

Skateboard!

No.11

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

WHERE TO SKATE
Powerplaces Listed

**LIME GREEN
AND BEYOND**

15 Top Park Wheels Tested

SAILBOARD CONSTRUCTION

Another D.I.Y. Enterprise

**INTERVIEW:
PAUL ROBERTS**

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

WHY MORE THAN ONE FIBREFLEX? BECAUSE THERE'S MORE THAN ONE WAY TO RIDE A BOARD.



G&S Kicktail
Bennett Pros
G&S Wonkers

Bowl Rider
ACS 580's
YoYo's

Pro Slalom
Trackers
Yandall

G&S Teamrider
Phoenix Gull Wings
Kryptonics

You're looking at four boards from the 1978 Fibreflex series. The boards that scream performance from the first turn of the wheel. It's the superior "strength to weight" construction that gives advantage to a variety of designs, used for a variety of functions, by a variety of people. Whatever your age, size, ability, style or skating preference, there is a Fibreflex for you. Outside of your own ability and time spent

skating, your equipment is the single most important advantage factor in safe, progressive, high performance skating.

Test the Fibreflex advantages for yourself. Available at reputable dealers and pro shops everywhere.

Footnote: G&S Team members from left to right, Masami Countryman, Bobby Garcia, Chuck Webb and Doug "Pineapple" Saladino.

FIBREFLEX



5111 Santa Fe St., Suite E, San Diego, Ca. 92109 (714) 483-3230 A Christ Centered Company



MAIL ORDER BARGAINS DEVON SKATEBOARDS

COMPLETE BUDGET BOARDS

Lotus Double Kick	£11.95.....
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Alva 27" or 30"	£19.95.....
Logan Earth Ski 27" or 29"	£15.95.....
G&S Stacey Peralta Warp II 27" or 29"	£16.95.....
G&S Stacey Peralta Warptail 27" or 29"	£14.95.....
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Benjy Board Competition 27"	£15.95.....
Hobbie Competition 27"	£11.95.....
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Bellair Chapstick 27" or 29"	£16.95.....

TRUCKS

ACS 430 Standard	£1.65.....
ACS 500 Standard	£2.99.....
ACS 580 Standard	£4.65.....
ACS 651 Standard	£4.65.....
ACS 650 Standard	£6.55.....
(Add 50p for Pro Base Plate or 85p for Black and Gold with Pro Base Plate if required).	
Gullwing Pheonix	£7.95.....
Gullwing HPG4	£8.50.....
Californian Slalom	£4.89.....
Californian Pro	£3.99.....
Lazer 5½"	£5.50.....
Lazer 6½"	£5.95.....
Reflex 6½"	£4.99.....
Culverwell 7"	£2.99.....
Energy 6"	£4.99.....
Pegasus 700	£4.99.....

PROTECTIVE GEAR

Norcon (Apollo) Helmets S. M. & L.	£6.95.....
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Cooper SK 100 Helmets	£4.45.....
Cooper SK 300 Helmets	£8.95.....
Rector Glover S. M. & L.	£8.95.....
Rector Glover (Copy) S. M. & L.	£6.50.....
Benjy Pads Senior or Junior	£4.99.....

WHEELS — Including Sealed Bearings and Spacers

Kryptonik New Radials 70mm. All colours	£5.25.....
Kryptonik New Radical 65mm. All colours	£4.95.....
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Excellerator 65	£5.75.....
Power Flex 5. All colours	£4.95.....
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OJ Slalom	£4.75.....
Pacer 1	£5.50.....
G&S Kryptonik Wonkers 68mm Yel/Orange	£4.99.....
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Sims Bowl Rider	£4.95.....
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Wentzle Ruml IV gets off...with the confidence that he is protected by the best...RECTOR SKATEWEAR.™ We could have featured a shot of Wentzle pulling off another perfect frontside grinder, but Wentzle agrees with us that falling is an inevitable part of the whole.

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Skaters: Watch for our new contest

Rector/U.S.A. Skatepark Tour



RIDE FIVE A SIDE

The Radical Ride by SBS

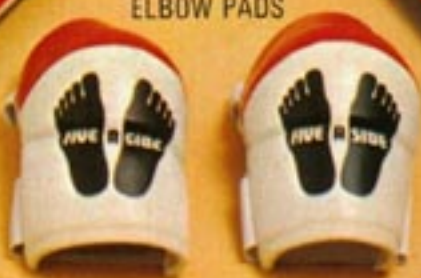
F 450 PRO SLALOM



W 500 SUPERFLEX



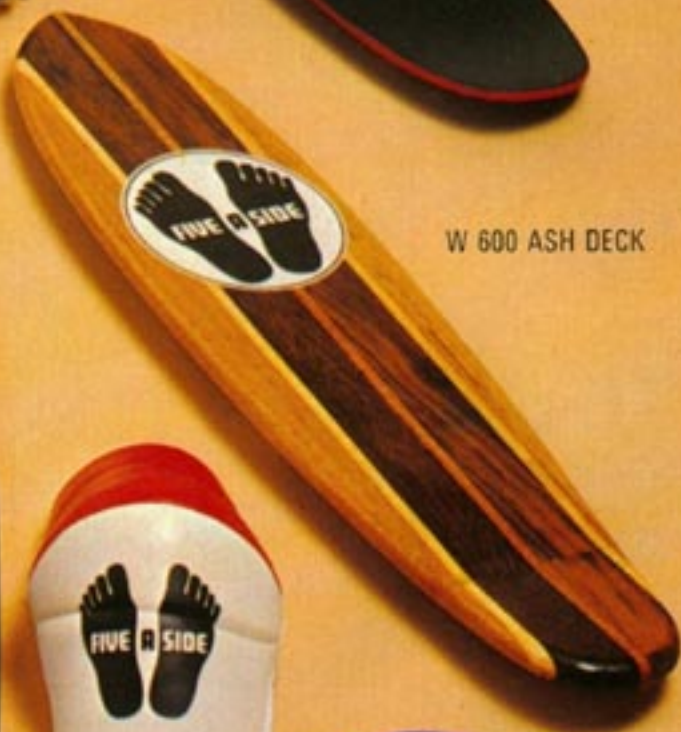
ELBOW PADS



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.
Distributed by:- Skateboard Systems
Unit 18, Staines Central Trading Estate, Staines, Middlesex.
Tel: Staines 62105/53906



U.S.A. Kurt I. Carlson.
ITALY: Citta Del Sole.
NEW ZEALAND: Slazengers (N.Z.) LTD.
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FRANCE: Skateboard Distribution.
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Engineered for Reliability by SBS

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PF 260

MONGOOSE SPRINT SUPER
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$\frac{1}{4}$ " RISER PADS

$\frac{1}{4}$ " RISER PADS

6" T-BONE TRUCK T 106

6" T-BONE TRUCK T 106

ACTION
RUBBERS

ACTION
RUBBERS

PRO WHEELS W3

PRO WHEELS W3

PRECISION
BEARINGS
SPACERS

PRECISION
BEARINGS
SPACERS

TURBO WHEELS W2

SPRINT WHEELS W1

The 'SBS' range of skateboards and accessories are available through all leading sports outfitters and specialist skateboard shops.
Distributed by:- Skateboard Systems
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SBS

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THE

Force

IT'S HERE
IN STRENGTH!

Force your way into the top grade, with this sensational new range of top-quality boards. Two woodies, two laminates, and one speedflex deck, all fitted with top-line US trucks, all featuring the brand new Black jack wheels, and all just dripping with class.

Every Force board has an anti-theft serial number stamped on the underside—and they all come complete with free griptape too!

See the whole range at your local skate shop now—if you can force your way through the crowd!

FORCE I: Deck: Solid beech, 27" long with wheel cutaways machined in. Trucks: Lazer Freestyle, with 2½" yoke and 5½" axle. Wheels: Blackjack, 60mm diameter, 45mm wide, top quality precision bearings.

FORCE II: Similar to the Force I, but in solid oak. Trucks: Lazer Slalom, with 3½" yoke and 6½" axle. Wheels: Blackjack "Chunk"—65mm diameter, 55mm wide, top quality precision bearings.

FORCE III: Deck: 27" ash laminate, with two mahogany strips top and bottom. Trucks: The new Phoenix, from the makers of the famous Gullwing truck but with a straight-through axle. Wheels: Blackjack "Chunk"—65mm diameter, 55mm wide, top quality bearings.





FORCE IV: Deck: 27" cambered laminate deck with wheel cutaways.
Trucks: Gullwing for incredibly flexible response.
Wheels: Blackjack "Overdrive", 65mm diameter, 44mm wide,
top quality bearings.

FORCE V: Deck: 27" Speedflex laminated glassfibre, for the optimum
combination of strength, light weight and flexibility.
Trucks: California Slalom 6½" axle.
Wheels: Blackjack "Overdrive", 65mm diameter, 44mm wide,
top quality bearings.



A completely new range
of wheels in an exclusive
black finish.



Skateboards Limited,
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- INSIDE - INFORMATION -



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ERIC SNOOK SKATE-BOARDS

12 Southgate Bath England tel (0225) 63551

DON'T PAY MOUNTAINOUS PRICES!

£24.95



PACKAGE 1 Pacer Deck with ACS 430 trucks and 60mm Radius Edge Kryptonics. Red or Green (C.D.) — £24.95



Kryptonics — Mark 2 Radius Edge
1st Quality

60mm all colours £4.50
65mm all colours £4.99
70mm all colours £5.50

With minor colour deficiency.
(C.D.) Perfect in compound and
lettering. Guaranteed.

This price includes R.H.P. Speed
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(C.D.)

60mm — Red £3.50
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£6.50

Genuine Trackers — Cast in the base plate
"Made in the U.S.A. Guaranteed"
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£49.95



PACKAGE 3 Hobie — Skatepark Rider with Mid Tracker trucks and 70mm Radius Edge Kryptonics Red or Green (C.D.) — £49.95

*Add £1.00 per package for postage.



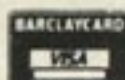
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ALL ITEMS IN STOCK.
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my number is Signed

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SKATEWORLD

WHERE THE HOTTEST GEAR COMES BETTER, CHEAPER AND FASTER!

THIS MONTHS SPECIAL OFFER

OFFER CLOSES 31st JULY

SUPER PACKAGE DEAL!

Xcalibur fibre glass kicktail deck complete with ACS 430 trucks $\frac{1}{4}$ " riser pads, Yoyo wheels (seconds) red or yellow, Precision bearings NTN608Z, Deck bolts, ACS sticker, all ready assembled!

INCREDIBLE VALUE **£25.00** FREE postage

Order No. S.O.1.

WATCH OUT FOR NEXT MONTHS SPECIAL OFFER

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A/T2	ACS, 430 Std	4.3" axle	£1.80
A/T3	ACS, 430 Blk/Gld	4.3" axle	£3.75
A/T4	ACS, 500 Std	5" axle	£3.25
A/T5	ACS, 500 Pro	5" axle	£3.60
A/T6	ACS, 500 Blk/Gld	5" axle	£4.95
A/T7	ACS, 580 Blk/Silvr	5 $\frac{1}{2}$ " axle	£4.50
A/T8	ACS, 651 Blk/Silvr	6 $\frac{1}{2}$ " axle	£4.50
A/T9	ACS, 651 Blk/Gld	6 $\frac{1}{2}$ " axle	£5.50
A/T10	ACS, 650 Blk/Silvr	6 $\frac{1}{2}$ " axle	£6.50
A/T11	ACS, 650 Blk/Gld	6 $\frac{1}{2}$ " axle	£6.95
A/T12	BENNETT		
A/T13	Highjacker		£4.95
A/T14	Pro		£5.80
A/T15	Ad Track		£7.25
A/T16	CALIFORNIA BAHNE		
A/T17	Precision 500	5" axle	£5.20
A/T18	Precision 700	7" axle	£5.95
A/T19	CALIFORNIA		
A/T20	Slalom Pro		£4.10
A/T21	Slalom		£4.25
A/T22	GULLWING (with endplate)		
A/T23	HPG Mark IV	6 $\frac{3}{8}$ " axle	£7.85
A/T24	Phoenix	5 $\frac{1}{2}$ " axle	£7.70
A/T25	LAZER		
A/T26	Standard		£5.10
A/T27	Slalom		£5.75
A/T28	TRACKER		
A/T29	Half		£6.40
A/T30	Mid		£6.85
A/T31	Full		£6.85
A/T32	ENERGY		
A/T33	VI Truck		£6.25
A/T34	VII Truck		£7.75
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A/T36	Xcalibur Pro		£5.20
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A/T38	700 XL		£6.95
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A/T40	Fast Track		£6.75
A/T41	Full Track		£6.95
A/T42	STROKER		£19.95
A/T43	REBOUND		£9.95
A/T44	RAM 88		£7.95
A/T45	SPEED SPRING		£5.95
A/T46	MAGNESIUM TRUCK		£8.25

WHEELS Prices do not include bearings or spacers
Bearing Sets: catalogue no. A/A21

A/W	KRYPTONIC RADIAL	
A/W1	60mm, Green/Blue/Red	£3.90
A/W2	65mm, Green/Blue/Red	£4.15
A/W3	70mm, Green/Blue/Red	£4.50
A/W4	SIMS	
A/W5	Pure Juice	£3.60
A/W6	Comp. II	£3.75

O.J.'s

A/W4	Super Juice	£3.70
A/W5	Hot Juice	£3.65
A/W6	Slalom	£3.50
A/W7	TUNNEL	
A/W8	Holland W7	£2.50
A/W9	Tunnel IV W6	£3.50
A/W10	Tunnel V W8	£3.80
A/W11	Rock W9	£3.90
A/W12	BREWER	
A/W13	Jarvis Pro.	£3.95
A/W14	Speedster	£4.90
A/W15	POWER PAW	
A/W16	50 mm.	£1.25
A/W17	54 mm.	£1.65
A/W18	65 mm.	£2.05
A/W19	G.S.	
A/W20	Wonkers 60 mm.	£4.20
A/W21	Wonkers 68 mm.	£4.60
A/W22	POWER FLEX	
A/W23	No. 3	£2.75
A/W24	No. 5	£3.30
A/W25	No. 7	£3.50
A/W26	ROAD RIDER	
A/W27	No. 2	£2.20
A/W28	No. 4	£3.10
A/W29	No. 6	£4.10
A/W30	LOGAN PARK RIDER	
A/W31	No. 4	£3.10
A/W32	No. 5	£3.75
A/W33	BELAIR	
A/W34	Bolts	£3.45
A/W35	YOYO's	
A/W36	Red or Yellow	£3.10
A/W37	White YoYo's	£3.55
A/W38	EXCELLERATOR	
A/W39	65 mm. White	£4.60
A/W40	YANDALL	
A/W41	Slalom	£3.15
A/W42	Bowl Rider	£4.15
A/W43	PACER	
A/W44	Pacer 1	£3.10
A/W45	* Pacer 1 (price includes 2 oversize bearings and 1 spacer)	£5.50
A/W46	PANTHER	
A/W47	65mm standard	£2.05
A/W48	60mm standard	£2.25
A/W49	65mm Bowl Rider	£3.55
A/W50	UFO	
A/W51	Black 64mm (standard size)	£3.95
A/W52	Pink 64mm complete with 2 oversize bearings & 1 spacer	£5.95
A/W53	BONES	
A/W54	Bones Parkrider 64 mm.	£4.95

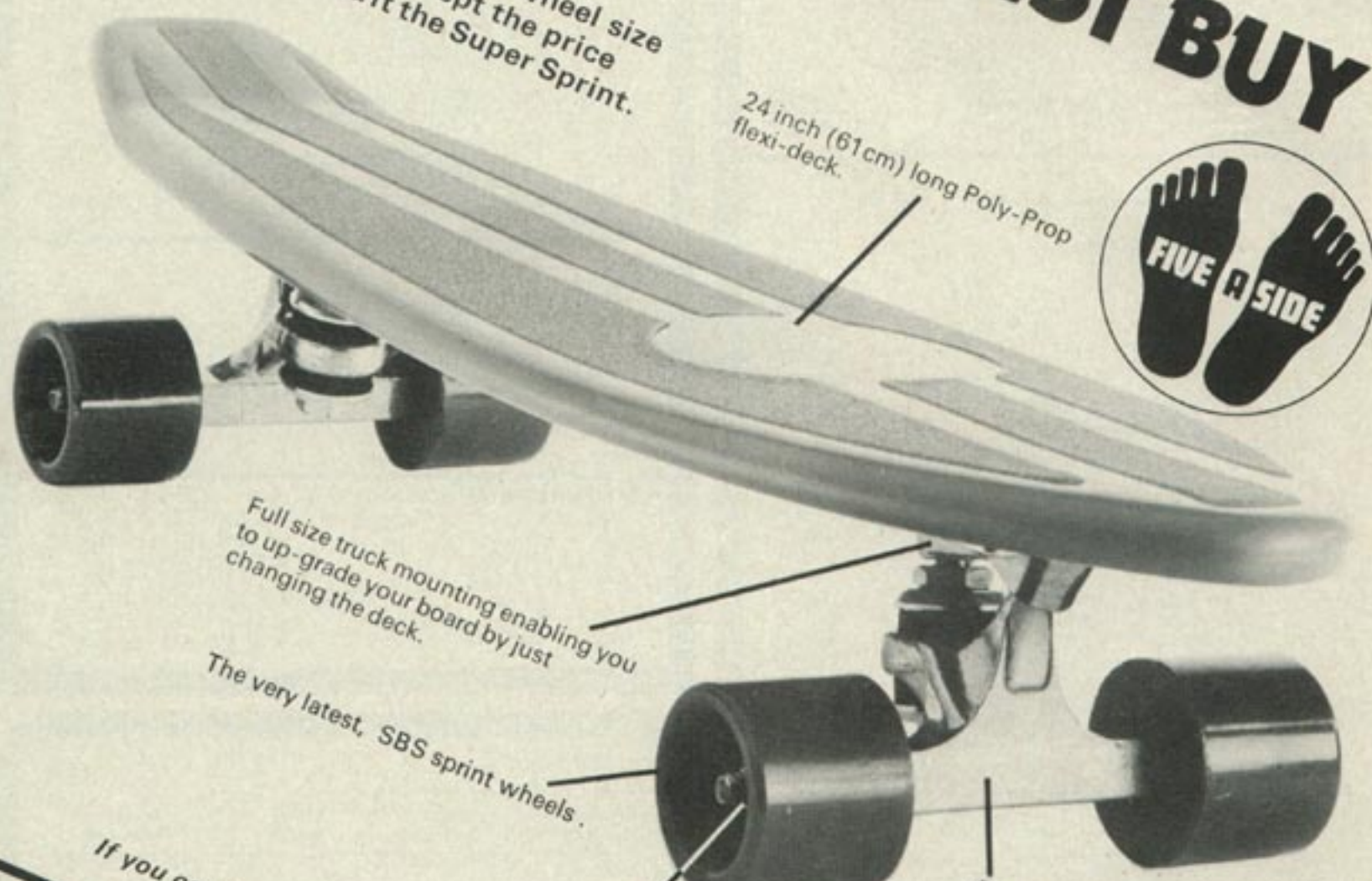
N.B. All Wheel sizes are nominal
Each Wheel needs 2 bearings + 1 spacer

TESTED AND
PROVED 'BEST BUY'
SKATEBOARD MAGAZINE

HOT NEWS!

SBS SUPER SPRINT • BEST BUY

This skateboard was tested and proved 'Best Buy' in the December 1977 issue of Skateboard Magazine. Since then we have increased the wheel size and improved the truck, yet kept the price the same. We've renamed it the Super Sprint.



24 inch (61cm) long Poly-Prop flexi-deck.



Full size truck mounting enabling you to up-grade your board by just changing the deck.

The very latest, SBS sprint wheels.

Highest Grade semi-precision bearings.

Extra wide LM6 truck with 6 inch (152mm) axles. LM6 is a superior, carefully researched aluminium alloy, which combines greater strength with reduced weight. Exceptional control and tracking ability that you really have to experience to believe.

If you can find a better board with a specification like this at the price - You'd better buy it!

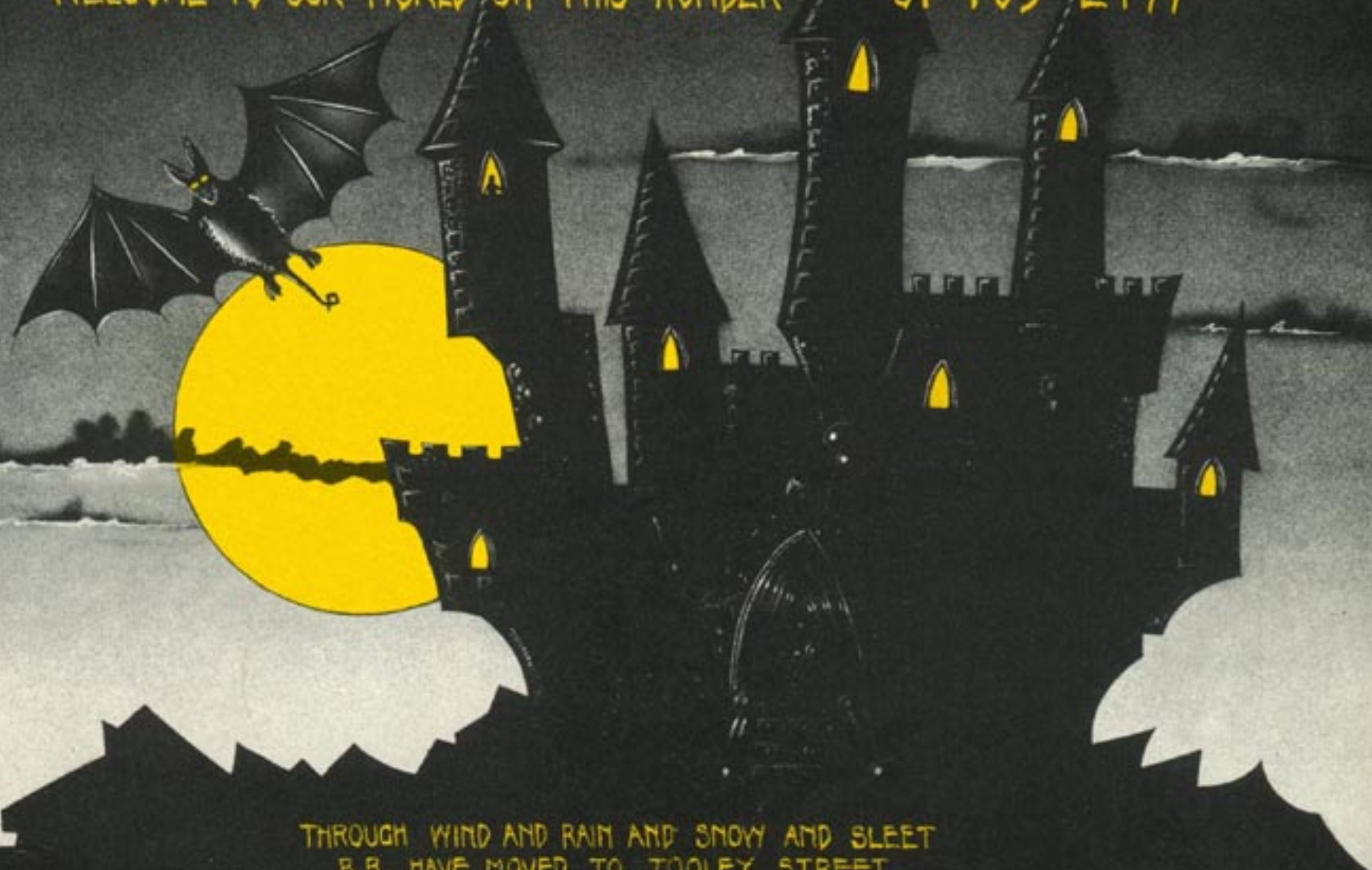
SKATEBOARD SYSTEMS

There should be a 'SBS' stockist in your town. If you don't know who they are, drop us a line enclosing a stamped, addressed envelope.

Skateboard Systems,
Unit 18, Central Trading Estate,
Staines, Middlesex.
Tel: Staines 53906

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B.B. HAVE MOVED TO TOOLEY STREET
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MADE FOR THE EXPERTS
BY THE EXPERTS

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Radical rocker 'bowl rider' laminated hardwood deck. 29 1/2" long.
Apollo 3 trucks with riser pads.
Vulconic 3 wheels with precision bearings.



R606 Electra

Black fibreflex board. 28 1/2" long.
Apollo 3 trucks with black riser pads.
Vulconic 2 wheels with precision bearings.



R626 Chukka

Laminated ply deck 8" wide with decorative laminate face. 28 1/2" long.
Warp tail.
Apollo 3 trucks with riser pads.
Vulconic 1 wheels with precision bearings.



Each board is supplied with pack of SL90 degreaser and lubricant.



Morris Vulcan (SALES) LIMITED.

Lode Lane Industrial Estate, Solihull, West Midlands. B91 2LD.

FLYER

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MADE FOR THE EXPERTS - BY THE EXPERTS



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A new, performance-packed range of trucks that give you the ultimate in split-second positive response. Unique design features LM6 aluminium alloy for optimum strength-to-weight ratio, and Universal high tensile steel axle and kingpin.

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Lightweight multi-laminated prestige deck of ash and mahogany resin bonded.

TS Tiger

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Solid ash warptail with inlaid mahogany strips.

TS Sprint Wheels

Hand poured hot cast wheels in fluorescent red and green. Hot colours for radical riders. 80° Shores A.

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like to cash in on this great British range?
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Thomson trucks now available in 2 widths: 5½" and 6½" axles.

TS 550 PRO — £4.85*
TS 550 STD — £3.90*
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*Manufacturers recommended retail price.


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I'd like to know more about the Thomson ranges.
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FULL RANGE OF SPARES AVAILABLE



**we've got
the trucks
if you've got
the tricks**

Recommended retail price
MD Widetrack MD Freestyle
6 3/4" axle £6.50 5 1/4" axle £5.25

The three important features of any truck are performance, strength and good looks.

MD trucks are based on a competition proved design with 45° steering geometry, soft red rubbers give smooth action, gravity die cast heat treated alloy and EN8 tensile steel axles are so strong we guarantee against any breakage in normal use.

Remember that these trucks come **complete with 1/2" riser pads** for radical riders.

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We also supply a complete range of decks in wood, glass-fibre and laminate. **Python** wheels, **Rhino** protective gear, spares and accessories. All manufactured in the UK.

MD skateboards

2nd Floor 48 North Street Brighton BN1 1RH Sussex Tel: 25693
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OUTRAGEOUS... THE JED DEK

BY  **WEST COUNTRY**
skateboards

Was designed by JED STONE West Country's top rider and manager of their new Plymouth shop.

THE JED DEK is made of multiple layers of bi-directional beech hardwood. **SUPER STRONG** moulded under tons of pressure with radio-frequency hardened glue.

Slight through rocker (curve), with just the right warptail to slide your foot into on half-pipes and bowls.

Radiused edges to prevent chipping.

Wide for freestyle.

Lighter than solid wood, and stronger too.

And guess what? Its not expensive! Because

West Country is employing industrial technology for your benefit.

Half the price of American imports and better.

We can supply JED-DEKS in three lengths,

26", 27", 28" up to eight inches wide.

By the dozen, or by the thousand.

Comes with 4" griptape and the

outrageous sticker by Jed —

designed to terrorize the opposition. Get one.

West Country.....Better Value.....Hotter Gear



P.S.

WEST COUNTRY
skateboards

Make three wheels

Big Red Hardness 78A

Mellow Yellow 83A

Mean Green 88A

All in Du Pont adiprene, the best available in the world, from the inventor of urethane. The Mean Green grips like a bear. Try it for slalom.

West Country Skateboards, 22A Cliff Road, Newquay, Cornwall, England.

