List and SSR Leaflet to:-

Skateboard Rider, 107 Upminster Road South, Rainham, Essex.Tel:040 27 54964
Train: Fenchurch St. Line ~ Buses: 87, 165, 103 ~ Green Line: 328, 723, 371 (alight Clocktower)



GET IT FAST, GET THE BEST,
AND ONLY THE BEST FROM TRUCKSTOP, GENTRESPORTS PRO SKATEBOARD
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Marbot SpeedRites have been specially designed and developed by experts for skateboarding. They've got the right style – in a choice of attractive colours – are great for grip and give your feet protection with reinforced toes and heels. And they last longer. Obtainable from shoe shops and sportswear dealers throughout the country.

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2 complete sets and 10 books will be awarded each month for 5 months commencing 1st January, 1978. The *final* closing date will be June 15th (for May entries).

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MUSTANG 100% British made f			beginner	's board	£13.95	
NEWPORTER Pro Slalom, 7" tr	ucks, Tur	bo wheels, risers			£39.50	
PACER Special Fibreglass k/tail	ACS430	trucks, Speed King B	wheels		£24.95	
REFLEX Eazi Rider 27" Fibregl	ass, truck	cs Cam.6.5 tak-trak go	ld wheels		£29.95	
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bearings, Nyloc nuts on all fixing	Printed Street, Street	THE RESERVE OF THE PROPERTY OF			£26.95	
NY G&S DECK, ACS651, 60mm			ers		£57.20	
DECKS:		TRUCKS:	EACH	WHEELS: 1 wheel incl. bearing		
PACER 25" F/glass k/t	£8.75	ACS430	£2.95	KRYPTONICS RADIAL 60mm	£6.00	
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REFLEX Eazi Rider F/glass	£7.95		£5.95	ROAD RIDER 4 £4.95 - 6 £5.9		
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BENJY 28" Cali.Oakie k/t	£12.50		£6.90			
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FIBREFLEX:	£19.50	Phoenix	£9.95	TRAX SLALOM	£2.95	
(all sizes & models in stock)	1000	(including bracket)		YANDALL SLALOM	£4.95	
G&S 27" S/Peralta Warptail	£14.95			YANDALL BOWL RIDER	£5.95	
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SURREY STUBBY F/glass k/t	£7.50			HELMETS BRITAX (P.Carbon)	£5.50	
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HOBIE 28" Flex Slalom	£25.90	G&S Red/Yellow	35p	COOPER KNEE AND ELBOW		
HOBIE 27" Flex Kicktail	£25.90	Rad Pads, Tracker	35p	SURREY SKATEBOARDS:		
HOBIE 27" Surflex	£21.90		35p	Knee pads Sm. £3.50 med. £3.75		
LOGAN EARTH SKI Oak kickta		Kryptonics, OJ	35p	Elbow Sm. £3.50 med. £3.75/£3.		
(slight seconds) from only	£10.95	GullWing 6"x5"	75p	T-Shirt 28" to 34"	£1.75	
LOGAN Dura-Lite 7ply laminate		Rockit 6" & 12"	75p	Sweat T-Shirt XS/S/M/L £4.99		
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		Dura-Lite	35p	BAGS from £3.95, £4.95, £5.95	Part of the last	

MAKE YOUR OWN PACKAGE DEAL FROM OUR LOW PRICES, BOARD BUILT AT NO EXTRA CHARGE: DECK, 2 TRUCKS, 4 WHEELS, 8 FIXINGS, if required 2 RISER PADS PLUS POST AND PACKING £1.00 FIXINGS WITH NYLOCS: 1¼" 60p, 1½" 70p, 2" 80p for 8. RISER PADS: HARD OR SOFT ¼" 45p, ½" 90p EACH. THIS IS ONLY A SMALL PART OF OUR STOCK FOR FULL DETAILS SEND OR RING: 04862 60019. POST AND PACKING: TRUCKS 50p EACH, WHEELS 60p (4), MAXIMUM POST & PACKING £1.00

WE ARE WORTH A VISIT-ONLY 25 mins FROM WATERLOO



Skateboard shops with a stock problem. S&L intend to from a trade association with bona-fide skateboard shops and, with the resulting purchasing power, obtain: 1. THE BEST AND LATEST PRODUCTS

2. COMPETITIVE PRICES

3. JOINT ADVERTISING AND PROMOTIONS

S&L feel there is a future in skateboarding for those centres with the expertise to offer the right service and products. If you are interested in joining us and would like further details, write to:

> S&L (Herts Skateboard Centre) 24 Lawn Lane, Hemel Hempstead, Herts

HUNTER SKATEBOARDS



LOOK NO JOINTS

ZEBRA DECKS

HAND SHAPED MULTI WOOD CROSS LAMINATE WITH KICKTAIL CARVED IN PLACE NOT STUCK ON.

With Double Kicktail With Single Kicktail Super Bowl one piece gentle concave shape. Super taper

PROTECT YOURSELF AND YOUR MONEY!

