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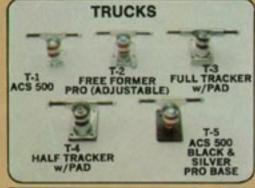
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Winners don't always st

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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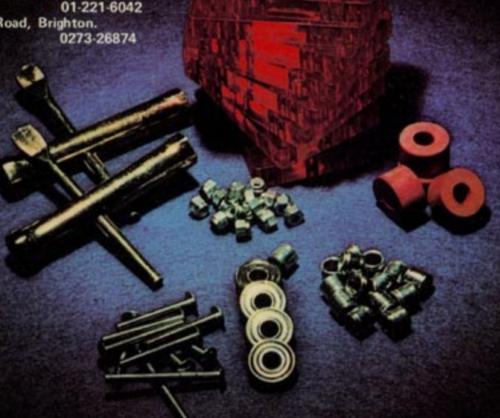
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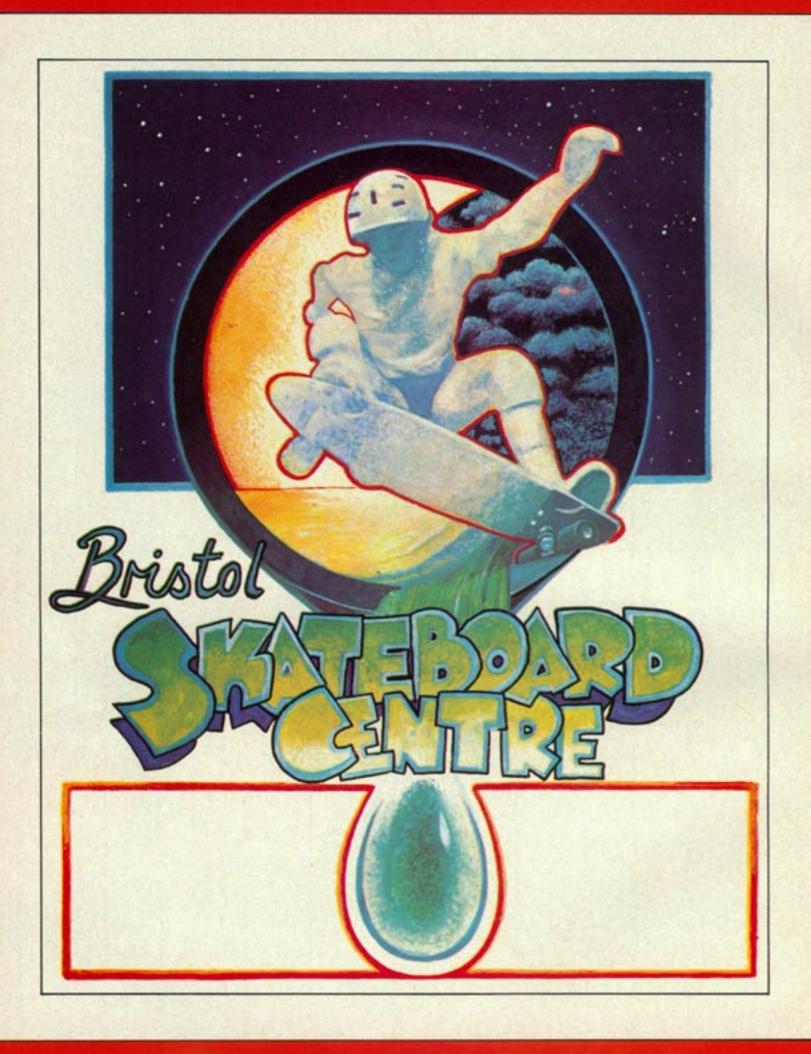
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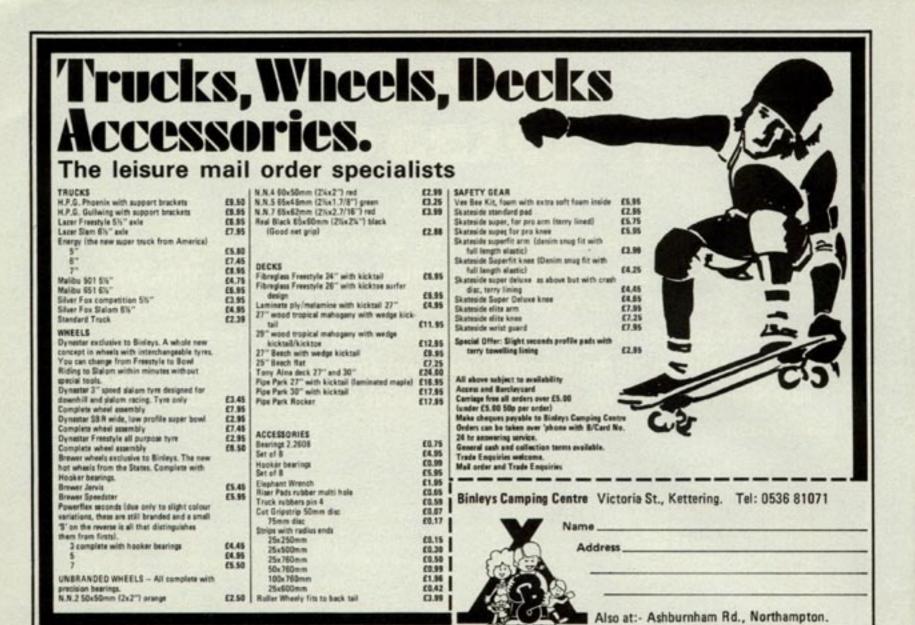
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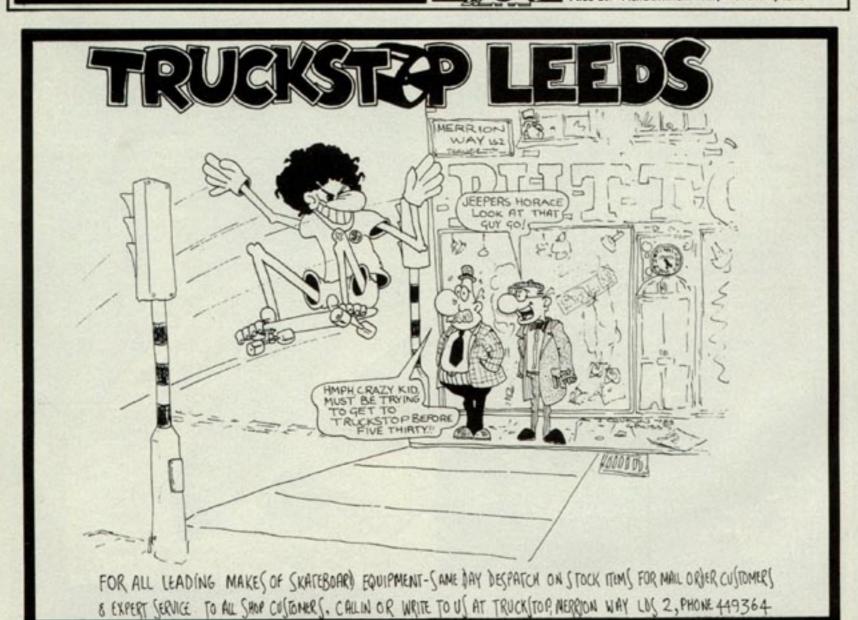
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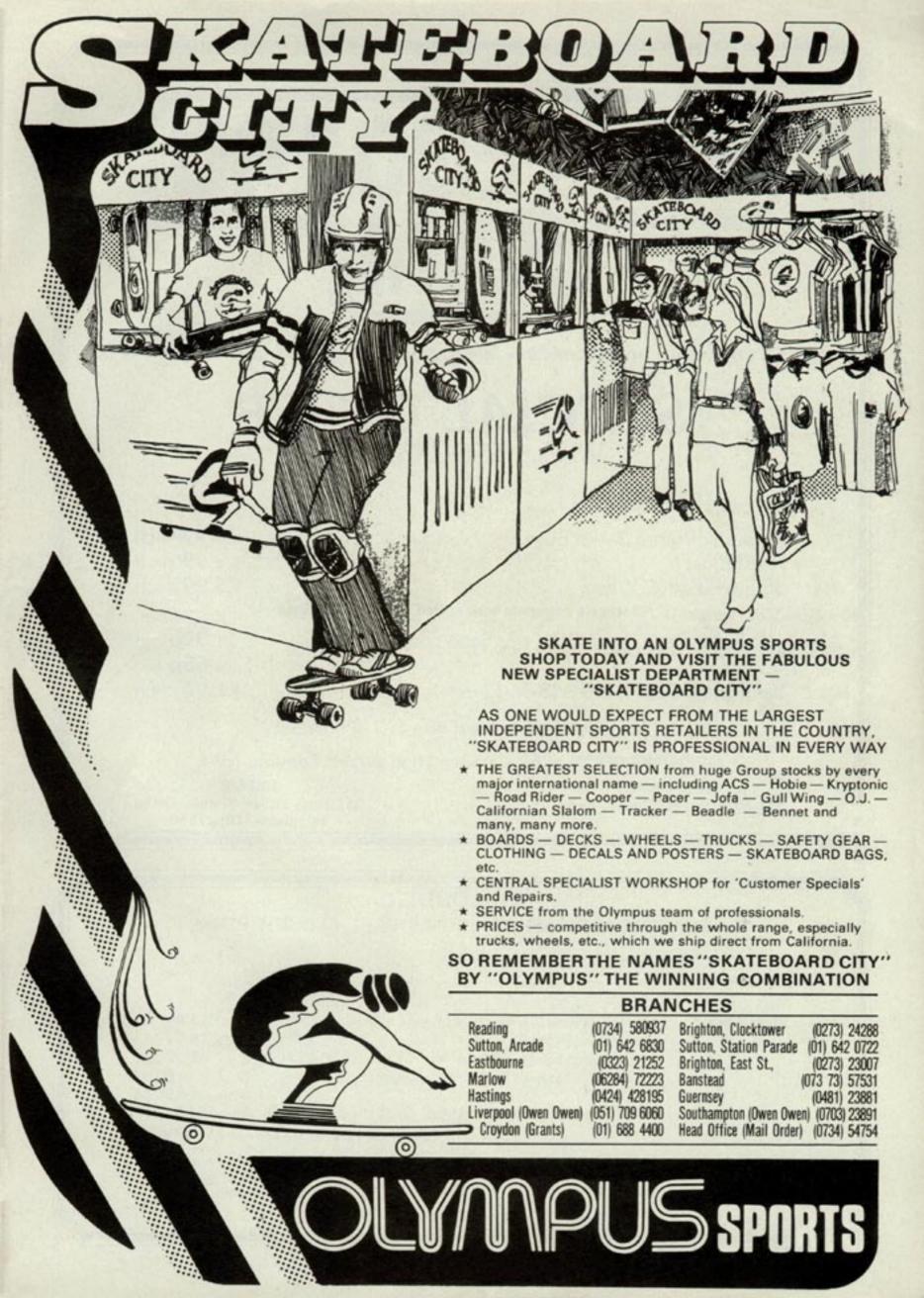
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KANTTO KANTTO KANTTO KANDARDUT SKANBROARD BEARINGS?

1

DO SKF BEARINGS MAKE ME GO FASTER?

SKF know from practical experience that speed is important for the skateboarder – the internal construction of the bearing is vital – the correct degree of internal clearance is very important the balls should be separated by means of a cage which allows for good control and compensates for misalignment within the wheel.



WHY DO SKF BEARINGS LAST A LONG TIME?

Some SKF bearings are lubricated with a lithium soap-based grease which contains an additive which is moisture inhibited.

Other bearings specially designed by SKF are oil lubricated. SKF bearings are fitted with one or two steel sideplates to prevent dirt and stones entering the tracks. By using the SKF sideplated bearings it is possible to run the skateboards for very long periods without maintenance.

The steel sideplates should not be removed as this can damage the cage or balls.

It is advisable periodically to wipe the dirt which collects at the side of the bearing with a clean cloth. Under no circumstances use any form of spirit, certainly not paraffin or petrol. Apart from the safety hazard when using these fluids there is a risk they can enter the bearing and create a breakdown of the bearing lubricant.

Also under no circumstances should water be used as this will cause corrosion.

It is unusual for a bearing to wear and if damage occurs then you will hear it and there will probably be some resistance to the wheel rotation. Do not run a damaged wheel as this can cause loss of skateboard control and can be dangerous.

SKF know that maintenance must be considered and by using SKF bearings this is achieved. Most skateboard wheels are fitted with SKF single row deep groove ball bearings having the dimensions 8mm bore, 22mm outside diameter and 7mm width. This is in accordance with International and British Standard metric dimensions. These precision ball bearings are selected for their ability to carry radial and edge loading and therefore are suitable for the conditions likely to be encountered by the skateboard enthusiast.

ASKATHE EXPERIS SKI

3

WHERE CAN I GET THESE BEARINGS AND WHAT DO I ASK FOR?

The SKF bearing with one sideplate, the correct cage design and lubrication, has the number 608-Z.

With two side plates the number is 608-2Z.

This is not the entire range and for the enthusiast who wishes to carry out self-maintenance, bearings with neoprene seals are available. Numbers are then 608-RS and 608-2RS.

If no seals or sideplates are wanted then the bearing 608 is available.

SKF bearings can be purchased from skateboard suppliers or from one of the many SKF distributors throughout the U.K.

4

WHO ARE SKF?

The SKF multi-national bearing company is known for its advanced technology and high precision in manufacture. As the world's largest bearing manufacturer it is applying engineering technology to develop skateboards and manufacture these under the trade name "Calypso."

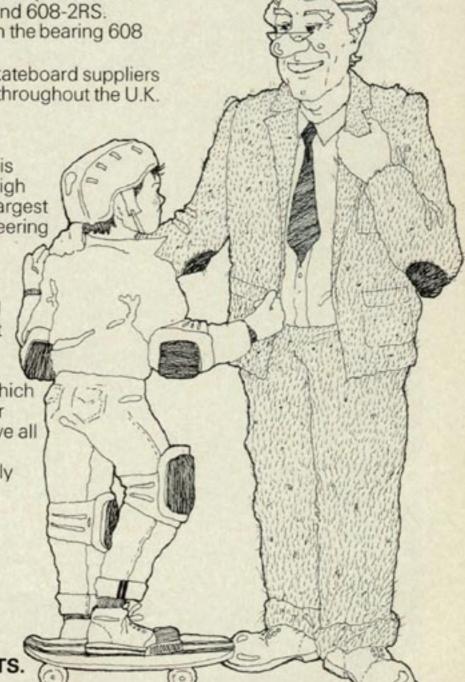
For maximum speed and efficiency and to assure skateboard skills and enjoyment they have studied the loading and operational requirements of skateboards and developed bearings for the wheels which will ensure this. SKF have done this in their design and development studies but above all they have practical experience as manufacturers. Their studies are not simply theoretical or secondhand.

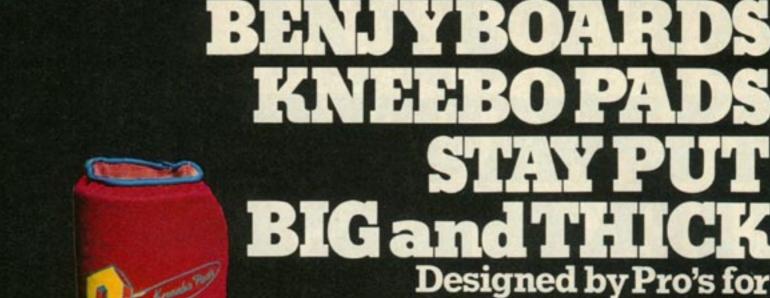
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... overheard at a paved wave somewhere in U.K.

1st Dude

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2nd Dude:

"Why will it blow my brains out?"

1st Dude

"Because it'll be almost half the price of existing ply decks, and they'll be advertised in the next issue of this mag."

2nd Dude;

If they're as good as the last lot they'll be outasight!"

1st Dude:

"I've heard they're twice as good."

(2nd Dude passes out with joy)

1st Dude:

"Hey, Kadir, you alright?"



