

Skateboard!

No.14

EUROPE'S HOTTEST SKATEBOARD MAGAZINE



MAD MARK MEETS THE MADDOG

Alva & Baker Tour - One Week's Lunacy!

KRYPTONICS RUSH OVER THEIR DECK

The Test Tank Reports...

STEFAN HARKON - CRACK LIVERPOOL STYLIST

The North/South Controversy

PARKS CHECKED AT HARROW,
GLASGOW
& WOLVERHAMPTON

50p

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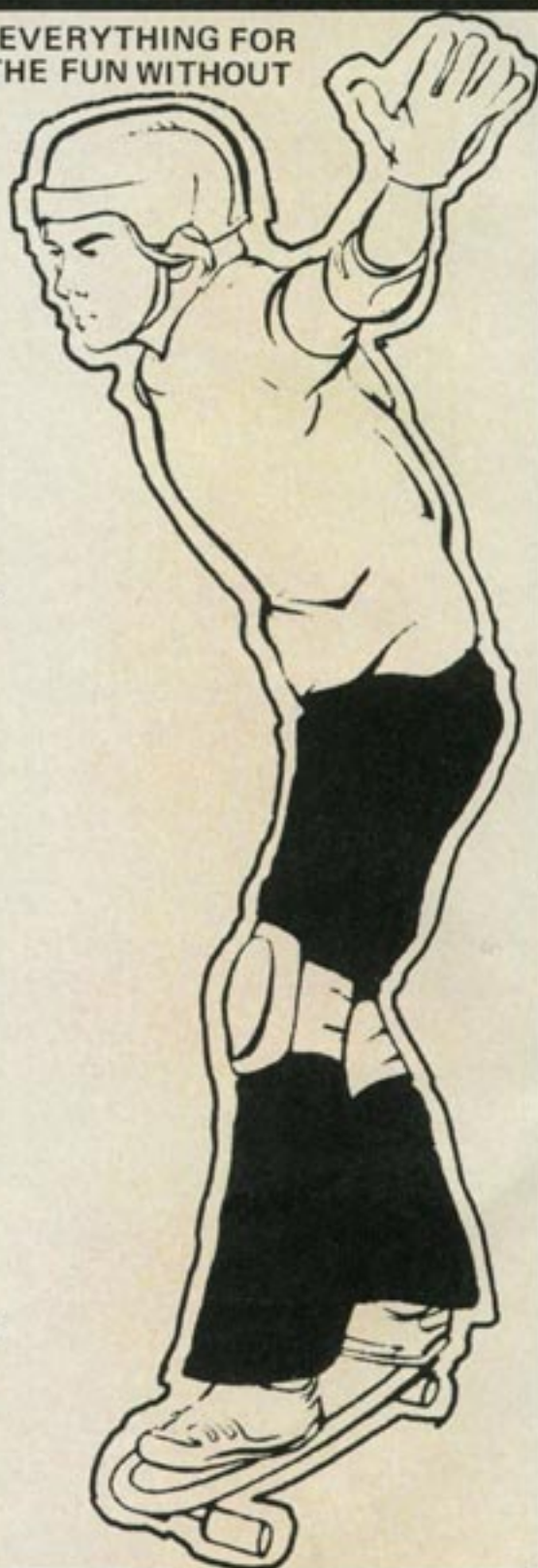


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CREATION



So the boss said, "Let's get into Skateboards. We've got to give the kids something better than most of the rubbish that's available in the shops just now."

We tried to cool his enthusiasm. "Look boss, we make skis - the best skis in the world - Vielhaber skis. We don't want to get involved in some dangerous breakneck kick."

But the boss was determined - "Look you guys, that's exactly why I want to make a skatedeck. I've got kids of my own and I don't want them breaking their necks on some cheap mass-produced board. Let's make a deck that's as good as our skis."

So, to pacify him, we went away and did some research with the intention of going back saying it couldn't be done.

But somehow we got enthusiastic and one day one of the guys said, "Look you fellas, we've been making skis with carbonfibre why not try it out on a skatedeck."

Eureka! In that inspired moment, that blinding flash of light, Carbonflex was born.

Let me tell you about the Carbonflex deck laminated with carbonfibre.

It's got great strength so that it will take any kind of surface in its ride.

It's got great flexibility for fancy tricks.

For strength and flexibility there's nothing better than carbonfibre. Rolls Royce use it in RB211 jet engines. Cunard used it in the QE2.

It's spot on for skateboards.

The material decided, we came to the design. We talked to experts.

"Carbonfibre has special properties ideal for Slalom decks" they said. So we decided to make Slalom decks and nothing else.

"For Slalom you need a wide deck to give you greater control through the cones." So we made it wide - 7" and 8" wide.

"You want maximum flex." So we put the truck mounts as far apart as possible.

The result is a deck that looks distinctively unique but at the same time is extremely functional.

And the big day came.

After exhaustive tests with top pros, the boss came along with his kids. They saved about its performance, so did the pros. We had a worldbeater.

But the boss was still making demands. "The deck performs well but that green looks terrible. What do you reckon Kurt?" (his eldest son). Kurt didn't like it either. "I don't like the go-faster stripes, it needs to be classy but different."

So we called in some top flight designers and gave them the brief.

They gave us about fifty designs.

"It's beautiful", said Kurt of the final design. "the most beautiful deck I've ever seen. I'll be the envy of all my friends."

And you can see what he means below.

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- DESIGN
- CONSTRUCTION
- MANAGEMENT

For further information please contact Tony Wynne or Adrian Rolt at:
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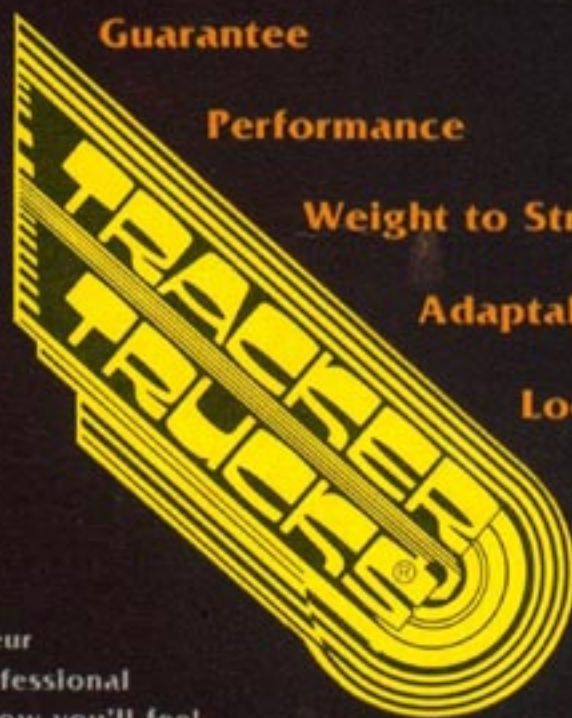
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A/T2	ACS. 430 Blk/Gld	4.3" axle	£2.35
A/T3	ACS. 500 Std	5" axle	£2.35
A/T4	ACS. 500 Pro	5" axle	£2.93
A/T5	ACS. 500 Blk/Gld	5" axle	£3.15
A/T6	ACS. 580 Blk/Silvr	5 1/2" axle	£4.00
A/T7	ACS. 651 Blk/Silvr	6 1/2" axle	£3.75
A/T8	ACS. 651 Blk/Gld	6 1/2" axle	£4.00
A/T9	ACS. 650 Blk/Silvr	6 1/2" axle	£4.25
A/T10	ACS. 650 Blk/Gld	6 1/2" axle	£4.35
	BENNETT		
A/T11	Highjacker		£4.75
A/T12	Pro		£5.75
A/T13	Ad Track		£6.75
	CALIFORNIA BAHNE		
A/T14	Precision 500	5" axle	£4.95
A/T15	Precision 700	7" axle	£5.25
	CALIFORNIA		
A/T16	Slalom Pro		£4.10
A/T17	Slalom		£4.25
	GULLWING (with endplate)		
A/T18	HPG Mark IV	6 3/8" axle	£7.85
A/T19	Phoenix	5 1/2" axle	£7.70
	LAZER		
A/T20	Standard		£4.50
A/T21	Slalom		£5.50
	TRACKER		
A/T22	Half		£6.25
A/T23	Mid		£6.50
A/T24	Full		£6.50
	ENERGY		
A/T25	VI Truck		£6.25
A/T26	VII Truck		£7.75
	XCALIBUR		
A/T27	Xcalibur Pro		£5.20
A/T27A	600 XL		£6.75
A/T28	700 XL		£6.95
	LOTUS INTERNATIONAL		
A/T29	Fast Track		£5.75
A/T30	Full Track		£5.95
A/T31	STROKER		£19.95
A/T32	REBOUND		£9.25
A/T33	RAM 88		£6.25
A/T34	SPEED SPRING		£4.95
A/T35	MAGNESIUM TRUCK		£8.25

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

	KRYPTONIC RADIAL	
A/W	60mm. Green/Blue/Red	£3.90
A/W1	65mm. Green/Blue/Red	£3.95
A/W2	70mm. Green/Blue/Red	£4.25
	SIMS	
A/W7	Pure Juice	£2.99
A/W8	Comp. II	£3.25

O.J.'s

A/W4	Super Juice	£2.95
A/W5	Hot Juice	£2.95
A/W6	Slalom	£2.95
	TUNNEL	
A/W9	Holland W7	£2.50
A/W10	Tunnel IV W6	£3.50
A/W11	Tunnel V W8	£2.75
A/W12	Rock W9	£2.75
	BREWER	
A/W13	Jarvis Pro.	£2.99
A/W14	Speedster	£3.50
	POWER PAW	
A/W17	50 mm.	£1.25
A/W18	54 mm.	£1.65
A/W19	65 mm.	£2.05
	G.S.	
A/W23	Wonkers 60 mm.	£4.20
A/W24	Wonkers 68 mm.	£4.60
	POWER FLEX	
A/W26	No. 3	£2.75
A/W27	No. 5	£3.30
A/W28	No. 7	£3.50
	ROAD RIDER	
A/W29	No. 2	£2.20
A/W30	No. 4	£3.10
A/W31	No. 6	£4.10
	LOGAN PARK RIDER	
A/W32	No. 4	£3.10
A/W33	No. 5	£3.75
	BELAIR	
A/W34	Bolts	£2.95
	YOYO's	
A/W35	Red or Yellow	£3.10
A/W35A	White YoYo's	£3.55
	EXCELLERATOR	
A/W36	65 mm. White	£4.60
	YANDALL	
A/W37	Slalom	£3.15
A/W38	Bowl Rider	£4.15
	PACER	
A/W39	Pacer 1	£3.10
A/W40	* Pacer 1 (price includes 2 oversize bearings and 1 spacer)	£5.50
	PANTHER	
A/W41	65mm standard	£2.05
A/W42	60mm standard	£2.25
A/W43	65mm Bowl Rider	£3.55
	UFO	
A/W44	Black 64mm (standard size)	£3.95
A/W45	Pink 64mm complete with 2 oversize bearings & 1 spacer	£5.95
	BONES	
A/W46	Bones Parkrider 64 mm.	£4.95
A/W47	Bones Parkrider 60 mm.	£4.95

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

STOP

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All the following goods
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All colours

60mm 1.99 each

65mm 2.49 each

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57mm 1.99 each

65mm 2.49 each

Yo-Yo — Red or Yellow

61mm 2.00 each

For IKS 608ZZ bearings
add 70p per wheel

TRUCKS

ACS 430 B/Silver 1.50

ACS 500 B/Silver 2.50

ACS 500 B/Gold 2.80

ACS 580 B/Silver 3.00

ACS 580 B/Gold 3.20

Lotus Widetrack 3.00

Gullwing 5.00

DECKS

Lotus 25" Glassflex Laminated 6.00

G&S KT4 28", 30", 32" 12.00

ACCESSORIES

Centurion 1978 Helmet 2.50

Skateboard Glove,
all leather 3.00 pr

1/2" Riser Pads .30

Skid Plates .45

ACS Rubber Kit
(12 rubbers) 1.25

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*Coming soon
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8 3/4" 9" 9 1/2"

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THE HOTTEST GEAR

GREAT MAIL ORDER OFFER Post and Packing FREE

DECKS			WHEELS			TRUCKS		
GORDON & SMITH G&S			ROAD RIDER			ACS		
A/D1	Fibrelex 29"	Bowlrider 7½w £16.92	P/W1	No 4	60mm diam	W/B1	ACS 500 pro	axle 5" each £4.00
A/D2	Fibrelex 27"	Bowlrider 7½w £15.92			45mm width £4.40	W/B2	ACS 580 pro	axle 5½ each £4.75
A/D3	Fibrelex 27"	Kicktail 6½w £15.42	P/W2	No 6	68mm diam	W/B3	ACS 651 pro	axle 6½ each £4.75
A/D4	Fibrelex 28"	Team Rider 7½w £18.50	P/W3	YOYO red & yellow	49mm width £4.95	W/B4	ACS 651 blk/gld	axle 6½ each £4.95
A/D5	Fibrelex 30"	Team Rider 7½w £19.50			60mm diam		CALIFORNIA PRO	
A/D6	Fibrelex 29"	Cut out slalom £15.42	P/W4	BONES	49mm width £3.00	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 £5.00	W/B6	California Slalom	axle 7" each £5.45
A/D8	Stacy Peralta 29"	Warp Tail 6 7/8w £13.50			60mm diam	W/B7	TRACKER Half	each £5.90
A/D9	Stacy Peralta 27"	Warp Two 7" w £15.42	P/W6	O.J. Hot Juice	45mm width £4.95	W/B8	Mid	each £6.00
A/S10	Stacy Peralta 29"	Warp Two 7" w £15.42	P/W7	O.J. Slalom	60mm £4.95	W/B9	Full	each £6.00
A/D11	Stacy Peralta 30"	Warp Two 7 3/8w £15.42	P/W8	YANDALL BOLLROLL	55mm £3.50	W/B10	HPG	
A/D12	Tracker Rocket Flat Kick 28"	7½w £15.95			65mm diam	W/B11	GULLWING Phoenix	axle 6 3/8 each £7.45
A/D13	Tracker Rocket Flat Kick 30"	7½w £15.95	P/W9	KRUZA whites	48mm width £5.00		LAZER	
	SIMS		P/W10		70mm £4.85	W/B12	Slalom	axle 6½ each £5.70
A/D14	Sims Taperkick 27"	£21.00			65mm £4.65	W/B13	Freestyle	axle 5½ each £4.95
A/D15	Sims Taperkick 29"	£23.00	P/W11	Sims Comp 11	£5.50	W/B14	SILVER FOX Slalom	axle 7½ each £3.45
A/D16	Sims Superlight 29"	£19.50	P/W12	POWERFLEX 3	£4.35	W/B15	Freestyle	axle 6½ each £3.20
A/D17	Sims Superlight 27"	£19.00	P/W13	5	£4.70	W/B16	PEGASUS 600	each £4.75
	LOGAN		P/W14	G&S WONKERS	60mm (hard) £4.70	W/B17	700	each £4.95
A/D18	Logan Earth Ski 27"	Oak £14.45	P/W15	WONKERS	68mm (resilient) £5.35		ACCESSORIES	
A/D19	Logan Earth Ski 29"	Oak £14.45			(both yellow or orange)	A/R1	Riser Pads	½ red poly-propylene pair £1.20
	SANTA CRUZ		P/W16	S.A.L. wheels	£4.00	A/R2		½ clear red urethane pair £1.40
A/D20	Santa Cruz 27"	5 ply £15.92	P/W17	KRYPTONICS (red, blue, green)			Riser Pads Complete with 8 Nuts & Bolts	
A/D21	Santa Cruz 29"	5 ply £15.92			60mm MKII £2.90		PRECISION BEARINGS	
	FIBREFORM FFM		P/W18		65mm £3.00	A/R3	608zz	55p each or set of 8 £4.30
A/D22	Springbok 27"	New Ski £14.20	P/W19		70mm £3.25	A/R4	608 rs	65p each or set of 8 £4.95
A/D23	Pure Slalom Stance 8" w			TUNNEL WHEELS		A/R5	POWER PIVOTS	each £1.80
A/D24	Flexideck Slalom/Freestyle 27"		P/W20	Holland	£4.40		G&S SPARKLE GRIP TAPE	
A/D25	Twin L 29"	Mahogany Laminate £14.25	P/W21	Four	£4.70		4" wide per foot £0.50	
A/D26	H Laminate 28"	Mahogany Laminate £13.25	P/W22	Five	£4.95		2" wide per foot £0.30	
	Beech 27"	Freestyle £9.50	P/W23	Rocks	£5.20			
	All Fibreform decks complete with grip tape.		P/W24	CALTRAK				
	EDWARDS		P/W25	red, green, yellow, blue, opaque green.				
A/D27	Fibreglass 30"	Streaker £11.50	P/W26	58mm diam 48mm width	£2.85			
A/D28	Kicktail 28"	Laminate £12.65		65mm diam 55mm width	£3.20			
A/D29	Kicktail 30"	Laminate £13.25	P/W27	70mm diam 55mm width	£3.50			
A/D30	Slalom 30"	Ash or Oak £15.50		TRAKNOLOGY				
	TIGER		P/W28	fire orange, bright blue.				
A/D31	Tiger 27"	Laminated £8.50	P/W29	65mm diam 45mm width	£3.55			
A/D32	Freestyle 7½w		P/W30	70mm diam 50mm width	£3.90			
	Tiger 27"	Oak 7½w £13.00		EDWARDS				
	Bowlrider			Slalom Bowl 65mm 50mm	£3.30			
				Big yellow 65mm	£2.97			
				(both clear red or orange)				

Note prices include bearings & spacers

S.A.E. for full price list

This months special Offer

Alley Cat play-pro Freestyle
Alley Cat mid tracks, Alley Cat —
60mm 75a wheels bright yellow,
shielded precision bearings —
Alley Cat decals, as seen on page
16, Skateboard Scene issue no. 5 £13.35 incl.

TOP GEAR AT A ROCK BOTTOM PRICE

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HOT NEWS

ALPINE STILL

No.1 SHOP

SPECIAL REPORT

news

KRYPTONICS DECKS

The sensational news of the year is of a new product from the workshops of the people who brought you 'Instant Relief' and they do it again with the first KRYPTONIC deck. This urethane bumpered, aluminium/foam sandwich is the most indestructible deck ever produced. Our own tests involved throwing it off high rise buildings - with no ill effect! At just under £30 it is not cheap but since it will outlast any other deck many times over it is tremendous value.

TRACKER TRUCKS

Good news for all wide board freaks wanting to change their mid trucks for fulls. Alpine now have full track Trackers at the amazing price of £5.95.

STAR OFFER

Alpine's *STAR OFFER* continues, unique to skateboarding, any pro board for less than £50. Your choice, any deck, any trucks, any wheels, assembled with grip tape nuts & bolts and riser pads for only £49.95. A REALLY INCREDIBLE DEAL (Unfortunately the Kryptonics deck cannot be included in this offer.)

MAIL ORDER

This month we remind any Skateboard! readers in Tibet (or anywhere else for that matter) that you too can get the latest and best pro gear using Alpine's Mail Order Service. Despatch is guaranteed within 48 hours of receipt of order - you get what you want fast! (subject to availability.)

YOU COULD SAVE £ £ £ 's

Are you looking for the latest pro gear at the lowest prices? Then check out ALPINE'S low prices. Read on for details...