Tel: Newquay 6211

Liverpool

Skateboard Centre

73 Bold Street,
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A/D4	Fibreflex 28"	Team Rider 7½w £18.50	P/W3	YOYO red & yellow	49mm width	W/B4	ACS 651 blk/gld	axle 6½ each £4.95
A/D5	Fibreflex 30"	Team Rider 7½w £19.50			60mm diam		CALIFORNIA PRO	
A/D6	Fibreflex 29"	Cut out slalom £15.42	P/W4	BONES	49mm width	W/B5	California pro	axle 5½ each £5.35
A/D7	Stacy Peralta 27"	Warp Tail 6 7/8w £13.50	P/W5	O.J. Super Juice	65mm diam	W/B6	California Slalom	axle 7" each £5.45
A/D8	Stacy Peralta 29"	Warp Tail 6 7/8w £13.50			53mm width		TRACKER	
A/D9	Stacy Peralta 27"	Warp Two 7" w £15.42	P/W6	O.J. Hot Juice	60mm diam	W/B7	Half	each £6.70
A/S10	Stacy Peralta 29"	Warp Two 7" w £15.42	P/W7	O.J. Slalom	55mm	W/B8	Mid	each £6.90
A/D11	Stacy Peralta 30½"	Warp Two 7 3/8w £15.42	P/W8	YANDALL BOLLROLL	65mm diam	W/B9	Full	each £6.95
A/D12	Tracker RockitFlat Kick 7½w £15.95		P/W9	KRUZA whites	48mm width	W/B10	HPG	
A/D13	Tracker RockitFlat Kick 7½w £15.95		P/W10	whites	70mm	W/B11	GULLWING	axle 6 3/8 each £7.45
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A/D14	Sims Taperkick 27"	£21.00	P/W11	Sims Comp 11		W/B13	LAZER	
A/D15	Sims Taperkick 29"	£23.00	P/W12	POWERFLEX 3		W/B14	Slalom	axle 6½ each £5.70
A/D16	Sims Superlight 29"	£19.50	P/W13	5		W/B15	Freestyle	axle 5½ each £4.95
A/D17	Sims Superlight 27"	£19.00	P/W14	G&S WONKERS	60mm (hard)	W/B16	SILVER FOX	axle 7½ each £3.45
	LOGAN		P/W15	WONKERS	68mm (resilient)	W/B17	PEGASUS	axle 6½ each £3.20
A/D18	Logan Earth Ski 27" Oak	£14.45					600	each £4.75
A/D19	Logan Earth Ski 28" Oak	£14.45					700	each £4.95
	SANTA CRUZ						ACCESSORIES	
A/D20	Santa Cruz 27" 5 ply	£15.92	P/W16	S.A.L. wheels	(both yellow or orange)	A/R1	Riser Pads	½ red poly-propylene pair £1.20
A/D21	Santa Cruz 29" 5 ply	£15.92	P/W17	KRYPTONICS (red, blue, green)		A/R2		½ clear red urethane pair £1.40
	FIBREFORM FFM						Riser Pads Complete with 8 Nuts & Bolts	
A/D22	Springbok 27" New Ski		P/W18	60mm MKII	£5.20	A/R3	PRECISION BEARINGS	
A/D23	Pure Slalom Stance 8" w	£14.20	P/W19	65mm	£5.40		608zz	55p each or set of 8 £4.30
	Flexideck Slalom/Freestyle 27"	£11.50		70mm	£5.60	A/R4	608 rs	65p each or set of 8 £4.95
A/D24	Twin L 29" Mahogany		P/W20	TUNNEL WHEELS		A/R5	POWER PIVOTS	each £1.80
	Freestyle Laminate	£14.25	P/W21	Holland	£4.40		G&S SPARKLE GRIP TAPE	
A/D25	H Laminate 28" Mahogany		P/W22	Four	£4.70		4" wide per foot	£0.50
	Freestyle Laminate	£13.25	P/W23	Five	£4.95		2" wide per foot	£0.30
A/D26	Beech 27"	£9.50		Rocks	£5.20			
	Freestyle			CALTRAK				
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	EDWARDS		P/W24	58mm diam 48mm width	£2.85			
A/D27	Fibreglass 30" Streaker	£11.50	P/W25	65mm diam 55mm width	£3.20			
A/D28	Kicktail 28" Laminate	£12.65	P/W26	70mm diam 55mm width	£3.50			
A/D29	Kicktail 30" Laminate	£13.25		TRAKNOLOGY				
A/D30	Slalom 30" Ash or Oak	£15.50	P/W27	fire orange, bright blue.				
	TIGER		P/W28	65mm diam 45mm width	£3.55			
A/D31	Tiger 27" Laminated 7½w	£8.50	P/W29	70mm diam 50mm width	£3.90			
	Freestyle		P/W30	EDWARDS				
A/D32	Tiger 27" Oak 7½w	£13.00		Slalom Bowl 65mm 50mm	£3.30			
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				(both clear red or orange)				

Note prices include bearings & spacers

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Alley Cat mid tracks, Alley Cat —
60mm 75a wheels bright yellow,
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16, Skateboard Scene issue no. 5 £13.35 incl.

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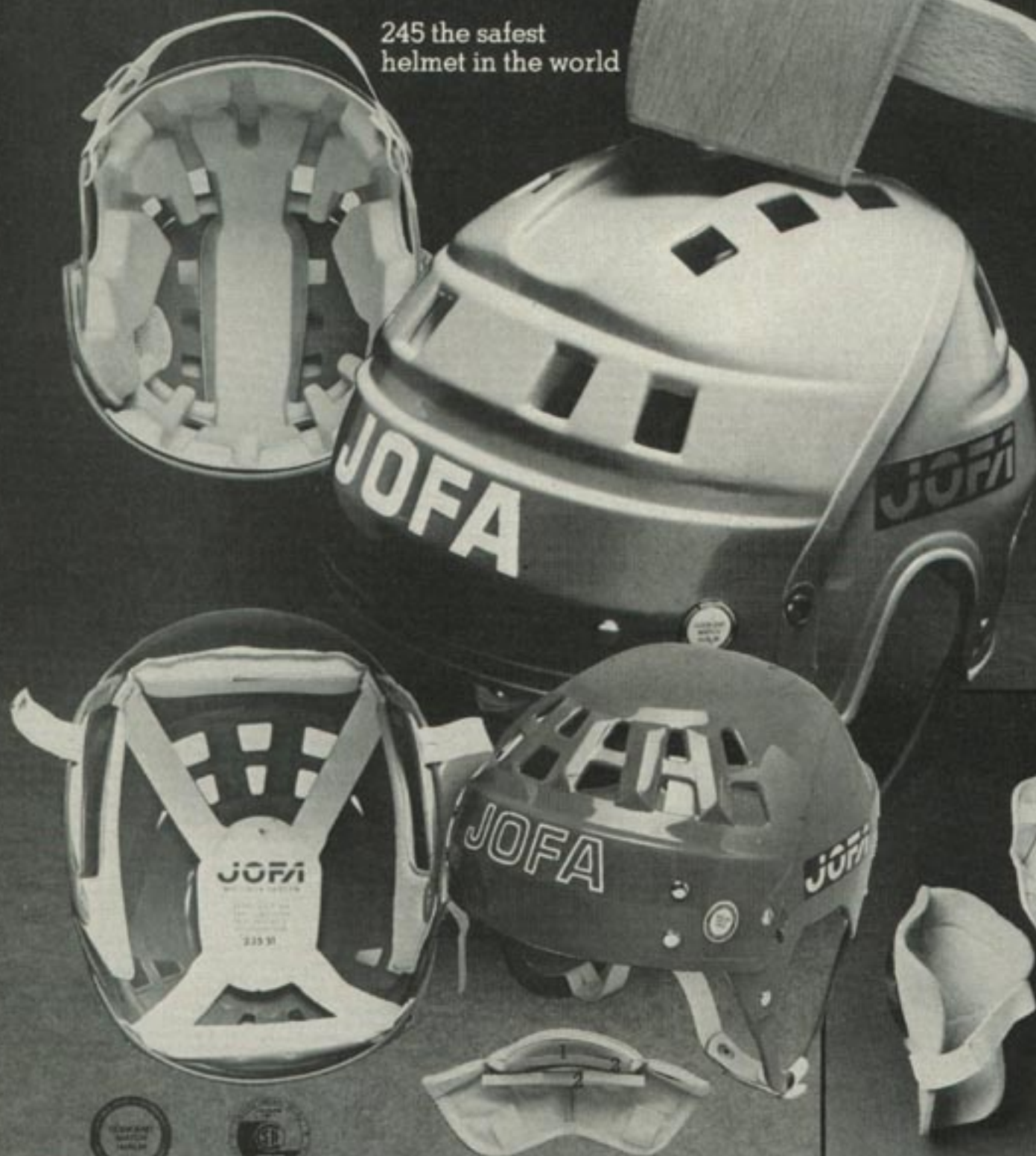
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Now we bring you the experience we have gained in a range of boards, equipment and accessories chosen to keep up with the pace of today's skateboarding. Whether you are lucky enough to have had a

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.

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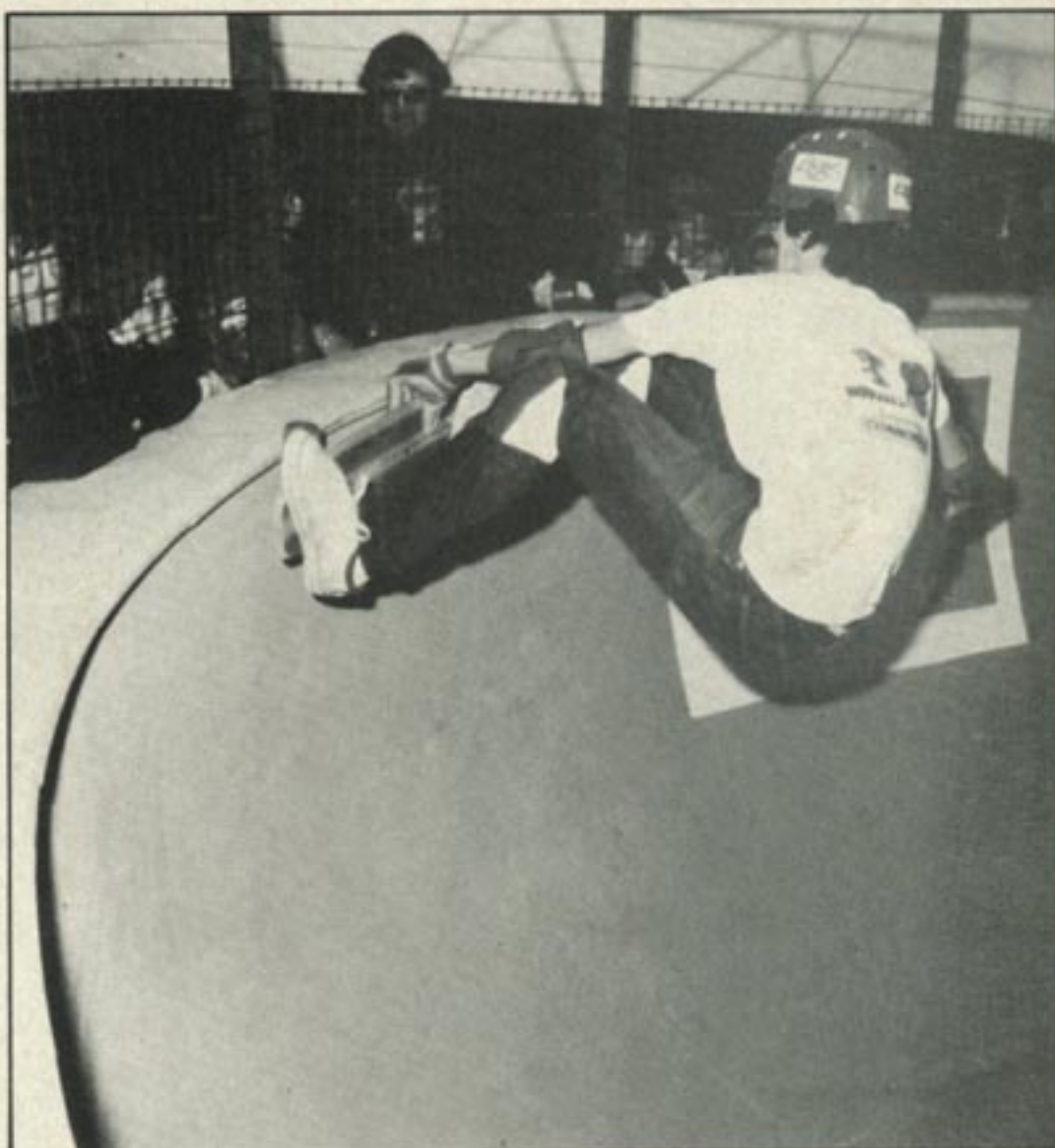
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Grentec Coyote Loose Bearing	£12.50
Grentec Coyote Sealed Bearing	£16.00
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Greig & Boyd Pro Pads - Elbow & Knee	£3.95
Britax Helmet	inc. bearings p. set £15.00
OJ Super Juice	inc. bearings p. set £7.80
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G&S all other decks	£18.95	65mm	£4.95	Norcon Helmet AP II	£7.50	Phoenix	£7.95
S/Peralta Warp Two 27/29	£16.75	70mm	£5.25	Cooper Helmet SK100/Jnr	£4.50	ACS 430	£1.90
Rockit Rocker & Flat	£17.50	OJ's Stalom	£3.50	Kangol Helmet	£7.50	500 Pro	£3.70
Sims Superlight 27"	£21.00	S/Juice	£3.75	Britax Helmet	£3.95	580/651	£4.75
Sims Superlight 29"	£22.00	H/Juice	£3.75	Cooper Elbows EK3	£5.25	Calif. Stalom	£4.95
Santa Cruz 5 ply 27"	£12.95	BONES 64mm	£4.95	Cooper Elbows Ek4	£4.95	Lazer 5 1/2"	£5.25
Santa Cruz 5 ply 29"	£13.50	Excillator	£4.95	Cooper Elbows Ek5	£4.75	6 1/2"	£5.75
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Tunnelflex	£10.95	Red/Yellow	£4.50	Power pivots	£1.25	Mid	£8.25*
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		UFO Black	£4.25	Grip Tape per foot 1"	£0.15		
		Powerflex 3	£3.75	2"	£0.30		
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Payable to S & L Sports

plus 50p per truck or deck)
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50p per helmet) £1 max.
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WE would like to apologise for the errors which occurred in the advertisement for Griffin Leisure in our last issue on page 28.

Thanks to some typographic gremlins the prices for two TS525 TRUCKS in display box complete with spare action rubbers and for two TS 525 PRO TRUCKS in display box complete with spare action rubbers were printed incorrectly as £4.75 and £5.75 respectively. The correct prices appear on page 30 of this issue.

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TS525

TS525P

COMPLETE ASSEMBLIES

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T. S. TIGER	Ash/Mahogany Strip Laminated Deck. Complete with TS525 Pro. 5 1/4" Trucks, 65mm dia. Wheels fitted with R.H.P. Super Precision 'Jetstreak' Bearings.	£36.45
T. S. LEOPARD	Solid Ash Warptail Deck with inlaid Mahogany Strips. Complete with TS525 5 1/4" Trucks, 65mm dia. Wheels fitted with R.H.P. Precision 'Speedstreak' Bearings.	£32.35

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PARTS PRICE LIST

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D1 TIGER Deck Ash/Mahogany Ash/Mahogany	£12.95	T20 Truck Cup Washer, Plated	£ 0.10
D2 TIGER Deck Mahogany/Ash Mahogany/Ash	£12.95	T21 Truck Action Bolt, Plated	£ 0.25
D3 LEOPARD Deck Warptail with Inlaid Mahogany	£11.95	T22 Truck Action Lock Nut, Nyloc Aircraft Nut	£ 0.12
D4 COUGAR Deck Lightweight Multi Laminate	£14.55	T23 Truck Mounting Nut & Bolt	£ 0.13
T10 Truck Standard Hanger Plate	£ 1.62	R10 Riser Pads 1/2" (Urethane)	£ 0.65
T11 Truck Pro Hanger Plate	£ 2.03	W10 Wheels Translucent Burgundy Dia. 65 x 55 Wide	£ 2.60
T12 Truck Action Bolt Lock Nut, Plated	£ 0.10	W11 Wheels Pillar Box Red Dia. 65 x 55 Wide	£ 2.60
T13 Truck Pivot Arm, Complete with Axle	£ 2.19	W12 Wheels Sunburnt Orange Dia. 65 x 55 Wide	£ 2.60
T14 Truck Axle Nut, Nyloc Aircraft Nut	£ 0.08	WR13 'Thomson Sprints' Wheel Dia. 65 x 45 Wide	£ 2.00
T15 Truck Axle Washer, Plated	£ 0.05	WG13 Fluorescent Red or Green	£ 2.00
T16 Truck Axle 5 1/4", Plated	£ 0.35	B10 Bearing Spacer, Plated	£ 0.09
T17 Truck Pivot Cup, Red	£ 0.10	B11 Bearing - Precision, R.H.P. 'Speedstreak'	£ 0.37
T18 Truck Action Bush 12mm Natural Red Rubber	£ 0.12	B12 Bearing - Precision (Super) R.H.P. 'Jetstreak'	£ 0.55
T19 Truck Action Bush 16mm Natural Red Rubber	£ 0.15	B13 Bearing - Precision (De-Luxe) R.H.P. 'Superstreak'	£ 0.95

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**£1 is our maximum postage and
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This (16" x 23") all-action poster will look great on any bedroom or club wall. The equipment, the manoeuvres, and the language of skateboarding are all there on 'The Skills of the Skateboard'. There are great action pictures and drawings too.

See the back of any Smax, or single Wagon Wheels Packs for details.



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50p

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Somehow, copy-cats never quite make the grade.

You know how it is — you're the hip guy on the street, and all the other cats try to copy you.

The way you dress, the places you go, the kind of skateboard deck you use.

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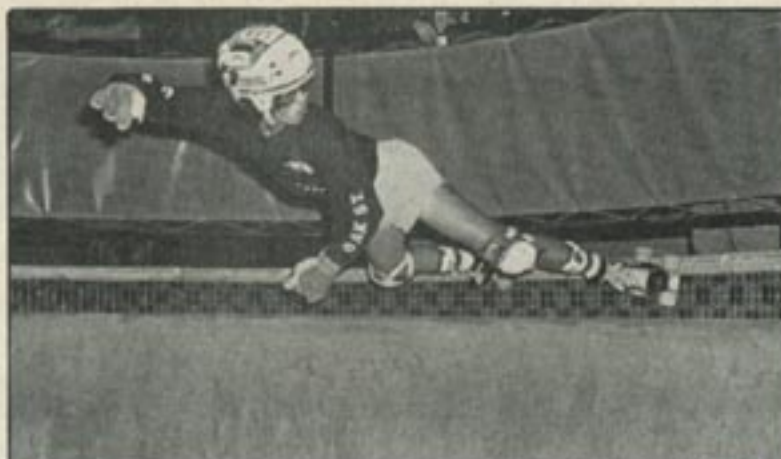
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Rubberman Fred Blood, cuts coping at the Mission Viego Indoor Park.

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COMMENT

A few less-interesting skate-parks shut up shop and suddenly the newspapers decide it's the end of skateboarding as we know it. Rubbish! ... the clearing away of dead wood occurs in every walk of life. Now the craze has more or less passed — leaving behind a very popular sport — we're able to wave goodbye to the inadequate triers and the 'quick buck' merchants. Bitter experience has taught 'boarders to recognise poor product when they see it ... won't get fooled again!

Major parks must be able to provide more than just basic skateboard facilities. Many will want to practise 3 or 4 hours a day and, if at all possible, just about every day of the week. The cost becomes nightmarish.

And not only that, with many parks sometimes cramming on 100 plus skaters per session, that means endless queues for a turn in the pools and/or bowls. Who needs it? RoSPA has demanded that a great number of free and basic neighbourhood parks be provided NOW by councils — and, for once, I agree with them. Only when these become widespread will the large, prestigious park complexes come into their own.

And, at the risk of offending, I say that our national Skateboard Association must step back from its endless 'emergency' meetings and searches for 'crock of gold' sponsors — and grow some sharp teeth. It's grass roots work that's needed right now. Where is the lead that British skating so badly needs, where are the coaching schemes we were promised?? ... the answer is nowhere. Even the general press media seems to have given up looking for an official Association spokesperson in times of controversy. Perhaps the most damning indictment of all is that, of the 20 or so top flight UK skaters I've asked, none would BY CHOICE become members of the Association. The standard reply I heard was, 'what difference does joining make to me?' ... in the short term it's a good question.

A 'book to take a leaf from' is the South Coast Skateboard Association who're looking more like a national association every day. They're organised, they get things done, they run regular competitions, give talks on safety, produce a marvellous news sheet, send out a mountain of general information to just about anyone who wants it and more or less act as a fulcrum for most of the country's southern clubs. Increasingly, too, they've been lending a hand to other British associations ... watch out the National!

And finally, to ease a little further towards the optimistic, welcome aboard to the Scottish Skateboard Association (SSA) who seem, on paper anyway, to be heading off in the right direction. They've got plenty of good, practical advice to dispense, so anyone north of the border who hasn't yet made the connection, the address to write is: SSA, 25 Montpelier Park, EDINBURGH EH10 4LX.

Bruce Sawford — Editor

LIP TORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

Contest News

The 'Champion of Champions; International Pro-Am Meet' has been scheduled for the weekend of August 19-20, 1978... to be held in Zurich, Switzerland. The top ten US USA riders will compete with teams from Great Britain, Germany, Switzerland, France, Sweden, Canada, Australia and Japan for a total purse of \$30,000. Entry details etc for what will be THE European event of 1978 obtainable from the Swiss Landsurfers Club, 8027 Zurich, Switzerland. Truckstops 'Summer Series Slalom' league is already under way, the finals to be held in Roundhay Park, Leeds on August 27th. Featuring dual downhill slalom, there'll also be a freestyle competition and possibly some rampage outrage. Entry details from Truckstop, Merrion Way, Leeds 2, Yorks.

A recent, offhand glance through the French magazine, 'Skate' revealed an intriguing article apparently claiming that the modern-day skateboard truck was at least part invented in France. They included a copy of the patent sheet dated 1967 and although going on to admit that a working model plus drawings had been available in America as long ago as 1932, they seem to feel that a M. Yvon Roussel's patent had a big part to play!

Full marks to Pacer who're running a scheme whereby young skaters who show exceptional talent are sponsored, trained and taken to California to improve their skills. The first signing is Butch Hawkins (age 11) from Fleet in Hampshire. He's looking forward to spending his summer in sunnier climes.

INJURIES DEPT.

Rocky Brann, one of the original Slicks, is slowly getting back into some free-



'Lovable ol' Jim seems in a tight situation here at Cardinal Skatebowl in Bournemouth. But what's he saying?? Free goodies are offered to the sender of the most unlikely (but printable) suggestion.

style after the removal of cartilage from his knee... also Bobby G. of LOGOS is convalescing from the same operation

Max Kirsten, late of Team Benjyboards, has unhappily rebroken his ankle in the same place as last time whilst attuning himself to the Mad-dog Bowl's 3.5 metre pool... also, at the same place, Mad Mark Baker recently spotted skating with two fractured wrists. We're told he left his brain pads back in Pig City.

Alicia Bernard (late of LOGOS) has broken a wrist... and again out of action is Thea Cutts — this time with a broken elbow, after a downstairs tumble.

TRANSFER NEWS

Derek (Jingles) Jhingoree, Gilbert Angol and 'Scouse' are some of the new signings on

brought out under his signature. It's nice to be able to quash that vicious rumour that he isn't able to write.

More Contests

Saturday 20th May saw Britain's first major, amateur event of 1978 — at Wicksteed Park, in Kettering — and an excellent day's skating it was too. Both the sun (not the newspaper) and the talent shone as around 130 entrants fought their way through slalom, bowl riding and freestyle. Guest person and prizegiver for the day was 'Mr Brut', Henry Cooper, and despite an initial, detectable nervousness on the part of organiser, Ralph Alderson, the organisation ran with creditable smoothness.

Bowlriding — judged mainly by 'gut reaction' — was a triumph for the Bristol Emotion Team. Stuart Kendall took the individual riding a Bristol Big Foot, Full Tracks and Lip Bombs. Second came Ian Richard (Bristol) and third, Mark Hines (Canvey Island). Slalom suffered a few hiccups, due mainly to the demanding nature of the course. Eventual winner was Wayne Henry of Plymouth's Steve Daniels Team riding a G&S Fibreflex, Full Tracks and Powerflex 5's/OJ Slaloms. Second was Nigel Adams from Leicester.

Finally, Eastbourne's Skatercity crew wiped up the freestyle, taking first, second and joint third. Winner was Andy White riding a 27" Santa Cruz with Mid Tracks and 70mm Red Kryps. Second came Kevin Lee and joint third was Mark Perkins (Skatercity) and Stuart Kendall (Bristol). Moral of the day — if you're taking part in contests, read the rules. Many competitors, particularly in freestyle, lost points through not having studied the scoring procedures. Stand-by for the Wicksteed pro contest in September... it should be good.

The Pandock Trophy took place in the Exmouth Skateboard Centre on May 7th and

the 5-a-Side Team.

Ellen Berryman is now skating full time for Alley Cat UK, whilst Bobby Piercy and Jerry Valdez, among others, seem to have settled on the Arrow Skateboard Team based in Wolverhampton.

Jock Paterson's unexpected departure from Max's Sunset Boulevard Team has left him in 'a fluid situation' — we'll keep you posted.

IN SHORT

Seen socialising at Skatecircus, London recently, the most unlikely pair: Si Napper and 'Mr. Morris-Vulcan'. Could this be the start of a meaningful relationship?

And surprise of the month, Guy Wadsworth tells us of two new models soon to be



Bruce Hazelton

Pint sized Eric Dressen (Age: 10 years) taming a Logan at Carlsbad.

the trophy for the overall team prize went to the Cabedelo Skate Surf Centre. Individual winners were: high jump, Dave Stowell of Earth & Ocean; slalom, N. Whittaker of The Crazy Exeter; free-style, L. Moxon of Somerset Skateboard Centre; long jump, C. Ellis of the Cabedelo Skate Surf Centre; bowl-riding, P. Davidson of The Crazy (Exeter).

During the evening, Dave Stowell clocked a witnessed and amazing 4'5½" on the high jump and C. Ellis cleared 12.37' in long jump. Also D. Cross successfully pulled off nineteen 360's... sounds like a record to us. Thanks to Bill Cross for the information.

Club & Team Check

Only a few clubs have checked out with us this month... come on club secretaries, keep the world informed on what's happening in your particular areas. Drop a line to Adam Peacock, Skateboard! magazine, 14 Rathbone Place, London W1P 1DE

● *South Holland Skateboard Club*, based at 14 Clarence Gardens, Spalding, Lincs are now taking in members. Also, a skatepark looks on the cards for August.

● For 50p a year, Pompey skaters can join a club at *Hillside Youth & Community Centre* Cheltenham Road, Paulsgrove, Portsmouth. They already have their own park.

● *Filton High School*, Bristol, now has a flourishing skateboard club. *The Filton Hi-Flyers* have around 50 members and can be reached through Revd. David Smith at Filton High School, New Road, Stoke Gifford, Bristol BS12 6QT.

Newly arrived on the scene is the *Worthing Skateboard Club*. Cost for a year is 70p (which includes 10p each to the National Association and to the South Coast Skateboard Association). There'll be a membership card and maybe a weekly column in the local newspaper — the club meets at the Worthing Boys Club every Friday evening between 6.30 and 8.30 p.m. Contact Mrs. J. Smith, 53 Oakleigh Road, Worthing, Sussex BN11 2QG.

Skateplaces

GILLINGHAM

The Black Lion Sports Complex in Mill Road is the site for The Black Lion Skatepark, due to open any day now. The five runs include; 7m x 3m pool, 30m snake run, a large halfpipe and a slalom run that leads into a 20m x 20m reservoir, (similar in design to the one at Brighton's Barn).

There's a restaurant and first aid facilities on site and all safety equipment is hire-able. Test Team report coming soon.

TORBAY

This month something of a West Country update. Torbay Park should now be open and though small, it's interesting. There are two linked bowls, one 5m deep and the other measuring in at 3.5m deep. There's also a large freestyle area.

ST. AUSTELL

The town's first skatepark has been built by Bill Cross, the man behind the Exmouth Skatepark (see New Parks & Bowls Pt. 3) and includes such delights as a 4.5m deep bowl and a 20m x 35m free-style area.

EXMOUTH

The previously reported outdoor extension to the Exmouth Park should now be completed. It features a 45m square area with banks, halfpipes and moguls. Naturally there's also good space for freestyle.

LOOE

Melandreth Holiday Camp is the location for Looe's first park which opened in mid-May. The outdoor site has

CLACTON-ON-SEA

Skatopia opened at the beginning of June on the old Warwick Castle site in Clacton's town centre. It features a downhill slalom run into a bowl, a performance bowl — 4m deep, and a 40m snake run ending in a large, flat freestyle area. Sessions are 2½ hours long and cost 50p for non-members and 30p for members who've paid the £2 annual fee.

two linked bowls of 2.5m depth, a 35m snake run and a halfpipe run.

HOLYWELL BAY

This small skatepark, featuring a slalom run and a bowl, was opened by Jock Paterson in May. Reports coming through say that the surface is a bit lumpy.

BARNSTAPLE

The Earth and Ocean park next to the Leisure Centre at Severn Brethren Bank should now be open — or at least very close to it. At presstime, plans were afoot for a large, tiled pool with coping and a freestyle area.

PLYMOUTH

Plymouth Skatepark should now be in operation (opening day scheduled for the end of May). So far, the six acre site looks like being one of the most advanced in Europe — certainly one of the better British parks.

Situated on the site of the old Plymouth Zoo in downtown Central Park, there's no less than five runs of varying ability level (all in hand trowelled concrete) and a 7m pipe — the first to be installed in a UK park.