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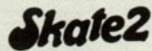
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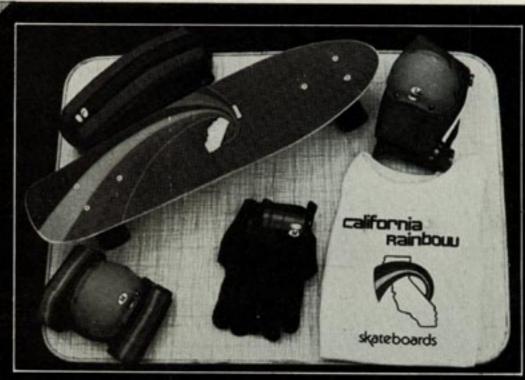
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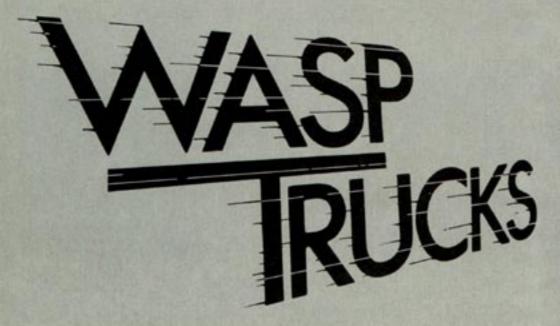
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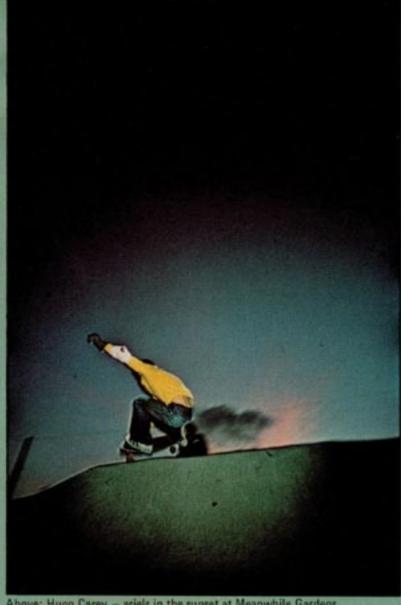
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SKATEBOARD! welcomes all unsolicited material (both written and photographic) and although no actual guarantee can be given as to its safe return, all reasonable care and attention will be exercised.

Stacy Peralta's gone missing this issue while he visits our shores. Look out next time for the freeflowing photo file extra on his historic trip. Also next month, Britain's Mr Freestyle, the Jeremy Henderson Interview, a time-ship reversal to see this country's last remaining (?) clay wheel clunker, fibreflex deck construction, power pools and Pepsi ramps in sheer photo elegance, plus a de rigour glance at the West Country skate



Above: Hugo Carey - ariels in the sunset at Meanwhile Gardens

Lip Torque: reeling off another chapter of news. . . truth beats fiction

Star Shots: six more rated riders

Skata Data: the much-awaited Hardware Test. . . mid-width trucks checked out, plus, direct from Dave Goldsmith at the Miami Trade Show - a special Stateside New Products report.

New Parks & Bowls - Part 2: the 'Skateboard!' Test Team analyses three more concrete constructions

Si Napper Interview: Britain's bowl-buster in chief squares up to Skateboard!'s Skane

Kitepower: Martin Lester - Britain's king of kites finds new sensations

Photo File: the extraordinarily attractive Carlsbad Mogul, in total colour photorama

Attention Schools: at last our 'skateboarding and schools help service' climbs into daylight.

Going-For-It: the art of skateboarding takes on a new look

Be Safe: a contemplative look into the common sense world of self-protection

Upgrading Polyprops: silk purses and sow's ears... points to ponder for the positive improvement of budget boards

Skate Line & Techno Talk: bigger and more beautiful

By the time you're reading this, there's a more than fair chance that plans will have been mooted for some sort of skatepark in your area. But what will it turn out like? Many an ex-skatepark owner in America can testify to the dangers involved in building parks designed at least without the help of skaters. They often fail.

We must beware of this problem happening over here. So far, Britain can boast a number of low budget facilities, many of which have opened to the public in what appears to be a permanently unfinished state. The mud and grime makes for miserable skating. Other free-enterprise groups are trying quite successfully to provide basic facilities, but all too often they settle for entry charges that are far too steep.

The young kid, desperate to become super-proficient, is unlikely to be able to afford between one and two pounds a day. He wouldn't be asked to pay it in most other comparable sports, . . why skate-boarding? Of course the often present provision shop, cafe facility or disco costs money to install (al-though they DO make money too) and it's not surprising that the owners want to see their investment returned as soon as possible.

So what's the answer? Well, I believe, as in many other sports, that it's the councils who should be providing the basic amenities, and preferably free of charge. When I say basic, I mean at least a flat concrete area with ramps. For cheapness, the latter can easily be built by the skaters themselves.

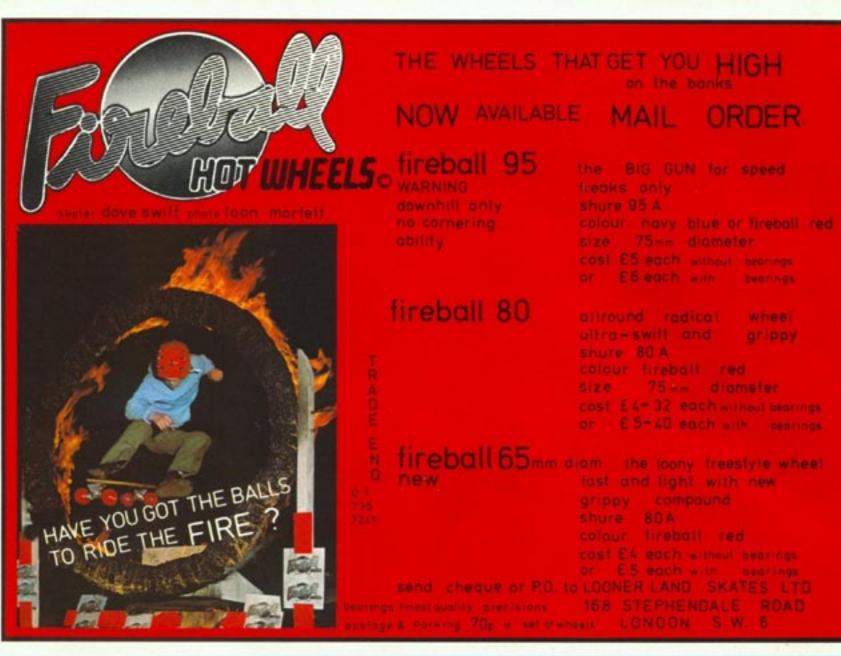
I'd like to see private enterprise offering something a good way over and above this. For two or three pounds a day I expect a degree of comfort, a fair challenge and better value for money than we're generally getting at present. And why the great rush to repay the investment in the park. Surely owners don't still believe that skateboarding is an overnight wonder. I hardly think names like Tate & Lyle, Bovis and Addidas, to name but three, would want to invest in a passing

Next issue we take this one step further. We'll be offering advice to councils in particular on how to go about providing essential basic facilities at low cost. And we'll also be investigating ramps of various shape, size and cost, cheap wood constructions and finally the new glass-reinforced concrete systems.

Bruce Sawford Skateboard! Editor









Bruce

LIPTORQUE

More on the famous Bristol Skatefest, organised by the local Bristol Skateboard Centre. Held in the nearby Exhibition Centre, the atmosphere was nonethless inspired and much fun was had by all. It's also rumoured that the not far away Glenroy Hotel is presently in the middle of a redecoration programme that could last some months.

An invitational competition featuring top teams from all over the country was held on the top floor of the Centre. Saturday had West Country skateboarder, Jed Stone, winning the high jump with 3' 7" and Jock Paterson (Skateboard City) emerging as the victor of a hard fought slalom event.

Benjyboard man, Jeremy Henderson, kick flipped off a table to first place in freestyle on Sunday, but the high point of the whole weekend had to be the Rampage featuring the Bristol Skateboard Centre's new 16' ramp, With vertical starting at 9', the joint winners Simon Napper (Logos) and Alex Turnbull (Logos) both reached to within 18" from the top. Paul Conibear, of the Dave Friar Team, won the prize for overall most consistant rider.

A long jump contest held at the recent Olympia Camping Exhibition in London proved to be a fruitful trip for Steve Peters. He took home £50 to Seattle after managing 10' 6' between boards on a 35' run up. Joint second place went to Simon Bell and Ali Barr on 8' 3"

It only proves that we British boarders still have a long way to go. . . as has one brave skater at that very same event who, after crashing to the ground, emitted strange whimpering noises. Offers of medical help were, we are told, rudely rejected. Could it have been Guy Wadsworth? Answers on a postcard to 'Place the Whimper', etc, etc. The lucky winner is unlikely to receive anything from a certain alternative skateboard



Caught at Carlsbad's 12' bowl. . . Above: a clean aerial from Todd Kalb. Below: Kim Cespedes - a high flyout,

publication.

Our congratulations to Shaun McIlroy who looks to have a new UK high jump record in his pocket. Beating Jed Stone's jump at the Bristol classic by a full six inches, Shaun managed an incredible 4' 3" in front of

500 witnesses during an exhibition at Kingsmead Motors, Bath.

Skateboard! magazine has been in conversation with the British Standards Institute. Hopefully, we can soon expect the laying down of minimum standards of

quality covering the whole area of skateboarding.

Our best wishes and many thanks to Mr Greville Janner MP for getting no fewer than 20 young skateboarders off the hook when they faced possible charges at Dudley in Worcestershire. The story even had a happy ending, as the police took all the kids involved down to the station, gave them a lecture and showed a skateboarding safety film.

However, bad news from Michael Brown in Cardiff who reports that police have banned skateboarding from everywhere except a small enclosure next to the cathedral. We hear the move was actually against the wishes of the police, but they had no choice when faced with complaints from council members and the general public. One worthy noted, "From what I've seen on the streets, skateboarding is noisy and dangerous,."

The ranks of London's 'Advanced Skateboard Poser's Team', motto: ASP riders do it standing up, are sadly closed for the time being, However, should any vacancies arise applicants should be between 20 and 25, single, financially independant, with blue eyes and blonde hair! Contact the ASP at their local, the 'Poser & Pussycat'... sounds weird.

Concerning the wages (grub only) received by marshalls at Wheelies Skate Place in Putney, London, I hear the menu recently changed 'chez Wheelies' for the second time in four weeks. At the moment though, they're still on their third week of bangers, chips and a can of coke as the chef across the road now seems to have forgotten how to do anything else. . . eg, the fish and chips they used to have.

Club& Team Check

It's all happening north of the border. At long last, a Scottish Skateboard Association has been formed under the chairmanship of John Holt, Details from 8 Linden Avenue, Girvan, Ayrshire.

Skaters in Midlothian now have the Penicuik Sidewalk Surfers to join, based at 19 Pentland Terrace, Penicuik, Midlothian. And even further north are the Aberdeen Super Surfers. Contact Mr J Murray at 73 Union Grove, Aberdeen for details of membership.

Back in the land of trousers, the Yorkshire and Humberside Skateboard Association can be reached c/o Mr J. R. Barron, The Sports Council, Coronet House, Queen Street, Leeds LS1 4PW. And details are available from Arthur Hepell at 124 Micklegate, York about the York Skateboard Association.

Also just getting off the ground in Halifax is a club under the guidance of Jim Robson at the Skateboard Centre in Horton Street.

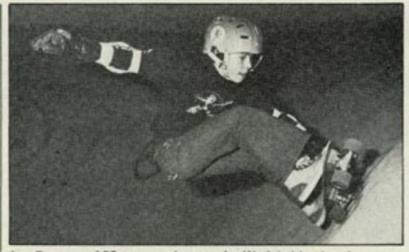
Lucky members will have the use of the Halifax Surfrider Skateboard Arena just up the road. The Hyndburn Skateboard Club, are recently formed and they have the use of the local sports centre.

Details from Mrs M Birtwell, 39 Cardigan Avenue, Oswaldtwistle, Lancs.

Write to Mark Proudfoot at 15 Winston Avenue, Alsager, Stoke on Trent, Staffs for membership details of the North Staffs and South Cheshire Skateboard Club.

Crossing over into South Wales, the Bridgend Skateboard Club is based at Yew Tree Cottage, St. Brides Major, Bridgend, Calling all you asphalt addicts of Redditch! You now have the chance (for 50p) of joining the Asphalt Waveriders Skateboarding Club of Redditch. Three wizened old men of surfing, Ron Jones, Derek Bond and Paul Leavey, have taken to the hard stuff in a big way and are offering ramp sessions and other things. Details from 38 Dowlershill Crescent, Greenlands, Redditch.

Anyone interested in forming, or helping organise an Oxford Skateboarding Association please contact



Ian Boyce - 180 power pivot at the Wadebridge bowl.

Stephen Hartridge of 49
Old Road, Wheatley, Oxford.
And just getting off the
ground is the Seer Green and
District Skateboard Club.
Details from Anthony
Marsland, 14 Howard Road,
Seer Green, Beaconsfield,
Bucks.

Chris Woodroofe, the senior playleader at Parsloes Playpark, Ivyhouse Road, Dagenham, Essex has started a free skateboard club at the park. During evenings and weekends there's use of a tarmac area and a couple of ramps.

The Silver Surf Skateboard Club on Canvey Island can be reached c/o Mrs Rowe, 61 Kitkatt's Road, Canvey Island, Essex. The Hillingdon Skateboard Club has the exclusive use of the indoor area mentioned in our last issue, Send SAE for membership details to Cindy Dawson, 10 Blossom Way, West Drayton, Middx.

The Dorking Skateboard
Club has just been formed
and obviously with skatepark
plans and the usual reluctance
by the council to provide
facilities, they need as large
a membership as possible.
Application forms from
Helen Bennett at 6a West
Street, Dorking, Surrey.

Based at the Fleet Country
Club Skateboard Park are the
Fleet Flyers, a club run by
John Woodhouse. SAE to
him at The Fleet Country
Club, 14 Old Cove Road,
Fleet, Hants.

Prospecitve members of the Adur Skateboarding Club should send a SAE to Mrs D. Clarke of 16 New Tinker Gardens, Shoreham by Sea, Sussex. The Isle of Wight now has its own association under the chairmanship of Mr A Brewer of Brambledene, The Mall, Tootland Bay. The West Wight Skateboard Association is the name, incorporating the West Wight Whizz Wheelers. They need as many members

as they can get as they're actually building their own park (see Skate Places for details).

And down in the West
Country Mr Chris Deaker
runs the Bath Skateboard
Club — he's at 4 Saw Close,
Bath, Avon. With 3 ramps,
the use of 2 large sportsbarns
and council go-ahead for a
proper area on a tennis court,
it all sounds pretty good to
us.

Skateplaces

FLEET

Already in operation is the Fleet Country Club Skate-board Park in Old Cove Road, Fleet, Hampshire. An outdoor facility, it features a 22' long section of half-pipe (8' deep), a large, crater-like bowl, a big pool, assorted ramps, a freestyle area and a 300' slalom run. 50p buys you three hour's worth and there's changing room facilities on the site.

LEEDS

With two power places already open and many other rumours flying about, Leeds doesn't seem to be doing too badly. Queens Hall is a massive, flat concrete area with several wooden ramps. It's 30p a session, 2 a night. Inside the Armley Wash-House there's a wooden bowl rising to the vertical... it costs 30p a session.

EDINBURGH

Two private enterprise efforts are under construction, one in Leith and the other in Lewisvale. Also, no fewer than six facilities are being financed by the government's Job Creation Programme and they're going up now.

DUNSTABLE

Phase one of this ambitious, three phase development opened on January 14th. Situated in Whipsnade Road, Dunstable, the indoor first phase of The California Skateboard Scene consists of an 8' deep section of half-pipe, 9 assorted ramps and a slalom run with 2 start ramps. The next two phases will both be outside in the sloping car park, Plans are for a full pipe, a slalom/speed run, a snaking half-pipe ending in a 'bowled-out' swimming pool, A 2-hour session costs 25p and there are five a day.

EXMOUTH

Another impressive indoor facility; opened three weeks ago, the Exmouth Skateboard Centre boasts three times as much area outside as inside. So, not surprisingly, work has already started on the outside runs which should be operational by the Summer.