BACK IN THE EARLY DAYS WHEN SKATEBOARDING WAS JUST BEGINNING IN THIS COUNTRY, ALPINE SPORTS WERE THE FIRST TO SELL QUALITY PRO GEAR, NOW WITH MANY YEARS EXPERTISE BEHIND THEM THEY CAN PROUDLY BOAST A RANGE OF THE LATEST AND HOTTEST GEAR AT INCREDIBLY LOW PRICES THAT ARE SECOND TO NONE IN THE WHOLE OF EUROPE!

prices

DECKS

Tiger Freestyle 27"	£6.95
Kruza Rocker 27"	£6.95
Radical Rollerboard 30 1/2"	£9.95
Logan Earth Ski 27"	£9.95
Logan Earth ski 29"	£9.95
Santa Cruz 27"	£12.50
Santa Cruz 29"	£13.50
Sims Taperkick 27"	£25.00
Sims Taperkick 30"	£25.00
Sims Superlite 27"	£19.95
Sims Superlite 30"	£19.95
Chapstick 27"	£15.95
Chapstick 29"	£15.95
Alva 27"	£18.95
Alva 30"	£18.95
G&S Fibreflex Bowlrider	£14.95
G&S Stacy Peralta Warp II	
27"	£14.50
29"	£15.50
30 1/2"	£16.50
G&S Team Rider 28"	£17.95
G&S Team Rider 30"	£18.95
Benjy Board Comp II 27"	£15.95
Benjy Board Comp II 30"	£16.95
Benjy Board	
Jeremy Henderson	£15.95
John Sablosky	£17.95
Sims Superply 27"	£19.95
Sims Superply 30"	£19.95
G&S Cutaway Slalom 28"	£17.95
Sims Lonnie-Toft 30"	£19.95
Kryptonics	£29.95

TRUCKS

ACS 430 Std.	£0.95
ACS 500 Pro.	£2.75
ACS 580 Pro.	£3.75
ACS 651 Pro.	£3.75
California Slalom	£2.95
HPG IV Gullwing	£5.95
HPG IV Phoenix	£5.95
HPG IV Pro	£5.95
Tracker Trucks Haft, Mid	
Haft, Mid, Full.	£5.95
Hang Ten	£3.95
Bennet Vector	£6.50
Lazer Standard	£3.95
Lazer Slalom	£4.95

WHEELS

ALL WHEELS SOLD WITH TOP QUALITY BEARING AND SPACER	
Hang Ten 4 55mm	£2.50
Hang Ten 6 64mm	£2.95
Road Rider 6 68mm	£2.95
OJ Super Juice 64mm	£2.95
YoYo Red/Yellow 61mm	£3.50
YoYo White 61mm	£3.95
Sims Comp II 62mm	£3.95
Sims Snake (Green) 66mm	£4.95
Belair Lip Bombs 62mm	£4.50
G&S Wonkers 59mm	£4.50
G&S Wonkers 68mm	£4.95
Wings 64mm	£4.95
Kryptonics 60mm	£3.50
Kryptonics 65mm	£3.95
Kryptonics 70mm	£4.25
Kryptonics 60mm C/D*	£2.95
Kryptonics 65mm C/D*	£3.25
Kryptonics 70mm C/D*	£3.50
Excellerators 68mm	£4.95
Excellerators 60mm	£4.50

*C/D Means Cosmetic Defect (usually colour)

PROTECTIVE GEAR

Norcon AP II Sm, Med, Lg.	£5.95
Jofa 245	£4.50
Jofa 225	£2.50
Cooper SK 100	£3.95
Cooper EK 4 pads	£3.95
Cooper EK 3 pads	£3.95
Standard Pads Arm	£1.95
Standard Pads Knee	£1.95
Arm & Knee Pads Set	£3.50
Freestyle Arm pads Sm, M.	£2.95
Freestyle Knee pads	£3.95
Rector Shorts 28,30,32,34.	£15.95
Rector Gloves xs,s,m,l.	£8.95
Rector Arm pads xs,s,m,l.	£7.95
Rector Knee pads xs,s,m,l.	£8.95
Standard Gloves s,m,l.	£4.95
American T-Shirts by Shirt	
Explosion Sizes xs,s,m,l.	£3.95
Sweatshirts Sims, Logan,	
G&S, Kryptonics.	
Sizes 30,32, s,m,l,xl.	£6.95
Alpine T-Shirts Kryptonics	
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Small sizes only.	£0.95
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ACCESSORIES

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Bearings IKS, SKF, KOYO	£0.50
Spacers	£0.05
Grip Tape	
6" (150mm)	£0.90
4" (100mm)	£0.60
2" (50mm)	£0.30
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Alpine Wrench	£0.95
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Slalom Cones (pack of 12)	£2.50
Rubber set 4	£0.50
Power Pivot	£1.95
Risers	£0.50
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Nuts & Bolts set 8 any size	£0.80
Nuts & Bolts each	£0.10

low prices

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(2)	
GRETEC COYOTE	£9.95
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GRETEC SUPER COYOTE	£12.50
(4)	
AMPUL SLALOM	
California Slalom Trucks	
R4 Wheels	
with precision bearings.	£15.00
(5)	
TIGER FREESTYLE 27"	
ACS 500 Pro Trucks	
Hang Ten 4 Wheels	£19.95
(6)	
RADICAL ROLLERBOARD	
ACS 580 Pro Trucks	
Red/Yellow YoYo Wheels	£29.95
(7)	
G&S BOWLIDER 29"	
ACS 580 Pro Trucks	
Kryptonics of your choice	£39.95

GREAT BUYS

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packages

deals

ALPINE SPORTS ARE CLEARING OUT STOCK TO MAKE WAY FOR NEW HOT GEAR AND HAVE AVAILABLE STOCK AT REALLY GIVE-AWAY PRICES!

So if you are thinking of making or modifying your own board or just looking for a cheap present for your younger brother or sister, have a look at the really amazing bargains in this list.

DECKS

Micaflex 27"	£3.95
Ampul Kicktail 24"	£3.95
Ampul Kicktail 26"	£3.95
Ampul Slalom 26"	£3.95
Tiger Freestyle 27"	£6.95
Kruza Rocker 27"	£6.95
Logan Earth Ski 27&29"	£9.95
G&S Fibre flex Bowlrider (Old style 29" only)	£14.95

TRUCKS

ACS 430	£0.95
California Slalom	£2.95
Lazer Standard	£3.95

WHEELS

Complete with precision bearings.	
Grentec GT 53mm	£1.50
Road Rider 2's 48mm	£1.95
R 4's 58mm	£1.95
S.A.L. 64mm	£1.95
Tunnel Wheels any model	£2.50
Road Rider 6 68mm	£2.95
Powerflex 3 57mm	£2.95
Powerflex 5 64mm	£2.95
Powerflex 7 65mm	£2.95
Kryptonics C/D 60mm	£2.95
Kryptonics C/D 65mm	£3.25
Kryptonics C/D 70mm	£3.50

ACCESSORIES

Standard arm pads	£1.95
Standard knee pads	£1.95
Standard arm/knee package	£3.50
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Speedrite Skateboard shoes	£3.95
Poster Books	£0.95

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The perfect young beginner's board, 21" Polypropylene kicktail deck. Cast alloy trucks & urethane wheels.
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(2) GRENTEC COYOTE

This is undisputably the best 24" Polypropylene board available. Kicktail deck alloy trucks and with urethane wheels.
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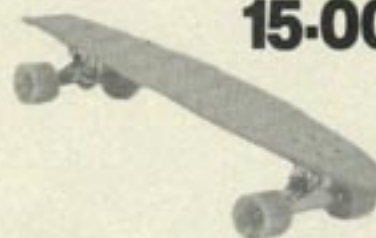
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(3) GRENTEC COYOTE WHEELS

As above but with hand poured precision bearing wheels.
~~£20.00~~ NOW ONLY £12.50

(4) AMPUL SLALOM

A fantastic value slalom board. With Ampul Slalom fibreglass deck. California slalom trucks and R4 Urethane wheels with precision bearings.
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15.00

(5) TIGER FREESTYLE

An ideal freestyle package. Laminated 27" deck. ACS 500 Pro trucks and Hang Ten 4 wheels.
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(6) RADICAL ROLLERBOARD

Areal hot Park riding/Freestyle package with rocker laminated 30% Radical deck. ACS 580 Pro trucks Red or Yellow YO YO wheels.
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(7) BOWL RIDER

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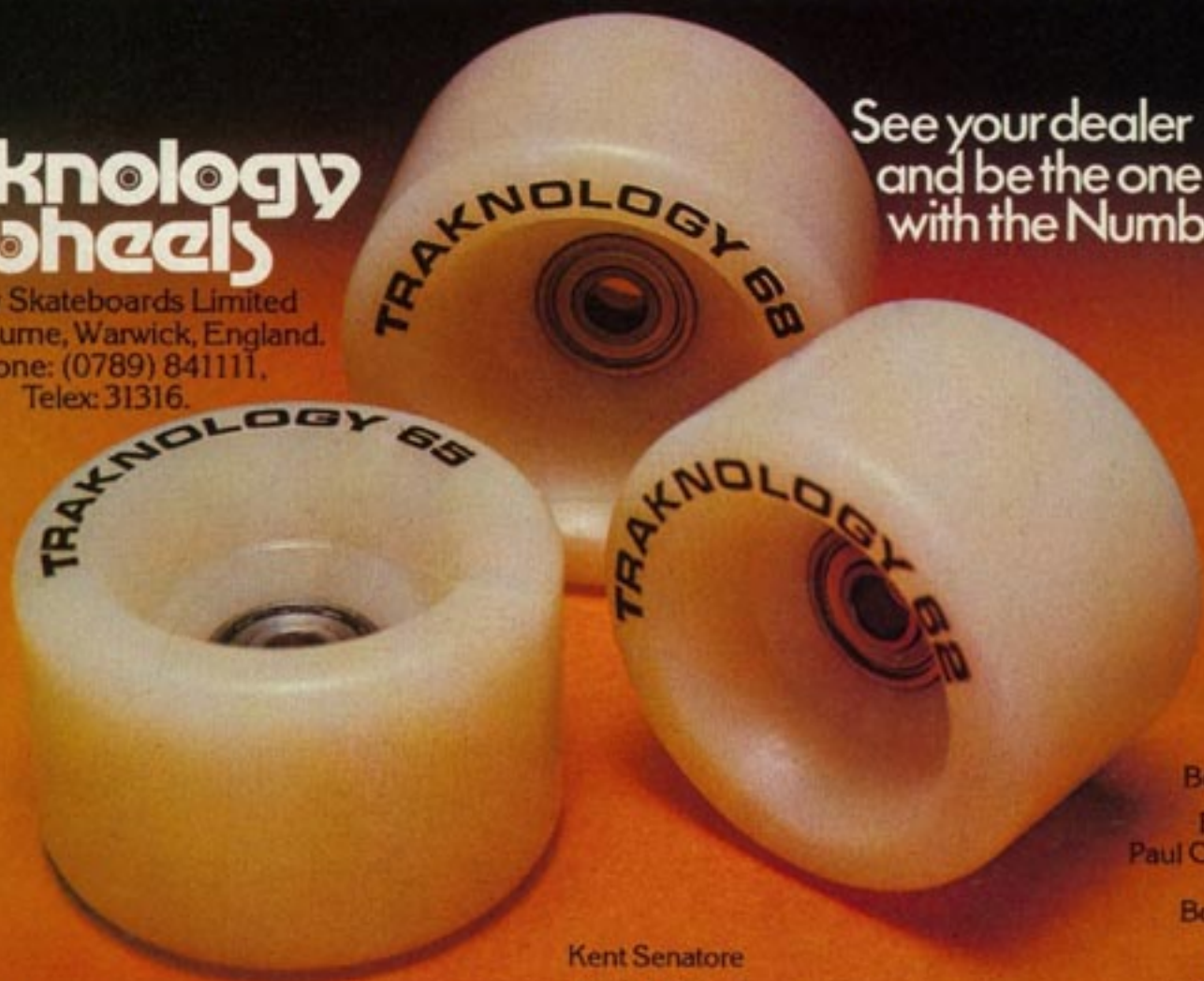
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Lyons explores the possibilities and pitfalls of the
big event.

COMMENT

The UK has quite a number
of so-called professional
skateboarders. I say 'so-called'
because, frankly, in many
cases the rank is questionable
— and for several reasons.

First and foremost there's the point of
age... there are laws in this country
concerning how old a person has to be
before being allowed to go out and
earn a living. In the accepted sense of
being a professional athlete, 14-year
old skateboarders just don't make it.
Then again, there's the unfortunate
fact that there's as yet no pro associa-
tion to lay down hard and fast guide-
lines — as has happened on the pro
side of most other sports — and we're
left at present with very little idea of
what constitutes professional skate-
boarder status anyway. If other sports
are anything to go by, such definitions
tend to run to at least four pages of
small print!

But all that said, the main point to
my speech for this month is not so
much the status as the attitude of
many of the self-styled pro riders.
Okay, so the sport's new over here and
many of the top riders are young —
still a few home truths need to be
rammed in to quite a number of thick
skulls.

Contests, both pro and amateur, are
the lifeblood of any sport. For a num-
ber of reasons, the pro event end of
the scale in particular has been more
or less non-existent this year... a
tragedy for a sport that's looking for
public acceptance. One by one, the
planned contests have fallen by the
wayside and now, out of the two that
were left, Wicksteed seems to have
become the latest casualty. At the
time of writing, all the signs are that it
will be yet another cancellation —
because of a lack of support from the
pro riders. The total number of paid
up entries came to just seventeen.

It seems to me that Britain's pros
have got so lazy in their cushy world
of non-activity, they can't be bothered
to compete anymore... perhaps they
(justifiably) feel they have too much
to lose. No, this is not a fable. I actual-
ly overheard two 'names' discussing
the Wicksteed event. The conversation
ran along the lines... "I won't enter if
you don't".

So what's to be done...? Well, in
fairness to our top skaters, it's easy to
see how this disinclination — almost
fear — of competing has come about.
As fast as contests get cancelled, so
skater's legends grow. It's inevitable,
when fans aren't able to see and
compare the real thing. And skaters
get very jealous of their reputations...
fame equals big paychecks, not to
mention adulation from the grem's.
The idea of failing becomes almost
unthinkable so the easiest way out,
they decide, is not to enter at all.

The fallacy behind all this is ob-
vious. If our sport isn't able to keep
the interest of the press and public,
then it might just as well pack up and
go home. I said earlier that contests
are the lifeblood of the sport. If
today's apathy continues, that which
at present is curable will soon become
terminal... in short, skateboarding
may easily die from under exposure.

Bruce Sawford, Editor.

LIPTORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

GENERAL NEWS

The South Coast Skateboard Association are now claiming to have the hottest wooden halfpipe in the country. . . mounted upon the biggest (9 metre long) trailer you've yet to see. The whole caboodle was handed over to Jock (Mad Mark who?) Paterson who accepted it on behalf of the SCSA. This surprising donation came from Beves Manufacturing Ltd of Shoreham in Sussex. The company plans to enter the skatepark design and construction business.

Better late than never, Paul Jay (Wall's 'impulse product' manager) tells us of a new, wonder lolly for skateboarders (to refresh the moving parts that other lollies fail to stoke?) And there's more. . . each one you buy will contain a skateboard 'action card' offering advice and information.

Word from the Scout Association that a skateboarding section is now included in their 'Sportsman (Pursuit) Badge'. Judging by the syllabus we've received, the enterprise looks pretty well researched and should make a worthy addition to the scope of this famous movement. For fuller details write to: The Scout Ass., Gilwell Park, Chingford, London E.4 7QW.

An irate Mr. Benjy categorically denies the existence of any Benjyboard amateur teams - "Whether run by Brian Jupp, or anyone else". He goes on, "There is only one BB Team and everyone knows who they are. . . they are mine (bless 'em)". A so-called imitation, containing John Mitchell, Chris and Pete Sullivan and Richard Jupp, was seen recently alongside Alva at Guildford.

What's in a name? Well, quite a lot so it seems. Right now (check this month's Skateline) there seem to be two 'Rat Towns'. . . that's Swansea and the West Country. Claiming prior rights, a narked Paul Conibear has issued a challenge to the Westerners, "Any time, any

pool and any place". Okay men, go for your verts! Just for the book, the current list of names (so far as we know) runs as follows: London - Fog Town/Brighton - Pig City/Exmouth - Fish Village/Pontefract - Mouse Town. Any more offers?

CONTEST NEWS

Full marks to Hans Walter for initiating a skateboard league in London and the surrounding area. So far, the following teams have entered: Mitcham Skateboard Club, Ups & Downs Skateboard Club, Skateways Skateboard Club, Sky rider Skateboard Club and Streatham Hill Scorchers. The events to be staged are Halfpipe, Ramp, Freestyle, Slalom and High Jump. Hans plans to run the league on an 'all-the-year-round' basis and at presstime, he had venues scheduled into November. For full and up-to-date details, ring him on 01-677 2202.

Tony Hogan of the Pure Fun Skatepark (Scarborough) tells us that the comp he held on Sunday 6th August attracted a packed house. Several teams turned up for this pool riding epic and first place, carving, went to Andy Brooks of the SS Team, Scarborough with Daran Coke of the Middlesborough Skateboard Flyers taking second. First in Free Expression was Daran again with Dave Harwood of the 'SS' Team second and Dave Haslam of the Sheffield Wheelies, third. Tony plans a follow-up event sometime soon.

Yes, as we all now know, the tables turned yet again and Bristol finished up without its Classic - a really terrible shame. Pete Christopherson has been left holding bundles of unused entry forms. . . maybe they'll be of use next year!

Finally for this section, not so much a contest, more a demo, by the time you've read this you'll either have

seen or have missed the great Benjy Road Show. Stop-offs were planned at Nottingham, Scotland (Kelvingrove?). Blackpool, Manchester, Birmingham, Cornwall, Brighton and London. Good to see the big London 'names' leaving the safety of the lair for a week or two.

'NUTHER NUTTER

Mark Baker is not alone out there! Scotland proffers a candidate of perhaps equal madness in the guise of Gavin Reid. Aged 19 and hailing from Aberdeen, Gavin is awaiting police permission to be towed at 100mph on his skateboard across an aerodrome. Keep tightening the trucks, we say!

WORLD NEWS

Old friend of Skateboard!, Alan Williams, has sent in an update of the skating situation in Sweden. In Stockholm there's a park at the New Sport House (Stacy visited it while he was there) and apparently, such is the enthusiasm, more facilities are already being added. A new skatepark has also just opened in Falkenberg, near Gottenburg - outdoor, neat and simple. Bad news for Norwegians if the current rumour is true. . . it's said they've banned the import of all skateboarding equipment! Finally, Alan has just rushed us the second edition of 'Pipeline' - Sweden's first skateboard magazine. It's looking pretty good.

INJURIES DEPT.

Not a lot to report this month. . . just two casualties that we've heard about. John Turnbull has copped it at last with a very badly fractured ankle at Brentford's Rolling Thunder and John Bull has done similar things to a wrist.

ENGLISH SKATEBOARD ASSOCIATION

Not a news report as such. . . however, here follows a list of the recently elected regional representatives. Maybe this'll help overcome the extreme communications problem they've been experiencing of late.

Greater London & the South-East: Patrick Brown, 92 Barfield, Sutton at Hone, Farningham, Kent. *Southern district:* Mr Jeff Colbourne, 1 Copse End, Fleet, Hants. *North-West:* George Ruddock, 22 South Station Road, Gateacre, Liverpool 25, Lancs. *Northern:* Barbara Pounder, 91 Roman Road, Linthorpe, Middlesborough, Yorks. *East-Midlands:* Mrs Ro Mayer, 1 Barrow Crescent, Gaddesby, Leics. *Yorkshire & Humber-side:* Mr John Mold, 16 Marsden Drive, Scunthorpe, S. Humberside. *South-Western:* Mr John Murphey, 23 Mulberry Grove, Rodbourne, Cheyney, Swindon, Wilts. *Eastern:* Tom McNab, 9 Corder Close, St. Albans, Herts.

SCOTTISH SKATEBOARD ASSOCIATION REPORT

The third and final regional championship for the South-East of Scotland was held July 30th at Gracemount Skateboard Centre in Edinburgh. . . the weather was very poor. Freestyle and high jump carried on, but bowl-riding, slalom and long jump held back to the following weekend. The event was organised by Gerry Veerman of the Tranent Skateboard Club - in conjunction with John Boag of the SSA. Blues, Elliot Sports, Hansport and John Menzies generously gave prizes and trophies. The good social facilities at Gracemount proved very welcome to the damp competitors and judges. This regional championship completed the selection of entrants for the first Scottish National Skateboard Championships - held August 20th (report on that next

month). For that, the Aberdeen Skateboard Centre, Avon Booster Wheels, John Menzies and Nevisport sponsored and Jock Paterson judged and gave prizes.

The dates for the SSA Team Competition at Kelvin-grove (the Hewden Trophy) have now been set. They are October 22nd and January 19th 1979. These will be alternating with events staged at Gracemount for the Cavalier Trophy on September 24th and November 19th. Interested teams, either contact the parks concerned or write to the SSA.

The SSA has now started publishing a newsletter for clubs and commercial members. Club members should ensure they get a copy via their club secretaries. It'll have details of competitions, safe skateboard areas as recommended by local authorities and offers to members.

Finally, clubs who are not yet affiliated to the SSA should write for details to: Ross Chisholm, 4 Elcho Terrace, Longniddry, East Lothian.

TRANSFER NEWS

Stand by for a blaster. . . revealed exclusively to Skateboard! by the man himself, Stacy Peralta has let it be known that he's now left G&S in favour of a deal with the Powell Corporation. More on that soon from the horse's mouth.

NO, WE COULDN'T BELIEVE IT EITHER DEPT.

A prominent member of the Guildford 'Skatestar' Park management was overheard asking the following little gem: "This Tony Alva — is he as good as John Sablosky?"

DOG EATS DOG EXTRA!

Sorry to hear the rumours that our magazine competitor, *Skateboard Scene*, may not be reappearing. Certainly it's confirmed that their October issue will be skipped.

LATE EXTRA BARN CATCHES FIRE

A pall of smoke was seen recently drifting slowly away from the blackened marbelite of The Barn's



Lip-splitting fever at Solid Surf. . .top: Mark Baker hangs by an axle thread and below: Next month's feature interview, Jules (Jay) Gayton — applies full concrete to metal abrasion in the H-Pipe.

Classic Pool. Villains of the piece seem hard to identify although certain names do spring to mind like super-elastic. Apparently the nurds had poured in a complete can of petrol — then ignited it. Investigators are currently searching Brighton for lunatic skaters

with singed eyebrows. Tony Alva may ride through fire *under strictly controlled conditions* — but petrol is the last thing in the world he'd use. The simple answer is DON'T DO IT!

P.S. Skate against racism — November 5th at the Maddog Bowl, London.

Club & Team Check

● Sue Greenholgh writes to tell us of the formation of *The Barrow Skateboard Club* — address, 113 Marsh Street, Barrow-in-Furness, Cumbria. Plans are more than in the air for the building of a local skatepark and one thing that Sue's looking for now is correspondence from other clubs. Details for joining the club are as follows: 11 year olds and over — 70p, under 11's 40p . . . annually. Membership cards and badges should be well on the way and weekly meetings are held on Tuesdays at 7.30pm at the Amateur Operatics Hall, Storey Square, Barrow. A senior and a junior team are also being formed.