Redesigned motorsickle helmet affording ultimate protection. Stylish shape Elbow and Knee Pads £7.50 S.M.L. with protective cup leather (like Cooper) S.M.L. £4.50 £5,95 Gloves £6.50 Industrial leather with palm & wrist pad **Board Bags** Nylon water proof, with pocket roll away and attach to belt £7.00 Decks Kryptonic, Tracker trucks, Hunter and 12 others, Pack of 4 £1.00 Clothing £6,50 Black long sleeve kryptonic sweat shirts S.M.L. Wheels Alley cat freestyle red urethane fast super grip, set of 4 £16.00 Plus many new DECKS, WHEELS and TRUCKS

We also stock just about anything by anybody. You all know what you want but because of huge demands its impossible to guarantee everything off the shelf, DROP US A LINE WITH S.A.E, and £1 stating what your looking for and alternatives. If in stock we will reserve and quote you a good discount price if unobtainable £1 returned.

SEND TO OR CALL AT.

£22.00

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Singleton Street, Swansea, UK. Tel: 0792 41860. Open 6 days 9 - 6 lease send following shirts. I enclose cheque/P.O. value 6 NAME CLUB SLOGAN PO

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Put your confidence in the developers of Britain's first major skate park-Skate City

Skate City have joined with Bovis Civil Engineering Limited to bring together their combined expertise in the design, construction and management of skate parks.

Enquiries on all aspects of skate parks are welcome from private individuals, companies, local authorities and other interested parties.



Telephone or write to Ian Tegg or Ray Norton at: Skate City Skate City 72 Woodcote Road Abbots Lane or Tooley Street London SE1 Wallington Surrey Telephone 01-647 0929 Telephone 01-403 1056

Skate City Bovis designers and contractors of skate parks and all leisure activities.





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alpine sports pro skateboard gear '78

MAIL ORDER

Alpine Sports is the largest mail-order outlet in the country. Our facilities have recently been doubled to cope with the extra business expected this year. For more details see back page of this supplement

ITEMS NOT LISTED

This catalogue is only concerned with those items of which we can maintain a high stock level and thus confidently offer to mail order customers without much risk of running out of stock. You will find in our shops a considerably greater range of goods than is available in this catalogue.

A SERVICE TO SKATEBOARDERS

We think Alpine Sports is a little different to all the other skateboard shops. We think we can offer a much better service to you - the guy on the skateboard - and here's why:-

NOT TOO BIG:- Alpine Sports is actually owned and run by skateboarders. We understand what you want and we are really keen to promote skateboarding as a sport. We are always ready to try new products and we always have the latest gear in the shops (including the gimmicks) whether or not we sell them is not important; what is important is that everyone has a chance to see and try new products and new Because we ourselves are enthusiastic skateboarders we don't want bad gear in our shops. This is why most of our stock is imported from the States, where all the best gear is made. We also realise the importance of a well equipped workshop so that we can fit and repair all the technical equipment which makes skateboarding the highly developed sport it is today. Skateboarders need spare parts, nuts, bolts, bearings grip tape etc. - you can get them all from Alpine Sports.

NOT TOO SMALL:- Alpine Sports has been established for over 10 years, originally specialising in skiing, mountaineering and surfing, so basically when it comes to running a shop we know what we're doing. We also have plenty of experience buying the right products at the right price, and this is what really makes the difference. We find the products everybody wants - e.g. kryptonics, G&S, O.J.'s Logan, Grentec, etc., and we buy large quantities. This means we get the best price which is passed on to you - the customer.

ALL PRODUCTS GUARANTEED

Unlike any other shop we guarantee all our products and are prepared to repair or replace defective boards without referring the complaint back to the manufacturer. This means that you can get immediate satisfaction over the counter at any of our shops. It also means that we are not likely to sell inferior gear because we know we will get it back!

TAIWAN SKATEBOARDS

One thing you won't find in Alpine Sports are cheap (or expensive!) boards imported from the Far East. The materials used in these boards are grossly inferior to those coming from the States and it would be impossible for us to guarantee them. Recently the British Standards Institute suggested that potential buyers of skate-boards should get their 14 stone Dads to jump on the board four times to try and break it. This is certainly a very stringent test with which we wholeheartedly agree.

We invite any of our customers to attempt to break our boards in this way.

POLYPROPYLENE BOARDS

This material is still considered to be the most suitable for budget priced boards and, indeed, our Grentec Coyote board is made in polypropylene. What most people don't realise is that there are different kinds of polypropylene and only one type is suitable for skateboards. Pure polypropylene or recycled polypropylene is relatively brittle, and when flexed will not return to its' original shape. It's characteristics also depend very much on temperature, so that in a hot summer it is soggy, and in winter it is stiff. If, however, we mix pure uncycled polypropylene with synthetic rubber and various other minor constituents, then, whilst being much more expensive, the polypropylene becomes totally different. When flexed it springs back into its' original shape instantly and temperature is no longer a critical factor. These are the only boards which are likely to withstand the jump test and as far as we know the Grentec Coyote is the only board sold in the U.K. which is made of