The 'Donut' is a beginner's bowl, shaped like a saucer with a hump in the middle; the 'Mogul Run' is an intermittently flat and bumpy area; the 'Tiger Bowl' is a 13m circular halfpipe affair; the 'DZ' run is 25m long and snakes through a number of heavy switchback turns; the 'Walking Stick' — shaped appropriately like that article of support — is a sloping halfpipe, 25m long, that ends in a bowl.

The last two features are most definitely advanced runs. Taking a lesson from the mistakes of other park designers, there is no blurring of ability level between facilities. The beginners have the 'Mogul Run' and 'Donut' while the 'Tiger Bowl' is for intermediates.

Aside from all this, the whole area has been landscaped properly — even lawns have been laid — and twelve benches have been provided for weary parents.

The pro shop and hire shop are well-stocked with all the latest gear; the restaurant/



Gaining assisted altitude at Spandels Skate-Dome in Uxbridge, Hobieman, John Turnbull.

snack bar seats over 50 people and the clubroom will be used for filmshows. Charges are, per 2½ hour session, 60p for non-members (45p if you're in a party of over 20 people), 30p for spectators and 25p for all safety gear.

It probably goes without saying that a full Test Team report will follow next issue.

RHYL

Skateworld, in the rollerskating rink on Rhyl Promenade, should now be open. The £6,000 council venture is outdoors, fabricated in sprayed concrete and the runs include a 'concrete wave' snake run, half and quarter pipes and slalom and freestyle facilities. The site is floodlit and skating continues up to 9.00pm on most nights.

HAILSHAM

More details on the Hailsham Skatepark, reported last issue. Open at the moment are two 5m sections of halfpipe (each 3m in depth), a dual-slalom run that's 40m long with ramp start and electronic gates in use all the time, and a banked freestyle area. Opening any day now are three bowls that'll cater for beginner, intermediate and advanced capacities — the heaviest being a snake run into a 4m deep swimming pool.

A 2-hour session will set you back only 35p, all safety gear is essential, but hireable (30p for all) and hot or cold snacks are available on site.

CHESTER

Inner City Truckers Skatepark next to Chester Football Club is open, although its future is apparently in some doubt. At the time of going to press, the park had officially closed — but was still being heavily used by skaters — completely unsupervised. We're told there's been three serious accidents already!

Chester's latest park, Superskate, is due to open any day now . . . and maybe it'll save a few bones. The 2½ acre outdoor site adjacent to Northgate Arena Leisure Centre has been very professionally worked. It features slalom and free skating/freestyle areas, a 120m snake run, a concrete (6m diameter) full pipe with a run in and out, a 'Black Bowl' that's 10m in diameter and 5m deep — and a mogul area.

Pedestrians are well-catered for, though completely segregated from the actual skating areas. Full Test Team report coming up ASAP.

HARROW

The previously mentioned Solid Surf Skatepark in Harrow (see Skateplaces, issue 9) has been a little delayed, but should now be open.

The design has altered somewhat — the new scheme is a combination of the ideas of Adrian Rolt (of G-Force) and Jim Rennie. The park will now include a 50m slalom run with electronic timing, a freestyle area, a classic pool along the lines of the one at Kidderminster, a rhythm run (70m), two halfpipes, 4m

deep, connected in the middle by the same take-off point and a half-sphere bowl of depth, 5.5m, with lips varying from rounded to sharp. There's also a 7m fibre-glass full pipe and a 17m section of 6m deep halfpipe on a slight gradient . . . it sounds insane.

CHEPSTOW

It seems that the Trinder Land Scorchers Skatepark reported in issue 8 has fallen through. Apologies to all who wasted time going to the site, but, try as we might to verify all reports of parks before going to press, there're always some that fall through when it's too late to change anything.

WALTON-ON-NAZE

The Martello Skatepark, in Kirkby Road, was opened by the LOGOS Team at the end of last month. At 50p per 4-hour session, the 3m deep performance bowl, slalom and freestyle runs are very good value.

SOUTHPORT

A smallish park recently took its first breath here on the promenade. Solid Surf Skatepark includes a 50m slalom run, a mogul maze, an 80m snake run, two half-pipes, a 7m full pipe and a freestyle area.

GENERAL RUMBLES

Will Alexandra Palace become the site for London's stateliest skatepark? — more details soon . . . a new, ramp type park has just opened in Croydon, South London, on the golf range . . . a third park has just opened in Bristol.

Skate-Inn is situated in Penpole Lane, Shirehampton Park . . . happenings at Halifax! A halfpipe has replaced the shop in the corner (see issue 8) and the slalom bank has been built-up to the beams to make about 2m of vertical. All night sessions are now a regular occurrence on weekends . . . Walton-on-Naze, more concrete may be coming — no more details at presstime . . . last but not least, we've heard rumours of thirty parks due in Merseyside! Watch this space.

STARSHOTS

NEW RIDERS OF THE SKATE AGE



17 year old Twiggy, a native of Brighton, took up **TWIGGY** skating a year ago — "My mum bought me a cheap little Skuda, and I've progressed from that to my present stick, an Alva with Lazer Slaloms and White YoYo's". Riding and working for Max's Sunset Boulevard, he's making a living from what he enjoys. Would he like to go fully pro? Twiggy says, "It's up to the boss".

Robert Venti

STARSHOTS

Lorne Edwards



JAMES DAVIES South Coast pro, James Davies, recently took a trip to the States with Portland Park man, Lorne Edwards and close friend, Steve Narrowway. Stacy Peralta guested and escorted them around 20 or so parks. James rated in particular, Paul Hoffman, Greg Ayres, Frank Blood, Doug Saladino and Kim Cespedes. He's been skating for over two years now and these days he rides a Sims Toft deck with Mid-Tracks and either YoYo's, Vans or Green Snakes. In this country, James picks out Tim Levis, Brad Vine (on verticals) and Paul Sully for special mention. He free-lances, likes travelling and believes, "that we're as hot as the Americans — other than those in California".

Robert Vente



JUSTIN LEVY Says Justin Levy, "A lot of people shout 'go-for-it' when I'm skating — and I do". He's been riding for around a year, these days using a Val Surf Roof Rider with Mid Trackers and Lime Green Kryps. He doesn't skate for a team at present but doesn't hide the fact that he'd like to.



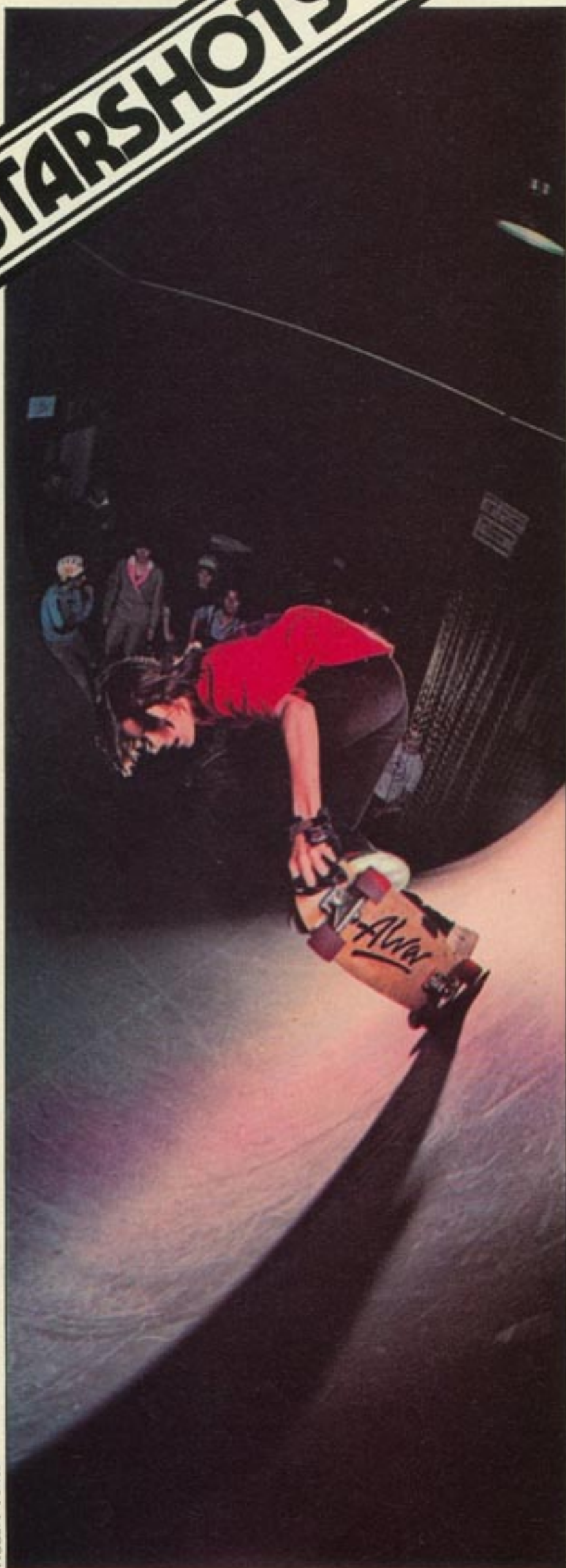
Robert Vente



Robert Vente

CHRIS SULLIVAN Imagine a guy with a totally smooth style pulling off consecutive frontside grinders in a pool — okay, then you've got 17 year old Chris Sullivan from Brighton. Chris, who right now is riding an Alva deck plus Lazars and White YoYo's, used to be on the Max's Team — but he left. Last Summer he decided to get back into it again and now he's looking for a chance to rejoin a team.

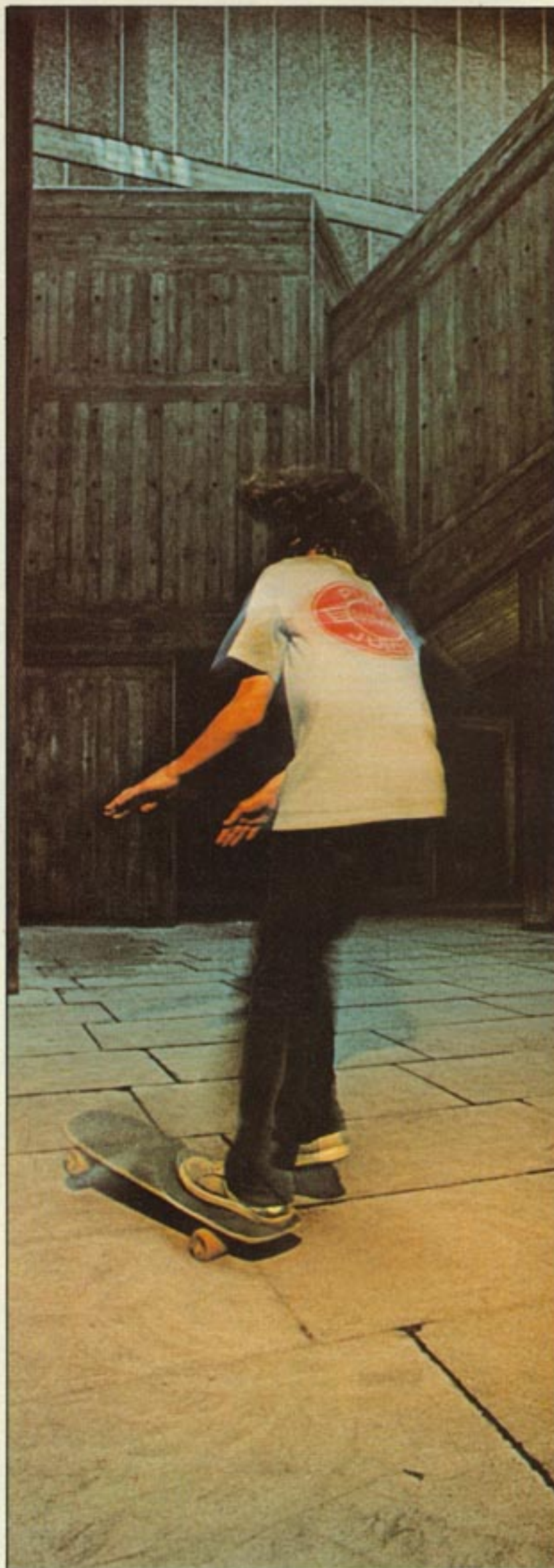
STARSHOTS



Robert Vente



JOHN BULL Hobie Team member, John Bull, is believe it or not a sufferer of vertigo, as anyone who was at the Horti show in London will testify. There, he blacked out high in the Blue Tile pipe, landed on his board on the way down and fell backwards onto his head. Luckily, there's been no recurrence since. He says, "It seems like I'm getting over it now — I've been riding pools and halfpipes without problems". John's been skating for a year altogether and his normal bowl equipment is a Hobie Radical Terrain model with Trackers and YoYo's.



Ian Dobby

NEVILLE RADA Neville, who lives in London and doesn't ride for a team, is becoming THE freestyler at the South Bank. As a regular there, he's often to be seen spinning graceful circles on either a Dread 29" with Mid-Tracks and Excellerator 58mm's, or a Chapstik with Half-Tracks and YoYo's. . . "The ultimate freestyle wheel".

SKATA DATA

LIME GREEN AND BEYOND



SKATA DATA

Edited by Dave Goldsmith

Since Skateboard! first hatched a year ago I have had countless requests for reliable test information on the performance of wheels. As skating surfaces improve and skating techniques become more sophisticated, so the need has grown. In response to this, Skateboard! has commissioned an independent test programme, the results of which will appear regularly in Skata Data. The tests take place in Bristol under the direction of Mike Wisternoff (Micky B) and Royce Creasey. Both Micky and Royce have been involved in the research and development of skateboard products for some time and Royce, a contributor to Bike magazine, has done intensive testing of motorcycles and their accessories.

LIME GREEN AND BEYOND

THE SECOND GENERATION PARK WHEELS

By Mike Wisternoff and Royce Creasey

Although the Lime Green Kryptonite was not the first high speed park wheel to appear it marked, it could be said, the beginning of an era. The new generation of urethane that has since appeared is better than anything seen before. Fine tuning of traditional hard compounds has improved speed and produced wheels that are so controllable you can pull really heavy drifts at ridiculous speeds — without turning into a hamburger.

We have tested a total of fifteen wheels on a variety of test surfaces to cover speed, grip, breakaway, drift, slide and lock-on. The most interesting technical development appears to have been adjustment of bounce (amplitude). 'Fast bounce' wheels are very quick on a good, average park surface; on fine grain rolled asphalt they're unreal. There's a relationship between the frequency of surface

bumps, even tiny ones, and the natural bounce frequency of a wheel. If the latter is correctly tuned the result is a radical speed increase on the right surface. Better still there is enough margin in the relationship to design a wheel that's very fast on any reasonable surface and, at the same time, achieve an improvement in stability. The old problem of snatchy breakaway has disappeared altogether in the better wheels... they just go on drifting. High speed stability has also improved and there's a tendency towards centred (inset) bearings.

The wide range of performance from similar "fast-bounce" wheels indicates that there is still plenty of room for development. Some wheels seem to have the speed/controllability balance about right, others less so. It was noted that the new mixes seem to suit particular sizes of wheels, and it appears the various factors that determine a wheel's performance are becoming increasingly related. Looking to the future it's quite probable that computer modelling will be necessary to predict

the complex and very delicate balance of factors needed for a specific purpose. In addition there may be production problems — several of the wheels showed signs of uneven mix — the Excellerators, Lib Bombs and particularly Wings even showing uneven wear. Probably curing time is a factor in bounce speed adjustments — doubtless these difficulties will be overcome.

The very large number of wheels tested precluded any subjective involvement. However some wheels stood out. The Sims Snake and Excellerators proved the quickest and grippiest wheels on any old surface. On a super surface, where differences tend to disappear, all the wheels seemed very good indeed. The appearance of a competitive English wheel in the Traknology is encouraging and in general we felt that the group of wheels tested could justly be described as the first of a new generation. Before buying, if at all possible, it's a good idea to try out your choice; check your personal preferences in feel and ride. You are very unlikely to be disappointed by

speed or control.

The Tests and Test Surfaces

For speed of work and reliability of results three identical rigs are used in these tests, each being a 28" Bristol Big Foot deck fitted with Trackers. Another essential piece of equipment, proved to be a set of full racing leathers — testing wheels to their limits can lead to some technical wipe outs!

Grip and breakaway

For these evaluations we use a fine grain asphalt, superfine rolled tarmac or smooth trowelled concrete surface, and, where appropriate, the street. A cone is placed as a fixed reference point at a location where a full turn is possible. The tester sets off from a fixed spot and the cone is moved progressively further down the hill. The test ends when the cone is positioned at the lowest point possible — where breakaway takes place. This allows wheels of similar speed to be checked out against each other. It also allows a direct comparison of breakaway and grip characteristics. As the wheel loses grip the nature of the

KEY TO OPPOSITE PHOTO AND WHEEL DUROMETERS

- (A Scale Shore hardness in brackets)
- a Kryptonite Lime Green 65mm (92A)
 - b Pacer 1 (large bearing model) (93A)
 - c Sims Snake Green (88A)
 - d Bones 63mm (88A)
 - e Powerflex 5 Black (88A)
 - f Belair Bolts (93A)
 - g Belair Lipbomb (95A)
 - h Traknology 62mm (90A)
 - i Excellerator 65mm (86A)
 - j Belair Blazer (93A)
 - k Pacer 1 (standard bearing model) (93A)
 - l G&S YoYo White (87A)
 - m Belair Wing (92A)
 - n G&S Wonker Yellow 60mm (90A)



Acknowledgements

Skateboard! would like to thank Bristol Skateboard Centre, Gecko Leisure products, Alpine Sports, Skateboard Specialities, Belair (UK) and Arrow Skateboards for supplying wheels used in this test.

Our thanks also to Hampden Test Equipment of Northampton for supplying the Shore Durometer.

TEST RESULTS TABLE ON PAGES 46 and 47

MAKE	MODEL	DIAMETER	WIDTH	CONTACT WIDTH	BEARING INSET	INNER EDGE	OUTER EDGE	SPEED RATING 'A'	SPEED RATING 'B'	GRIP	BREAKAWAY	DRIFT (WEIGHTED)
KRYPTONIC	Green (65mm)	64mm	44mm	35mm	None	mf c	r	9	6	Good	Sudden but locks in well.	Twitchy. O.K.
SIMS	Snake (green)	66mm	47mm	42mm	None	mf sr	sr	9	8	Good	Early predictable	Smooth
G & S	Wonker (Yellow)	59mm	46mm	39mm	None	mf c	r	9	7	Good	Noisy. Sudden. Locks in well.	Lively. O.K.
BELAIR	Wing	65mm	45mm	39mm	None	mf sr	r	9	6	Good	Very early. Buzzes first.	Lively. O.K.
BELAIR	Lip Bomb	62mm	51mm	39mm	8mm	mf r	r	9	6.5	Good	Very early. Fast.	Straight into slide.
BELAIR	Bolt (White)	63mm	51mm	44mm	6mm	ms	r	9	7.5	Good	Early. Good warning.	Lively Good.
BELAIR	Blazer	58mm	46mm	39mm	5mm	mf r	r	9	5	Good	Good	Similar to Bolt
POWERFLEX	5 (Black)	65mm	45mm	43mm	None	ms	sr	8	5	Very Good	Good. Breaks slowly into drift	Very smooth. Good
EXCELLERATOR	65	65mm	45mm	35mm	6mm	mf r	r	9	8	Good	Good. A little jumpy.	Lively. Very good.
EXCELLERATOR	57	58mm	45mm	38mm	6mm	mf c	r	9	8	Very Good	Progressive. Smooth	Quiet Creamy smooth
BONES		63mm	63mm	57mm	7mm	mf lr	lr	9	6.5	Very Good	Late Smooth	Smooth Good
G & S	YoYo (White)	61mm	49mm	41mm	None	mf sr	r	9	7.5	Good	Early. Gentle	Slight. Smoothly into slide
PACER	1 (Red)	63mm	46mm	37mm	None	mf r	lr	7.5	4	Very Good	Late. Smooth	Progressive. Safe
PACER	1 (Green)	63mm	46mm	37mm	None	mf r	lr	7.5	4	Very Good	Late. Smooth	Progressive Safe
TRAKNOLOGY	62	62mm	41mm	32mm	None	mf r	r	9	5	Very Good	Late Smooth	Progressive Good

NOTES FOR TABLE

Diameter	In some cases our measurements differ slightly from the manufacturer's specification.
Width	The overall width of the wheel. Take our measurement as approximate as this can vary in production (due to machining of inside face).
Contact Width	The actual width in contact with the running surface (approximate measurement as above).
Bearing Inset	The distance from the edge of the inside bearing to the inside edge of the wheel.
Inner Edge	mf: machined face ms: moulded square r: radius l: large s: small c: chamfered.
Outer Edge	Codes as for inner edge
Speed Ratings	Wheels are rated out of ten points, and this is an indication of the relative speed of each wheel. "A" rating: superfine park surface. "B" rating: good park surface.
Comments	Wheels marked with an asterisk (*) are those which were, under our observation, obviously designed for ultra smooth surfaces only. Their performance deteriorates dramatically on anything rougher than this. Not recommended for street skating and rough surfaces.

breakaway is noted and this is mentioned in the table.

Drift (weighted).

This is checked on a wide slope. High speed sweeping turns are made while down-weighting the board on each turn. Although it's difficult to take specific measurements, it soon becomes obvious which wheels are capable of controlled drift.

Slide (unweighted).

Various sliding manoeuvres (e.g. powerslides and Ty slides) are used in this test. Having identical rigs enables us to check wheels through the same manoeuvres in quick succession, thus making conclusions possible in a short time.

Lock on.

We have noted in the slide

and drift tests the nature of the resultant lock. (i.e. how the wheel returns to a state of grip). A positive lock is a valuable asset in a wheel. Delayed lock is liable to dump you!

Speed

On the table you'll see that we checked speed on two surfaces. Both are representative of park surfaces, 'A' being an average surface and

'B' being a superfine surface. We've rated the speeds out of 10 points. As you can see, all the wheels lie within a range of 5 to 9 points (we have based the points scale on the speeds of all skateboard wheels — therefore most of these park wheels rate highly). The important thing to note from these ratings is the difference between 'A' and 'B', particularly if you ride on varied surfaces.

SKATA DATA

SLIDE (UNWEIGHTED)	LOCK ON	COMMENTS
Fast Hairy	With a bang Loud.	* The first of the ultra hard, ultrabouncy wheels, now outclassed by the best of its competitors.
Farty but nice	Smooth Firm	Dynamic all surface wheel. Very quick acceleration. Doesn't need perfect surfaces. Well worth further development.
Fast Dodgy	Good Sudden	Reputedly green Kryp. compound, has similar steel bearing seat. Similar characteristics to the green kryp, but better stability.
Screechy Wild	Patters. Liable to dump	The best of the Belair range for average park surfaces. Rougher controllability than the best competitors.
Very early. Fast. Crazy	Very late O.K.	* Fast hairy transition from drift to slide, good though and fearsome fast on the best surfaces.
Fast. Noisy but O.K.	Firm	* Outperformed by the rest of the Belair range. Performs best on superfine surfaces.
Very fast. Good	Late Firm	* Well named! Great wheel on the super smooth.
Good Firm	Positive Smooth	A high grip, very controllable wheel. Lack of ultra-speed is offset by its excellent control.
Needs pushing Lively. Good	Very firm Good	Less stable than little brother, the choice for rougher surfaces. A very fine wheel.
V. Smooth V. Firm	Very firm Trusty	Great all surface wheel. Killer fast, very fine controllability.
Very smooth	Positive Firm	Ultra controllability. Beautifully balanced high performance. A unique wheel.
Great Controllable	Late Firm	A class wheel, especially for sliding freaks. Also makes it on rougher surfaces.
Reluctant Short	Early Solid	Basically old generation wheel. Well developed. Dead feeling urethane. Very stable on steep, smooth surfaces.
Reluctant Short	Early Solid	Large bearing model similar to above. The big bearing provides no speed advantage and possibly difficult to obtain as spares.
Late Buzzy, good	Late Dependable	Competitive British wheel! Finely balanced, pleasant characteristics. Slightly slower than the fastest American competition.

EQUIPMENT NEWS

Our test feature on park wheels this month has pointed to one clear fact — the battle for speed and smooth slides is far from over. The appearance of new super-resilient compounds like the Excellerator and Snake is every bit as significant as the appearances of the Red Kryptonite last summer. The more these 'leapfrog' advancements in technology take place the more that established manufacturers realise the importance of looking one step ahead, and not simply riding on the back of success for a short period.

For this reason we'll see, over the next few months, several "big wheels" in the wheel industry revising their compounds in line with those we've seen just recently. Look out for a radical change in the OJ range — the new models will have the same familiar names (Super Juice, Hot Juice etc.) but they'll all be produced from a new urethane — Thunderline. Another US factory springing into the summer with fresh produce is Park Rider.

Their revised wheels are pinkish in colour, and some

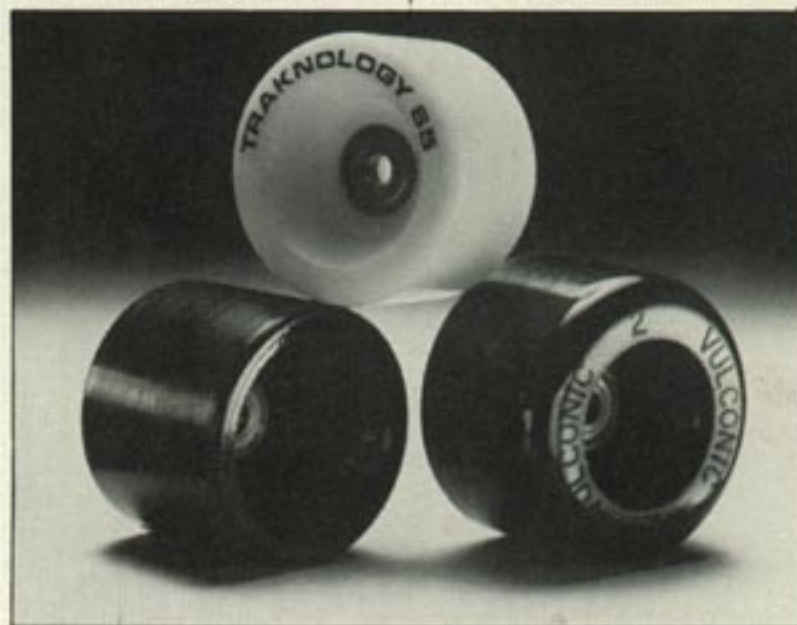
will also feature radial designs.

More news from across the pond... HPG, makers of the Gull Wing truck, would appear to be working on a wheel... ACS have a magnesium 580 model due in August... and Kryptonics are rumoured to be developing a new non-wheel product (our source is under oath not to reveal what it is)... Belair have a new deck on the way — the Casper. This 27"/30" stick has been designed by team-member Bobby "Casper" Boyden and features two laminates of poplar with

a mycarta centre (a la Chapstick)... the Emotion wheel is being replaced with a new model from the same makers — the Quix. This will also be manufactured with a 50% urethane (inside) 50% rubber (outside) running surface but will feature a twin radius-edge (unlike the Emotion)... also, Vans,

the revered skate shoe manufacturers are now making park wheels with the same 'Off the Wall' trade name. These may, or may not, appear in the UK.

One British wheel factory which is currently heavily into research is Arrow/Traknology. Their double-radial parker is proving to be the



Above: Traknology 65 (also available in 62mm and 68mm sizes). Below: Two new wheels from Morris Vulcan. Left: Vulconic 3. Right: Vulconic 2(71mm).

hottest British wheel to date and is made in the now-familiar pearl white shade (it used to be that skate wheels were nothing but red — now it's white!) Available in 62/65/68mm sizes.

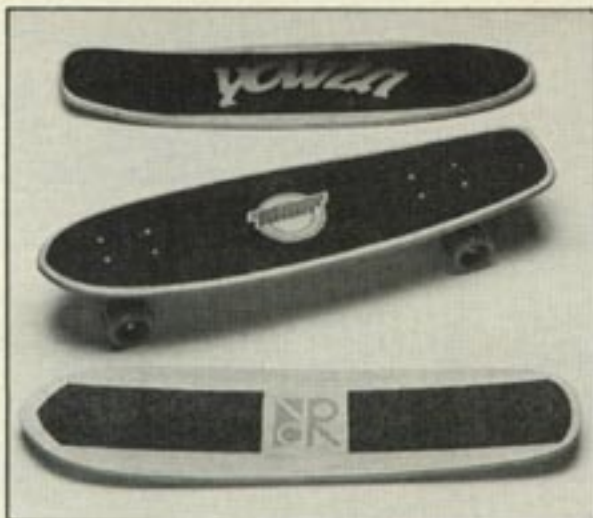
Nothing to report from the trucks dept. this month — the "experiments" seem to have dried up for the moment but we await something of earth-shattering importance in the near future. On the subject of Trackers, watch out for counterfeit imitations. One or two very close copies have appeared recently (see our photo for information on how to check for the real thing). Three new British decks to report. Firstly the Ramp Rocker from the 'land of the valleys'. Paul Conibear has designed their first deck which is a nine-laminate maple/hardwood ply model. It comes in a choice of 28½" and 30" lengths and is grip-taped.

