

Skateboard!

No. 10
EUROPE'S HOTTEST SKATEBOARD MAGAZINE

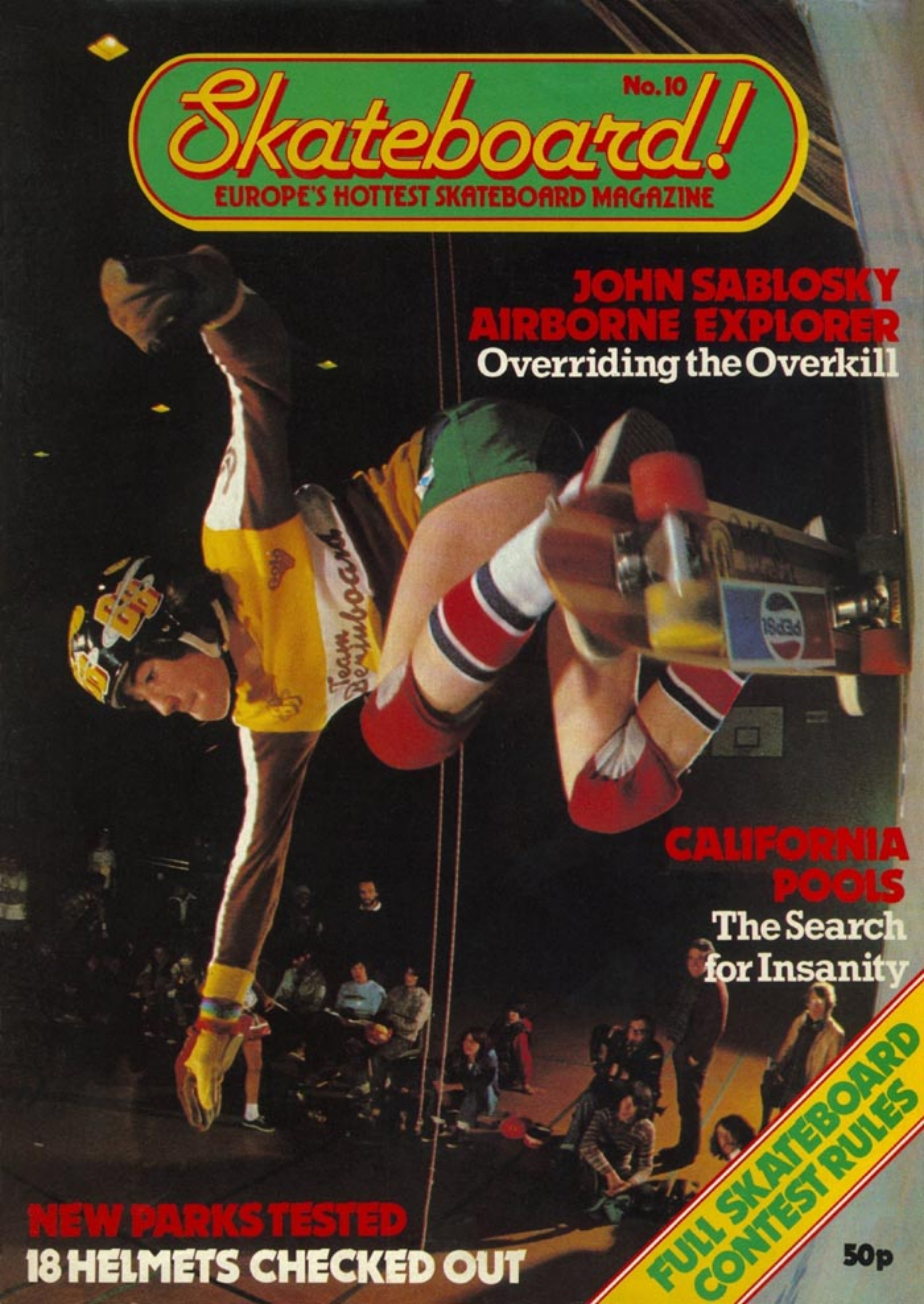
JOHN SABLOSKY
AIRBORNE EXPLORER
Overriding the Overkill

CALIFORNIA
POOLS
The Search
for Insanity

NEW PARKS TESTED
18 HELMETS CHECKED OUT

FULL SKATEBOARD
CONTEST RULES

50p





Going for the One!

PACER

Watch out for the NEW Pacer board "Catalina". The rocker with square kick tail. Uni-directional, White Hardwood Lamination. Full width grip tape. Light weight and low centre of gravity. Extra wide deck gives confidence for pushing those limits.

NEW Pacer 1 wheels

World Champion record holder, Dave Dillberg endorses the new Pacer 1. Made of an exclusive urethane formula developed over 2 years of breaking speed records. Pacer 1 wheels are extremely fast with a larger jet speed bearing.



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

ROCK 'N ROLL



Our unique red formula delivers fast, smooth roll even on very rough surface conditions. The soft (78A Durometer), forgiving compound absorbs shock and swallows bumps to keep the wheel on the ground, in control. It's quiet, stable and fast. Performance you can count on.

The major downhill races of 1977 prove our point. More professional and amateur riders raced and won on Kryptonics reds than any other wheel.



Resilience is the key to speed in any durometer and Kryptonics offers the only complete line of highly resilient wheels. Three compounds—green (91A), blue (86A) and red—each available in three wheel sizes—60, 65 and 70MM. For quality, selection and high performance rely on the advanced technology only one company can deliver, Kryptonics.

Keep safety in mind - never ride in traffic.

Send \$1 for brochure and two decals.

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Rector's go

WELCOME TO SKATEBOARDING EUROPE WELCOME TO RECTOR SKATEWEAR

The leaders in safety in America have come to you to help you skate safe too. RECTOR products are the originals, trusted by tens of thousands of skaters everyday, keeping them in condition and enjoying this extraordinary new sport.

Dealers and distributors call RECTOR collect from anywhere in the world.

Wentzle—grinding
Spring Valley's well ground coping.

Win Rector's new contest

PRIZES

GRAND PRIZE

For two, a two-week all expense paid tour of the skateparks of America from August 20th to September 3rd, 1978 or any two weeks you choose in the next year. You and your friend will be accompanied by two pro skaters outfitted with complete skatewear outfits and a "bevie" of skates.

6 SECOND PRIZES

A complete RECTOR SKATEWEAR outfit and 3 skates.

20 THIRD PRIZES

A complete RECTOR SKATEWEAR outfit.

300 FOURTH PRIZES

One pair of PALM PADS GLOVES.

HOW TO ENTER

To enter send one RECTOR "R" logo off a Rector package or a hand-drawn facsimile with your name, address, city, state and zip to: CONTEST, RECTOR & WOLFE INCORPORATED 3110 Santa Rosa Ave., Santa Rosa, California 95401. All entries must be postmarked no later than midnight July 20, 1978 and received no later than midnight August 1, 1978. Drawings will be made in Santa Rosa, California on August 2, 1978. Winners will be notified by mail. In the event a prize is disclaimed or remains unclaimed for over (3) weeks after mailed notification, a new drawing will be made and shall remain final over the unclaimed entry. This process shall be repeated until all prizes have been claimed.

Enter as often as you wish but submit only one entry per envelope. The RECTOR "R" logo off a RECTOR package or a hand-drawn facsimile must accompany each entry.
GOOD LUCK



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RECTOR AIRBORNE™—Skate-style shirts and jackets

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RECTOR™—setting the pace with products you depend on.
PALM PADS GLOVES™—The first protective skate glove is now the first patented* skate glove.

DP-6™ & DP-3™ KNEE & ELBOW PADS—Cover your knees and elbows with wrap around protection and comfort. Exclusive FLEX-LINE™** pad system and full length elastic closure are making standard 'ONE-PIECE' pads obsolete. Slip into a pair, move around and you'll find out why.

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RECTOR SKATESHORTS™ are now available in a variety of fabrics and super colors, all with RECTOR'S removable FLEX-LINE™** pad system, lace-up expansion waist, & double-thick seat.



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*RECTOR & WOLFE INCORPORATED, a CALIFORNIA CORPORATION, has been granted a major U.S. PATENT for their "PROTECTIVE SKATEBOARDING GLOVE." This is an acknowledgement of the significant advancement MIKE RECTOR'S 'INVENTION' has made to the sport of SKATEBOARDING.

**FLEX-LINE™ is a trademark of RECTOR SKATEWEAR™ used to describe the body-movement-following pad system developed by MIKE RECTOR to achieve maximum flexibility & positioning on the wearer.

US PATENT NO. 4,071,913
UK PATENT PENDING

We've got the strength to give him the confidence!

Two years ago the boys down here at the B.S.C. started riding polyprops.

Now we bring you the experience we have gained in a range of boards, equipment and accessories chosen to keep up with the pace of today's skateboarding.

Whether you are lucky enough to have had a skatepark built in your neighbourhood or not, we have the goods that will give you the confidence to go for the most radical manoeuvres – and pull them off – with style.

All the equipment we sell has been fully tested for performance and reliability by the B.S.C. teams (both male and female!) – and they only give their o.k. to the very best. By keeping our ears to the ground we can bring you the latest U.S. equipment the second it is available in the U.K. We have also been involved in the design of the most up-to-date professional British products: the 'Hot Dog' decks, 'RHP 575' trucks and 'Avon Booster' wheels were all conceived down here in Bristol and wanting to look after our bodies as well as we look after our boards we pulled in a top clothes designer to add 'Style' to our ideas on protection. Look out for the new Skateline pads, Bomber Jackets and Skateshorts. The girls call it their 'Evening Wear' – it's chic and safe.

And now for some bad news: We are sorry to say that we can't charge you the highest prices for the gear that we sell. By leading the field in both retail and wholesale, we can afford to save you a whole lot of money.

Just send a S.A.E. for our 'Bumper' Mail Order Catalogue and see for yourselves!!

FOR RETAIL AND
WHOLESALE
– WE HAVE
THE BEST
PRICES ON
THE TOP
EQUIPMENT.

TRADE
ENQUIRIES
ALWAYS
WELCOME.

Keith 'CHALKY' Laing of the B.S.C. EMOTIONS team getting air at SKATEFEST



BRISTOL SKATEBOARD CENTRE

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WA-HOO

by **lan**



Lan WA-HOO designed and engineered for the discriminating PARK, POOL and BOWL rider who defies the fine line. This board is very effective for vertical climbing, 180's and tail taps. The rocker enables the rider to get a lower center of gravity and better control.

The $\frac{1}{2}$ " rocker extending the entire length of the board, and the wide square kicktail is designed to satisfy even the most experienced skateboarder. Each deck measures $\frac{1}{2}$ " thick and $7\frac{3}{4}$ " wide to insure the speed and thrust a true professional requires. Three sizes 27" - 29" - 31".



LAN (formula) F1 - forerunner of the WA-HOO board is designed for the striving challenger. This board will do virtually all of the things required of the WA-HOO board but is more easily controlled. The deck measures the same as the WA-HOO, with identical kicktail and no rocker. Three sizes 27" - 29" - 31".

The wood selection in all LAN boards consists of pure northern maple laminates. The boards are electronically cured to eliminate warping, board separation and deterioration. Each deck is then carefully weather resistant sealed and lacquered.

LAN is continuing to meet the challenges of demanding skateboarders everywhere. LAN is one of the world's largest suppliers of the finest pure northern maple laminated skateboards.

Custom private branding is readily available upon request. We invite skateboard manufacturers and distributors to investigate the advantages of our program.

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The history of MAKAHA is The history of skateboards

As just about everybody knows, skateboarding grew out of the sport of surfing . . . it was a way to let everybody enjoy the thrills of riding waves. What most people in Britain probably don't know is that the most famous surfing beach in Hawaii is called Makaha, and so when Larry Stevenson decided to start making skateboards back in 1963 he chose this name to symbolise the fun and excitement to be had from this new sport, and act as a continual reminder of its roots.



MAKAHA's skateboards are the result of fifteen years of continual development



MAKAHA — the first to introduce urethane wheels

When MAKAHA started manufacturing, most boards were made of cannibalised roller skates and decks were just whatever came to hand. Larry Stevenson decided that this needed to be changed, and set out to create a range of boards that could be used, by beginners and experts and also for the many different styles of riding that were fast developing all over the States.

He tried and tested many different materials, and was, in fact, the first to introduce individually poured urethane wheels, now the universally accepted material for skateboard wheels. But that wasn't all, he looked at the decks and decided again to go back to the origins and incorporate the surfboard shape, another first for MAKAHA! This too has remained a 'standard' ever since.



MAKAHA — the first to incorporate the surfboard shape

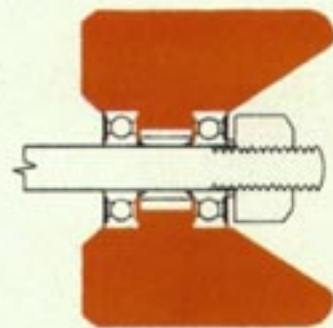
Then Larry concentrated on tricks and techniques and became the first manufacturer to introduce the Kicktail feature, virtually indispensable for 360s and kickturns, and once again, there's hardly a range that hasn't taken up the idea.

MAKAHA were also the first complete range to have shielded precision bearings on all models, showing just how seriously they take the business and their reputation within the sport.

All this might seem enough but it isn't the end of the story, even now, further research is being carried out and new ideas being developed. You can trust MAKAHA to be right at the front with today's boards.



MAKAHA — the first to introduce the Kicktail feature



MAKAHA — the first to introduce shielded precision bearings throughout the range

Play safe—Pick a MAKAHA



MAKAHA SKATEBOARDS

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22" Polyprop with Kicktail
Unibolt Hi-Just Trucks
DR. Shielded
Precision Bearings

ORANGE CRUSH
24" Polyprop Kicktail
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24" Polyprop Kicktail
MAKAHA Pro IV Trucks
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ORIGINATOR
27" Solid Oak Cutaway
+ Kicktail
MAKAHA Pro IV Trucks
Instrument Grade Sealed
Precision Bearings

Plus a complete
range of
protective gear

THE FORCE 27
27" Polyprop Kicktail
MAKAHA Pro IV Trucks
SC Shielded
Precision Bearings

ORIGINATOR 29
29" Solid Oak Kicktail
MAKAHA Originator Trucks
Instrument Grade Sealed
Precision Bearings

WARP 25
25" Polyprop Kicktail
MAKAHA III Trucks
DR. Shielded
Precision Bearings

ORIGINATOR 25
25" Solid Ramin Kicktail
MAKAHA III Trucks
DR. Shielded
Precision Bearings

SLICK STICK 28
28" Laminated Wood Kicktail
MAKAHA Pro IV Trucks
Instrument Grade Sealed
Precision Bearings

with all the
accessories you'll
ever need.

and great
Carry All Bags

ORIGINATOR 27
27" Solid Oak Kicktail
MAKAHA Pro IV Trucks
SC Shielded
Precision Bearings

SUPER STICK 29
29" Laminated Wood
Sandwich Warpail
MAKAHA Originator Trucks
Instrument Grade Sealed
Precision Bearings

Wentzie Rumi — MAKAHA's
top professional rider
from Santa Monica, California.



I've been riding now for over six years and really can recommend MAKAHA's boards and equipment. They all carry a full one year guarantee against faulty workmanship and materials — that's really something! Why not have a look at the complete range as soon as possible, there's one there specially designed to suit you.



And by the way, if you're interested in motorcycle racing, watch out for TEAM MAKAHA with Steve Parrish, out to give Barry Sheene a run for his money this year in the World Championships.

But whatever you do, be careful — look after your equipment and look after yourself, and remember —

Play safe — Pick a MAKAHA



The Original Source since 1963

RIDE FIVE A SIDE

The Radical Ride by SBS

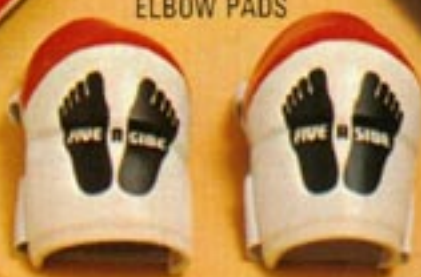
F 450 PRO SLALOM



W 500 SUPERFLEX



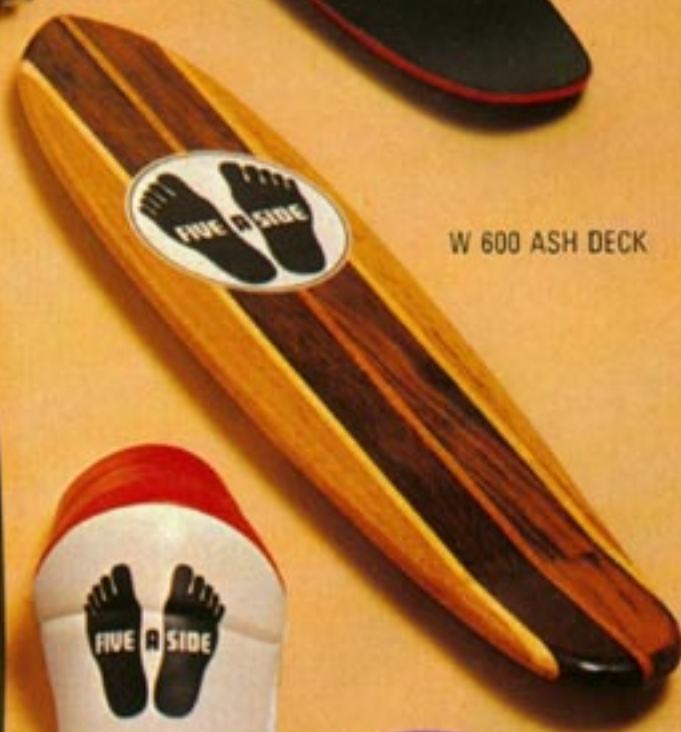
ELBOW PADS



WL 550 ROCKER



W 600 ASH DECK



KNEE PAD



KNEE PAD



W 650 MARATHON



BUMP HAT



BUMP HAT



The 'Five A Side' range of products are available through all leading sports outfitters and specialist skateboard shops.
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JOFA spells safety



JOFA safety gear is approved by Canadian, American & Scandinavian Ice Hockey Associations.

JOFA is a wholly owned subsidiary of Volvo, recognised as one of the world's leading exponents of safety.

As manufacturers of the finest skateboard safety gear, JOFA feel that the time has come for stringent safety standards to be introduced by leading British Safety Authorities.

Next month it is our intention to publicise the standards set by JOFA for their products which, we believe, are an example to the industry. Watch out for further news to come and don't delay visiting your local JOFA stockist to see for yourself the world's finest safety equipment.

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A/T9	ACS. 650 Blk/Silvr	£6.95
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A/T18	HPG Mark IV 6 ³ / ₈ " axle	£8.50
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A/T21	Slalom	£5.95
	TRACKER	
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A/T23	Mid	£8.80
A/T24	Full	£8.90
	ENERGY	
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A/T26	VII Truck	£7.75
	EXCALIBUR	
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A/T28	700 XL	£8.95
	LOTUS INTERNATIONAL	
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A/T33	RAM 88	£8.90
A/T34	SPEED SPRING	£6.50
A/T35	MAGNESIUM TRUCK	£9.25

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Bearing Sets: catalogue no. A/A21

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A/W1	65mm, Green/Blue/Red	£4.15
A/W2	70mm, Green/Blue/Red	£4.50

O.J.'s

A/W3	Thunder Juice	£4.75
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A/W5	Hot Juice	£3.65
A/W6	Slalom	£3.50
	SIMS	
A/W7	Pure Juice	£3.60
A/W8	Comp. II	£3.75
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A/W9	Holland W7	£2.50
A/W10	Tunnel IV W6	£3.50
A/W11	Tunnel V W8	£3.80
A/W12	Rock W9	£3.90
	BREWER	
A/W13	Jarvis Pro.	£4.15
A/W14	Speedster	£5.40
	R.M.I. (WHITE LIGHTNING)	
A/W15	57 mm.	£3.75
A/W16	64 mm.	£4.70
	POWER PAW	
A/W17	50 mm.	£1.25
A/W18	54 mm.	£1.65
A/W19	65 mm.	£2.05
	HOWELL	
A/W20	BT Blue	£3.00
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A/W22	FS Park Compound	£3.90
	G.S.	
A/W23	Wonkers 60 mm.	£4.20
A/W24	Wonkers 68 mm.	£4.60
A/W25	G.S. Wheels	£4.50
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A/W26	No. 3	£3.10
A/W27	No. 5	£3.65
A/W28	No. 7	£3.85
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A/W29	No. 2	£2.20
A/W30	No. 4	£3.10
A/W31	No. 6	£4.10
	LOGAN PARK RIDER	
A/W32	No. 4	£3.10
A/W33	No. 5	£3.75
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A/W34	Bolts	£3.45
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A/W35	Red	£3.10
A/W35A	Yellow	£3.10
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	YANDALL	
A/W37	Slalom	£3.15
A/W38	Bowl Rider	£4.15
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	PANTHER	
A/W41	65mm standard	£2.65

A/W42	60mm standard	£2.25
A/W43	65mm Bowl Rider UFO	£3.55
A/W44	Black 64mm (standard size)	£4.35
A/W45	Pink 64mm complete with 2 o/size bearings & 1 spacer	£6.05

ACCESSORIES

A/A1	Truck Rubbers ACS Red	ea	£0.25
A/A2	Gullwing rubbers (set of 4)	per set	£2.35
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A/A8	Single Shield Bearings	ea	£0.65
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A/D1	25" Kicktail		£17.30
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A/D4	27" Double Kicktail		£20.55
A/D5	27" Slalom		£20.10
A/D6	30" Kicktail		£20.10
A/D7	30" Double Kicktail		£22.50
GORDON & SMITH (G & S)			
A/D9A	Standardflex 25"		£15.50
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A/D9	Fibre Flex 25" Kicktail 6½" w.		£19.50
A/D10	Fibre Flex 27" Kicktail 6½" w.		£19.50
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A/D44	27" Original Ultralite		£22.75
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A/B7	R.M.I. 27" Kicktail + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.		£60.75
A/B8	R.M.I. 27" Double Kicktail + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.		£62.55
A/B9	R.M.I. 27" Slalom + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.		£62.10
A/B10	R.M.I. 30" Kicktail + ACS 650 Blk/Gold, + R.M.I. wheels 64 mm.		£63.00
A/B11	R.M.I. 30" Double Kicktail + ACS 650 Blk/Gold, + R.M.I. wheels 64 mm.		£64.55