WHY THE COYOTE IS THE BEST £16 BOARD IN BRITAIN GUARANTEED UNBEATABLE VALUE * Front + back kicktail - ideal for tricks TOP U.S. POLYPROPYLENE SKATEBOARD MADE BY GRENTEC PRECISION MADE IN SOUTHERN CALIFORNIA. * Giant extra wide wheels (60mm diam., 57mm wide) made from hi-speed urethane * 24" long; the best reflex-memory polypropylene * Double action high strength cast alloy GT trucks with giant heavy duty soft cushion **AMAZING** * Choice of colours - red, blue, black ONE YEAR * Spare parts always available Made to high tolerances in Southern California, home of the world's top skateboarders and skateboards. **GUARANTEE** ON ALL PARTS AND LABOUR If during the first year your board breaks or goes wrong in any way, Alpine Sports will repair the board at no extra charge. LSO THE FABULOUS As above but with sealed precision bearings **FASTER QUIETER SMOOTHER** Super sensitive response for more advanced riders

GREAT NEW WOODEN DECKS....

PACKAGE 1. TIGER OAK £35

YES, A SOLID OAK DECK WITH KICKTAIL, WHEEL CUT OUTS, AND GRIPTAPE.
A FULL 7½" wide and 27" long, for bowlriding and freestyle.
Complete with ACS 651 trucks (6½ inch axle)
Plus
THE NEW TUNNEL HOLLAND WHEELS (55mm diam. and

45mm wide) each wheel a different colour!

REBERT

1 YR. GUARANTEE ON ALL OUR PACKAGES

PACKAGE 2. TIGER BIRCH £29.50

A LIVELY FREESTYLE DECK WHICH IS ALSO SUPERB FOR BOWL RIDING

Twelve laminations of high quality Birch, hand moulded to give the ideal freestyle shape, 75" wide and 27" long, complete with wheel cut outs and grip tape.

PACKAGE INCLUDES:

ACS 500 trucks (5 inch axle) and Grentec GT hand poured precision urethane wheels (60mm diam. and 57mm wide).

....AT FANTASTIC LOW PRICES

PACKAGE 3. THE SPINNER-MAHOGANY

THE SPINNER

Specially imported from Southern California from the world famous Grentec skateboard company. Made from solid Mahogany and designed to give the ultimate all-round performance for a mid-price skateboard.



E35

- * KICKTAIL DECK just the right amount of kick for freestyle.
- * 7%" axle width for maximum speed and stability.
- * Maxtrax truck a great new truck from Grentec.
- * Giant hand poured urethane GT wheels with precision bearings, smoother, faster, quieter (60mm diam. and 57mm width).
- * Riser pads prevents rub out.
- * Soft red cushion rubber for maximum steerage.
- * Full length grip tape.
- * 1 year guarantee.

1 YR. GUARANTEE

If during the first year your board breaks or goes wrong in any way Alpine Sports will repair or replace the board at no extra charge.



great new Stacy Peralta with laminated kicktail deck.

FREE RISER PADS, SCREWS, GRIPTAPE WORTH UP TO £5

PACKAGE PRICE

£65-30

LOGAN EARTH SKI 27"

ACS 651 PRO TRUCKS

ROAD RIDER 4 WHEELS

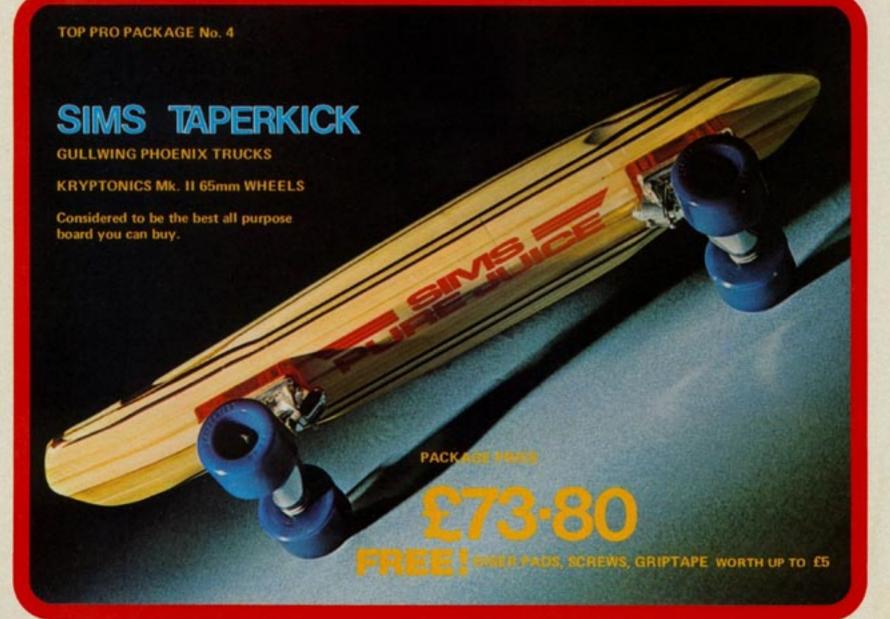
Extremely popular of the first reasonable prices