Pacer have also appeared with their long-awaited ply model, the Catalina. It is a maple/ash rocker with kick, length 28", it's pre-drilled and comes with grip tape.

An accessory we've just received is the Aroflex adjustable flex unit. It's a steel band connecting both trucks which has to be used with an Aroflex deck — since a hole has to be fitted into the platform. At present you can only buy the whole packaged board as shown. Since everyone has moved away from flex decks for bowlriding and freestyle it would seem a rather irrelevant accessory (as has been found in the States where these ideas came and went some time ago).

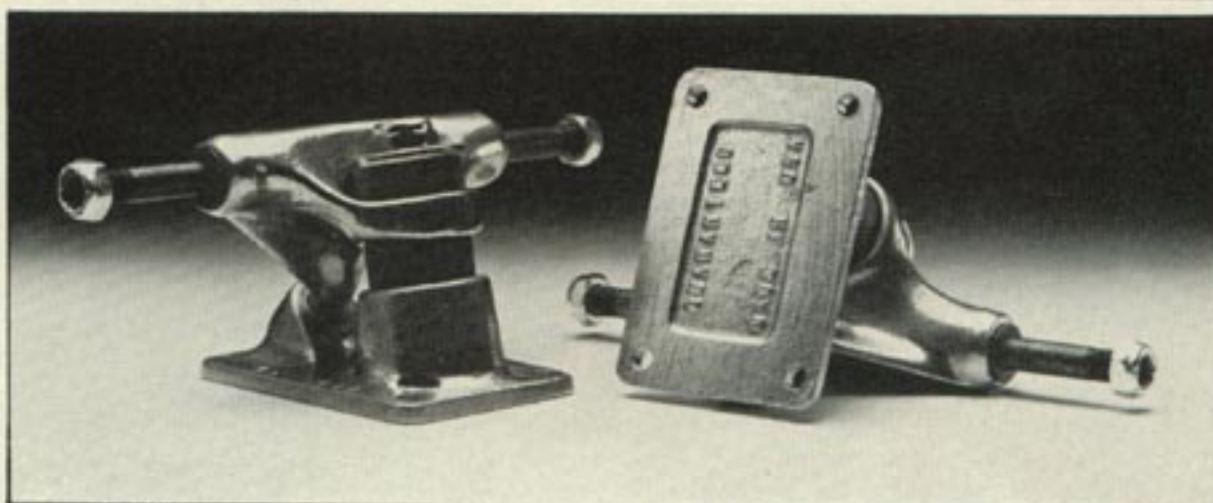
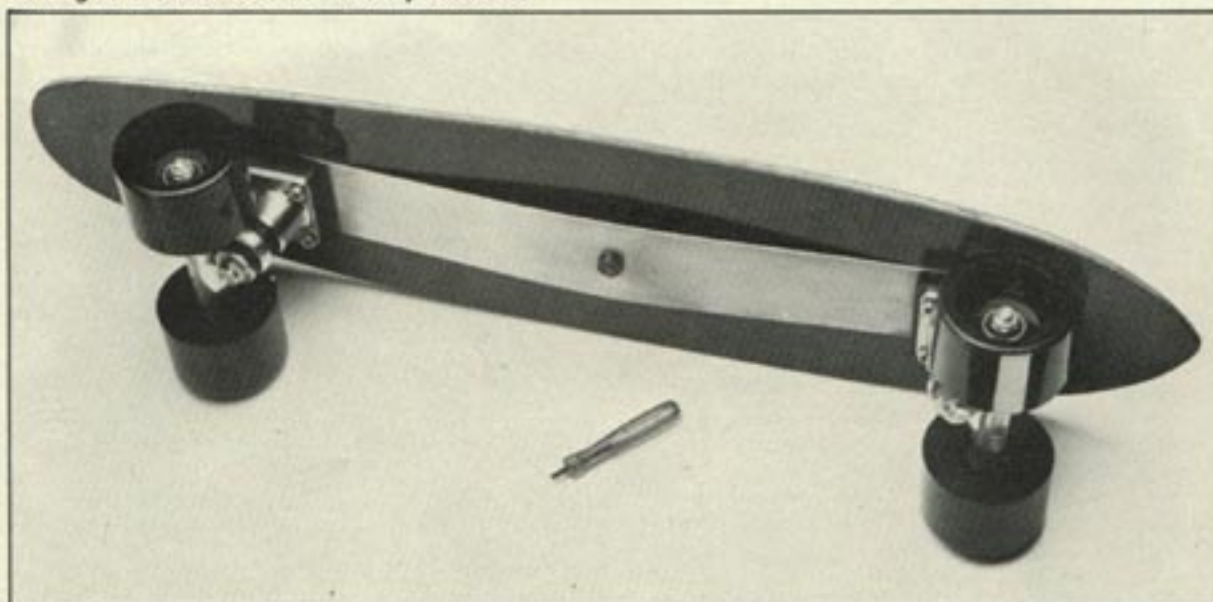
Finally another word on ripped-off designs. We've been tipped off by Dave Thomas in Newquay to watch out for close Taiwanese copies of the Phoenix and ACS 651. These two are renamed Conqueror No. 2 and Super Conqueror.

Word from Benjyboards that their signature models will be launched soon. These will comprise a John Sablosky 30½", a Jeremy Henderson 27½" and 29½". They are also distributing the remarkable handmade, foam-core, Turner Summer ski slalom decks in two degrees of flex: soft and medium stiff. The price — a mind-boggling £75 (grip tape gratis!)



Top left: Above Yowza Rocker (beach/maple) (29") Middle: The Pacer Catalina (28") Below: Ramp Rocker Paul Conibear model (28½"/30")

Top right: The full spread of 1978 decks from G&S. Top to bottom: Stacy Peralta Warp 2, (25"/27"/29"/30½"), Fibreflex Teamrider (28"/30"), KT4 Flat Kicktail (28"/30"), Fibreflex Bowlrider (27"/29"), Rockit (28"/30") and Fibreflex Kicktail (25"/27"). G&S inform us that Gecko Leisure Products, Fagan & Son and Skateboard Warehouse are acting as distributors for their products.



Top: The Aroflex deck complete with adjustable flex unit and key. Middle: a preview of the Sims Hardcore. Bottom: two genuine Midtracks. Beware fakes. . . the real Hafrack, Midtrack and Fultrack feature "Guaranteed. . . made in USA" inscribed under the base plate. They also have small indentations at one end of the axle and at the top of the kingpin. Remember that a 9/16" space pad is included in the price of a Fultrack and Midtrack and a 5/16" space pad comes with a Hafrack.

SAILBOARD CONSTRUCTION

Most if not all of the materials should be available at your local hardware store and no special tools are required in the construction. Before giving you the design, we should emphasise that board sailing can be hazardous. Small obstacles can stop the wheels and unexpected changes in wind may pull you off the board. So make sure that you only use the rig within a comfortable wind and speed range. Full safety gear including helmet and pads should always be worn.

Also, a thorough ability at regular skateboarding is essential, since many of the thrills and skills of board sailing require full attention to be paid to the rig — control of the board should be fairly automatic. It is especially useful to be capable of riding the board with either foot forward. This will help in tacking the board to make upwind progress.

Here is a full list of the materials you will need (for this feature, all units will be given in Imperial measure):
One piece 8'x4' thick, clear polythene.

Five pieces 4' broomstick.
Three pieces 9" aluminium/steel tube (to make snug fit over the broomstick diameter).

One Piece 10" hosepipe.

One piece 2' nylon cord.

One plastic end cap to take broomstick diameter.

Twelve 1" x No. 10 self-tapping screws.

One reel strong terylene thread.

Two eyelets (or strong sticky-tape).

One roll double sided sticky-tape.

One 2" x 5/16" nut and bolt.

One small roll of Sellotape.

CONSTRUCTION DETAILS

The Mast — use three of the 4' lengths of broomstick and two 9" lengths of aluminium/steel tubing. Locate the metal tubes as jointing pieces between the broomstick lengths. Drill through both metal and wood with a 5/32" or 11/64" drill bit. Screw in self-tapping screws to hold the tubes firmly in place over the two broomstick mast joints. You'll now have made a 12' mast.

The Boom — use the two remaining 4' lengths of

A D.I.Y. Enterprise

By Pete Christopherson — and with thanks to Neil Penman.

With the current rise of interest in various forms of free-energy sports such as hang-gliding, sand-yachting and windsurfing, Skateboard! has come up with this natty design to turn your skateboard into a wind-whippin', fast flyin', sleek streakin' machine. . . FOR UNDER A FIVER.



Above: David Goldsmith, aboard a Dread 'Motherskate' plus Traknology wheels and Lazer trucks. He's trying out a prototype of the sailboard — amidst the wildlife of London's Hyde Park. The sailshape's the same although the stitchwork, as you can see, was rather different to that of the final version. It was also found to be an improvement to bring the mast cup back from the nose to a position over, or just behind, the front truck.

broomstick (Fig. a) and shave the ends so that they can be inserted into the hosepipe. Drill and fit self-tapping screws to hold these in place (5/32" or 11/64" holes). Drill a 5/16" hole across the rear ends of the poles. Drill another 5/16" hole through the midpoint of the hosepipe and a matching hole 4' up the mast (through the mid-point of the first metal mast sleeve).

The Sail — lay out flat the 8' x 4' polythene sheet and cut it thus (Fig. b). Discard the shaded areas. . . sections 'A' and 'B' will form the

sail.

Butt together the two sail pieces and cover the join with double-sided tape on the top side. Take polythene sheet 'E' carefully cut 1' from sheet 'D' and sellotape the two together lengthways, making the final sheet, approx 4'x6". Lay a strip of double-sided tape along each edge, one side only. Lay this over the two sections of sail, the patch sticky side down, over the sail join sticky side up and cut to make the same angle shape as the sail at point 'Y'. Carefully seam the 'patch' around its perimeter

with terylene thread. Also stitch along the join between sail sections 'A' and 'B'.

Join together lengthways the two other sheets of polythene ('C' and the remainder of 'D') by sellotaping over the joins (allowing a ¼" overlap). Sew along the overlap. Lay a 12" long strip of double-sided tape down one side of this approx 11' x 6" strip and fold lengthways and stick to form a tube. Again, sew along this seam with terylene to strengthen.

Using more double-sided tape, attach this polythene tube to the front side of the 11' tall sail and sew. This tube (the mast pocket) will be fitting over the 12' broomstick mast.

Fix eyelets to the top and back of the sail (points 'X' and 'Y'). Alternatively, reinforce these points with several layers of sticky tape, then punch a hole in the back of the sail ('Y') ONLY. The ('X') of the sail will be held to the mast with a self-tapping screw.

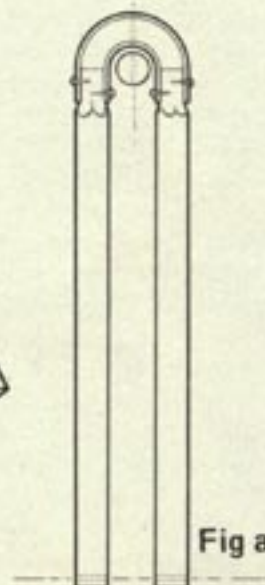
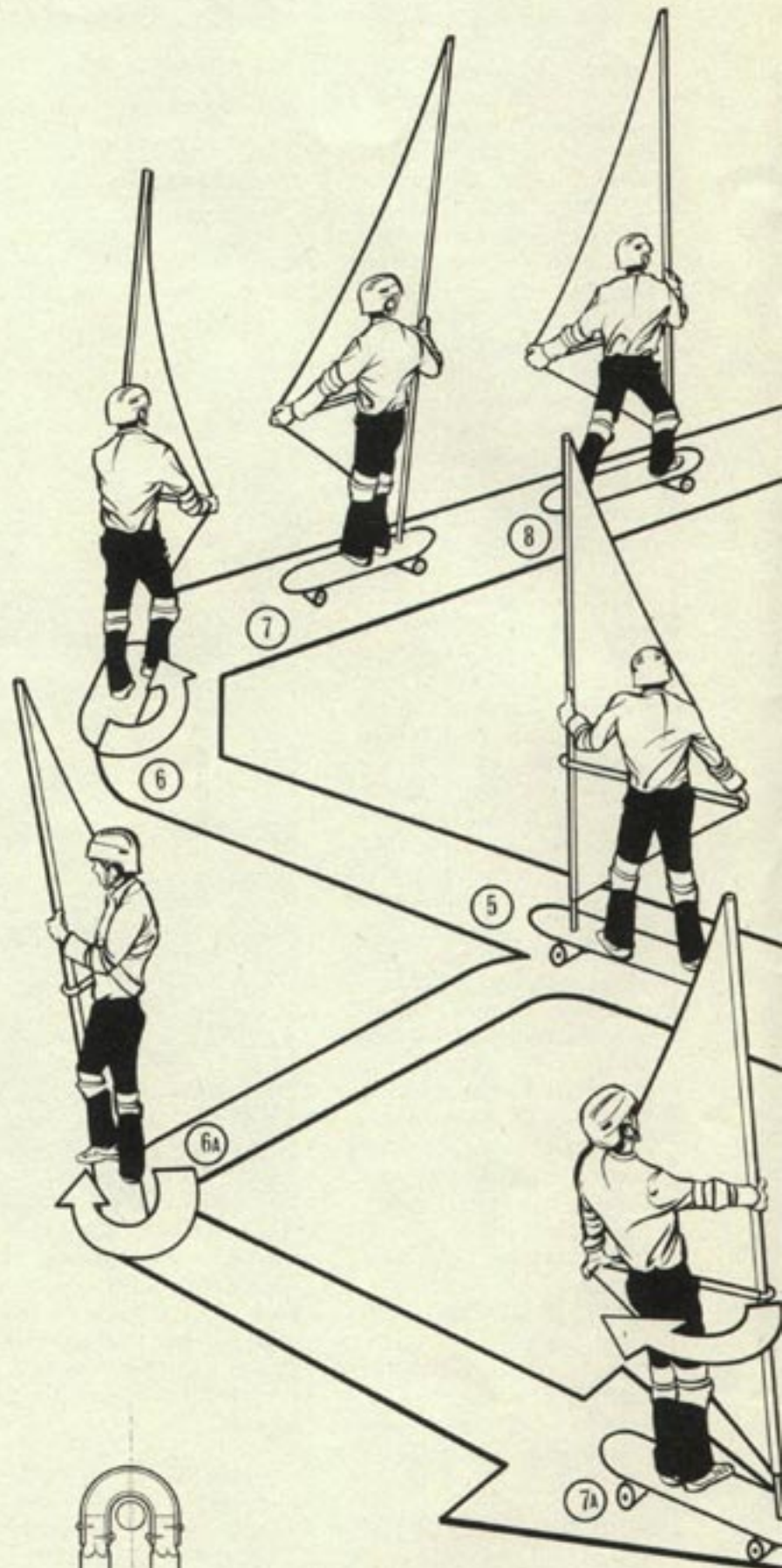
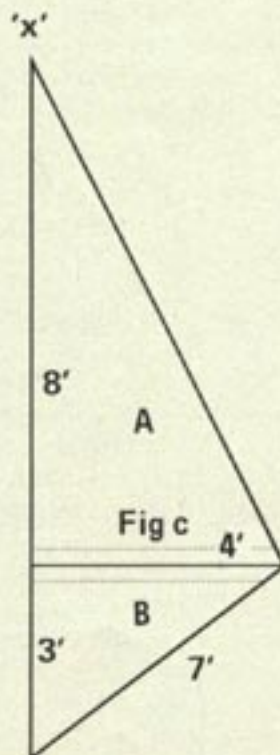
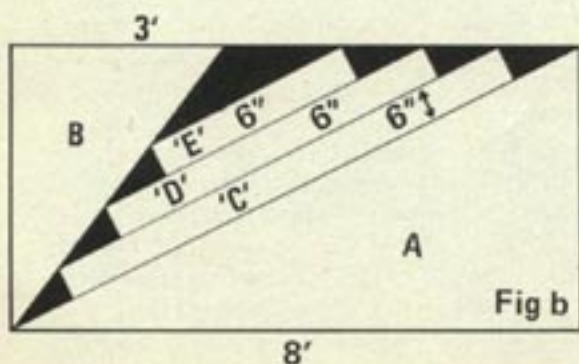
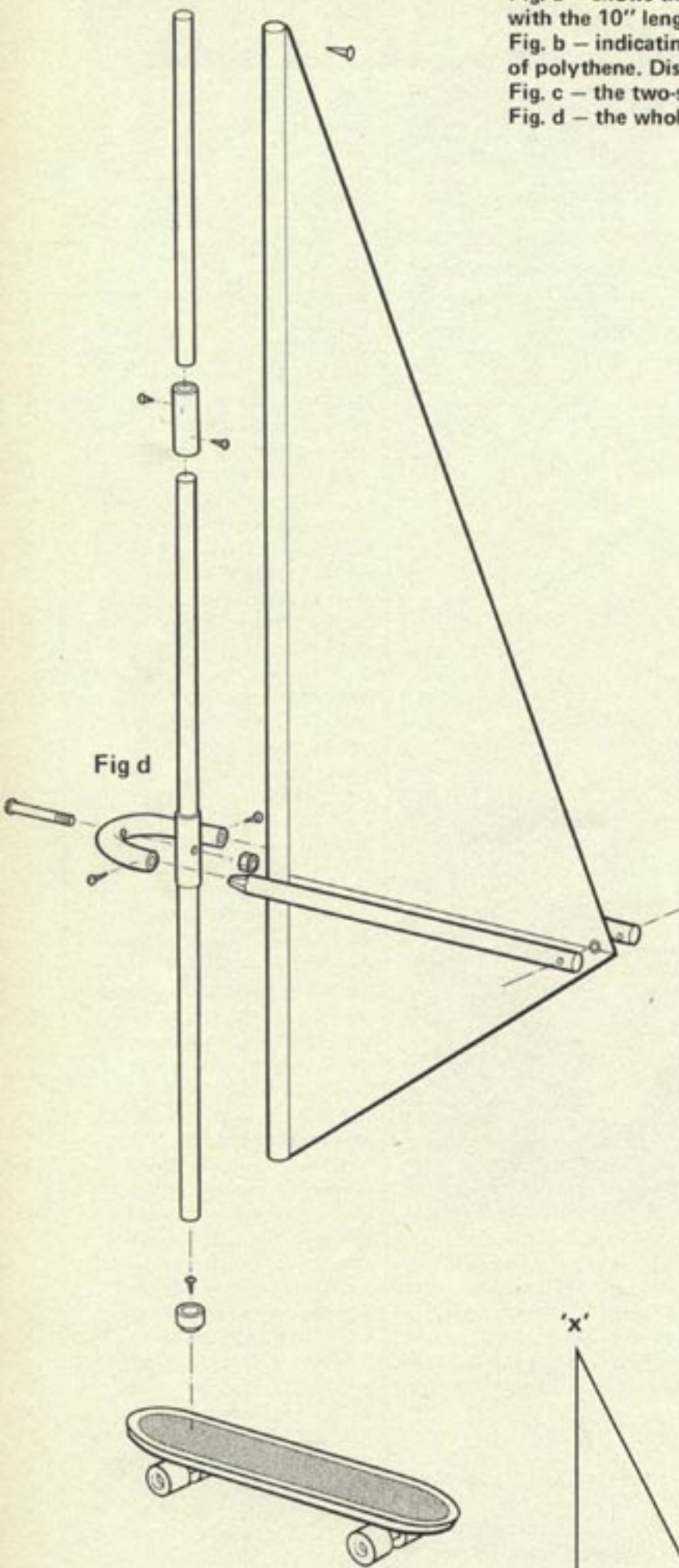
Cut a hole 3' up the polythene mast tube to coincide with the hole you've already drilled in the mast. Pass the boom over the sail and slide the mast into its pocket. Use the 2" bolt to locate the boom onto the mast. Using the 2' of nylon cord, tie the rear ends of the two booms together, then pass the rest of the cord several times between the holes and the eyelet in the back of the sail to tension it.

The rig is now complete. Fix the plastic endcup onto your deck, approximately 1" behind the rear bolts of the front truck, by means of a self-tapping screw. You'll find that the pressure of the wind in the sail will provide a down-pressure on the mast that will be sufficient to keep the mast located in the plastic cup. If you should find yourself in a situation you cannot handle, simply lift the entire rig and hold it above your head in the position shown in the sailing diagram for scooting into the wind.

SAILING INSTRUCTIONS

Hold the mast with both hands and allow the sail to blow directly into the wind (Fig 1). Place the mast end in the plastic cup on your board. Hold the mast with

Fig. a — shows the double broomstick boom, connected with the 10" length of hosepipe.
 Fig. b — indicating the cuts to be made in the 8' x 4' sheet of polythene. Discard the shaded areas.
 Fig. c — the two-section sail.
 Fig. d — the whole unit, complete. . . an exploded view.



one hand and the boom with the other. Scoot for a short way in the direction that the wind is blowing. Gently pull the boom in towards you until you feel the pressure of the wind in the sail (Fig. 2).

Brace your body against the resultant pull and adjust the sail further until you have maximum speed.

In the initial stages you

SAILING INSTRUCTIONS

should sail downwind only until you have a good understanding of the way the wind works in the sail. When you have mastered downwind sailing, try taking a line at 90 degrees to the wind direction (Figs. 3 & 4). Pulling the boom in now will give you even greater speed.

If at any stage you are not fully in control, simply let go with the hand on the boom and allow the sail to fly

downwind like a flag until you have regained control of the board.

To turn downwind let go of the boom and switch stance so that your other foot is leading (Fig. 6). Gather the boom in again on the other side and find your line across the wind (Fig. 7). Alternatively, having let go of the boom, do not turn round, but gather the boom in on the other tack, behind your back (Fig. 11). You will now be leaning into the wind with your front and holding the mast and boom behind you. Careful at this stage! A sudden lull in the wind will drop you face downwards on the ground.

To bring the board into the wind from your starting position, you should turn the board until the rig is facing directly into the wind so that there is no pressure in the sail. Holding the rig steady in this position, walk around the front of the sail and take up your goofy-foot stance (Fig. 6a).

Continue the turn as the wind fills the sail again, lean out backwards to counter-balance (Fig. 7a). A variation of this manoeuvre is known as the back-tack, where instead of walking round the front of the mast, you retain your original stance, and, as the wind fills the sail on the other side, you lean into the sail — on the wrong side of the sail, as it were. Again, you're asking for it if there should be a lull in the wind. However, you'll find that this is certainly the best position for making upwind progress. If tacking upwind proves difficult, just take the mast out of the plastic cup and hold it above your head while you scoot back upwind (Fig 12).

To stop, simply lift the entire rig out of its locating cup on the deck. Then step off the front of the board holding the rig above your head to avoid tripping over it.

Sailing is mostly done between 15-20mph although more sophisticated sailing boards are capable of twice the wind speed. Forget tricks — remember you are trying to perfect large, flowing turns without scrubbing off any speed. As long as you have a reasonably wide open stretch of tarmac, that isn't surrounded by too many buildings or trees to disturb the airflow, you will find a lot of challenge to push your skills in this exciting variation of the sport.

BE SAFE

Many top pros seem to be suffering from a new and dangerous affliction, the effects of which are possibly worse than the wrist fracture or even the maxiquarter-pounder.

It's main symptom seems to be severe inflammation and swelling about the ego. If this condition becomes widespread it could be seriously damaging to the sport. Bearing this in mind, it would seem appropriate to discuss the safety aspects of going pro.

There are several dangers involved in the radical transition from fun-loving street-jammer to overpaid pro. The dangers come from three directions.

First, *Them* (the people who are foolish enough to employ you), second, *You* (the overpaid pro) and third, *It* (the green stuff they promise to give you every week).

The main danger from

WALK DON'T RUN

By Steve Kane

Them is that they will want to buy more of you than you are prepared to sell. When someone decides to pass over a lot of bread the chances are they'll want their pound of flesh in return. A very common demand is that you have to ride their 'Banana Flex' board, 'Biochronic' wheels and 'Saturday Night Close Encounter' trucks. What's more, your shy and sensitive used car salesman from North Watford — now transformed into a leading skateboard entrepreneur — will expect you to perform in public, so all the grems can laugh at your 'Bongo' helmet (Mongolian Standards Authority approval pending) and purple, yellow and pink team shirt.

The second danger is from *You*. A professional skater is expected to be better than all

others around. To claim the title 'pro' one has to be slick and stylish. That can be a real pain if you don't get off on performing.

The last snag is the money, desire for which may well drive you to agree to these ridiculous conditions.

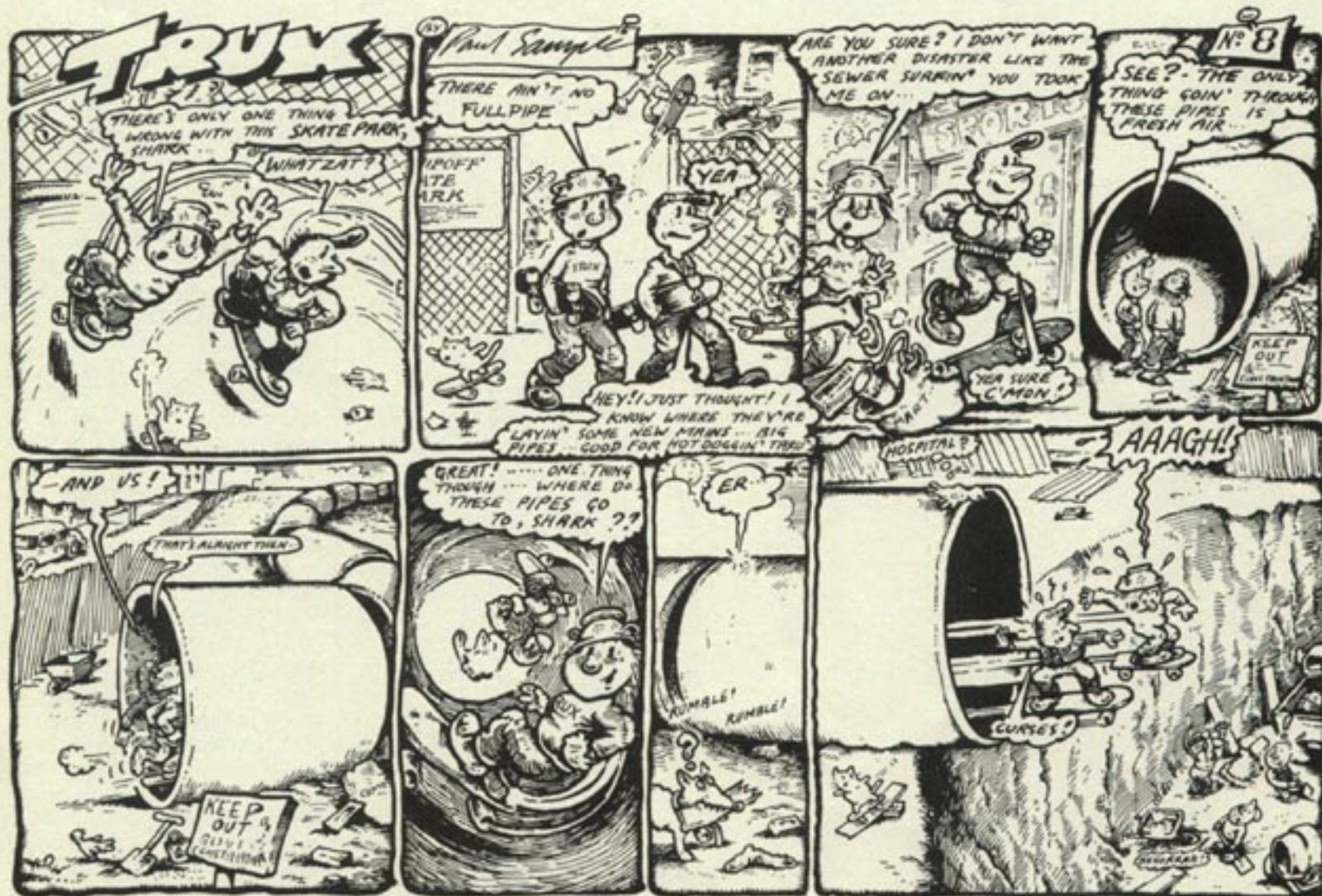
On a more serious note, there are many other problems associated with professional skating, not the least of which is the unequal battle between youthful inexperience and big business. There are many sharks fighting over the rare skills of a few young skaters.

Perhaps the more together pros should combine into a form of union — rather like racing drivers. They could insist on minimum safety levels, arrange insurance, check contracts and generally represent the skater's side of

the arrangements. After all, apart from the grems who finance the whole thing with their pocket money, they are the most important ingredient in the cake.

The final and possibly most serious dangers affecting pros are delusions. The first, and most common, delusion is that you are no longer an ordinary mortal who has to behave like everyone else and queue for runs (and actually tolerate the presence of others). The second is that your every movement is under the close scrutiny of the vast, all-watching public.