● For the last 10 months, the kids from *Lutterworth Skateboard Club* have been bombarding the council with letters in a vain attempt to get them to provide skateboarding facilities of one sort or other. No luck, the local worthies can't even see their way to fork out a few hundred quid for ramps. The club's original 70 members are now starting to dwindle — they simply have nowhere to practise. Wake up gentlemen, ignoring the sport isn't going to make it go away. . .try as you may.

● *The Skatewave Club* last July successfully completed their attempt on a One Hundred Miles Skateboard Relay. The Team actually covered one hundred and two miles exactly. Twelve members aged between 12 and 16 participated on the open road of North Street and Crouch Lane, Winkfield — in wet and stormy conditions.

● Over Hadrian's Wall to meet the *Hawick Stokers Skateboard Club*. They'd like to hear from anyone in the South of Scotland area who's interested in joining. Some-time soon they hope to be getting ramp and halfpipe facilities; another advantage to members is that, as the club is associated with the SSA, they receive a ten per cent discount from leading Scottish skateboard shops. Anyone wishing to join should send 25p, along with their name and address, to: S. McCrone, 5 Weensgate Drive, Hawick, Roxburgh, Scotland.

Skateplaces

ISLE OF WIGHT

Work seems to have slowed a little on the 'Golden Hill Skatepark'. Though scheduled to have been completed some time ago, so far there's only a bank plus small run-up. Regular readers will recall that the project is very much a self-help scheme, and such things do take a time to complete. Most nights several skaters arrive to help with the building. The park is, and will remain, free for the use of.

HOLYWELL BAY

Unhappy with the rather brief, and apparently inaccurate report we were given on this Cornish facility, owner, Robert Harley has written to help us get the facts straight. There's a freestyle space

that's approximately 100sq metres in area with two banked sides, a 60m speed/slalom run, also with banked sides, a snake run leading into an intermediate bowl and, finally, a large, 3m deep expert bowl. The park was designed by Mr Hartley and his brother. Over and above all this there's a fantastic view, a shop, a cafe, Go-Karts, a golf course, pony trekking and so on. During the latter part of the Summer, Jock Paterson has been giving coaching lessons and demos most days of the week.

GILLINGHAM

First reports on this latest 'Skatepark Construction' facility are that it's a good'un. By now it should be completed and well and truly opened. It's been a long haul for owner, Alfred Faccenda. He's had problems from the authorities all the way down

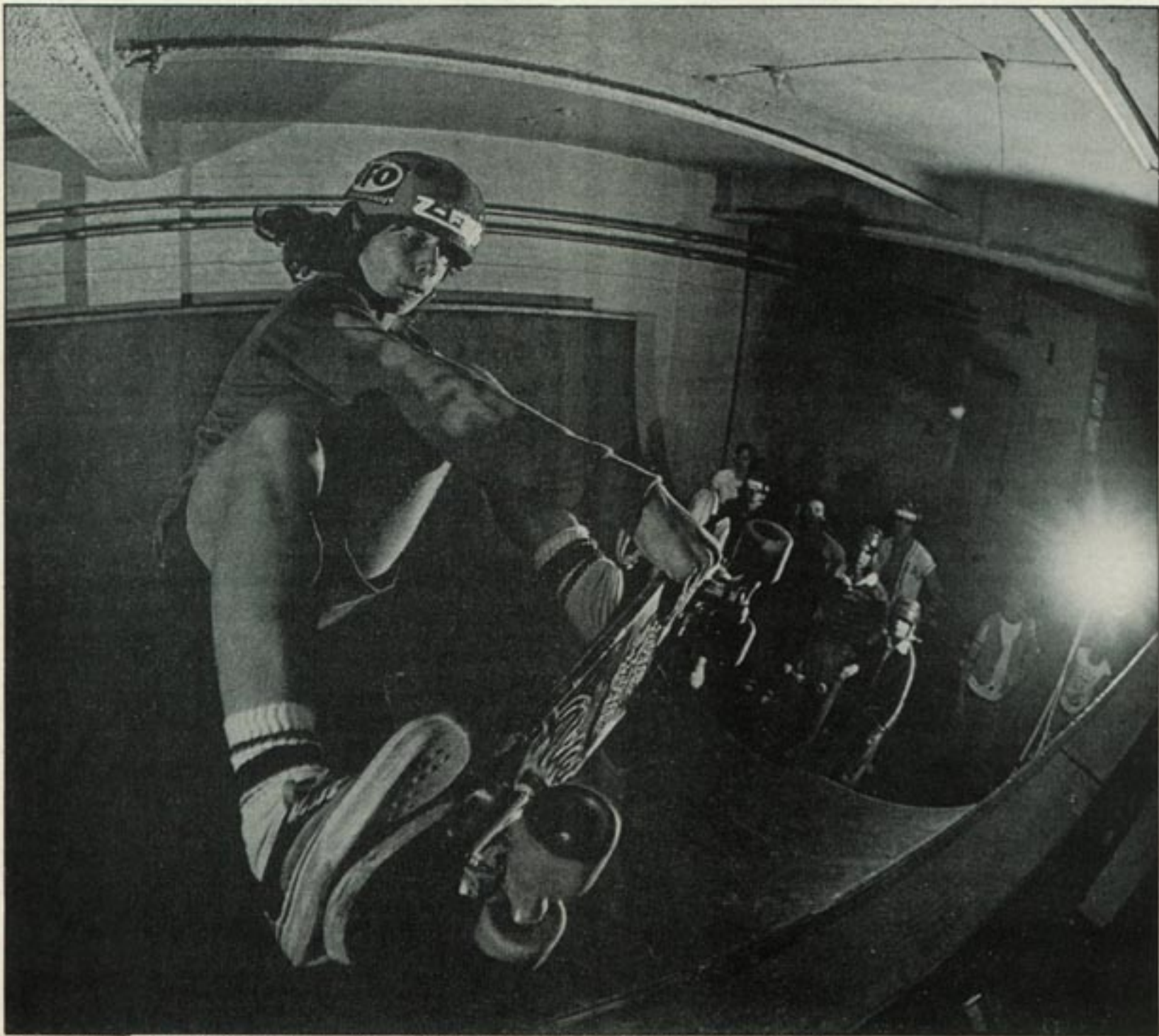
the line. First the site had to be changed, then there were problems over fencing. "Nit picking", as S/C's Tony Wynn described it. Considering the Council stands to gain a percentage of the gate money without having had to invest a penny of the ratepayer's money you'd think a little encouragement would have been kinder. The runs and units were listed in issue eleven, but it's worth mentioning that the Classic Pool is of particular interest. The surface material is a variation on the usual marbelite. . .it should be much faster than normal. To repeat, Test Team visit coming soon.

LONDON

Following on the hot rumours spread around in 'Rumbles' the issue before last, Lambeth Council really do seem to be getting it on. Unfortunately, their press office appears to

have gone into hiding, so the facts are; unfortunately, none too complete. First off, in Kennington Park, The Great Outdoors Company (Radical Banking) will by now have completed a modular concrete facility that's sited on an old tennis court. For those in the know, the unit is their 'SP7' model — a large reservoir. From past experience, the surface should be great.

Meanwhile, not a million metres away in Stockwell Park another, this time in situ, facility should by now have arisen. Built by Paul Justin Promotions of Chiswick, the approximately 2,000 sq metre park features a unique S-shaped run into a deep bowl, two smaller 'junior' bowls, a large freestyle area and a slalom run that includes a concrete starting gate. A hire shop and loos are in the offing. The actual location is the corner of Stockwell Road



Cutting ether trails at Skateopia, Wolverhampton. . .feature-man this month, Stefan Harkon

and Stockwell Park Road and the nearest tube is Brixton. Both this and the above facility should be free for the use of. Hats off to Lambeth Council.

Still in Fog Town, an interesting little number has appeared in Battersea. Another Radical Banking project — this time it's their SP4B' model — and the people behind it are members of an action play group. The facility will be for the use of local residents only.

Finally for London, news that 'Wheelies' has lately been transformed into 'Sinclair Super Skate'. Since our last visit and unenthusiastic review, the horizon has brightened. There's a fibreglass half (soon to be full) pipe, more ramps and improvement work has been done on the bowl.

BRISTOL

Word's come in from Bristol's Pete Christopherson of a new mini-feature called 'Arno's Court'. It's on the A4 Bath Road about 2½ miles outside the City centre, at a place called Brislington. The surface material is tarmac, and that means nothing steeper than around 30 degrees. We're told there's a flat area with a mogul at it's centre, surrounded by banks.

BOOTLE

Just opened in the North-West, The Golden Gate Skatepark, Stanley Road, Bootle, Liverpool. Sited inside an old cinema, the facility offers the following units and runs. . . a pool that measures 9m in diameter by over 3m in depth, a slalom run that drops from the cinema entrance down to the stage (head to head) and a good sized freestyle area. Among other entertainments being offered are regular film shows. Entry costs 35p per 2-hour session and hire of safety equipment plus board is set at 60p. Annual membership (£1) is being considered and there's teams and competitions coming together right now. The day starts at 9.30am and, for younger members, finishes at 8.30pm — 10.30pm for seniors. Attraction last month was a demo appearance by the Benjy team. More information, contact Mrs. Bellinger on 051-922 0541.

WEST COAST NEWS

STACY PERALTA REPORTING



Bruce Hazelton

Our West Coast news correspondent flowing through the gentler slopes of L.A.

Well Bros. what's happening over in Britain. Judging from what I see in Skateboard! mag you guys are shreddin' it up. By the way, where are all the girls? I haven't seen many in the mag, so come on ladies, set on it.

Things over here are still in the madness zones and new parks just keep on opening. The latest I know of is Lake-wood Skatepark — and it's definately one of the finest. It has three pools with coping — 15 feet, 11 feet and 10 feet an unreal halfpipe and some hot, banked runs. Just about two days ago I was skating it with one of your main men, John Sablosky. . . he was ripping it. Apparently he was staying somewhere in southern D.T.

The Hester Series is still

in the news. At the time of writing we've just finished the third — at Newark, California. I'm sorry to have to say it but the pool was one of the most boring I've ever ridden. It slopes the whole way, there's no definite vertical or bottom to it and it's real hard to keep speed. In fact in some ways it seemed more like a halfpipe.

You wouldn't believe it, but I got sick on the day and missed the contest anyway. What I didn't miss though was the insanity at the hotel . . . I'm amazed they didn't throw half the people out! I suppose it's only to be expected when one whole section is put over to skaters. On one side of it was San Diego, the Badlands were in the middle and Dogtown was

on the other side. You can imagine it was pretty hard keeping things in hand.

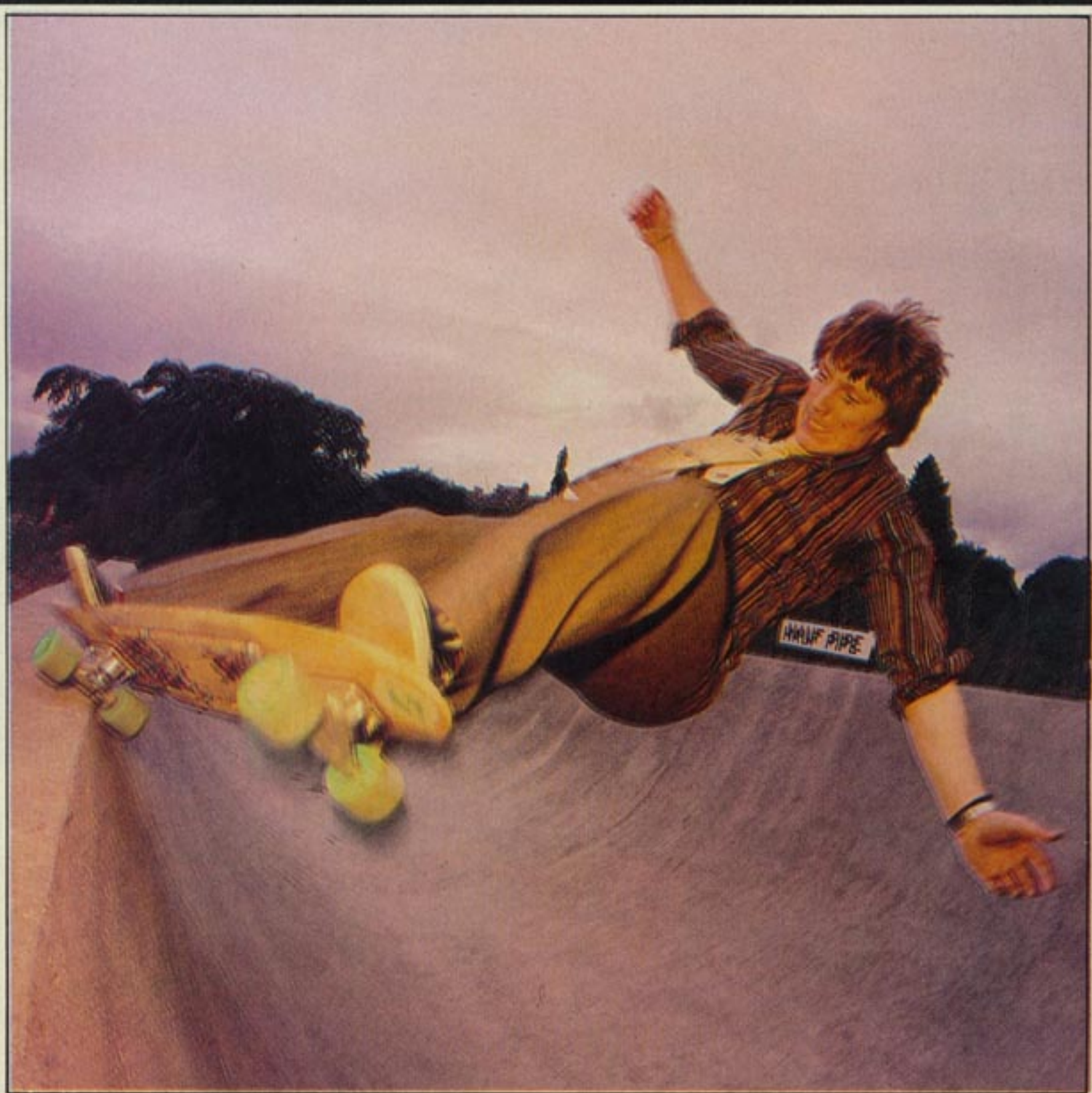
We're still working with 'Skateboard Madness'. It's been taking longer than expected because they've doubled the budget and they're really putting a lot into the movie. Right now some of the main skaters in it are myself, Kent Senatore, Greg Ayres and Dany 'Mini Shred' Smith — one of the newest of the hot, young skaters. The film should be ready sometime in October.

Well, that's all that's happening. . . skate hard and keep it blazing.

Stacy Peralta

STARSHOTS

NEW RIDERS OF THE SKATE AGE



Photography by Robert Vente

NICK GOUGH

Current holder of the Scottish Long Jump record (see Lip Torque last month), Nick is a vital member of Glasgow's Nevisport Team. He rides for preference a Scuffer Warptail deck, equipped with Tracker Mids and Belair Wings. He's 20 and admires in the States the wild performances of Tom Inouye. Something of an all-rounder — he particularly warms to bowlriding, freestyle and, naturally, long jump. In common with many UK skaters, his experience with the stick dates back to the latter part of Summer '77.



OWEN BROWN

A very regular visitor to the Kelvingrove Skatepark in Glasgow, Owen, rides for the park team, the Kelvin Wheelies. His optimum skating set-up consists of Midtracks, Cadillac Hot Lips and a homemade deck. The board was in fact made by Owen's father. . .it's three layers of ply, glued and held in a rocker shape by G-clamps (not steamed, in case of future delamination) — length, around 29 inches. He's 14 years old, got drawn into the sport around the beginning of the year and rates as extra-rad another of our Star Shots, Danny Oji.



Photography by Robert Vente

TAM SCOTT

Tam is one of this month's clutch of Scottish riders. 17 years old and riding for all-conquering Nevisport Team he uses a Santa Cruz deck, white Yo-Yo's and Tracker Mids. His skating history dates back to only last January but already Tam Scott's first loves, slalom and bowlriding, are starting to win him strong local recognition.



DANNY OJI

To start with, 15 year old Danny was forced to take it to the streets. That was about a year ago, but now Glasgow's Kelvingrove Skatepark is in total operation, and most of the facility problems are solved. To begin with, Danny's days were spent aboard a Surf Flyer, fighting the famed rubber wheels. He says: "You couldn't do anything on it, except go down hills." When he leaves school he plans a full time skateboarding career and to keep that ambition in trim, Danny's riding right now with the Kelvin Whoolies. He uses an Alva 30" with Midtracks and Cadillac Hot Lips and his particular craving is for pipes.

STARSHOTS



GORDON MILLER

14 year old Gordon has skated Kelvingrove Park since the day it opened. . .that's around three or four months ago. In all he's been on the scene for maybe eight months and he hopes soon to carve a place on the Wheelies Team. Gordon rides a homemade deck — also a Fibreflex — plus California Slaloms and OJ's; in addition, he's pretty much into Santa Cruz and Connoisseur platforms. The thought of turning pro doesn't interest him too much. . .“I just like skating”.

NEW PARKS & BOWLS

WOLVERHAMPTON

Skateopia, Wolverhampton is another park facility project of Skateopia Limited and as such it obviously demands comparison with their recently completed powerplace at Knebworth House (reviewed New Parks & Bowls, issue 12)... more on that to come. The Test Team trained it to Wolverhampton one day in July, along with two very under-rated skaters — Brad Vine and Roger Harvey. How well, we wondered, were the North doing in their quest to out-rad the parks of the South?

Basically the layout follows similar lines to the one seen at Knebworth. A flat area at the top of a slope starts off the half-pipe run, the snake and the cloverleaf; at the bottom there's a freestyle area.

Sadly, the plain truth of the matter is that it's not as good as Knebworth and, quite independantly of each other, Roger and Brad could only agree. But it's difficult actually pinpointing where the differences lie and deciding on the cause of this lower overall standard.

Easiest perhaps if the cloverleaf... the unit is as ill-conceived as its title is misleading. Set right into the slope, the first bowl is more of a take-off area, from which you travel into the next section, then on around in a U-shape into the deepest bowl (whose overall fall is

around 2m).

It's well-nigh impossible to work all three 'bowls' with any sort of consistency. Partly to blame are the many lumps and bumps in the gunnite finish that do their best to throw you as you ride the ripples. None of the bowls reach vertical and, because of the close proximity of the grass to the lips, they often get dangerously covered with dirt and pebbles — a result of both wipe-outs and spectator's feet.

Next to this, running some 80m down the hill towards the office building, is the snake run. Our main criticism here is that the bends (four in all) are much too drawn out to offer any real G-force and between the third bend and the bowl, there's virtually no elevation drop — thus, riders suffer drastic reductions in pace. They have to use a

certain amount of ingenuity to reach the bowl at such a speed as to be able to make good use of it... a pity, 'cos once there it's very enjoyable. Measuring in at 3m deep by about 7m wide, the transitions are quite excellent in comparison with some found on the snake. Also the sharp lip makes for some, uh... interesting situations/confrontations.

The overall best feature of the park is the 55m half-pipe run, or more accurately, the bowl at the end of it. The half-pipe is almost identical to that we found at Knebworth except it's set at a slightly steeper angle; the transitions are consistently superb. There is, however, the same generic problem. With a depth of just under 3m, the diameter of only 5m is far too narrow. When you're riding it, everything's happening so fast that it severely reduces the fun factor.

The bowl at the end is a real gem. It's essentially a continuation of the half-pipe, the feature as a whole being P-shaped. Staying the same depth, it widens out to 8.5m; the walls have perfect transitions from the flat-bottom of the bowl to a couple of old-fashioned feet of vertical that terminate in the sharpest of lips. Quotes Roger Harvey: "The lip of

the bowl could be ground off a little to make it a bit less gnarly. But as it is it's still a lot of fun".

Another aspect that lets the park down is its lack of a good, flat freestyle area... the present one is inadequate to say the least. Measuring 25m by 17m, dividing it in half is a 50mm drainage channel! (Incidentally both sides of the patch slope down towards it).