PAGKAGO BULBE

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EXTREMELY PROBLEMS

FREE! RISER PADS, SCREWS, GRIPTAPE WORTH UP TO ES



WHEELS (All wheels include two precision bearings and an alloy spacer). OJ SUPER JUICE ROAD RIDER YANDALL BOWLROLL The original hand poured urethane wheel and still one of the world's best sellers. Road Riders are hard wearing wheels which are well made and have a superlative finish. Here we show the two most popular models. 60mm Diam. 23/8" **ROAD RIDER 4** 45mm Width 13/4" £4.95 each 68mm Diam. 2 11/16" 49mm Width 1 15/16" **ROAD RIDER 6** £5.95 each **GRENTEC GT (Precision)** A real U.S. made hand poured urethane wheel with sealed precision bearings at a crazy low price. **YO YO** BONES Ideal for replacing those noisy loose bearing wheels. £2.95 each. 57mm Diam. 2¼" 56mm Width 2 3/16" ROAD RIDER 6 **ROAD RIDER 4** YO YO'S Designed by Steve Cathey for freestyle and bowlriding. They feature a 1/4" radiused edge which provides smooth catch-free transitions in kick turns, space walks, end overs, 360's, high speed slides and kick turn slides. This high performance wheel performs best on smooth surfaces. Durometer 88 60mm Diam 2 3/16" 49mm Width 1 15/16" £5.95 each BONES The world's first double radial profile wheel. Exciting 'white hot' urethane with distinctive red lettering, precision engineered wheels for radical performers. Unfortunately only available in limited quantities since the demand outstrips YANDALL BOWLROLL the supply. £6.95 each. 65mm Diam. Another popular wheel and 53mm Width 2 1/8" one of our favourites! O.J. SUPER JUICE Designed for hard riding skateboarders who demand A great all-round wheel with a deservedly a fast, durable and fantastic reputation. You can't miss O.J.'s. resilient wheel. Extremely They are bright orange and they roll and good in skate parks and grip like crazy. bowls. £5.95 £5.95 each. 65mm diam (21/2") 60mm Diam. 2%" 1%" 48mm width (1 7/8") 45mm Width

WHEELS

KRYPTONICS

NEW COMPOUNDS

Green - durometer 91A rock hard and fast, ideal for parks and freestyle.

durometer 86A Blue firm and fast, best all round wheel for parks and streets.

Red durometer 78A soft and fast, ultimate smoothness for rough surfaces.

NEW SHAPE - New rolled edge design gives smooth catch free ride and increases durability.

NEW SIZES

60mm diam. 44mm width £6.50

65mm diam. 44mm width £6.75

70mm diam. 48mm width £6.95

KRYPTONICS

TUNNEL

AMERICA'S NEWEST WHEEL

- Super durable urethane compound
- Precision moulded, high quality finish.
- Four great colours one for each wheel!
- Ultimate compromise between speed, grip and durability.

TUNNEL ROCK - BIG & FAST!

64mm diam. (2½") 57mm width (2¼")

£5.95 each

TUNNEL HOLLAND - AMAZING VALUE

57mm diam. (21/4")

45mm width (1%")

£3.95 each

WHEN YOU BUY FOUR TUNNEL WHEELS

ORDER ONE OF EACH COLOUR

- LOOKS GREAT!

TRUCKS

CALIFORNIA TRUCKS

CALIFORNIA SLALOM £6.95

Super value wide axle truck - a full 7" axle width for maximum stability. Top quality alloy castings.

CALIFORNIA PRO £6.50

A mid-track design giving optimum response having a 5½" axle width, utilising similar high quality alloy castings.

ACS

ACS are renowned for strength, smart looks and sensible prices. Just look at our amazingly low prices and we still offer a 100% replacement guarantee on any broken parts.

ACS 651 £7.20

A 6½" axle width gives maximum stability on fast runs. Complete with pro base plate.

ACS 500 PRO £ 6.25

A mid track design to give the best possible manouvrebility. Complete with pro base plate 5" axle width.

ACS 500 £5.25

As above but with standard base plate.

ACS 430 £3.50

An exceptional value truck, having a 4.3" axle width.

NOW IN STOCK - THE FABULOUS ACS 580 PRO.

A mid track design with the optimum width for pools, banks and bowls - destined to be the top seller from ACS. £7.20



If you're looking for the Rolls Royce of trucks these must surely be the ones! Superb craftsmanship, high tolerance machining, impeccable finish, and thorough, logical, design.

GULLWING PHOENIX £9.95

The latest model from Gullwing.

A mid-track design with a 5%"
axle width. The perfect compromise
between speed, stability and manoeuvreability.
Cutaway yoke to prevent coping hang-ups and
integral support bracket for maximum durability.

GULLWING £10.50

The original model having a unique split axle design which won't hang up on edges or coping. The fast reflex action allows easy return off vertical banks and the new integral support bracket means a virtually indestructable truck.

Axle width - 6 3/8".