The paranoia strikes that if you fail to make a 180, treble kickflip on the coping the entire skateboarding press will hold the front page and questions will be asked in the House. It just ain't true... after all, you're just a bloke who gets paid to play with one of those silly toys with wheels on.



PHOTOFILE



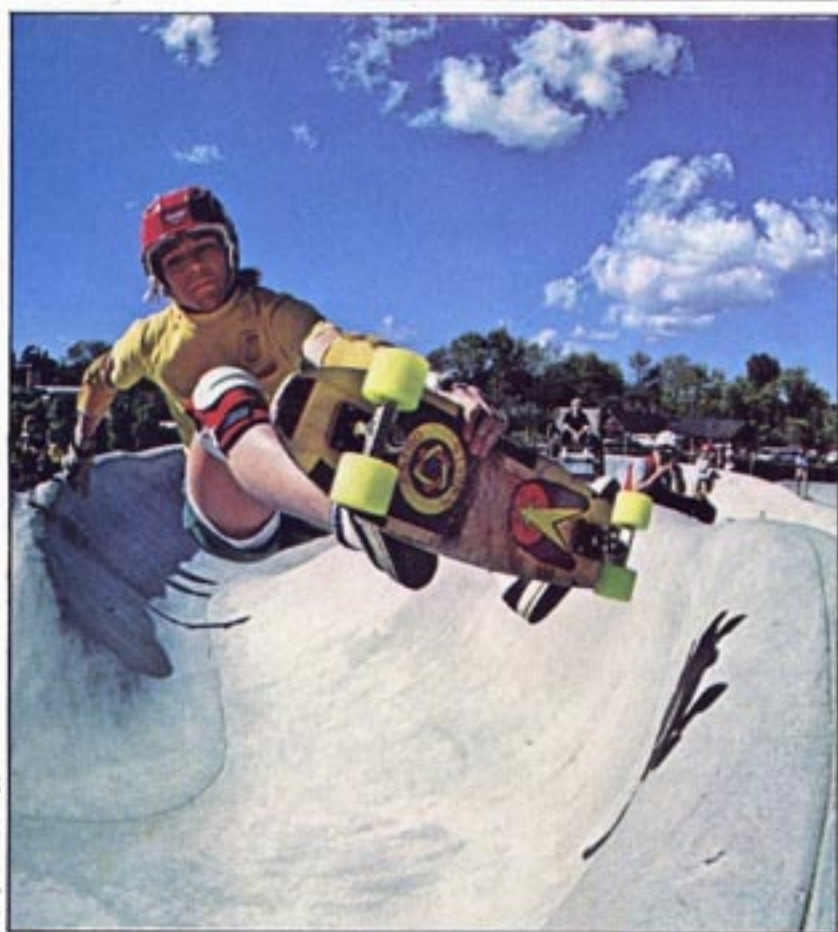
Tony "Casual" Carter backsideing the 3m high Soquels pool.



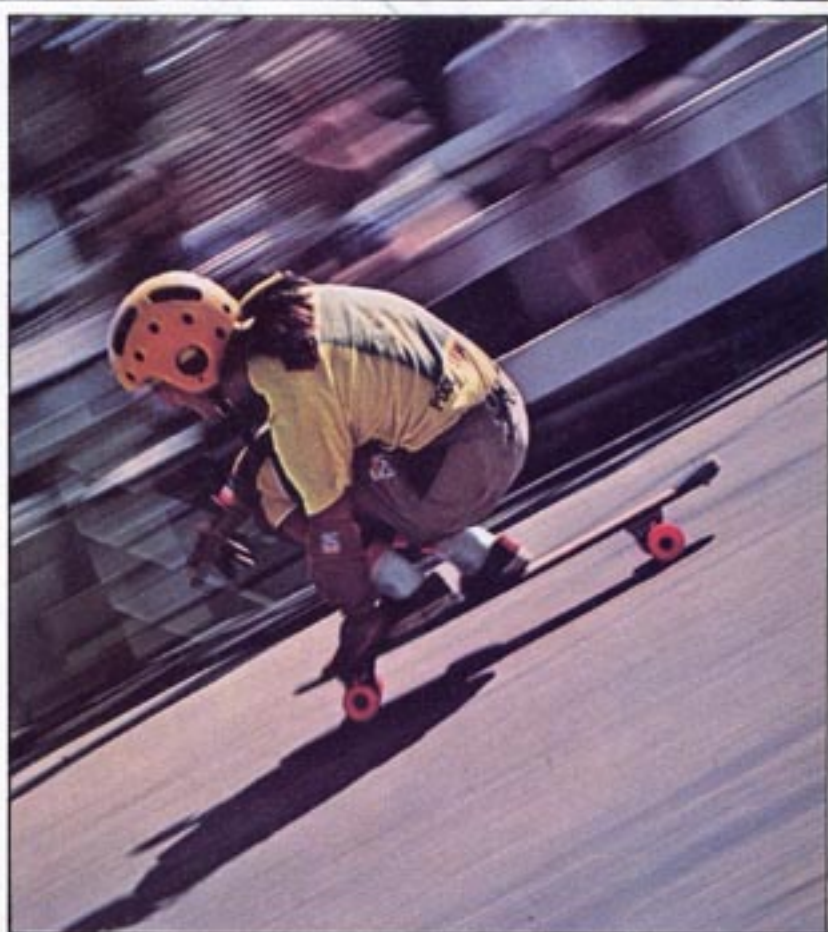
Top left: the immaculate, Shogo Kubo, holding coping and attention at California's Paramount Park. Bottom left: Justin Levy, caught up in the rush at Brighton's Barn Skatepark. Bottom right: a switch back, Stateside, to Knotts Berry Farm — an insane Paul Hackett frozen in mid-aerial demo.



Robert Vente

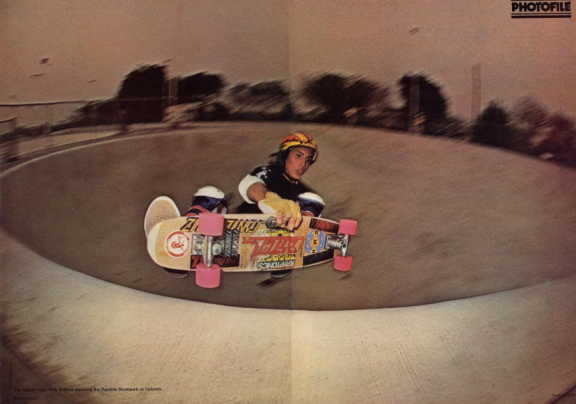


Gary Medeiros



Jim Cassimus

Top: the extraordinarily mad, Mark Baker, overstocking in the Barn pool. Mark's claim for a full feature interview spot has become unchallengeable. Acres of unadulterated insanity next issue. Bottom left: a West Coast perspective on Gary Herbst. Bottom right: an unusual angle on a speeding Tom Inouye.



The newly born Kelly Taylor winning the Pipeline Skatepark in Ukiah.

THE SKATING CUTTS

Seth, Shane and Thea

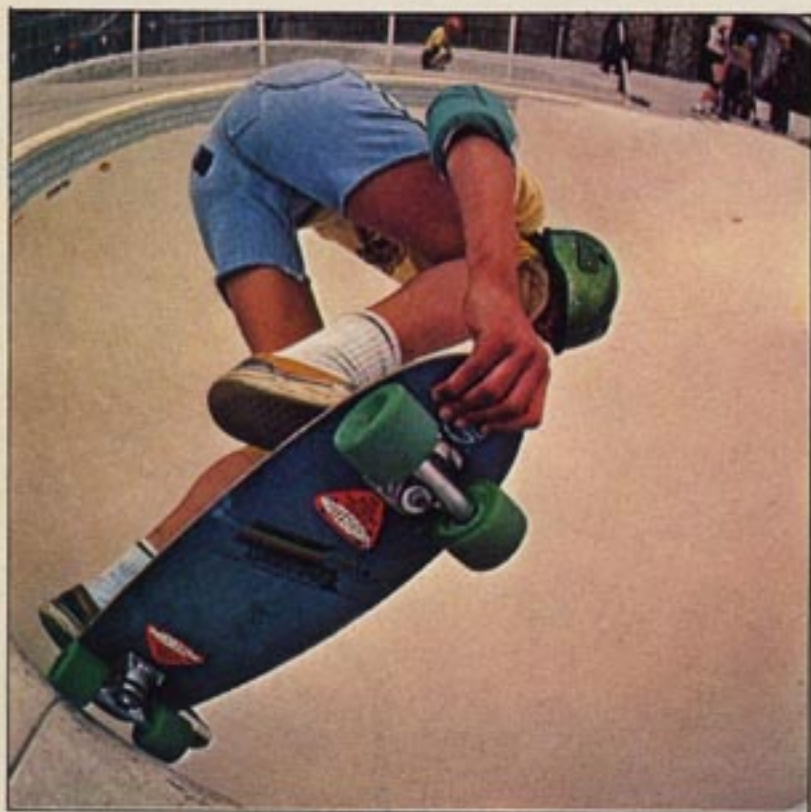
The comparison has already been mooted... are the Cutts to Britain as the Logans' are to America? The truthful answer is that it's far too soon to say. To start with they're at the disadvantage

It's not often you hear of three kids in a family who all get on well together. These do, but maybe in this case it's because Seth, Shane and Thea Cutts are all hot riders. Taken together they represent much of the future skating potential of London's LOGOS Team.

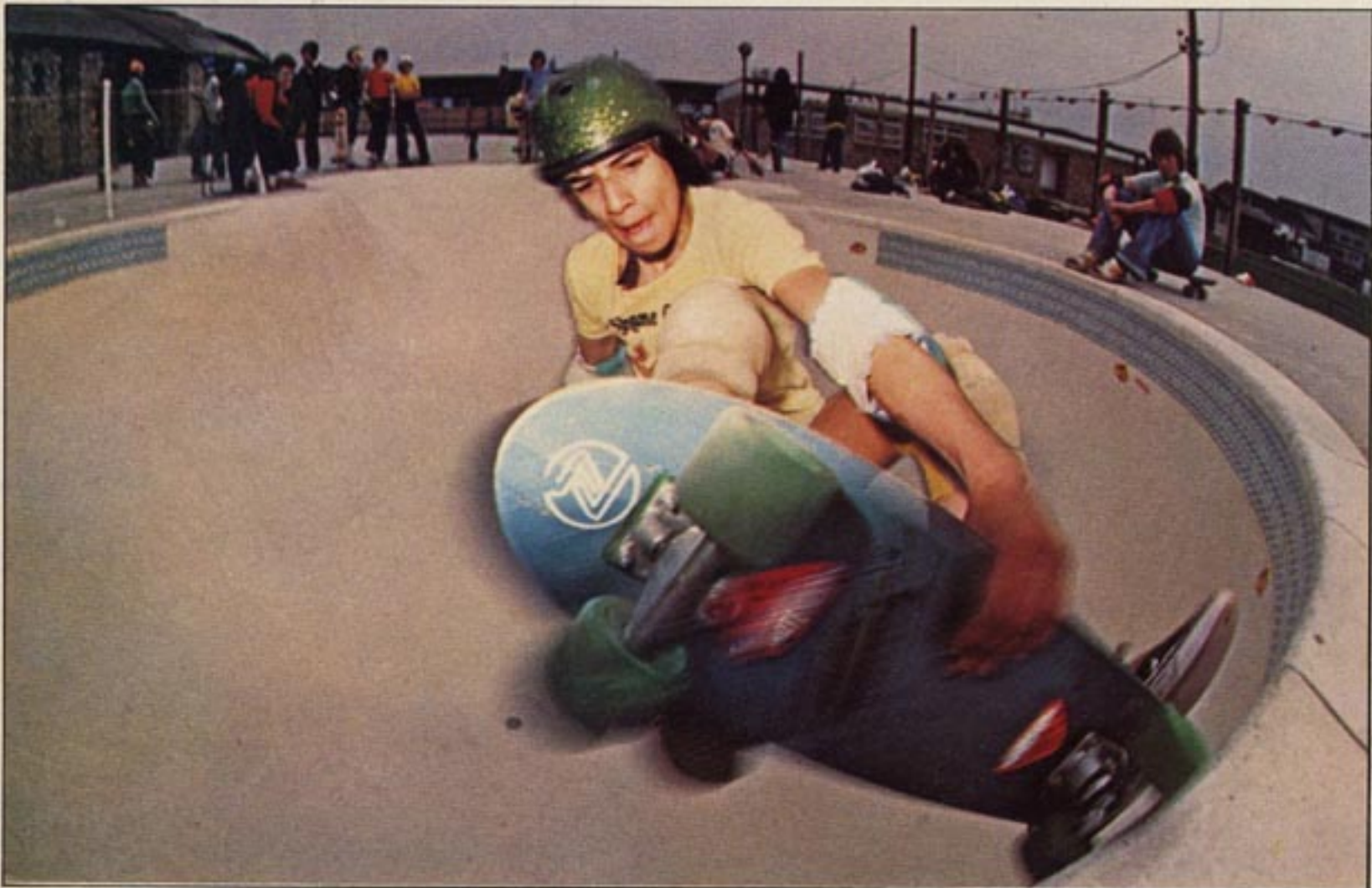
of being only three in number, whereas the Logans are four — Brian, Brad, Bruce and Robin.

Then again, unbelievable as it may seem (to those who've seen her) Thea has

Continued on Page 71



Shane Cutts: top left, full coping contact at the Brighton Barn. "When I'm learning a new trick, I just keep on trying 'til I get it down". Top right, halfpipe verticalness at London's Skatecircus and, below, inner-vision speed drift in the tight Barn pool. "Skaters have got to have more say in what goes on. Competitions should be totally run by the skaters — not by all these Associations".





Thea Cutts: top left, multi-dimensional kick flipping in the Barn freestyle space. "I wear safety equipment when I have to. I hate using it for freestyle". Top right, a snaky . . . with stylish grace. "I'm definitely finishing school this year and I hope to carry on skating after". Seth Cutts: below, startling assurance over the tiles.



PAUL ROBERTS

INTERVIEW



Jerry Young

Talking to Paul Roberts, you don't quite know whether to believe him or not. Undoubtedly one of Wales' hottest skate properties, one minute he'd have you believe he'd give it all up for surfing — but for the money — the next, you're detecting just the merest glimmer of enthusiasm!

Paul, you're getting better at skateboarding all the time. Are you into it for the fun, or for the money, or what? I'm purely in it for the money! I'm riding for the Welsh Skateboard Centre and also for a firm that's building modular skateparks — called the Mistral Park. I had something to do with the design. It's fine for small kids, but not much good for progressive skateboarders.

So how do you relate to skateboarding as a sport? I don't really think of it as a sport at all. I just do it. I suppose it's more of a pastime.

But surely competitions emphasise the sporting side of it?

All the competitions I've been in have been so badly organised they just didn't make any sense.

If there was to be one, big, really well run competition with good prize money, would you enter it?

Doubtful. . . you see I'm not against the competition scene at all; it's just that I personally don't like competitions. It's good for some, but I think people start to take things too seriously. Then all the fun goes out of it — as soon as people start getting heavy.

You mean all these manufacturers getting into it and kids wanting to turn pro. Yeah, it takes everything out of it.

Let's talk about South Wales. Is it like in London where every kid on every street corner has got a skateboard? You know, riders want to turn pro as soon as they think they're the slightest bit good.

Oh, it's all like that. . . all round the Swansea, Cardiff area. Except they've got nowhere to skate. That's why you don't hear anything about them. There's one park in the whole of Wales and it's nearly a quid to get in. So half the kids don't bother anyway.

Presumably you're referring to the Hollywood Bowl?

Yes, it's good as a first try, but they could have put a lot more thought into it. Seeing as the guy went to the States, he didn't do a very good job; he used the wrong surfaces.

He's been skating 3½ years now, not bad for someone who: "... hated it first of all — it was just something to do when the surf was flat".

Paul claims in an almost embarrassed sort of way that he bought his first equipment — Hammaco Whites and Hammaco Trucks — because he couldn't afford to buy a surfboard. The decks he made himself. . . always out of wood.

"I don't like any flex in a deck at all, so fibreglass is out. And I reckon aluminium is dangerous as well as impractical".

For a rider who's basically surf-stoked, Paul Roberts shows remarkable skating determination. His pure, go-for-it style translates with tremendous visual impact — few look so exciting, yet confess to being so bored. Skateboard!'s Adam Peacock wrestles with this apparent contradiction.



Paul, achieving rotation in the blue bowl at Gorseinon, South Wales.

What's the talent situation in Wales. . . are there many up-and-coming riders?

Swansea's got a lot, but I don't see much in the Cardiff area. Swansea's been skating longer than Cardiff and they've got a more go-for-it attitude. Everything's so slow moving in Cardiff. When the Welsh Skateboard Centre first opened there, the sales went wild. But the kids just don't seem to progress. . . they're still skating on the roads — like I was nearly four years ago.

So the only thing that's changed is their equipment.

Yes, most of them have good gear to ride on, although there's still a lot of crap around. There's a few outlets in town who're still dishing out rubbish — Taiwan stuff — and there's a lot of kids falling for it. It's upsetting. . . I like to see kids skating on good equipment.

What about North Wales?

That's part of the country we hardly hear anything about.

That's because there're hardly any skaters there — or if

there are, they're not into anything.

Is it more just surfing communities up there?

No, no, because the surf is mainly Winter there anyway. To be honest, I don't really know what those kids are into — south is definitely the main surf area for Wales.

Down in Britain's South West, the age range of skaters is much wider than, say, London, because the surfers have long used skating as a second string pursuit. Does that go for South Wales too? Oh yes, you get that all around the coast. When the surf's flat they just drag out a skateboard. They don't really want to progress. . . they just want to occupy their time.

Do you consciously try to progress your skating at all? Obviously you're into it to have fun, but are you interested in getting to better places to face new challenges?

I just do it. . . as simple as that. I wouldn't mind progressing, but I don't think there's anything there to progress with. I'm getting

better slowly I suppose. I used to be deeply into free-style — that was all I'd do. I've rode Skatecity a few times, and also the Watergate bowl — pretty bad parks — in fact the one in Gorseinon was the best I've ridden. It's the first real taste of a park I've had. I think the few times I've been there I've done okay.

What sort of facilities do you prefer — what do you look for when you hit a new park? I particularly go for keyhole pools — something you can keep going on and where you don't go all the way down you then have to walk back up again.

What manoeuvres give you the greatest rush?

If you mean what do I like doing. . . I like slides, hitting the coping and tiles — if I can get 'em and also trying to scrape axles.

Now at last people seem to be trying to pump money into building parks. Do you think that's where the future for the sport lies?

It's fine to see someone trying to do something properly — not just slap a piece of concrete down with some ramps. Some guys just buy a cinema up and think they can make a bit of money by building a skatepark. Now it looks like it could get really good. They're starting to use proper surfaces and they're producing shapes that really work. It's exactly like the States.

What's your equipment collection at the moment?

Well, I'll soon be marketing my own deck, with a bit of luck. It's made up out of South African hardwoods and the one I'm riding at the moment is a slightly wider template than the Hobie Park Rider. The new one I've designed will be a flatkick and a rocker kick and about 7 to 7½ inches wide, full nose, full tail. . . a really nice looking board. They'll be better than anything that's on the market at the moment! With all these different woods in the laminate, where the wheel wells are cut out you get all these different dark and light woods — it looks nice. They'll be available in 29 and 30 inch.

Who's making them?

They're being made for me in South Africa.

And what name are they being sold under?
I don't know yet. They won't be available for around 2 months — maybe a bit more. I've got to finally sort out the design.

Are other skaters in Wales getting into the manufacturing side of things?

Well, Con (Paul Conibear) has got his own boards going for him as well — ramp rockers — but from what I've heard he's snapped one or two of them after just a couple of days.

Back to the question of your equipment. . . what else do you use, when and where?
I've only got the one board at the moment and I use either Midtracks or Haftracks and white Yoyo's or Lip-bombs. I like the Belair stuff, it's good. I was riding Chapsticks but they kept on breaking. Riding the board I've got at the moment has messed me up a bit. I don't like rockers at all.

What about other wheels. . . do you do slalom at all?
No. I don't do slalom or downhill. I get into high jump now and again, but the only things I really like are parks and freestyle.

What would you do, financially, if you had to leave skating. . . maybe through a bad injury?

I've been sort of involved with Skatesafe safety equipment — the elbow pads and knee pads are partly my design and being co-designer of this modular park I suppose I could get a bit out of that.

Would you like to be more involved with park design to try and ensure some good parks are being put up?

I would, but without going to the States I can't really get a proper idea of what park designs should be like. I say that because, with so many good parks over there, you'd get plenty of ideas. Trying to get it together off the top of your own head is a bit difficult.

Have you thought about going to see all the bad parks over here and checking out where they've gone wrong?

Yes, there's a lot in that. In Gorseinon there's the halfpipe and the snake run which could have been done



Paul . . . a total barrier-break with full top-slide control.

a lot better. I hear they're thinking of resurfacing the bowl but by doing that they're going to make it smaller. It's only about ten foot deep now so that could sort of mess it up.

What's it like being on the fringe of what's happening? What do the Welsh kids think about being out of the centre of things. . . not many facilities and so on?

I think a few of them are upset because everyone seems to relate to London as the energy spot and there are good skaters in South Wales. So I think there's some bitter feelings.

Do you have any close friends here that you always skate with?

No, not really. Most of my friends are into surfing and they think I prefer skating to surfing simply to make a living out of it. At the moment there's no professional surfing around the Welsh coast. . . no one makes a living out of it. Most of my friends work in factories and so on. They just work to get money to surf. That's what I'm into really.

Have you made much out of skateboarding as yet?

Yes, a reasonable amount. I did a bit of TV for some Welsh stations and for BBC area news — and some kids programmes as well. I got a bit out of that and of course some publicity as well through local papers.

What do you see as the best way of making a living out of skateboarding?

Well, it's got to be advertising. You've got to get hooked up with a good team who're prepared to back you all the way. I haven't got that at the moment although I hear somebody's thinking of setting up a Welsh National team.

If you were offered the chance of being on a good team, would you consider moving somewhere else. . . to, say, Bristol or London?
No, I couldn't move away from the coast — even if it was to work in the week. I don't think I could cope with it. As it is at the moment I've got a really easy number. . . but I've gotta

skate now and again for the money.

So what do you do to survive when you're not skating?

Well, I live with my parents, but I don't feed off them at all. If I'm not skating and earning a bit of money, the Welsh Skateboard Centre give me a small retainer — instead of a proper wage. I think though, with more parks springing up all over the place there'll be other jobs. I had the chance of being Assistant Park Manager at Gorseinon — and Shop Manager. The trouble is I live nearly 40 miles away from the place and it would cost too much to get up and down there. It wouldn't really be worth my while.

Have you ever skated elsewhere in Britain?

Well, I spent 2 months last year in Cornwall, surfing and doing a bit of skating. That's when I really got involved with the team aspect. I was just bumming round and

Skewjack Holiday Village asked me to skate for them. So I went up to the Watergate International and I did quite well considering I really only messed about on the board. I came 5th in the freestyle and 6th in the bowl. I was quite pleased, cos it gave me a rating up against the London skaters.

What would your ideal compromise be between skating, surfing and earning money?

I'd like to get involved with a firm that manufactures surfboards and who paid good money to skaters. If there is a pro surf circuit I could make a bit out of both, maybe. I don't say I'm that good at surfing... it just holds more for me than skating.

Back on teams again, do you expect to see the Welsh as a whole, rather than just South Wales, starting to compete against England?

They really think they can, so I see no reason why not. I've seen quite a few London

skaters — I was at the Horticultural show — and I'm impressed by them. I'll say that much. They're progressing all the time and I think it'll take the Welsh some time to catch up. They will eventually... though maybe not totally.

How would you compare the attitudes?

Well, there's some who'll really go-for-it in London and there's the other type around here who just do it for the sake of doing it. They aren't go-for-it at all. We get a hell of a lot of grems... there's only maybe a dozen rateable skaters in Wales at the moment.

When Chaput and Gambino came over for the opening of Gorseinon, did skating with them help the locals at all?

Yes and no... I wasn't totally impressed by their performance there because it was sort of restricting for them — being such a small

place. In fact I was supposed to be going to stay with Chris Chaput but I've had hassles getting a visa so I'll have to re-apply. I don't know when I'll get out there now.

What did the two of them think of Wales?

Oh, they really liked most of the people. But half the guys here didn't really bother with them — except to get all they could for nothing — stickers, wheels and so on. They scrounged off them and then disappeared. We took the guys out a few times for a couple of beers but I think they were a bit upset that more people didn't want to know them socially. All they got all the time was kids wanting things for nothing. They said they were having a good time but to be honest I think they were a bit pissed off.

How long did the two of them stay?

Chaput was over for two weeks and Gambino was over for nearly a month. Chris is a really great guy... but I thought Gambino was a bit conceited.

Why do you think they didn't come down to London at all?

I think simply because they were tied to the bowl. Belair are heavily involved... in fact I think the Welsh team may be called Belair — that's the rumour I've heard. I don't know if I'd be on that or not... I might have other work commitments.

Would you like to be on it because I guess they'd be paying competition money, basic money, expenses and so on?

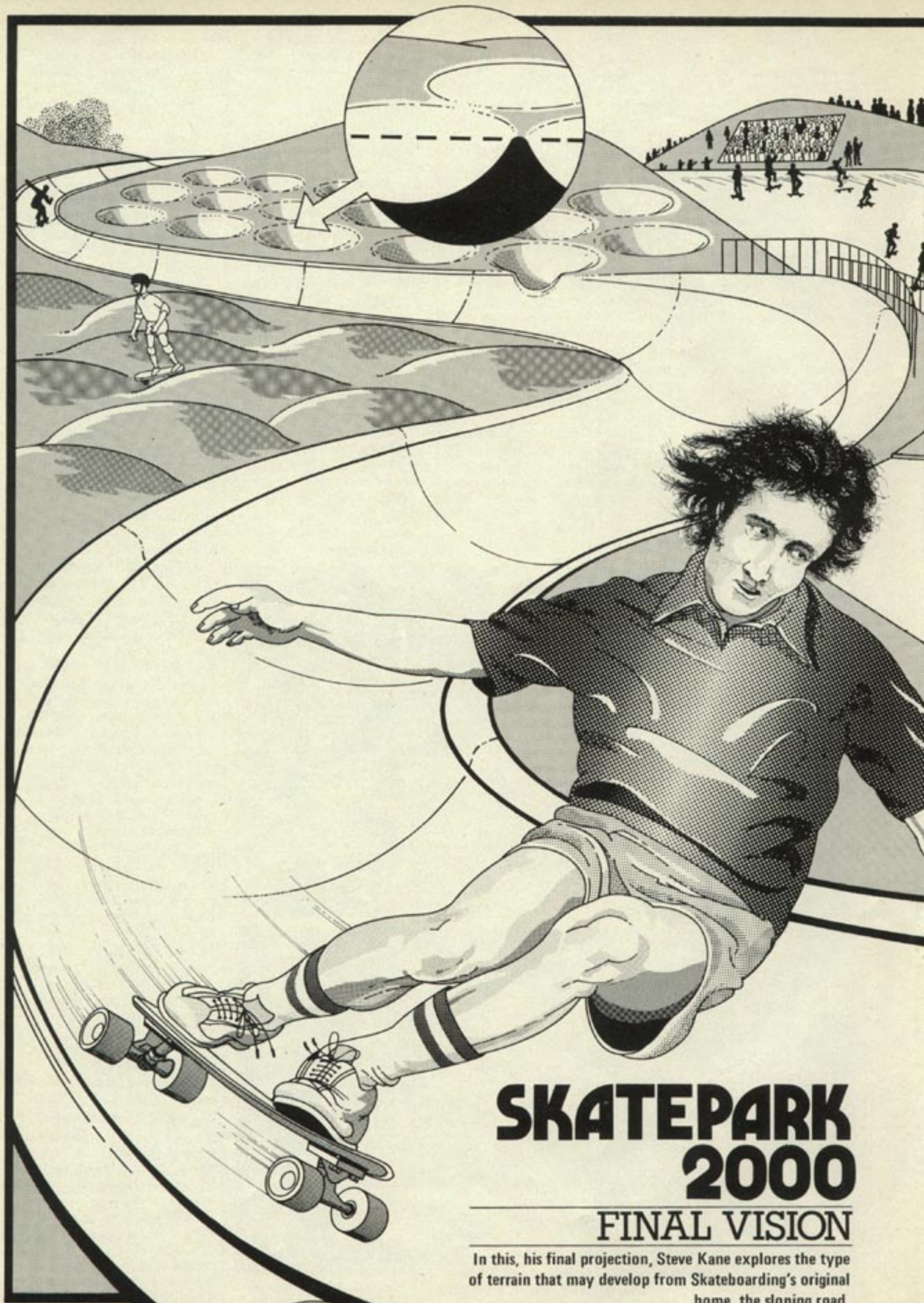
If there was a good basic wage, then maybe. But apart from that, I don't think so. I don't want to get tied up too seriously with skateboarding. One day I'm just going to say I've had enough and I'll go. I don't want to hurt people in the process.