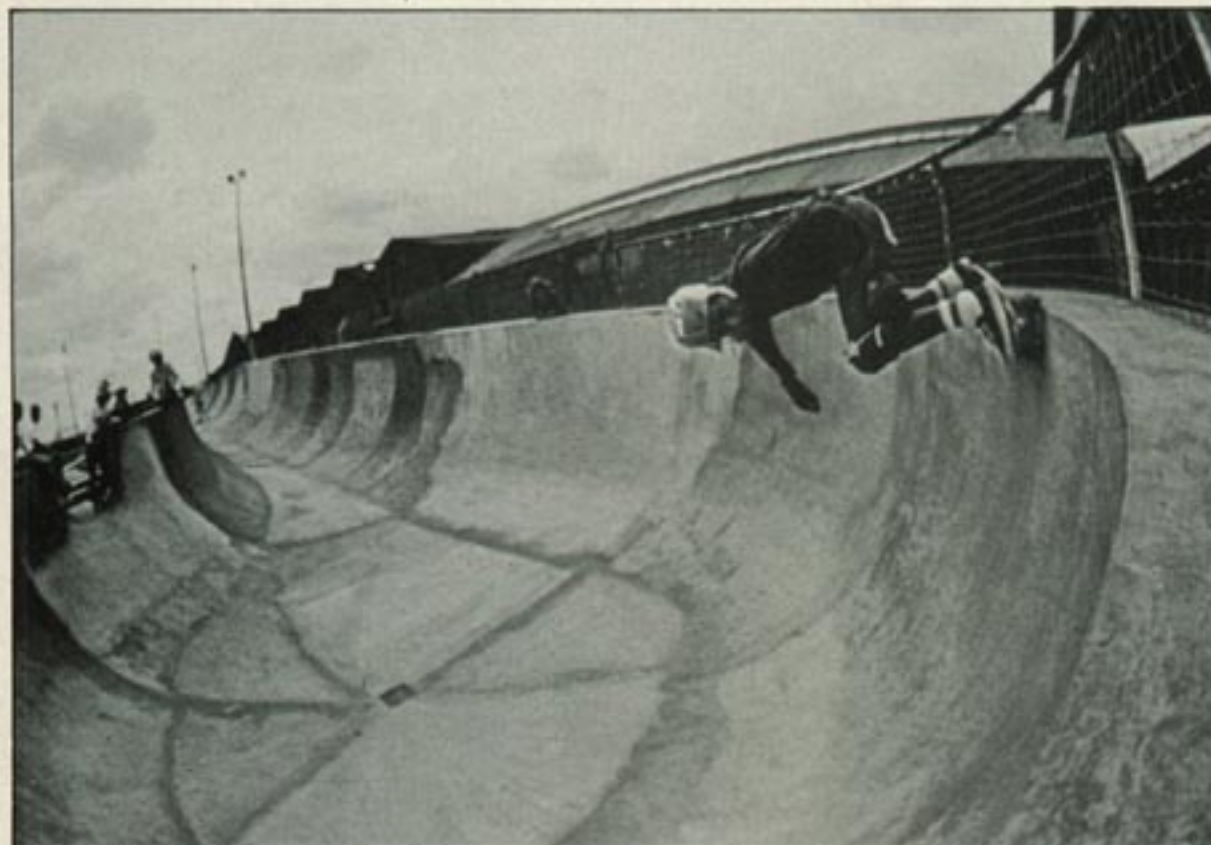
Beginners are tested on this area for the 'ten basic manoeuvres' and the successful are then free to roam the park as they wish. We found most gravitating towards the snake run to get the feeling of speed (through the upper half it's possible to attain a fair lick) and then on to the cloverleaf for bowl riding practice.

Constructed in gunnite by Wettonhall Cooper Limited, the £80,000 project is none too picturesquely sited. Scenery includes a railway track, waste dumpage and old warehouses. Though expansion is possible, it is, as manager, Colin Hallmark, says: "Very dependant on our reception... it's all up to head office anyway".

Though tidy and nicely laid out, we noticed a drastic overkill with signs, mostly pointing out the trivial and obvious. Such characteristics usually indicate the presence of petty bureaucracy; the only sign missing was one saying 'no skating on the concrete'.

Charges are as follows: for a 2 hour session members 40p, visitors 60p. Part sessions 30p/hr, spectators 30p. Equipment hire per session, helmets 15p, knee & elbow pads 10p, skateboards 25p. The park is open seven days a week from 9am to 9pm — there's floodlighting on site. There are food and drinks available and there's a pro/hire shop. At weekends there're four marshalls on duty each session and on weekdays, two. A hundred and fifty skaters can be comfortably catered for at one time, according to Skateopia's estimates.

The park is situated in Lower Stafford Street which is about ten minutes walk from British Rail, Wolverhampton.



Skateopia's Half-pipe and Bowl was the scene of much action during our visit. Roger Harvey negotiating.

HARROW

North London's 'Solid Surf Skatepark' opened on the weekend of July 15th-16th to the variety-starved skaters of the home counties. Our visit coincided with the Sunday's events. . . informal competition between the Benjies and the LOGOS, and an outrageously stylish display of professionalism from the man himself, T.A. It's hardly surprising therefore, that the Team's job was made all the more difficult by the extremely crowded conditions that prevailed. Between 300 and 400 people made the pilgrimage to see a memorable afternoon's skating.

So many features have been fitted into the small, 4,000 square metre area that at least two suffer from being cramped and, coupled with the fact that some of the features are of decidedly uninspired design, one is left with a rather bitter-sweet reaction.

The Rhythm Run (snake) is not at all what it should be. It's failure lies very much in the basic concept — something which perhaps the designers ought to take time off to think about. 30m down its length, the banks increase from 0.5m in height to around 2.5m; all in all it offers a total ride time of around 10 seconds — at no tremendous speed. With someone else close on your heels, all you can do is get out and walk back to the start.

Sadly, the 'Classic' Pool also has its problems. There's a lack of space and, we feel, a distinctive fault in the design. The double-bowl shape conceived by Adrian Rolt of G-Force Consultants, Roger Harvey and Jim Rennie of Skateparks Limited (the owners) measures up at about 14m from end to end and the deeper bowl is 7m diameter by just under 3m deep. The blue surface paint is slow and in the deep bowl, the transition to vertical defies description. This is attributed by a certain person (who shall remain nameless)



Top: The 'Classic' Pool: Mark Baker precariously hanging on vertical hold. The darker blue in the deep end indicates the tough transition. To the right, the upper part of the Rhythm Run. Middle: The Performance Bowl. Bottom: Solid Surf's Slalom Run; The hill at the top also serves as a run-in for the Performance Bowl.

to the fact that: "The pool wasn't meant to be vertical". No comment! By the way, at the time of writing apparently there are plans afoot to start again with a new pool.

What the park has succeeded in providing are two new features that both work well. One is a Performance Bowl — a massive (12m diameter by 5m deep with 1.5m of pure, flat wall) unit that offers a beautifully steep take-off run. The entire bowl from end to

end measures 20m — so you can judge its enormity. The transitions are consistently perfect and you can get enough speed down it to carve right around the lip.

The other unique feature is the 'Variable Half-Pipe'. This had not, unfortunately, been completed at the time because of a cement strike during the construction schedule, but reports that've come in since reveal it to be a real gem. It's shaped like a

rectangle, the end walls having been bowled-out, and it rises in the middle to a saddle — allowing easy entry. The dimensions are 13m long by 5.5m wide. . . the bowls are 2.5m and 3m deep respectively.

The other four features have also been built very well. There's the standard mogul bowl unit — this time there're four in a diamond shape and they vary in depth from 2.5m to 3.5m; there's a half-pipe capsule measuring 13m long by 6m in width with a depth of 3m (who's sharp lip has got rapidly worn down to a radius); a sloping, dual slalom course that runs down the length of one side of the skatepark (60m) — the slope is perfect for dual races and there are separate run-out bowls; and lastly there's a nice sized freestyle area with a 3m kickturn bank that measures around 20m by 30m.

To summarise, there're two poor features, two unique and good features and four that are well made and more or less standard. Due to the close proximity of runs to each other, on a crowded day you really feel the numbers. Also there are only two spectator areas — not really enough at all. Good views of the action, can however, be had from outside the perimeter fence.

On the plus side, lights keep the action going until 10pm and we found the best, loudest music system we've come across anywhere.

Charges are as follows: for the first hour of skating, 35p and for each additional hour, 20p. There's also an all-day package costing £1. Arm pads are 10p, knees are 10p, helmets are 10p, a budget board is 20p (a good one, 50p). Spectators get charged 25p for as much time as they want. There's a pro/hire shop facility, food and drinks are available, there're pinball machines and there's a telephone.

Open from 10am until 10pm, around 300 skaters and 50 spectators can be catered for at any one time.

'Solid Surf' — which we're told cost £120,000 to put together — is situated on Christchurch Avenue behind the massive Harrow Leisure Centre. The full address is: 'Solid Surf Skatepark', Harrow Leisure Centre, Christchurch Avenue, Harrow, Middlesex.

GLASGOW

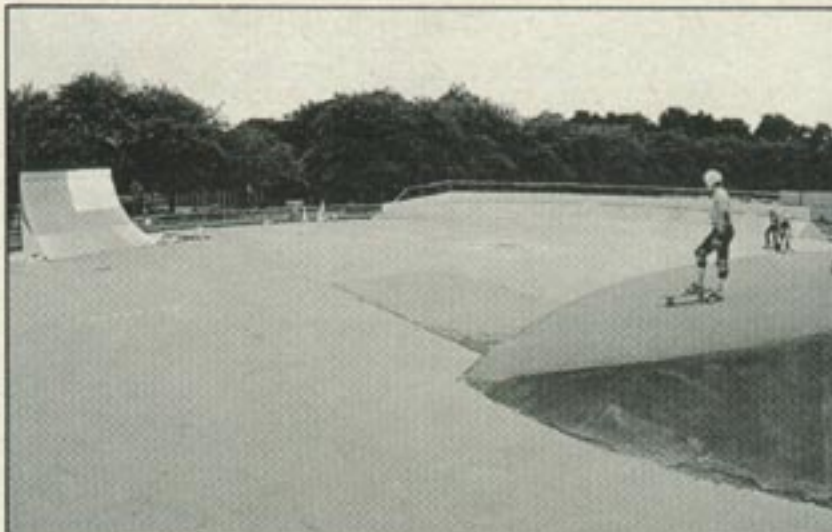
Scotland's first major facility — in Glasgow — sprung up some time ago thanks to action by the local council. As a result, the months since have seen the blossoming of many other council developments all over the country. The Team made the long overdue trek over the border to check out a park that, being first past the Scottish post, is almost certain to become known as the 'Skatecity' of the North.

Unfortunately, the Met Office let us down on the day and we were not at all blessed with good weather. Photography-wise that made things difficult, but there was a definite warm-up when some of the best of the local talent arrived (check out Scottish Star Shots, this issue).

Standing in the middle of Kelvingrove Park, it's very hard to imagine that you are actually in the centre of Glasgow. There are trees everywhere and in keeping with the locale, the skatepark has been beautifully landscaped between runs with bushes, shrubs and flowers.

For freestyle, Kelvingrove Skatepark has made use of an already existing huge, flat area measuring 80m by 60m and, surfaced in a perfectly smooth tarmac, it's a freestyler's paradise! The only additions necessary have been the construction, in wood, of a 1.5m high semi-circular bank, around one end. There's also another, rampage-type bank.

Slalomers are well-catered for. They've use of a dual course, separated down the middle by a hump; the two tracks are 3m wide and approximately 30m long, each with its own run-out bowl. Our only worry here is that it's impossible not to pick up a great deal of speed, in which case the run-out bowls may prove hazardous... the transitions leave more than something to be desired. However, not having seen anyone try seriously slalomming down from the top, it's hard to say whether our fears are in fact justified — fully or in part.



Above: General overview taken from the top of the hill, from left to right: Hauf-Pipe, Cloverleaf Slalom with run-out bowls, Snake Run, and 'Jaws'. Middle: The Freestyle area. Bottom: Looking down the Slalom into the run-out bowls.

Next to the slalom run is the snake run — a facility which, frankly, is so bad it barely rates a mention. The basic fault lies in its design and, at its termination, the bowl is also a no-no.

The snake itself is flat-bottomed and approximately 30m long. Side walls start around ½m high and rise to 2m at the further end. There are no real bends — just 'wavers' — and to put no finer point on it, the transition between base and wall is so sharp, there's no way we could see that a skateboard could make it. The bowled-out end is completely assym-

etrical... in parts it may be rideable, in other it certainly isn't. Unfortunately, the latter sections occur ahead of the former and when we were there, everybody just 'walked on by'. The width varies between 5 and 7m, the height (at the deepest point) is around 3m.

'Jaws' is the only real bowl in the park; it's of a simple, drop-in design and measures 3m deep by 6.5m wide. The transitions are good other than the odd kinky spot or two.

The cloverleaf is, literally, a cloverleaf in shape with the stem as the entry point. The

bowls are rather tight at 3m deep by 5m diameter, but it's still possible to work all three once you've got your lines down.

One completely unique feature is the 'Hauf-Pipe' (which does of course have an English equivalent)! This one is set on a slight slope and measures up at 13m long by 6m diameter and 3m deep. It has a fair measure of vertical, with a squared-off lip plus quite a wide apron. Entry is difficult (other than by the gentle art of fakieing-ing-ing) as the resolute rider has to shunt down a rough tarmac path — avoiding numerous obstacles — before even starting to work it.

Overall, the gunnite surface provided by the builders, Hewden Contracts of Glasgow, is consistent, though in places almost too slick for the job (e.g. the slalom run). Also, maybe because of the lack of expansion joints in the park, the gunnite has started cracking in several places — what will the winter bring, one wonders?

The transitions in quite a number of places leave a good deal to be desired... possibly the result of the designer's lack of park-planning experience. No doubt the builder suffered the same difficulties. But all that said, one mustn't forget that Kelvingrove stands as Scotland's first and, thinking back to England's early days, there were plenty around which were worse.

Though £50,000 has already been spent on the park (50% of that on the landscaping alone) expansion looks to be on the cards. The first move, though, would be to cover the freestyle area — anything else, as always, depends on 'the reaction'. Our reaction? — as a facility for the skaters of Glasgow and Scotland, it's good enough for now.

Charges are as follows: 40p for a two-hour session for both skaters and spectators (these prices may be reviewed in the near future) and there are four sessions a day, starting at 10.30 and ending at 8.45pm. Helmets and pads are 15p per item and there's no skateboard hire (though they can be made available on request — in particular to visitors from outside Glasgow). Food and drink are buyable on site.

Kelvingrove Skatepark lies in Kelvingrove Park, Kelvin Way, Glasgow, near the Kelvin Museum.

SKATA DATA

CHOOSING SHOES

Soles — thickness and wear
As I've just implied skateboard shoes act as an unfortunate communications barrier between feet and brain. The thicker the soles of your shoes the worse the barrier becomes. Therefore, if you want maximum 'feel' when skating, go for thin soles. If you're less worried about 'feel' but want shoes that will last longer then obviously you need thicker soles. If you decide on thin soles then I'd recommend only using your shoes 'on location' to minimise wear. Incidentally, our thickness measurements include the insole.

Soles — grip and tread pattern
Apart from the compound used in manufacturing the soles the other important key to the grip of your shoes is the tread pattern. Maximum grip, as any pro will tell you,

The finest riding sensations come via the bare foot. However, there are obvious dangers in this solution and as second best, it's in everybody's interest to know which shoes show best in the areas of safety, comfort, grip, feel and reliability. This month, Dave Goldsmith and Micky B of the Skateboard! Test Tank come face to face with the realities of skating footwear.

is vital to full security, especially when taming the vert. In the photo you'll see the tread patterns of all the shoes we've tested. The Rucanor has an exceptionally grippy sole (designed for grip on a wet windsurfer deck) that results from a dense tread pattern and a soft, 'sticky' sole. The other shoes all have harder soles and rely on their tread patterns to provide good traction. The Dunlop has a particularly effective 'sucker' pattern and the Vans also achieve high grip with their 'waffle' soles. **Soles — 'wrapped edges'**

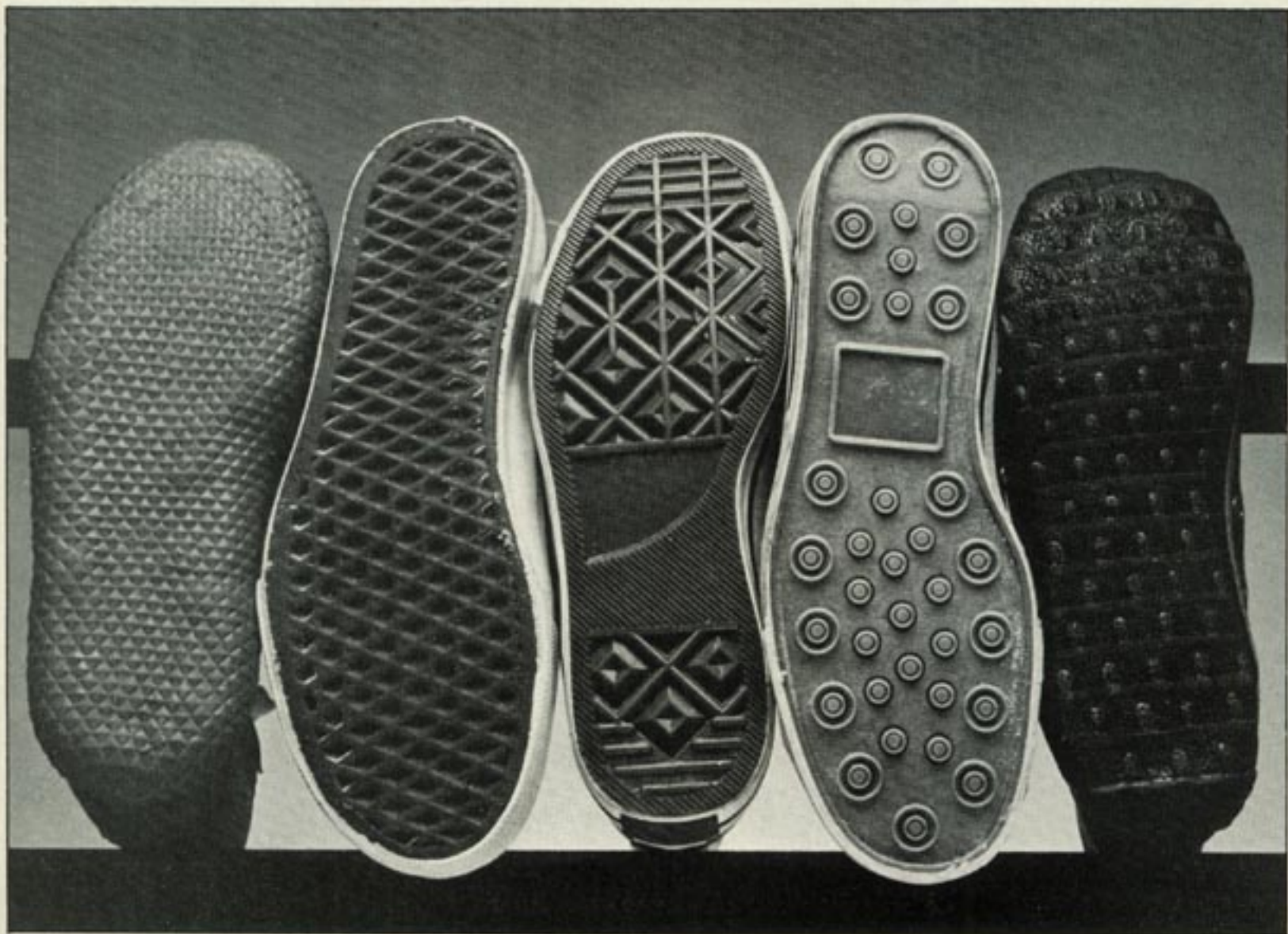
Some of the shoes featured in this test (e.g. Clarks and Rucanor) have soles wrapped upwards at the sides or front/back. This can improve the grip of the shoes if you are in a situation where edging of the feet is involved. We found the Rucanor soles particularly effective in this regard.

Ankle support and padding
There are advantages and disadvantages to a high ankle on a skateboard shoe. Low cut shoes leave the ankle unrestricted but also make it vulnerable to injury from a free-rolling board. High cut

shoes can give a little protection in this situation, particularly when padded, but can also restrict movement of the ankles. An excellent compromise has been achieved by Rucanor who have produced a high cut design with a special cut-out on the tongue and upper to allow easy movement.

Insole cushioning
When skating rough ground, throwing aerials and running out off the vertical a little cushioning of shock might seem useful and comfortable. However, once again I come back to the point about bare-foot skating. Any cushioning will reduce the 'feel' of your own movements.

Laces
I only bring this to your attention simply because several manufacturers offer ridiculously short laces. If



you can't tie a double bow with a little lace left over then the lace is simply too short. And if you have to struggle to tie even a single bow there is a good chance that the laces will come undone, exposing yourself to considerable danger. As Micky B put it to me: "The very first wipe out I had was the result of a lace falling under a back wheel." Of course, if the shoes you're sold on have short laces you can obtain longer replacements for about 50p in shoe shops.

Fit

The first advice I can hand out about fit is not to go into a shop and ask for "a pair of sevens, please." Try on the size you **think** you need; then try a half size less and a half size more (if available).

Always walk around in the shoes for at least five minutes to check for comfort. If the shoes feel at all tight in width, reject them and try another make — the quickest way to burst shoe uppers is to use footwear that is too narrow for your feet.

Ease of fitting

One of the factors noted against each shoe is 'Ease of fitting'. Not vitally important, but if you want to get in the pool first a struggle can be a hassle. In general, the easiest shoes to put on are obviously those with low cut uppers. The laces are also less likely to pull out of the top eyelets when opening the shoe.

Recommendations

We have decided not to feature a 'best buy' selection this month. Several of the shoes have good points for recommendation but it is hard to nominate one as superior to all others. Vans have excellent grip and sensitive contact. They are not outstandingly hard wearing and are not cheap but if you can afford the expense they are worth buying.

Dunlop is another shoe worth considering. We found it tough and well put together. The rubber toe cup is unnecessary and a definite disadvantage to comfort. It sells at a keen price.