FIBREGLASS LAMINATE

G&S FIBREFLEX, undoubtably Britain's most popular laminate decks. They are light and flexible and come in a large selection of colours. Made in U.S.A..

G&S FIBREFLEX BOWLRIDER -27" & 29" £19.50

A best seller designed for bowlriding and freestyle. A hint of rocker to keep the centre of gravity low and a long gentle curve up at the tail.

G&S FIBREFLEX CUTAWAY SLALOM

A fast, responsive board with softer flex for 'pumping'. It features special wheel cut-outs to prevent wheel rub. 29" £19.50

DECKS

SOLID WOOD

3 G&S STACEY PERALTA WARP 1 -27" £14.95 & 29" £15.95

A popular high performance oak deck with just the right amount of kick.

LOGAN EARTH SKI 27" £15.95 & 29" £15.95

The original oak board and often considered the best.

5 TIGER OAK - 27" £15.95

Latest design solid oak deck with kicktail and wheel cut-outs. A full 7%" wide!

LAMINATED WOOD

6 G&S STACEY PERALTA WARP II 27" & 29" £18.50

The latest G&S deck made from lightweight softwood laminates. An ideal freestyle and bowlriding board.

7 SANTA CRUZ - 27" £18.00 29" £19.00

Similar to the Warp II made in U.S.A.

8 TIGER BIRCH - 27" £12.95

High quality 12 laminate deck with wheel cut-outs and griptape. Extremely good value.

9 SIMS TAPERKICK - 27" £27.00 30" £30.00

An ultra light multi laminate board probably the finest wood board on the market.

10 BENJYBOARD - 27" kicktail £18.00

From Britain's top deck manufacturer. Another multi laminate deck of oak and mahogany.

CUSTOM BOARDS

CUSTOM MADE PACKAGES

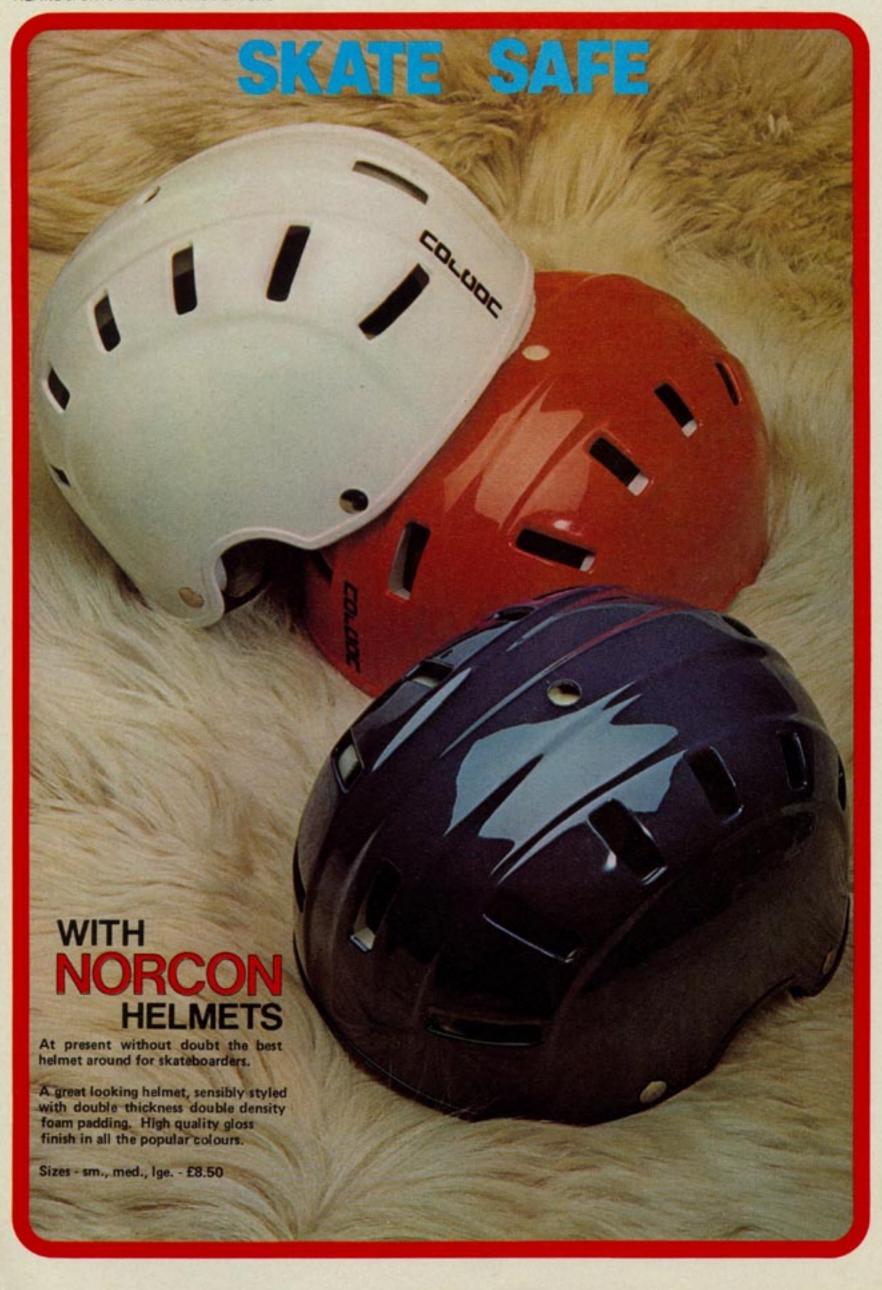
Our mail order department, or any of our shops, can custom make any combination of decks, trucks and wheels you want. Just specify the items required and we'll do the rest.