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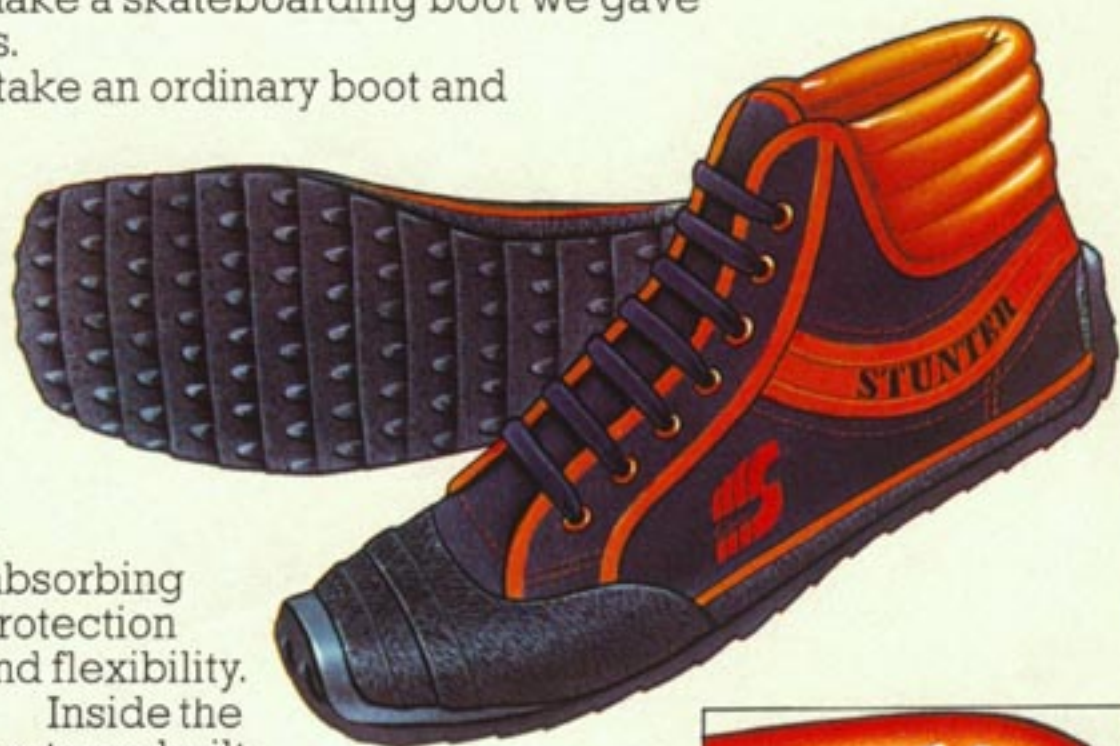
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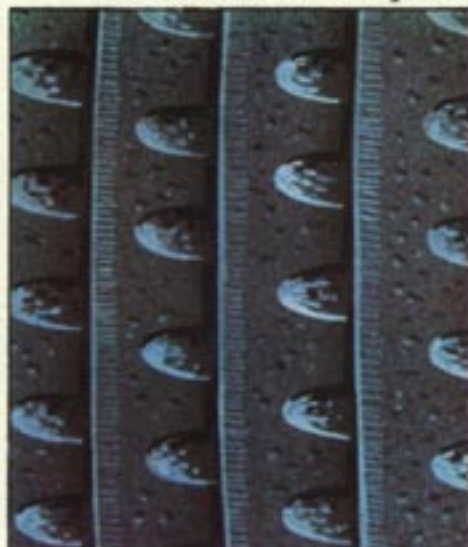
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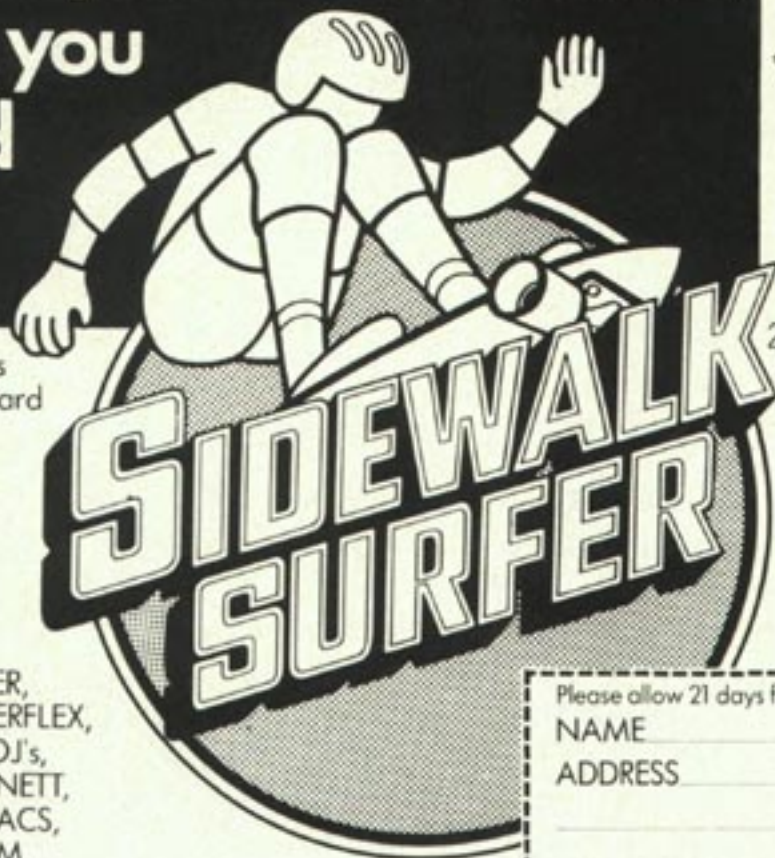
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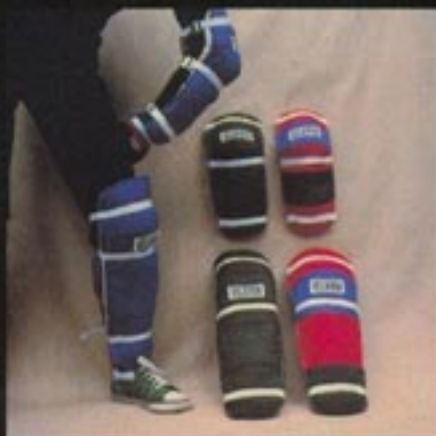
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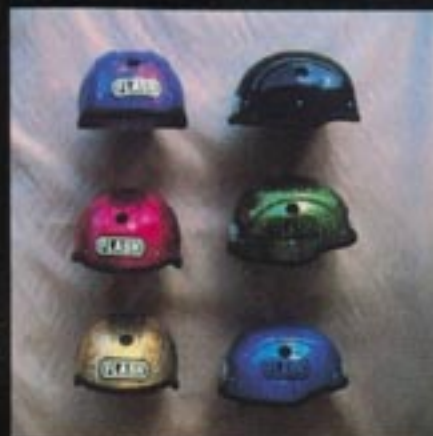
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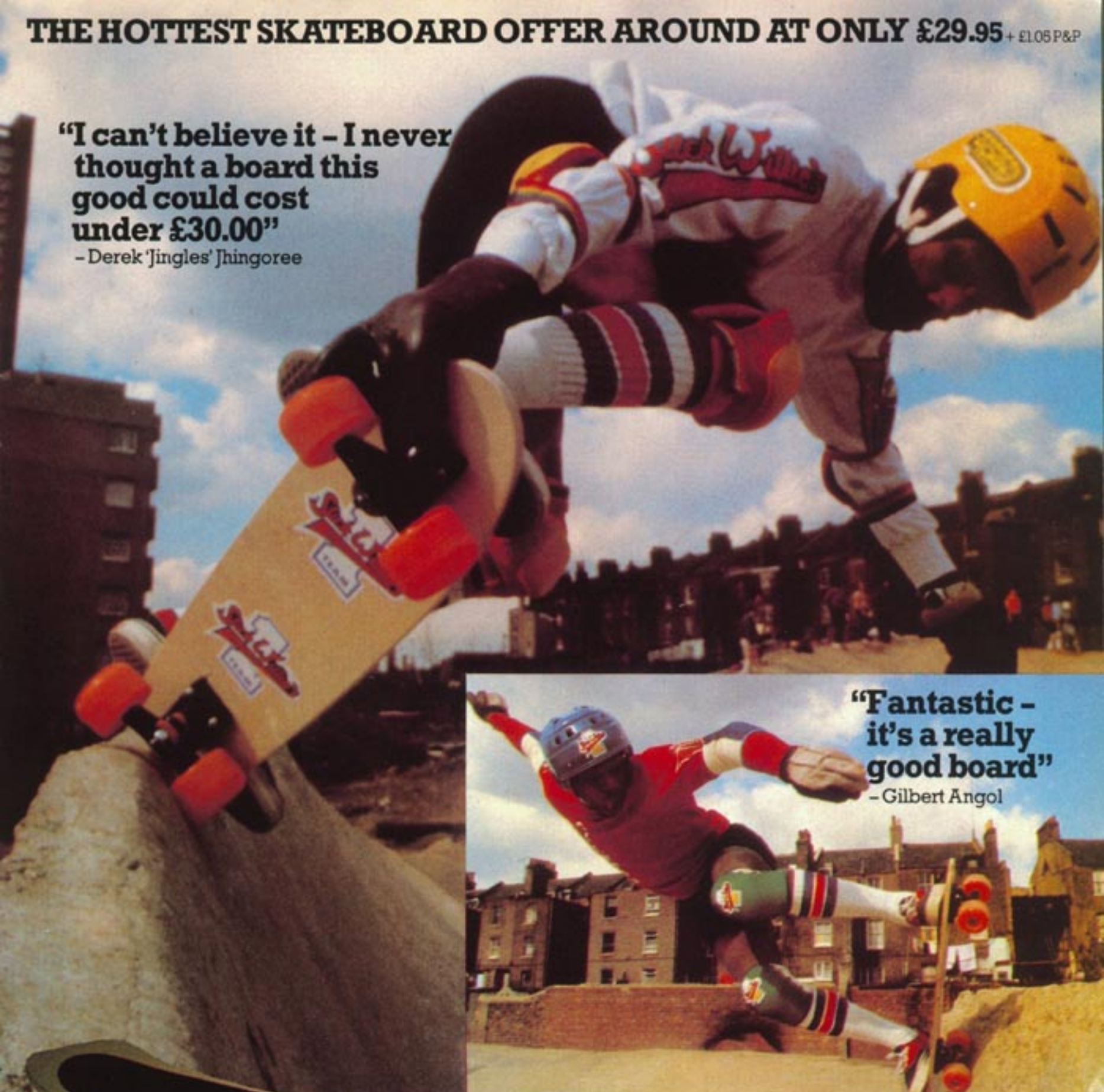
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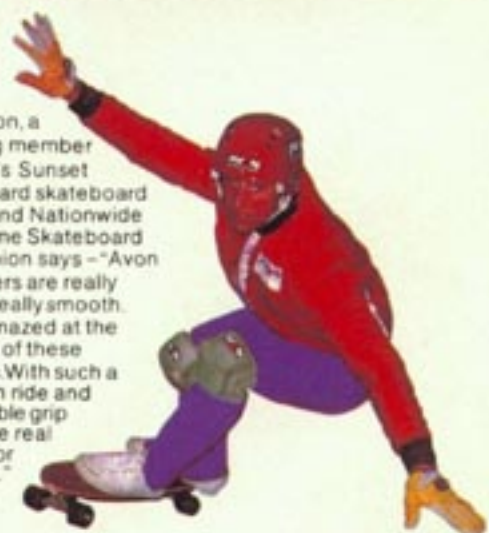
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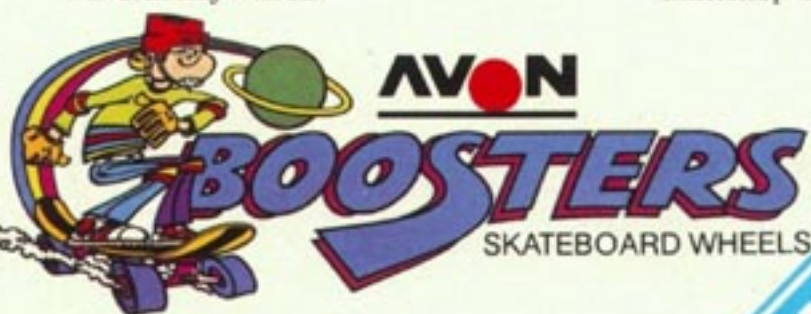
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He didn't break out of the coping - but you can! Turn to page 66.

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COMMENT

I'm happy to report that initial response to the 'Attention Schools' feature has been pretty good. So far, around 400 schools, masters and pupils have asked for and received their free information leaflet - interest seems to be running high. Obviously, the proof of the pudding lies in the eating. The news I'm looking forward to hearing is that schools really are starting to include skating in the sports curriculum.

If your school is one that has got it together, I'd really like to hear more... how they're going about it, what sort of instruction you're getting, whether there's been any inter-schools competitions yet. For anyone who missed the original feature in issue 7, for your free 'Skateboarding In Schools' information sheet, just write, enclosing a SAE, to: Attention Schools, Skateboard! magazine, 14 Rathbone Place, London W1P 1DE.

Skating in America has been plagued for years with having far too many 'official' bodies, many of whom seem frequently to have opposing points of view. Now, unless the Skateboard Association is able to act quickly and decisively, that very same thing looks like happening over here.

Within the space of a month I was made aware of a certain 'UK Skateboarding Association' and then the fact that the 'British' team had been selected at Pickett's Lock for the 'European Championships' in Germany. The latter case was even more worrying in that the media seemed to have the impression that this team was indeed THE official British team. A quick phone call to the Skateboard Association confirmed for me that they most certainly weren't. Nor, for that matter, did the 'European Championships' appear to be in any way official. Obviously there's nothing wrong with sponsored contests and teams but let's at least be honest about what they are... confusion doesn't ultimately help anyone.

Good news for all competitors is that at last we're able to print the contest rules as provisionally accepted by the Skateboard Association. Hopefully, by the time you're reading this they'll have been officially accepted. In many ways they are guidelines as much as rules; for instance, organisers have been left to work out their own systems for heats.

It may well be preferable that the rules don't 'tell all'. This way, local conditions can be more brought into consideration. It's also been argued that chaining down a progressive sport like skateboarding with too many rules could effectively stifle its growth. I think I'd go along with that.

Next month you'll be seeing the last instalment of Skatepark 2000... after that it's your chance. We're going to be opening up a competition to find the best ideas that YOU can come up with. One of the spin-offs is that some of the winning designs could well end up being built. What better epitaph could a skater ask for?

Bruce Sawford, Editor

LIP TORQUE

NEWS, RUMOURS & RESULTS-IN SHORT

Contest News

Let's not take it away from South African born, Brighton based Steve Kellner. Despite the extremely controversial nature of the event itself, he did a heroes job in wiping out the free style opposition at the recent German Championships. In fact the whole team - mostly from Brighton way - did well. It seems pretty clear that, right now, Britain controls Europe when it comes to skateboarding.

The Sun British Championships have been scheduled for this Summer (as hardly anyone could fail to be aware) and heats alone are taking four months to complete. Teams of four, aged between 11 and 17 are eligible, the winning combination to be acclaimed as the British Team. (At the time of writing, the Skateboard Association strongly denies this is true). (*Oh no, not again. Ed.*) The full itinerary of heats is as follows:

May 20/21, Bellevue, Manchester - May 27, Eldorado Skatepark, Edinburgh - May 29, Magnum Centre, Irvine - June 3, Crowtree Leisure Centre, Sunderland - June 10/11, Granby Halls, Leicester - June 17/18, Queens Hall, Leeds - July 1/2, Eldon Square Recreation Centre, Newcastle - July 8, Preston Guild Hall - July 14/15, Brighton Conference Centre - July 21/22, Wembley Conference Centre, London - July 23, Skatewave, Windsor - July 25, Bourne-mouth - July 29, Durham - August 2, Deeside (North Wales) Leisure Centre - August 5/6, Cardiff Exhibition Centre - August 9, Swindon - August 10/11, Whitchurch Sports Centre, Bristol - August 12/13, National Exhibition Centre, Birmingham - August 16, Plymouth Mayflower Centre - August 19, Assembly Rooms, Derby - August 26/27, Blackpool. The final will be held in London at the Royal Albert Hall, on September 22.

A Brighton Classic is now

on the cards and it should be taking place either on June 11 or August 20, depending on the action/reaction of the local police! Run on pro-am invitational lines, the winner of each event (dual slalom, downhill speed and dual, giant slalom) will receive £500 with second and third placings pulling in a cool £250 and £100 apiece. Details from overworked Melanie Lyons at the South Coast Skateboard Association.

was Tony Alva.

Interest in speedshells seems to be hotting up fast. The latest entry to adorn the flock is the Truckstop/Fibre-form Skatecar. Looks like we're in for some heavy shell racing this summer.

Can this be true?

There've been many cases of rip-off admission charges to skateparks recently, but this latest example takes the bis-



Turnbull brother No. 2 John executing a clean aerial at Kidderminster.

In Short

The Aberdeen Skateboard Centres' team will be appearing at the Highland Games in July - at Hazlehead Park, Aberdeen, Scotland.

The Sun search for Billy Wheels continues: any news of the whereabouts of our singing, skating friend should be treated with the utmost suspicion.

More details soon on the Skateboard World Cup Spectacular, being held in July under the auspices of the Central Council for Physical Education.

Fogtown cordially congratulates Dogtown on taking five of the top ten placings in the recent Skateboarder Magazine 'Fave Skater of '77' Poll. The winner, by the way,

cuit. British Rail are now charging £50 to skate on their smoothly surfaced concourses and platforms. . . and they don't even provide safety equipment!

And while on the subject, our 'Serves You Right Department' tells us of the following fascinating case. Returning wearily from a heavy session at Wolverhampton, 'certain' London skaters were confronted by Euston Station Security Police whilst taking advantage of the deserted concrete concourse of the station. They pleaded that it was midnight and that they weren't interfering with the safety of other passengers or causing any obstruction. We're told, however, that charges are pending.

Corn of the Month

This month's gem comes from reader, Jeremy Bell, of Ilkley in West Yorks. He's come across a power place in nearby Shipley called 'The Wheel Thing'.

Time now for a spot of mindless vandalism. Thanks to the stupidity of a few, many will suffer. Islington Recreation Committee, having gone overboard in an effort to provide kids with two skateplaces by Easter, were only able to open one. The other site, the previously reported Highbury Fields pool conversion, was ruined by kids breaking in and riding their bikes over the still-wet concrete surfaces. Engineer, Paul King, said at the time: "I don't know how long it will take to put right or where the money for repairs is going to come from".

Transfer News

Our still fave Aussie, Tim Levis, is no longer in 'a fluid situation'. He has joined Brad Vine and Ben Davies in the ever-improving Blue Tile Team. Nice one Tony.

Flexdeck Construction Extra

Left out last issue was the following tip:

"Putting the glassfibre mat in front of a gas fire for a few minutes before using it drives any water from the strands and makes it far easier to 'wet out' with resin. Leave it in front of a heater until steam stops rising off the mat."

Rumours Dept

News of great success for the Radical Banking park module system at the recent Leicester Exhibition. Several spontaneous accolades have reached our ears already.

Word has it that London's South Bank may soon be graced with some module

banking — free for the use of.

Pin-stripe Pin-ups? Could it have been Hobie's Vince Fitzgerald who was overheard describing those lovable LOGOS — people as 'The Mafia of St. John's Wood'?

Skateboard! cameraman, Robert (Flying Dutchman) Vente, after a savage attack on his new Nikon, now credits John Sablosky with inventing 'the lens grind'.

Late Extra

Congrats to the LOGOS for winning the team competition at Skatepark '78 in Leicester. Close second was the Malibu team. In open freestyle, Tim Levis (Blue Tile) and Jerry Valdez (Arrow) split first place and £100. Alex Turnbull (LOGOS) was third. Overall Midland Champion was Steve Karouse.

Momentous happenings at Skate City. It's under new management and the lucky owners are none other than sugar-coated Tate & Lyle. They're promising to banish all grime, finish off the snake run, and add a full-pipe 8 metres in diameter.

Club & Team Check

The Crowborough Freeformers Skateboard Club, based at Cranfield, School Lane, St. Johns, Crowborough, Sussex, have been in existence since February. With over 170 members, they've managed to lease part of a local council car park for practise.

● *Llandudno Skateboard Club* are having problems with councils and local opposition; they need your help very urgently. Contact them at "Lonfa", Mountain Lane, Penmaenmawr, Gwynedd, North Wales.

● We've received an informative newsletter from the *Edinburgh University Skateboard Club/Pipeline Club*. They have the use of the E.U. gym for skating sessions and are very much in touch with the Scottish scene. They can be reached via secretary, Austin Tate, either in the Pleasance Gym, Edinburgh University or at 25 Montpelier Park, Edinburgh EH10 4LX.



Turnbull brother No. 1 Alex, pointing the way to a frontside grinder. See New Parks and Bowls.

● Under the chairmanship of Brian Binks, the *Bonzi Skateboard Club* are reachable at 17 East Moor Crescent, Leeds LS8 1AD.

The Melksham Skateboard Club was formed on February 6, but still has nowhere to practise. To help rectify this situation, prospective members should get in touch with Mike Hughes at 4 Wardour Place, Melksham.

● The thriving area of Hailsham now has its own school club. *The Cruisern Club* has a hundred members and can be reached at 14 Cornfield Green, Harmers Way, Hailsham, Sussex BN27 1SS.

● Northern Ireland gets into the news at last with word on a new club, reachable at Beechgrove, Dungannon, Co. Tyrone, Northern Ireland. At present there are over 50 members and it is affiliated to the *Northern Ireland Skateboard Association*.

● *The Rainford Skateboard Association* (incorporating the Rainford Park Riders Club) have around a hundred members and meet at weekends for sessions at the Rainford High School. For more details contact P. Boardman, 49 Brookside Avenue, Rainford, St. Helens.

● Based in Finchley at 23 Heathview, London N2 are the *Downhill Riders Skateboarding Club*. They are hot

Skateplaces

Recent developments suggest that, due to the initiative of the North Herts Youth Service, North Herts District Council are now prepared to grant aid for the provision of small skateparks. The Youth Service took it upon themselves to provide local kids with somewhere to skate at a time when councils were getting into the banning of all skateboarding. At Letchworth Youth Club, the Leys, Norton Way South, Letchworth, there are now supervised indoor ramps for kids to use in safety. Much more is planned for the future.

Another very interesting piece of news is the Swale Skatepark, a project relying completely on gifts of time, money, land and expertise. Very much under way, the project still needs donations of every sort and can be reached through the chairman, Peter Morgan, 65 Park Road, Sittingbourne, Kent.

GREAT YARMOUTH

The Beachcomber Skatepark near Great Yarmouth opened its gates last month. Situated in Beach Road, Hemsby, the

design by G-Force includes a 30 metre x 16 metre reservoir, a classic pool of 3 metre depth and another 2 metre deep bowl. Test Team report coming soon.

PLYMOUTH

Update from issue 7; the Plymouth Skatepark on the site of the old zoo should now be open (or at least close to it). The outdoor seven acre facility will include two big freestyle areas, electronically timed slalom, three bowls, four runs for varying grades of ability and a large mogul maze area. On-site facilities will include a cafeteria, clubhouse and pro shop. The Test Team are standing by.

LONDON

Inside the old Granada Cinema on the Wandsworth Road in South London you'll find Skatecircus. Along with the usual pro shop, cafeteria and amusement facilities, there's a beginner's area with mellow banks and an open sloping area (which used to be the stalls) that leads down to a stage, banked all round the front to a height of 1.5 metres. The most exciting feature is the halfpipe on the stage; a 12 metre section, 6 metres deep with 1.5 metres of flat wall. Surprisingly, the transitions on this are perfect. Coverage coming soon.

NORWICH

Norwich's first power place has opened in St. Mary's Plain. Skatescene, an indoor facility, is around a thousand square metres of maple flooring. There are seven assorted ramps, a 4 metre deep half-pipe, a freestyle area and a flatland slalom.

BRISTOL

Bristol's third park will be opening soon and from what we hear through the 'vine, it's radical! There are two bowls, a rhythm run, a banked freestyle area, a windskating space and the already inexplicably famous 'Big Bristol' bowl — which resembles a giant, inverted mushroom.

It's called Skatecountry and it's situated in the Ashton Court Country Club,

INSURANCE

A WORD FROM OUR LAWYERS

Skateboard! has had a great many letters from readers who've gone to parks and skated without really knowing where they stood should the unthinkable happen. What if there is an accident? Is there insurance or isn't there?

The confusion is not helped by one park doing one thing and the one down the road doing another. One we know of is offering 'insurance' at 5p a session extra. Put in such a vague way, it's hardly surprising that, to the best of our knowledge, nobody has yet taken it!

Skateboard! has taken the problem to a legal mind and these are the main points to emerge.

Owners

If an accident has occurred and *it can be proved* that the owner has been negligent, then the liability passes to him. Two possible ways for this to happen might be... 1) he has built an unsafe park, 2) he has allowed too many people onto the skating areas at one time.

The owner can (and most certainly will) insure himself against a claim like this. However, he (or more likely his insurance company) will only pay out if forced to by a court or by negotiated legal settlement. In other words, users of his park will have to sue him in order to get recompense.

Users

Conversely, if a park user gets injured, before suing he has to decide in his mind whether he believes the owner has been in any way negligent. Alternatively, he may decide that another park user has been negligent. In that case he will sue that person instead. Finally, of course, if he should be physically attacked by someone, he may then bring a charge of criminal violence against the offender.

What steps can you take?

A skater can buy a personal accident policy which in most cases will pay out whenever and wherever you're hurt, no matter who's fault it was. Also, for members of the Skateboard Association, there is the 'Skatures' policy available. This offers third party and personal cover at quite reasonable cost. It's probably worth remembering, however, that the former may

well be more comprehensive... possibly covering such expenses as hospital bills, and so on.

It's also worth knowing that when an accident occurs at a park and such a personal policy is made use of, the insurance company themselves may want to sue the park owner for negligence.

The Skateboard Association is also negotiating for a form of 'block' insurance to cover skateparks, events, practise sessions and so on. In the meantime, though, it's best to assume that where a park makes no mention of insurance, or where it specifically says that insurance costs extra, skaters are *not* covered against personal accident.

Skateboard! magazine believes, along with the Skateboard Association, that personal accident insurance should be included in the price of the session at *all* parks. Judging by the figures we've seen recently, an extra 2p a session would cover it. Surely it's worth it?



Henderson at the South Bank.

Ashton Park, Bristol. It looks like it'll also be the venue for the Bristol Classic later on this summer.

More details on the Dame Emily Smyth Skatepark (mentioned issue 9). Built by the local authority, it's situated in the Dame Emily Smyth Park, Bedminster and features a halfpipe, a rhythm run, a triple-bowl, slalom and freestyle areas.

GRIMSBY

An indoor skateplace called The Broadwalk opened last month in a converted cinema/bingo hall. Of plywood construction, there's a 5 metre bank with 4 metres of vertical, a small, banked freestyle area, and an 8 metre diameter halfpipe sloping for 16 metres down the stalls. It's sounding good.

WOKINGHAM

No more word yet from the Lone Commuter, but spies tell me that the previously reported Wokingham site is now open and phase two is already under construction. The park is right by Wokingham Town Football Club and phase one features a 71 metre slalom run into a bowl (with electronic timing available for competitions), a beginners area and a mellow freestyle bowl. Phase two will include a 6 metre diameter halfpipe, 65 metres long and this is already nearing completion.

ST. ANNES-ON-SEA

Britain's second skateboard pier opened last month in St. Annes, Lancashire for all-

weather skating. The indoor and outdoor runs include a halfpipe, 'Kentucky' slalom, 'Jericho' wall, high jump and ski jump facilities and a free-style area.

GENERAL NEWS

More information soon on the Durham Skatepark, the venue for the recent 'Cream of the Teams' of the North East Competition.

Inner City Truckers Skatepark in Chester is open... as is a park in St. Mirren, Scotland... Rolling Thunder in Brentford, south London is open, designed by Richard Wrigley (of Skate City fame).

Hailsham in Sussex is seeing some action in the form of a fibreglass module park which opened four weeks back; no other details available at press time.

Concrete is going down at Heathyryfold for Aberdeen's first skatepark... also at Perdiswell, Worcester - a very large park on the way there... Altrincham in Cheshire looks like having a power place by Summer, thanks to co-ordination between the local council recreation officer and the Hale Sports Hot Riders... back in Scotland, Glasgow's second park at the old State Cinema in Shettleston Road is under way... Salford Skateboard Centre in Great Cheetham Street, Salford will be open in two months - more details next issue.

Finally, more news on the Guildford Park reported in Skateboard! issue 8. Things have been delayed - but for the better. John Sablosky of Benjyboards has been contracted to (re)design it.

SECOND QUESTIONNAIRE

Prizewinners

Skateboard! magazine has once again to thank the many thousands of readers who took the time and trouble to complete our second questionnaire. You'll probably have noticed just how far Europe's number one skateboard publication has gone since its inaugural issue. Even month by month the changes and improvements keep coming and you, the readers, have largely got yourselves to thank for it. Questionnaires such as the one we recently ran provide invaluable, up-to-

the-minute information on the trends and the needs of skateboarding. Thank you to everyone who took part for caring enough to want to help.

As promised, three entries have been selected at random from the bag and the senders of these will all receive a Blacktrax deck with Traxion trucks and Surface Sucker wheels. These are: John Telling of Brundall in Norfolk, J. P. Archer of Yare in Avon, and Sarah Gentle of Cockfosters in Herts. Congratulations from Skateboard! magazine.