So, if that's the case, what do you see yourself doing in a couple of years?

Oh, I'll probably get right out of skating altogether... maybe emigrate to Australia. I'd like to live by the Indian Ocean. Wales is really crowded these days and it doesn't hold anything for me. The surf's inconsistent.



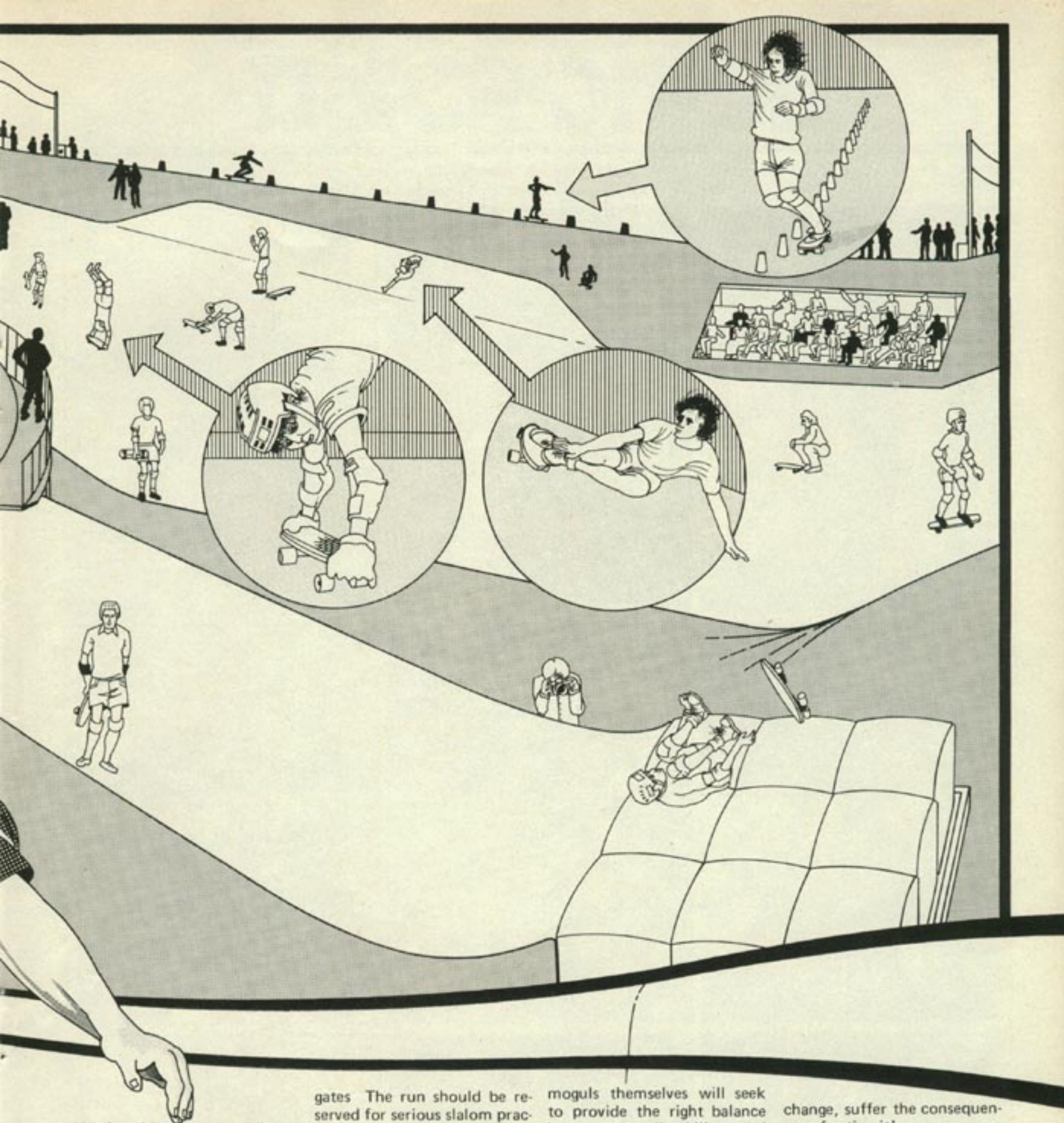
Above: a latitude expansion for edging the lip. Below: more roof top backsideing at Gorseinon.



SKATEPARK 2000

FINAL VISION

In this, his final projection, Steve Kane explores the type of terrain that may develop from Skateboarding's original home, the sloping road.



By forsaking cones and 'irregularities' and increasing the width, perfect hills can be created for just doodling around (or hill-jamming, as it was originally known). And add the kind of banks that were present at the birth place of such skating talents as Tony Alva and Stacy Peralta (the famous Junior High School in Santa Monica) and maybe we'll foster the kind of skating that it produced then.

For slalom you need a specialised run with facilities such as timing and starting

gates. The run should be reserved for serious slalom practise, and not for hill-jamming or grems doing coffins on polyprops. Such runs would become meccas for serious professional and amateur racers to come and polish up their style and work off those hundredths of seconds.

The mogul maze seeks to provide the most number of route choices of any facility created. From the simple run down the mellow snake to the radical assault on the moguls (armed with suspenders to get maximum air) the rider can trace the route that suits his ability or whim. The

moguls themselves will seek to provide the right balance between predictability and radicalness so as to be challenging, but not dangerously unmanageable.

The final run is a novelty inspired by freestyle skiing; in fact all the runs this month owe a lot to that sport. The idea is to provide a safe way of performing and perfecting aerial stunts. The real pros will use the air beds to practise manoeuvres that'll be performed later with suspenders or similar bindings. Others will abandon their boards and go-for-it, safe in the knowledge that they won't for a

change, suffer the consequences of eating it!

Having read these last few issues there can hardly be a reader around who hasn't at least some idea of what can be done to improve parks. Maybe it's a variation of the standard bowl . . . perhaps a pipe with a new twist. Whatever it is, we want to know about it. Turn the page and you'll discover the details of our most insane competition ever. And not only that, come the end of August, the winner will be winging across the Atlantic for a 2-week stay in California!

GOING-FOR-IT

Mark Baker talks us through the elevator drop he performed recently at the Barn Skatepark, Brighton. He was on a Power-

flex deck with Trackers and Powerflex 5's. "The thing to remember when doing a trick as dangerous as an elevator





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SKATEBOARD! MAGAZINE

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SKATEPARK CONSTRUCTION Ltd.

PRESENTS...

SKATEPARK 2000 COMPETITION

drop is not to hesitate when it comes to the actual fall. Bearing that in mind, place the kicktail flat on top of the coping, making sure the board is set straight ahead towards the way you're going, and that the wheels are hard against the coping. Holding the board steady with your forward hand, place your back foot comfortably on the kicktail and, without hesitation, step straight onto the front of the board. Your front wheels must hit the wall on the way down — or you'll end up doing a wheelie. The best way of practising for them is by starting in small bowls or by trying sit drops. There you sit on the board, flat on top of the wall, and literally drop in, sitting down".

Mark Sinclair demonstrates the 'Cess Slide' in the pool of Kidderminster Safari Skatepark. He's riding a Benji 'Sinclair' deck with Fultracks and Lime Greens. The essence of the manoeuvre is to consider it as one continuous movement. 'Put your front foot slightly behind the front truck and the back one on the kicktail. The line you take up the wall is important in that, if too straight, you'll only end up doing a 180 slide. The best line is similar to that taken for a frontside carve... roughly 45 degrees to the wall. The first slide is the critical one, as you'll be travelling at what seems an impossible angle to the wall. Your first reaction will be to kickturn out of it, but instead, don't put any pressure on the board, rather, consciously slide the tail up to the lip. Gravity will now start to topple you. Using this, redirect your weight down the wall, as in doing a simple rock walk, by sliding the nose of the board, downwards".



The competition is to find the designer of the most exciting and original new unit or run for the new age of skateparks!

Skatepark Construction Limited will probably incorporate the winning design in one of their new British parks in the near future — and name it after the designer.

FIRST PRIZE: a free, two week trip to California with all living expenses paid (kindly donated by Skatepark Construction Limited). Departure will be in the last week of August, return first week in September. While there, the winner will be taken to famous skateparks, like Carlsbad, Buena Park and Skateboard World.

VALUABLE consolation prizes will be given to the two runners-up, including free membership for a year to all Skatepark Construction Ltd's British parks and a grand tour taking in the Maddog Bowl, London; The Old Barn, Brighton; The West Midland Safari Park; Ashton Court Country Club, Bristol; Solid Surf, Harrow; The Rom, Hornchurch; and the Beachcomber, Great Yarmouth.

TWENTY other runner-up prizes will be given, including a year's subscription to Skateboard! magazine, Skatepark Construction T-Shirts and Stickers.

The judges (two members of the Skateboard! team and three from Skatepark Constructions Ltd.) will be looking for originality and workability in the ideas conceived.

*All entries must be accurately drawn to a scale of 1:100, preferably on graph paper. The judges will be expecting to see a plan view and, where possible, long and short cross-sections (if you are in doubt about how to do this, check with your schoolmaster or parents).

*Each entrant must submit designs for one unit or run only.

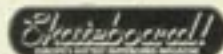
*A short list of three entrants will be chosen and invited to talk to the judges and describe their ideas in the fullest detail. The winner of the first prize will then be chosen and announced.

*Should the winner of the first prize be under 18 years of age, the written consent of parent or guardian will be required before the trip can be undertaken. The winner will be accompanied by a responsible adult.

*Closing date for the competition is July 21st... **SO WORK FAST!** All entries must be in by then.

Post off your design as soon as possible to:

Skateboard! Skatepark 2000 Competition
14 Rathbone Place
London W1P 1DE



(Please note, copyright in all designs submitted will become the exclusive property of Skatepark Construction Ltd.)

TECHNO TALK

CONCRETE VS. FIBREGLASS MODULES

WHY MODULES?

The first obvious question is, why choose modules at all... why not just stick with concrete and wood? A module designer will point out that when you order a permanent, concrete park you cannot be exactly sure of what may be the end result; there are many factors which could influence the quality and performance of the final product.

To begin with, the design itself may be ill-founded... perhaps the transitions and shapes are wrong. Laying good shotcrete depends on having available, skilled labour. Once the bad job has been completed, corrections are hard to make.

With a modular system, however, certain aspects of the product can be guaranteed — surface, basic transitions and radii. A good company will be able to describe a number of ways of putting together their modules, but the end result will be predictable. With luck, you'll be able to see the park in action before you buy it! The risk factor is considerably reduced.

Another powerful selling point for the module is having the option to dismantle, rearrange or remove should the prophets of doom prove right and the sport dies on us.

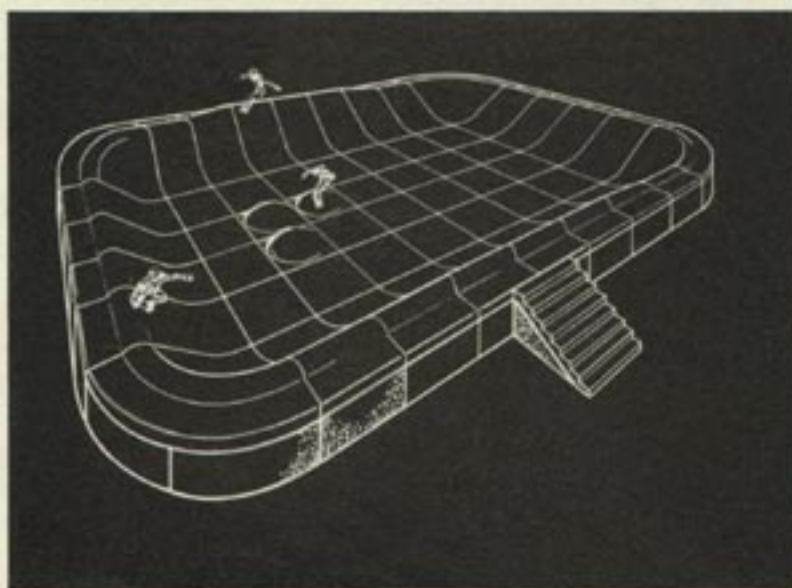
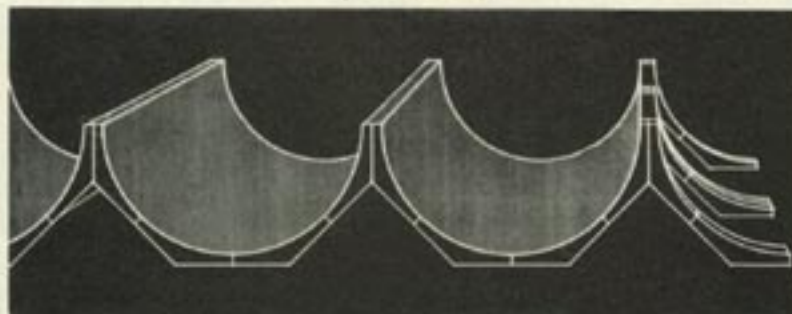
WHICH MATERIAL?

The next factor to decide on is what material should be used. Right now, modules are on offer in glass reinforced plastic or cement, fibreglass, wood and plain ordinary reinforced concrete forms. Certain materials are more suitable for different requirements. The prospective owner must discover what his actual needs are.

Both the glass reinforced systems are light and strong... both also have problems with surface and expense. They involve fairly fancy technology. Those, however, who resort instead to conventional concrete must expect to suffer the consequences of the increased weight and subsequent difficulties in

The whole subject of modules has, of late, received a great deal of attention from park-builders, designers and prospective clients alike. In this article we investigate the many factors that influence choice of module — in particular, the available range of construction materials.

By Steve Kane



Above: Alternative half pipe arrangements in fibreglass (Sinclair Skatepark Systems). Below: A modular reservoir set-up in reinforced concrete (Radical Banking/Great Outdoors Co.).

handling. On the other hand, cement surfaces are familiar to the majority of skaters... they offer no bizarre traction properties.

Surface wear is another factor to take into consideration. There's little problem with straightforward concrete, but use of wood or plastic may increase maintenance costs. Resulting surface inconsistencies can even, at

times, prove dangerous.

Given the choice, and provided the standard of construction used is satisfactory, I'd personally favour glass reinforced cement. It provides the familiar cement surface (with good durability and traction) in a much lighter weight than ordinary reinforced concrete. On a cost comparison between the two there seems to be

conflicting evidence. Check several different manufacturer's prices before deciding.

Fibreglass (glass reinforced plastic) seems a little extravagant and it also offers a rather difficult skating surface because, in the main, of its lack of porosity. The standard gel-coat surface becomes hellishly slippery even if only slightly damp (a sweaty rider falling on it can be enough). Applied high-grip surfaces to overcome this problem tend to offer painfully abrasive wipe-outs.

WHICH SHAPE?

A module designer is confronted with several choices of design when outlining his basic module. He has to decide radii of curvatures, degree of radicalness, ease of installation and variety of adaptations. It can be a big mistake to stick to a system that offers only an 'easy' ride. When the park owner wishes to upgrade his facility, he has then to replace and start all over again.

Systems that rely on only cylindrical sections, with no spherical curves should also be avoided... they limit the choice of design drastically.

WHICH SYSTEM?

The question to ask when making a choice is, how well conceived is the system as a whole? Ones like those offered by Architrac and Radical Banking have been developed by competent pro engineers and skaters. They're also made by a reputable company who're unlikely to go bust and leave you with a system you can't extend. A good deal is one that offers healthy guarantees and a 'no strings' maintenance service.

Summing up, the basic rule is, buy from a pro company — preferably one with track record, so you can go see the results. As with all skateboarding purchases, consult experts, consider safety and bear in mind that you may want to upgrade in the future. Above all, when entering the market place, caveat emptor!

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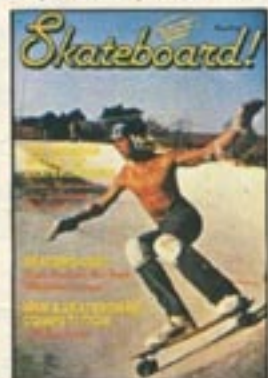
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SKATEBOARD! 2

The unveiling of Skate City/Exclusive interviews with Ellen O'Neal and Laura Thornhill/Coverage of the 2 day "International" at Watergate Bay.



SKATEBOARD! 3

Full on-the-spot report from the Free-former 1977 World Skateboarding Championships in Los Angeles/How to build your own Ramp!/"The Skateboarding Bible" — reviewed.



SKATEBOARD! 4

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



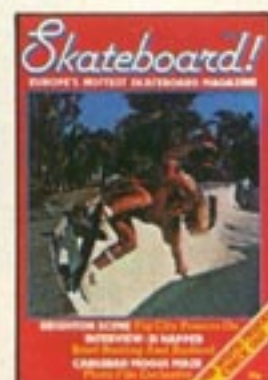
SKATEBOARD! 5

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



SKATEBOARD! 6

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



SKATEBOARD! 7

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



SKATEBOARD! 8

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



SKATEBOARD! 9

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

SKATEBOARD CHAMPIONS

The publishers of SKATEBOARD! are happy to announce that a limited supply of issues 1, 2 & 3 SKATEBOARD CHAMPIONS poster magazine are now available. Packed with revealing facts and colourful action photo's of the world's hottest skaters SKATEBOARD CHAMPIONS makes an ideal companion for your collection of SKATEBOARD! Here's what you get . . .



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RESULTS!

SKATEBOARD! DESIGN COMPETITION

To put no finer point on it, we were staggered at the total number of design entries... around 3,000 in all. And

although it sounds corny to say it, so high was the standard, it was really tough making the final choice. The

entire staff of the magazine acted as judges and these were the results on which they finally decided:

2nd. Paul Healey of Kew Gardens in Surrey.



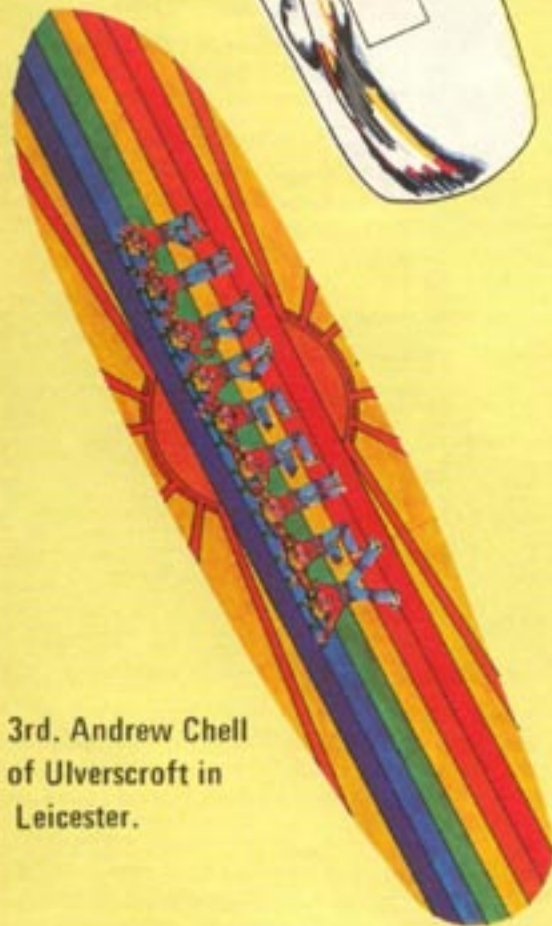
1st. Ben Addison of Blackheath in London.



4th. Adrian Marr of Kimberworth in South Yorkshire.



3rd. Andrew Chell of Ulverscroft in Leicester.



The magazine staff also unanimously decided that a special prize be given to Christopher Horman, age 4, of Hanwell in London — for trying to win the prize to give as a birthday present to his brother. He, and the 1st, 2nd, 3rd, 4th

and 5th placings all receive a free year's subscription to Skateboard! magazine, plus a T-Shirt. Winner, Ben Addison, will

also soon be receiving the skate set-up of his choice — with, of course, his own winning design hand-painted underneath.

Skateboard! cordially congratulates Ben on his triumph. Reproduced here are the five top designs.



5th. Nicholas Cordell of Felixtowe in Suffolk.



Portrait, Seth Cutts — the Barn.

Continued from Page 59

only in the last four months been transferring much of her affection for contemporary dancing to the theatre of the park. Shane too has only been feeling the rush for around six months and Little Seth, who took the lead originally, has but a year and a half's skating to his credit.

Seth, now 12 years old, first caught the skate bug through borrowing a friend's board. The result was highly infectious and before long 'mum' was cajoled into footing the bill for her son's equipment.

Months of perseverance followed 'till finally Seth made the graduation from 'just another grem' to young hottie, the magic transformation taking place in the old Skatecity (or Skateways, as it's now called) Black Bowl.

Suddenly he was being compared with skaters three or four years his senior. Since then he's taken a 1st for junior pipe riding at the Horticultural Show and a 3rd in open pipe and tied 3rd in junior rampage at the Sobell competition. He was also well placed at the Skatepark '78 contest.

Seth uses a Connoisseur deck, Tracker Trucks and either Lime Green Kryps or Powerflex 5's. These days he generally skates the Wands-worth Skate Circus, the fabulous Maddog Bowl plus at times, the South Bank. He loyally supports the LOGOS Team and despite his burning enthusiasm for the sport, nothing he says, is going to distract him from his school work.

He specialises in bowls, halfpipes and banks and he's certainly not averse to a little 'gatecrashing' either. One look at him pulling off elevator drops into the pool of the Maddog Bowl should be enough to convince anyone that Seth Cutts is really flying.

Shane Cutts is 15 and he's

been stick riding since September '77. Brother Seth was the motivating force for Shane taking to four wheels. He lured both his brother and sister down to Skatecity — and let nature do the rest.

Shane specialises in park riding (pools, banks, bowl and pipes) and he also claims to find time to fit in the occasional day's cricket. He's a perseverer and although he hasn't as yet been placed in any major competition, his undoubted talent should see him in the honours listings in the very near future.

He rides a Connoisseur deck, Tracker Mids and Lime Green 65mm or 70mm Kryps. Again, like Seth, he favours Skate Circus, Maddog Bowl and the South Bank.

Elder sister, Thea, has to her advantage the suppleness achieved from her training for contemporary dancing. She's 16 and, following a fractured ankle at Kettering Indoor Park, an especially keen advocate of safety equipment (as indeed are her two brothers).

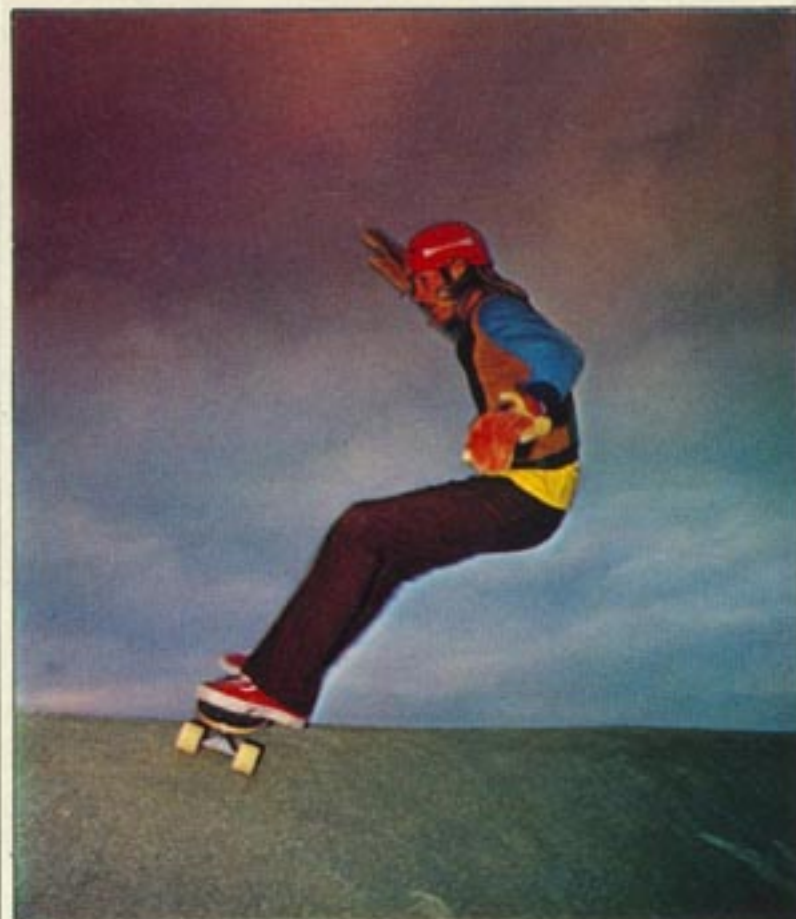
Before being turned on to skating by brother Seth, Thea's principal interest was her dancing; now she's not so sure any more. She specialises in freestyle, but loves skating pipes, halfpipes and bowls when no one's around to watch!

Thea usually rides a Connoisseur deck with Lazer Trucks and Powerflex 5's and her favourite skate spots are the South Bank, Kettering Indoors and Skate Circus.

All three of the skating Cutts are original members of London's famous LOGOS Team. Under the wing of Team Manager, Bobby G, they've won the chance to discover and develop their individual abilities to a point where they now figure among Britain's leading skateboard lights. The future looks good for Seth, Shane and Thea.

STACY PERALTA

Writes



Time-warp reversal- Stacy strokin the bank at Thruxton.

Since I've been back, things have been super busy. The only real problem has been the rain — I'm almost ready to put my house on pontoons.

I've been skating a lot and I've also been designing some new boards. Last week Russ Gosnell, Ellen O'Neal, Deana Calkins, Tom Inouye and myself went down to Mexico City to open a new park. It had pools, halfpipes, a banked reservoir and some other fun runs. The trip was real hot and the Mexicans are really into skating. We just got them stoked and they knew how to show us a good time.

I've been working very closely with Hal Jepson and his new film, 'Skateboard Madness' and I sincerely think it's going to be a hot one. He's got such creative people working with him. If the trip comes through to Europe it will be Ayres, Waldo, Senatore, Gordie Lieneman and myself. The reason I say IF it comes through or not is because you never know what will happen. We're all looking forward to it if it does, though. . . probably sometime in June. I've told all those guys about Britain and they're all screaming.

There's a big contest coming up this weekend. . . it's the Pepsi Cup at the Runway Skatepark and there's going to be all the racers and bank riders from all around. It should make for probably the best banked slalom contest ever. They're putting up \$3,000 prize money and I hear they're paying down to 8th place. Everyone gets a bit!

Competitions over here are becoming really heavy. . . all the guys are getting so good. I'm making ready by working on a lot of new manoeuvres. The new Henry Hester series of contests are in full swing now. The first was a bit lame, but the second everybody's calling the best. It was at Uplands and it was insane. There was plenty of excitement and it went on till it got dark. Afterwards there was a big party.

Thanks again for the fun I had when I was over there. . . I just can't wait to get back. In fact, if I don't come over with Jepson I might go on a crash diet and mail myself over as a care package!

Tell everyone to stay hot. . . C-Ya

Stacy Peralta

Photography by Robert Vente



**They're not
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.

And the soles from specially toughened rubber with an anti-skid grip.

We weren't content with normal toe-cap re-inforcement So we added a special rubber

**worn out
're worn in.**



toe-cap bumper.

And we've given them a padded sock as well as a special arch support, because we want Pro-Keds to be so comfortable you'll wear them all day long.

We believe that, like your skateboard, Pro-Keds should feel part of you.

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.