THE PRICE?

Just take the cost of one deck, two trucks, and four wheels, plus £1 P&P and thats it.

Screws, riser pads and grip tape worth up to £5 are included absolutely free.

Please allow up to 21 days for delivery on these special orders when ordering by mail.



SKATE SAFE

RECTOR GLOVES

RECTOR GLOVES:- U.S.A.'s top selling glove. Well made using pigskin palm and split leather back. They feature a velcro wrist closure, reinforced fingers and dense foam padded palm. xs, sm, med, lge. £9.95



FREESTYLE PADS

AT last a protective pad that really makes sense!

Knee pads, and arm pads are constructed on the same basic principle, when you really hit the ground hard (even the edge of a kerb) these pads will prevent injury.

Here's how its done:-

- 1) Hard polyurethane outer shell covering the entire joint will stop those sharp edges from coming through.
- Soft foam padding against the joint distributes any forces harmlessly over a wide area.
- 3) No rivets means no chance of discomfort whilst wearing.
- 4) Soft wide rainbow coloured elasticated straps with valcro closure keeps the pad in in place and makes them doubly quick to put on and take off.

WE THINK THEY'RE THE BEST!

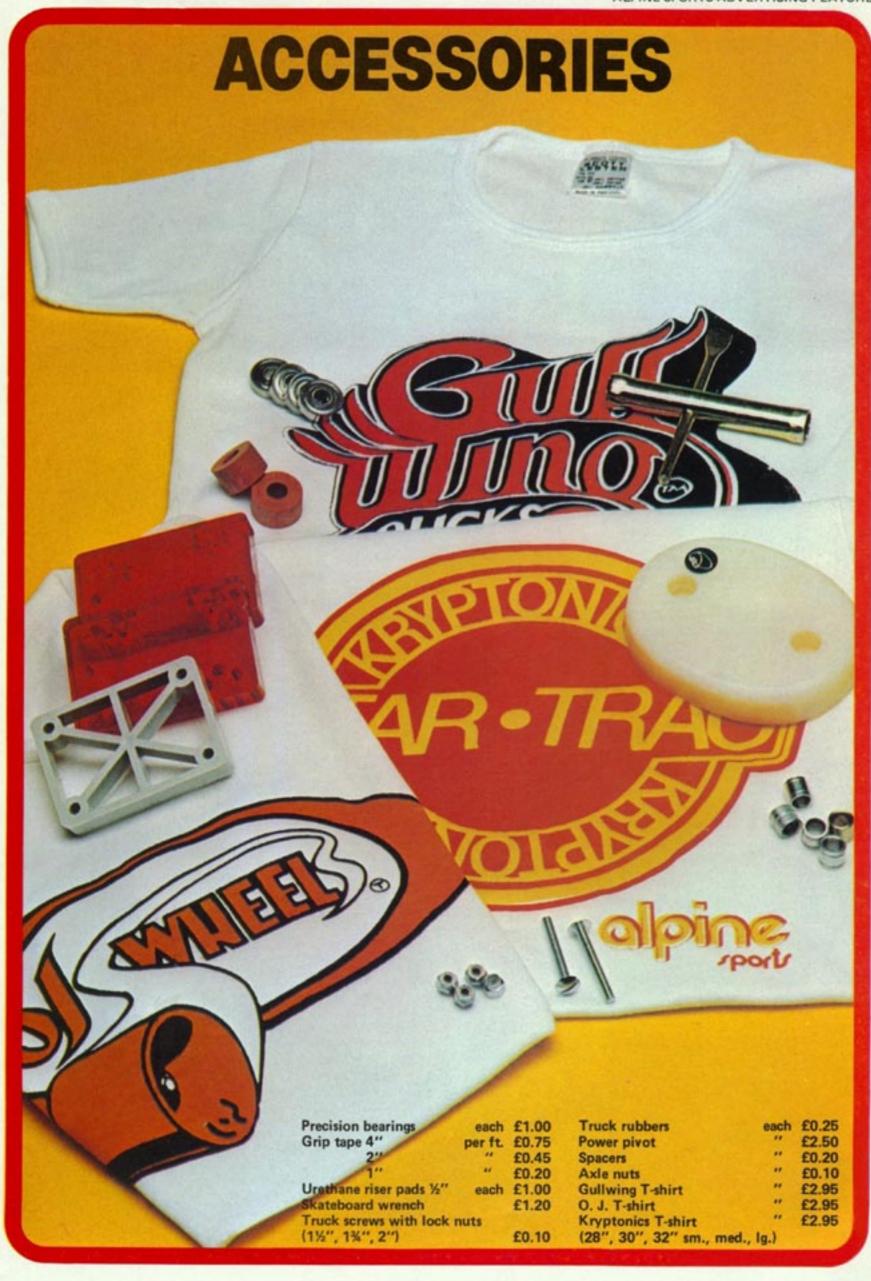
ARM PADS. Sm, med

£5.95

KNEE PADS One size only.