STARSHOTS

NEW RIDERS OF THE SKATE AGE



Photography by Jerry Young

Dave Smith was discovered by our photographer during a lull in the Giant Slalom session at Crystal Palace. He was casually pulling off over twelve 360's and impressed the visiting South Bankers as one of the most talented freestylers they'd seen for many months. He claims to be okay in pools as well and certainly deserves attention. Note how he turns his Powerflex 5's inside out to save using half Tracks.

STARSHOTS



Anthony Griffith Anthony, of the Dave Friar Team, is another Welsh hottie; he skates regularly at the Hollywood Skatebowl in Swansea on his 30" Alva equipped with Mids and Lipbombs; the coping gets plenty of stick. He's 15 years old and has been skating for 2 years in total.



Paul Roberts Above and Below: Paul Roberts, riding for the Welsh Skateboard Centre, is at 17 years old, Wales' hottest property. Proving that all the stokiest skaters DON'T just come from London and Brighton Paul took a fourth overall in the Nationwide finals.



Photography by Jerry Young



Jim Slater Jim is a familiar figure to any of the regulars at London's South Bank. His powerful slalom style on his Slick Willies pro Slalom deck with Trackers and Excellerator 60mm's is a regular sight. Despite his size Jim is still only 15 and must have a future in European slalom racing.



Photography by Jerry Young

Tim Panting Tim specialises more in giant slalom than his fellow team member Jim, and is generally something more of an all round skater. He, too, rides for Slick Willies on one of their Pro Slalom decks, though he says he's looking forward to their new wider design.

GIANT SLALOM

Ask a slalom specialist what he rates as the purest form of skateboarding and the chances are he'll nominate Giant Slalom (or G.S.). American maestro John Hutson, in a recent interview dismissed the standard form of straight slalom discussed in Skateboard! 9 as 'wobble - wobble'. He held G.S. to be the only true expression of slalom. Skateboard!'s own Steve Kane (fully agreeing with him) took fellow aficionados, Tim Panting and Jim Slater of the Slick Willies team to Crystal Palace to indulge his G.S. Passions



Jerry Young

Studied concentration from Test Teamer, Steve Kane, caught as he immaculately ski-styles a giant slalom course at London's Crystal Palace.

The essence of Giant Slalom is speed and the control of it. Corners are taken in such a way as to lose or gain velocity and there is less opportunity for 'pumping' to increase speed than in ordinary slalom. Control of pace is more dependant on the rider's ability to harness the forces of gravity.

To gain speed he must go with the 'g-force' as much as possible by seeking to keep his centre of mass as close to the natural line of fall as he can. To lose it the trick is to turn into the slope, so lessening the steepness of decent. Alternatively one can decelerate using the friction of a slide.

A G.S. course can be laid out in such a way that riders can accelerate all the way. Then again, the designer may put in 'check cones' that cannot be taken at full tilt, thus forcing the rider to reduce pace.

As the aim of slalom is essentially to race, a good rider 'checks' as little as possible. A bad rider on a fast course may well find himself having to throw off speed a lot of the time. His error lies in his choice of line.

CHOICE OF LINE

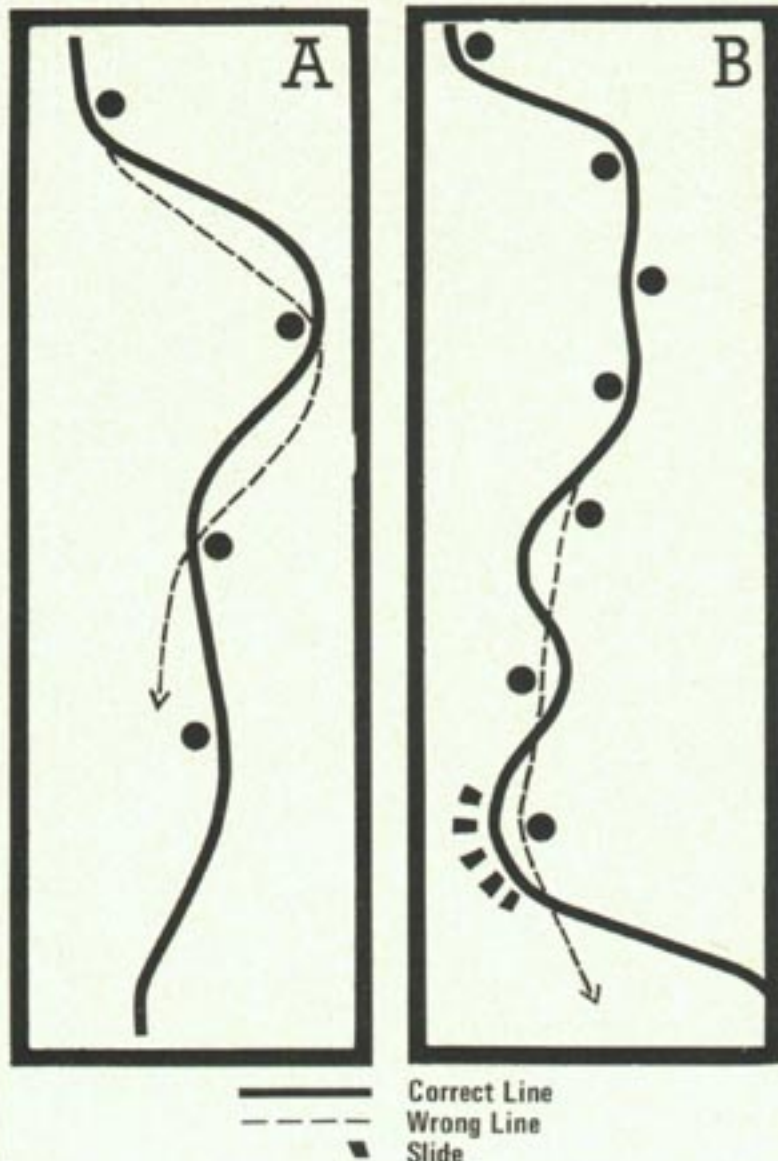
The decision on what line to take lies at the very core of slalom technique. A good rider must see the course as a single carve, rather than as a series of gates to be considered one at a time. The artist will soon find the line of least resistance and dance through the cones (often wishing that either his wheels were faster or that the hill was steeper!) The grem cone-merchant, on the other hand, will take one cone and then set out for the next — probably feeling that he is going too fast to make it and cursing alternately the course designer and the insane gradient.

Take a look at diagram 'A'. Here, the dotted line shows what happens when a rider simply considers one cone at a time. The solid line is the route to take. It anticipates gates and shows a pro course of action. It's interesting to see how a bad line at the second cone only has a marked effect at the fourth, illustrating how the course must be conceived as a whole.

However, there are times in G.S. — as in life — where the line of least resistance can also be the quickest road



Tim Panting photographed from the back of Skane's board with Jim Slater in hot pursuit.



to disaster. . . as in the second diagram, 'B'. The successful route involves steering off the fall line for several gates before the 'disaster' cone, and in this case, involves a slide as well.

SLIDING

For those having a surf-stance, as a rule slides are easier when a rider faces the direction of the drift. The particular course shown would therefore present fewer problems to a regular rather than goofy footed racer. Those using the symmetrical or near-symmetrical ski-stance are less likely to have a weak or strong side. However, there's no doubt that more skill is required of a rider using the latter stance to drift successfully.

To initiate a correct slide, the skater must unweight the wheels so they break out of their grip, then crank into the turn with his body to bring the board round positively. To end the drift, he must get the centre of mass over the board by steering into the slide and re-weighting the wheels. With practise the manoeuvre becomes fluid and natural. The resulting familiarity with 'grip-loss' helps in the control and recovery from involuntary slides as well as the pre-meditated ones.

WEDELING

Having mastered sliding to one side, try it to the other. Finally, put the two together — in alternate fashion — and you'll be 'wedeling' like a skier. This really is a lot easier using the ski-stance.

The real secret of sliding lies in the weighting and unweighting. Initially this is easier using the surf-stance since the rider has one foot for each pair of wheels and so can distribute the weight more easily. However, in ski-stance the racer has to consciously shift his centre of mass forwards and backwards from heels to toes. This is much harder to hold up when the feet are close together in the centre of the board. However, once it becomes automatic, it's a far more deliberate and accurate method.

The sheer rush of cranking from one four-wheel drift into another on fast, resilient wheels while all the time riding a 1 in 6 gradient is enough to banish the memory of those bruised hips acquired while mastering the slide



Jerry Young

Steve Kane stalking the impeccable line through the cones at Crystal Palace.

technique.

Fast, open G.S. is not for the nervous or the beginner. It requires great competence and an enormous quota of

pure skateboarding skill. Whatever number of 360's you can do it still won't help you at 30mph on a negatively banked hill. It

takes many miles of skateboarding experience plus total familiarity with, and confidence in, your equipment to get it truly master-

ed. But, once there, Grand Slalom must surely rank alongside poolriding as one of the ultimate 'rushes' in skating.

BE SAFE

SAFETY & PROTECTION

Is there such a thing as safe terrain and can a skatepark be, by the very nature of its design, safe? This raises all sorts of questions, like, can an owner be held responsible for accidents that happen in his park? Has he been negligent in building to what may be an unsafe design?

A good example of wrong thinking in skatepark safety is the height restriction of four feet placed on an unsupervised, community park in Bristol. The designer was aware that, to provide a rideable park, he had to incorporate steep gradients. However, with the four foot restriction, he had no room for transitions. When things get tight and cramped, everything comes at the skater too fast for him to have time to handle it.

A safe facility is a big mellow park with large radius transition curves. A good guideline is to consider what happens when a skater hits a transition. To stay on the board he must be held there by centrifugal force. For this to work, the

There's been a lot of discussion about whether skateboards are safe, with (you will remember) RoSPA inciting middle aged dads to jump up and down on doubtful equipment. In earlier articles I've discussed safe skateboards and the relative use of protection equipment. This just leaves the other primary factor in skating: the terrain.

'centre of mass' (C of M) must lie between the centre of the curve radius and the ground. Should the 'C of M' deviate substantially, the force will throw the rider off the board instead.

A radical skater will adjust his 'C of M' by 'compressing' his body, but the beginner cannot be expected to be able to do this. Therefore a safe radius for a transition is one greater than the distance between the tallest rider's 'C of M' and the ground. His centre of mass is around the area of his navel, so a safe transition radius is one greater than a metre.

The other major factor in a park is the surface. It must be smooth and regular with no unpredictable variations in traction or speed that

might catch the unwary. If possible it should not be so abrasive that, when the inevitable wipeout and body slide occurs, the victim winds up looking like a peeled and fried tomato.

Lastly, there must be some way of catching flying boards, especially around pipes and half-pipes.

Safety in parks has to be designed in right from the first earth moving. It's not something you hire out to skaters in the form of padding. There is no substitute for good design, much as in riding there is no substitute for good skateboarding skills.

Steve Kane

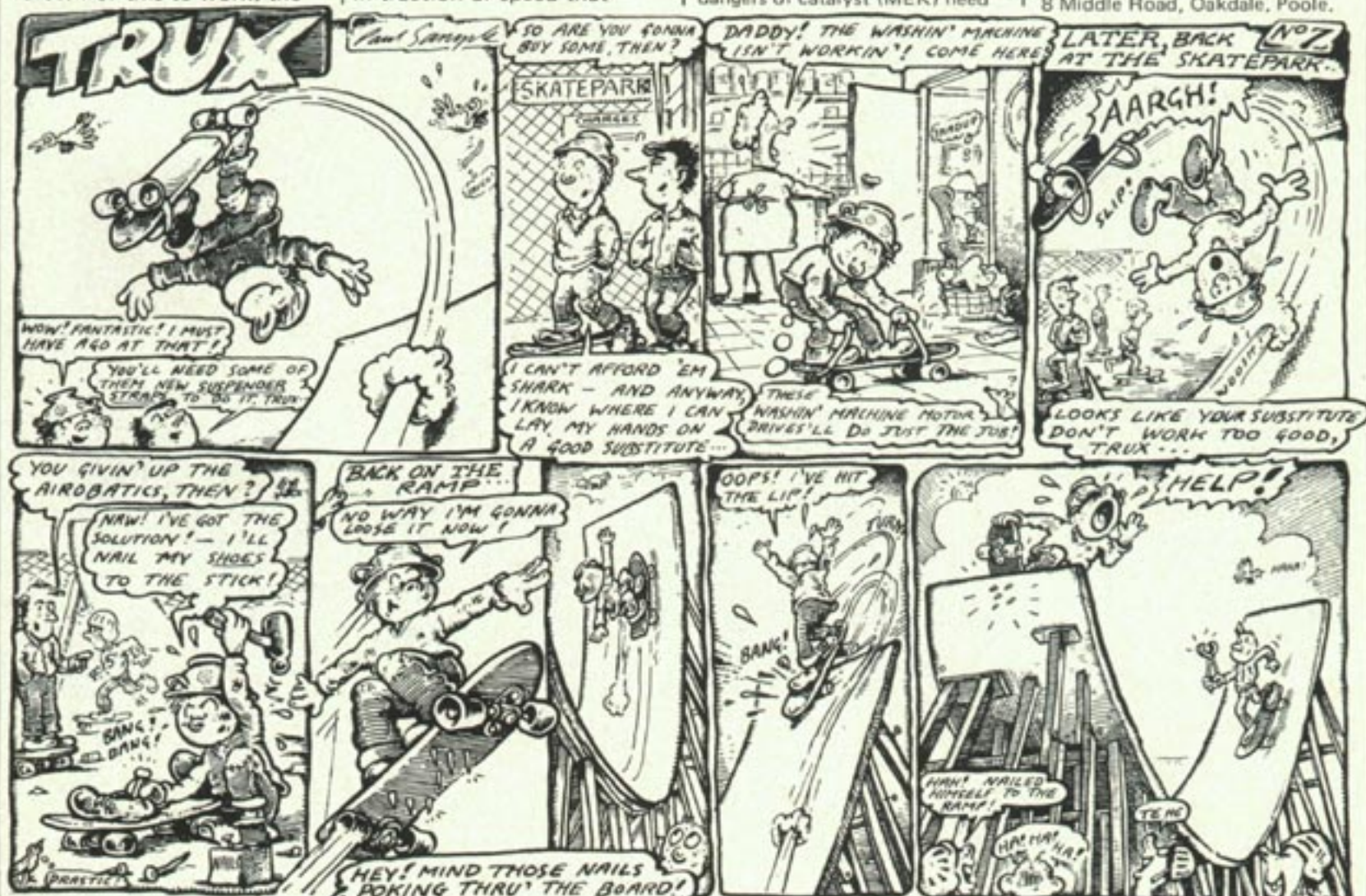
BE SAFE EXTRA

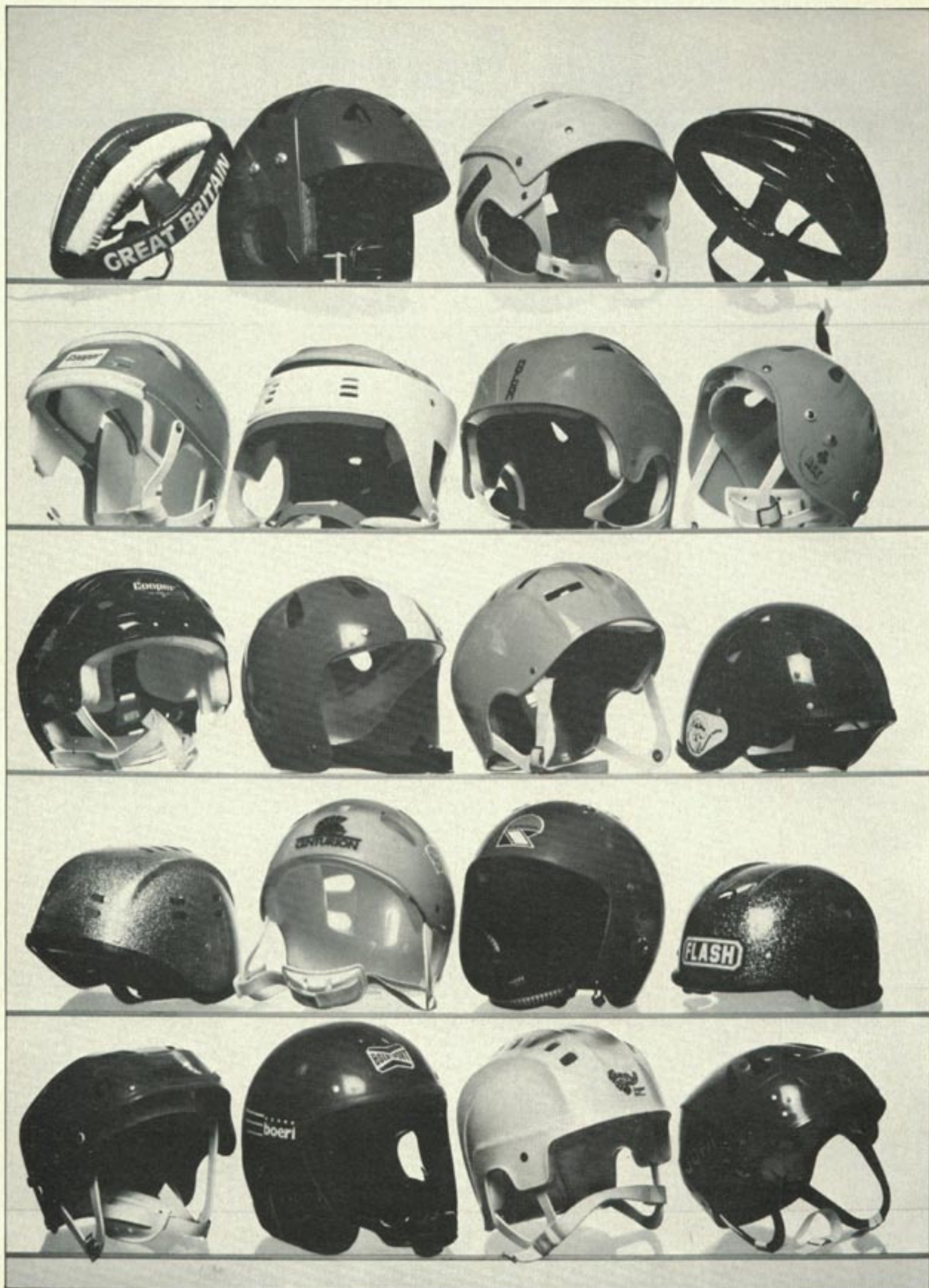
I found your article on GRP (fibreglass) deck construction a little lacking in information - the dangers of catalyst (MEK) need

stressing. People getting their materials from boatyards and so on may not read the relevant safety information. Here are a few points:

- 1 Protective clothing should always be worn, i.e. rubber gloves large enough to slip on and off easily. Goggles are worth having too.
- 2 When using MEK catalyst make sure somebody is around, within shouting distance.
- 3 If MEK splashes onto skin, wash the area thoroughly and immediately with soap and water. If clothing is splashed, remove and wash. Also wash the area of skin beneath where the splash occurred.
- 4 If cobalt is used, make sure it doesn't come into contact with MEK, unless in the medium of resin.
- 5 After work is finished, burn or wash out any rags contaminated with catalyst or acetone to prevent possible spontaneous combustion.
- 6 If MEK catalyst should get in the eyes, wash immediately with plenty of water and go for immediate medical attention... it's a 999 situation.

Finally, I would be pleased to help anybody thinking about making a GRP deck. Although it's not going to help my business I feel that preventing extremely painful injuries and possible blindness is worth more than making a profit.
Stephen Young, Kali Designs, 8 Middle Road, Oakdale, Poole.





KEY TO PHOTOGRAPH: FROM LEFT TO RIGHT
 Number in brackets relates to chart.

TOP SHELF: (left & right) Dansk cycle racing helmets, Skatemates (13), Jofa 245 (8)

2nd SHELF: Cooper SK100 (3), VB (17), Norcon Mk. 2 (2), ACE Standard (11).

3rd SHELF: Cooper SK600 (5), Römer (16), Norcon Mk. 1 (1), Ultimate Pro (14).

4th SHELF: Ultimate 78 (15), Centurion (18), Kangol (6), Flash Mk. 1 (9).

BOTTOM SHELF: ACE Pro (12), Boeri (10), Cooper SK300 (4), Jofa 225 (7).

WHAT KIND OF HELMET TO LOOK FOR?

Many organisations are trying to dictate rules on this subject at the moment — e.g. "The wearing of a helmet is essential when skateboarding". At Skateboard! this talk has been heard many times before and we think it is patently absurd — does an ice skater wear a helmet? No, it would be more reasonable to relate the importance of wearing a helmet and the

SKATA DATA

By David Goldsmith

A false move eight feet up at the coping. A flying board inside a full pipe. A rub-out on the wall of a snake run. If you expect yourself to be shredding radical terrain this summer you'd be well advised to start thinking about your head and its protection. The chance of a serious head injury is a lot more remote than a broken wrist but when it happens it's no joke. I've taken a look at a wide selection of helmets and compared their qualities — here is the report.

NUMBER	MAKE	MODEL	NO. OF SIZES	TYPE OF ADJUSTMENT	SHELL MATERIAL	INNER TYPE	CHIN CUP?	COLOUR CHOICE	COMMENTS	TEST TEAM RATINGS OF 5	CHIN STRAP	SHELL DESIGN	INTERIOR DESIGN	COMFORT	VENTILATION	PRICE RANGE £'s
1	NORCON	Mk. 1	3	n	—	foam	no	bl, r, w, o, g, b.	A comfortable well-designed helmet. Rather hot in summer.	3	3	3	4	2	7.00 to 8.00	
2	NORCON	Mk. 2	3	n	—	foam	no	bl, w, o, g, b, r.	Shell design improved over Mk. 1	3	4	3	4	2	7.50 to 9.00	
3	COOPER	SK100	2	S	p/e	foam	no	r, bl, g, y, b, w.	Pretty basic. Not very comfortable. Good adjustment.	3	2	1	2	3	4.50 to 5.50	
4	COOPER	SK300	3	n	—	foam	no	r, bl, g, y, b, w.	Padding firm & well ventilated but uncomfortable. Good shell design. Certified hockey helmet.	3	4	3	2	3	8.00 to 9.00	
5	COOPER	SK600	2	S	p/c	foam	no	r, bl, g, y, b, w.	Very stylish & well designed. Good adjustment. Very comfortable. Rather pricey. Certified hockey helmet.	3	4	4	4	3	14.00 to 16.00	
6	KANGOL	Skate-master 1	1	l	abs	p/s	yes	r, bl, y, b.	Uncomfortable. Shell covers ears. Superb chin strap. New Mk. 2 is improved.	5	2	2	2	1	7.50 to 9.00	
7	JOFA	225	1	S	—	cork & foam	no	—	Very basic unit. Uncomfortable.	1	2	1	2	4	4.50 to 6.00	
8	JOFA	245	1	S	—	foam	no	—	Quite stylish. Good protection. Certified hockey helmet.	3	3	3	3	3	7.50 to 9.00	
9	FLASH	Mk. 1	1	l	f/g	harn.	no	g, r, p, bl, sil, gol.	Beautifully made. Very good adjustment, comfort, ventilation. Slightly heavy.	4	4	5	4	4	8.50 to 10.50	
10	BOERI	Professional	3	n	abs	foam + harn	yes	w, r, bl, b.	Excellent protection & cover. Blissfully comfortable but virtually no ventilation.	5	3	4	4	1	7.50 to 8.50	
11	ACE	Standard	1	l	p/p	harn	yes	r, bl, y, w.	A canoe helmet. Good value. Also available in p/c shell (around £6.00)	2	2	3	3	4	3.50 to 4.00	
12	ACE	Pro	1	S	p/p	harn	yes	r, bl, y, w.	Fairly basic shape. Not very exciting, but cheap.	2	2	3	3	4	4.00 to 4.50	
13	SKATE-MATES	Targa	1	S	p/e	foam	no	r, g, bl, y.	Really good looking & comfortable. Outstanding value. Available July.	4	4	4	4	3	5.50 to 6.50	
14	ULTIMATE	Professional	1	l	f/g	harn	no	r, bl, g.	Very well made. Odd but functional shape. Good interior	4	4	4	4	4	7.00 to 8.00	
15	ULTIMATE	78	1	l	f/g	harn	no	r, bl, g.	Ditto. More squared design.	4	4	4	4	4	7.00 to 8.00	
16	RÖMER	Standard	2	l	p/p	harn	no	r, w, bl, g, b.	Comfortable but covers ears. Rather low at back. About 60p more for improved shell design.	3	3	3	3	4	4.00 to 4.50	
17	SKATESAFE	VB Head-liner	1	S	p/e	foam	yes	2 col.	Comfortable. Hard to pull on. Chin strap attachment tricky. Assemble — yourself version available.	1	3	2	3	2	4.50 to 5.50	
18	CENTURION		1	l	p/p	foam	yes	y, bl, o.	An excellent budget helmet. 1 size only (foam strips to adjust inner). Comfortable.	4	3	3	3	3	4.50 to 5.00	

KEY TO TABLE

Type of adjustment. n: non-adjustable, S: Adjustable shell, l: Adjustable inner
 Shell material. p/e: polyethylene, p/c: polycarbonate, f/g: fibreglass, p/p: polypropylene,
 Inner type. Foam: foam padded, harn: harness/cradle
 Colour choice. bl: blue, w: white, o: orange, g: green, b: black, y: yellow, r: red, sil: silver, gol: gold.
 Ratings. 1: poor, 2: below average, 3: good, 4: very good, 5: excellent.
 Information not available: —

type of helmet to the risk factor of the situation involved.

In freestyle there is virtually no chance of a head injury. In slalom the risk increases to, say, the level experienced by a racing cyclist. When riding mellow banks and bowls the risk increases once again — but there is little danger of a hard blow to the head. The most dangerous situations are, of course, those where vertical terrain is involved — high banks and snake runs, pools and radical bowls. In these locations the danger of a flying board or a heavy fall is that much greater and there I'd recommend the best helmets available.