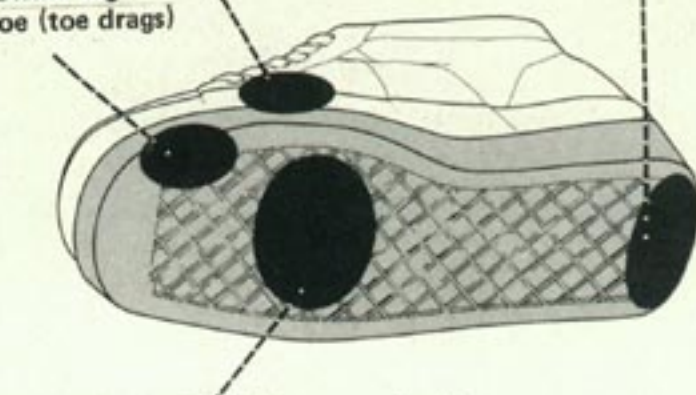
Finally, we think the Rucanor shoes are worth a mention. In terms of design they are first class and make

THE MAIN AREAS OF WEAR AND THEIR CAUSES

On the shoe upper at side of big toe (kick flips)

Under the heel (braking in slalom)

Under big toe (toe drags)



Under ball of foot (scooting, braking, general wear against grip tape)



an excellent basis for the features needed in a skateboard shoe. Due to their soft soles we cannot recommend them for intensive skating, but for occasional use they would be hard to better.

Of course it is not essential to purchase custom-made skateboard shoes. You may find by shopping around and considering carefully the factors I have described above, a pair of standard tennis shoes that do the job very well. Otherwise, get out the surgical spirit, toughen up your feet and skate bare-foot!

VANS 'OFF THE WALL' STYLE 95

Prices and sizes available U.S. sizes 6 to 13 (approx. 5 to 12 U.K. sizes). Half sizes available. Price around £10 to £11.

Colours available

Blue/red combination only (in U.K.) at present, although other combinations may be available in the future.

Sole and tread

10mm rubber. 'Waffle' type tread pattern. Slippery when new but rapidly turn to ultra-grip. Average wear.

Uppers — height, material and ankle padding

90mm high. Canvas type. Not very long-lasting but they'll keep going when worn. Very limited padding.

Laces

Adequate length.

Comfort and fit

Very comfortable. Average width.

Ease of fitting and removal

Good

General comments

Beware of the American sizing. As an approximate guide note that U.S. sizes exceed U.K. sizes roughly by a factor of one. Widely used by the pros for their classic style. Good quality though fairly pricey.

Far Left: The heart of a skate shoe is the sole. These are the soles of the shoes we've tested. Left to right: Rucanor, Vans, Pro Keds, Dunlop, Clarks. Above Centre: Vans 'Off the Wall'. Left: Clarks Stunter.

CLARKS STUNTER

Price and sizes available
 Sizes 2 to 5 (£7.99) and 6 to 12 (£8.99). No half sizes.

Colours available
 Red/black, white/navy and navy/orange.

Sole and tread
 12mm thick. Rubber. Crepe sole. Not very grippy with a 'knobbly' feel. The sole is basically very flexible but the rubber toe cap makes for an uncomfortable, stiff feel at the front. Wrap-around heel is good.

Uppers — height, material and ankle padding
 148mm high. Canvas. Quality of stitching and canvas up to Clarks' usual high standards. Good padding on back and sides.

Laces
 Much too short.

Comfort and fit
 High arch support which is good. We found the fitting too narrow and restricting (although manufacturers claim that this is a wide fitting).

Ease of fitting and removal
 Difficult and slow — narrow entry to top of shoe.

General comments
 Supposedly a purpose-designed shoe but we bet that the designer never tasted vert. It's hard to believe that a major manufacturer could get it so wrong.

RUCANOR 900 WINDSPEED

Price and sizes available
 Sizes 3 to 5 (rec. price £7.00) and 6 to 13 (rec. price £7.80). No half sizes. Price includes an excellent bag for carrying them around.

Colours available
 Red only.

Sole and tread
 12mm rubber. Superb grip due to soft sole and dense, shallow diamond pattern. We found that the wear of the soles was very rapid.

Uppers — height, material and ankle padding
 151mm high. Nylon. Beautifully designed to give comfortable high support without any restriction when bending ankle. Thin, but effective, ankle padding.

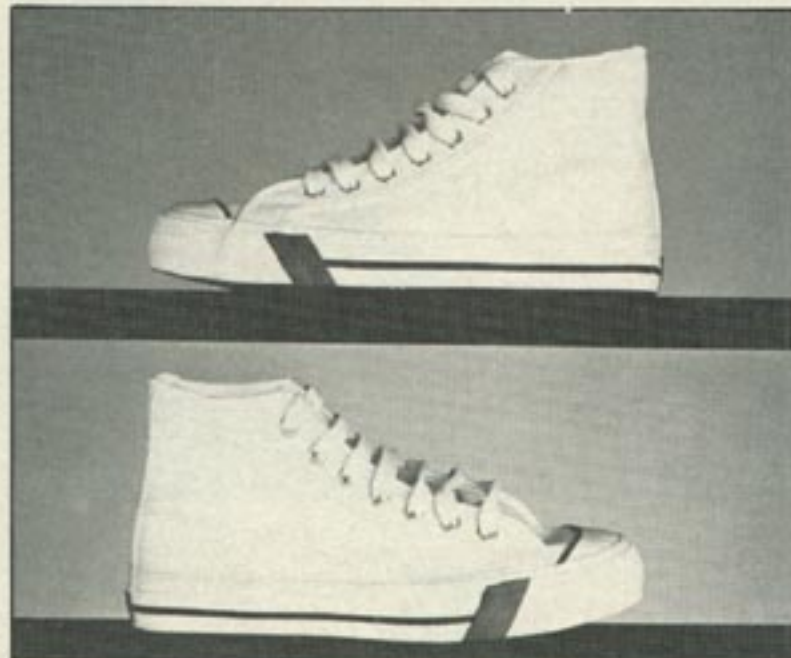
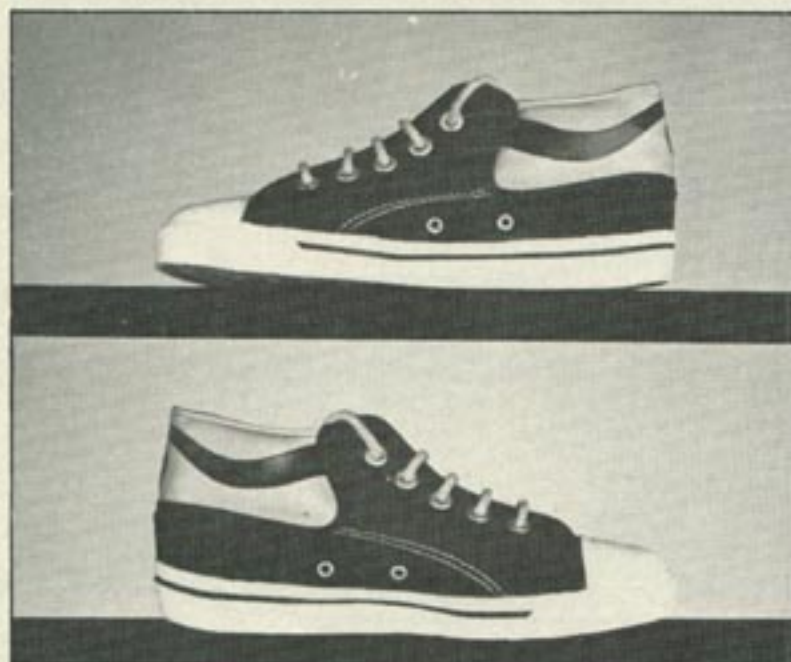
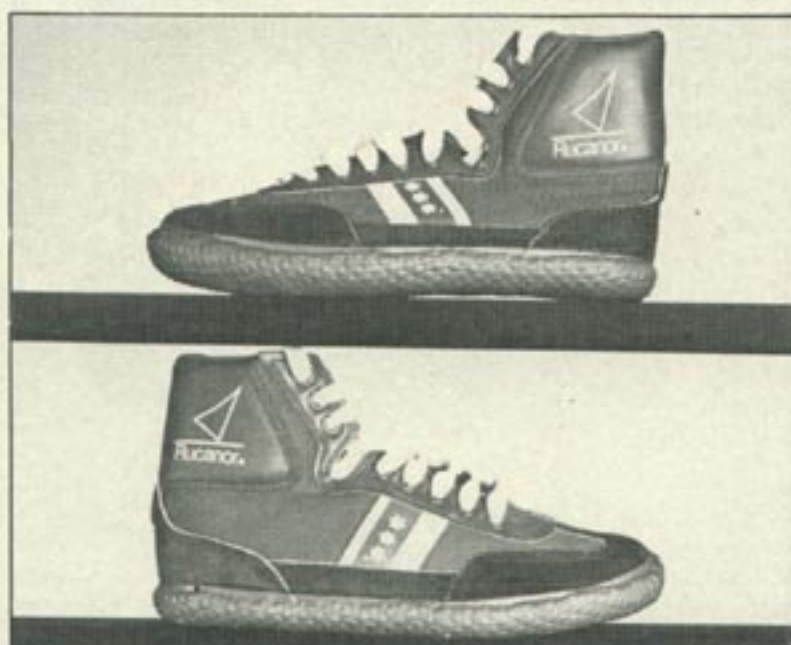
Laces
 Generous length

Comfort and fit
 Blissful comfort. Wide fitting. Good arch support.

Ease of fitting removal
 Good for a high cut shoe.

General comments
 This is a windsurfer boot also

SKATA DATA



Top: Rucanor 900 Windspeed
 Centre: Dunlop Skateboard Superstars
 Bottom: Pro Ked Baseline

recommended by the manufacturers for skating. It therefore has exceptional grip in

all wet/dry situations. Unfortunately this also means rapid wear of the soft sole. However

a serious skater using it sparingly 'on location' would find it an excellent choice.

DUNLOP SKATEBOARD SUPERSTARS

Price and sizes
 Sizes 1 and 2 (£5.50), 3 to 5 (£5.99), 6 to 10 (£6.50). No half sizes.

Colours available
 Yellow/black and blue/white.

Sole and tread
 10mm thick. Rubber. Very grippy. Interesting tread — flexy, circular 'suckers'.

Uppers — height, material and ankle padding
 122mm high. Duralon nylon. Very tough and well-made. Generous area of padding.

Laces
 Chunky round type. Sufficient length.

Comfort and fit
 Excellent arch support. Comfortable except for slight tightness of toe when flexing shoe, because of rubber toe cap.

Ease of fitting and removal
 Good

General comments
 A high quality product. A pity that the rubber toe cap has been incorporated as this detracts from an otherwise comfortable shoe. Otherwise we recommend this shoe as good value.

UNIROYAL PRO KEDS

Price and sizes
 Two models available. Baseline (illustrated and tested) — sizes 4 to 12 (£5 or £6 for men's sizes). Royal Highcut — sizes 6 to 12 (£11). Half sizes in both models.

Sole and tread
 13mm thick. Thick sole and deeply treaded pattern. Good grip and wear.

Uppers — height, material and ankle padding
 155mm high. Canvas. No ankle padding.

Laces
 Too short.

Comfort and fit
 Adequate comfort. Wide fitting.

Ease of fitting and removal
 O.K. for a high cut design

General comments
 Good, well-made 'baseball type' boots. Sole too thick for sensitive feel but would be hard wearing for general walking and skating. Obviously not really designed to the requirements of a skate shoe.

EQUIPMENT NEWS

The news file has been overflowing this month. In fact, just in the last few days of compiling this report, we have received information of exciting new decks, trucks and wheels, from several major manufacturers.

Firstly the wheels front. **Benjyboards** are about to roll their first wheel into the shops. Called the **Boot** it's being poured by Belair in 'mint green' urethane (diameter 65mm, hardness 92A shore). BB claim that the compound is, in fact, faster than any wheel made by Belair to date. We'll put that claim to the test in our second park wheels test next month.

Another UK name, **Dunlop**, is entering the skateboard industry for the first time. We have received samples of their prototype wheels and they are very fast indeed. More information to come.

Avon have launched their second wheel, the **Skyrider**. This is a hard park model (90A shore) and is undoubtedly a much finer design than the **Booster**. The sizes are

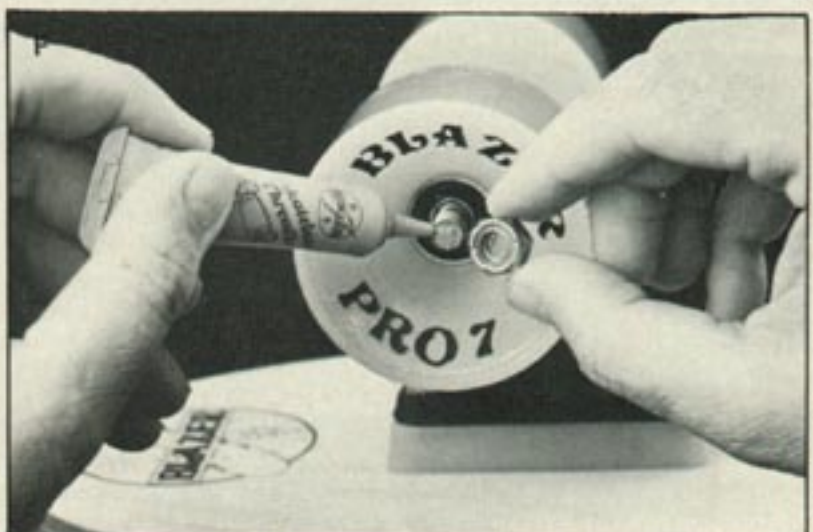
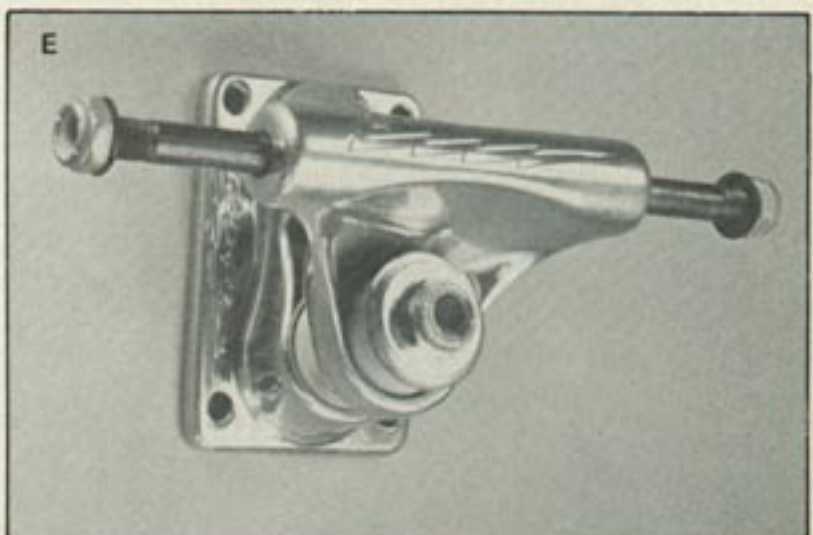
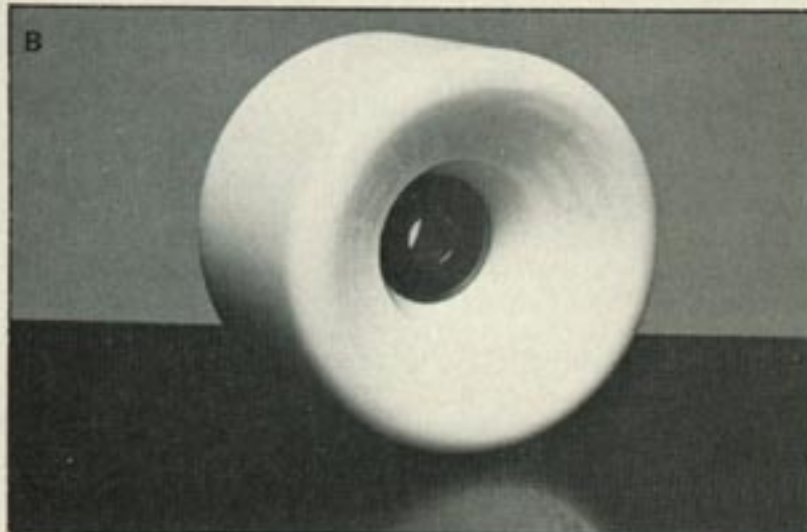
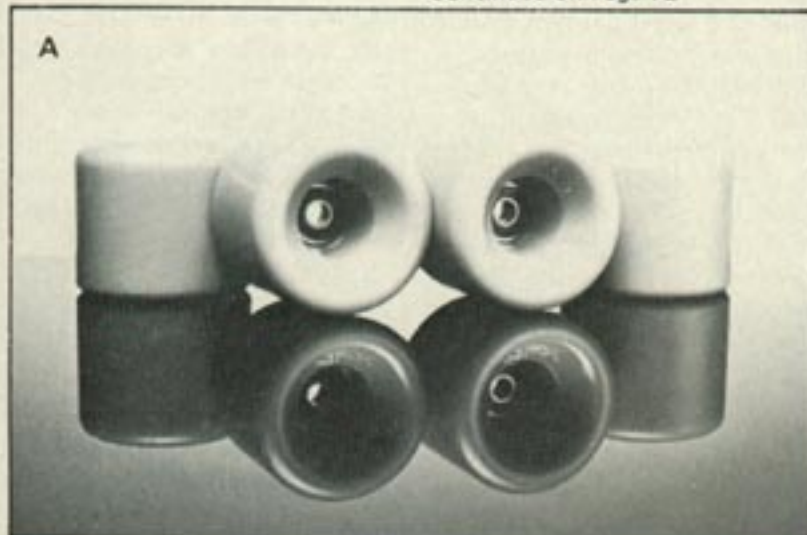
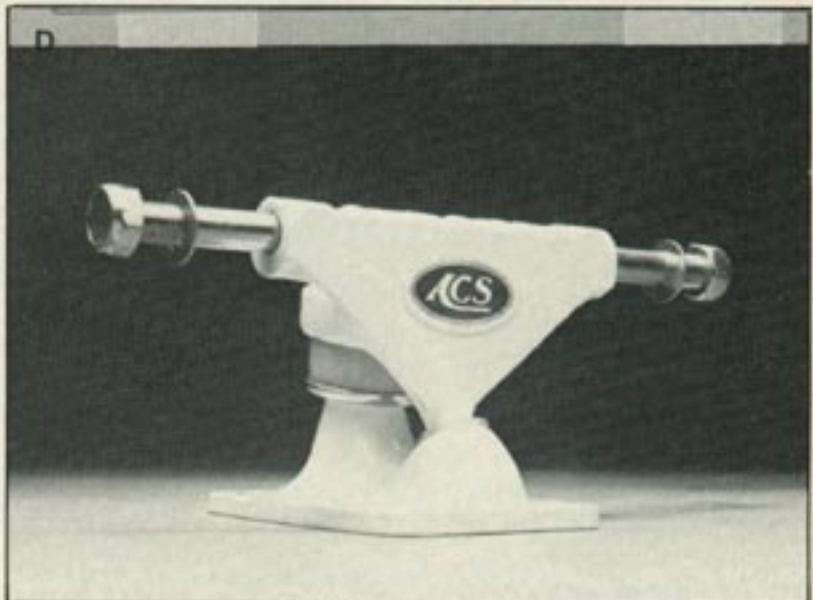
65mm and 70mm. These will also be included in our test.

Our 'voice' at **Kryptonics** informs us of very interesting developments concerning the design of their wheels. From now on their production will transfer to a new set of models, in the conventional sizes and hardnesses but with a rigid bearing seat moulded into the centre of the wheel. This hub contains two bearings manufactured to Kryptonics' own specifications.

YoYo's seem to be remaining in heavy demand from the reports I'm hearing. Now there is news of third-generation Yoyo in day-glo orange. It'll be harder than the white and measure 92A on the Shore scale.

ACS have introduced their first new truck for some time, the **ACS Lite** (5.8"/148mm axle). As the name implies the weight of this model is much less than the 580 as it contains 90% magnesium in its alloy mix. Unlike their conventional designs the king pin arrangement features single nut adjustment.

Continued on Page 72



A. Alva park wheels B. The new white Sims Snake compound C. Independent truck D. ACS Lite E. Energy Bowl Rider F. If the nylon on your lock nuts is wearing out Skateboard Threadlock might interest you

ALVA IN THE UK

(Mad) Mark Baker links boards for a week with the Maddog himself. . .and gives Skateboard! a tourside report.

PORTSMOUTH

Day one and though still 'dead' from the flight over, Alva plus entourage hit the South Coast. It was a tough transition for him. . .from the perfect pools of California to the generally more average parks of the UK. Says Mark: "Some of the kids were expecting a superman — but he's not like that at all. He's not into tricks, more the basics like axle grinds, edgers, coping and lip slides. But when he goes, he goes well".

HARROW

Sunday morning, June 16th, and Tony takes a step towards the more radical at *Solid Surf Skatepark*. Mark takes over: "Alva just blew everybody's minds with axle grinds. In the H-pipe, it felt like the whole wall was going to shake down. He really liked the Performance Bowl. . .in fact he felt it was one of the best places he skated in the UK. He loved it because it was so big and the highlight of the day was a carve he did, like a micro-edge carve, all the way round the top. (He stalled out so much on the lip, it looked like he was free-falling on the way down.)"

GUILDFORD

Same day and along that evening to a crowded *Skatestar*. "The halfpipe was packed right the way down each side, two or three deep. He started shooting down it and all the kids were shouting and screaming. Next we rode the pool which, because it's concrete and not marbelite finished, is a lot slower. Even so he was putting in axle slides, aerals and really good carves.