Owner, Bill Cross, has provided some good facilities. There are three skating areas at present... a slalom run finishing in a half bowl, a freestyle area, and a snake run feeding a 10' bowl. There's a lounge, a viewing balcony, and refreshments are available. Another shop deals with repairs and hire of equipment, and the music system is right where the action is... around the bowl.

ABERDEEN

Here, the council are moving fast with plans for two parks. Both have been 'passed' and a third is going through the works.

HORNCHURCH

What could prove to be the first second generation park in this country, is at this moment under construction at Hornchurch Car-Drome near Romford, The developers, Skatelands Ltd. are not hanging back at all and the following runs should be complete by April; a slalom run, a freestyle freeform area, 140ft section of deep half-pipe, a snake-run with bowls at the middle and end, and a series of bowls including a double bowl, a cloverleaf bowl, and a pool modelled on the new bluetiler at Spring Valley, California, Park membership details from Jeff Saville, 250

St. Annes Road, London N15 5BN

Scotland bursts into the news with skateparks going up all over the place.

GLASGOW

Not to be left out, a £50,000 facility is rising at Kelvin Grove Park and there is another small arena already open in Falkirk.

While we're in Scotland, some news from the Orkneys... estranged island in the Pentland Firth and pretender to the title of 'hub of the skateboard universe.' Jim Finnie writes, 15 keen hotshots and 20 less serious skaters make up the island's total. The predominent line is high speed downhill, stemming from an abundance of steep hills on the island.

BOLTON

Update from issue five...
the council gave the planned indoor park at Wryton
Wrestling Stadium in Higher
Bridge Street the go-ahead and the place is now open to skaters one and all. The surface is cement and the runs include a 15' deep bowl, a 90' snake run and

a half-pipe.

PRESTON

A park is already in action here, but first reports indicate that it is small and not too well made. However, there is a plan by the council to build an indoor facility in an old tyre depot somewhere in Preston, so stand by for news.

BLACKBURN

Word has it that Blackburn Recreation Committee has allocated £4,000 for improvements to the existing skatepark in Corporation Park and another £4,000 to provide nearby Darwen with facilities. Keep up the good work.

LONDON

It's about time the Capital got in the news again and if a scheme presently before Hackney Council is approved, there could be another much needed skateplace for the London kids by March.

The Newham scout group are in the process of building a small skateplace by themselves at their headquarters in Windsor Terrace, East Ham. So far, all the materials have been donated following various appeals. The ground has been shaped, but they need all the help they can get in actually building the park. It'll be on the lines of Meanwhile Gardens, that is, entirely free for anybody to use. Anyone who can help in any way possible, phone Roy Hellgate on 01-552 7803.

Still in London, the Michael Sobell Sports Centre in Hornsey Road, Islington is now open for well-supervised skateboarding. If offers a slalom run, a freestyle area and various ramps. Safety gear is essential and rentable... entry is 15p. It's open Mondays and Wednesdays from 4.15pm to 5.30 and Saturdays from 2pm until 4.30 — urethane wheels only.

BOURNEMOUTH

Being built right now is a large complex in Glenfern Road. Features include 100' by 8' ramp with curved surface leading into a 50' by 40', 9' high bowl (with both vertical and sloping edges). There's also a flatland area with a 10' diameter pipe.

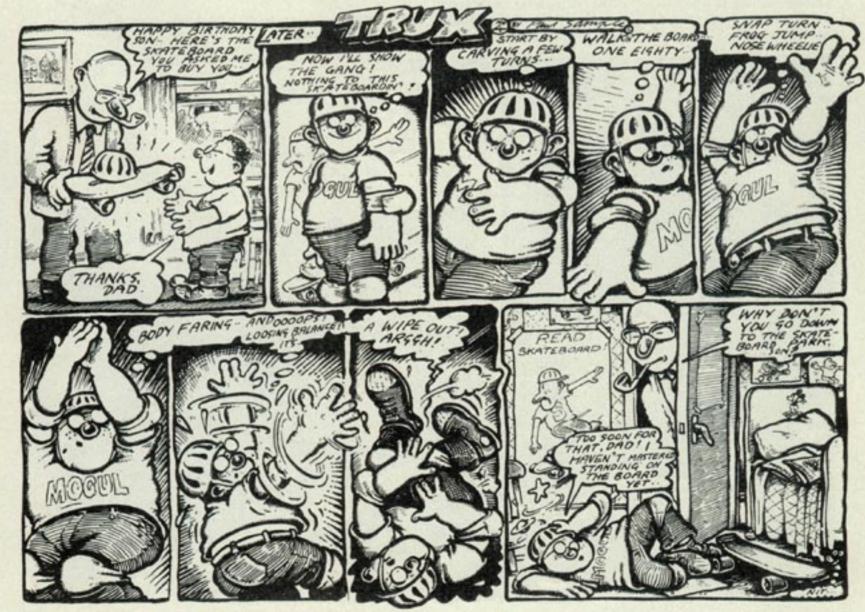
Finally, there's a disco. More details to come.

ISLE OF WIGHT

The island's first park is under construction at the Golden Hill Park, Freshwater. The kids are building it themselves on a budget of £2,000. 60 to 80 of them turn out every week to help with the pipe, moguls, banks and bowls. Let's hope this venture sets a precedent.

GENERAL

Skateopia Ltd say they are embarking on a number of facilities around the country, based on popular US designs. Towns mentioned are Newport, Macclesfield, Birmingham, Swindon, Poole, Milton Keynes, Litchfield, Wolverhampton and Knebworth House in Hertfordshire, There's also a development going on at the site of the old Plymouth zoo and possibly a park, too, in Sutton in Surrey. Finally, my man on the 8.16 from Godalming, the Lone Commuter, tells me the Wokingham site (reported previously) has been delayed, but should soon be finished.





Paul Conibear

Lives: in Swansea

Age: 23

Number of years skating: 10 altogether, 2/3 seriously Team: rides for the Dave

Friar Team

Equipment: Highway board with 65mm reds and small Lazers

Other hobbies: some surfing Recent contest success: overall winner at the Bristol Skate Fest '77

Admires in the UK: Mark Sinclair, Jeremy Henderson, Jock Paterson, Si Napper, Alex Turnbull

Admires in the States: Tony Alva, Jay Adams, Tom

Normal skate place: the

Favourite skate places: Skate City Black Bowl, Weymouth. 'The only competition

I've liked so far has been the Bristol one. Everybody had a really good time.

"On Wednesday night after the Bristol contest we went raging. . . eating gateau, pizzas and ice cream at three o'clock in the morning."

"There's no way we're going to get as good as the Americans at the moment. . . there's not enough facilities."

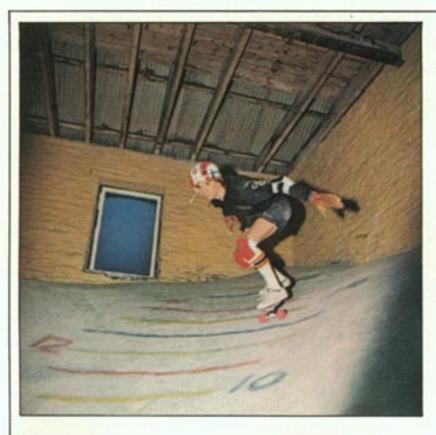
'The only thing wrong with the Black Bowl is that it's for regular footers. . . and I'm goofy."

"Steven Kellner's routine at the Nationwide finals was amazing. Paul Sully just took one look and lost his bottle."



Above: Paul Conibear finishing his housework. Below: Paul wiping the windows.





Above: Jed gathering no moss, Below: Stone flying at Wadebridge.

Jed Stone

Lives: in Plymouth

Age: 24

Number of years skating: 2

approx

Other hobbies: surfing in the

summer

Team: Rob Ward's West

Country Team

Favourite skate places: bowls

— also likes the Bristol ramp

and half-pipe

Preferred skating: bowlriding Equipment: West Country rocker deck, 651's and big reds for bowls, Fibreflex cambered deck, small green Kryps for slalom.

Admires in the UK: Si Napper, Alex Turnbull Admires in the States: no one till he's seen them in action

"The night before the Watergate competition, a few of us were taking bets on which of us were going to win. Then guys like Jeremy Henderson turned up and started doing power slides, lip slides and aerials. We just sat back and watched. . . we couldn't believe it."

"Rob Ward and Dave
Thomas have always supplied
us with our gear. Whatever
we've wanted, we've had.
That helps... otherwise it
would cost us a fortune. The
number of decks I go through
... I've been changing every
month or so."

"There's a guy on Plymouth Ho! called Jimmy who could always frapp me at slalom. Whenever I raced him I'd always be left standing, or fall over or something. One day he told me to tighten up my trucks, go wider, and to get something grippier than the big red Kryps I was using. I got the small greens and now I'm beating him."



Photograph by: Robert Vente

Steve

Country of origin: South Africa (Capetown) Lives now: in Brighton

Age: 13

Normal skate place: The Brighton Marina. . . "It's like the South Bank."

Team: The Skateboard City Team

Equipment: Skuda L-A wooden laminated deck, Bennett Pro Ad trucks, Road Rider 4's for freestyle. Also a Henry Hester with Full tracks and Simms Comp 2's and a G&S Cutaway with Full Tracks and Park Rider 5's.

Other hobbies: none Prefers to skate: freestyle and

bank riding

Admires in the UK: Jeremy Henderson, John Shayer, Jock Paterson, Si Napper, the Turnbulls

Admires in the States: Bruce Logan, Chris Chaput, Bob Mohr, Lonnie Toft

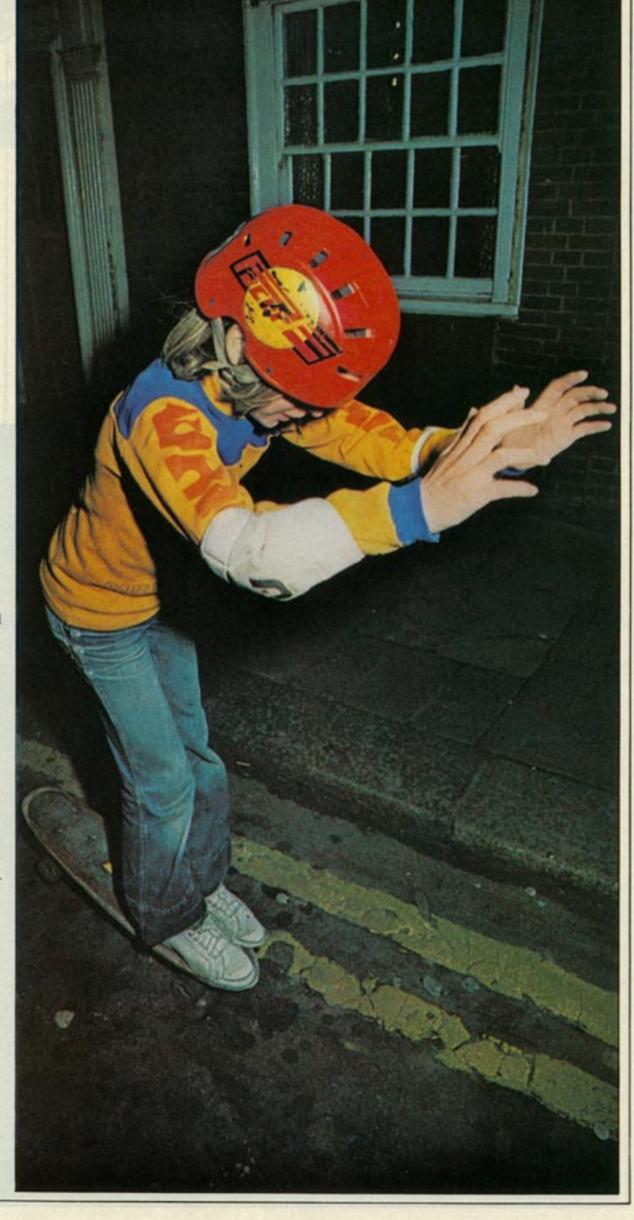
Biggest grouse: "I think the competitions here are terrible. Everthing's wrong. They don't work out the rules properly beforehand." Favourite skate place: Skate-

board City's half-pipe. Also London's Meanwhile Gardens. "I'm against invitation-

only events. . . you get some hot, up-coming kid and he doesn't get invited." "The way the Nationwide

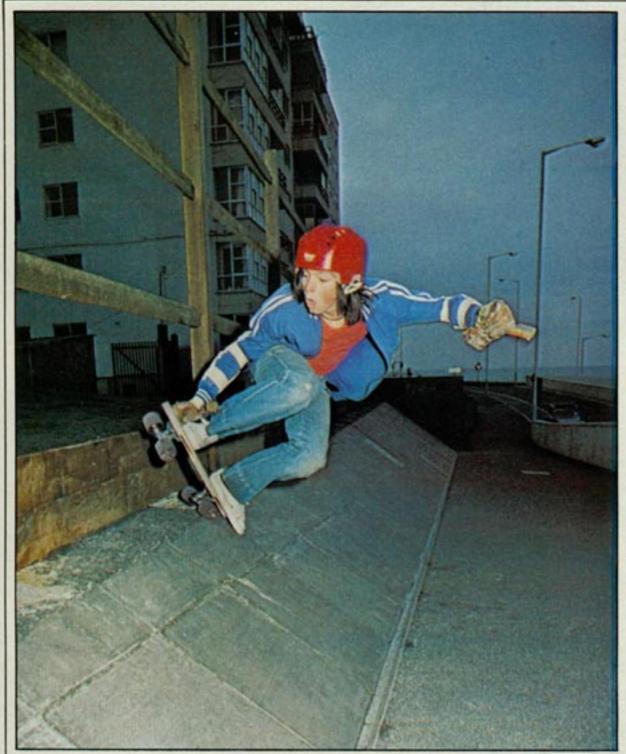
rules went, in the slalom i everyone was holding back instead of going for it."

"The skating scene in South Africa is much better than it is here. They're mainly into slalom and speed, with some banks and tricks."



Right: Steve toeing the lines.





Brian Kellner

Country of origin: South

Africa

Living now: in Brighton

Age: 15

Normal skate place: Brighton's

Marina Wall

Equipment: Bennett and Tracker trucks, Simms Comp 2's self-made freestyle board, For slalom, green Kryps, Henry Hesters, Parkriders, Logan 4&5's G&S Cutaway deck with Full

Tracks.

Prefers to skate: some slalom, otherwise, just 'goofing

around'

Other hobbies: Some surfing Admires in the UK: Tim Levis. . . "I've seen all the guys and he's got something the other's haven't"

Admires in the States: Jay Adams, Tony Alva, Lonnie Toft, Henry Hester.

"Over in South Africa there were only four really good skaters - and my brother, Steve, was one of them. Those guys could beat anyone in Britain."

"Back home, when the police catch you skateboarding, they treat you like a criminal, not like a kid who's done something

wrong."

Left: Brian nose grabbing at the Brighton Marina.

Lives: in Brighton

Age: 12

Team: Skateboard City,

Brighton

Equipment: Skuda L-A, Half Tracks, Road Rider 2's for freestyle and for slalom, Lazers, Parkrider 4's and a self-made deck.