SKATEPLACES UK

SKATEBOARD! MAGAZINE'S NEW FACILITY LISTING SERVICE

1. **Armley Wash House Bowl**
Armley Baths
Leeds 12
Yorkshire
Indoor/safety equipment essential & hireable/wooden ramps/commercial

2. **Arrow Skatepark**
Hambleden House
Broad Street
Wolverhampton
Staffordshire
0789 84111
Indoor/reviewed Skateboard! 11/food & drinks available/safety equipment essential & hireable/natural & surfaced wood, also concrete/commercial

3. **Barn Skatepark**
Old Barn Way
Southwick
Brighton
Sussex
0273 595588
Outdoor/reviewed Skateboard! 10/food & drinks available/safety equipment essential & hireable/concrete (shotcrete)/commercial

4. **Beachcomber Skatepark**
Beachcomber Restaurant
Beach Road
Hemsby
Great Yarmouth
Norfolk
0493 730377
Outdoor/food & drinks available/safety equipment essential & hireable/concrete (shotcrete) commercial

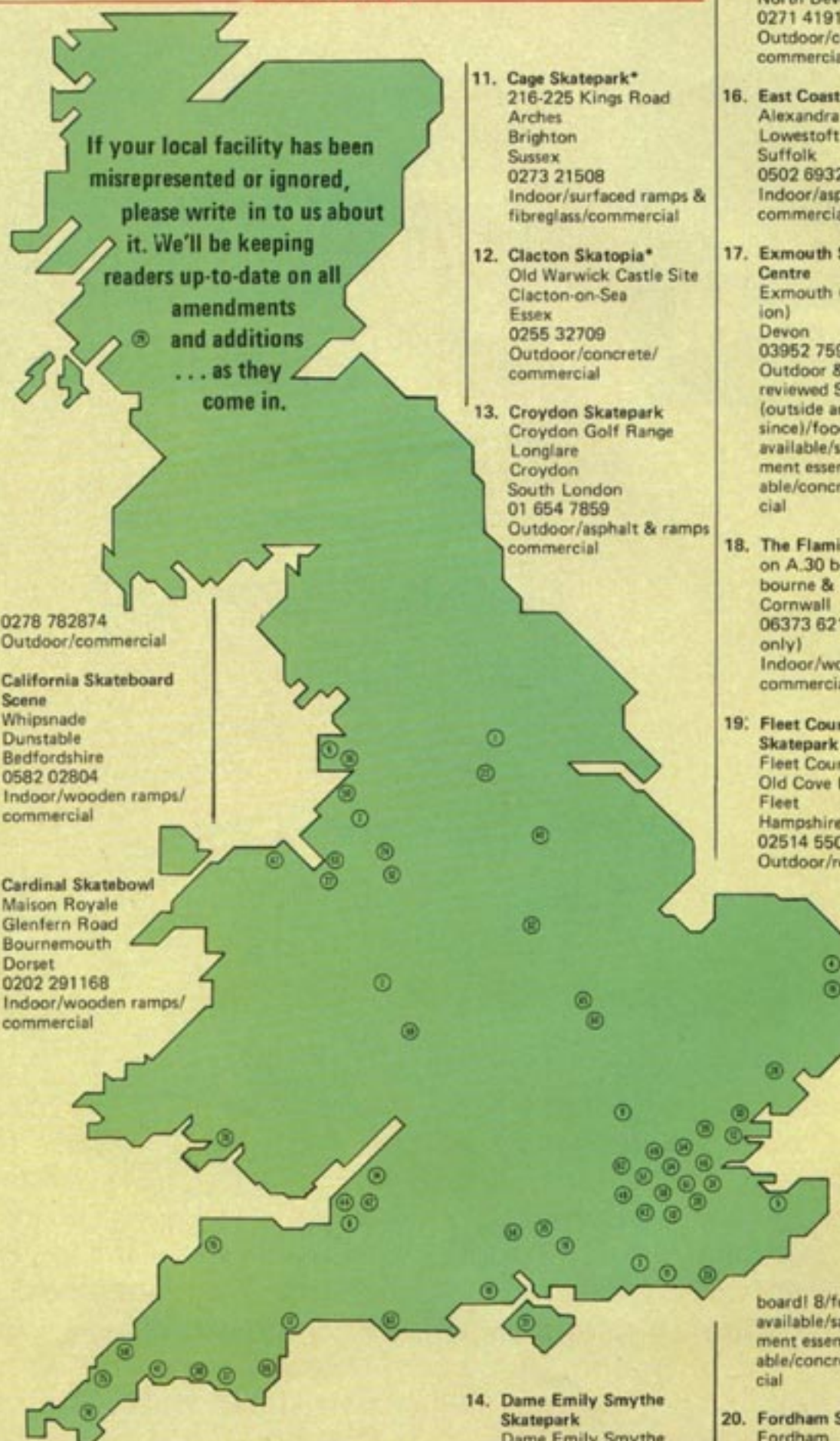
5. **Black Lion Skatepark***
Mill Road
Gillingham
Kent
0795 873758
Outdoor/concrete (shotcrete) commercial

6. **Blackpool Skatepark**
Blackpool Pleasure Beach
Blackpool
Lancashire
0253 42223
Outdoor/food & drink available/safety equipment essential & hireable/concrete/commercial

7. **Bolton Skateboard City**
Higher Bridge Street
Bolton
Lancs
0209 388114
Indoor/reviewed Skateboard! 8/food & drinks available/safety equipment essential & hireable/concrete/commercial

8. **Brean Down Skatepark***
Mid Somerset Leisure Centre
Nr. Burnham-on-Sea
Somerset

Up to presstime, these are all the UK parks we know of.
Facilities marked (*) are worth checking before making any long distance visits. For one reason or another, you may be disappointed on arrival. It's also worth remembering, too, that parks often open and close to suit out-of-school hours... again, check when possible before you go.



11. **Cage Skatepark***
216-225 Kings Road
Arches
Brighton
Sussex
0273 21508
Indoor/surfaced ramps & fibreglass/commercial

12. **Clacton Skatopia***
Old Warwick Castle Site
Clacton-on-Sea
Essex
0255 32709
Outdoor/concrete/commercial

13. **Croydon Skatepark**
Croydon Golf Range
Longlare
Croydon
South London
01 654 7859
Outdoor/asphalt & ramps commercial

9. **California Skateboard Scene**
Whipsnade
Dunstable
Bedfordshire
0582 02804
Indoor/wooden ramps/commercial

10. **Cardinal Skatebowl**
Maison Royale
Glenfern Road
Bournemouth
Dorset
0202 291168
Indoor/wooden ramps/commercial

15. **Earth & Ocean Skatepark**
next to Severn Brethren Bank Leisure Centre
Branstaple
North Devon
0271 4191
Outdoor/concrete/commercial

16. **East Coaster Skatepark***
Alexandra Road
Lowestoft
Suffolk
0502 69324
Indoor/asphalt & ramps/commercial

17. **Exmouth Skateboard Centre**
Exmouth (by Bus Station)
Devon
03952 75900
Outdoor & indoor/reviewed Skateboard! 8 (outside area added since)/food & drinks available/safety equipment essential & hireable/concrete/commercial

18. **The Flamingo Skatepark**
on A.30 between Cambourne & Redruth
Cornwall
06373 6211 (information only)
Indoor/wooden ramps/commercial

19. **Fleet Country Club Skatepark**
Fleet Country Club
Old Cove Road
Fleet
Hampshire
02514 5500
Outdoor/reviewed Skateboard! 8/food & drinks available/safety equipment essential & hireable/concrete/commercial

14. **Dame Emily Smythe Skatepark**
Dame Emily Smythe Park
Bedminster

20. **Fordham Skatepark***
Fordham
New Cross
South London

- 01 892 1288 xtn. 114
Outdoor/concrete/
council
21. **Golden Hill Skatepark**
Golden Hill Park
Isle of Wight
Outdoor/community
venture — free of charge/
concrete
22. **Halifax Surfrider Skate-
boarder Arena**
Halifax
Yorkshire
0422 64069
Indoor/reviewed Skate-
board! 9/food & drinks
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
23. **Hailsham Skatepark**
behind Sussex Sports
Centre
Station Road
Hailsham
Sussex
0323 840170
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/fibreglass modules/
commercial
24. **Hard Surf Skatepark**
Moston Road
off Greengate
near Manchester
Lancashire
061 643 3417
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
25. **Holywell Bay Skatepark**
Holywell Bay Leisure
Park
Hollywell Bay
Newquay
Cornwall
06377 272
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
26. **Hollywood Skatebowl**
Gorseion
near Swansea
South Wales
0792 892042
Indoor/reviewed Skate-
board! 10/food &
drink available/safety
equipment essential &
hireable/concrete/
commercial
27. **Inner City Truckers,
Skatepark**
next to Chester Football
Club
Sealand Road
Chester
Cheshire
0244 373582
Outdoor/concrete/
commercial
28. **Ipswich Skateboard
Arena***
69 Upper Orwell Street
Ipswich
Suffolk
0473 215500
Indoor/wooden ramps/
commercial
29. **Kelvin Grove Skate-
park**
Kelvin Grove Park
Glasgow
Scotland
041 552 7941
Outdoor/concrete/
commercial (council)
30. **Looe Skatepark**
Melandreth Holiday Cam
Camp
Looe
Cornwall
05036 3281
Outdoor/food & Drink
available/concrete/
commercial
31. **Maddog Bowl**
601 Old Kent Road
London SE.15
01 637 8997
Indoor/reviewed Skate-
board! 11/food & drink
available/safety equip-
ment essential & hire-
able/concrete (shot-
crete)/commercial
32. **Malibu Dogbowl**
66 Derby Road
Lenton Abbey
Nottingham
0949 254758
Indoor/reviewed Skate-
board! 9/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
33. **Martello Skatepark**
Martello Holiday Camp
Kirkby Road
Walton-on-Naze
Essex
02556 5315 (information
only)
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
34. **Meanwhile Gardens**
Kensal Road
off Great Western Road
North Kensington
London W.9.
01 960 4600
Outdoor/no refresh-
ments/no safety equip-
ment required/concrete/
free of charge (commu-
nity venture)/no super-
vision, no rules.
35. **Newbury Indoor Skate-
board Arena**
(future in doubt at
present)
West Street
Newbury
Hampshire
0635 46047
Indoor/reviewed Skate-
board! 6/food & drink
available/safety equip-
ment essential & hire-
able/wooden ramps/
commercial
36. **Pier Skatepark**
St. Annes Pier
St. Annes-on-Sea
Lancashire
Indoor & outdoor/
commercial
37. **Plymouth Skatepark**
Old Plymouth Zoo Site
Plymouth
Devon
0752 51375
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete & wooden
ramps/commercial
38. **Rolling Thunder**
Kew Bridge Road
Brentford
South London
Indoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
39. **Rom Skatepark***
Old Hornchurch Car-
Drome Site
Upper Rainham Road
Hornchurch
Romford
Essex
01 802 0044
Outdoor/concrete
(shotcrete)/commercial
40. **Roxyskate**
Swinton
near Doncaster
Yorkshire
070988 4741 (informa-
tion only)
Indoor/reviewed Skate-
board! 9/food & drink
available/safety equip-
ment essential & hire-
able/wooden ramps/
commercial
41. **St. Austell Skatepark**
Polkyth Recreation Cent
Centre
St. Austell
Cornwall
0726 61585
Outdoor/safety equip-
ment essential & hire-
able/concrete/commer-
cial
42. **Skatecountry***
Ashton Court Country
Club
Ashton Park
Bristol
Avon
027580 2771
Outdoor (but part cov-
ered)/food & drink
available/safety equip-
ment essential & hire-
able/concrete (shot-
crete)/commercial
43. **Skatecircus**
130 Wandsworth Road
Wandsworth
South London
01 622 8892
Indoor/reviewed Skate-
board! 11/food & drink
available/safety equip-
ment essential & hire-
able/wooden, surfaced
ramps/commercial
44. **Skate-Inn**
Penpole Lane
Shirehampton Park
Bristol
Avon
Indoor/safety equip-
ment essential & hire-
able/wooden ramps/
commercial
45. **Skateside Stadium**
The Bowling Green
Kettering Town Foot-
ball Club
Kettering
Northamptonshire
0536 520167
Indoor/reviewed Skate-
board! 9/food & drink
available/safety equip-
ment essential & hire-
able/concrete & wooden
ramps/commercial
46. **Skateways (ex-Skatecity)**
Abbots Lane
Off Tooley Street
London SE.1.
01 407 9370
Outdoor/reviewed Skate-
board! 2/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
47. **Skateworld**
Rhyll Promenade
Rhyll
Clwyd
0745 31515
Outdoor/concrete (shot-
crete)/council
48. **Skateworld**
next to Wokingham
Town Football Club
Wokingham
Surrey
0734 788320
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
49. **Solid Surf Skatepark***
behind Wealdstone
Leisure Centre
Harrow
Middlesex
01 581 3944
(information only)
Outdoor/concrete (shot-
crete)/commercial
50. **Southport Skatepark**
Southport Pleasure
Beach
Southport
Lancs
0704 35581
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete (shot-
crete)/commercial
51. **Spandrel Skate-Dome**
Hillingdon Leisure
Complex
Park Road
Uxbridge
Middlesex
Indoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
52. **Stalybridge Bowl**
Indoor Sports Centre
Castle Street
Stalybridge
Manchester
Lancashire
061 335 5601
Outdoor/safety equip-
ment essential & hire-
able/tarmac/commer-
cial
53. **Superskate***
Adj to Northgate
Leisure Centre
Chester
Cheshire
0244 311711
Outdoor/concrete/
commercial
54. **Talacre Skatepark**
Talacre Street
Kentish Town
London NW.5
Outdoor/safety equip-
ment essential & hire-
able/concrete
55. **Torbay Skatepark***
Y.M.C.A.
Glenn Valley
Torbay
Devon
0803 551578
Outdoor/concrete/
commercial
56. **Thruxton Skatepark**
Thruxton Raceway
Andover
Hampshire
0264 54147
Outdoor/food & drink
near by/safety equip-
ment essential & hire-
able/concrete/commer-
cial
57. **Wanlip Skatepark**
Wanlip Countryside Club
Syston
Leicestershire
0949 38541
Outdoor/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
58. **Watergate Bowl**
Watergate Bay
near Newquay
Cornwall
06374 400
Outdoor/featured Skate-
board! 2/food & drink
possibly available this
summer/safety equip-
ment essential & hire-
able/concrete/commer-
cial
59. **West Midlands Safari
Park**
Spring Grove
Bewdley
near Kidderminster
Worcestershire
0299 402114
Outdoor/reviewed Skate-
board! 10/food & drink
near by/safety equip-
ment essential & hire-
able/concrete (shot-
crete)/commercial
60. **Wicksteed Skateboard
Park**
Wicksteed Park
Kettering
Northamptonshire
0536 2475
Outdoor/reviewed Skate-
board! 6/food & drink
available/safety equip-
ment essential & hire-
able/concrete/commer-
cial
61. **Wheelies Skatespace***
Corner of Putney Hill &
Upper Richmond Road
Putney
South London
Outdoor/concrete/
commercial
62. **Winkfield Skatepark***
Billy Smart's Winkfield
Zoo
Near Windsor
Berkshire
Indoor/safety equip-
ment essential & hire-
able/wooden ramps/
commercial
63. **Portland Skate-Escape**
Portland Bill
Weymouth
Dorset
Outdoor/featured in
Skateboard! 1/safety
equipment essential
& hireable/concrete/
commercial.

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.

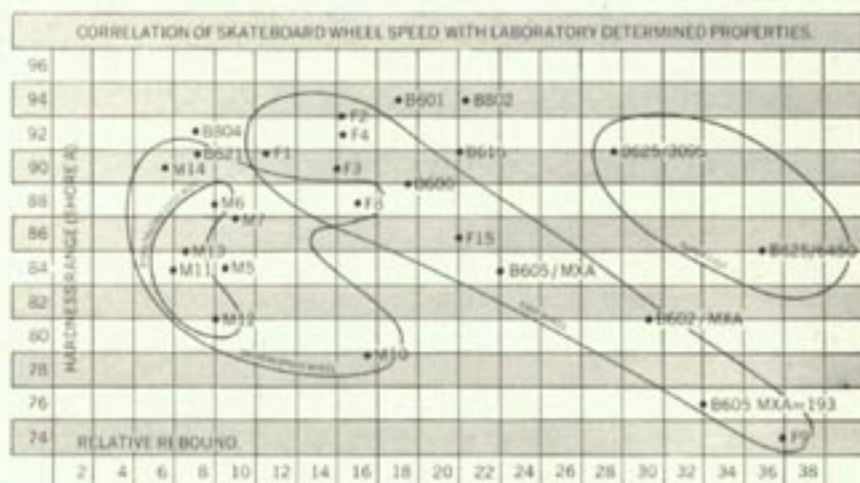
in



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,	

Technical Service.

Uniroyal Chemical, Division of Uniroyal Limited, PO Box 12, Stoke Works, Bromsgrove, Worcestershire B60 4AV. Tel: Bromsgrove 31551.

Sales.

Uniroyal Chemical, Division of Uniroyal Limited, First Avenue, Trafford Park, Manchester. Tel: 061-872 1424.

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%.

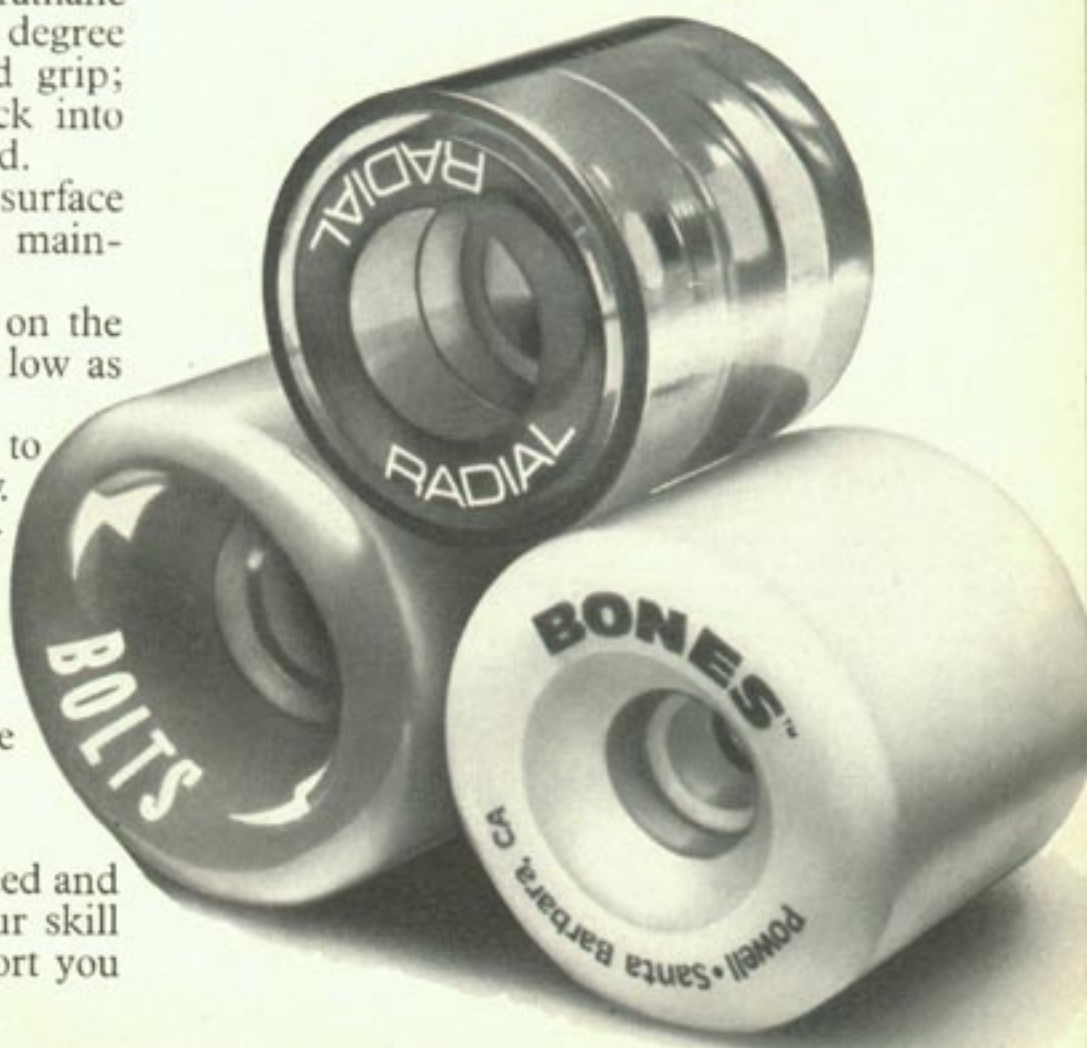
Such wheels will not enable you to achieve both speed and manoeuvrability. And they are prone to cracking and splitting. So it's a short, unhappy life.

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.



NEW PARKS & BOWLS

PART 5

WANDSWORTH

Of all the parks that have opened in London recently, Skatecircus, in Wandsworth, South London has caused the most ripples. Originally a bingo hall, it opened at Easter – and promptly closed again; then it re-opened at the beginning of April, but was partially re-closed once more. Finally it opened properly . . . and trouble hit.

The area it serves is tough and, slowly, rumours came trickling in of fights and other physical-type 'happenings'. Lately, however, the dust seems to have settled a little – certainly all seemed quiet when the Test Team pulled in for a session.

Designed by Skateopia Ltd, and built as a joint venture between themselves and Granada, emphasis seems to have been placed rather too much on high capacity. Where the stalls once were, there's now a wide open space – 30m x 25m – completely covered in Ultra-Vinyl, a fast and very grippy surface.

It slopes down to a stage that's banked along its entire length. On the left-hand-side the banking rises to 1m, by the centre it reaches 4m high rampage proportions and on the right the elevation is 4m, but non-vertical. Finally, on either side of the stage there's 2m high vertical banks.

This may all sound like great fun, and so it is when the place is not too crowded. However, when there's 250 skaters milling around at one time (if their maximum capacity claim is true) and half of these are on this area, it must become a real-life struggle for survival.

Suddenly there emerge no less than five traffic flows, three coming down the slope at top speed to use the stage front banking and two at right angles, using the side elevations. The Test Team's advice is to keep those eyes open . . . yes, it really does seem like a major crossroads without traffic lights.

It's the same story with the top area where you walk in. It's flat, measures 20m x 7m and has lino tiles on the floor. There's mellow banks rising to 1m, constructed of timber and Ultra-Vinyl and our feeling was that, with just one small catalyst, we could easily be witnessing a multi-person wipe-out.

But then, when deserted (or nearly so), the area becomes just as much fun as others twice its size. You can forever the banks, shave the wooden mini-coping and lip glide in the bowled-out corners.

The showpiece of the park and the feature which many people come exclusively to ride, is situated on the stage. It's a 13m section of 5m deep halfpipe, built of timber and surfaced with the same Ultra-Vinyl covering. It seemed just about faultless. Tim Levis, John Bull, Paul Sully and Shane Cutts were busy getting vert when we arrived – an instant testimonial.

Skatecircus is sited in the old Granada, Wandsworth Road, London and is open on weekends and holidays from 10am to 8pm and weekdays from 12 noon to 8pm. Sessions last two hours, membership at £2.50 a year is preferred (with sessions then costing 50p). Otherwise, non-members can grudgingly get a visitors admission for 65p.

All pads and helmets are 10p per item and Morris-Vulcan hire boards are 30p. The snack bar in the foyer sells hot and cold drinks and food and upstairs there's an amusement arcade. For minor injuries there are first-aiders on hand at all times.

SOUTHWARK

The Maddog Bowl in London has to be the most exciting indoor park the Test Team has yet visited. There seems little doubt that it'll be setting standards that others will have to try to improve upon. Congratulations, yet

again, to the designers and constructors, G-Force and Skatepark Construction.

Maddog's home is the ex-Astoria Cinema in the Old Kent Road, in London. Just about all of the inner area has been utilised in creating 2,000 square metres of pure skating fun. The intention has very obviously been to build a facility that'll stand the test of time – and not become outdated so quickly that early expansion will be needed.

Dave Parker, the manager, wasn't too sure he'd got it right. "We were thinking, when it opened, that maybe we'd done the wrong thing. Maybe we should give the pool another metre of vertical? But after talking to skaters who know their stuff, the general consensus of opinion is that it's advanced enough now. I think everyone will be happy with it for a long time to come".

Designer, Adrian Rolt, is also the man behind such notables as the Brighton Barn and the West Midlands Park. Using the well-tryed, reinforced shotcrete method, there's an average concrete thickness of around 100mms.

The stage was originally over a metre up from the floor, this has been levelled off from the back of the stalls, leaving a slight gradient overall. The building turned out to be a freestanding shell – with no real foundations as such. That stroke of fortune greatly simplified the problem of having to dig down 3m in places, to accomodate the runs.

On the old stage area itself is a nicely smooth free-style patch measuring 33m x 10m; banked on three sides, this doubles well for a short run flatland slalom.

Running down the entire length of one side wall is the 26m long halfpipe, 7m wide and on average, 3.5m deep. Though the transitions are a bit kinked out in places, it's still very vertical and tough to get wired. Dave Parker relates:

"We had someone up here who was offering a couple of quid to whoever could get two wheels out of the end

wall. All the name skaters were here and it was Alex Turnbull who won it in the end . . . but he nearly killed himself doing it!"

A most unique addition is the series of five interlocking mogul bowls, placed in an irregular triangle shape – pointing down towards the stage. They vary in depth from 1.5m to 2m and they're so well worked out, it's possible to work all five in one run. The lips are perfectly rounded for lip slides and wood slides.

The snake run is almost perfection. With an elevation drop of 2m, five bends and a vertical wall of 4m, it's perfect for either working slowly downwards or for taking in a high speed carving run.

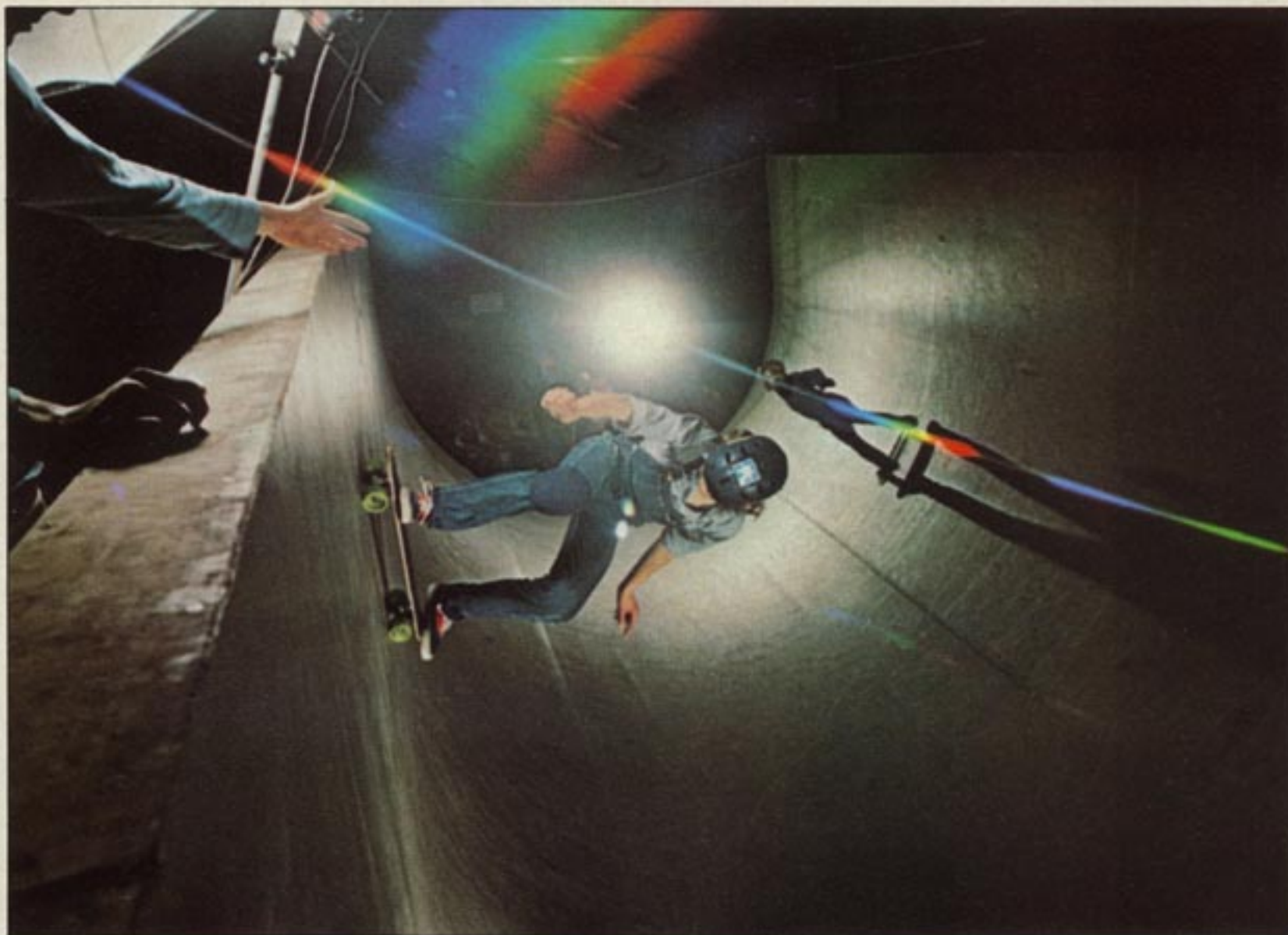
The 8m diameter 'classic' pool is where most of the heavy skating goes on. While we were there Mark Baker was blowing minds with his two foot above coping aerals – not bad for his first visit – and little Seth Cutts was hanging like a marionette on the coping. But for most people, the day's high point had to be Mad Mark dropping in to the 4.5m deep pool on an original 15" Surf Flier!

In summary, the marshalls do a good job, and there are enough of them. Spectators have two main areas down each side from which to watch – and they're also free to wander onto the skating areas if they wish.

Accessibility, which can easily make or break a park, could prove to be a problem . . . there's no underground or British Rail stations nearby and buses have a habit of being late or not showing up at all.

On site facilities include a snack bar serving both hot and cold, food and drinks. Upstairs on the balcony there's a lounge for resting, plus, if things go as planned, a soda fountain and pool tables.