The crazy situation we have at present is that helmets are 'law' when skating on most freestyle areas (where they are not necessary) and soft, cheap helmets are allowed in pools (where a hard-shelled helmet is essential and could be a life-saver).

Anyway, having expounded my views on the subject here's a little home spun advice. Be happy and secure with a polypropylene or polyethylene shell if your skating is not too ambitious (you could even consider a cycling racing cap). Make sure, however, that you invest in a rigid shell if you are going to take to the parks this summer.

SHELLS — WHICH ARE THE BEST MATERIALS?

I have not tested the shells of the helmets examined. The British Standards Institute will be doing this shortly and I'll report their results as soon as I get them. In the meantime, here is a run down of the materials used in making helmet shells, and a short word on their respective qualities:

Polypropylene and polyethylene. These plastics are widely used in the manufacture of cheap helmets. In the thickness in which they are normally moulded the result is a fairly soft-shelled helmet. I'd not recommend soft shells for advanced park riding.

A.B.S. A tough plastic that's used in making helmets for many applications. It can give adequate protection in a good thickness although it can sometimes be brittle.

Polycarbonate. Probably the

best material for helmet shells. It's tough, and light. **Fibreglass.** A very strong material but slightly heavier than the plastics. It's made from several layers (laminates) and in a very heavy fall (where skull fracture could easily result) it'll crush safely to absorb the shock.

SHELLS – WHICH ARE THE BEST DESIGNS?

As you can see from the photos the shape of helmets varies considerably. There are several areas of the head which are vulnerable in certain falls. The temples, front and back of the head should all be well covered. The ears, however, should not be covered as they are important to the sense of balance.

SHOCK ABSORPTION – PADDING OR HARNESS?

When your head hits the ground, or that flying board gives you a broadside, the shock is transmitted from the helmet's shell and has to go somewhere. The function of the shell and its interior is to absorb, deflect and spread the shock so it finally arrives at your skull in reduced quantities!

Most helmets have a padded lining. This may be a soft foam, a dense foam or expanded polystyrene. For good shock absorption the best forms of padding are the latter two varieties. Particularly effective is the two-density foam padding in helmets like the Norcon.

The other type of lining is the harness or cradle. In most cases I found this more effective than foam in absorbing shock. The harness consists of a webbing arrangement that hangs across the inside of the shell. Any impact is spread around the head by the harness' ring.

COMFORT – PADDING OR HARNESS?

The overall comfort of differing types of helmet is something you can only judge by trying out different models. Foam padding is normally very comfortable in cool conditions. In the heat it can restrict the flow of air around the head causing a build up of sweat. (I'd recommend the foam which is set in small blocks around the head). Expanded

polystyrene is uncomfortable unless your head happens to be close to the same shape and size as the manufacturer's mould. Lastly, the harness, when correctly adjusted, can be very comfortable. It allows free air flow around the head – useful when you've just been stoking up a storm in a halfpipe!

ADJUSTMENT – WHAT TO LOOK FOR

If you try on a fixed-size padded helmet and it fits snugly there is no need to worry about adjustment. If the helmet you try doesn't fit properly look for a means of adjustment – either on the shell or in the liner. The best adjustment systems are normally found in the harness-type helmets as the harness can normally be

adjusted for width and depth. Next best are the adjustable shells (e.g. Cooper 600/100). If you have your eye on a padded helmet which claims to be adjustable check it out. These are normally 'adjusted' by adding a layer of foam – satisfy yourself that the adjustment really works for you before buying.

CHIN STRAPS

Not much to say about these. I've rated them in the chart for ease of adjustment and ease of fitting. A chin strap is useless if it's slack around the chin – bear that in mind.

CHIN CUPS

Some helmets feature these, others don't. Chin cups were discontinued on motorcycle helmets because of their

habit of sometimes sliding upwards and away from the chin. They do have uses though – protection against 'skinning' the chin and prevention of the helmet pulling backwards. Let's await clear recommendations from the BSI on this one.

A WARNING

Some helmets have appeared with small labels explaining the danger of painting on the shell or cleaning it with chemical solvents. These actions can weaken some plastics (e.g. polycarbonate). Use stickers and soap instead!

RECOMMENDED BUYS

The Skateboard! Test Team (Steve Kane, Adam Peacock and myself), have examined all the helmets and we have rated them to cover five factors: Chin strap (quality, ease of adjustment and fitting), shell design, interior design, comfort and ventilation quality.

First of all let me stress that there is no such thing as a 'best buy' unless you try the helmet on, adjust it (if it has adjustment), and satisfy yourself that the design is comfortable, functional and easy to use. Of the eighteen helmets examined we felt the Flash offered most of the qualities that are important in a skateboard helmet – good adjustment, a tough well-cut shell, a comfortable harness with good air flow around it. The chin strap has a double D-ring which is not the best type of attachment but is safe and fully adjustable. Although the Flash sells at a slightly above average price we recommend it as the best overall choice.

The Flash is unfortunately not widely available around the country and we feel that the following helmets make very worthy alternatives: the Ultimate Professional or 78 (similar to the Flash with a fibreglass shell and interior harness), the Norcon Mk. 2 (a very popular helmet which we can only fault in its limited air flow properties. It has a good design and is very comfortable), the Cooper SK300 (a similar helmet to the Norcon but probably better, ventilation – wise). We also feel that the Skatemates Targa has a lot to offer at a very low price – take note, however, that it will not become available until July!

EQUIPMENT NEWS



New wheels reviewed this month. Centre/Top left and right: Looner Fireball 65, Black Powerflex 5, Blackjack Chunk and Overdrive, Sims Snake (see "Quick Tests") Bottom & bottom left: Belair Blazer, Bolts, and Wing (see "Equipment News")

News from the Belair Co. includes the arrival of the Mike Williams designed Wing wheel and the small version of the Bolt called the Blazer. Watch too for new, softer and grippier alternative compounds for all their designs under names like Cherry Bomb.

Traknology is not yet a familiar name to skateboarders, but if Arrow Skateboards have their way, soon we're all going to be riding Traknology Wheels. Arrow are already getting known for their unrestrained interest in American skating talent and their Traknology compound seems to owe quite a bit to Belair's fast, white urethane mix – courtesy of Uniroyal.

Accessories to appear recently include Coala Rain-

bows, a skeleton-type multi-hole riserpad that lifts 5mm. Also, from Mannol, come a pair of very well presented, no-nonsense bearing lubricants.

This month there seem to be quite a few wide bodied poolriding boards in the air. They include a Simon Napper signature model from Connoisseur and the possibilities of a Marc Sinclair design from Benjy. Bristol Skateboard Centre have entered the race with a solid ash model – probably to be called the Big Foot, and a fibreglass/wood laminate design called the Vertical.

Finally, Connoisseur have further exploited their connections with the LOGOS team by producing a Ben Liddell freestyle deck.

As far as helmets under five pounds are concerned we'd recommend the Centurion. This has limited adjustment so check that it fits you before purchase. Reliable alternatives are the Romer and Ace Standard – not the

slickest-looking helmets around but they do the job!

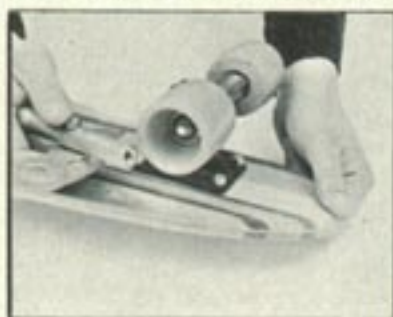
Skateboard! Magazine wishes to point out that the conclusions drawn here are the result of our scrutinising one example only of each model. Obviously, variations will occur in the manufacture process. We have tried to be impartial, but we cannot make allowance for individual taste and requirements. Don't just take our word for it... where ever possible check equipment personally.

THE QUICK WHEEL CHANGE

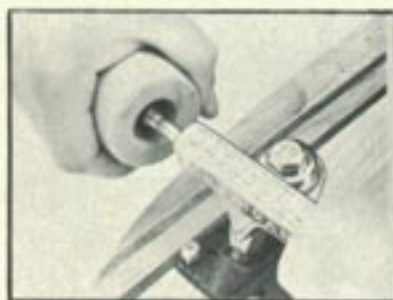
This is a natty method of switching tyres on one set of precision bearings – in under two minutes! We recently spotted Mike Williams, the American pro, using this idea and thought we'd pass the brainwave on to you. Practise it and impress your friends (before they get a chance to read this magazine!)



The problem. How to switch tyres in record time – without touching a single bearing.



Remove the axle lock nut.



Slide the first wheel to the end of the axle...



... and lever the inside bearing and spacer on to the axle.



Turn the wheel around and lever the outside bearing on to the axle.



Push the replacement tyre on to the outside bearing...



... and turn it around.



Push the wheel home and replace the lock nut. Repeat for the other wheels. It's not only quick – the bearings also remain the same way around.

New Products : Quick Tests

By Royce Creasey and Mike Wisternoff

This wheel test has been interesting in that it shows how far wheel technology has progressed in just the last few months. Two of the wheel sets were regarded as excellent. One, from a well known manufacturer, appears to be a useful development of an already good wheel. The other set is an attempt to use shape rather than urethane mix to obtain desired qualities. We tested each set on our normal test surfaces for speed, controllability and feel. 'Feel' is of course somewhat subjective and opinions will differ between skaters. As reference wheels we used the old Red Kryptonite for speed and the Avon Booster for controllability. In addition the Black Powerflex was run against the current multi-colour range.

The two sets from Blackjack, a 55mm wide 'Chunk' and a more conventional 45mm 'Overdrive' looked like prototypes, having rough finish, poor concentricity and no name. Both sets smelt nasty and it was difficult to detect any difference between the two except that the judder frequency on breakaway differed slightly. They checked out as slightly slower than the Kryptonite on smooth asphalt. Grip is poor, breakaway sudden and violent, especially on rough surfaces.

The Barrel shaped 65mm Red Fireball caused quite a stir at first. Speed is not related particularly to the size of the contact patch and as the shape effectively reduces the track we felt that the controllability might be changed. In the event we were disappointed to discover that the urethane used for this wheel has little relevance to skateboard wheels... it's very slow. (Remember the Gecko?) At the same time grip was very high, to the point where it left red stripes on asphalt. The board could be lifted easily onto two wheels and if it were possible to slide it nicely it might make a good freestyle wheel. Although quite short, our test session indicated that wear might be rather rapid. Thus it seems more work

is needed on the whole concept before it can be evaluated fully.

For the Sims Snake you wear shades. This wheel came to us in powerfully pulsating green. It's well made and looks good, with a machined back face that included a radius. The shape is conventional with positive edge re-inforcement and non-centred bearings. The compound is related to the Kryptonite urethane but this is a unique wheel; on all the surfaces we tested it was slightly faster than the Kryptonite with good acceleration and controllability. Unweighted it drifts well. We found it a together, fast, all round wheel, at home on the street or the park and capable of handling a variety of surfaces.

When we first saw the Black Powerflex, exactly the same shape as the current multi-colour range, we were suspicious that the colour might be the only difference. This suspicion was rapidly dispelled when we started testing. Although it goes at the same speed as the current range, on a park surface this wheel has remarkable properties. A unique combination of speed, and grip. Heavy slope carving made the wheel really bite. High G turns with the back unweighted produced creamy drifts. On rough surfaces the performance was

Continued on page 79

Wheels Tested	Size – Diameter	Width	Bearings Centred
Blackjack Chunk	69mm	55mm	no
Blackjack Overdrive	69mm	45mm	no
Looner Fireball	65mm	45mm	yes 5mm from rear face
Black Powerflex	65mm	45mm	no
Sims Snake	66mm	47mm	no

JOHN SABLOSKY

The Skateboard! Interview

What was the first thing you did when you made it over to Britain?

Well, I stopped skating for about the first month — and then I went down to the Broadwalk with Bill Goebbel. He went to my school. We went down there and met Jules Gayton and Mark Sinclair. I still didn't really get into it, but about a month later I met Jeremy Henderson and went along to the South Bank ... that's when I really got into it. It was about January or February of 1977. **Who were the main influences right at the beginning? What first got you into banks?** Jeremy Henderson, Jules Gayton, Mark Sinclair, Tim Levis, Caspar Peacock, too, 'cause I first saw him doing extensions. Jeremy and Mark Sinclair, probably, and Kadir were the best around — and pretty hot then, too.

When did you start going competitive in Britain?

About January, 1977. I joined Alpine, who were the only people around with a team. It wasn't a real team, we didn't even get free equipment. There was, oh, Kadir, Jeremy, Jules Gayton, Paul Sully, Simon Mayle and Tim Levis.

What did you get out of it if you weren't getting equipment?

Just "we're on Alpine". **You mean, the name?**

Yeah.

So then you left and joined Benjy in 1977.

Yeah, in April ... it was the best team at that time.

Do you think it's still the best team?

Sort of a cross between Hobie and Benjy probably, because Hobie's hot. Logos is getting hot now, too, with Simon Napper and Alex Turnbull and Seth Cutts.

Do you have any good memories of being on that Benjy team?

Yeah, going down to Watergate. I'd been to Crystal Palace before that and it was real bad, you know, hardly anybody in the team was there. Watergate had a good atmosphere. Everybody was there, it was fun.

I guess you missed the first

There was a time, close to the end of '77, when the image of skateboarding in Britain seemed almost synonymous with the blond features of acclaimed vertical specialist, John Sablosky. Fifteen years old and hailing from Maryland on the East Coast of America, John has proved himself a natural at airborne exploration. The skateriders rate him, the photographers and fans enthuse over his attacking style and distinctive good looks. But has the media overkill torn holes in his future plans or, conversely, has it made him fight even harder to live up to his somehow unreal reputation? Skateboard!'s Adam Peacock looks for the answers.

Crystal Palace, right?

No, I was there — I watched it but I didn't enter. I had my Standardflex under my arm!

How did you do in the second Crystal Palace competition?

I got first overall for 14 to 16 years. I got a second in the slalom, either first or second in the freestyle, I can't remember, I think it was first! Fourth in speed, but speed wasn't counted.

Did it make you want to enter more contests?

Not at all, the only reason I went to Watergate was because it was near the ocean and there was a bowl. The prize money was insane. I got £30 for getting second in bowl, which was pretty hot, you know, for a second. They don't even pay now, usually. It's probably the first and only well paid contest, so far. **Do you feel it's also the best so far?**

Yeah, it wasn't all that well run, though good for its time. There was a bowl riding competition which had really good judging.

How about all the other contests that have happened since?

Nationwide was useless and so was that team competition at Skate City. I heard Bristol was really good but I didn't go to that. The Horticultural show was really good; it was the first real pipe riding competition, the first real competition on vertical where everybody was really practised. No-one had done much bowl riding when we went to Watergate, it was just a bunch of bank riders trying to ride bowls. The Horticultural was good — good people and all those

Americans around.

What did you enter?

Freestyle, High Jump and Pipe riding. I got first in pipe riding. To start with they thought Simon Napper won, then they recounted and they found I'd won by half a point. Then I got third in freestyle and didn't place in High jump. **Would you like to see more competitions on those lines?** Yeah, but I wouldn't use a pipe because pipes are sort of limiting ... I'd do it in a good half-pipe. I'd judge it on amount of moves, style and consistency.

Would you have a time limit?

Yeah, I wouldn't have it like at the Horticultural when you had two minutes, or a minute and a half straight off. I'd probably have it two separate minutes; do a minute one time and then a minute again, and then a sudden death.

Going into another round is bad: people get scared and they don't do what they can do. They spend all their moves and get tired. They do good in the first round and bad in the second.

Would you have it on invitational lines?

Yeah, I don't think that pros on teams should compete with amateurs. When the amateurs get really good they'll get on a team.

But how about the argument that they're not going to get good unless they get to compete with the best riders?

If you're good, people can tell by how you skate and your style. You can get hot without being on a team. Like Jingles (Derek Jhingoree) never used to be on a team. People see you.

How did you feel last year when your name became

really well-known and you were on the cover of our Number 3 issue? You were pulling a lot of media coverage.

I thought it was pretty strange; I was getting a bit too much coverage. There was Jeremy Henderson and John Turnbull around and all those guys and people just didn't notice them... it was dumb.

Has all that press coverage benefited you in any way?

Yeah, it's opened up a lot of things; I have a lot more options as to what I do.

I hear you've just re-joined Benjy. What made you leave Hobie?

Well, they tried to prevent us from going to a couple of things — like Bristol. They said they wouldn't sent us because we weren't good enough. How are we supposed to prove ourselves if we don't go to contests? And the next contest we entered, the Horticultural show, we came first overall for the age groups, and at Sobell Centre, also with Hobie, I got a first and a third and John Turnbull got a first too.

What actually caused the reconciliation with Benjy?

They didn't really offer me anything. I went to Wolverhampton just to tag along. Ben Howard drove me and the rest of the guys and he was just sort of talking about the team, and he said "If you want to join my team, you can, John" and he gave me a board. It seemed like a pretty good team, pretty good atmosphere.

You like the vibes from all the rest of the guys there. Yeah.

And do you think you're likely to stay on Benjy now?

Well, I'm sort of fed up with moving around, so I'll stay on. The first thing I did was a couple of days ago and I'm not even sure how much I'm getting paid. But Ben gave me a custom board with some Full Tracks and some Lime Greens, and it seems like he cares. The board he gave me was a Mark Sinclair model. He took my design and he's probably going to make one of those. After they've made

me one, they might start selling them.

What is your design?

It's 30½ inches long, 8½ inches wide with a really wide tail. In comparison, Sinclair's is a bit wider and his nose is a lot wider. The nose of his board tapers a lot more than mine towards the tail. Mine's skinnier than his but has a wider tail and a skinnier nose. Okay, let's look ahead — how about if Benjy gets really big and you're still on the team in a couple of years' time? Are you going to keep on skating?

You always have to keep your options open. I would like to keep on skating, but it's always up to how good I am and how good other people are. If people just start getting better than me, then what can I do?

Of the parks you've seen so far, which do you think are the best?

Wandsworth, Wolverhampton and Kettering are definitely the best. The only thing about Wandsworth is that it doesn't have any good lips. They have a half-pipe with five feet of vertical — like riding a full pipe, sort of. It's a lot more like pipe riding than bowl riding. Kettering has a full pipe now and a really good half pipe with a foot of vertical and improvised coping, a slalom run with freestyle area and banks. Wolverhampton has two good half pipes, really long ones ... and you can really work on them. But they're really too far. If I had the choice I'd go to Wolverhampton or Kettering.

I get the impression you really prefer indoor parks.

Yeah, right now wood is the best — it's the easiest to shape up, to make a frame. Over here indoors is just what it has got to be.

But how does the atmosphere compare with, say, an outside park like Brighton on a sunny day?

It's O.K. so long as it's not too crowded. But outside there's a better atmosphere.

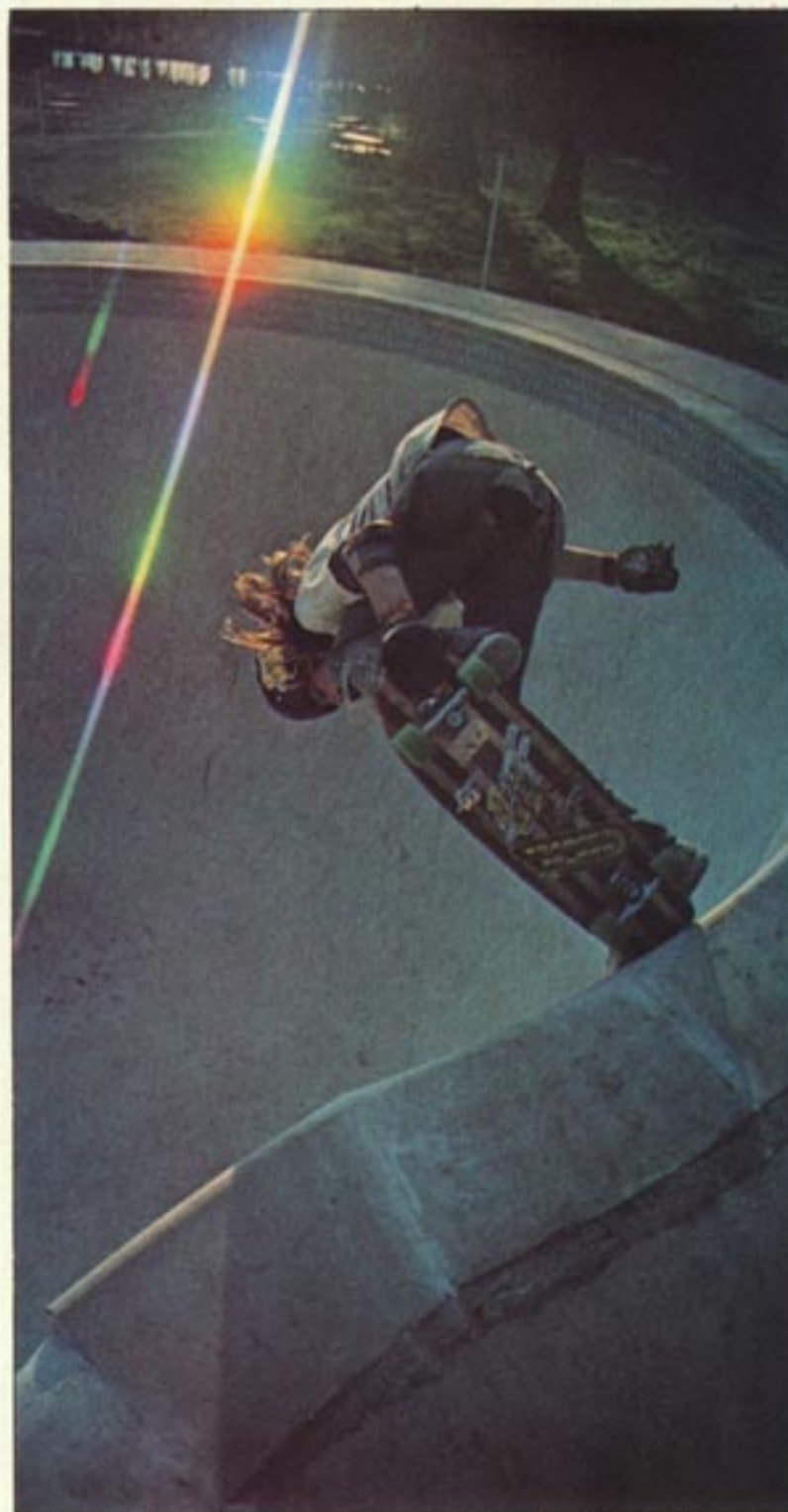
So if there were really good outdoor parks you'd definitely prefer them?

Yeah, if it's sunny, but it never is.

Let's move on to your equipment, what do you use?

I'm using a 30½ inch Mark Sinclair model, almost nine inches wide with a really wide tail, Full Tracks and Lime Greens.

And how about for slalom, do you get into that?



Above: John Sablosky insanely canyoning the Kidderminster coping. Below: same location, same punishment.

Well, I sort of do bits around, but I haven't a particular slalom board.

And what about freestyle?

I do that every once in a while, but I've sort of fallen out of it. It's fun to fool around with but I would never really go somewhere specifically to do freestyle, I just sort of do it odd times when I'm bored.

You're not worried that most pro riders develop themselves into overall skaters?

I'm just going to concentrate on bowling, when I want to do other things, I do. You don't want to do anything unless it's going to be fun or unless there's a lot of money involved. I gave up on a lot of things where I could have got money.

Can you name one in particular?

I ducked out of this commercial one time, we were doing at Skate City. Half way through we all walked out. They were just a bunch of dicks, they didn't care about skating at all.

What were they trying to promote?

Jeans.

And you had to be wearing the jeans for skating?

Yeah. They didn't really care about what you were doing, just as long as they got their jeans.

How about safety? Do you wear gear when you can?

Usually I do because sometimes I get so scared down there. Trouble is I come back a lot on my head when I'm skating. If I'm skating sort of semi-mellow then I don't worry about safety, but when I'm skating somewhere where I could fall I usually wear a helmet and my left elbow pad and my left knee pad. I usually land on my backside or my head. I'm always landing on my head.

How about wrist guards?

I don't think many can be worth that much. I wear gloves really padded at the back. They're Hobie gloves but really they're Rectors. They're just made a different colour for Hobie. Rector I think are the best gloves.

What about pads ... do you wear Benjy pads?

Not yet, I don't have any. I just work out with the pads I have. If they work, they work. I don't care who they're made by.

How about when sponsors start saying "you gotta wear this because it's mine"?

It's okay if it doesn't really hinder you that much. But if



There's plenty for the Kidderminster skaters to watch when London's pool-shredding expert hits the Mid-Country — Sablosky, ridge-riding.

it messes you up there's no point in doing it. You're on a team but you've gotta stay good no matter where you are. If being on a team is going to affect your skating then there's no way.

How about skating in the street? Do you think safety gear is essential with all these moves coming in for banning riders from the streets?

Yes, definitely. They should really think about what

they're doing before they do it and if they think they might fall and hurt themselves then they gotta wear safety equipment. It's really bad for the sport when someone hurts themselves.

How about in parks where you get the pros who turn up without safety gear and you've got the kids watching them?

You have to have everyone wearing safety equipment in

parks. Nobody's going to wear it if the pros don't wear it.

There's been talk lately of pros going to parks expecting to be treated differently. Do you think that's right?

Well they should be treated a bit differently. I don't think pros should really have to pay to get into a park — 'cos they're sorta like an attraction. I think more people come if pros go.

Lastly, do you have any message for someone who has been skating a while and who wants to take that next big step?

Well you can't really turn pro unless you're good enough, but if you've got the potential and somebody asks you to turn pro then you should examine what the person is doing. If the person seems like a real dick then you shouldn't do it.



Above: left and right: John further extending logical limits at Kettering. Below: full inversion, an earlier outrage at Brighton's Barn.



51 Nipper — ripping on the Forum Skatepark, Manchester.



**BRITISH
PHOTOFILE**



Jerry Young

Left: Jerry Valdez — a full axis stretch turn at the Arrow Skatepark, Wolverhampton.
Above: same location, halfpipe brinksmanship by Paul Constantineau.