Prefers to skate: slalom, freestyle, banks and speed Other hobbies: occasional diving

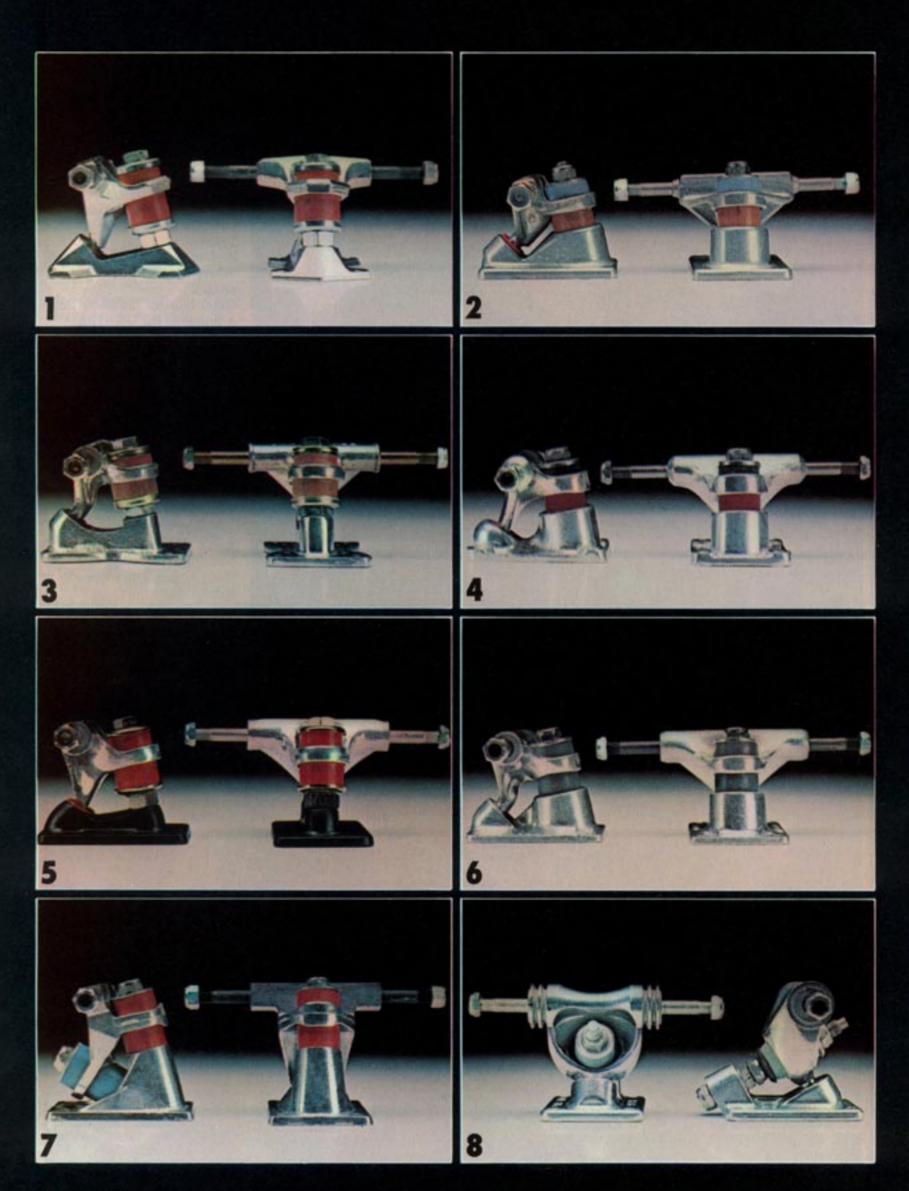
Admires in the UK: Steve Kellner, John Mitchell Admires in the States: Lonnie Toft... "Because he's so radical with his 8-wheeler it's insane."
"Steve Kellner may be a

great skateboarder but he's also a fantastic magician. I've seen him do the milk pouring trick, the strings and the cards. . . he's brilliant!"

Below: Baby Paul knee boards the baby pipes. Below: It's rail to rail on Skate City's luxury 8-wheeler.







SKATA DATA

apart from the Kjell (which is an Austrian import) and the RHP 575. This we are proud to unveil in its final prototype form to skaters for the first time, It is British (made by a top bearing manufacturer) and features a patented ball and socket pivot unit along with a rubber/soft urethane bushing combination. The American models include the, now classic, Tracker Midtrack and the well-proven Lazer. The Rebound and Phoenix have been featured in the pages of Skateboard! before, but we are now pleased to present them alongside the other trucks in the mid-width range. The Rebound has the revolutionary twin king pins

and bushings. The Phoenix,

with a low-angle action bolt,

is an adaptation of the Gull

same manufacturer, I could

find all you need to know in

Wing and is made by the

tell you more but you'll

All these models are American

MID-WIDTH TRUCKS

There were narrow trucks and wide trucks. Narrow trucks were unstable at speed but ideal for tricks. Wide trucks were too slow for freestyle routines but excellent for slalom, cruising and carving. And park-riding needed a combination of the two. So the all-round, go-anywhere truck was launched. Now midi's are more popular than any other trucks. . . and the Skateboard! Test Team has tested eight of the leading models.

the data alongside each truck photo. Here is a run-down and explanation of the points we looked at:

Width of hanger/Length of axle

This is the measurement which tells you the width of a truck. We looked at trucks with hanger widths of 65mm/2.6in to 90mm/3.6in. This is roughly equivalent to axle lengths of 140mm/5.5in to 155mm/6.1in. The hanger width is the more accurate measurement of the two because it tells you exactly how

far apart the inside bearings lie. Some wheels have more excess axle outside the wheels than others and therefore the axle length is less meaningful. However most truck manufacturers insist on numbering their models with the axle length. And they do it based in inches — Gentlemen, skateboarding is supposed to be a progressive sport.

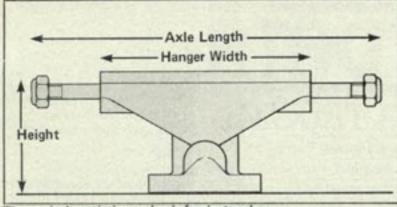
If you are primarily a freestyle skater and are looking for a midi the narrower widths (like the Lazer) are best. If your skating is more orientated towards park-riding or slalom go for a wider model such as the Midtrack.

Height

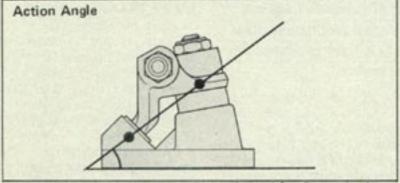
While nosing around for trucks you may have noticed that some have axles further from the base plate than others. The height of the truck is important since it helps to tell you how high the deck will be situated. The higher the deck the more unstable and 'tippy' it is. The lower the deck the more comfortable and stable you will feel. Therefore you are generally well advised to choose a low profile truck. The lowest trucks we tested were the Kjell, RHP 575 and Midtrack.

Unfortunately it is not quite as simple as that. If you use a deck without wheel wells there is usually no advantage in using low trucks since you will need riser pads to avoid rub-outs. If you have wheel wells, or are able to cut them, a low truck will work.

10.00		Hanger Width mm (in)	Axle Length mm (in)	Height mm (in)	Action Angle	Approx Price	Design Features/Comments
1	Lazer	66 (2.6)	140 (5.5)	61 (2.4)	440	£6.00 to £7.00	The narrowest midi we tested, High angle and high axle, Steel helicoil in base plate to prevent stripping. Excellent rubbers. An ideal freestyle truck with very sensitive turning
2	Kjell 140	74 (2.9)	140 (5.5)	52 (2.1)	360	£5.50 to £6.00	Very compact design, with low axle and narrow action angle. King pin locknut very exposed to possible grinding but king pin is replaceable. Tough construction and very good value.
3	Statom Pro	76 (3.0)	146 (5.7)	61 (2.4)	390	£5.50 to £6.50	Same manufacturer (S,C,I,) as California Slalom. Soft-rubbers — action more suited to freestyle than speed or park-riding. Excellent choice if you're on a limited budget.
4	RHP 575	79 (3.1)	146 (5.7)	53 (2.1)	400	£7.50 to £8.00	Photo shows final prototype, Production model will have improved finish and graphics, Patented ball and socket pivot. Urethane lower cushion. Not tested but good reports from other sources.
5	ACS 580	83 (3.3)	150 (5.9)	63 (2.4)	420	£6.00 to £7.50	Probably the best ACS model to date. Very upright design. High axle above pivot — not the greatest shock absorption. Good freestyle action and improved rubbers. ACS have fine record for durability.
6	Tracker Midtrack	86 (3.4)	155 (6.1)	57 (2.2)	370	£8.50 to £10.00	The widest midi tested. Superb design and functional geometry. Easy adjustment (king pin cast in base plate) — only one nut to adjust. Almost unbreakable — worth the extra cost.
7	Rebound	76 (3.0)	146 (5.7)	72 (2.8)	480	£10.50 to £13.00	No pivot — a second king pin replaces this. Good combination with hard wheels as design offers good shock absorption. Design needs more attention to detail — axle is very high.
8	H.P.G. IV Phoenix	77 (3.0)	140 (5.5)	69 (2.7)	590	£9.50 to £10.50	Same manufacturer as Gull-Wing. Good action and adjustment for a variety of uses. Support bracket included in price. Quite popular in U.S. as bowl-riding truck, though fairly high axle. Cutaway hanger to prevent coping hang-ups.



Three vital statistics to look for in trucks



High action angles are responsive and good for freestyle. Low action angles are stable and good for slalom, bank/bowl riding and crusing.

Action Angle

A new specification invented by the Test Team. The action angle is a vital factor to look at if you want to predict the turning power of a truck. To explain what the action angle is let's first get back to the basic idea of a double-action truck, All the trucks shown here are double-action - this simply means that the hanger pivots at two points (see the diagram). One of these pivot points is at the pivot itself which lies in its base plate socket. The other pivot point is in the middle of the ring inside the hanger.

Imagine a line between the two pivot points. The angle of that line to the horizontal (the base plate) is the action angle. Anyway, how does this angle affect the turning power of the truck? If the angle is high the hanger twists more and drives the wheels more into the turn, If the angle is low the deck tilts but fails to throw the hanger into a twist quite so effectively. If you want a responsive truck choose one with a high action angle like the Lazer or Rebound, The only problem is that high action angles usually mean high axles you can't win! The Phoenix, by the way, has a very high action angle. In spite of this it is not the most responsive truck here (it has a good medium response) because of its design with the axle in an unusual position.

If you are using, or intend to buy, a truck with a low action angle you can change this with a wedge-shaped riser pad (e.g. Rad Pad). These pads, when used with the "thick side in" tip the whole truck and increase the action angle.

Rubber hardness

This is another important factor affecting the turning qualities of a truck, Most truck manufacturers are now using softer rubbers than they used to. This is a good trend because it reduces the wearing-in period for the rubber and gives easy turning from the start. The midi s with softer rubbers are the Phoenix, Slalom Pro, Lazer (which has excellent rubbers) and ACS 580. The RHP 575 is worth noting as the bottom cushion is made from a soft urethane. This has a good springy quality without compressing too much.

Overall Turning Quality
If you spend a lot of your
time working at freestyle
your choice of truck should
be one which turns very
easily. We found the Lazer,
ACS 580 and Slalom Pro the
best freestyle trucks for this
reason.

If you prefer slalom, bankriding, skatepark-riding or
high speed skating you will
have to screw down a good
freestyle truck pretty tightly
to avoid wheel wobble and
lack of control. The trucks
which have the best performance in these four conditions
are the Midtrack, Phoenix,
Kjell and Rebound. The RHP
arrived too late to test its
turning qualities. It has a low

action angle but soft rubbers. Our reports from those who have skated it are that it is very good in a wide variety of situations.

Special Design Features

Alongside each model we've mentioned whether the model has any special features in design. The Tracker set-up, with the fixed king pin, is being copied more and more by other manufacturers. It is a very convenient system to use because there is only one nut to adjust the tension. It also keeps the axle low compared to the removable king pin with its lock nut.

Other Points to Look For

There aren't really any more to mention — except strength. Skating kerbs and banks puts considerable strain on a truck. The metal quality of a truck affects its strength but it isn't easy to find out the content of alloys

used in truck production. We do not have sufficient information to tell you which of these trucks have the toughest alloys but it is worth looking for grades like 356 or LM25 if they are advertised with the truck.

The general design of the truck is also worth examining for reinforcement — this also tells you how strong it is. Some manufacturers skimp on the metal. Others, such as Tracker, ACS and Lazer have good reinforcement.

Recommended

Both the cheaper mid-width trucks, the Kjell and Slalom Pro, are very good value for money. Other models which gave good results, and which we know to be well-proven and reliable are the ACS 580 Lazer and Midtrack. We have ended up recommending five trucks out of eight — a good sign, and we wish the same were true of wheels!

TIPOF THE MONTH

Have you got a really useful tip? This spot has just been doubled in size to take more reader's tips. Yours can win you a free subscription to Skateboard! Send it to me, Dave Goldsmith, Skateboard! Magazine, 14 Rathbone Place, London W1P 1DE

First ace tipster this month is David Freeman of Liverpool and he's suggested a really smart idea for a removable bumper. . .

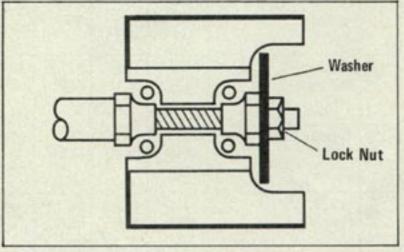
I have a Fibreflex deck and find that the nose and tail are susceptable to splitting on impact. To prevent this I have made front and rear bumpers out of plastic petrol pipe (¼" bore) cut to the right length and slit from end to end with a sharp knife down one side. The pipe clips on easily and can therefore be just as easily removed when the board's to be used for free-style.

(We'd like to add that for

thicker decks, a thicker — e.g. garden hose — pipe can be used — ed.)

R. Black of Hillsborough, Co. Down has a good idea to overcome problems with open bearings.

To help prevent dirt entering, place a washer between the cone nut (or cone) and the lock nut. The washer should be of such a size that it's close to, but not touching the wheel. This will keep the outside bearings dry and grit free and also help reduce the number of tedious clean-ups needed. It really works and it doesn't cost much.



A washer dirt shield for open bearings

The skateboard industry has zeroed in on the East Coast town of Melborne, a satellite of Miami, for the first major skateboard equipment show of '78. The exhibition is a juice-packed display of the latest breakthroughs and innovations in hardware, software and accessories. The range of gear is mind-blowing and it's taken me two full days to get to grips with the general drift and themes of development. Laminated construction becomes more and more

Laminated construction becomes more and more entrenched as the way to build decks. Every factory displays its own variations, some sticking to simple plys and others moving into more complicated make-ups including fibre for strength and flex.

The Chapstick, designed by Belair team-member Chris Chaput, is a big talking point. Its style of outline shape, which features a continuous nose to tail taper, has never been seen before. Chaput, a top-of-the-line freestyler, explained to me that his aim was to break right away from the conventional designs with surfboard-like pointed fronts "these designs have no value to a skateboarder at all," Opinions of skaters and standholders at the show varied from 'ugly' to 'functional'. In fact, for nose wheelies and G-turns Chaput's approach should seal the argument in his favour. The construction is multi-layered maple and birch with two layers of Mycarta a stiffening and strengthening fibre. Lengths: 27"/29"/31"

The Z-Flex Jay Adams is on display with its new laminated version the Z-Woody. The unique outline remains the same and, on the underside, there is a wood rib stretching the length of the deck. The finish is really rich and adds a new level of achievement to the Z-Flex range, Length: 30" only.

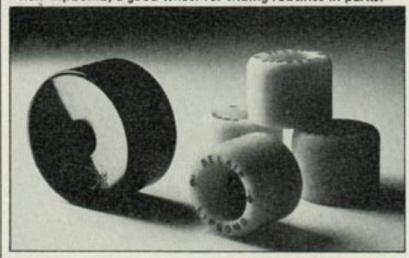
G&S have made changes to their Fibreflex decks for '78. The Bowlrider and Kicktail continue with more squared tails and rounded noses. The Teamrider (28"/ 30") is new and was designed by Doug "Pineapple" Saladino, their pool and bowl riding ace. The most significant, and surprising, development is that all Fibreflex decks have been considerably thickened and stiffened — if you go for that

MIAMI EXPO SPECIAL

Technical Editor Dave Goldsmith reports direct from The Surf and Skate Expo in Miami, Florida.



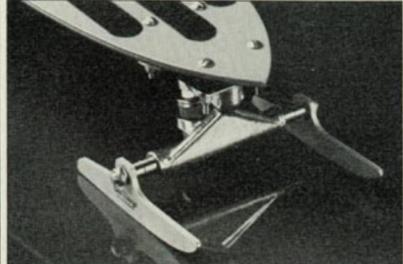
Above left: One of the new range of Alva decks. Above right: The Belair Chapstick, designed by Chris Chaput, Above centre: G&S Peralta Warp 2. 30½" of maple laminate. Below left: The UFO speed wheel. 4" diameter. Below right: The Belair Lipbomb, a good wheel for sliding routines in parks.





Above: The very light, mid width Magnesium truck. Below: Slalom on ice. A kit of four ice blades and spacers to replace your wheels. Right: A useful idea to avoid stripped base plates. Two interlocking washers fit between the king pin lock nut and the base plate.





wafer-thin platform get one of their old models fast!