Dave Parker seems to have realised that spectators are a big part of his business, especially when they're paying for their offspring to skate. He says: "I first got the idea for a skatepark, so then I went along to another to



Robert Vente



Jerry Young

Above: halfpipe fever . . . 13 metre dream machine at Wandsworth's Skatecircus. Below: Mad Mark Baker in high speed pool transit. The camera's aiming towards the 'box office' end of the old Astoria — now London's prestigious Maddog Bowl.

check it out. There were all these parents literally standing about in the mud with long faces — they couldn't get a drink or anything. So from that I realised that the most important thing, aside from them being able to watch their little Johnny, would be for them to be comfortable — and in pleasant surroundings".

The Maddog Bowl is situated at 601 Old Kent Road, London SE.15. It's reachable by underground to Elephant & Castle, then a 53 bus up the Old Kent Road. Cost of entry is 65p per 2-hour session, but members (£3 a year) pay 40p. All safety gear is hireable at 20p and the snack bar and pro-shop look very reasonably priced.

WOLVERHAMPTON

The Arrow Skatepark was, and still is, Wolverhampton's first and only facility. And, that said, competitors will have a job rivalling it in its scope and thoroughness. The

Test Team blew in for a session just about a week and a half after opening day, March 1st 1978.

The ceremonies had been conducted by Bobby Piercy and Jerry Valdez and when the Team got there they were still on hand, along with Jay Adams, Paul Constantineau, Kent Senatore, Bobby Boyden and an unfortunately injured Dave Hackett. Britain replied with Jingles, Si Napper and Cas Peacock and they served notice on the Americans that when it comes to park riding, we're snapping at their heels.

Built by Howard Clayton-Wright Ltd, the park so far covers 2,000 square metres and covers two storeys of a five storey building — Hambleden House in Broad Street. Down stairs on the ground floor are two large halfpipes. The smaller is a 5m section by Blue Tile, approximately 3m deep. This provided the scene for some insane halfpipe antics: Jay Adams was consistently pulling off backside break-away aerials, front and back-side rock-slides and generally grinding down the edges. Jingles amazed onlookers with his roll outs — bringing cries of "Marty Grimes!"



Top: Si Napper, hanging from the rafters in the insane plywood bowl at Wolverhampton. Centre: Bobby Piercy mellows one of the Arrow Skatepark's more shallow bowl constructions. Bottom: Full vista over-view . . . upstairs at the Arrow Park.

from Adams and Constantineau.

Right beside is an even bigger halfpipe, another Blue Tile product, but this time with extension. It's a 14m section, around 6m in depth with 2m of flat wall reaching up to the beams. The traction provided by the factory finish is only moderate, as is the speed. Maybe a coat of something more exciting would help. The rest of the downstairs space has been devoted to freestyle — and the surface is perfectly flat and smooth.

Upstairs is where most of the action is (and was!). It's been very well graded, ability-wise; for beginners, there's a flat area with moderate speed banks around the outside and a double sided bank down the centre of the floor. This middle bank rises to vertical within a metre — a rather quick, though rideable transition — definitely a challenge for the more advanced beginner! Interestingly, these banks have been treated with fine silicone particles and fibre coated . . . it's a surface that provides excellent traction.

Side by side, in the middle of this floor, are two identical and mellow bowls, made by Fibretrak. These are fibre molded and concrete sprayed which makes for a slick, fast surface with adequate grip. Measuring only between 1 and 1.5m deep, with diameter of 3m, these bowls are so mellow they make for incredible fun. The lips are square and perfect for lip slide re-entries and axle grinds. At one point Adams, Constantineau and Piercy all squeezed in and played 'three-in-a-bowl' to the amusement and confusion of all watching.

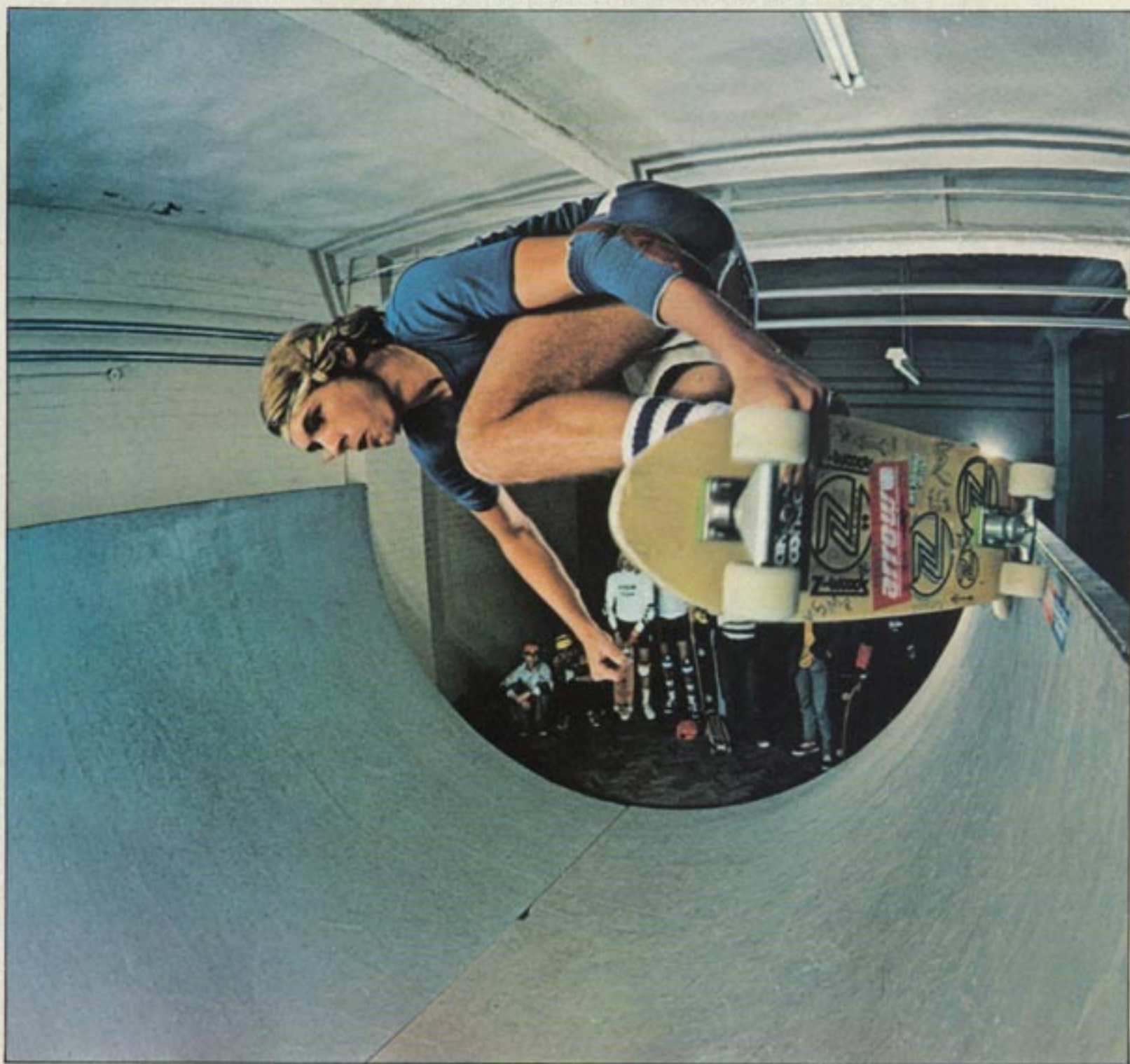
The next transition is to a much bigger timber frame-work bowl finished in plywood decking — though now completely covered in graffiti. This measures up to all of 12m across and 3m deep. The transitions are very gentle and the ride's easy to negotiate. Topping off there's a half metre of vertical, nailed up for those who can reach it.

There's yet another half-pipe, 4m in depth, that's bowled out at the end. This also has a timber frame and a natural plywood finish. The hairiest run, as such, starts 5m up. You abruptly drop down to ground level

Continued on Page 90

SKATELINE

THE LETTERS THIS MONTH



Jay Adams describing a backside breakaway aerial at the Arrow Skatepark, Wolverhampton.

CONE SUBSTITUTE

My tip for slalom cones is to use 'Five Pints' milk bottles. To prevent blowing over, I put about an inch of water in the bottom. However, they should be washed out before use because the water tends to go stagnant, and when the milk which inevitably remains also goes bad, a rather unpleasant smell may evolve should a split occur (when kicked, perhaps, by an irritated skater). The trade name on the bottles can be removed with sandpaper.

Anthony Cutcliffe, Yeadon, Yorks
Sounds like a good reason for clearing all the gates! Ed.

PUNKS AND POSEURS

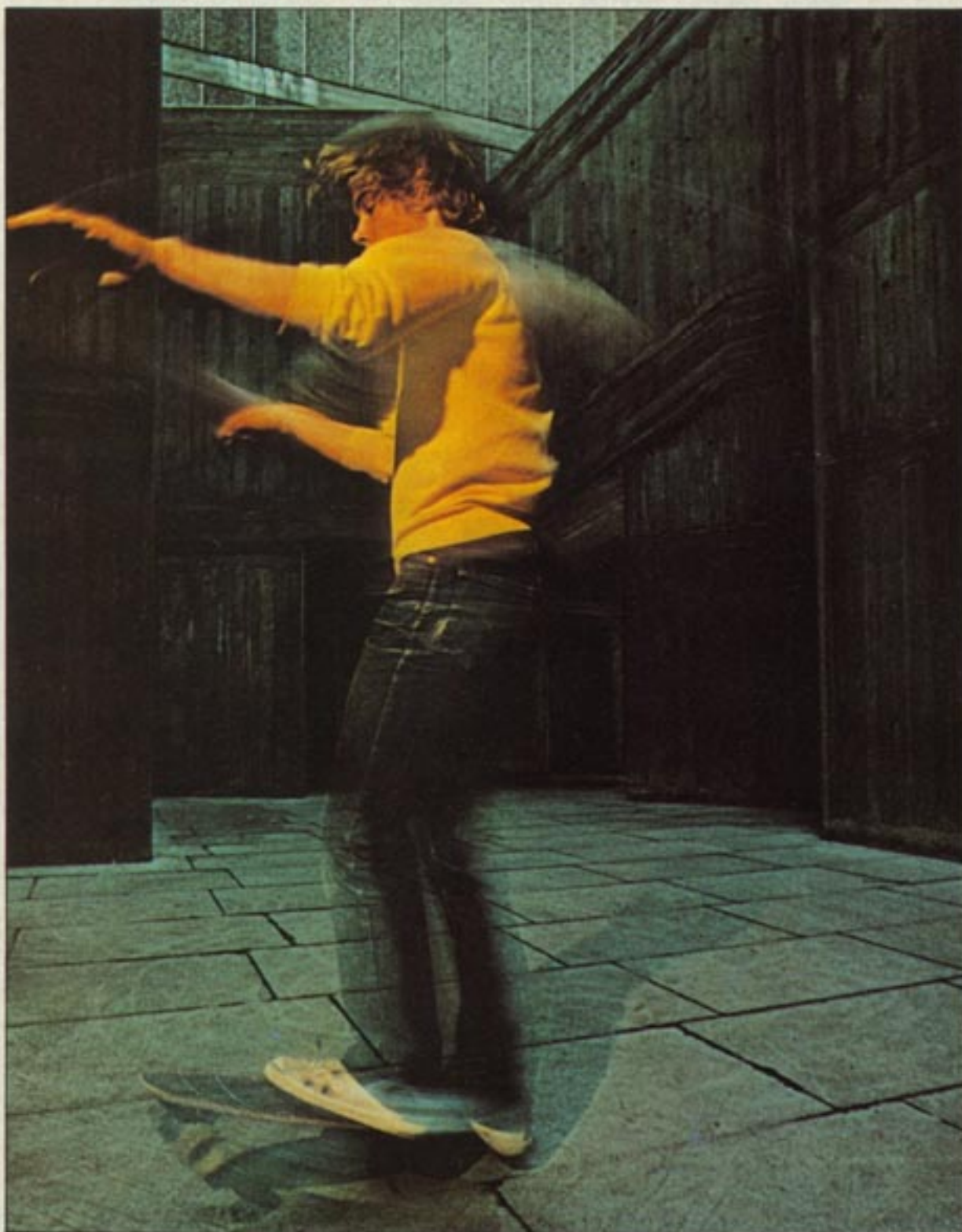
I would like to point out that Richard Heslop is not a skating punk — he is a skating poseur. Poseurs are the greboes who gave punk music a bad name in the first place. If they'd maybe listen to the music, and the truly honest people behind the movement like Jimmy Pursey for instance, we'd see less remarks like 'the Yanks can't be any good because of their long hair'. I liked the interviews with Skane, Talva, Spralta and Snapper — but how about Blogan, Scathey, or on the UK scene, Klaing and Scutts? John A. Horner, Chaffcombe, Somerset

MEANWHILE DOMINATES

Everyone knows, even though they might not admit it, that London and Brighton are the hottest areas of skating in G.B. In London the energy is centred in and around Kensington. If you take a trip down to Meanwhile Gardens Skatepark you'll see people like Marc Sinclair and Danny Acton-Bond, Hugo Carey, Matt and Ben Davis, Kadir Guirey and even John Sablosky. We also have some girl skaters who rip — tail taps to them are second nature. 'A Meanwhile Boy', Garageland, Kensington.

Continued on Page 84

PUTTING THE STYLE INTO FREESTYLE



Photography Ian Dobby

Top: Dave Smith dissolving into a spin. Spins work well when subtly linked to foot manoeuvres like nose wheelies and space walks. They punctuate a fluid routine. Right: Rocky Brann... "The routine works better if you're feeling together and kind of 'natty' ". Left: Blob, natty skater, in the Babylon.

The strange thing about style is that it's hard to actually put a finger on what it is. How can a skater go about improving his skating style?

Let's start from the very beginnings. A glance at the Pocket Oxford Dictionary reveals that a 'style' was the original pointed rod with which ancients wrote on wax-coated tablets. Each scribe presumably developed a unique way of writing or etching. . . in other words, their own particular 'style'. It seems, therefore, that this vital ingredient has, almost by definition, to be personal; it cannot truly be copied.

Style is perhaps more an attitude than a technique. It's to do with co-ordinating various movements and transforms a routine from being a skilled chore into something

Anyone watching Stacy Peralta's fluid footwork while he was over here, or Ellen Berryman's graceful manoeuvres, will have been made aware that they possessed something that pros in the UK are only beginning to understand and get together. On a sunny day in May, Steve Kane set out for the South Bank with Ian Dobey a different kind of skateboard photographer — and a group of South Bank regulars. The mission. . . to uncover a different kind of skateboard photograph and also to search out the ingredients of that rare and elusive commodity, style.

By Steve Kane

more akin to a dance.

In the early days when boards didn't handle as they do now freestyle was the core of the sport. However, to a lot of people, freestyle was just 'fiddling around' possibly with an additional display of muscle-man gymnastics.

Fortunately, people like Ed Nadalin brought a kind of discipline to freestyle skateboarding turning it into something that could be enjoyed by spectators and riders alike.

Stacy Peralta makes the point that, deep down, a

professional skater must be an entertainer. Unless you're discussing racers — in which case all that needs to be displayed is speed to justify the paycheck — pro riders must provide enjoyment through their skating.

The chances are if a crowd applauds a set, it's because a rider's getting stoked on doing it. It's an interesting point to remember that nearly all good skaters are useful dancers. Maybe it's because good dancers have a high degree of abandonment . . . they tend to give in to the natural rhythm. In a top pro freestyle session everything seems to naturally flow, from one manoeuvre to the next. The sequence has a solid feel about it, rather than appearing as just a collection of tricks.



Danny Acton-Bond demonstrating his fluid space-walking style. It provides the perfect medium in which to display other more radical tricks, thus creating a balanced routine.

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 Kryptonite, 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.

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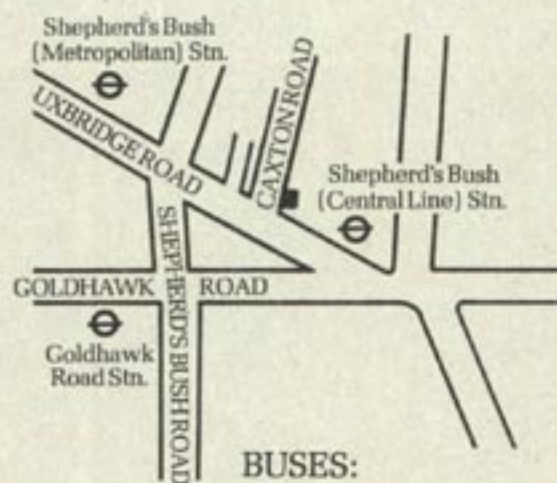
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Continued from Page 83

IRELAND NEWS

I really dig your mag... Skateboard! has great variety. Skating is really coming on here in Ireland. We now have our first park. Could you give me hot Stacy Peralta's address so I can send him fan mail?

Bob Mullins, Ballsbridge, Dublin 4
For you, and the other letters we've had in, write c/o Gordon & Smith, 5111 Santa Fe Street, Suite E, San Diego, Cal 92109, USA. Ed.

BACK TO FRONT

Just lately I have been faced with the problem of knowing which way you turn for frontside and backside. In your mag (No.8) you say on page 66 that Jed Stone is doing a front-side and on page 90 Eric Grisham is doing a backside. They're both doing the same thing... solution please? Simon Burradaile, Ditchling, Sussex

Curse these observant South Coasters... I own up, Jed is indeed back-siding. Ed.

FAST-FRAME FAN

I would like you to print more ways of doing tricks — like you did so well in 'Going-For-It'. Congratulations on a really hot mag.

Martin Doyle, Port Talbot, W. Glam.
We're running the feature most issues now. Ed.

RAGING RAT

I am sick to death hearing this B.S. about the London skaters being the first to skate in England. Some of us in R.T. have been skating for 5 years, on and off. The West Country was first to skate due to the surf influence, but the sport first went big in London. Secondly, if Henderson is so good at skating, why does he tell everyone he is so good? Jock Paterson is hot but he doesn't have to tell everybody. D.S., Rat Town, West Country

ALL CHANGE

While looking through your issue 8, I couldn't help notice two mistakes (pages 83 and 85). First you state that Guy Weglewski rides Midtracks whereas in the picture he's on A.C.S. Then you say that Emmet (Kermit) rides Lazers whilst in the picture he's using Midtracks. Apart from this your mag is top.

Hey... was there a jinx on issue 8? Trouble is, sometimes they tell us they

Continued on Page 86



Chris Chaput



Chris Chaput

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Continued from Page 84

use one thing - then promptly go use something else. Ed.

CUT PRICE PROBLEMS

Please could you publish this as a warning to others before it's too late! Many readers, including me, will have seen the American mail order adverts that promise to save you £££'s on new equipment. BE WARNED! The delivery time stated runs from the time they send the equipment. This can add many weeks to the delivery date. Also there's VAT, duty and handling added on by British Airways. This adds up to over £3 on £15's worth of goods. Is the three month wait worth it for saving maybe £1 on British prices? Nick Stening, Harpenden, Herts.

WHERE ART THOU TRINDER?

After reading about the Trinder Land Scorchers Skatepark at Chepstow in your magazine we made a trip there and found it didn't exist! It would be a good idea to check your information. A. Cook, Tonypany, Glam. Sorry to hear your trip (and probably many other people's too) was in vain. I'm after the neck of whoever phoned it through to us. Ed.

PARK POETRY

I have written a poem about skateboarding: I go down the slope with the greatest of ease / and don't need the help of a crummy trapeze / my accent's on safety, I mean that sincerely / my fakie 180 is the best around really / I'm sorry about this Mohammed Ali / But your poems to mine are just a maybe / the world is my oyster, my skateboard my wheels / I've signed up for Skateboard! and done all the deals. Stephen Innes, Edmonton, London What can he mean? . . . Ed.

ALL-IN

Do you know of any skateboard holidays? Are there any skateparks which take in people for a week and give lessons and let you use their facilities?

Simon Wright, Shavington, Cheshire

None that I know of . . . how about it, you park owners, it sounds a good scheme. Ed.

JOKE?

Q: what kind of wheel rolls backwards . . . A: one with an Irish bearing.

A Radical Rat from Paris I don't get it. Ed.



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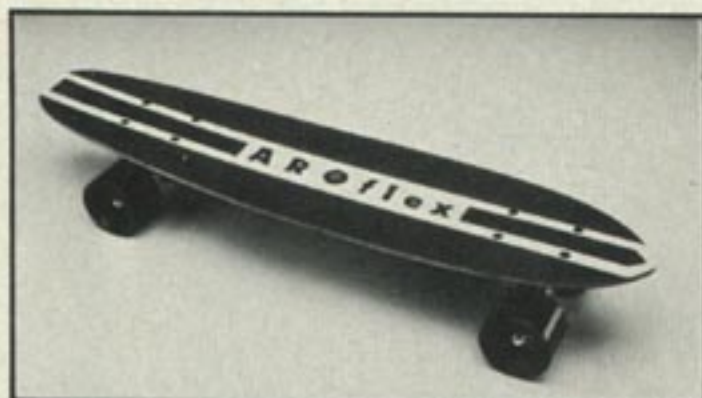
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Test Teamer in the grass Steve Kane, sliding the new 'Hedgehog' wheels at Box Hill.

Continued from Page 80

and find yourself in an almost totally enclosed bowl — with just a narrow entrance point (rather too narrow, in fact). The bowl takes up around 320 degrees of a circle and stretches up to a height of 6m (vert starting at 3m). Si Napper found it suited his style the best and he was the first to hang a wheeler and carve two wheels out. Bobby Boyden soon had kick flips wired — 4m up as did Jingles.

These last two features, together with the two half-pipes downstairs, form the advanced sections of the park and should go a long way towards improving and influencing many of the local skaters — all credit to the designers and executors.

Arrow Skateboard's initial involvement with skateboarding happened when the company directors realised the urgent requirement for safe skating areas in the West Midlands. Managing Director, Steve Tyzzer, relates:

"The company had a vacant site in the middle of

Wolverhampton . . . and it's potential as a skatepark was recognised. A design and construction team came together and they went to the States to study the whole business. As a result, they built the Arrow Skatepark . . . to provide as wide a range of facilities as possible."

Expansion-wise, there are plans afoot to use the next two storeys for skating and finally to build a club room on the top floor. And apart from that, there's still room downstairs for more half-pipes and even full pipes.

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Mark Baker at the new Mad Dog Bowl indoor skatepark in South London. Photo: 'Skateboard!' magazine/Jerry Young

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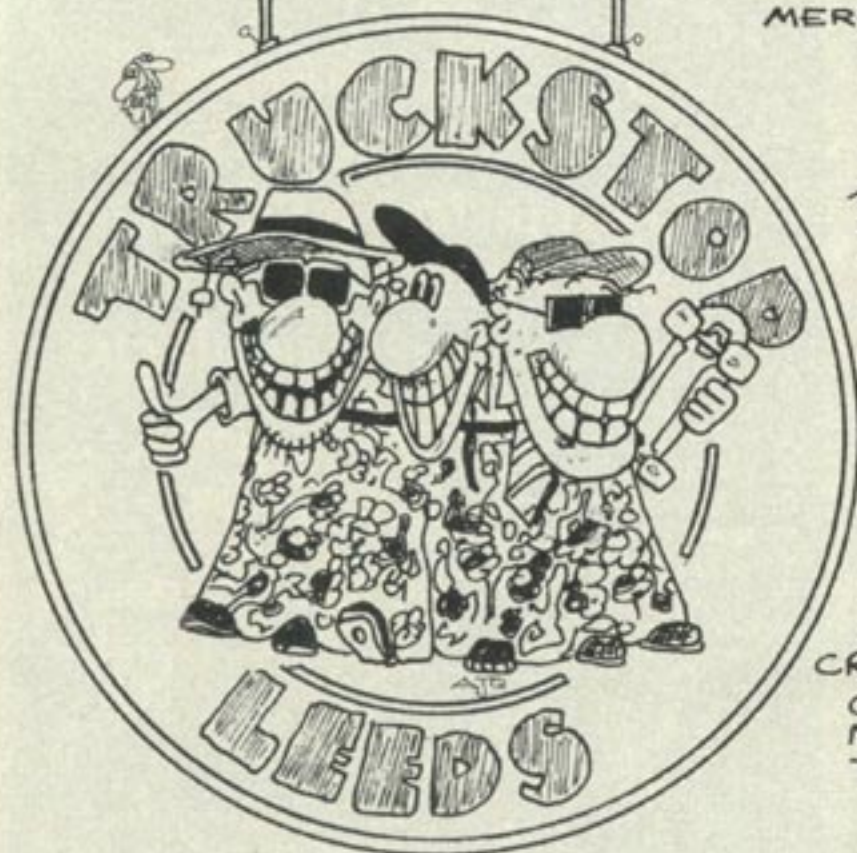
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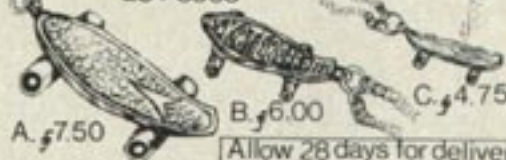
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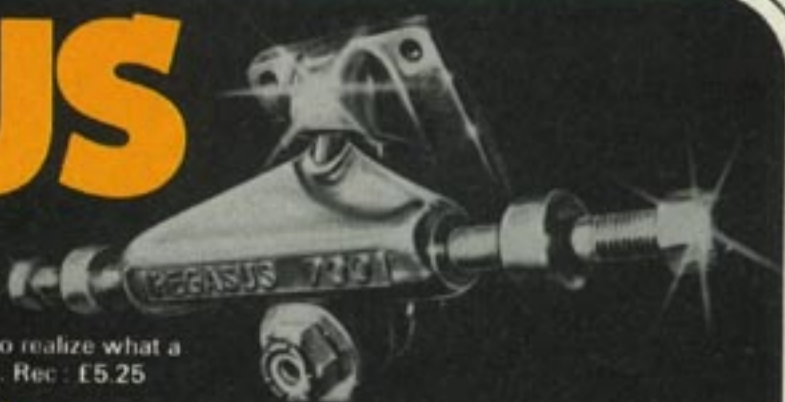
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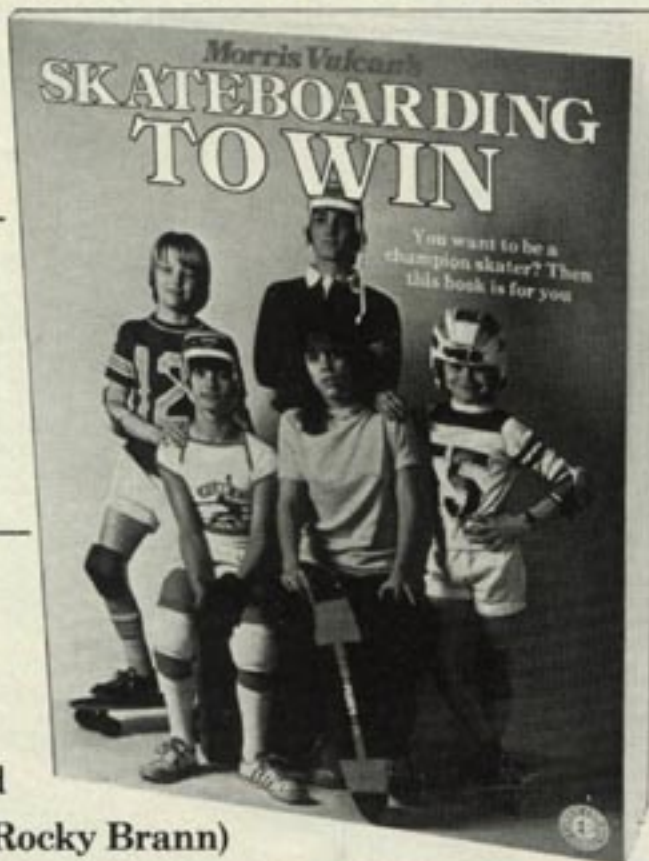
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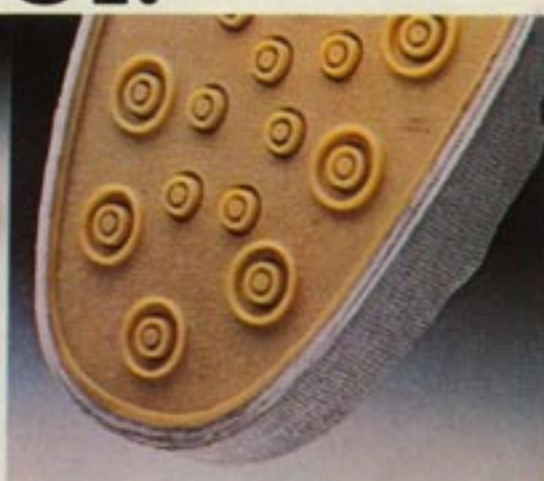
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