Robert Vente

Tasty half-wheeling from John Turnbull on day location at the Kidderminster Park.

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



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NEW PARKS & BOWLS

PART 4

KIDDERMINSTER

Between Kidderminster & Budely on the A456 you'll find the 'West Midlands Safari and Leisure Park' and inside, the skateplace constructed in hand trowelled shotcrete by Skatepark Construction Ltd. from a design by G-Force. The park is well laid out, in beautiful surroundings and, is most radical.

The Skateboard! Test Team visited the park at the beginning of April — some two weeks after opening day — and managed to catch that rare commodity, sunshine: counting among us John Sablosky, John Turnbull, Alex Turnbull, Marc Sinclair and Pete Stern, we had one peach of a day.

The immediate thought that strikes on walking down the hill and seeing the park for the first time, is its size. It seems ridiculously small, but once down there the impression soon changes.

Set into the hill, is a free-style area measuring 13 metres by 25 metres. It's surrounded on three sides by banks which start flat and build up. The whole of one 25 metre side has a 2 metre bank. The fourth side looks away down the hill. Dug into the slope, are the bowl and the pool.

The bowl is very similar in design and shape to its twin brother at the Barn Skatepark in Brighton: a narrow, unrideable entry run (around 2.5 metres in length) feeding a bowl that's 2.5 metres deep and 4 metres in diameter. This is the intermediate bowl, and it serves the purpose well, being not quite vertical, but smooth and safe for first time bowling.

The main attraction and the Team's hot spot for most of the afternoon had to be the pool. Surfaced with marbelite and measuring in at 3.2 metres deep and around 7 metres wide, it has a wide open entry/shallow end (2 metres wide by 3 metres long) and a perfectly round and smooth deep end with coping and tiles. Within minutes of our arrival, the coping was



Three perspectives of the Kidderminster Park. Another very 'clean' looking facility, the top shot reveals Hobie's John Turnbull lippin'-out of the tiled pool.

flying (literally) and suddenly everybody else in the park was watching Marc Sinclair's backside aeriels (two old-fashioned feet out of the pool), John Sablosky (two wheels out and carving the coping twice round the bowl) and John Turnbull (consecutive frontside axle grinds/

snap back gnarlers).

Marc Sinclair (Benjyboards): "Excellent pool in really good surroundings".

John Turnbull (Hobie): "Really heavy pool."

John Sablosky (Benjyboards): "It was good. . .so smooth".

The general manager of

the Safari Park, David Chorley, had this to say afterwards:

"I've been watching the kids skating here, nothing too impressive, and I was going: 'Well they're learning'. And then you see these guys. . .it was just ridiculous. The guys you brought up today are insane. . .I guess you have to be".

The land was previously part of a picnic area and overlooks a beautiful wooded valley. There's green grass everywhere and at the bottom of the hill, a funfair. One problem we noticed at the time was the lack of any standing area around the outside: in parts, the surrounding terrain drops off rather abruptly causing spectators to actually stand on the skating area. David Chorley has now checked the problem by laying paving slabs around the borders. They, in turn, are separated from the action area by a low safety fence. Another factor we felt needed ironing out was the marshalling system, slack at the best of times.

All in all, a very well thought out, though simple, park and the good news, as David Chorley says, is: "We set out with £25,000 allotted and we find ourselves now with only one third of that spent. So a Phase Two this summer is very much a reality. It all depends on how this goes down with the kids. . .at the moment we're getting on average 200 skaters a day at weekends and no problems. It'll be the kids who decide what happens next".

General admission to the entire Safari Park is £1 for the whole day, and for that you get free use of everything: from funfair rides to boating to watching animals to skateboarding. Board hire will set you back 50p for the whole day, as will helmet, knee and elbow pads. There's a cafeteria/restaurant, serving both hot and cold meals, that's open all day, and a public bar.

Situated on the A456, the X140 express bus takes only 20 minutes from Birmingham and stops at the door, and there are regular services from nearby Kidderminster.

BRIGHTON

Barn Skatepark, the first major facility to appear in Brighton, has opened the eyes of many Pig City people to the need for parks. Given that Brighton skaters are ultra enthusiasts, the problem will not go away. . .it can only get bigger. Their appetite will need to be met.

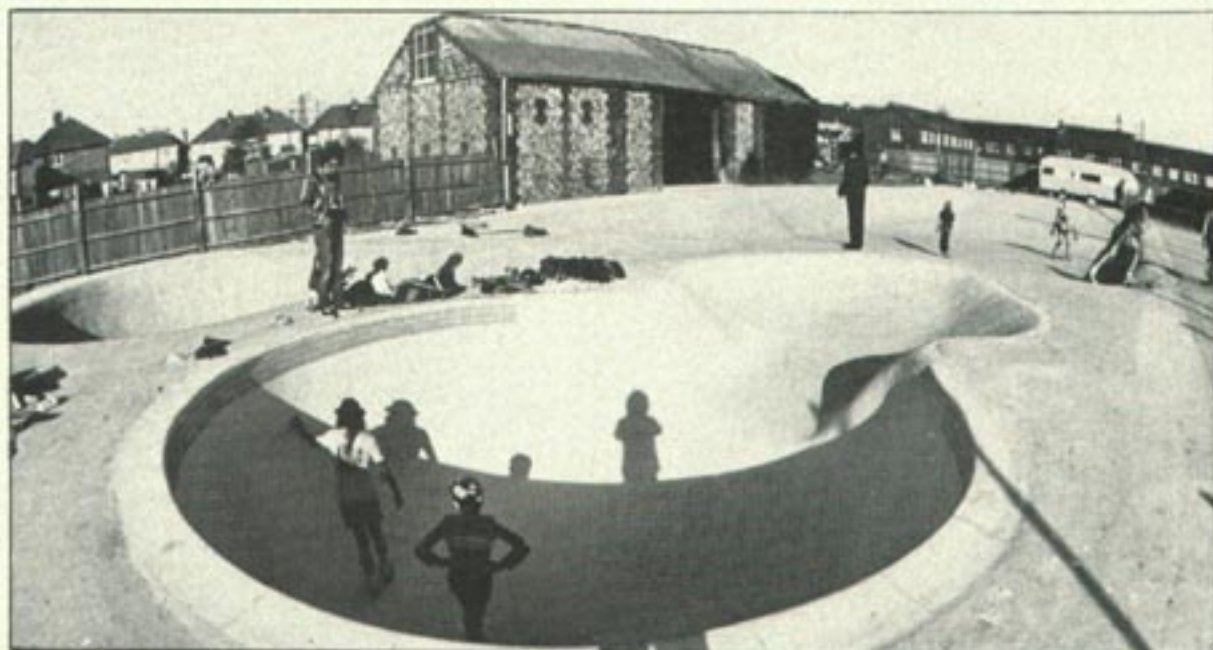
Using a very versatile design, devised by G-Force Consultants Ltd., the Barn offers the perfect compromise to the dilemma of choosing between high capacity, and different levels of ability: this park caters for everyone.

Along for the ride with the Test Team were, from London, Benjyboards John Sablosky and Kadir Guirey, and from P/C, Jock Paterson, Tim Dunkerley, Mark Baker, Brian Kellner and Steve Kellner. The weather was very co-operative (for once). . .the test attracted one of the first hot and sunny days of the year.

Showpiece of the park, and certainly one of the most exciting features yet built in this country, is a marbelite-finished pool of dimensions 3 metres deep and 6.5 metres across. Shaped like a lop-sided figure of eight, it has no shallow end as such, only a dish-shaped take-off area. Unfortunately, we were allowed only a minimal ten minutes of skating in the pool. (The marbelite finish had yet to finally set rock-hard), but in that time John Sablosky got wheelers on the coping and mad Mark Baker managed to get tiles on his opening carve.

It had to be too good to last and, before long, everybody was retired to the smaller pool-bowl (2 metres deep), that sits beside the marbelite wonder. This has been designed with intermediate level skating in mind, but serves well as a good workout bowl for the more radically minded. Fine and smooth, with good transitions, it comes pretty close to vertical and its rounded off lip makes for a lot of fun.

The largest feature of the park and another 'first' for Brighton is a flat-bottomed reservoir measuring 30 metres by 13 metres, the banks of which vary from 1 metre to 2 metres in height. The flat floor area lends itself perfectly to the requirements of a competitive freestyle arena, but



Top: Mark Baker at the mercy of the tiles in the pool of the Barn Skatepark, Brighton. Below: same place, an overall impression featuring, top centre, the original barn itself (now equipped with ramp).

its versatility allows it to be put to any number of uses — such as kickturn practice or even flatland slalom. The team found plenty of fun to be had in forevering it from side to side or pumping from end to end, and then carving through the two bowl-like corners, in Skateboard! Skane-style.

With so many hot skaters in town, there was bound to be some criticism and one point in particular concerned the transitions along parts of the reservoir. They do indeed

leave something to be desired in places. Also the hand-trowelled shotcrete surface is unnecessarily rough in parts of the reservoir.

Of the pool, Kadir Guirey said "It's good, but it's kind of tight. . .also there's a lot of bumps and undulations on the walls that you don't see until you feel them". Another thing, there's quite a bottleneck entrance into the pool with some funny cambers that can throw the unwary.

These minor criticisms apart, the Barn looks set to

become a success. It will surely provide incentive to those thinking to invest in a skatepark. Looking to the future, Mr. Bill Earl the manager, hopes to add a large half-pipe in the area behind the bowls. But as he says "You have to listen to the kids and see what they're into before doing anything. Another possibility we've thought of, is putting an extra bowl into the area between the Barn and entrance gate. . .who knows?"

The Barn Skatepark is

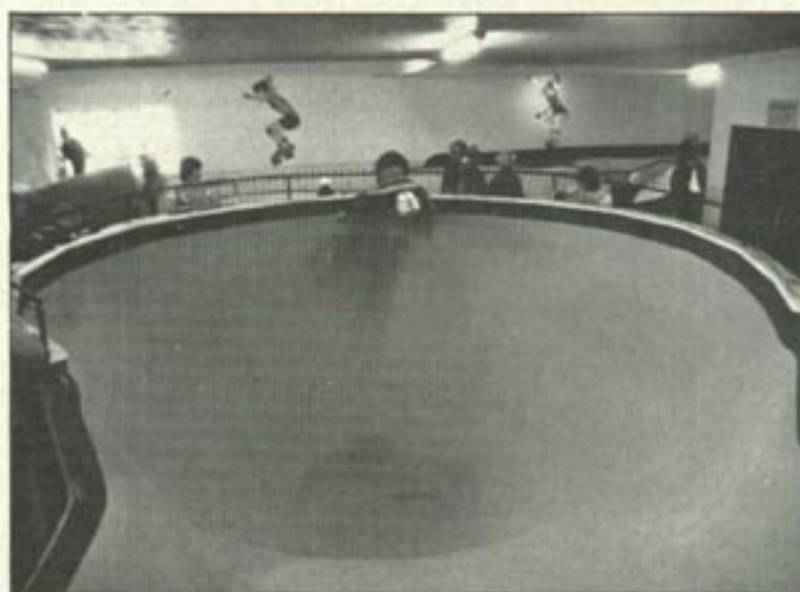
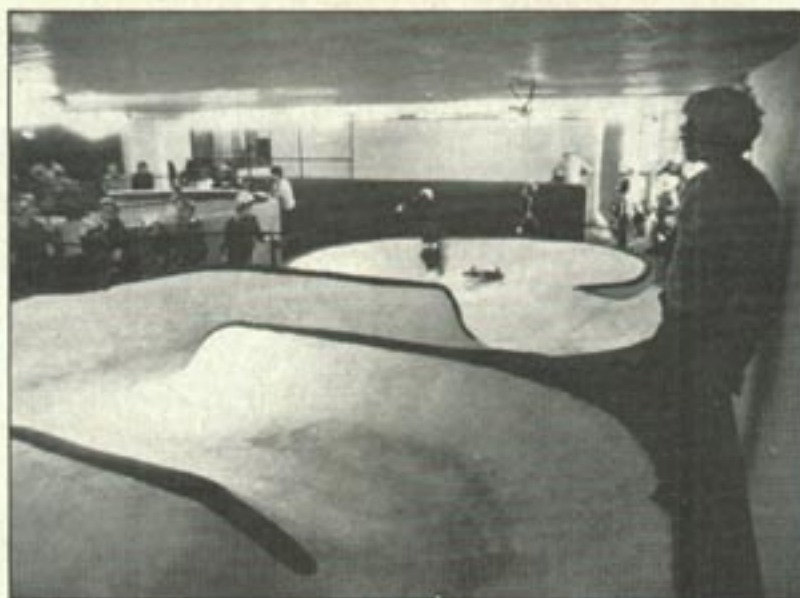
situated in Old Barn Way, Southwick, Brighton and adjacent to Southwick Football Club. Take Buses to Manor Farm Road from Brighton or catch a train to British Rail, Southwick – it's five minutes skate. On weekends, the park is open from 9.30 a.m. until 9.00 p.m. – five sessions a day – and on weekdays from 4.30 p.m. until 9.00 p.m. – two sessions. A 2½ hour session will set you back only 35p. . . the cheapest entrance fee yet encountered by the Test Team on all its travels. Elbow and knee pads are 20p a session and a helmet 25p – both charges rather steep we felt. Safety gear is required at all times and we strongly recommend gloves. Snacks and drinks are available on site.

GORSEINON

The Swansea area's first real facility opened its doors some two months ago to the skatepark-starved riders of South Wales. The occasion was marked by the bringing over from the States of two members of the Belair team. Chris Chaput had unfortunately left by the time we found Gorseinon, but Ronnie Gambino, the New York State amateur freestyle champion, was on hand along with Paul Roberts (Welsh Skateboard Centre) and Paul Conibear (Dave Friar team) and our guest Teamer for the day, Marc Sinclair of Benjyboards.

Standing a few miles outside of Swansea on the Bryngwyn Estate, Gorseinon, the Hollywood Skatebowl is just one mile off the M4 Motorway and easily reached by bus from Swansea. There's a bus stop at the foot of the approach road. Co-owner Robert Beynon also has plans afoot to run a bus service from Swansea to the Park 'Taking in all the other smaller surrounding areas and towns, picking up kids on the way'. The 'Skatebowl Express' will hopefully be shuttling by this summer.

The actual park is inside a large old banqueting hall. Surrounding the building are 5 acres of land that may possibly be featured in expansion plans later on this



The full vista of Gorseinon. Top and below: the bowl and small snake run. Below that: Paul Roberts making vertical research and, finally: Paul Conibear, same bowl location, hooked on horizontal.

year. Indoor construction has been very much restricted by the space available, so much so, that it's been necessary to dig down into the floor to allow the building of runs of sufficient altitude. This limitation unfortunately shows somewhat in the end result – along with some design and construction faults that unmistakably bear the stamp of inexperience. The general feeling of the Test Team was that the facility was 'rather cramped'.

The snake run is a perfect example of the tightness of the terrain. After three small switch back turns in which the elevation drop can be not much more than half a metre, the skater is thrown first into another turn and then finally into a rather unworkable 1 metre deep bowl.

The novices area is similar in that it's tucked away around the back of the half pipe run, by the entrance. At the most 3 metres wide and 7 metres long, it offers three small kickturn banks; there's very little room for real freestyle expression.

A 5 metre deep half-pipe cemented up to the ceiling, dominates the park; it's actually been built as a run, starting on an incline alongside. Skaters are carried around a switchback bend and promptly dropped into the 10 metre long section of half-pipe – unfortunately, at the wrong angle to make use of the walls. Bowled out at the other end, the half-pipe, in order to make it rideable lengthwise, has had its fun factor strictly curtailed, and the only real joy to be had (so far as we could see) was in carving the length of it and on around the bowl.

The most radical feature is the 3 metre deep, 5 metre diameter keyhole pool – (not exactly a pool, rather a bowl painted blue). Conibear, Roberts and Gambino were shredding the place when we arrived, and the Team promptly queued up for first helpings.

Paul Roberts in particular was burning super-hot as he wired up the insane aerials, tail blocks and edgers.

One point occurring to the Team was that, once a beginner has progressed from novices area to snake run to half-pipe, he is then expected to make immediate transition to the pool. Pool riding begs very different ability requirements.

Continued on page 79

SKATEPARK 2000 PART 2

The most prominent features appearing in present day skateparks are bowls. They usually offer an entry point and they tend to come in all shapes and sizes. The scope for development here is more evolutionary than revolutionary. In this issue, Skane has tried to consider features without shallow entry points. Their energy will lie in their shape and symmetry rather than their gradient or size.

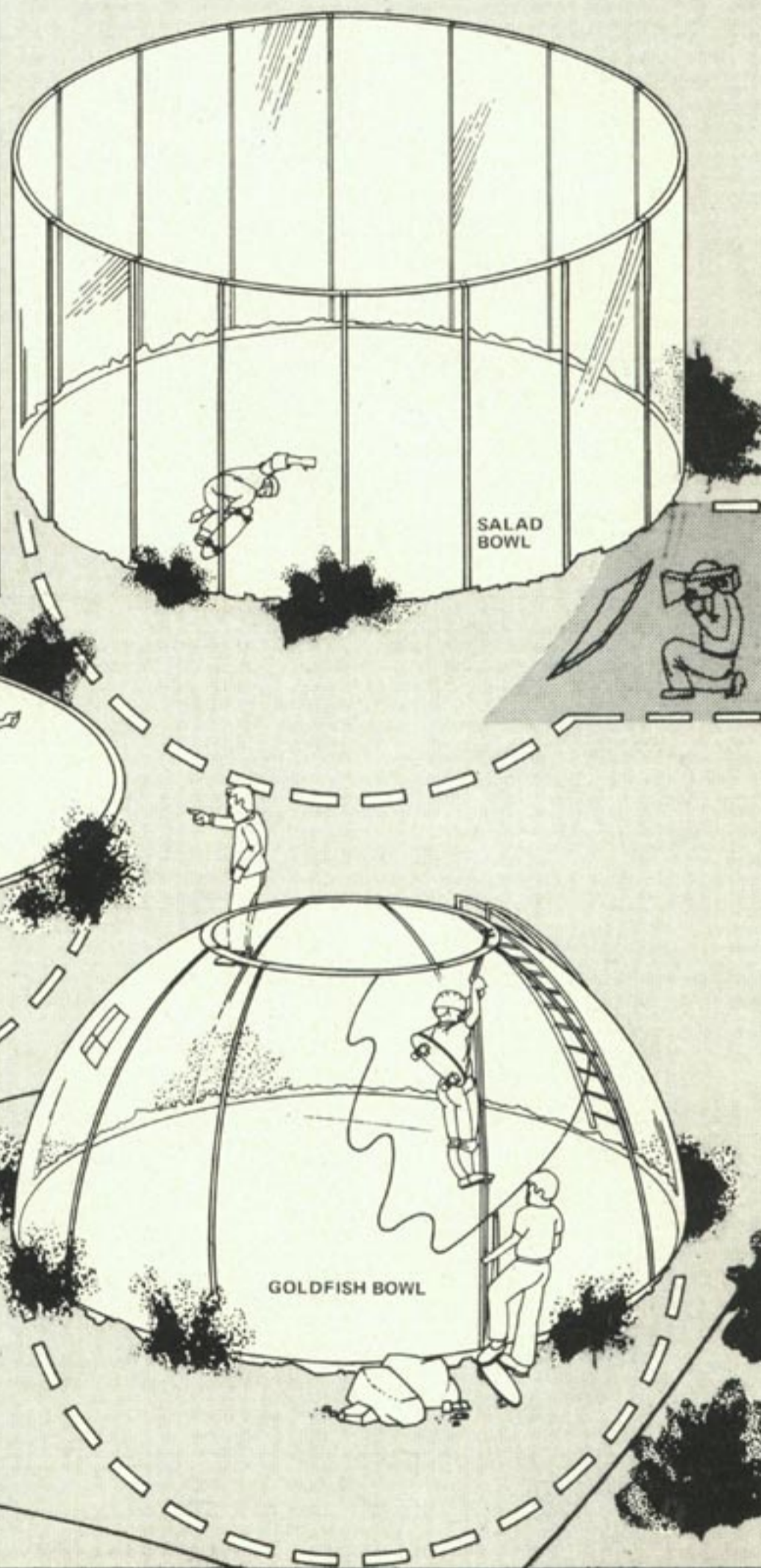
THE BASIN

This feature has an amusing and interesting history. It

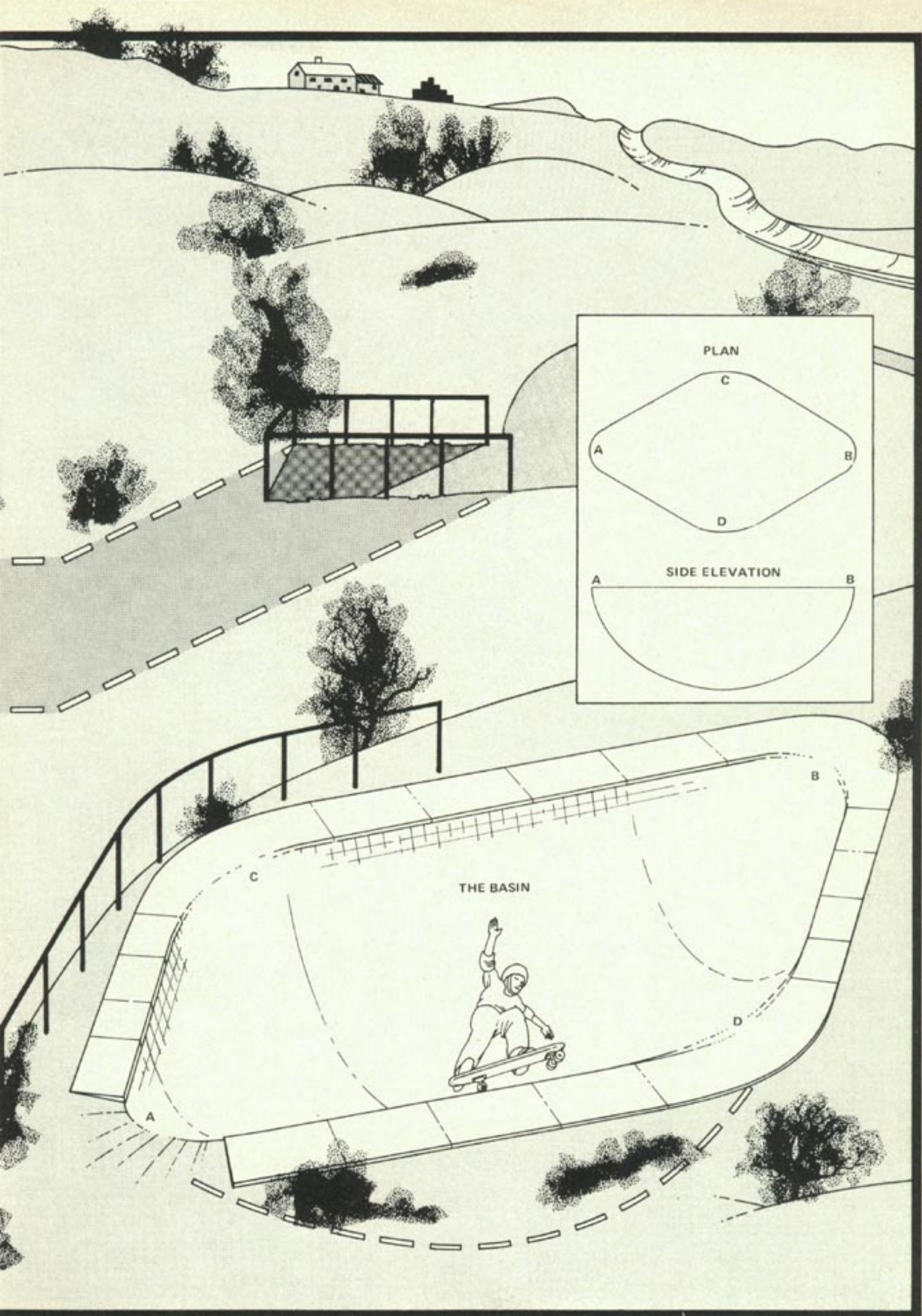
started with Stacy Peralta's first ever UK train journey, on the morning 'Intercity 125' to Bristol from Paddington – during his first European tour. Falling victim to the twin evils of hotel food and a tough itinerary, Stacy spent a large part of the trip in the toilet.

He was not bored, however. Stacy killed time by mentally riding the wash-basin, and returned back to his seat shouting 'eureka' in the manner of Pythagoras after his famous bath.

The final shape inspired by this humble article of hygiene was a rounded diamond with vertical sides and two obtuse corners. . . with coping. The two acute corners are less than vertical, one providing a lip to facilitate 'dropping in'.