The truck scene is a little disappointing with no earth-shattering new ideas but plenty of new Tracker/Bennett immitations. An exception to this rule is the Magnesium American which looks normal until you pick it up. The 100% magnesium casting makes it 30% lighter than similar-sized units

Gull Wing have a new truck model in the pipeline. It is the H.P.G. Classic, designed by Mike Williams, the top pro who has overseen all their design work. The Classic drops the now-familiar tension-bolt system in favour of a conventional upright king pin but the hanger retains the useful cutaway centre. The Classic should arrive in Britain in March.

G&S Wonkers? This unbelievable name is tied to the long-awaited G&S wheel manufactured by Kryptonics. The compounds of these wheels are based on the familiar Kryptonic range, The orange Wonker will be equivalent in hardness to the red Kryptonic and the yellow model will be equivalent to the green Kryptonic. The diameter choice will be 60mm or 68mm, And what about the name? According to the G&S publicity 'Wonk' is a Dog Town way of saying 'Hi'... in that case all / can say is 'skating really gets you Wonk.

The rest of the wheels proved that, in spite of all the talk, no one has yet matched the red Kryptonic for soft resilience. Among the few other new wheels on display were several additional hard park-riding models such as the Lipbomb. By the way a newformula Yoyo is on the way. The colour will change — possibly to white — and the urethane will be slightly softer and more resilient.

I won't bore you with details of the latest protective gear. Suffice it to say that there is nothing drastically important on the way. However there were some interesting new accessories lurking under the counters.

If you want to approach aerials without removing your shoes to do the gorilla grip you have an alternative. Sky Hooks are a pair of simple

Continued on page 67

New Parks and Bowls

PART 2

Halifax

Halifax was the first concrete construction park the Test Team had visited...it was also the furthest north we'd ventured. It's indoors because, as Mr Higgins, the proud constructor explained, the weather up in Yorkshire is even less dependable than further south and so, to be ridable often enough for the owners to recover their substantial investment, the facilities have to be all-weather.

The park is built inside an old mill in Gibbet Street. Hardly Santa Monica, but inside all is rolling concrete and incandescent light. There are three runs, squeezed into a small area with ingenuity. The lowness of the ceiling is a bit alarming at first but, although the team all measure over 5'8", no one hit the roof (although Adam Peacock rapped a light shade getting three wheels out).

The first run they built shows a certain inexperience in design technique, being a rather fiddly snake run. Learning fast though, their latest addition is a very ridable bowl at the end of the snake.

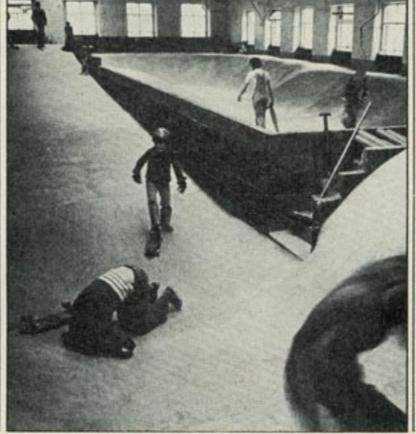
In between, they constructed a short and rather narrow run, ending in a very tight bank. The third and most versatile run is a reservoir type bowl, which necks in at the centre to form a kind of figure eight. It's quite shallow and the transitions mellow enough to allow Steve Kane to carve up the 2 metres to the lip and back again, on just one foot.

Facilities include a hire shop and the park is on a bus route. It opens in the evenings after school and on into the early night.

Wadebridge

Wadebridge Indoor Skatebowl was built and opened at the end of last summer and was thus created before the





Halifax park. And, like Halifax, it's a concrete facility constructed within an old industrial building, in this case a warehouse on the waterfront.

Although it's in Cornwall where winters are supposed to be quite mild, it was blowing a blizzard when the Skateboard! crew staggered to the door, Nearby Watergate Bay Skatepark was apparently snowed under that day, emphasising the point about covered parks.

Inside there's just one bowl but, making imaginative use of the old cellar space, it rises up around 4 metres. It fills the whole building except for a corner occupied by the entrance, hire shop, juke box and toilet. The transitions are quite tight and, what with the lumps on the side walls and the flourescent light which throws no shadows, the ride proved pretty hairy for the uninitiated. The helpful locals have painted circles on the most alarming bumps which helps, but because of the lighting, you've no real idea of their shape.

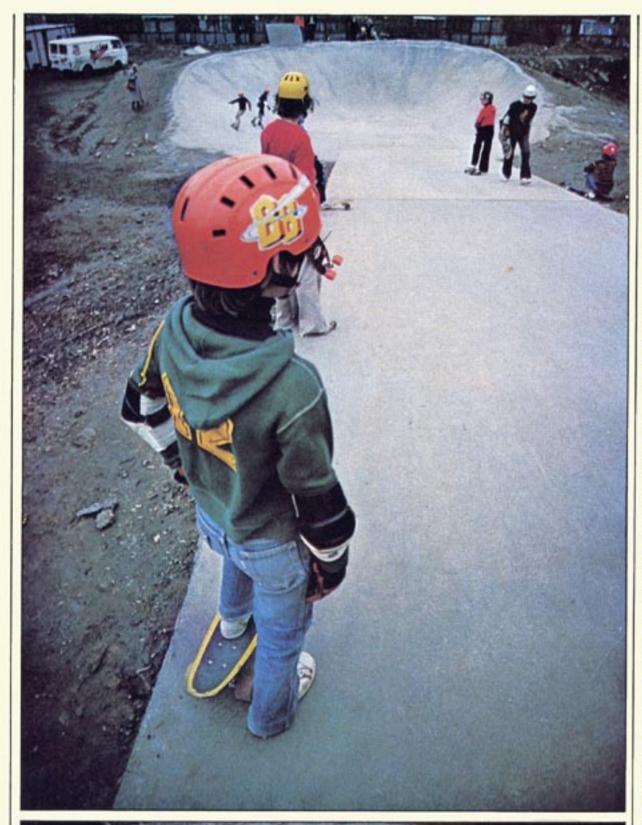
The solution must be to install shaded lights as they have at Halifax.

Local talent is pretty good and they've obviously discovered the ins and outs of the ride, carving all over with ease. The top of the wall curves out to a convex which is a pity, because we saw riders who were more than ready for some vertical.

Apart from the hire equipment, the shop sells candy and cokes. The park is an obvious choice for when it's raining at Watergate and the surf's not up, and despite the charge of 30p per hour, it should pack them in during the summer.

For the future, owner
John Grough is considering
installing a walkway around
the bowl and, in response to
demand, he'll proabably be
adding some vertical soon.
And finally, for the
technically minded, the 14
tons of surface rendering was
hand-trowelled on to the 45

Left: Adam Peacock at Halifax and general view





tons of concrete, and then sponged even just before drying. The result was a bit rough early on, but now it's much smoother. To help fight dust formation, John has added a liquid hardener to the surface and it seems to be working. Total bowl area is around 2,000 square feet.

Putney

Wheelies Skateplace is London's latest skatepark and, to be honest, the mud and gunnite reminds one of Skate City. At present there's one run in the middle of a large site and a small, flat freestyle area with ramps.

The main run is fed by a high angled, fast concrete ramp and the bowl is steepsided with a flat bottom. In fact, the shape is best described as being like half one of those plastic bowls that live in most people's kitchen sinks. The transition is so drastic, our tester's Fibreflex grounded with the shock of descent. You can carve on it and that's all most attempted. It proved necessary to descend halfway around as the bowl was not curved enough to provide the G to stay on the lip.

Putney kids were more used to the transition and were getting wheels off the top of a board tacked onto the lip. Earl Comfort had a go but ate it and didn't fancy another try, Instead he moved over to the freestyle area where he had fun on some quarter-pipes.

All in all, Putney is a bit of a waste of concrete, considering Skate City took the trouble to do it first so others could learn by their mistakes. The uncharitable might even think it typical of the 'get a bit of concrete down and get the kids in quick' approach. The same people, it's rumoured, funded the Newbury Park (tested last issue) which is very successful and must have been cheaper to make. Someone should do some homework before the Putney team build any more.

Charges are 75p for about three hours. To get there, take the District Line to East Putney...it's just down the road to the park.

Above: Putney Below: Wadebridge



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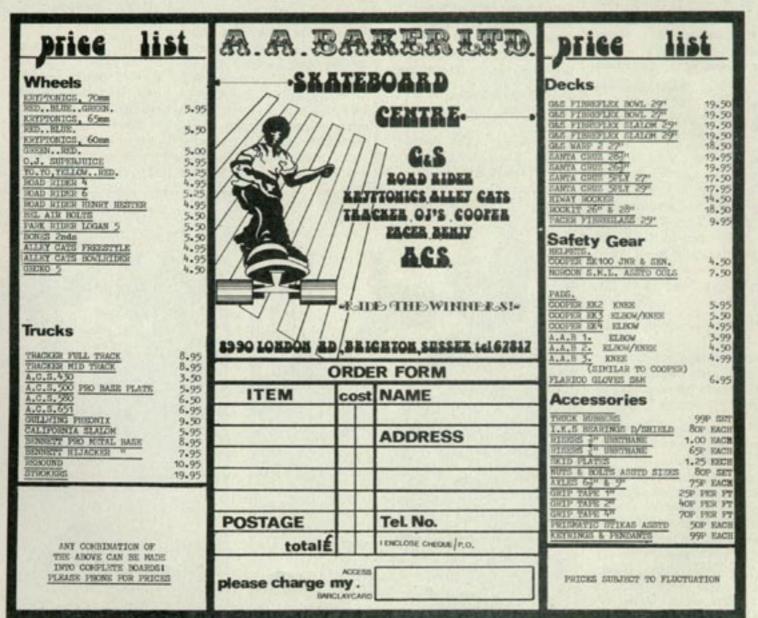
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SiNapper

1977 has thrown up a multitude of promising UK skateboard stars. Some have shown tremendous footwork skill, a few have displayed brilliant bowl-busting technique and others have 'gone for it' so hard you've wondered if they really are totally fearless. One rider straddling all three camps is Simon Napper. Nobody 'goes for it like' Simon. He's 16 years old, hails from Chelsea in London and he represents almost every rider's idea of the complete skateboarding machine. Renownd for his legendary reserves of guts, his mastery over Skate City's Black Bowl has to be seen to be believed. Lately, rumours have been heard regarding his physical condition. Could his recurrent knee problem force him to cool off for a while even permanently? 'Skate-board!' magazine's Steve Kane asks the questions,

Simon, how long have you been skating?

Just over a year now. . . I started around November '76.

What kind of board did you learn on and where did you use it?

Originally I had a home-made board with Tiger Trak wheels and X-Calibers. To begin with I used the South Bank, Primrose Hill and Wandsworth roundabout. Then Skate City came along.

What do you think of the South Bank?

It was a good place, but then it got really boring — it almost made me stop skating. It's really limiting.

How about Skate City. . . didn't you have something to do with its design?

No, not really. I had a little to do with it, but not directly.. I think it's great — a good place. What I mean is the Black Bowl is great. . . I wouldn't bother with the rest of it. The Black Bowl's original and very nice to skate. To start with it's

radical — plenty of vertical. It's just a good shaped bowl. Funnily enough it wasn't actually designed like that originally. That's just how it turned out.

You mean it was a happy accident?

Yea. . . I thought the original design was terrible. And I wish the whole place could be organised better. . . it needs more atmosphere.

What mistakes have they made that you think other park builders might learn from?

There's only a select few who can ride the Black Bowl and lots of the others can only just ride the Red Bowl. And there's about 5,000 people who can't ride any bowl, so they're just left with the flatland. There's not many people who'll want to pay the money just to ride flatland. . . they'll go to the South Bank.

Skateboarding-wise, where do you think the future lies now?

America. . I'm going in March. They're not all that far in front of us. They're

ahead in freestyle, but in bowl riding, they don't seem to be doing much more than we are.

Who would you most like to meet?

Tony Alva. . . full stop.

Why?

Well, Tony's into this really radical stance — a go-for-it stance. And he's into bowls and pipes which is where my main interest lies. I'd just like to see him skate. . . it looks like he's really hot. Of course he is commerical, but I'd say less than most of the others.

What do you think of the image of American skating. Is it good as it is, or do you think it's too commercial? It's good as it is. . . it certainly works okay?

What about over here?

Right now there's too many people in skateboarding who've just jumped on the bandwagon. They're not in it seriously. I mean, yea, they're making parks, but they're cutting corners and costs. Obviously they're trying to make their money back as quick as possible. If they go

on making really bad parks, people are going to lose interest.

Are there any parks over here that you've really enjoyed — apart from Skate City, which we've already discussed?

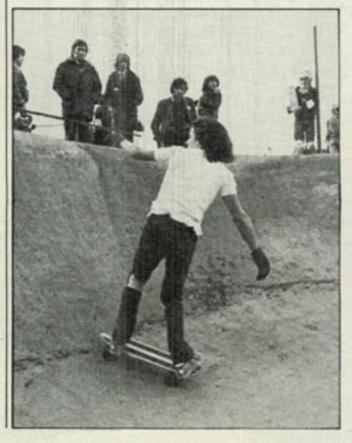
I've been to Thruxton and Newbury and I enjoyed both. Thruxton was the only one with verticals, but I thought the other was quite fun as well.

What do you think of the media coverage skateboarding's been getting? There's lots of people been saying it's dangerous. . . would you say that was fair?

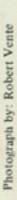
That's a hard question to answer. I mean there's always 'old women' around. If the kids weren't into skateboarding you'd still get people complaining about something.

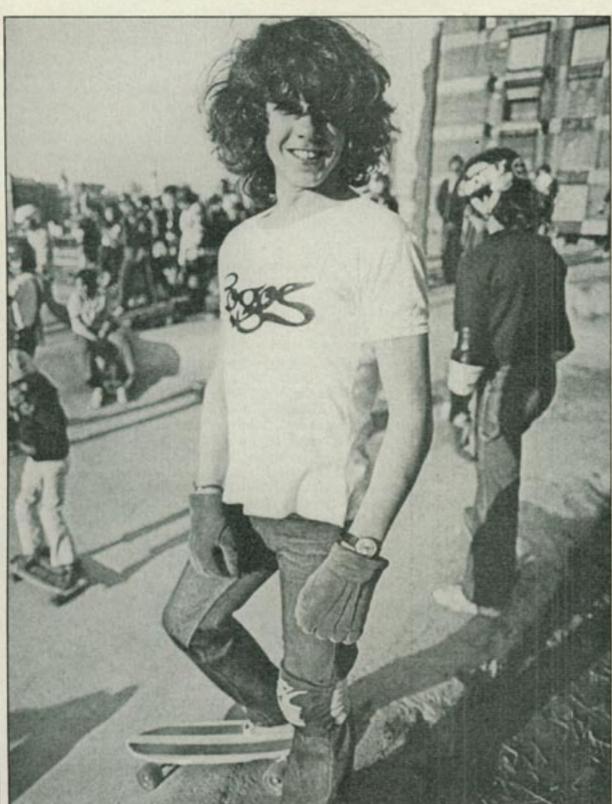
What's your opinion on safety gear?

Well, I don't like wearing it and if I had a choice, I wouldn't wear it. But I think it should be compulsory. It gets difficult if you start saying when you should and shouldn't wear it, so in skate-









parks anyway it should be worn all the time.

Do you think it's just a matter of allowing for bad judgement?

When you first start, there's no doubt that everyone should wear safety equipment. As you get better, I don't think maybe you need it so much. But then, common sense tells you if you're going for a hard trick, then you should put it on. As I say, I suppose it's best really to wear it all the time.

Do you think skating on the streets should be banned? No, it's really fun skating on the streets. There's no need to ban it. Sometimes I prefer skating in the streets to skating in parks.

What sort of thing do you like to do in the streets? Sometimes I slaiom in and out of people... King's Road is pretty good for that, or on the bridge to the South Bank. When it's busy you've got to use your judgement when you're overtaking. I find I often have to lurk behind people. . . and then shoot through the gap.

Obviously what you're saying is controversial. Have you ever been stopped by the police?

No, I've never had any problems. I've had them asking questions when they've been looking for a stolen skateboard, but they've always been nice about it. In fact one of them even had a go on

There goes stokin' Simon! lip slidin' away.