The downer of the day was some guy from Guildford (who's supposed to be really hot) blowing out on a double axle grind. Usually he pulls it off, but this time the board flew out and — whack — hit some guy on the head. While medics did their job Tony saw immediately there was a need to do something. He dashed up and started riding to take the attention away. . .good thinking. Generally it was a good vibes trip. . .not too hot, not too cold. T.A. really enjoyed it".

Tony Alva wouldn't consider himself the world's greatest skateboarder. . ."Greatest at what?", he'd probably ask. More accurately, as Mark Baker puts it, he's the world's most famous skateboarding personality. And you can't knock it. . . he only has to scratch his ear and it's news! In mid-July he undertook his first ever UK tour and appropriately 'second-stringing' him was Mad Mark. Generally, Tony was overblown by the reception — and also with the rad level of skating that he came across in his travels. It was a good week and, exclusively for *Skateboard!* Mark kept a note of the events, the places, the people and their reactions.



LONDON

The Mad Dog Bowl must be one of London's premiere facilities; even before they'd got there, Mark had already told Tony to expect good things. "We dropped by in the morning to check everything out before the people arrived and it took about half-an-hour for Tony to get used to the odd lump and bump. You've gotta remember that he's used to perfect transitions, but he soon had it wired. In the evening there were a lot of people, music and good vibes. Kids were excited — me and Tony were excited. We went out and gave probably one of the best pool-riding sessions this country's ever seen. Jingles (Derek Jhingoree) was also there, burning — he rode exceptionally well. Alva did amazing aerals and really hot carves — Jingles turned in incredible pop-outs and I was getting three foot aerals. Every one was really blown away".

LIVERPOOL

"Southport (near Liverpool) was the worst organised place we went to. . .it was atrocious. We were mobbed wherever we went. I remember when we were riding the snake run there were guys running all

over the track — people were getting bowled over. Not only that, the full pipe was swaying in the wind and the ramps felt like they were going to fall apart any minute. Tony, who over the tour had ridden just about anything put before him, just refused to skate. He didn't want to hurt anyone and nor did I. Because of the lack of control, kids could have got boards in the face at anytime."

KETTERING

On to Northamptonshire's *Skateside Park* — and for the first time, the publicity boys seemed to have let the tour down. In comparison to all the other gigs, there were hardly any spectators. Continues Mark: "Tony was annoyed because he'd been expecting only the two of us to be riding; instead they'd organised some sort of competition. Tony didn't want to take on the local kids, he'd come to do a demo. In the end it was a pretty good session — although the vibes could've been a little better.

WOKINGHAM

"Wokingham. . .oh yea, what an atrocious pool! They said it was finished but all they'd done was painted it. It was

that bad Tony couldn't work it and in fact it was as much either of us could do to get up for wheelers. We rode the park for maybe twenty-five minutes doing the best we could. Thankfully, the kids were pretty pleased although there was nothing incredible — we couldn't do anything incredible."

As far as the tour as a whole is concerned, people expected — well, I dunno what they expected — maybe someone who could pull off twenty-four aerial 360's? To start with I was a little mystified myself and it was only after a few days that I realised what Tony Alva was all about. He's not really into tricks at all. . .he's just into basics. But the way he puts the whole thing together is just fantastic — the way he goes from one manoeuvre to another.

Quite a few of the kids didn't really understand what they were seeing and I heard one or two saying he was just another good skater. All I can say is they've got a lot to get together before they can start thinking they're as good as T.A. It's his character and skating that combine to make him the number one skating personality in the world.

"You know, in America they don't like the D.T. (Dog Town) image. . .they're forever trying to destroy it. But Tony's done a lot for the sport. . .he's given it an air of excitement.

"Another thing, you'll notice that when Tony falls, he virtually never gets hurt. The only damage he's ever had are a couple of sprained ankles. . .really, everywhere we went you could see that he's incredibly good at bailing out of difficult situations. I've seen him upside-down and still land on his feet and roll out of it. He wears safety gear, but to be honest, he doesn't need it. He wears it because it's good for the kids — an example.

"Tony was surprised with Britain — he was blown away by the size of the parks and by the quality of the skaters. He was expecting grems and when he got here, he saw the best of British skating."

Ian Dobbie



Wynn Miller



Wynn Miller



Top left: Close-up on axle damage — T.A. extending the Harrow H-Pipe. Top right: On the road again. . .the toughest part of touring. Below: Insane carving — Alva aptly shredding the Maddog Bowl.



Wynn Miller



Wynn Miller

ALVA

Top left: Portsmouth. Alva and Baker sharing a quiet(ish) moment at Southsea Skatepark.

Top right: London, evening in-action at Kensington's Blakes Hotel.

Main Pic: London. Alva's performance at the Maddog Bowl on the Wednesday of his tour, was generally thought to have been his best.



Brad Vine — Skateopia, Wolverhampton.

PHOTOFILE



The idea of shooting self-portraits has always intrigued me. My first attempt was to take my own picture by attaching three wide-angled mirrors to the underside of Mike Goldman's board. This enabled readers, to some extent, to look at the world through the skater's eyes — check, if you can, a unique 'wheels on the coping view' of Mike in 'Who's Hot', Skateboarder Vol 4, number 4.

My thoughts turned to the idea of creating a simple device that would allow a skateboarder to take his own self-portraits. My first try was at 'Newark Skatepark'. Rick Blackhart and Kevin Thatcher

SNAPBACK

A SKATERS GUIDE TO SELF-PORTRAITURE

By U.S. Photo Correspondent, Gary Medeiros.

To regular readers of American 'Skateboarder' magazine, the name, Gary Medeiros, is nothing new. For some time now, he's been responsible for turning in some of the finest Stateside skating pictures going. . .we're very happy to have him working with us. There must be some skateboarding photo-phreaks around — and it's to them in particular that this feature is aimed. Gary introduces here a gadget that allows skaters to shoot their own self-portraits. With practise, results should be as good as anything that's been taken. . .no more need the 'radical' be at the mercy of the amateur 'photo-snapper'.

with adjustable legs.

3. Go to your local camera shop and ask for a rubber, self-portrait, air pressure bulb — with a ten to twenty foot long extension hose.

4. Buy a square foot of rigid sheet metal — one eighth of an inch thick.

5. Buy some heavy duty sticky tape.

6. Tape the metal plate so that the top of the plate rests halfway over the pressure bulb — which itself should rest on the coping, or lip of the bowl.

7. Set the camera about 500th of a second shutter speed (or nearest possible)



A split-second after Rick Blackhart rode the pressure plate, this is the picture he took of himself. . location, Newark Skatepark. Check, by the way, the rubber airhose running out the bottom of the picture and heading for the camera shutter.

arranged to meet me there for a session at the then unopened park. The 'Henry Hester Pro Bowl Contest Number Two' was a few weeks away and I wanted to shoot a few pre-contest rolls.

I arrived there with Mitch Weatherly (a co-worker at my electronics job) and we worked out the final details of the whole bizarre idea — using an air pressure bulb with twenty foot extension. I showed my contraption to Rick and Kevin and to my surprise, they liked it.

We quickly set the device

in place on the coping, and taped a pressure plate to the side of the wall that intruded half-way over the pressure bulb. The idea was for the skater to go up for a normal coping ride — and to set the shutter off by the pressure of the back wheels riding over the air bulb.

Next we erected the camera on its tripod and loaded it with a fisheye lens. Then I screwed the end of the pressure hose into the shutter — and we were ready to go. With Rick and Kevin's precise one-wheelers and aerials, my

dream came true.

The next day I motored to 'Winchester Skate Park' and tried it again, with the same, fine results. Within a few days, the slides came back — yes, it really had worked! I'd built a simple, eight-dollar device that anyone could use to take their own self-portrait shots. Here's how the whole thing is done — in ten easy steps:

1. You first need a 35mm single lens, reflex camera, with a wide angle lens (28mm down to fisheye).

2. Obtain a simple tripod

and find the correct light setting.

8. Focus on the approximate distance from the camera to the pressure bulb.

9. Try a few runs until you get used to riding on the plate.

10. Start shooting. . .after each run you'll have to rewind the camera, and maybe adjust the pressure bulb.

Finally, it might be worthwhile to experiment with different angles and shutter speeds — for varied affects. Good luck. . .I'm sure you'll get the same results we did.

STEFAN HARKON

INTERVIEW

By Adam Peacock



Photography by Jerry Young



Jerry Young

Displaying stylish aggression at Arrow Wolverhampton

Stefan Harkon rightly considers himself to be unique. For one thing, although his family hail back to Denmark, they're thoroughly British and probably the only 'Harkons' resident in this country. Also, as he remarks: "It helps having an unusual name — like Tony Alva — people remember you". Another 'first' for this 15 year old Liverpoolian is the fact that he's the only Northerner to find himself in our main interview spot. "And not a moment too soon" — is heard the cry. Well, true enough. . .certainly it's about time the skateboard communications gap between north and south was breached. Stefan's final clincher to 'uniqueness' (and arguably the most important thing of all) is his reputation for being the finest rider in the North-West of the country. What really ARE the differences we hear so much about? Stefan believes northern skaters have skated in the shadows of radicalness so long now, they've got bored even moaning about it. Adam Peacock talks to him in an historic attempt to redress the balance.

Stefan, first of all tell me something about your background. . .what got you into skateboarding, what influenced you the most?
To begin with I was into skiing — mostly in Scotland. Then, about two summers ago, I tried surfing down in Cornwall. Well, skating had just got going there too; so one thing just led to another. To start with I just mucked around. . .I didn't get at all serious until last year when I bought myself a good board. **So what got you into the Wheeler Dealers Team?** . . .I'd known Neale (Sanders) before the shop had even opened. When I'd got back from Cornwall I was just skating by myself, usually on the promenade. Neale got pretty excited about the whole thing and decided he wanted to get into it; eventually he opened the shop and started the team. **From what I hear you've got the reputation for being number one in the area. . .would you agree?**

In Liverpool, yes I suppose so. Obviously kids will try and put me down and say, "no, he's no good". . .especially if I'm at a new park and I haven't quite got it wired. I know for definite how I stand up in Liverpool. Manchester, I'm not certain, although I've been told I'm better than most. **When we were down in Wolverhampton recently we brought along Brad Vine and some other London skaters. . .did they impress you?** Brad Vine, no. Shane Cutts I've seen before. . .he's got nice style and he's a good

skater. Before I'd seen any of them I used to think — "these London skaters must be good". So every time they came up North we'd be thinking they were going to blow us off — but we'd end up disappointed. They're just not as good as we thought. I expect they get overrated simply because most magazines are based in London; obviously that makes it much easier for them to get publicity. But I'd say they're not half as good as people in the Northern areas expected them to be. **So how would you like to see this neglect of the Northern areas overcome. . .? It must worry you.**

It really doesn't bother me all that much. Somehow an impression has grown up that it's all just crap up North — so we keep ourselves to ourselves. But now there's this interview with me, that should start the other skaters up there asking, "what about us?" It's funny, just the other day a guy in Manchester found out about *Skateboard!* talking to me, so he kept saying, "tell them there's good skaters here, tell them there's good skaters there". The trouble is half of them don't even know what good skating's like.

One problem down in London is actually getting hold of news of Northern skaters. People here tend to think there's nothing happening outside of London — so London skates DO dominate! I suppose it's right in a sense, London skaters thinking there's nothing much happening up North. To be honest,

we can't believe we're the best. To start with we get very little publicity, so in a way we've very little to concern us. In London they've got more to worry about. . .you know, there might be people who are better than they are. They've got to keep thinking about that. Up here, we don't have that problem.

But don't you get spurred on by constant reports from Southern skaters who say that they're the best?

In a sense it's a bit aggravating. A while ago I was at 'Inner City Truckers' in Chester and some of the skaters there were saying, "we can't stand Londoners . . .they're all overrated and if they came to our parks we'd throw them out". That's a very silly attitude. . .we're only talking about skateboarding, it's not that important.

You think they shouldn't be taking things so seriously?

I take things seriously some times, but never that seriously; it's just a bit of fun. But some people keep asking, "why is it always London skaters in the mags. . .why not us?" It's pretty obvious that it costs a lot of money to send reporters and photographers all over the country. It seems to me if they think it's that important they get in mags they should start magazines of their own.

Why don't they?

That's exactly what I'm saying!

Do you think Northern skaters will ever get so mad that they'll stop buying the mags?

No, no, they'll always buy

them. Most of the kids look on John Sablosky and Si Napper like they were Tony Alva or someone. The mags sell really good. . .especially *Skateboard!*

So how do Northerners react to their idols mouthing off about London skaters being the only ones worth bothering about?

I know that guys like Simon Napper keep saying the South's the only place and, of course, a lot of people up my end don't like it. But I don't see a big, North versus South, competition — you know, sort of Dog Town thing. To start with, the general standard of London skating IS higher than ours. . .even though we've got quite a few hot riders. Actually although to Londoners all this is probably quite interesting, we've been arguing about it for so long now, it's just got boring. But it does seem to me, having been around the country quite a bit during the last few months, that London skaters DO have rather more style.

Do you think Northern skaters are starting to appreciate that this is an area to get into?

Some of them do. . .but not all of them. I want to see everyone getting into style; having your own style is really important. In Liverpool they mostly just do tricks. . .if they see a tail block in a magazine, well they go and do a tail block.

You were down at the opening of the new Harrow Park. What's your opinion of the skating you saw there? By far the best skater, I thought, was Jules Gayton.

He's aggressive and also very consistent. One person I mustn't forget — Marc Sinclair looked like he was going to be incredible, but he got off after only one go. . . he didn't seem to be bothered anymore. But there was nothing that really blew my mind. I rate Jules Gayton, though, particularly for his really consistent axle grinds.

Stefan, let's switch tracks a bit. . . what sort of equipment are you riding right now? I'm using a Toft deck with Gull Wing Classics and Alva wheels — or Midtracks and Wings. When I go for a wider deck I'll probably have a new Alva ten inch. . . I really like wide decks. When I was in the States I was using a big deck — big for the time anyway — a Z-Woody I think it was. But when I got back to this country everyone was on very small twenty-seven inch boards.

Has there been a particular point during your skating career when you've felt everything start to come together? Hard to say. . . maybe when I went to the States. To begin with I'd get to a park and just think black and white — there's just one line to take, so I take it. When I came back from America I was able to see lots of different lines. **Who did you get to skate with while you were out in the States?**

I got to know Jay Adams, Shogo Kubo and Jimmy Plumer. Really, as soon as you see those guys skate you want to go out by yourself and practise. Park-wise I had a fine time at Skateboard World in Torrance; the pool at Anaheim was good and got to Oxnard as well — although it wasn't quite finished at the time I was there. Skatercross, Reseda was probably the best. . . a good, radical park.

Tell me what you thought about the Dogtowners — you must have met up with quite a few of them?

It seems to me all they are into is making money and skating. . . but they don't skate terrific. They seem to do exactly what they want — just crazy. Jay Adams is nuts, though Jimmy Plumer seems quite civilized. They've probably been like it so long, anyone new who comes along gets under the influence.

What sort of stuff are they into. . . can you name details? Just mad — they wear bala-

clavas, spit at people, shout at anybody and just generally act mad. They have a good time but they get into trouble with the police all the time. Like Jay Adams kept squirting this foam stuff through car windows — I was pretty chuffed to be with them, but I didn't really like it all the time. . . it got a bit scary. Jay was okay, except he'd give sort of dirty looks, just to show he was number one. . . you know, he's too big to talk to. Shogo was quiet in comparison, but still mad. Jimmy Plumer had the best skating style and he was the nicest person to talk to. Really, he's totally underrated.

Is there anybody in this country who you think is similarly underrated?

I'd say Marc Sinclair. I've seen him and I know he's good — everybody says he's good — he does things no one else can do — but he doesn't get into the magazines. Your interview in the last issue should change all that.

Did you get to see Jay Adams when he was up in Wolverhampton earlier on this year? No, I didn't even find out he was skating with Arrow until about a week after he'd gone! But you know, although I stayed in Dogtown for a week, if I met him again he'd probably say 'hello', but he wouldn't be too interested. . . he's too interested in himself. I think he's very aware of his image. Also, when Tony Alva and Mark Baker came to Liverpool, Tony was in the office and he just wouldn't talk to anyone. . . but I liked Mark Baker.

Pardon me for saying so, but watching you skate reminds me in many ways of Jay Adams. Is that a conscious thing?

When I got out there I sort of fixed on Jay. . . I thought, "he's pulling the most crowds and I like his style". I don't intentionally try to ride like Jay, it just sort of rubbed off. People like Sablosky and Napper are total professionals, but there's nothing I've seen in London that's really blown my mind in the same way.

Let's move on to the competition scene. I've heard it said that you don't really get into them. . . have you ever?

Early on I did quite a bit of freestyle. Nobody knew anything about parkriding so freestyle was the main thing. Now it really bores me. I like

to see good American freestylers. . . they don't bore me as much. I even used to do some slalom. . . in fact I reached the '77 Nationwide finals. I did the final run in 3.64 which was really good. Then someone from either the Benjy or LOGOS team said I'd touched a cone — so they added on some penalty time. That put me third, I think it was. I found out later they were wrong because, although I'd knocked the cone, it hadn't moved out of its circle. It should have counted as a clear run. There was a big argument about it — they showed it on TV in slow motion.

Stefan, you've travelled around quite a bit. . . what to you are the best skateparks in the country?

Arrow is still my favourite park so far. Some have a real really bad freestyle area, but maybe a good bowl. A good park should have everything — even the beginners need to be thought about. In the parks in Liverpool, it looks like they've said, "that's only freestyle, don't worry about it. . . we'll just do a good pool". It's wrong because there's always going to be lots of amateurs and they're going to want a smooth park as much as anyone else. Judging by your list there must be upwards of eighty parks in Britain now — and to my mind, not one of them has got it together properly.

Okay, two questions. . . firstly, what's the most radical thing you've ever seen?

To be truthful, I've not seen a lot over here. In the States they've got all these big vertical walls. Jay Adams at Reseda slides right across the top. He's like a rubber man — if he comes off one way he'll twist his body all the way round to get back on again. . . half the time he makes it as well.

If that's the best you've seen, what's the most rad thing you've done?

I should think flying out of pipes. I remember falling backwards and bringing it down again from about ten o'clock. . . that was at Southport. There was a big crowd there wanting something good, so I flew backwards towards them. It's good getting airborne, especially at Arrow where I have to lean backwards and slap it down quick before I





fall. The place is good for snapback gnarlers as well. . . you can get clean ones on the wooden coping.

You've been skating a while now, you've been to the States, you've got a big name up in the North and you're in a pretty well known team. . .do you consider yourself a professional?

No. I don't. I'm probably about the standard of what's considered professional, but I'm not really into pro this and pro that. It's okay for football, but in skateboarding people expect too much of you.

But don't you think it's all moving that way at the moment?

Yeh, you've got to have money so if you earn it, I suppose you've got to be called pro. . .but I don't like it. One thing that bothers me is that I might be a professional, yet there's someone else perhaps better, who isn't.

It seems to me as I go around the parks the one thing kids talk about is going pro. . .do you think they understand what they're saying, do you think they're misguided? No, they shouldn't be discouraged. . .it's probably the thing to go for, to get in a team and do some work. For me though, I'm not too worried — I just want to be a good skater. I don't like being expected to be able to do something just because I'm pro. It's like a judge of your ability. Besides the fact that you're going to get paid, I don't really see the point of it all.

So how, generally, do you see your future in skateboarding? As soon as I leave school I want to get into full-time skating — lots of travelling and promoting — and I also want to start designing my own boards. I want to be professional, but in the proper sense of the word.

With the name you've got already, how do you react when people come up to you in the street, you know, complete strangers, and they act as though they've known you for years?

I just say 'Hi!' It's good that people want to know you. The trouble is when I start wearing something or other in particular, then soon quite a few other kids in Liverpool start wearing it too. Whatever I do, whatever equipment I ride, usually some of the



Pipemanship double-take. . .Stefan maximising at Skateopia, Wolverhampton.

kids copy it. It gets to you after a while because you can't keep your own originality.

Stefan, last question, we've discussed the London/Northern controversy at some length, but how honestly would you compare the level of riding between, say, London and Liverpool? I think the teams in London

are much better — LOGOS and Benjy, and so on — because the standard of competitiveness is so much higher. If you go to a park in London and see a team, there's a good chance that at least two of the members will be really good skaters, whereas in the North there are very few really good teams for the skaters to look up to.

Jerry Young

Jerry Young

GOING-FOR-IT

THE 180 KICKFLIP

Carrying on along from last month, this time Clive Manderson demonstrates the 180 kickflip. The manoeuvre is somewhat more difficult than the regular kickflip, although in fact the general principals behind the two are similar. Once again it's worth pointing out that the series of photos you see here were not taken in sequence. . .no motordrive camera attachment could capture that sort of speed. They are the result of several reels of film and mammoth quantities of patience. Clive opens up this month with a few words on the sort of equipment that suits kickflips the best.

For freestyle in general, it's a case of the smaller the trucks the better. Mainly you see people using Halftracks for it. In fact the size gets really important when it comes to 360's and things like that. You want a pretty narrow board — maybe 6" wide. More than that and the whole thing gets unstable. Length-wise, it should be 26/28". . .to an extent, the shorter the deck the better. Just about everyone uses radiused edged wheels for freestyle because it really helps for spinning. And the wheels need to be pretty hard to give you a fast,

smooth ride.