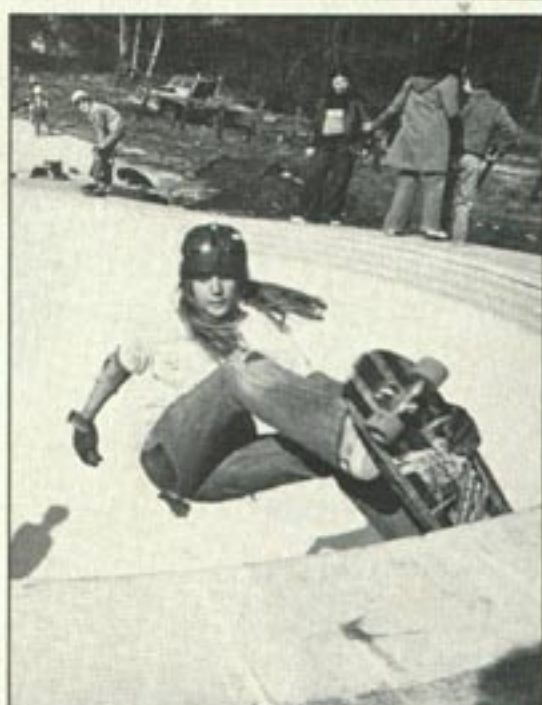
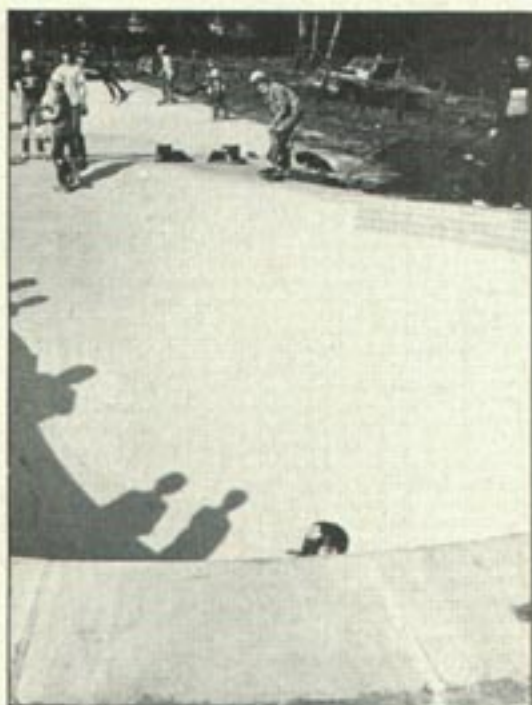
THE BOWLS – SOUP, SALAD AND GOLDFISH
These features are all based on a 3.5 metre diameter sphere and they are worked by 'forevering'. The Soup Bowl is a simple half-sphere. The Salad Bowl is the same with 3 metre vertical sides added in clear polycarbonate. The Goldfish Bowl is a three-quarter sphere, entered by a rope ladder. Note the sunken window for TV and film cameramen.



GOING-FOR-IT

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

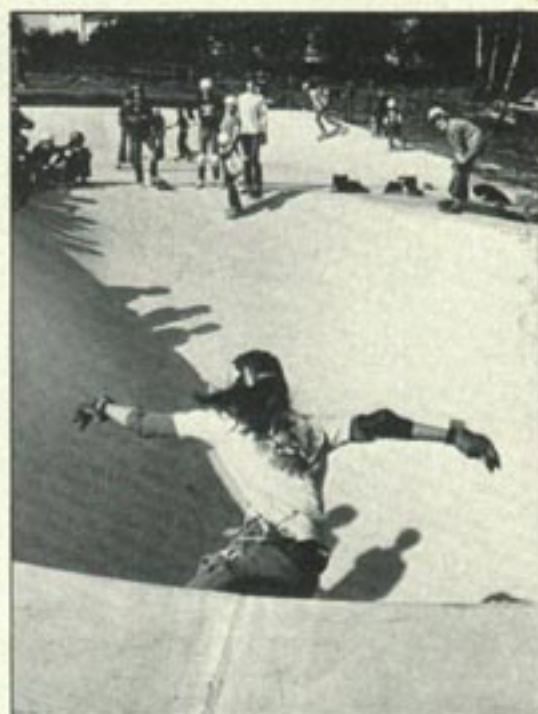
"To make an aerial you have to be hitting the wall at a good speed. Going up, grab the rail and pull your legs in just as you would be doing for a frontside rail grab, but hold it past the coping until you get air. The coping throws you out more



than in a regular bowl, making it easier to swing your weight and pull the board around on the way down. Don't let go of the board until you've passed the

coping or you're likely to get hung up. On landing, let your legs absorb the the shock and concentrate on keeping your weight central over the board."

Going For It sequences: John Turnbull and John Sablosky talking about their frontside aerials out of the pool at West Midlands Park.



TECHNO TALK

CUSTOM MADE

Mike, starting from the bare plank, what do you do to turn it into a skateboard?

First of all I consult friends to try and derive the best shape for a template. Then I mark it out in pencil, cut it out with a bandsaw, round off the edges, then put it in a steamer and bend it. It's a very simple process, but not one too suitable for mass-production. People have different requirements and ideas and it's easy for a small set-up like mine to change shapes and sizes.

What kind of timbers are you using?

Timber depends really upon availability, but I prefer to use ash or beech. They have good steam bending properties and they seem to have proven reliability. They also don't split or crack as much as other decks. However, they're rather heavy and as the trend seems to be towards lightness, I've been looking at other possible timbers, for example pine, of which there are 30 or more varieties. Some might be quite usable. They probably don't last as long as ash or beech, but then they're less than half the price. They're so light they could get pretty popular.

Tell me about the steaming of the tail, because it's something that's quite rare and it obviously involves a certain amount of careful preparation and working out.

The steam equipment had to be made from scratch and the equipment I've got now is probably about 3rd generation. The first equipment just about blew up and blew everything apart with it. Basically I put the board into a fairly high temperature environment which provides plenty of steam and I leave it in there for sufficient time to allow the steam to penetrate. If it doesn't penetrate efficiently the wood will either crack or just be unbendable.

It then has to be bent using a lot of pressure. I use two G-clamps and I've made a jig that's designed in such a way that you can either increase or shorten the length of kicktail. There are all kinds of problems which you discover, for example, a narrow deck is much easier to steam bend than a wide deck of the same thickness. Also, for some reason, a thin deck takes longer to dry out than a thick one.

Can you tell me something about how the steamer is constructed?

In essence it's a 44 gallon drum and the idea is simply to have enough water in there to generate steam. There's about half an inch of water at the bottom, enough to have a self-replenishing supply. You just fill it up with water and the thing bubbles away and fills up with steam. I leave it there for four or five hours, the

When skateboards first appeared they were handcrafted out of solid wood. Since then skaters have flirted with such diverse space-age materials as fibreglass, acrylic and aluminium alloys. The latest pro bowlriding decks are made almost exclusively from laminated wood. Unfortunately, these have a tendency to de-laminate. This problem has driven some of the top pros full circle and they're now back buying hand-made decks from people like Mike Lensvelt. Mike's boards are built from solid wood and customers pay no more than usual for them — because they're dealing direct with the maker. Steve Kane spoke to 'deckwright', Mike Lensvelt in his workroom beneath a barber's shop in London's Covent Garden.



Planing up a beech plank, with the steamer brewing in the background.

boards being suspended from the lid of the steamer. I've got a small hoist, so I just pull them up and unhinge them, put them in jigs, clamp them up and leave them overnight.

I see you've got quite a lot of insulation wrapped round it as well. . . how is the steamer

fueled?

With a propane gas ring. It's a big 9" gas burner and you get about 80 hours burning out of one cylinder — which is quite a long time. With that I get about 12 steaming.

But there's a lot of wastage too, because of experimentation. Sometimes we get a particular

batch of wood in and we don't know how it's going to perform; so we put in a couple of decks and do a steaming. The drum can take up to 20 decks in one go.

Where do you get your wood from. . . do you go to a timber yard?

Getting suitable wood has been very difficult because timber is cut to commercial sizes and I plane my decks down to 1.5 centimetres (about 5/8"). But now most ash or beech is sold one and one-eighth, or one and a quarter inch, and you have to buy it by the cubic foot — there's a lot of wastage. So the problem is you have to buy either a whole tree and cut it up or you go back to the exporter and get them to give you a supply of the appropriate thickness.

The other feature I noticed on your decks is that you rout out handgrips at the side. Is that done with an ordinary routing machine?

Yes. . . that idea arose from when we were working on the 'Hot Wheels' film. I noticed a lot of the kids had griptape on the underside of their boards to help them hang on when doing airbornes. It seemed a logical idea to put on a grip. The other thing is the edges of the boards are rounded. I noticed a lot of boards are manufactured with a sharp edge. Any sharp edges are liable to decrease the life of the deck because once something begins to split, it splits fairly rapidly from the point. Rounding edges increases life expectancy by about 30%.

Solid wood boards seem to be very much a job for the craftsman. I suppose big manufacturers can't really handle them because of the problems of wood selection and all the variables you get.

That's right. It's not a process which lends itself to mass production for the large scale manufacturer, for those very reasons. I suppose I'm really digging up some of the information that, to craftsmen of the Middle Ages, was just common knowledge. For example, they knew the co-efficient of expansion for almost every type of wood going. . . they knew where to cut it and where to bend it and they knew a whole lot more about wood than we do now. Mass production is largely the reason we've forgotten about real wood technology.

Finally Mike, what kind of price do your boards come out at?

I'm selling them for £7 each. They cost me £4.50 to £5 which includes my labour, so with £2 or so profit, I'm quite happy. I'm not really into money, I'm just happy to feed myself. With all systems working smoothly I can produce about 70 a week.

CALIFORNIA POOL PROJECT

It's Free, It's Fun-But Watch Out For Busts



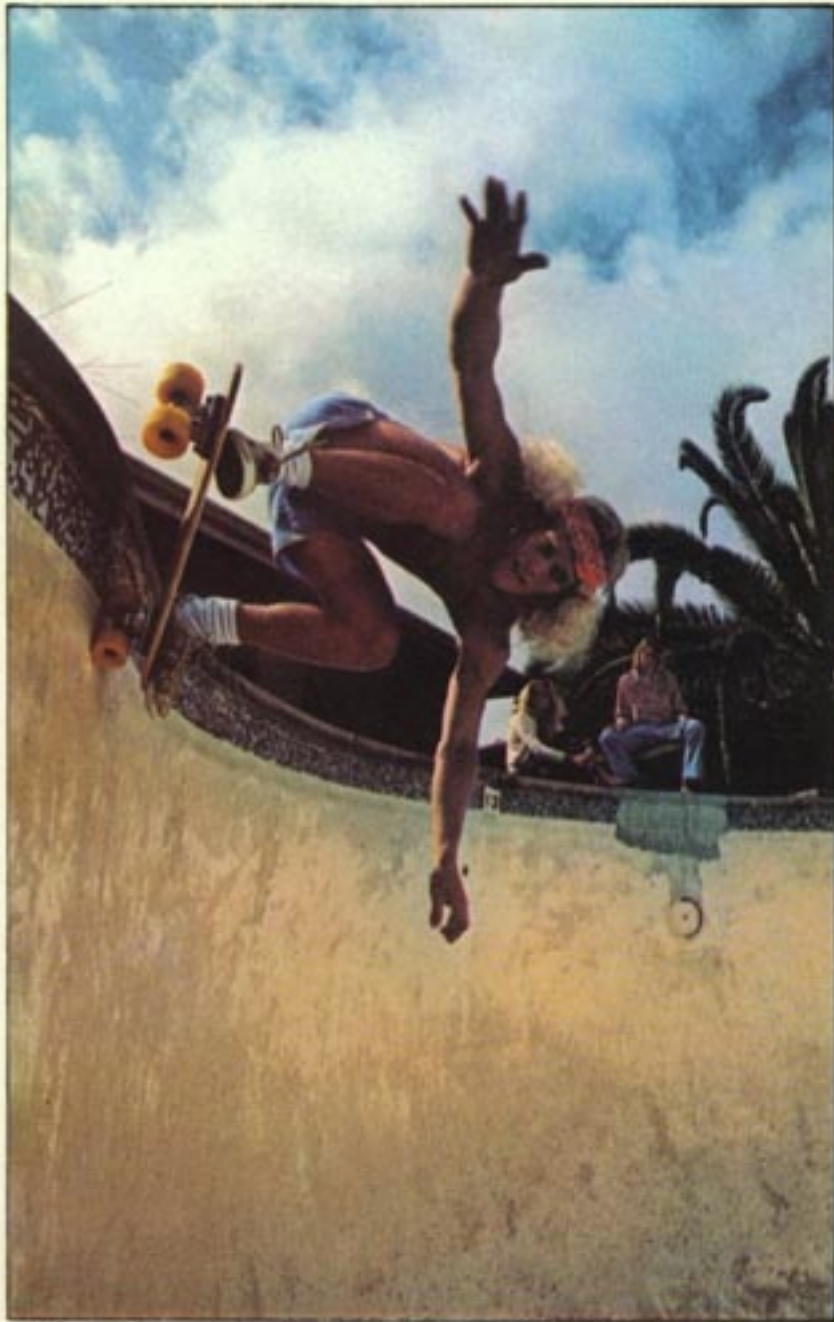
Boyd Harnell

Greg Dybeck showing a simian streak at the lovingly decorated Scron Pool.



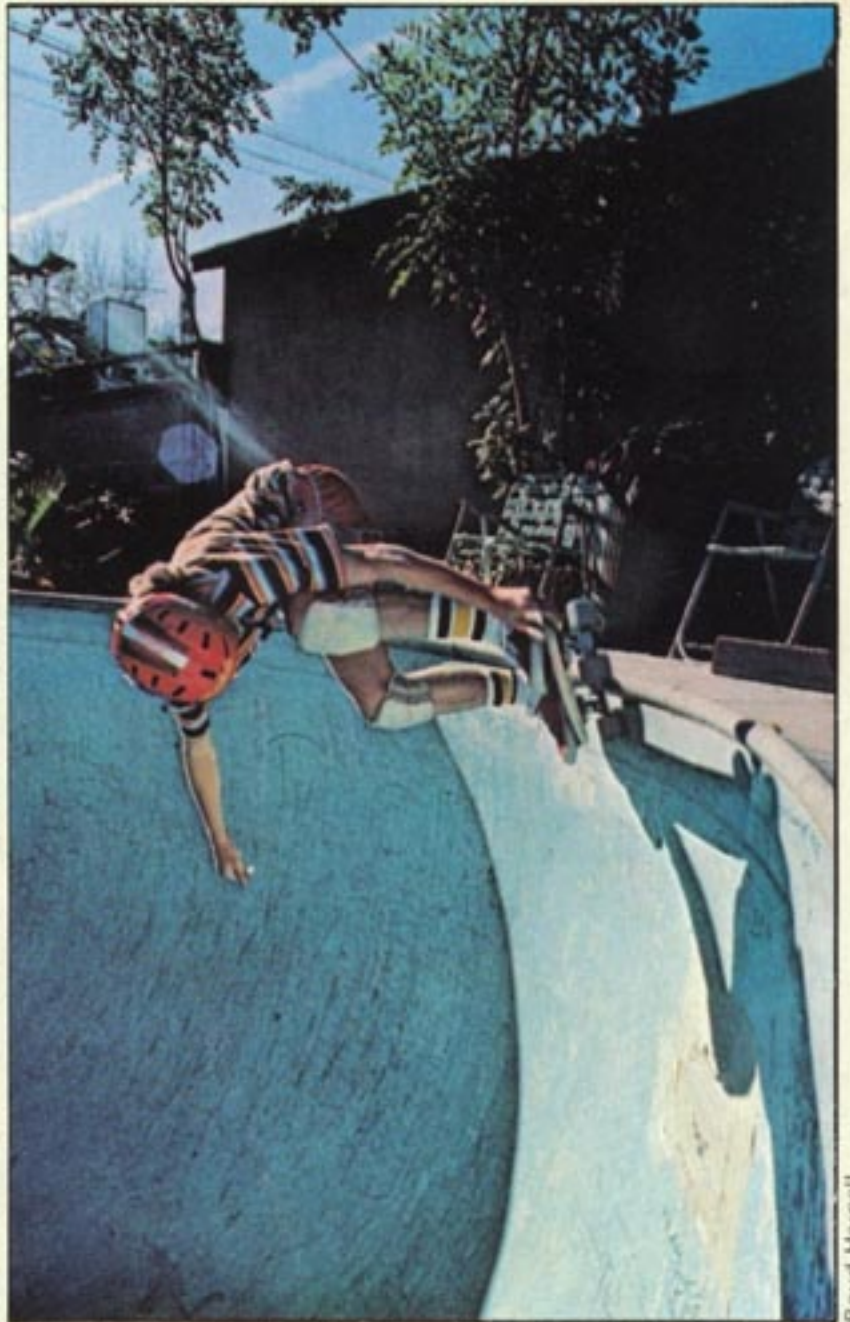
Paul Vega

Pool-buster in chief, Tony Alva, cuts coping in a stall turn blurr.



Lance Smith

Rodney Jesse taking the temperature of Headleys Pool.



Boyd Harnell

Tony Harnell — further battering the surface of the Bug Pool.



Boyd Harnell

Eric Grisham exploiting an extension to the Dust Bowl Pool — location, S.F. Valley.

Braving the challenge of the California pool scene is fraught with all the intrigue and super-secrecy of the CIA as groups of riders seek out new finds in order to satisfy their insatiable appetite for getting radical.

Throughout California there are pools of all shapes. The search for them is on-going because the longevity factor of a pool is subject to a number of factors not the least of which depends on whether or not the pool is legal. More often than not the pool's a bust and the sessions are short-circuited as screams from an enraged owner signals a hasty retreat by our brave riders.

Occasionally, permission is granted by the pool owner and the atmosphere becomes a mellow paradise.

A pool's physical appearance at times reveals restrictive flaws such as chipped, uneven coping on top of verticals or a rough, pock-marked bottom. Often the hot pool of today becomes a jack-hammered monstrosity whose surface resembles a lunar landscape.

A pool hunting safari is a real art and the lads that utilise ingenuity and tact usually luck out (find a pool). There are three general locations; residential, abandoned pools located somewhere in the middle of nowhere, and apartments or motels.

Scouting a residential location usually begins by biking or driving up alleys in middle-class areas in an attempt to spot a target. Once a target (pool) is located and confirmed empty, the owner is approached for permission to ride. Failing this, the lads may trespass by scaling a wall or a fence, thus risking a possible bust.

For the most part, when the local constabulary is called they issue warnings to the riders, and the search for another pool begins. Many riders will risk a bust if the owner's away — a fact determined by ringing the doorbell on some pretense or by observing piled up newspapers on the front yard.

Pools located at abandoned sites or at the back of burned out houses are generally found by neighbourhood riders or are sometimes spotted by the pool hunting safaris who patrol the hills of the SF Valley. These pools last only a few months, some-

The hunt for new locations goes on endlessly. . . new finds and the inevitable busts are just a way of life for the ultra-stoked pool predators of California. Skateboard! US correspondent, Boyd Harnell, reports the bizarre scene.



Front siding and coping splitting: Paul Hackett at the School Pool.

times less, only to fall prey to the demolition squad as the new owner hastily redevelops the land for a quick profit.

The biggest bust comes from trespassing onto apartment or motel pools since they are the least likely sources from which to obtain permission. A case in point was Pink's Motel somewhere in the San Fernando Valley. The manager, Weird Harold, emitted verbal threats and allegedly pointed an empty gun at some riders who trespassed. A reliable source stated he even attempted to run down a lad with his VW.

Pool-riders seldom publicize their favourite spots to outsiders; it helps to prevent these pools from being zoned out (overcrowded). A code of secrecy among the riders is carefully maintained, i.e., Valleyites from the San Fernando Valley would not disclose a pool discovery to Dogtowners from Santa Monica. Nevertheless, sometimes a leak occurs and the outsiders invade the pool. This is cool because everybody gets together to compete in friendly rivalry, pushing each other's limits. When this happens everyone gets radical and the session really blazes.

Pools come in all shapes and sizes from the humongous (huge) olympic style to the small round bowls. Pool configurations can be square, kidney-shaped, keyhole, egg-shaped or round. The squares are great for executing forevers — riding the board up one wall, kick-turning and riding down the wall and up the opposite

facing. The object is to continue this back and forth manoeuvre as long as possible. Some radical riders can execute front-side quarter-wheelers or edgers (all wheels out except the last, just barely holding you to the coping) as they flow into forevers.

A favourite shape is a completely round pool since the roundness of the coping tends to throw a rider back into the pool. Say's rad Dogtown, Jay Adams, "You can make it better." One of Adams' favourite tricks is called a front-side snap-back gnarler. As Adams rides up and over the wall he executes a lip slide off the coping (facing the wall) with two wheels out of the pool. His re-entry is seldom successful but the manoeuvre is impressively radical.

A typical pool session might have 10-15 riders, sometimes as many as 30, pushing their limits in a wild visual display of tail taps, tail blocks, front-side airborers, radical carvings on the lip, axle grinders, quarter-wheelers and forevers.

"The first, most important, thing to remember in doing a tail tap or block is to draw a straight line up the wall," says rad skater Chris Strople. "Then, a foot to six-inches from the top, begin to grab your nose, and thrust with your rear foot. When you reach the edge of the lip, pull the nose of the board out from the lip and lightly throw it down while still holding the nose. This motion causes your weight to shift, bringing you down and away from the lip in one easy move." The

difference between a tail block and a tail tap is that when a tail block is performed, all four wheels are suspended in air with the tail tap, one or both wheels are still on the lip.

Front-side airborers are aerials executed by riding up the pool wall, over the coping, and flying out of the pool while making a 180 degree turn in mid-air and re-entering the pool — hopefully in one piece. One of the hottest aerial riders specializing in this routine is Eric Grisham, who rarely wipes out in this manoeuvre. Dogtown, Tony Alva, and former Nat'l Freestyle Champion, Steve Cathey, also excel in pool aerials; they combine split-second timing with accrued confidence, to hurl themselves into a kind of weightless euphoria.

The carving manoeuvre is executed by riding parallel on the tiles and attempting to reach and ride along the coping as long as possible. Of course, this manoeuvre is only attempted in the areas of the pool that have round or crescent-shaped configurations.

Axle-grinders are performed with one wheel below the coping while the axle scrapes along the coping.

California pool fever is so strong that riders frequently cut school to shred their favourite spot.

Although a friendly atmosphere prevails at most sessions, one of the main problems encountered is snaking. A rider that snakes you will step in front and jump his turn. Some name riders will do this. . . and that's cool with most of the skaters because he can show them something rad, but when a rider whose ego exceeds his ability tries snaking, he's usually brought back in line fast.

Right now the *International Skateboard Association*, based in California, is initiating guidelines for bowl and pool riding that will launch this popular form of skating into the world of amateur and professional competition.

The phenomenon of pool riding in California seems firmly entrenched and every day new heroes emerge executing new manoeuvres that always seem to transcend the insurmountable. But that's skateboarding. . . what's impossible today is tomorrow's reality.



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just when they**

We didn't just make Pro-Keds to look good. We made them to last a long time.

Which is why we make the uppers from extra best quality army duck.

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**worn out
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Pro-Keds come in a wide range of colours and sizes. The Baseline even



comes in boys' sizes and starts at about £5. But you can pay £16 for the Royal Plus in suede.

The one in the picture is the Royal—at around £11, in a choice of six different colours.

We think you'll agree that, considering how well made and how comfortable they are, Pro-Keds are something of a bargain.

Turn pro with PRO-Keds.

1 Safety Equipment:

During the ordinary course of events, the following must be worn:— helmet, arm and knee pads and soft, flat-soled footwear. Gloves are considered as optional.

In addition, for fast speed events, it's recommended that riders wear a helmet complying with the B.S.I. approved standard.

During freestyle events, helmets and footwear may be discarded by competitors at the discretion of the organisers.

2 Age groups:

- a 10 years and under
- b 11 to 13 years
- c 14 to 16 years
- d 17 years and over

Organisers may, if they wish, combine the first two and/or the last two groupings to suit local conditions.

Group (a) shall not be permitted to take part in speed events. Also, competitors may, if they wish, take part in age divisions above their own — at the discretion of the organisers.

3 Specifications:

- a A skateboard may be constructed to any shape and from any material(s) not deemed dangerous by the Association/Organisers.
- b A skateboard shall be steered by a method involving tilting of the deck, only.
- c A skateboard used in high or barrel jumping shall be no longer than 1,250mm and no wider than 200mm.
- d Wheels shall not be made of metal or alloy or any substance deemed by the Association/Organisers to be dangerous or damaging to the skating surfaces. In speed contests, the maximum allowed wheel diameter shall be 150mm.

4 Finals:

There shall be no run-offs in the finals of any event except at the judges' discretion. In this case there shall be a minimum of three judges and a majority decision shall carry. The judges' decision is final except in the event of an appeal, (see appeals).

5 Appeals:

A judge's decision is final except where allegation of misconduct or breach of rules is made. In this event, local ruling will stand until such time as it is reversed or upheld by the Association. A discipline committee shall be held to decide the issue. Any appeal shall have to be made in writing, within 7 days of the event, to the Association.

6 Judges:

There shall be at least 3 judges for freestyle events. All should be fully competent to conduct such judging. Where there is a guest or

THE RULES FOR SKATEBOARD COMPETITION

PROVISIONALLY ACCEPTED, THOUGH YET TO BE FULLY RATIFIED, BY THE SKATEBOARD ASSOCIATION.

Over the past few months, Skateboard! magazine Editor, Bruce Sawford, has been working alongside the Skateboard Association in helping to formulate an official set of UK contest rules. We are delighted to be able to publish them here, in their entirety.



Paul Hackett throwing a helicopter with maximum shoulder rotation.

celebrity judge, they may give marks on style and fluidity only. One of the judges should be the competition referee.

7 Checks:

Any equipment for any event must be submitted to event marshalls/judges for checking as to its safe condition. Competitors may be refused permission to use any such equipment should the marshalls/judges deem it to be dangerous. The full reason for any such refusal must be conveyed to any competitor whose equipment has been outlawed.

8 Title claims:

Anyone wishing to make a title attempt must advise the

Association in writing. This does not apply for records set during competitions run by, or with the close cooperation of the Association. Attempts must be witnessed by no fewer than 2 Association judges who must approve the conditions under which the attempt is being made. All timed title attempts must be made using Association approved electronic timing apparatus. It shall provide a digital read out accurate to 1/1,000 of a second on overall times of less than one minute. In timed events of overall times of more than 1 minute, it shall be accurate to 1/100 second.

9 Speed events:

Speed competitors may use a standup, crouch or lying position. No shells, cars or

farings or suchlike attachments may be used except in events specifically intended to include their use.

- a The velocity achieved by competitors shall be reached as a result of the incline of the terrain and the competitor's own shunting or scooting between the start and timing lines. Pumping is permissible at any time between the start and finish lines.
- b The course shall consist of a start, timing and finish line.
- c The start line shall be 5 metres from the timing line which shall be set at least 30 metres from the finish line. (Local conditions may dictate distance).
- d Once past the timing line, no part of any competitor may touch the ground or be assisted in gathering momentum.
- e Competitors shall have at least two timed runs, the best to count. In the final, they will have only one timed run, although a practise run may be allowed at the discretion of the organisers.
- f The start and finish gates shall be activated only by a board passing through a light beam. If a single beam system is used, it shall be sited no higher than 35mm above ground level.
- g All competitors shall wear full safety equipment as outlined in (1). Though not compulsory, full motorcycle leathers are highly recommended for use at high speeds.
- h Speed title claims can only be made relative to each particular course. For such a claim to be acceptable, all conditions must be the same as previously encountered by the current holder. This includes timing, start and finish line positions, slope and surface texture. In the event of dispute, the Association's decision shall be final.