There's a lot of discussion these days about the relative merits of wood and fibreglass decks...what's your opinion? I like wooden decks. But then, for different types of skating there's different boards. I think for bowlriding you have to have a wooden deck. For freestyle, I'd say a Fibre Flex.

What are your thoughts on the competitions we've had so far?

Very badly organised. except for the one at Bristol. I think major competitions should be invitation only. Bristol was a really nice atmosphere because everyone knew each other and all of them were good skaters. Other competitions are getting so boring because there's so many grems around. It's like half an hour between each good skater so overall you don't see much. The crowd gets really fed up, really quickly. That could kill it. After a while, no one's going to come to competitions. If you've got events with just good riders, people will come from miles away to see some good, solid skating.

It's said that all the good skating is concentrated in London and Brighton. . . do you think that's true?

Of course it's true. London's like Los Angeles — Dog Town — that's where it all started in this country. . . that's where most of the good skaters are. I mean, when people outside London get better, then they'll get coverage. At the moment they're not so good. Even if they can do the things we do, they can never do them with the same style.

Have you met any skaters outside London and Brighton who measure up at all? No, not really, except maybe Paul Conibear from Swansea.

So who do you rate in London?

Jeremy Henderson, Adam Peacock, John Shayer, John Sablosky.

Can you tell us something about the team you're in? Well, we're an independant team. . . we'll skate for anyone as long as they pay us. When the Skate City team stopped it seemed a shame to split it all up completely, so Bobby G started the Logos team. . . it was his idea and he's organised it really well.

What about the equipment that's being manufactured in Britain right now. . . is it as good as the American?

Some of the boards are okay, but I don't think anyone will make trucks and wheels better than the Americans. Some things over here are a pretty good buy, I don't think we'll ever be able to match the quality of the States. You keep hearing people say 'these are the exact copy of a Kryptonic wheel'. . . exactly the same that. . . exactly the same that. . . exactly the same diameter, but they've never ever been as good.

What do you ride now? The Commoisseur 750, a British board which I get from Skate 2, Lazer Slaloms and big green Kryps.

Is that your favourite rig? Yea, I like the trucks and wheels and I've got to say I like the board because I'm being paid to advertise it! In fact I do like it...it's a great board.

Do you always stick to green Kryps?

Yea, no one could ever invent a wheel better than the green Kryptonic. . . it's just about perfect. I don't like wheels with too much traction. . . I'm really into slides and heavy grip doesn't help. I think the Kryp is one of the fastest wheels around. They make a really nice noise when they're sliding. . . for me they're the best.

What about the trucks? A lot of people are going to mid tracks and that kind of thing. No, I can't ride boards with narrow trucks — I hate them. When I carve, I lean so much that if I've got a board with narrow trucks, it just seems to tip over. They don't work for me. With wide trucks you can feel everything — all the transitions — but with narrow ones, there's just nothing.

Do you think it's best to start on a cheap board or is it better to use something more expensive?

Not too much money. What I've seen a lot of kids do is buy something really good like a Bowl Rider which is expensive, they see Gull Wings which are expensive and buy those too, and they see red Kryps and do the same. It's terrible. . . what they should do is find the right set up for them in the medium price range, maybe

something like Road Rider 4's, X-Calibers and probably something like a Fibre Flex deck.

Simon, for you the big thing is bowlriding. Is there anything else you're into?

I've gotta be moving fast. Freestyle just does nothing to me. It bores me completely. If there weren't such things as bowlriding and speed runs, I wouldn't be doing skate-boarding.

Are there any other sports you get into?

No. skateboarding's all I do and I keep to it all the time I can. I never really liked sport much, though I did a bit of basketball at one time. Football really bores me, ice hockey I like. Skateboarding's different because you're competing against yourself. You think, right, I'll try this and when you make it it feels good. In football, you've scored one goal, you've scored a million goals. In skateboarding when you learn a new trick it's really something else. You go round singing to yourself. . . that's how I feel about it.

What do you think about 'Skateboard!' magazine?

Out of them all, 'Skateboard!' is probably the best. It's the only one that caters in any way for people who can skate. All the others cater for those who don't. It's a bit of a drag for people who want to read a good magazine. But there's no interesting stories at the moment. There's nothing I really like reading in any of them.

What exactly are you looking for?

I'd like to see skater's stories
... like they sometimes have
in Skateboarder magazine.
They don't do it as much
now, but they used to have
stories about Dog Town and
things you

show a bit more of the social side of skateboarding — and you hardly see anything on that — it's not so good. And you get all the same faces all the time. . . people like John Sablosky and Tim Levis.

Do you ever see yourself becoming a full-time skate-boarder?

Very soon I think my legs are going to get so bad, I might have to give up skateboarding. It's almost got to that stage now. They're so mashed up I only have to just touch them and I'm in agony. So when I fall off the top of a bowl, it's like intensified agony, about a hundred times.

How did it happen, did you have one particularly bad wipe-out?

No. . . it's just been working up all the time. Whenever I wipe-out it gets worse. I didn't wear pads as a rule — not if I could choose. So I kept banging my knees until now I've got water on them. It heals, but it keeps coming back. It never heals completely.

What do your parents think about your skating?

I'm a bit of a dropout at school, so I suppose they're pleased I'm actually quite good at something. They've really got into it. . . they know all the boards. When I get new equipment I can talk to them about the trucks and wheels or watever it is. They're letting me go to the States in March. I know I should be at school then, but I'm not going to pass any exams.

What are you going to do if you have to give up skating? Do you think you'll try and get involved in the industry? I don't really like the industry much. Some of it's all right, but only about ten per cent of it is really genuine. The rest are just money-makers.



notograph by: Robert Vente



To the uninitiated, the two sports of kite flying and skateboarding would seem miles apart. However, give Martin Lester of the Kite Shop in Bristol a fresh breeze and an even terrain and he'll gladly demonstrate what we've all been missing. Bristol is already well known for its forays into such fringe areas as dirt, power and sail boarding, so it comes as no surprise that, once again, the South West leads the way. Already something of a recognised kite flying expert, Martin Lester spoke recently to the Skateboard! magazine team about his experiences and gave everybody a first-hand demonstration of 'kiteboarding' in Bristol's Ashton Park.

Kite flying seems to be I must have been flying kites getting more and more into the news these days. When

seriously for 2 to 3 years now, though I've always been

time at first. . .now become a full time job.

What gave you the idea of combining kites with skateboards?

One day when I was flying kites and there was a good wind, the thought occurred to me, wouldn't it be fun if the wind could pull me along. Well, a skateboard seemed the easiest way of doing it. I hadn't done any skateboarding before then... I bought the board specifically for my kiting. For a first attempt, I exactly did you get interested? I interested. I began working at found a three foot wide path

the Bristol Kite Shop part that went more or less it's straight, with the wind blowing along it. I reached about four miles per hour, just going down the path.

> The next time, there was a stronger wind blowing and I found after a bit of practice that I could go both up and down using what was now a cross wind. In fact it worked to around 10 to 15 degrees into the wind.

> What skateboard rig are you using?

> I've got a set of Kjell trucks the wide ones - some Continued on page 76





bowls, snake runs, and ski-like moguls.

Located on three acres of land in a remote, hilly area a few miles outside of Carlsbad, California, the park reminds one of a sort of dry-land ski resort. With a pleasant panorama of open sky and rolling hills, the park gives the located in cities or residential

Carlsbad - built, owned, operated by Sparks Skateboards - was designed by Jack Graham and John O'Mally, considered to be the pioneers in skatepark design concepts. Since the park was a prototype model, Graham

Left: Overview of Carlsbad with Todd Kalb stylishly decorating the lip. Below: Rodney Kalb clean kicking at



and O'Mally spent countless hours researching things such as G-forces, thickness and texture of the skating surface, the angle and turning ratios of banks and bowls, and countless other details. The park was eventually completed about a year original conception.

Carlsbad currently offers two main skating areas: one for the beginner and the for the mediate/advanced skater. The beginner's area features a gently sloping serpentine run with small banks and bowls. intermediate/advanced run is twice as large and offers a collection of banks, bowls, snake runs and the famous "Mogul Maze". The "Mogul Maze" is a series of four to five-foot monolithiclike bumps that give endless opportunities for kick-turns, tail taps, and lip slides.

The twelve-foot bowl run is a favourite among the advanced skaters. Resident

world-class skater Cespedes can be seen ripping the bowl with her repertoire of kick turns, tail taps, lip slides and aerial fly-outs.

The future looks bright for Carlsbad. In holding to the original concept of building the park in stages to adapt to current ideas and abilities, Graham O'Malley are now constructing more runs. In the works are a 1,000 foot bobsled run; a triple-bowled seventeen-foot deep swimming pool with coping; and finally a unique triangular-shaped twelve-foot deep half-pipe that will be called the "Infinity Bowl".

Unique, creative, progressiye. . . all these words describe Carlsbad Skatepark as it continues to blaze new paths in Skatepark design concepts. . . and the skaters wait patiently to reap the benefits!





Skateboard! magazine opening a new service, based on the idea that, in many ways, schools could be good for skateboarding and vice versa.

Kids. . . tell your teachers the sport is not dangerous. . . it is healthy. . . it often does bring out quite unsuspected skills. . . it does encourage a positive attitude towards knowledge and maintenance of mechanical equipment. . . and finally, it can also have sound application in such recognised scholastic areas as woodwork and metalwork.

Most school teachers will be aware of the rapid advances that can be made educationally once a school kid is able to associate his place of daily toil with the concept of enjoyment. Sadly, this isn't always the case.

The sport of skateboarding could help that. It offers exhileration, an acceptable degree of risk (it's no more dangerous than, say, rugby). healthy competitiveness and a good way of demonstrating mechanical and technical expertise.

And what's more, most schools have a concrete or

ATTENTION SCHOOLS

The Kids Are All Right

skateboard training areas), it is available at quite reasonthey have an obligation to keep their inmates fit, they usually have full wood and metal work facilities, plus books for reference, and they have a need to keep their pupils happy.

How about introducing Britain's fastest growing new sport in your school?

Two obstacles are always being raised. Firstly that skateboarding on school playgrounds tends to make the surface smooth and dangerous. Untrue. . . it will not be affected. Secondly, that school insurance will not stretch to cover accidents involving skateboards. This MAY be true. . . Skateboard! found it hard to get a straight answer on this one. There's absolutely no need for any extra insurance - skating around on a flat surface in a sensible fashion should be no more dangerous than running around. However, if extra asphalt playground (ideal cover proves to be necessary,

able cost.

So, assuming you're now convinced of the need for action, here's where Skateboard! magazine comes in. With the support and assistance of the Skateboarding Association, we're offering as much information as we can to help get the movement rolling all over the country. For the price of a stamped and addressed envelope, we'll tell you:

- a) how to set up a club
- b) how to run basic competitions
- c) How to construct a simple ramp
- d) where to look for further information
- e) how to go about arranging extra insurance where needed

The second part of our scheme is to try and persuade as many skateboard teams as possible, throughout the country, to arrange demonstrations at interested schools - for expenses only. If you're as keen as we are on the idea, please submit an address and preferably a phone number to Skateboard! We'll compile a list which will then be circulated to any schools that

All of us here are convinced that, once the ball is rolling, nothing will stop the advance in school curriculums of this exciting new sport. We look forward to a good response from everybody.

The address to write to, whether for the information sheet or whether to offer your team's services, is: Skateboarding in Schools Skateboard! magazine

14 Rathbone Place London W1P 1DE

ATTENTION LONDON SKATERS

Skateboard! man, Steve Kane, has carved himself a regular spot on Capital Radio's Sunday afternoon programme, Hullaballoo. Don't miss it.

Competition Results

THE CORRECT ANSWER TO OUR CHRISTMAS COMPETITION

In six separate stunts, the total number of wheels left touching the ground was 17. The breakdown was as follows:

a) 2 wheels b) 2 wheels c) 8 wheels d) no wheels e) 4 wheels f) 1 wheel

Creole Record's Mike Wilson helped us choose the winners and we thank him for arranging the 50 signed copies of LA Run by the Carvells.

The first correct card out of the bag came from Andrew Pearce of Bridgend, Mid Glamorgan. He wins the choice of either the G&S Stacy Peralta Warptail set up, or the G&S Henry Hester Fibreflex rig. Also he takes a free years subscription of Skateboard! magazine, plus a signed copy of LA Run.

The next four winners who all receive the annual subscription and the record are Ronnie Williamson of Southall in Middlesex, Michael Green of Langham in Leicestershire, Paul McCafferty of Derry in N. Ireland and Adrian Dollman of Rubery near Birmingham,

On top of these, a further 45 correct entries were pulled from the bag and these will have already received the signed copies of LA Run.



Skateboard! would like to thank everybody who entered for making the competition such an overwhelming success. (It's estimated we had over 5,000 replies). We'll be running another soon.

GOING-FOR-IT

We eavesdrop on three experts in action and freeze them, so you can digest their technique and hopefully follow their lead.

Centre Sequence:

JOHN DUFF executing a well controlled free fall off the side of a ramp in Swansea.

The move was done with sufficient speed to provide lift, but slow enough to keep control over the fall. Note the angle at which he leaves the ramp, nose of the board pointed slightly up it, to gain lift from its slope. He

is totally relaxed and balanced as he leaves the wood and takes to the air — the forces of gravity and momentum acting on his body are the same as those on the board. He lands with his feet placed on the board exactly as they were at the start of the movement, ready to regain control.

Top Sequence: JOCK PATTERSON, slaloming at Brighton,

See how he uses the movement of his arms to balance as he pumps powerfully through the cones. His centre of gravity is kept low and over the line of fall. He keeps his eyes and concentration fixed firmly several cones ahead, drawing him on ever faster through the course.

Bottom Sequence:

A precise spiralling nosewheelie-carve into a 360 from

STEVE KELLNER at Brighton.

He starts with his feet slightly offset to provide better leverage and control, Balancing is done with his knees, rather than his ankles. See how he leads with them into the turn, centre of gravity slightly forward, attacking and holding his chosen line. His arms swing at the end to initiate a 360 and complete gracefully a fairly simple movement: part of a well rehearsed and intergrated freestyle routine.











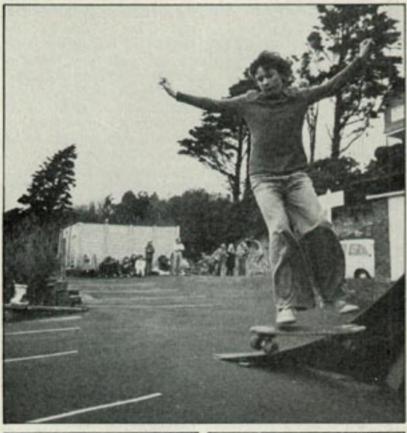


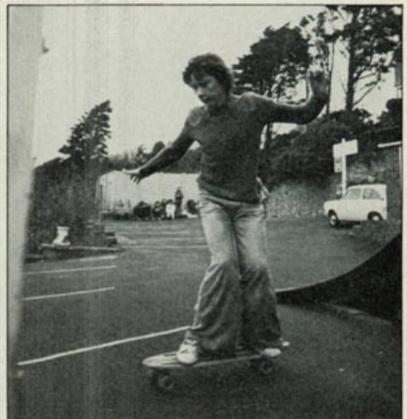




















Photography by: Robert Vente

The very essence of safety is that an ounce of common sense is worth any amount of safety gear or books of rules. Skateboarding, in common with many other sports, has obvious dangers that can be easily guarded against. A rock climber would think it silly to pad up against a fall... he finds it a better idea to take steps to avoid the fall in the first place. Perhaps we can learn from this attitude.

The true delight of our sport is the 'rush' associated with regulated danger. The emphasis is on control, for thrill soon turns to terror and skateboarders quickly become 'maxiquarterpounders'. Safety gear has a role to play in this. To be able to ride with plenty of 'go for it' you have to be ready to survive the odd wipe out. The relaxed rider who falls safely and confidently is unlikely to get badly hurt. Especially in pools, an arm extended in panic, where it should have been controlling a neat roll out, soon becomes broken arm. Another I avoidable disaster - another worried parent calls for 'someone to ban these dangerous toys'.