£6.95

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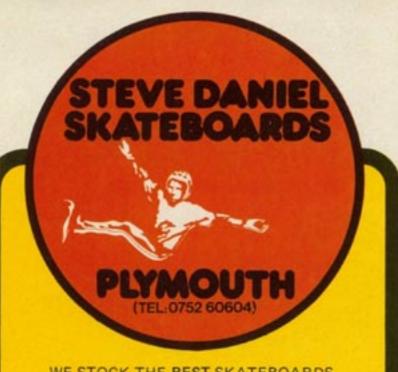
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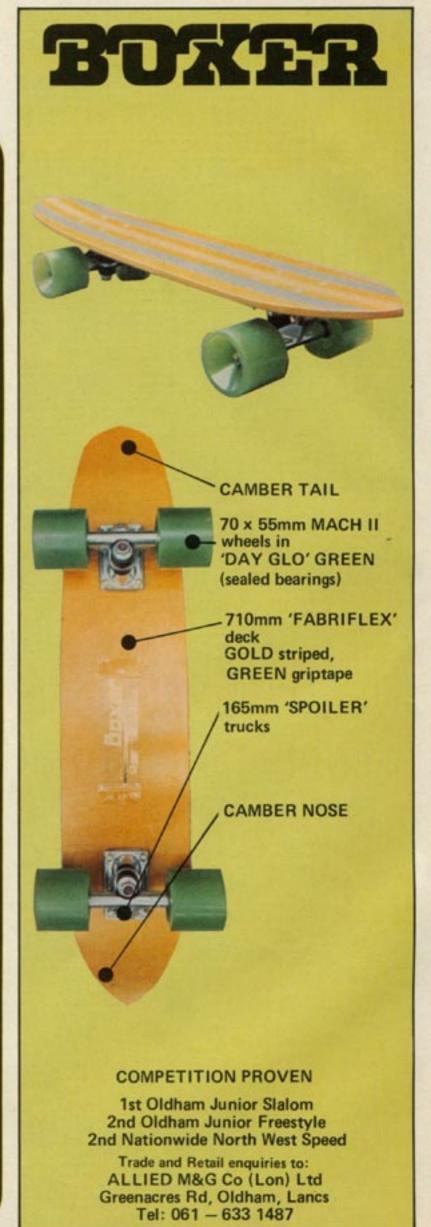
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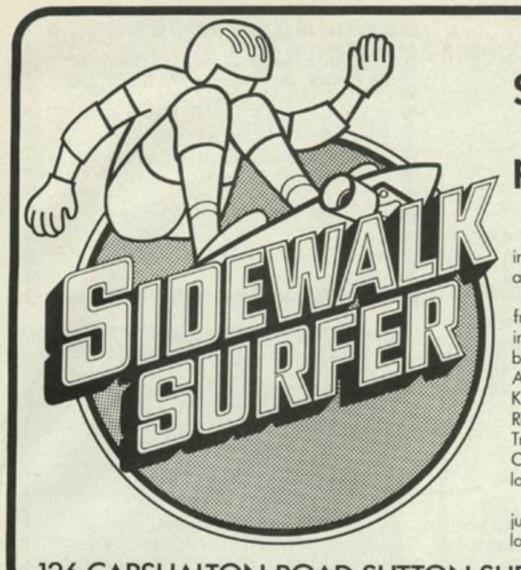
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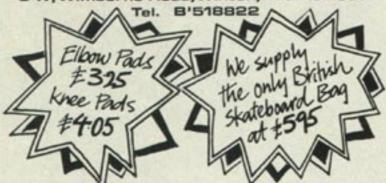
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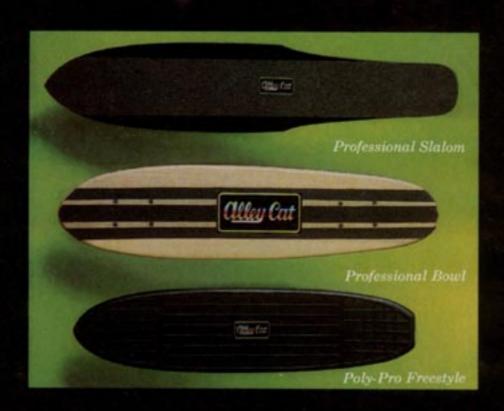
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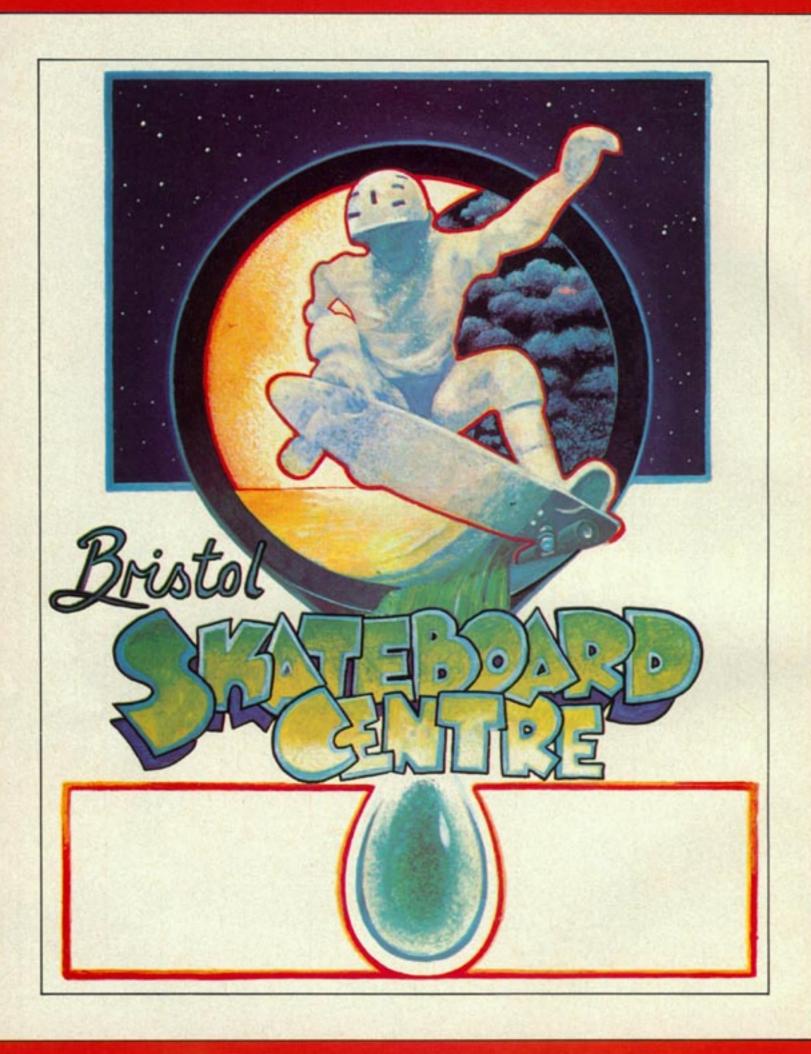
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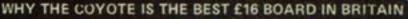