10 Slalom:

The course shall be situated on flat or sloping ground and consist of a start, timing and finish line.

- a Organisers may, if they wish, employ a ramp start. The ramp shall make an angle of no more than 30 degrees with the ground and the slope shall be no longer than 5 metres. Care should be taken at the transition point to ensure that the ramp and the floor meet smoothly.
- b In the case of a ramp start, the top of the slope shall be deemed the timing line.
- c In the case of a non-ramp start, the start line shall be 5 metres back from the timing line. The first cone centre point shall be 3 metres on from the timing line.
- d In ramp starts, the first cone shall be 3 metres on from the base of the ramp.
- e Thereafter, in both cases, there shall appear one cone every 1.5 metres, measured centre point to centre point. The number of cones normally used shall be 15 (local conditions may, however, dictate more or less). The finish line shall be 3 metres on from the last cone.

- f Cones should ideally be around 125mm in diameter and be placed within a marked circle on the ground/floor of inside diameter 160mm. Should any part of a cone be made to intrude upon any part of its surrounding white circle, it shall be deemed to have been knocked over.
- g Competitors may displace 2 cones during any one run without receiving penalty. Should a 3rd be displaced, the run shall be discounted. Failure to take a correct course or to complete the course shall give the same result.
- h In heats competitors shall have at least 2 attempts at the course, best time to count. If time doesn't allow, this may be reduced to one. In the final, each competitor shall have one run only to count. If time permits, a prior practise run may be included.
- i In the event of a tie, the winner shall be decided by the least number of cone displacements for the run in question.
- j It shall be the duty of the marshalls to see that the cones are properly placed before each run. Competitors may also check the cone placements if they so wish.
- k Competitors crossing the start-line before the start signal has been clearly given shall automatically forfeit the run.
- l The start and finish gates shall be activated only by a board passing through a light beam. If a single beam system is used, it shall be sited no more than 35mm above ground level.

11 Freestyle:

- a The location for this event shall be a large, flat or gently sloping area with a smooth surface and no obstructions.
- b Competitors may use no more than 3 props in any one routine. Any permanent sited ramp/s shall be considered one prop unless a competitor expressly informs the organisers that it/they shall not be required.
- c Where there are many entries, it's suggested that competition be limited to a compulsory routine only. However, where time permits and where the level of competence is high, it's recommended that each competitor complete a compulsory AND a separate free expression routine.
- d **Compulsory exercises event** (based on routines of 2')
The organisers shall select 6 tricks from the following five categories:—
1) Foot tricks (where the board is moved in relation to and is powered by the feet — e.g. kick flips, walking the dog).
2) Riding tricks (where all 4 wheels stay on the ground — e.g. slides, christies).
3) Wheelies (where 2 wheels only remain on the ground — e.g. daffies, 360's).
4) Jump tricks (where the board leaves the ground or the rider leaves the board —

- e.g. bunny hops, pirouettes).
- 5) Head and handstand tricks (which involve the body being supported by the head or hand — e.g. flanges, bullets).
- e The organisers, when selecting the six tricks, shall ensure that each category is represented at least once.
Example list:—
A kick flip, five 360's, walking the dog for ten seconds, a handstand starting and ending with both feet on the board, a full pirouette on the move, a 2-footed nose wheelie — carving and held for ten seconds.

- Wherever possible it's recommended that organisers set time limits to the tricks — e.g. the nose wheelie held for ten seconds.
- f Each of the 6 tricks shall be judged technically and marked out of 10 points. Each competitor shall be marked on overall performance as follows:—
*originality and effectiveness of the routine (in terms of linking manoeuvres and ability to impress and entertain) out of 20 points.
* the style and fluidity of the performance out of 20 points. This will give each entrant a mark out of 100 points.
- g The maximum time allowed for each entrant shall be 2 minutes. However, where organisers so desire, this time may be shortened to a minimum of 1½ minutes.
- h For this event competitors shall be given at least 2 weeks prior notice of the tricks that the organisers have chosen. They should also be advised to incorporate them into a well-planned routine that compliments these 6 selected tricks and features others of their choice.
- i **Free expression event**
This event is designed to run in compliment to the compulsory exercises event. Each competitor shall have 2½ minutes to complete any routine they care to choose. Entrants shall be judged as follows:—
*skill rating, out of 25 points.
*effectiveness of routine, out of 25 points.
*originality, out of 25 points.
*style and fluidity, out of 25 points.
This will give each entrant a total score of 100 points. Scores for this event shall be added to those of the compulsory exercises event to determine final freestyle placings.
- j Guest and celebrity judges from outside the world of skateboarding shall only judge on style and fluidity.
- k Competitors shall be allowed to bring along a selected piece of music with which to perform the routine.
- l A competitor must be given clear indication by bell, whistle or horn that (1) the routine has started (2) the routine has reached a point where ¾ of the time allowed has elapsed and (3) it has come to a close.

12 High jump:

This event shall be held on level ground. The jump bar equipment shall be of the type used in athletic events.

Each rider shall use one board only, that shall conform to section (3) of these rules.

- a The height jumped shall be deemed the distance from the top of the skateboard deck to the top of the bar.
- b Prior to the event, each competitor shall be required to stand on the centre of the board to be used in the contest. A measurement will then be made from the ground to the top of the deck, half-way along the length of the deck. This measurement shall then be subtracted from the height of the bar to give the actual height jumped.
- c In practical terms, if a competitor wishes to jump, say, 1 metre and the board height is 100mm, then the bar will have to be set to 1.1 metres.
- d In club and local area competitions where record setting is not contemplated, organisers may, to avoid constant resetting of the bar height, decide on an average board height subtraction to cover all competitors. However, competitors must be informed of this measurement well in advance of any competition.
- e No competitor shall alter the equipment to be used in a contest, after the board height has been measured.
- f No competitor shall be allowed a shoe sole thickness exceeding 5mm.
- g If, during an attempt, the bar is dislodged but does not fall, the jump shall be deemed successful.
- h Also, for a jump to be deemed successful, no part of any competitor shall touch the ground for a distance of 2 metres past the jumping bar. A line shall be clearly drawn on the ground to denote this distance.
- i Each competitor shall be allowed 3 attempts to jump the bar at each stipulated height. If all are unsuccessful, the entrant shall be considered out of the competition.

13 Long (or barrel) jump:

The event shall be held on level ground, no ramp starts to be used. When available, organisers are urged to make use of the plastic foam barrels that are commercially available.

- a It's suggested that each competitor be allowed a run-up of not less than 35 metres to the first barrel/jump line.
- b It shall rest with each competitor to ensure that the landing board is correctly placed.
- c The landing board shall conform to rule (3) in its dimensions.
- d For a jump to be deemed successful, no part of any competitor shall touch the ground for a distance of 2 metres past the jumping bar. A line shall be clearly described on the ground to denote this distance.
- e Each competitor shall be allowed 3 attempts at each stipulated distance. If all are unsuccessful, the entrant shall be considered out of the competition.
- f Once a competitor's board has touched the first barrel, the run shall be deemed an attempt.

14 Overall winners:

To obtain an overall winner for mixed event competitions, competitors may be given the following points for placings in each event entered:—
1st — 0 points, 2nd — 3 points
3rd — 5.7 points, 4th — 8 points, 5th — 10 points, 6th — 11.7 points, 7th — 13 points, 8th — 14 points, 9th — 14.7 points, 10th — 15 points.
A competitor must enter a minimum of 3 events to be considered eligible for overall winner.

15 Rampage:

The rampage event is often used as a finale crowd pleaser at competitions. Though something of a spontaneous event, there are some basic rules which are worth applying.

- a The ramp should be at least 4½ metres high to ensure sufficient difficulty for the best skaters.
- b The ramp should be so constructed as to represent a smooth transition up from ground level, leading to a vertical section.
- c Competitors will need a 30/35 metre run-up for maximum effectiveness.
- d The ramp shall be clearly marked with height graduations to allow judges an instant read-off of the heights being attained.
- e Each heat shall last approximately 15 minutes and comprise of ¾ competitors.
- f Taking runs at the ramp in turn, the winner shall be the competitor who reaches the highest point AND returns safely during the allowed period of time.

16 The 360's event:

Within an allotted period of time — say, 2 minutes — competitors take it in turns to complete as many consecutive 360 rotations as possible without any part of the body touching the ground. Competitors may use whichever variation of 360 they choose. Organisers are advised, for record attempt purposes, that judges will require a slow motion replay facility. Very high rotational speeds can be attained which the eye may not be able to accurately follow.

17 General:

Events not so far included here are (a) bowriding (b) downhill using racing shells and (c) giant slalom. Organisers wishing to consider these events for inclusion should contact the Skateboard Association for details and advice.

Whatever rules are decided upon at this stage, it must be understood that they may be revised in the light of experience in useage. Organisers and competitors are urged to consider these guidelines in spirit as much as in word.

The 'cheap' wheel con.

Cheap wheels can't perform well. They wear out quickly. And they can throw you.

So maybe they don't work out so cheap.

In fact, there's nothing good that can be said about them.

But we'd better tell you the bad things. Otherwise your Dad could be throwing good money away.

Words of warning.

Don't be fooled by looks. It takes more than pretty colours to make a good wheel.

So watch it. Cheap soft wheels are liable to crack and split.

Cheap hard wheels are no better, because they are brittle and liable to craze and break up.

They are also dangerous.

Being hard, they don't flex.

So if you hit a stone or uneven ground you could be in for a bad fall.

They can only give you a good performance on the really even surface of a brand new skateboard park.

And there aren't too many of them around.

Such wheels make life very difficult for beginners. As well as very expensive—because cheap wheels don't last.

How wheels became good.

The breakthrough came five and a half years ago in America when a company called Creative Urethanes worked closely with Uniroyal, one of the world's largest chemicals and plastics manufacturers.

Together they evolved a new concept in wheels, employing Vibrathane, a technological world first in castable polyurethane.

Suddenly the limits were removed and skateboarding took off—becoming the serious and exciting sport it is today.

Currently, many of the urethanes used in the world's most highly rated wheels are available only from Uniroyal, who hold the patents.

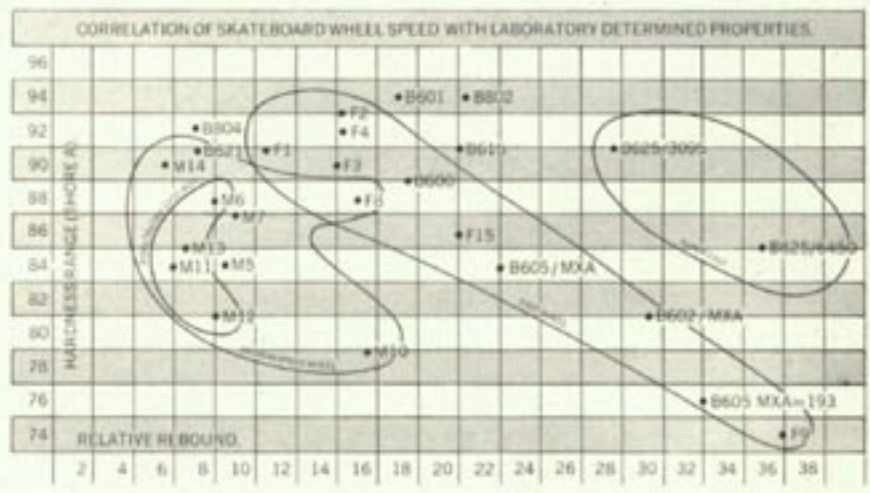


in

The science of balance.

Hitting the precise balance between the need for high speed and good grip is a fine art.

For, in order to be fast, a wheel must remain round at speed. If it flexes out of shape, it wastes energy, which slows it down.



The obvious answer might seem to be wheels which are simply very hard.

But the solution is not nearly that easy, because a wheel must also be capable of absorbing vibration and shock. Otherwise it cannot provide sufficient grip when manoeuvring and performing stunts.

Even a tiny piece of gravel or asphalt could cause the wheel to lock—and to crash.

Therefore a wheel must have the flexibility to roll over these small obstructions and at the same time provide a good grip and stability.

The resilience factor.

To achieve this crucial balance between speed and grip, the urethane used in these

How to talk your dad to parting with around £20 for a set of wheels.



For these reasons we make Vibrathane in six different grades and two qualities.

Tensile strength 2,500-6,000 psi. Resilience Type 1 50-70%, Type 2 28-40%. Hardness range 75-95 Shore A. Colours: virtually limitless.

All the wheels shown here are made from Vibrathane which is your guarantee of quality and performance.

Beadle,	Octopus,	Skuffers,
Eazirider,	Pro-Cess Pegasus,	Statum,
FlexelloFlames,	Python,	Tak-trak,
Jacko,	Reflex GB90,	Tenbar.
	Ridgeroller,	

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Sales.

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Vibrathane.

UNIROYAL

wheels has to be manufactured to a very complex specification.

For example, Vibrathane has a resilience of 28-40%, or 50-70% for the very top quality.

This means that wheels made of Vibrathane fulfil important criteria. They must have a degree of softness and, therefore, provide good grip; they must be resilient, so they flex back into shape in a matter of thousandths of a second.

In other words they must grip the surface efficiently without wasting energy, thus maintaining their speed.

Regrettably, there are many wheels on the market which have a resilience factor as low as 10-15%.

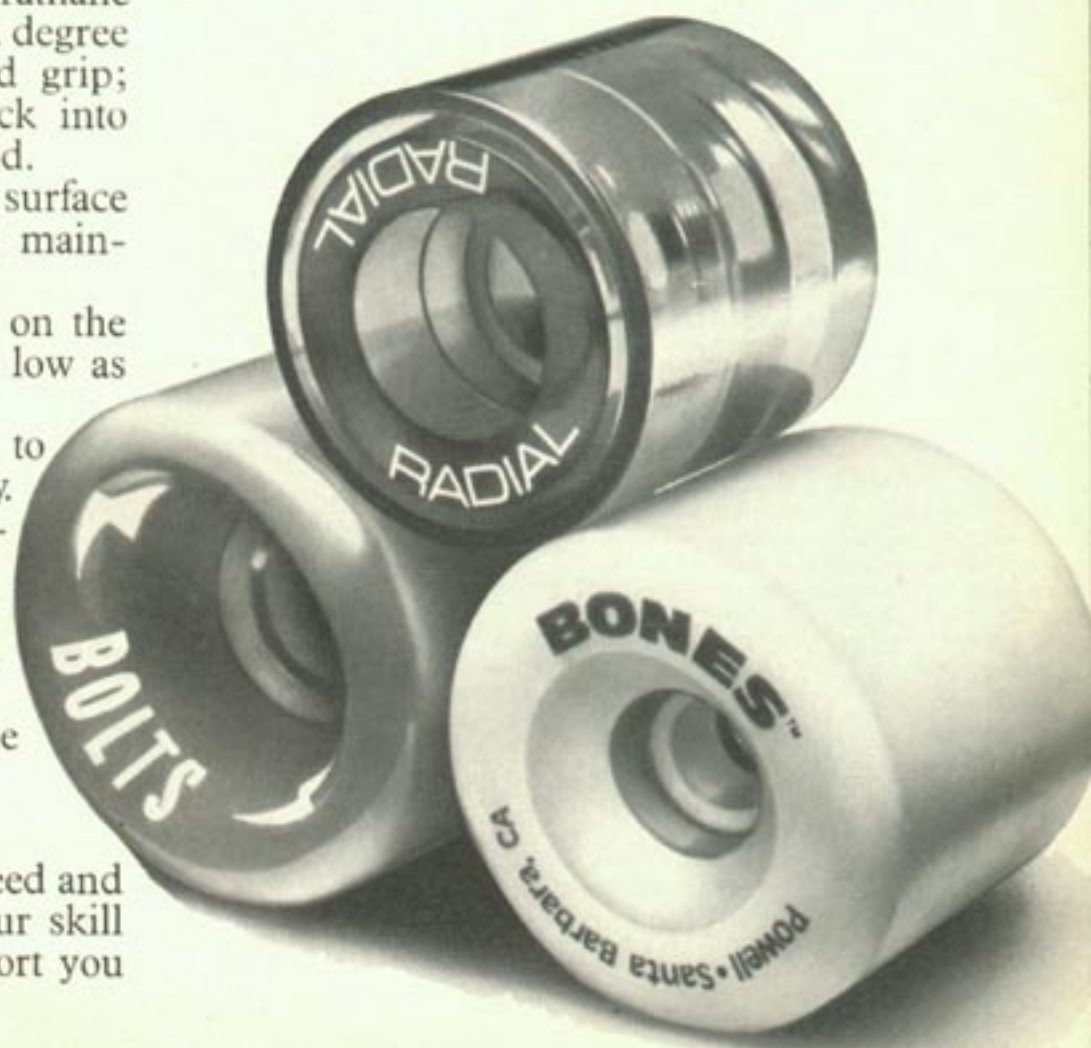
Such wheels will not enable you to achieve both speed and manoeuvrability. And they are prone to cracking and splitting. So it's a short, unhappy life.

At best, these wheels significantly increase the risk element and detract from your enjoyment.

At worst, they could put you out of the sport for a long time.

Vibrathane's specification.

The balance you require between speed and grip depends on your personal taste, your skill and of course whichever form of the sport you are into.



SKATELINE

BAKER'S INSANE

I am writing to tell you about the Brighton kids, as mostly you feature John Sablosky and Co. We have Mad Mark Baker, Jock Paterson, Tim Dunkerley and Steve Kellner, just to name a few. Mark is going for the world speed record soon - which proves he's insane.

Roger Hughes, Haywards Heath, Sussex.

Hey...unfair, Brighton's been getting quite a look-in lately. Ed.

HAVE I GOT IT?

Could you please inform me if a 4' high jump, using one board for the approach and a different board for landing is a British record? I did it on April 9th at the East Grinstead Skateboard Club.

Chris Yates, E. Grinstead, Sussex. Check with the Association on current records. . . I doubt there is one for 2-board high jump. Ed.

NAPPER STIRS IT

Your usually excellent magazine was spoilt for me by the arrogant comments made by Simon Napper (Skateboard No. 7). London is undoubtedly the focal point for skateboarding media coverage, as nearly every form of media is based there. But I wonder how the well established skateboarders of the West Country reacted to Simon's comments about skateboarding in this country starting in London? He is undoubtedly an excellent skater, but I suggest he take a trip up North or to the West Country before dismissing the rest of the country as backward. I would finally like to add that he appears not to practice what he preaches, as he states in great detail the merits of wearing protective gear, and immediately below the text the reader finds a sequence of shots showing him wearing one kneepad and a pair of gloves. Perhaps this brilliant skateboarder has got the 'wiping-out-on-one-knee-only' trick wired!

Paul Wynne, Sharples near Bolton

MANY A GAFF

Dear Skateboard! (or should I say Skateboard!?) - what about your spelling mistakes? In six issues I found some real gems. For example, Scuda (twice), calender, Vandall (3 times), Cryptonics, Pheonix (twice in one ad), G & 5 (twice), Banzi, Lazor, Lotas, Grecko, Scuda, trucks, urethene, and so the list goes on! Bellair, Malibu helmets (what's wrong with that? Ed) Butlock twice, Benzyboards, Trakker and mahogany (twice).

Ben Allen, Newtownabbey, N/1 Okai, wee pleed guilty - an sow shood sum ov ower advurtizurs. Ed.

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 correspondence. Ed.



King Rat Conibear going for the gutter.

REVOLUTIONS

Could you please tell me who holds the consecutive 360's record in Great Britain and what was the number achieved. I've done 14.

Derek Ross, Coleraine, N/1 You must be close - again, check with the Association

ACROSS THE BORDER

I am writing to report on the state of skateboarding in Scotland. It's been overlooked up here for far too long, but now things are moving fast. 'Budget' parks are popping up all over the place, the 'daddy' of them all being the Kelvingrove Skatepark in Glasgow. Alan Ramsay, Irvine, Ayrshire By the time you've read this, we'll have slipped o'er the wall to have a look for ourselves. Ed.

TRICK LIST, PLEASE

Could you please send me some information on windskeateboards, as I am a proficient sailer. Also, I think it would be a good idea to publish a list of freestyle manoeuvres in order of difficulty and with a time scale. It would give people an idea of what order to learn tricks and how long it should take to get each one wired. N. White, Youlgrave, Derbyshire Look for the next issue for word on sailboarding (as it's more normally called). Ed.

GOING UP

Thanks for publishing such a great skate mag. . . all the hot dudes in my area read it. Could you tell me what sort of price an indoor park should charge that has two begin-

ners runs and a great ramp. In Winkfield where I skateboard it's 50p for a 2-hour session and £1 for helmet and padding, plus another £1 deposit. Don't you think this is extremely expensive? Mike Gilson, Wraysbury, Middx. I make no secret in believing that this sort of facility should be available for nothing, courtesy of local councils. The 50p is more in line with what a full blown park would charge and the padding seems way over the top. Ed.

SUPPORT FOR KANE

The article about Steve Kane in No.5 is one of the best you've done. It's a pity the skating scene in general isn't a little more mellow. Also, may I suggest a 'send-away-for' pamphlet in a Summer issue that gives all the known skateplaces in this country? Sally Robinson, London SW.16 Sally, we're working on it right now. Ed.

HOW BIG'S A BARREL?

Please could fill us in on details of barrel jumping. . . what are the dimensions of the barrel, how do you make them and which boards are suitable to use?

Terry Ward & Ian Paterson, Bushey Heath, Herts The barrels I've seen (in the States) were made of plastic foam and (I think) 1½' in diameter. Whether they can be got in Britain yet, I know not. Have any readers got ideas on a DIY alternative? Regarding which boards to use, check the competition rules printed elsewhere in this issue. Ed.

THE AXE

I find 50p a little steep to pay for only 32 pages. Surely you could cut out a lot of the adverts, half of which have appeared in previous issues. However, your team are doing a great job.

Dave (Woker) Watkins, Cheshire Try telling it to our bank manager! Actually, issue 8 carried over 40 non-advertising pages and anyway according to our recent survey, 96% of our readers find the ads useful and fewer than 1% would like to see less of them. Ed.

THE FORCE IS WITH US

The Force Skateboarding club was born when we saw the article about the Skateboard Association in your mag. Being a small club (11 members) we didn't expect much out of it, but we were wrong. The Association is real and you get loads of interesting newsletters. It really cares about its clubs. Anyone in the Rothwell area who'd like to join, write to: 3 St Peter's Avenue, Rothwell, Leeds, LS26 0EW. Neil Priestman, Rothwell, Leeds Good to hear the Association is working well. Ed.

L A BOUND

I'm going over to L.A. in June of this year and wondered if you could recommend which skate-parks I should visit. Also I wondered if you have any contacts out there who might show me around the parks.

Vincent Barnes, Radlett, Herts
Lucky you. . . I think the best thing would be to go somewhere big like Uplands or Paramount and just get talking to skaters. You'll soon pick up friends and they'll be the best people to straighten you out on where to go next. Ed.

ADVICE TAKEN

I really liked the Mechanics & Maintenance feature you ran in the mag. My board wasn't running too well and it seemed noisier than when I bought it. So I took the wheels off and cleaned out the bearings, which I couldn't have done without the mag, and now they're running as good as new again.

Sandra Cobby, Chobham, Surrey

SERIOUSLY THOUGH

I must congratulate you on a brilliant magazine. It covers every aspect of the skating world. It's good and down to earth, unlike many of the other mags who make a joke out of the whole thing. It's nice to have a good, serious mag at last.

The Chubb, Bracknell, Berks

LOSING THE ART

What happened to Paul Simmons and 'The Art of Skateboarding'. Surely Paul's arm isn't still broken . . . it's been three months now. If it wasn't for his article I wouldn't be able to do 360's or extended power slides.

Andy Houghton, St. Annes on Sea, Lancs.

We figured that with all the how-to-do-it books out (especially, of course, our own Complete Skateboard Book) there'd be less need for instruction in the mag. Instead we've concentrated on the fast-frame 'going-for-it' sequences which approach the subject from a different direction. Anyone's thoughts on the subject would be very much welcomed. Ed.

STICKER SUCKER

Can anyone beat this. On the bottom of my Fibreflex I have the following stickers: Kryptonite, small Santa-Cruz, Fireball, Alligator, Tracker, Road Rider, Rockit, Bristol Skatecentre, Hobie, Gordon & Smith, Quicksilver, Bahne, Z-Flex, 3 small Logan Earth Ski, 1 small Kryptonite, and a USA sticker. At least 50% of each sticker is showing. Also part showing are: red Skate City, A.C.S., Alpine Sports, Fibreflex, Lazer. On my medium size Norcon helmet I have: 2 O.J.'s, Looner Landskates, Santa-Barbara, Park-rider, Boosters, Lighting Bolt, a Gordon & Smith, SK Wheels, Hobie Power and Alligator. Greg Blaug, London N.3
What can I say? Ed.

Continued from page 51

Quick Tests

not as good, especially noticeable with the Snake rolling alongside. This is a hard park wheel.

In some respects the Black Powerflex and the Sims Snake are opposite sides of the grip/speed compromise. One trades grip for speed, and the other speed for grip. Both wheels, however, are finely tuned.

The Powerflex appears to be a really accurate balance of the speed and controllability needed in a park. The Sims is an equally accurate balance for all round use, not quite as good as the Powerflex in the park, better on the street. The performance of either wheel is enough to stoke anyone.

Our wheel testing circuit includes all types of surfaces and all wheels are tested on all surfaces. The particular properties of a wheel are noted and the wheel is then extensively tested on the surface that suits it best. In this test the limitations of the Blackjack and Fireball sets rendered extensive testing unnecessary. In addition the time available for this test of several quite different wheels meant that evaluation of the subjective qualities of the wheels was somewhat limited. However, we think you'll like the Powerflex and the Sims.