Restrictive and uncomfortable padding can destroy a rider's sense of awareness... that feeling of being at home on the board and at one with the terrain. And it may not only spoil the fun, but might itself be dangerous. Cheap and badly designed protection often restricts a rider and it can also promote a false sense of security. The day it's called upon to do its job (which after all is to protect rather than simply to provide healthy profits for its maker) it may fail and let an owner down badly.

There are two types of pads, although only one actually prevents accidents. Call them brain pads. They stop the aspiring Tim Levis slaloming the white lines of



Si Napper riding unhindered and paying the price

the M4 on a brand new Surf Flier. Some people call this pad, common sense. And luckily, most riders with this product soon discover another form of protection called sound technique. A good riding style equals fewer wipe outs. Developing this style requires a measure of experience.

This brings us on to the second type of padding, the more familiar helmets, gloves and knee pads which represent the front line of defense. Whatever a rider does (unless he's resigned to staying a gremlin forever) he's going to fall on his hands, knees and hips sometime. These parts are on the body's outside and are bound to take the brunt of a fall. And so they should because, in a well executed tumble, they will be protecting the other more vulnerable parts of the human anatomy.

The best head protection! is an elbow pad. No... not worn on your head, but worn on the arm that is protecting your head. The trouble with heads is that they are too delicate to be trusted with their own protection. One bad mistake could be the last - and that means no more skating, or anything else for that matter. Judging by their lack of sense, some of those 'statistics' who ride under cars and become 'another skateboarding accident' (why not 'traffic accident'?) may possibly have fallen on their heads at some earlier stage and damaged the grey matter within. Only a fool would forget to wear his helmet when the right time demands it. Come to that, it's also time someone provided standards to check if our helmets are up to the job. . . before it's too late. When riding around the streets, or looning on the flat,

or perhaps cruising a gentle slope (and what's gentle depends on skill... a real bitch can become a sweety in experienced hands) you can survive with only gloves and knee pads. You'd look a bit of a goon with the whole lot on. When kids get knocked down on main roads, parents tend to blame either the sport or other riders for skating in the street and influencing their offspring. But they are wrong... It's they, the parents, who have failed to get their kids to understand that a street full of cars is like Maniac Lane. A quiet road is a good place to skate and a rider has as much right to be there as the car driver and pram pusher. The street is free, and if used with sense, probably safer than a poorly-marshalled park. (Hands up all those who've been wiped out by a park gremlin who's ridden in the way at a crucial moment).

Until the same amount is spent on subsidising skateparks as is ploughed into carparks, theatres and football pitches, we'll have to continue practising our art in those streets and public parks... alongside the old ladies and dog-walkers.

Ride for pleasure and don't show off too much. Playing to the gallery causes more wipe outs than anything else. Sure everyone likes a little appreciation, but learn to use it to spur you on to greater skills rather than to greater feats of stupidity.

Lastly, if you're together and relaxed, if you have confidence in your skills and padding, you'll know you have nothing to fear. What you love and understand can't hurt you. . . there's no need to take risks to prove vourself. If you're a mad dog you won't wear pads and will live on the pure rush of it all. You will have been a hero and have ridden on the limits of experience and so perhaps you will be ready to meet a mad dog's end.

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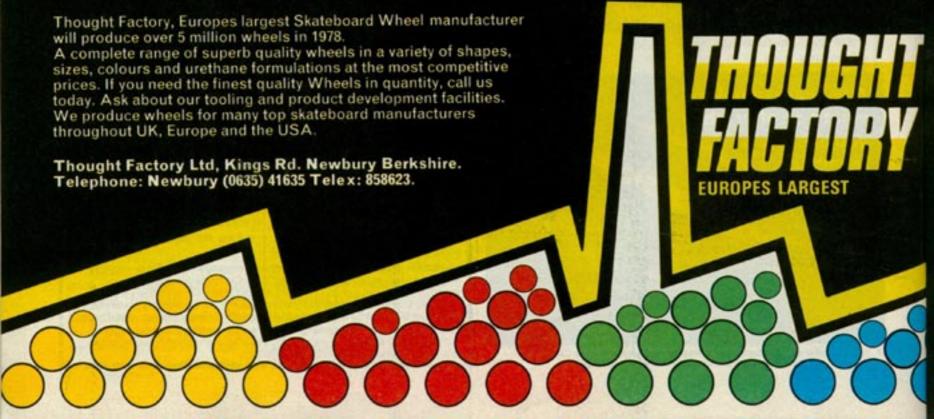
The offer above is open only to Registered Members of the California Wheelers Club. Membership Fee for the year is £4.

TO become a member of CWC fill in the coupon below and send your £4 Membership Fee. If you also want to take advantage of the fabulous skateboard offer, tick the appropriate box and send the correct money – £30 plus £1 postage and packing per skateboard.

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*Please note, you can become a member without purchasing a skateboard. Please send all replies to The Secretary of the California Wheelers C	ub.
c/o 10 Clifford Street, London W1X 1RB. Postal Orders, Money Order	of day and

only covers despatch within the UK and Eire. If on receipt you are not satisfied with your CWC skateboard we will send you a full cash refund providing goods are returned unused within 10 days of receipt.

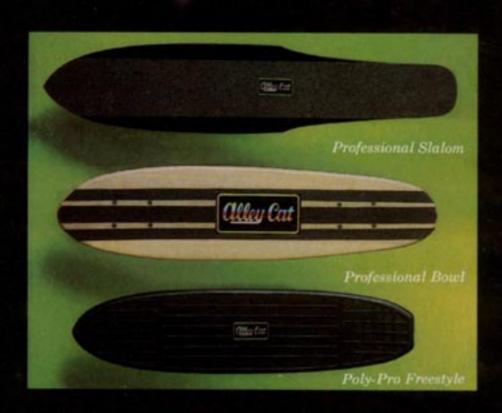




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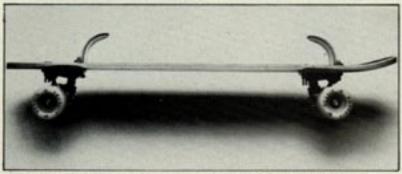
tel: (213) 875 3777 (213) 983 1814

Continued from page 45

plastic hooks which you can bolt on to your deck with wing nuts for fast removal. By pressing outwards with the feet you can get air without much effort, and you are then open to a whole new field of the sport.

Next there was an ice blade kit to replace your wheels, It may sound a crazy idea but it might just be fun the Test Team will explore the possibilities of this kit shortly. In the meantime, like the Irish water skier who is looking for a sloped lake, we are looking for a frozen sloped lake - even harder to find.

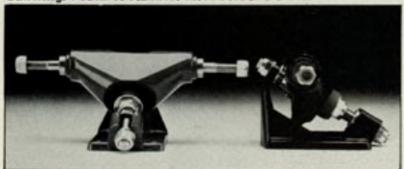
Well that completes a run-down of some of the latest hardware, Many more products will be unveiled shortly as the spring presses on. Skateboard! will continue to bring you the facts first.



Above: Sky Hooks. A handy accessory for getting air. Outward pressure from the feet enables you to jump the board.



Above: A new British flex deck, the Posiflex Bowlrider (birch/fibreglass sandwich construction); Below: The Wasp. A very impressive British-made truck similar in design to the Gullwing. Features stainless steel bolt and axles.



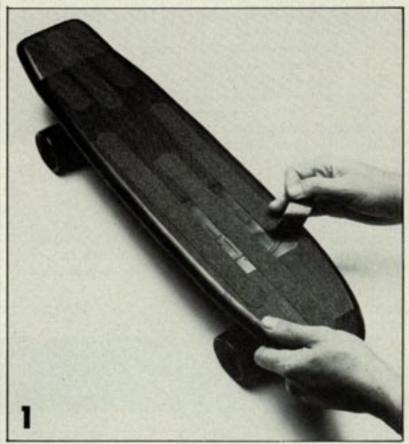
UPGRADING YOUR POLYPROP

Are you rolling around on a board which cost £8 to £18? If you are there is a good chance that the board's deck is polypropylene, the trucks are narrow and the wheels are small with open bearings. You may be luckier than this, or you may have something worse, but one principle holds true. . . for a small outlay you can upgrade your board improve its performance and get a lot more out of skateboarding.

We recently took a Grentec Coyote, one of the more popular polyprops, into our workshop and upgraded it. All polyprops are different, and yours may have slightly different features to the Coyote, but with a little thought you can adapt most of these ideas to make your board work better.

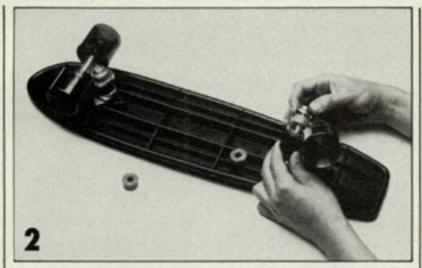
Stage 1: Fitting grip tape

Getting a foothold on polypropylene isn't easy at the best of times. In the wet it is impossible. Self adhesive grip tape is available in several widths. The cheapest way to cover your deck is to buy 4 feet of 1 inch tape (this will cost about 80p). Cut this into shorter strips and round all the corners. Warm the strips over a cooker - this will make them more tacky. If the tape still does not stick effectively smear a little contact adhesive (e.g. Evo-stick) on to the deck first and let it dry. Emery cloth (or emery paper if you cannot find this) is a good substitute for grip tape if you want to save money.



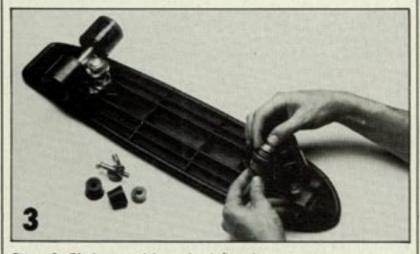
Stage 2: Improving your trucks 1

Many polyprops have plastic or had rubber cushions in their trucks. These cushions make the board difficult to steer, but they can be replaced. Just changing the top cushion for a softer one can help. ACS or California Slalom both make soft rubbers.



Stage 3: Improving your trucks 2

The Coyote has a slightly different truck design to most boards. If you want to further improve the steering of the Coyote truck you will need to remove the king pin and bottom cushion. Then install an ACS king pin with its lock nut, cup washers and large rubber cushion. Adjust the king pin for tension and make sure that the king pin lock nut is tightened against the base before skating.



Stage 4: Fitting precision wheels/bearings

This is the most expensive step in upgrading a polyprop. If you are lucky it may be possible to remove the existing open bearings from your wheels and insert precision bearings. This will involve pulling out the steel "cups" in the middle of the wheels. There are, however, very few open-bearing wheels which can be adapted in this way — you will probably have to invest in a new set of wheels.

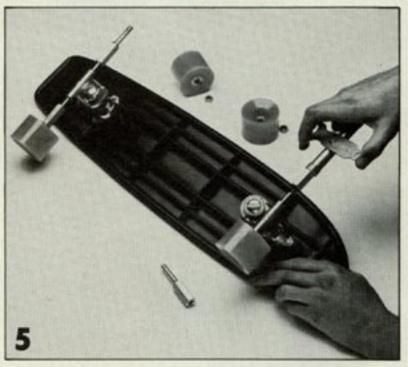
Avoid cheap and nasty "precision" wheels — they normally have very poor bearings which pack up after a short period of use. Try to obtain wheels with neoprene-sealed bearings (these bearings have black synthetic sides). This type of bearing lasts a long time and requires very little maintenance. As for the tyre itself, avoid those larger than 60-65mm in diameter as they will normally necessitate riser pads under the trucks to avoid rub-outs. Large wheels also make a polyprop with narrow trucks very unstable.

Remember, when upgrading your wheels, that this is really an intermediate step towards a better skateboard as you will probably soon want to upgrade your deck and trucks. Therefore pay a lot of thought to the type of wheels you will want to use in the future.

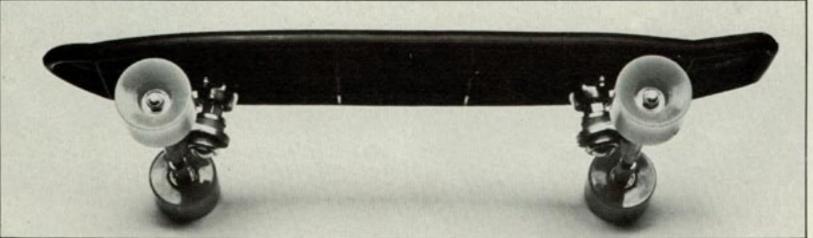


Stage 5: Fitting axle extenders

Increasing the width of your trucks can considerably improve the stability of your board. If you are confident that you have fairly strong trucks, axle extenders are a good idea. An axle extender simply screws on to the existing axle and has a short section to take a wheel. It is important to remember that axle extenders put extra strain on the truck and you are recommended not to jump your board or skate over kerbs if you have these fitted — unless you want a bent axle. (In case you have trouble finding axle extenders the Bristol Skateboard Centre have them at £1 each plus 50p p&p. 6a Boyce Ave, Clifton, Bristol)



The end result - a souped-up Coyote!



Photography by Rob Matheson

KILLNER CLUNKER

Dear Skateboard, In Devizes indoor market there's a man trying to kill the population of the town, He sells a board at £2.50 and obviously parents, seeing boards for £30, immediately fall for it, It's about 15" long with formica top and sides and oval in shape. The trucks (can they be called trucks?) are one for each wheel, thus making steering impossible.

Nick Tarrant, Wedhampton, Wilts.

Sounds like one for the trades description act! Ed.

FLAG WAVING

Dear Editor Congratulations on producing a magazine equal to the Americans, yet still British products have that finishing touch no other country can match. Having read through those glossy American maga-zines a couple of times, not only the covers but also the outer pages fell off. My October issue of Skateboard! is still in one piece. Mike Dadson, Lancing, West

Sussex.

FLEET IN ACTION

Dear Skateboard! Last September saw the opening of a brand new park, the first of its kind where I live in Fleet, Hampshire. It's not exactly Skate City, but it does offer a bowl, some fantastic ramps and a pool. S.J.S., Crookham, Hants

By coincidence, that's a facility we'll be looking at in the next issue, Ed.

ABORTED RIP-OFF

Dear Sir,

Yestertday, on my journey back from the South Bank, my friend was jumped on by three youths who tried to take his skateboard. One got him in a strangle hold while the others grabbed. Luckily, my friend is a strong 12 year old and he managed to hold on.

Andrew Dembina, Southgate, London.

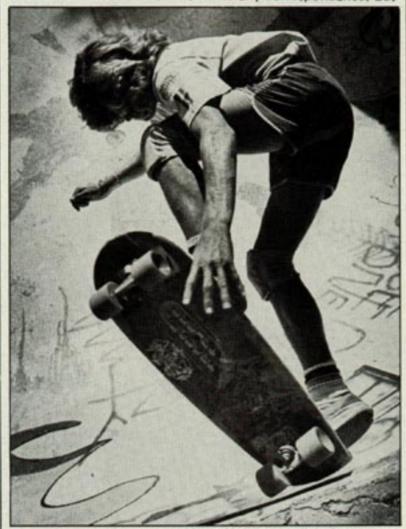
For more on this subject, check out the 'protecting your equipment' advice that appears in this issue (page 62) Ed.

CHEAPSKATE

Dear Skateboard! When reading an American skateboard magazine I came across some equipment where the prices (in dollars) worked out considerably cheaper than what you'd pay in the UK for the same thing and that's also taking the shipping charges into account. David Liddle, Sherburn, Durham

Sounds good, but remember two things. One, shipping over can

Month by month a great number of letters arrive here at Skateboard! magazine. Although they all get read, obviously for space reasons, only a few can actually be published. Remember, it really helps us if they're short and to the point. Finally, sorry, but under normal circumstances we're not able to enter into any correspondance, Ed,



Tony Harnell front side tapping off the vertical at Scron pool.

take up to two months. Two, chasing nonappearance of goods can be VERY difficult, Ed.

SPOT THE DIFFERENCE

Dear Sir,

Marcus Lipton gives the impression he's the sort of person who wouldn't know the difference between a Surf Flyer and a Hobie Pro.

Chris Raistrick (Royal Society for the prevention of Bongos) Marton, Cleveland.

SUPER-JUNK

Dear Sir,

Recently I visited a very well known supermarket chain that was selling skateboards, I was shocked to see wheels with chunks out of them (not to mention the air bubbles). The bearings were loose and had a good deal missing and the thread on the axle was deformed. And they weren't cheap . . . one cost £18.50 J. Rich, Rogersone, Gwent.