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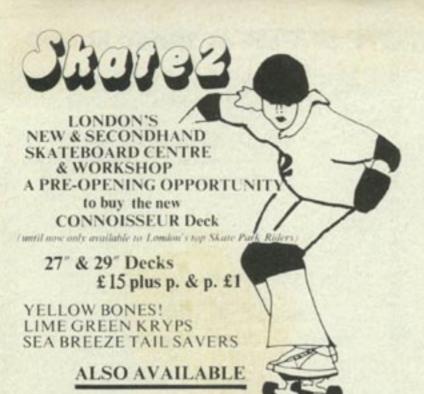
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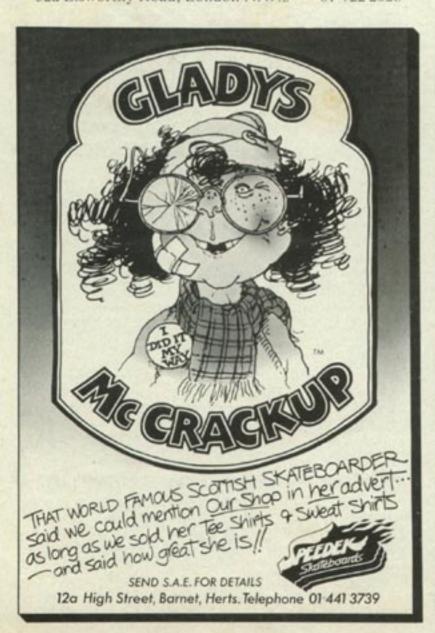
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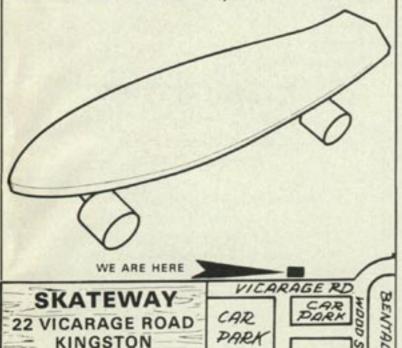
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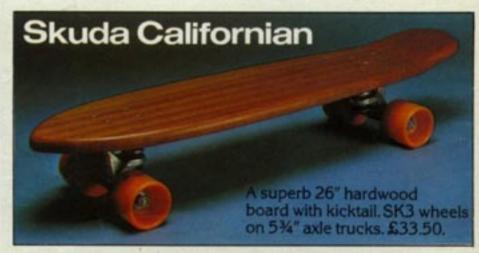
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