Stage 1: You put the foot that's going to flip the board, parallel with the back trucks and you hook it exactly like you would on a regular kickflip. The only difference is that your heel is more across the board. The other foot has to be right to the front — about level with the trucks. I'm just starting to bend the knees.

Stage 2: As you bend the knees, flick the board while at the same time, pushing it around behind you. You've gotta be still moving forward in a straight line. It kind of

works by itself. . .don't try too hard because you really don't have to do a lot. So long as you hold the right stance to begin with, when you give the board the regular flip, it should do exactly what you want it to do.

Stage 3: The board's left the ground and it's starting to move behind me. The feeling should be sort of like it's travelling sideways and around. Because of the position of the feet, you can see the effect of the flip is that the wheels ahead have barely left the ground, while the other pair are much higher. I'm just starting to pull the knees in and up. Remember the move takes a while longer and you've gotta stay up for quite a time. Like in the regular kickflip, after practising a bit you'll know exactly where the board should be, all the time you're in the air.

Stage 4: You can see here that I'm really compressed. I'm looking hard at the board and getting ready for it to come back round to its wheels. Right here it's just

passed half way. . .there's still a bit of time to go yet.

Stage 5: I'm bringing my feet back into position. The board's just about twisting over to come back onto its wheels and I'm getting myself ready for the landing.

Stage 6: Just before touch-down and I'm positioning my feet over the board — well spread out — doing everything I can to make sure that I keep my balance when I hit the deck.

Stage 7: Okay, I've landed and as you can see, I'm taking the impact with my knees. . .to absorb some of the shock. All the time, you'll notice that I'm watching the board. It's even more important that for the regular kickflip. If it starts to mess up and you don't know it. . .some pretty dangerous things can happen. You're travelling hard and moving forwards — oh, maybe six feet or so. Mistakes you don't know about can hit you pretty bad. Another thing, you can see I'm using my arms for balance all the time. I always start my 180 kickflips with the deck back

4



5



to front. That means I land with the board facing regular — so I can just skate on. Most people I look at seem to want to do it the other way around — but then they've got to do

something like a walk the dog to get the board back round the right way again. Just find out what suits you.

The best piece of advice I can give is, keep your eyes on

the board and if you see you're not going to make it . . . bale out straight away, don't even attempt a proper landing. Actually, you'll know right from the flip

(stage 2) whether things are right or not. You can feel in your foot if you've flicked the board properly and whether it's going to land where you want it.



SKATEPARK 2000 COMPETITION

THE WINNERS

1st. Mark Blinman of Edmonton in London who wins the free, two-week trip to California (courtesy of Skatepark Construction Limited) for his design called 'The Complex'.

Runners-up (who win a tour, plus free membership for a year, of Skatepark Construction skateparks) are: Rian Hughes of Ealing in London, Tim Lloyd of Resolven in West Glamorgan, Simon Millgate of Leighton Buzzard in Bedfordshire and Chris Perry of Oakhill in Staffordshire.

Eighteen further runners-up win T-shirts, stickers and a year's subscription to Skateboard! magazine. They are: Iain Coghill of Upminster in Essex, Laurie Flanders of Harrow in Middlesex, Michael Jordan of Witham in Essex, Peter Modro of Banstead in Surrey, Anthony Dent of Colerne in Wiltshire, David Divers of Marlow in Bucks, Lindsay Harding of Llangan in Mid Glamorgan, David Morley of Anchorsholme in Lancashire, Paul Norbury of Salisbury in Wiltshire, A. Popp of Clevedon in Avon, Steven Riley of Fulwood in Lancashire, Paul Spencer of Wolverhampton in the West Midlands, A. Stockwell of Ilkley in W. Yorkshire, Christopher Terry of Hoddeson in Hertfordshire, Trevor Ward of Eastleigh in Hampshire, Phillip West of Birkenhead in W. Yorkshire, Robert Willis of Little Bowden in Leicestershire and Stuart Saunders of Exmouth in Devonshire. (There are only eighteen names here and not the twenty advertised because two were 'promoted' to the immediate runners-up section).

Tony Wynn of Skatepark Construction admits to being floored by the general standard of entries — by the quality and by the effort that had gone into them. He was amazed also by the number of entrants who took the time to write page after page of notes, specifying every element of their design in complete detail. Choosing the winners turned out to be something of a nightmare:

"We had to go away for a weekend and read carefully through every single entry. Everything worked by halves... we halved the first pile, then halved the remainder and so on until we got down to about thirty. Out of those we chose the winners. Mark Blinman's came top because of the design, because it really was his own work and because we liked the way he explained it.

"The run he's designed is perfectly possible to construct and I'd be happy to include it in any of our parks. It's interesting and novel".

Mark's been riding for about a year now and he's just fourteen years old. He's never been to America before but with a chance like this, he'll soon be making up for lost time. It's not everyone who manages to grab a Newport Beach, L.A. address for the first two weeks in September!

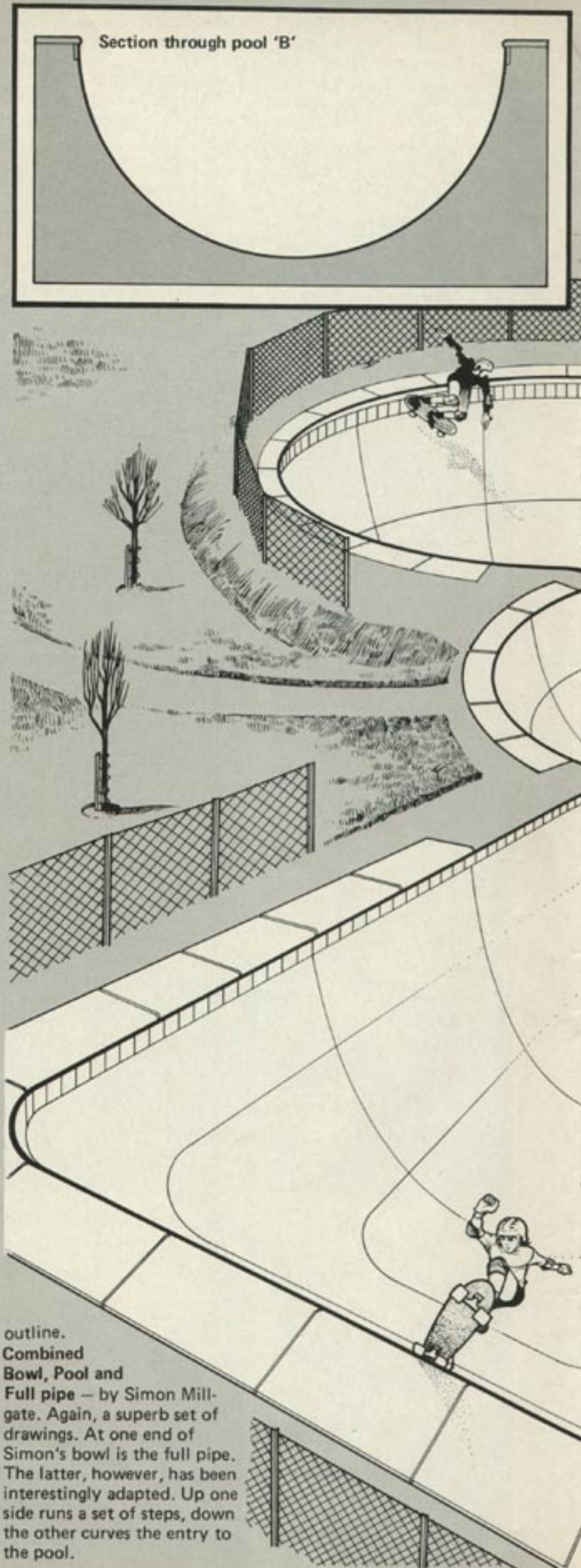
THE DESIGNS THAT ALMOST MADE IT

Four entries zeroed close in behind Mark's winning concept... here's a brief description of each.

The Basket — design by Rian Hughes. Closely resembling the traditional wicker shopping basket, the unit consists of a bowl, a full pipe and a drop-in point. One end of the bowl has tiles and coping, the other, a rounded-off lip. The full pipe (the 'handle' of the basket) bisects the two halves.

The Pipe Maze — designed by Tim Lloyd. This is indeed a challenging concept. In essence his plan is to build a collection of intersecting full and halfpipes — rather in the shape of a naughts and crosses puzzle. In the centre he plans a club house. Particularly impressive here is the quality of detail and draughtsmanship. Less impressive might be the cost of construction!

Ten Interlocking Bowls — by Christopher Perry. It's a sort of downhill-flow mogul of bowls, designed as he says, "Purely for the most radical riders". Viewed from above, the unit forms a triangular



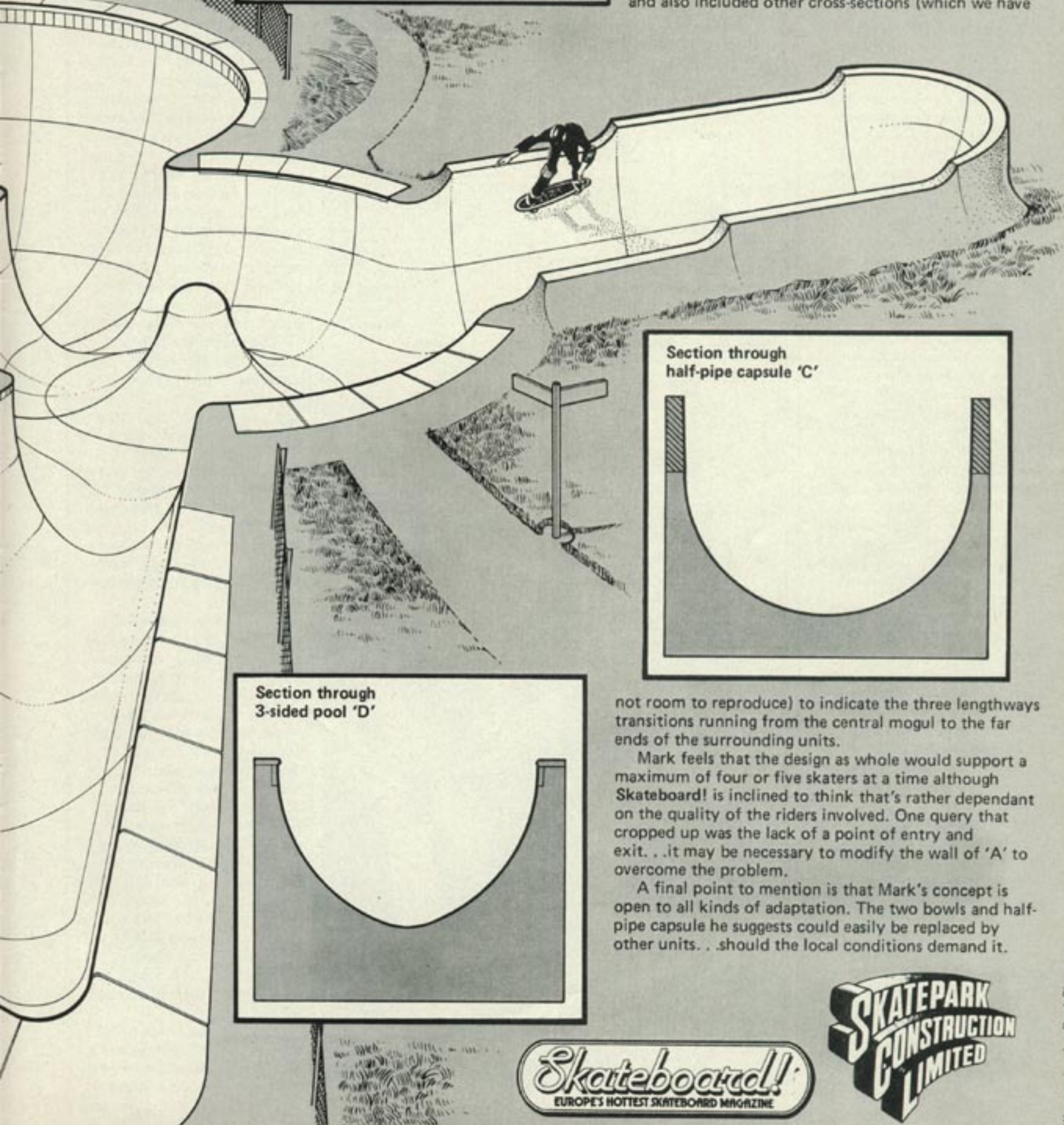
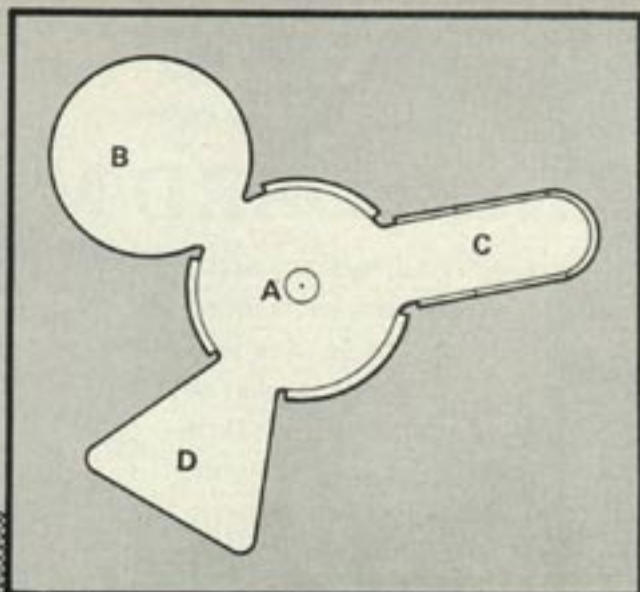
outline.
Combined Bowl, Pool and Full pipe — by Simon Millgate. Again, a superb set of drawings. At one end of Simon's bowl is the full pipe. The latter, however, has been interestingly adapted. Up one side runs a set of steps, down the other curves the entry to the pool.

THE COMPLEX

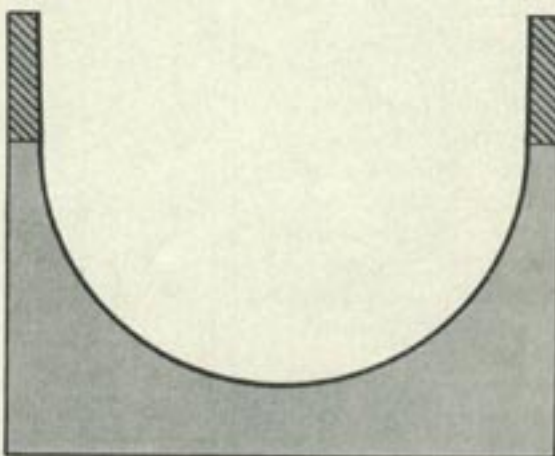
By Mark Blinman

The centrepiece of Mark's winning design is a 2m deep mogul bowl, 'A'. The plan requires that a central mogul form a perfect half-pipe with each of these available curved sides. The bowl's total internal diameter is 8m. 'B' is a 10m diameter pool featuring coping and tiles. Out of its overall height of 5m, the top 2m are pure vertical. A promising feature is 'C', the half-pipe capsule. It's 10m long and 4m wide and the walls offer a varying degree of vertical. The first section has half a metre's worth, the second, 1m and the third, 2m of vertical. Finally, 'D' is the three-sided pool. The end wall is 11m long and the other two, 8m. For this unit Mark suggests tiles and coping around the majority of wall area but a more gentle slope down at the two acute corners.

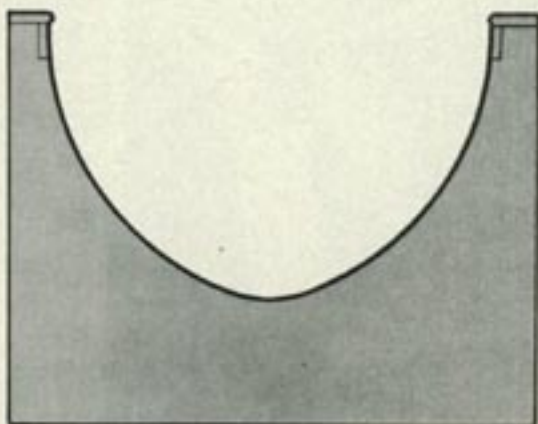
The entry was drawn to a scale of 10mm to the metre and also included other cross-sections (which we have



Section through
half-pipe capsule 'C'



Section through
3-sided pool 'D'



not room to reproduce) to indicate the three lengthways transitions running from the central mogul to the far ends of the surrounding units.

Mark feels that the design as whole would support a maximum of four or five skaters at a time although *Skateboard!* is inclined to think that's rather dependant on the quality of the riders involved. One query that cropped up was the lack of a point of entry and exit. . . it may be necessary to modify the wall of 'A' to overcome the problem.

A final point to mention is that Mark's concept is open to all kinds of adaptation. The two bowls and half-pipe capsule he suggests could easily be replaced by other units. . . should the local conditions demand it.

Skateboard!
EUROPE'S HOTTEST SKATEBOARD MAGAZINE

**SKATEPARK
CONSTRUCTION
LIMITED**

'HOT WHEELS'

FIRST BRITISH SKATEBOARD MOVIE

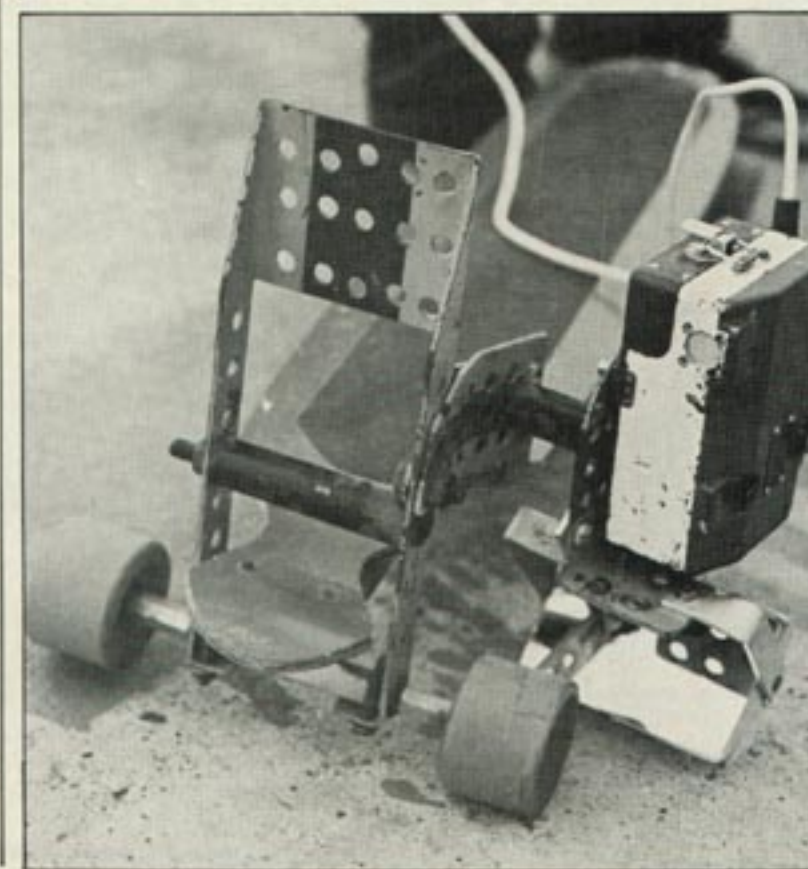
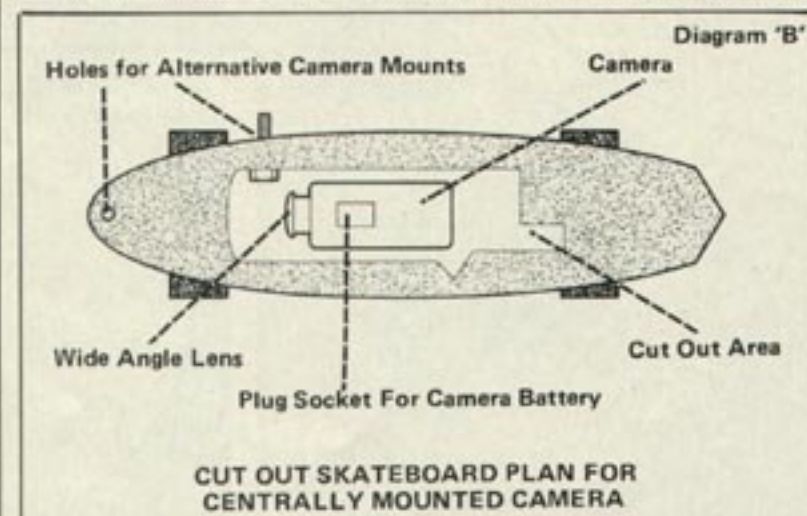
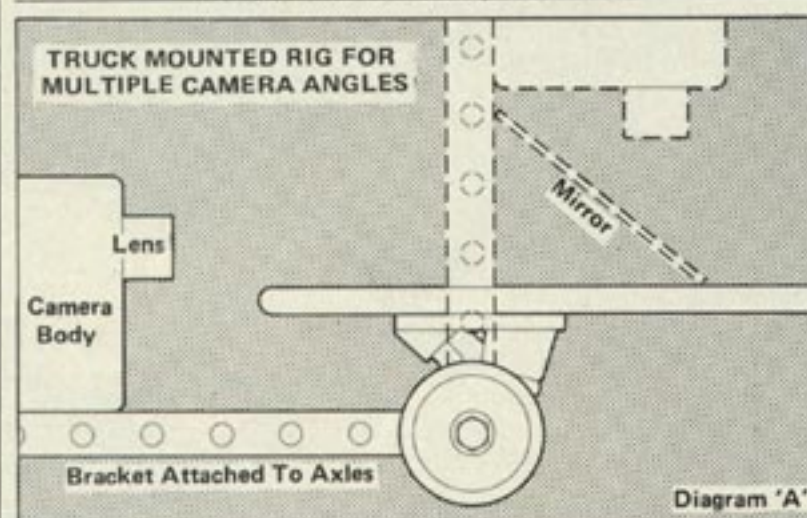
Director, Richard Gayer, had to face stiff competition from films already completed in the States — made inevitably with the help of larger budgets. However unfair it may seem, he knew comparisons would be made. Plans were hatched... to fit the fever-pitch atmosphere of skateboarding the film needed to be action, action, action! Accordingly it was decided to angle it from as subjective a viewpoint as possible — the audience were to have the sort of dynamic visuals that other movies had hitherto failed to provide.