DEMAND FOR DETAIL Dear Sir,

When possible, would you print details of the boards ridden by the people in your pictures. It's nice to compare and get an idea on what works together. Colin Barnett, Bournemouth, Dorset

Not a bad thought, Ed.

WEST IS BEST

Dear Skate Line, Just like to say, down here in the West Country, there are some very radical dudes! Okay, we're hot. The only thing missing is skateparks. I myself am moving to London soon, so I'd like to show you guys a few things. The blitz is on its way. One Hot Skate Mouse

TICK TAKIN' TEDIUM

Dear Skateboard!, I'm quite good at tic tacin', but until recently I'd never counted how many I could do. My first attempt was 358, then it went to 510, then 1,232 and finally, my record now stands at 2,300. Please could you tell me who holds the official record and how many have they done? R. Sandland, Water Orton, Warks.

Enough, enough . . . so far as I know there is no official record. Could all those who've written in to me please divert their attentions to 360s? Now, that's something else! Don't forget to stipulate the sort of 360 you're doing, Ed.

A FINE THING

Dear Sir.

What would happen if, when the police fine sombody, they put the money towards a skatepark to be built in the area the offence occured? Perhaps everyone would go out on the road and try and get themselves fined! R. Fensome, Bedford.

Somehow I don't think the law will see it your way. Ed.

DO-IT-YOURSELF?

Dear Skate Line, I've just read you mag and I think it's great. I'm writing on the point of making your own decks. Are you going to do a feature on this? John Merrifield, Radlett, Herts.

Yes we are. Check our next issue for fibreflex-type deck manufacture, Ed.

CASH WANTED

Dear Sir,

Could you please supply me with the names and addresses of promoters and developers who may be interested in the situation that exists in my location, It's a densely populated area with an adjacent parcel of land set aside for leisure purposes, but not developed.

N. R. Davies, Broughton, Clwvd

Should anyone wish to contact Mr Davies, we're holding his address. Ed.

EAT YOUR WORDS, SKANE

Dear Sir,

Regarding your 'Lone Rider' article, if Steve Kane thinks you can get away with being sloppy on a surfboard' then he ought to try surfing. 'If you fall off you just get wet'? What about the loose board, the rocks, the next wave set, the rip, other surfers paddling off, etc. I know from experience that wiping on a skateboard can be a hard experience, but with the correct equipment and falling technique, there's usually no problem. If Steve thinks that skiing is the closer relation he should stick to mud-larking. Tony Snowden, Hull

May I respectfully refer you to the thoughts of Bobby Piercy, An expert surfer and ex-professional skiler, Bobby believes his skateboarding technique has gained far more from the latter than the former. He in fact recently won the Catalina Classic using his very recognisable ski-style stance. Skane.

TechnoTalk

I have Bennett Pro's with plastic base plates. I want to buy a fibreflex deck but my friends say that the plates are more likely to break on a fibreflex, Please could you advise me.

James Bareham, Henley-on-Thames, Oxon

There are two ways that you can reduce the chance of breakage with Bennett base plates. Firstly, instead of fitting a urethane riser, fit a ply or Tracker-type (hard plastic) riser. Much of the cause of broken bases is their distortion when the mounting screws are tightened - a hard riser reduces this risk. Secondly use washers between the mounting lock nuts and the base plate this spreads the pressure. If neither of these solutions work try replacing the Bennett base with a California Slalom base (you will need to use the Cal. Slal. king pin also to do this).

I feel that a mention should be made about 70mm Kryptonic wheels for anyone who is thinking of buying them. The fact is they will only fit trucks bigger than the This column is for you to air your views and ask our advice on equipment. If you need a reply always enclose a stamped addressed envelope. Send technical letters to Dave Goldsmith, Skateboard! 14 Rathbone Place, London W1P1DE

axle width of ACS 430 trucks. Keith Ambler, Wallasey, Merseyside.

This is a very good point, Keith, and the problem is slightly wider than this. Any wheel with inset bearings (in other words with the inside bearing not flush with the inside wall of the wheel) may present a problem with very narrow trucks. However, in the case of 70mm Kryptonics it is best not to use narrow trucks anyway since the combination makes the board high and unstable.

Could you tell me what type of wheel is suitable for freestyle, (hardness, size). Could you name some particular recommended brands. Also could you do the same for skate park wheels. Are there any wheels suited for both? Martin Done, Sandiacre, Notts.

The main requirement of a freestyle wheel is that it should be able to spin sideways in a stationary position with the minimum drag. Soft wheels tend to bite into the riding surface and slow down your 360s. Hard wheels cut down this friction and make 360s much smoother. A radius-edge is also useful for this reason. For manoeuverability choose a 60-65mm diameter wheel.

The same advice applies to park-riding wheels except that you should be slightly more fussy about traction and speed. If the park has a poor surface use a soft resilient wheel tresilience measures how well the wheel maintains speed over a rough surface — you can test a wheel's resilience by bouncing it on a table).

Good wheels for freestyle (or park-riding): Yoyo, green Kryptonic 65mm/60mm OJ/Superjuice amongst many other harder wheels. Good wheels for parkriding: Logan Parkrider 5, Emotion, Yandall Bowlroll, Bones, Roadstar 64/55. Or the red Kryptonic if the surface is rough.

Please could you give me advice on how to make my board turn more sharply. I have a Newporter polypropylene model. Sean Tilby, Desborough, Northants.

This is often a problem with lowpriced complete boards (not just this brand but many others as well). The trucks often contain cushions which are either composed of hard rubber (often largely synthetic) or urethane. One method you might care to try is to drop the truck cushions into boiling water. Take them out after 10 minutes and check their hardness. If they have not soft-enad sufficiently leave them in the water a little longer. Do not leave them too long as this may break the material down, Has anyone got further suggestions for softening rubbers?

8-Wheel outrage. A Lonnie Toft taster to next month's Photo File. Location - Skater Cross, Reseda.



Photograph by Boyd Harnel





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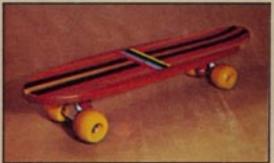
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*Yellow-Bird wheels these are a

Photos by: John Conway

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THE QUESTIONS

- 1. How many times are the words 'SIDEWALK JOHNNY' mentioned in the single of the same name?
- C. 17 e. 10
- Name one skateboard manufacturer.
- 5. On what label is the single 'Sidewalk Johnny' by South Bank Wheels distributed?
- a. EMI C. EPIC

b. STIFF d. RAK

b. 8

d. 11

e. CBS

- 7. Having listened carefully to the single 'Sidewalk Johnny' what was 'Johnny' at school?
- a. A hero c. A nuisance e. A footballer

b. A creep

d. A joke

- 2. What is the exact playing time of the single 'Sidewalk Johnny' by South Bank Wheels?
- a. 2 minutes 58 seconds

b. 2 minutes 45 seconds

- c. 3 minutes 17 seconds
- d. 3 minutes 9 seconds
- e. 4 minutes 12 seconds
- 4. Name 3 of the most important safety rules for skateboarding.
- 6. Where is the safest place to skateboard?
- a. On the pavement

b. In the road

- c. In a park
- d. On a skateboard
- e. In an approved skateboard park.
- 8. Again listening carefully to the single 'Sidewalk Johnny' how does 'Johnny' make his mark?
- a. With a pen
- b. Powersliding in the park
- c. On a skateboard
- d. Defeating the school bully
- e. Scoring for the school football team
- 9. Finally, by again listening to the 'Sidewalk Johnny' single, what did Johnny look like after he had made his mark? a. Johnny Rotten b. A skateboard ace c. A mess d. A Superstar e. A Man From Space

THE RULES

- The first correct entry out of the bag wins the 1st Prize above.
- The second correct entry out of the bag wins the 2nd Prize above.
- The next 48 correct entries out of the bag will win a runners-up prize as described above.
 - All entries must be received by first post on the 20th MARCH 1978.
- 5. Entries should be sent to: Skateboard Magazine (C.I.) 57. Boscombe Road, London, W.12.

The judges decision will be final.



1st and 2nd Prizes kindly donated by Alpine Sports Ltd. Runners-up Prizes kindly donated by CBS Records (U.K.) Ltd.



2-string kites. Added to that, it's very light and manoeuvreable. It'll fly in the lightest of winds and that means you can use it for skating almost whenever you want.

What sort of speeds would you be able to reach?

I don't know exactly what the pull from the kite is, but it seems to me you can go almost as fast on the skateboard as the wind is blowing.

Is there any particular way of flying the kite to ensure maximum pull?

If you're travelling downwind, the basic idea is to keep the kite moving all the time. The manoeuvre to aim for is a horizontal figure of eight. . . keeping the kite quite low. Flying across the wind, you've got to have the kite flying in front of you, so again, you fly a horizontal figure of eight pattern. That way you get a pretty constant forward pull. If the kite goes flying off too far on one side, you just get pulled sideways - and probably off your board. So long as the kite stays in front of you, then the stronger the wind, the faster you go.

Do you find any problem in controlling both the kite and the skateboard at the same time?

To start with, there's no problem in flying the kite. You can tell by the pull from the strings which way the kite's flying, so it's possible to look which way you're going while ignoring the kite. Also, with a bit of practise, you can skateboard slowly along without looking where you're going and still keep to a straight line. If you can do both things independently, you can concentrate on whatever needs your attention the most at the

Where do you prefer to practice this new art?

I'd say it has about three times | Well, I've been kiteboarding | for those abo the pull of most conventional | now for a couple of months | kiteboarding?

and the major problem I've had is finding somewhere to do it. Airfields would obviously be ideal, but I usually have to make do with footpaths, parks, moorlands and so on. What I'm considering now is a land-board with big wheels. With that I can start using grass.

Just how efficient is the kite... and can you see any way it may be improved in the future?

I think now the kite's as good as it ever can be. Mind you, it's probably easier to harness the wind using sails... to start with you can point further into the wind. The huge advantage of the kite, though, lies in its size. It breaks down into a three foot long package - not much bigger than a skateboard and you're not loaded down with sails and masts. Plus of course, there's the added fun of just flying the kite on its own. And don't forget that, you're when on the skateboard, you're watching a beautiful sight. The gyrations of the kite... the whistle of the strings.

Another advantage the kite has over sails is its greater ability to pull you up hills. And if you're finding you're not making much headway, you can always add another kite. In fact you can fly a whole train of them!

What particular advantage does the Flexifoil hold over other kites and what's the minimum wind speed you need for it to work?

With the Flexifoil you need a wind speed of at least 3 or 4 miles an hour. With most other kites, you'd probably need double that. The Flexifoil is quite superb in a ten mph wind. The kite itself sells for around £19.50 and it's easy to learn to fly...it's a very positive thing to control. What's more, it's simple to handle for one person and it'll last just about for ever - barring accidents.

Have you a word of warning for those about to indulge in kiteboarding?

You have to be careful in high winds. I can imagine you could easily go so fast it would get hard to control the board. One of the most startling things for any beginner will be the powerful acceleration given by the kite. The smooth, even pull of the wind is a great feeling and, what's more, it doesn't cost a thing.

Have you thought up any adaptations to the basic idea?

As an experiment, we tried pulling a mini across an airfield using a stock of twelve Flexifoils. There were four people inside the car plus me on the bonnet and we reached about eight mph. On top of that I've also towed a VW van up a grassy slope with nine Flexifoils and someone called Keith Stewart has actually sailed across the English Channel being pulled by kites.

How do you control the kites when you're using more than one?

By stringing one behind the other. You just hold the two lines to the first kite and the drive strings simply connect kite to kite. You really only see the one nearest...the others just follow. Actually, even two Flexifoils are enough to pull you over, so in a reasonable wind it can be pretty hard just staying upright. Of course once you're actually moving it's much easier.

Do you ever have time to use your skateboard for its more normal purpose?

Although skateboards only really entered my life through my interest in kites, I do actually use mine to travel to and from work. It takes me twenty minutes to walk the journey — and only ten by 'board. It's also fun.

Anyone wanting further information on kite flying or kiteboarding is advised to contract Martin at: The Bristol Kite Shop, 36 Almavale Road, Clifton, Bristol.



pretty grippy and good allrounders, and I'm trying out a G&S Fibreflex Slalom deck.

And how about the kite?

It's a Flexifoil and certainly the best 2-string kite on the market. It'll fly circles around anything else. It's six foot wingspan and without doubt the most powerful for its size. I'd say it has about three times the pull of most conventional

76 Skateboard!

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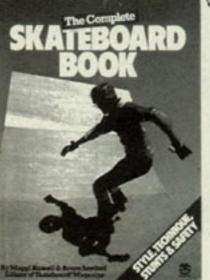
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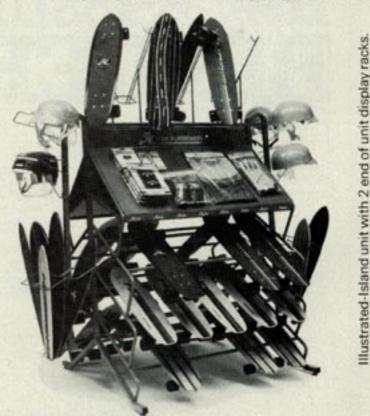
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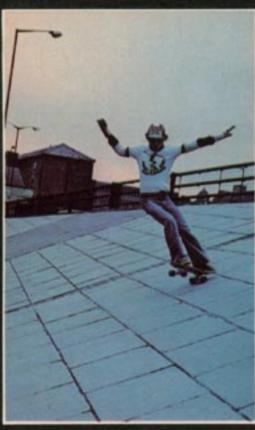
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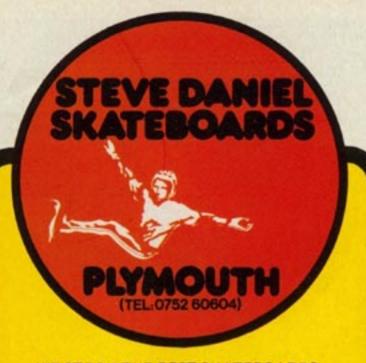
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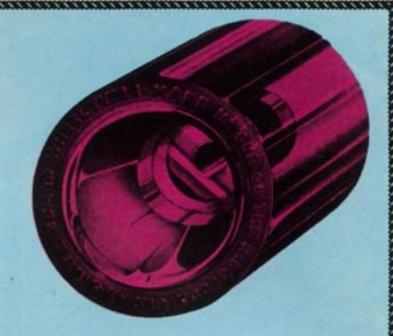
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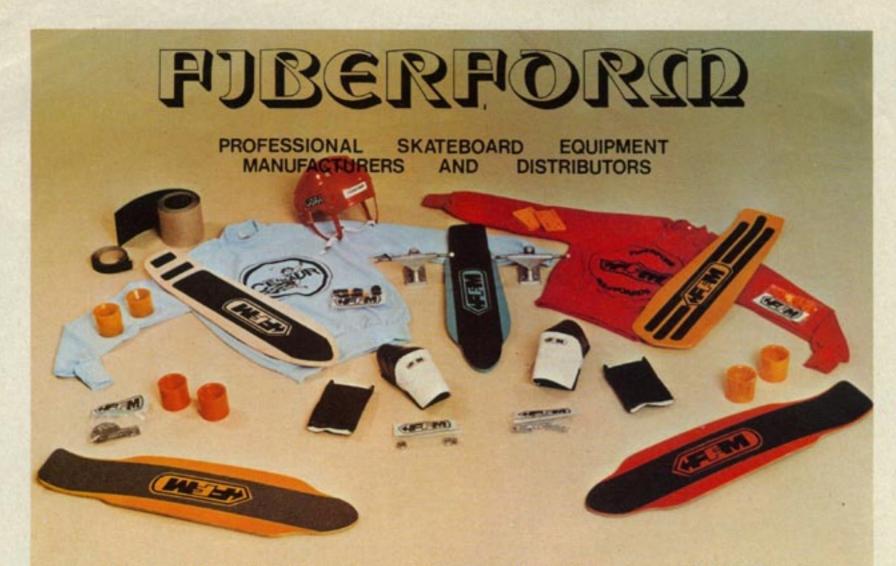
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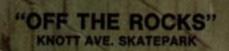
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