Continued from page 63

On the brighter side, the marshalling system is excellent and well-enforced — which should certainly help to banish the spectre of heavy accidents. The surface in places, however, is not particularly good, a point I put to Robert Beynon. "The surface was gunnited and then we went over and trowelled it. We aren't unfortunately, too happy with it either".

Membership of the park costs £2.50 p.a. and among other things, members get their entrance fee reduced from 80p to 60p per 2 hour session. If skaters buy a 4 hour session they get one hour free. It's a feature, Mr. Beynon tells us that's being well-used. All safety gear is essential and hireable at 25p per item per session. There are great electronic games, billiards, a bar for parents and a snack bar service.

Skateboard!

EUROPE'S HOTTEST SKATEBOARD MAGAZINE



SUBSCRIBE

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

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

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

This handsome red binder — embossed in black with the words 'Europe's hottest Skateboard magazine' — is simply ideal for keeping your valuable back numbers in absolute mint condition. Now you can let your collection of Skateboard! take pride of place on your bookshelf. And at only £2.65 (Includes handling) — you really can't afford to miss out!

You don't always walk into a skateboard shop to buy.

The trouble is, some dealers don't appreciate the fact. Whenever they see you, they want to see your money as well.

They don't seem to understand that you're not always in a position to buy. Because deciding on the skateboard equipment that's right for you takes time. And reaching a decision isn't as simple as just looking at photographs in magazines.

You need to feel the weight of a board. Compare the traction of various wheels. And, most important, talk about the various possibilities with somebody who knows what they're talking about. Somebody who actually rides a skateboard himself.

Even then, you might still not be certain. You might want to go away and think. Get a second opinion by talking to friends.

At Hang Ten we appreciate this. We're happy to discuss the differences between an Excellerator and a Kryptonics, a Tracker and a Gullwing.

All of which may seem very obvious to you. Unless you have yet to visit those dealers whose enthusiasm for skateboarding is no greater than the money in their pocket at the end of the day.

We'll be happy to see you at any time. Or, if you'd like a pleasant surprise, send us a stamped addressed envelope, and we'll be happy to send you our price list.

We now carry one of the widest ranges of stock available anywhere, and we're even easier to get to. We've moved to less than a hundred yards from Shepherd's Bush tube station.

Take a look at what we've got. Then take a look at us.

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Sims
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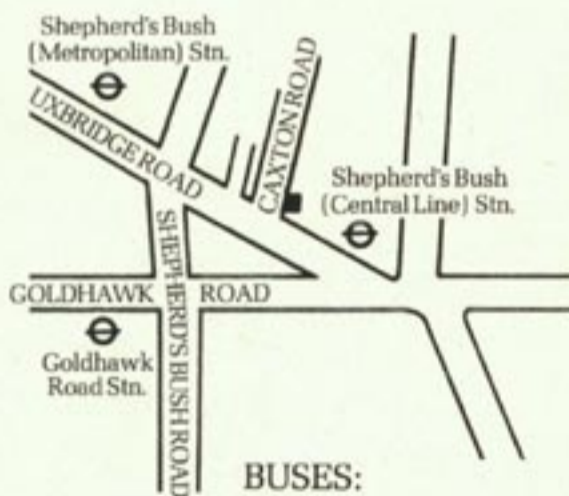
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California
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Kjell
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Tracker

Wheels

Belair
Bones
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HotLips
Kryptonics
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Park Rider
Powerflex
Road Rider
Roadstar
SCI
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HANG TEN

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the Skateboard Association, c/o 70 Brompton Road, London SW.3 Ed.

Old Dog, New Trick

I have invented an extension of a 'kerbie' for riding up kerbs using the 'walking the dog' principle. You approach slowly with the left foot in a normal position (goofies reverse these instructions), the right foot is as far to the front of the board as it can go. Put weight on the right foot to raise the back end of the board. Swing the board through 180 degrees, putting the back of the board on the pavement. Leaving the left foot where it is, step forward with the right foot. With pressure from the right foot, the front wheels are raised and the board, pivoting on the back wheels, turns through 180 degrees. You're now on the pavement facing the right way. Richard Macey, Hugglescote, Leics. Sounds tricky, but interesting. Ed.

I'd really like to help some kids who want to join a skateboard club. The trouble is, I haven't any idea on how to start one. Have you any information please?
Sue Allen, Blandford Camp, Dorset.
Again, the Skateboard Association will give full information. Contact c/o 70 Brompton Road, London SW.3 Ed.

Long Distance Buying

My son wrote to Santa Barbara Skateboards in California ordering Kryptonics wheels - the price was \$30. The order was obtained by them and posted sea mail on the 28th November last but still nothing has come. Can you assist in obtaining delivery?
Mr T. Kathrens, Weymouth, Dorset.
Under normal conditions, sea mail from California can easily take up to three months - and further delay can sometimes be incurred at the customs this end. Unfortunately, around the beginning of this year, bad weather in America affected the whole of their postal service and delays seem to have been even greater than usual. Given all these delays, if still nothing has arrived, bitter experience has taught me that British customs are simply not interested in chasing up lost parcels. The only action likely to have any effect will be the American company investigating from their end.

Mad Mum

I bought your magazine so my mum could get some good ideas for making me some protective pads for knees and elbows. She was cross to find, however, that on many of the pictures you show people not wearing any protection at all.
Simon Griffiths, Chorley, Lancs.
Skateboard! can only advise that our top riders wear the right protective equipment at the right time... it can't demand. We make our feelings felt, whenever possible, through the editorial pages of the magazine. Ed.

Skating Round The Law

Recently we have been told by the police that we are not allowed to skateboard on a pavement around a nearby private estate. There is no skatepark anywhere near and there's nowhere else to go. An ex-policeman friend says there is no law in Reading that says we can't skate there. Is he right?
N. Batty, Reading, Berks.
He's right in that there is no actual law which says no skateboarding (though this does vary from council to council). However, they manage quite successfully to use such laws as 'causing an obstruction' and 'causing a public nuisance'. Ed.

Cemetery Riot!

Some skaters went riding in a nearby cemetery and the police, who are mainly on our side, had to clear them off when local residents complained. They were saying things like 'skateboarders are running riot and terrorising old people'. It's just not true... they were usually supervised and often they gave demos to the old folks who loved to see them enjoying themselves.
Nick (Grott) Gostick, Bilton, Warks.
The selfish are usually quite happy to spoil other people's pleasure. Ed.

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Tiger 27" Bowrider	each	£13.95

Santa Cruz

5-Ply 27"	each	£18.00
5-Ply 29"	each	£19.00

TRUCKS

ACS	old price	new price
430 4.3" axle	£3.60	each £ 2.50
500 5" axle	£5.25	each £ 3.95
500 Pro. 5" axle	£6.25	each £ 4.95
580 5 1/2" axle	£7.20	each £ 5.95
651 6 1/2" axle	£7.20	each £ 5.95
651 Black/Gold	£7.60	each £ 5.95

HPG IV

Phoenix 5 1/2" axle	each	£ 9.50
Gullwing 6 3/8"	each	£ 9.95

CALIFORNIA TRUCKS

California Stalom 7" axle	each	£ 5.95
California Pro 5 1/2" axle	each	£ 5.75

TRACKER

Full Track	each	£ 9.95
Mid Track	each	£ 9.95
Half Track	each	£ 9.95

BUDGET PACKAGES

The Coyote 24"	each	£16.00
The Coyote Super 24"	each	£20.00

MID PRICE PACKAGES

Tiger 27" Freestyle + ACS 500 Pro + Hang Ten 4 wheels	each	£29.50
Tiger 27" Bowrider + ACS 651 and Hang Ten 6 wheels	each	£38.90

TOP PRO PACKAGES

No. 1 Bowrider 27" + Gullwing Phoenix trucks + Yo Yo wheels	each	£58.30
No. 2 Stacy Peralta Warp II 27" or 29" + Gullwing Phoenix trucks + Kryptonics II 65mm (State colour preferred)	each	£62.55
No. 3 Logan Earth Ski Kicktail 27" + ACS 651 Pro trucks + Road Rider 4 wheels	each	£45.65
No. 4 Sims Taperkick 27" + Gullwing Phoenix trucks + Kryptonics II 65mm (State colour preferred)	each	£69.60

WHEELS

Prices are for 1 wheel, 2 bearings and 1 spacer.

Kryptonics - prices below are for the new Mk. 2 design with radius edge.

60 mm.	Red	each	£ 5.60
	Blue	each	£ 5.60
	Green	each	£ 5.60
65mm.	Red	each	£ 5.90
	Blue	each	£ 5.90
	Green	each	£ 5.90
70 mm.	Red	each	£ 6.10
	Blue	each	£ 6.10
	Green	each	£ 6.10

O.J.'s Super Juice 65mm. each £ 5.95

Yo Yo's 60mm. each £ 4.95

Yandall's Bowroll 63mm. each £ 5.95

Yandall's Stalom each £ 4.95

Road Rider 68mm. each £ 5.95

Road Rider 4 60mm. each £ 4.95

Road Rider 2 48mm. each £ 3.95

Powell Bones Park Rider 65mm. each £ 6.95

Sims Comp II each £ 5.95

Powerflex 3 - yellow, red, blue, green. each £ 4.50

Powerflex 5 - yellow, blue, green, red. each £ 5.50

Hang Ten 4 - red, yellow, blue, green, brown. 60 m.m. each £ 3.50

Hang Ten 6 - red, yellow, blue, green, brown. 65 m.m. each £ 3.95

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Freestyle knee pads - sm, med	each	£ 5.50
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Cooper SK100 helmet	each	£ 4.95
Cooper EK 4 elbow pads	each	£ 5.95
Cooper EK 3 elbow/knee pads	each	£ 5.95

ACCESSORIES ETC.

Grip tape - sandpaper type 4" wide	per foot	£ .75
Grip tape - sandpaper type 2" wide	per foot	£ .45
Grip tape - sandpaper type 1" wide	per foot	£ .20
Riser pads 1/2" urethane	each	£ 1.00
Truck rubbers - ACS red rubbers	each	£ .25
IKS or NKS precision bearings	each	£ 1.00
Alpine Skate Wrench	each	£ 1.00
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Axle nuts	each	£ .10
Spacers	each	£ .20
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O.J. T-shirt 28" 30" 32" S, M, L	each	£ 2.95

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Gordon & Smith 30 32 S M L	each	£ 8.95
Logan " " " " "	each	£ 8.95
Kryptonics " " " " "	each	£ 8.95
Sims " " " " "	each	£ 8.95

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Wheels	each £ .25 (£1 max)
Helmets	each £ .50 (£1 max)
Books + magazines	each £ .30 (£1 max)
Skate wrench	each £ .50 (£1 max)
Small accessories	each £ .50 (£1 max)

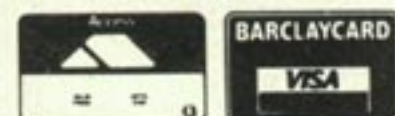
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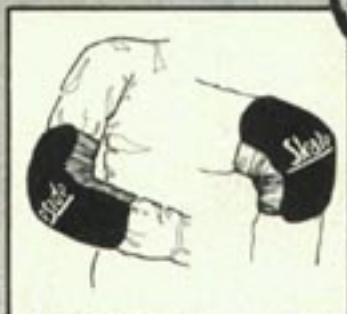
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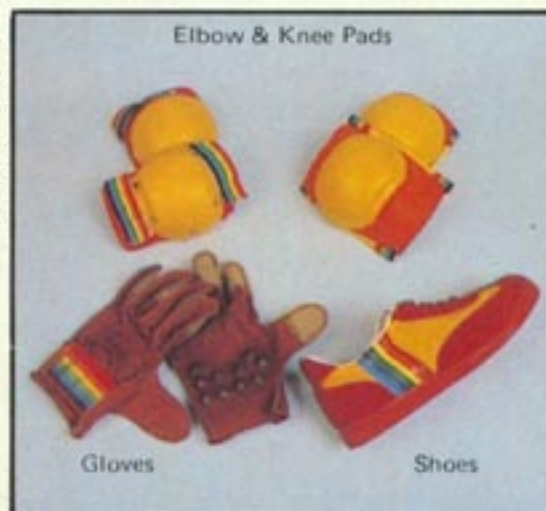
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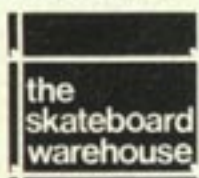
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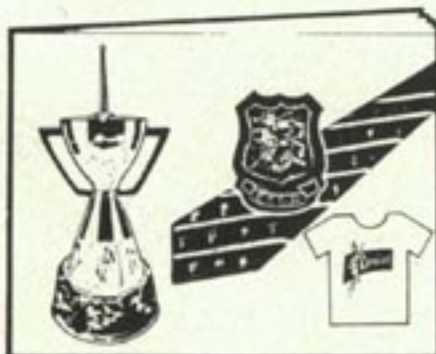
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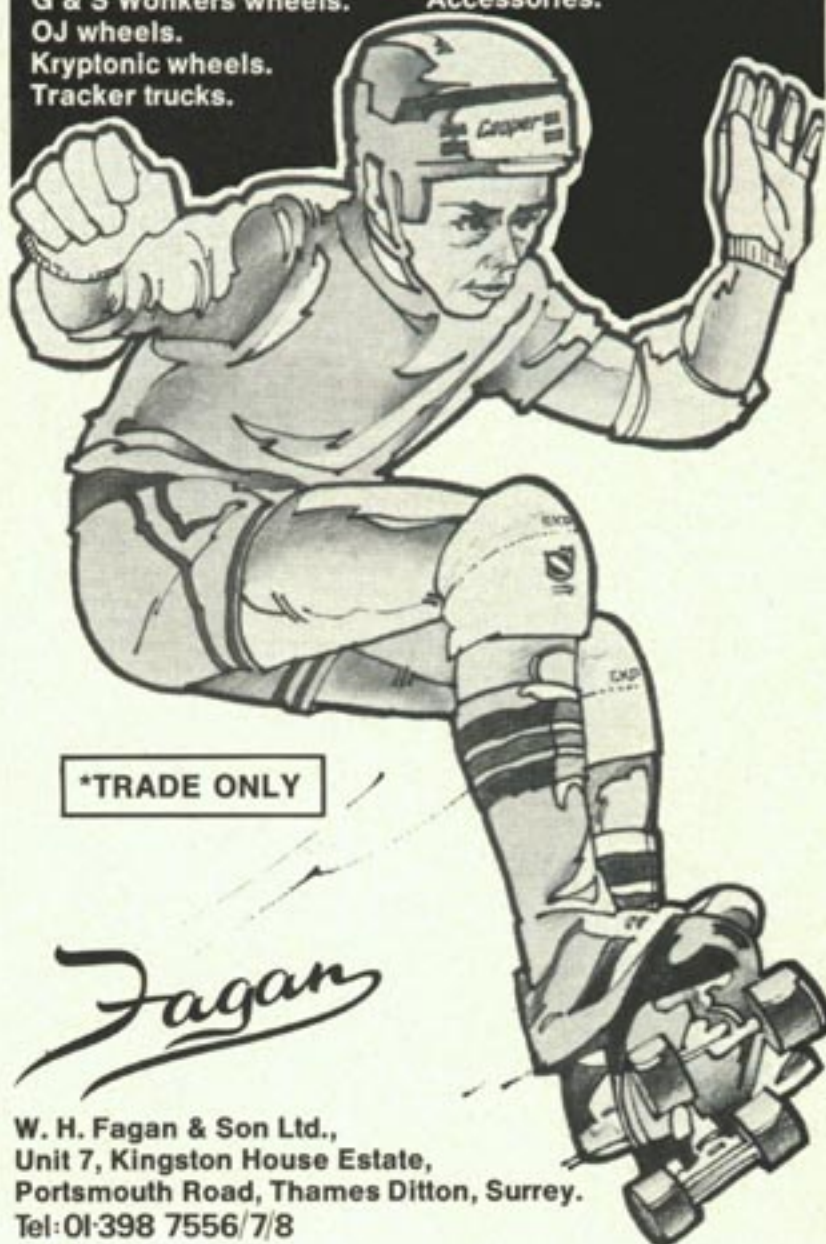
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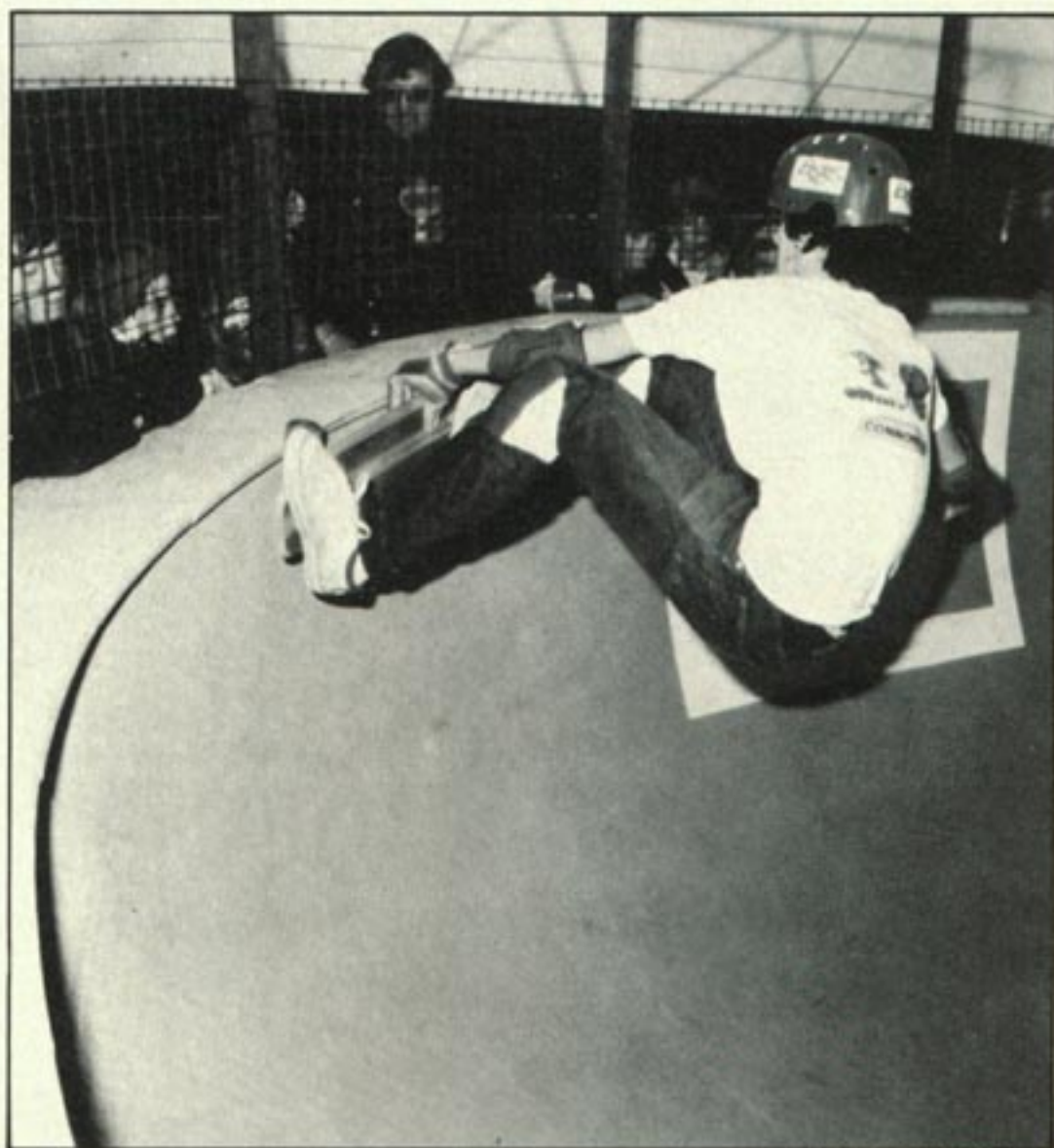
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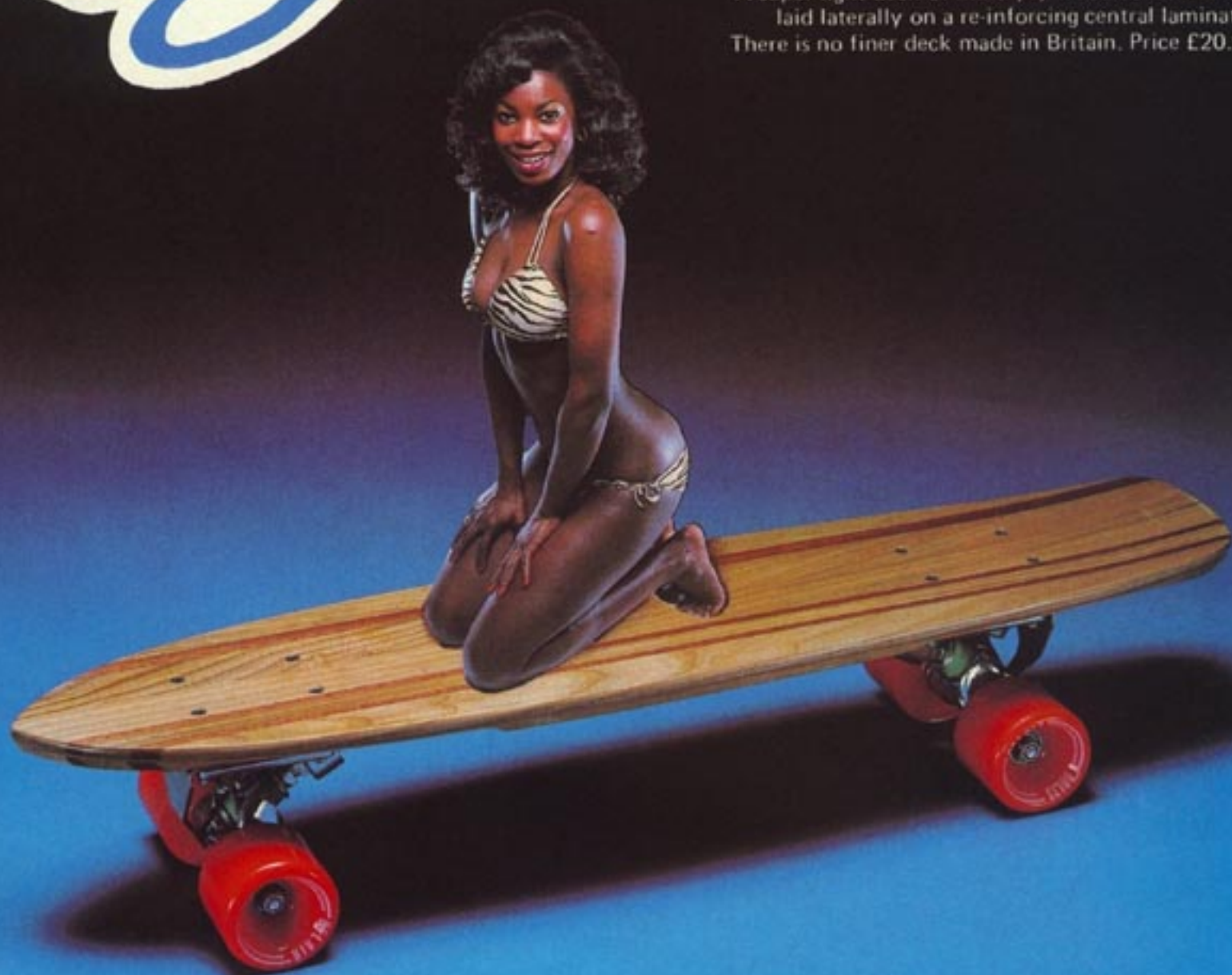


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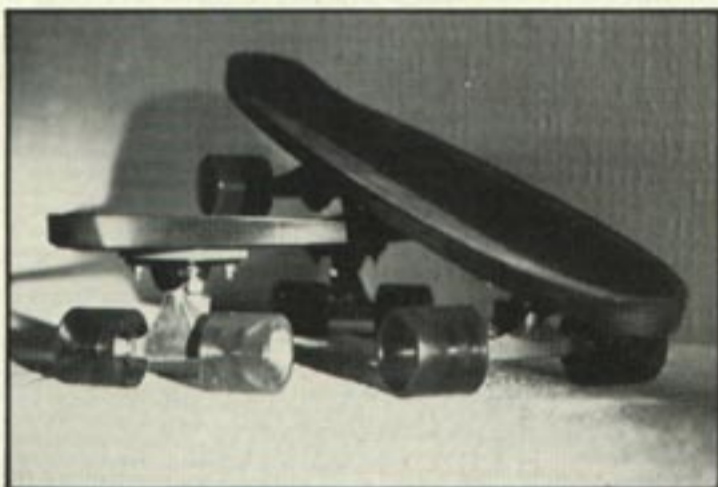
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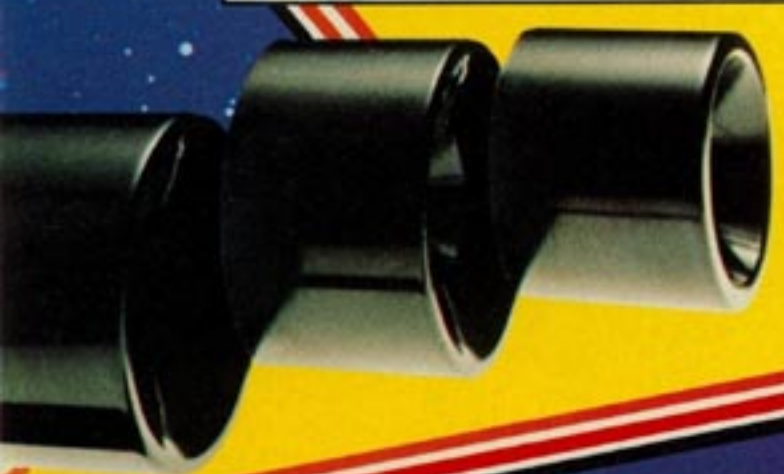
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