Most of the early work centred around cameras and their various means of support (rigs). Sorting out shooting angles for the maximum visual effect was of paramount importance and in the instances where cameras were to be actually strapped to decks or trucks (see diagrams) there were problems in keeping the added machinery down to a reasonable weight. Finally, of course, there had to be adequate protection against damage from wipe-outs. Nothing like this had ever been tried before — it was all new. Things had to be made by hand, tested and, where necessary, modified. Thanks must go to Otto Wilkinson for greatly assisting the fieldwork at London's Crystal Palace.

Camera protection was finally achieved with the help of a rigidly welded, lightweight, space frame type of metal structure. The camera was mounted on this and then covered with a light neoprene jacket. Negligible repair costs indicated that in the end the system functioned adequately.

An obvious difficulty during these early days (still only August, '77) was a general lack of good skateboarding amenities. A lot of time was spent travelling from one hot spot to another to see which might provide the most filmic qualities — not to mention the best riders. Finally, after a lot of mileage a decision was made to stick in the main with the South Bank — a place considered by many to be the birthplace of the sport in England. In the completed film, the South

Summer, 1977 and the whole embryo skateboard world seemed to be going bananas... everyone was hell-bent on jumping aboard the new bonanza. The few traders and skaters who were around at the start could hardly believe what was happening. Everyone appeared to be benefiting, not least, James Street Productions who were commissioned by the Beach Skateboard Company to shoot the first British movie on Europe's newest and hottest sport.



Bank takes a prominent position... other locations include London's Holland Park, Bristol's Ashton Park, the sea front at Brighton and Trafalgar Square. Starring in the 'Square' sequence, by the way, are Seth Cutts, Zac Ove, Chris Mayle and Mad Dog Mannie — not to mention the pigeons!

Around the time of shooting, the degree of 'radness' was nothing like as high as it is now. It proved hard finding riders who could cope with the strangely modified camera boards. Eventually, at Skate City (as it then was), our vote for the 'riders most likely to' went to Simon Napper and Richard Heslop. Richard in fact, after a wipeout, had the presence of mind to keep the camera running and pointing in the right direction. At Holland Park (and also Meanwhile Gardens) our camera-board rider was Hugo Carey.

The action really began around mid-September — and not a moment too soon as it turned out. Summer was dying and our first day's shooting — at Skatcity — was something of a momentous event. A 7.30am call awoke the skaters plus full camera crew for the first day of a tight three-week schedule... one that, costwise, was to run into three figures. Production superman, Simon Mallin handled the organisation.

Fate saw us coming! Our arrival at Skatcity coincided with what's thought to have been the heaviest downpour of the Summer. Both the Red and the Black Bowls were awash with up to a metre of water and a torrent was cascading down the slalom run. The ticket office was actually afloat! Seth improvised with a little water-skating — aboard an old poly-prop. Heading down the slalom slope in bare feet and rolled-up trousers he 'sailed' into the Red Bowl in a plume of spray. Matthew Davis followed. Within minutes, cameras were humming... that was our sum total of footage for the day.

The weather constituted the single most aggravating problem of the whole production. Often only an hour's shooting a day was all we saw for our efforts. Schedules had

to be extended and that meant more money, and eventually, a change in camera crew. The highly skilled Tickner brothers, Clive and Steve proved splendidly available for dodging the showers.

As filming continued, it became obvious that additional sponsors would be needed... Pepsi stepped in to give us their support. The production moved ahead at full steam, relying largely on the quite successful stratagem of telephoning the London Weather

Centre for instant daily forecasts. The information generally turned out to be strictly accurate.

Filming was finally wrapped up by around mid-November and the expensive news was that we had a shooting rate of about 20 to 1. That means for every 20 feet of film taken, only one was actually used in the final print. To knock all that material into shape took a huge amount of logging and editing, and when done,

selection of music began.

During the course of the editing, sections of the best 'out-takes' were put to one side and strung together for demonstration to possible distributors. Eventually, after meetings with Rank and 20th Century Fox, Paramount, through Pete Fetterman, expressed an interest... they came, they saw and they were pleased.

Part of the appeal in the deal was that 'Hot Wheels' was to accompany the new

John Travolta epic, 'Grease' on the regional circuits... a ready-made way of spreading the word through the land. All that remains now is to judge from the audience reaction whether James Street Productions have produced a quality product — one that will provide enjoyment and entertainment for all the people who go to see it. Our real hope is that the film will help promote skateboarding wherever it is distributed and seen.



Top Left: TRUCK MOUNTED RIG FOR MULTIPLE CAMERA ANGLES. The main function of the system was that it behaved like a Meccano kit. This provided the versatility of changing the set-up for a wide variety of camera angles, without the assembly becoming too complex on location. The axle bracket attachment meant that the horizon line remained more or less static, despite movement of the deck itself. Therefore a rider could tilt the platform while the camera remained steady. Special features in the design ensured a high level of 'screen stability' during shooting.

Central Left: CUT-OUT SKATEBOARD PLAN FOR CENTRALLY MOUNTED CAMERA. This camera position was intended for bowl-carving and street riding. The camera could be mounted in a number of positions which thus contributed to greater versatility on locations.

Bottom Left: Just a taste of the complex DIY machinery used by James Street in shooting 'Hot Wheels'. The camera is pointing vertically down so as to catch the horizontal images captured in the mirror below (see also, diagram 'A').

Top: A photo-impression of the camera jig shown in diagram 'B'. Below: The GSAP camera helmet as used by Ian Macmillan in 'London Skateboards'.

LONDON SKATEBOARDS

Shot by Ian MacMillan, *London Skateboards* is, as its name implies, a study of the City's skating scene, as centred around *Meanwhile Gardens*. Less ambitious in scope than *Hot Wheels* the film took only 12 days to shoot — during the months of January, February and March this year. It lasts twenty minutes.

One of the outstanding successes of the production has been the use of a camera known as a GSAP. Designed originally for military purposes, it's basically a helmet with extensions around the ear areas. One side houses the battery that provides the necessary power, the other, a miniature camera plus a magazine containing fifty feet of film. Marc Sinclair wore it, and the results, though brief, are astounding. As near as it's possible to get, the viewer sees the world as through the eyes of Marc as he aerials and tailblocks the *Meanwhile* banks.

The skateboard purist may well complain of an overdose of skaters walking or bussing to the park and grems riding through puddles on their backsides — that's how we

felt, anyway. It's got to be remembered, though, that the movie is being aimed specifically at the 'family' audience... not boarders.

Briefly, the park scene opens with the familiar sight of grems at play. Then, suddenly, it switches to a dream sequence where 'the hero' (Marc) is seen in total control and making everything. For skaters, this section is a gas. Using a slow motion camera and shooting at either 100 or 200 frames, Ian manages to capture an enthralling Marc Sinclair airborne that drifts across the senses like vintage wine.

London Skateboards has been released alongside *Revenge of the Pink Panther* and, as of now, should be easily catchable all round the country.



**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.

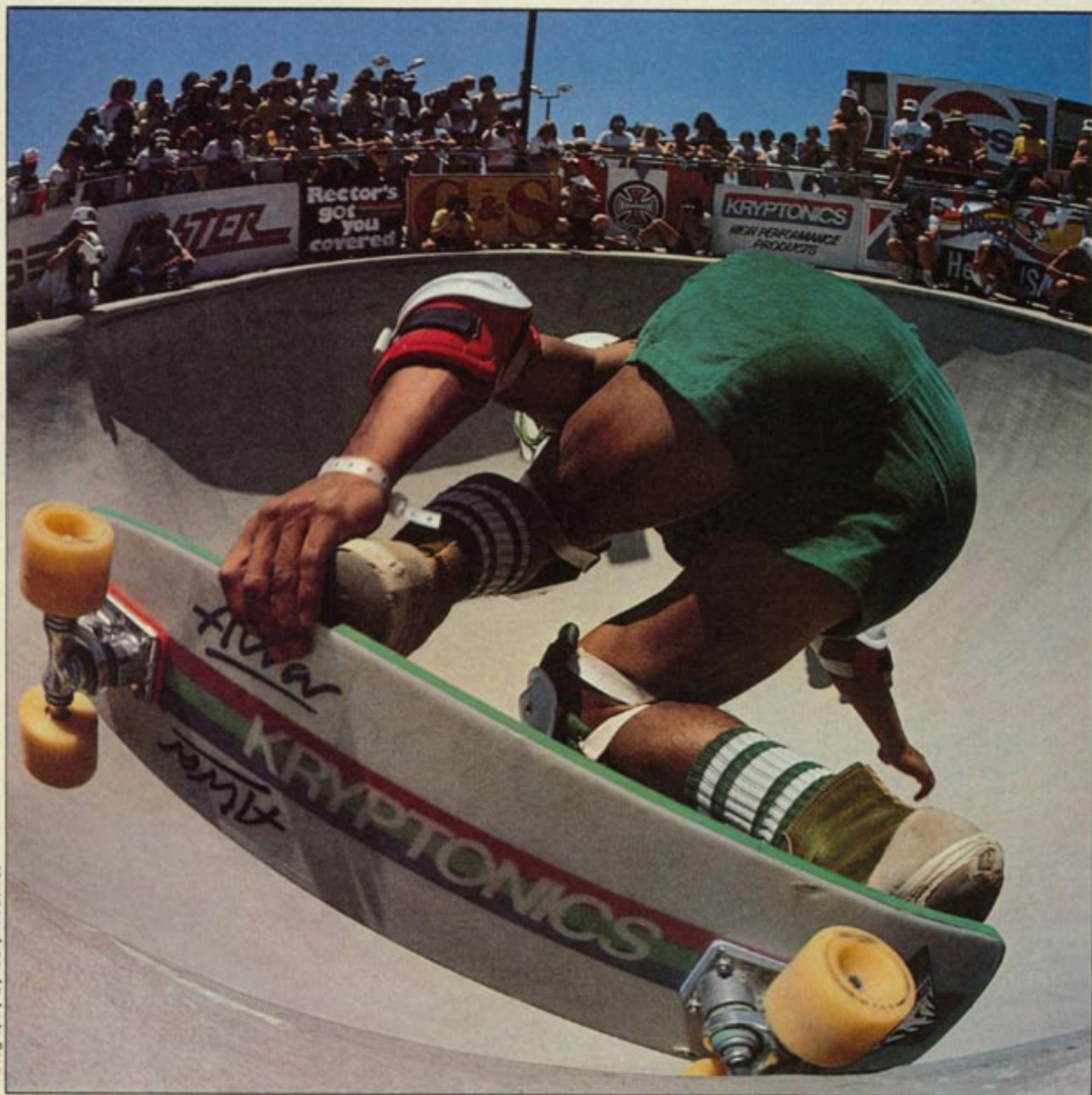
We think you'll agree that, considering how well made and how comfortable they are, Pro-Keds are something of a bargain.

Turn pro with PRO-Keds.



THE KRYPTONICS DECK - EXCLUSIVE REPORT

AIMING FOR THE 80's AND FOAMING AT THE CORE



Photography by Gary Medeiros

By Dave Goldsmith

It happened to surfboards and skis. And it's happening in many other fields of sports equipment. Whether a switch to synthetic materials will also revolutionise the skateboard deck industry is open to question, but one thing is sure – the toughest timber is never lightest and if the key to park-riding equipment is being 'lightweight' then there is only one choice. Kryptonics have taken the choice and launched the world's first serious foam core high strength deck. Skateboard! was sent some early production samples which were passed along to our Bristol Test Tank. We had just one question in mind – is the Kryptonic going to out-skate plys and laminates?

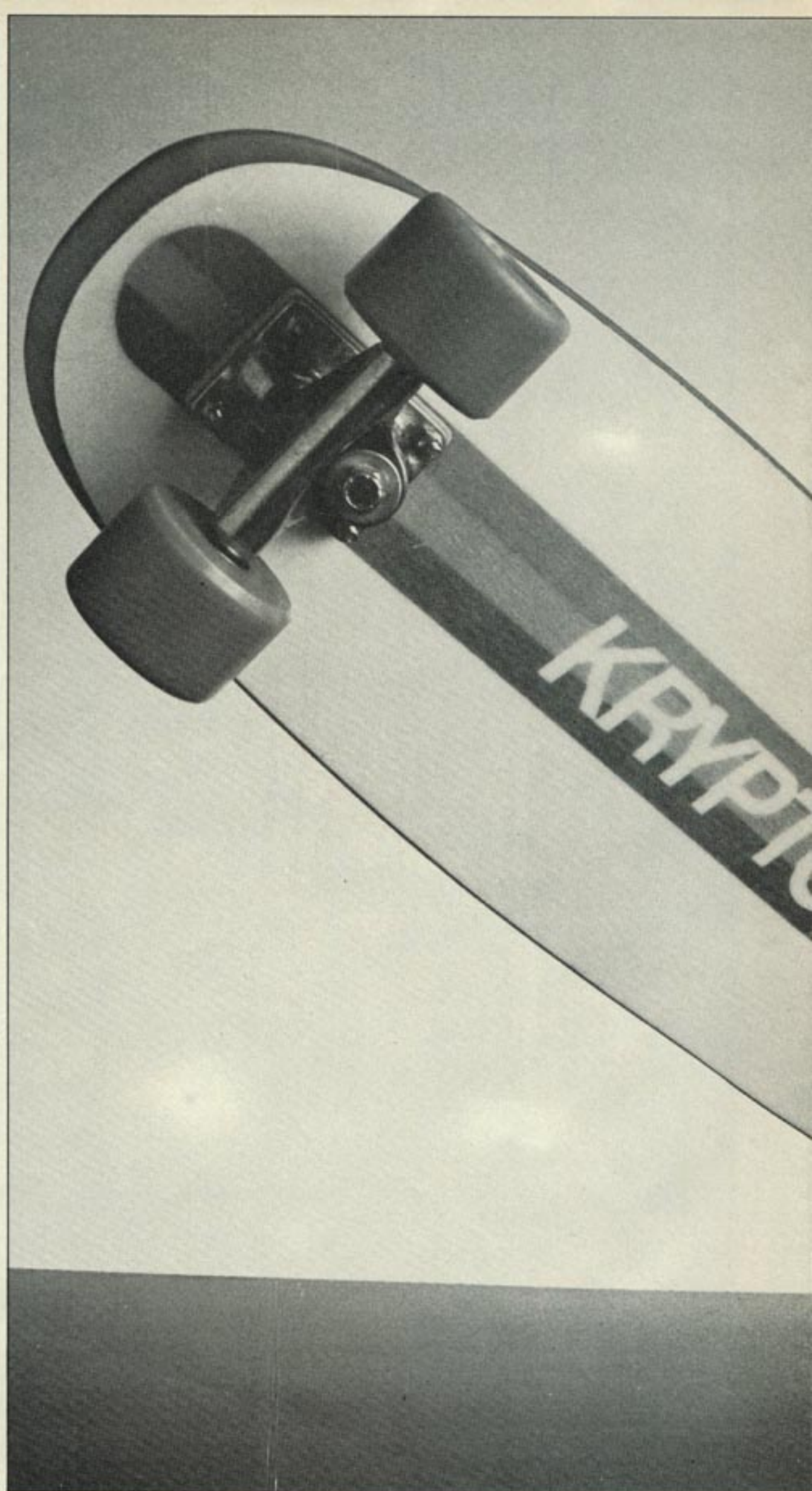


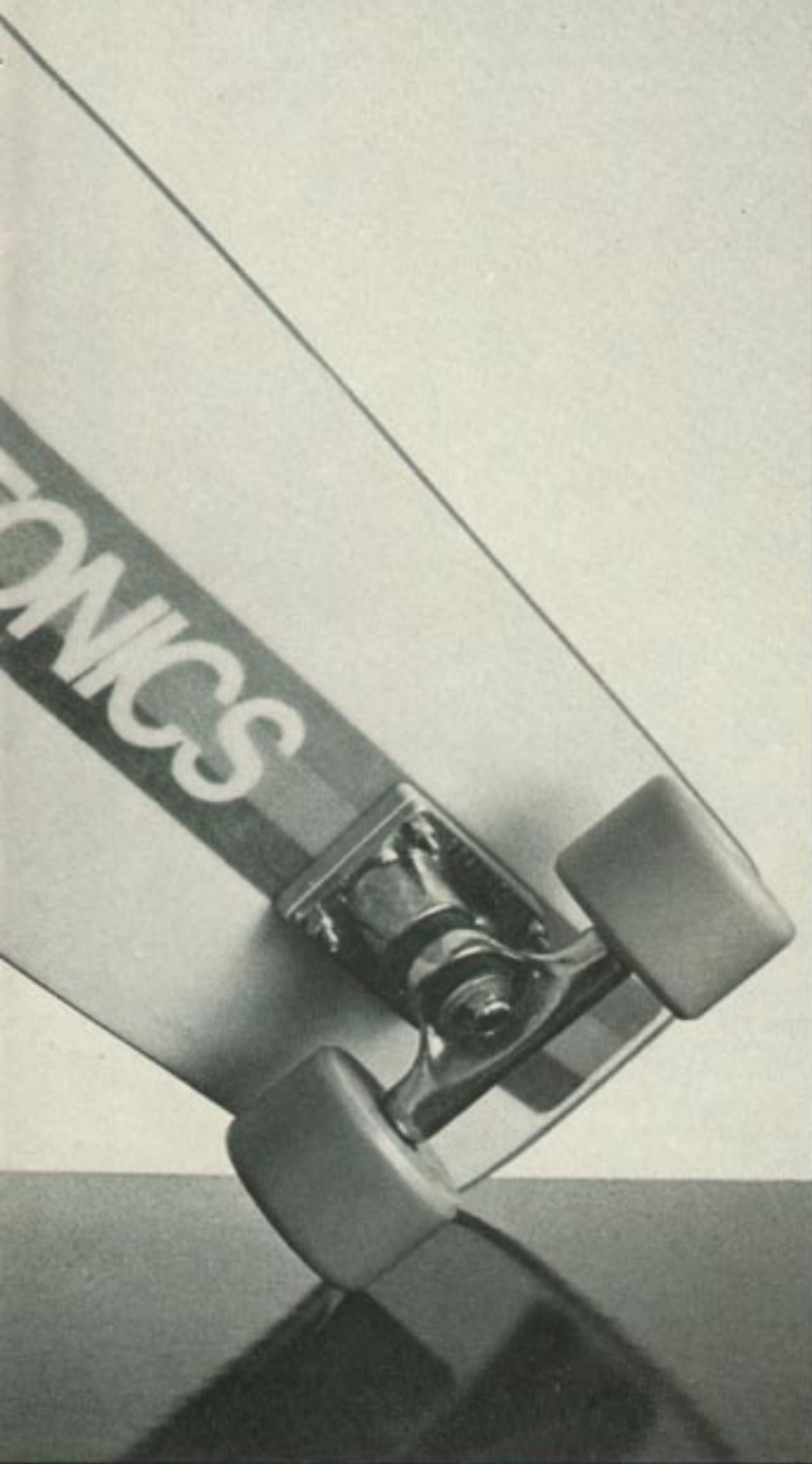
Kryptonics set their prototypes loose at several of the Hester Pro Bowl competitions. Here, Tom Inouye (page left) and Shogo Kubo (above) let it rip at Newark.

Kryptonics are, of course, far from being first in the use of foam cores. Turner have used this construction for some time in making their slalom decks, and Blizzard in Austria have been making foam core kicktails for some time now. The reason that foam is only now bubbling its way into the headlines is largely a question of durability. In fact if I were to liken the strength of a foam core to the inside of a Crunchie bar it wouldn't be far from the truth. Polyurethane foam, in itself, has very little strength — it will crumble in your fingers and snap like a twig. Its use is purely as an ideal filler material between layers of fibreglass. For greatest strength (and also advantages stemming from an increase in torsional rigidity) the core is actually wrapped in fibreglass, as in the Kryptononic. Thus a rigid lightweight 'torsion box' is produced. Tough enough for a surfboard (where only a gloss finish remains to be added) but not tough enough for a gunite-rumbling wipe out on a five foot vertical. So Kryptonics came up with the idea of a thick bumper based on the material they know as well as anyone — urethane. The other extraordinary feature apparent on the Kryptononic is its Ptex 'sole'. Ptex is a brand-name for a high-density polyethylene used in ski manufacture to create the actual running surface. I hasten to add that Kryps are not recommending that you wax your deck and take it into the snowy mountains — that would, of course, ruin their market for wheels.

The development of the Kryptononic deck has come about over a period of approximately six months. In that time many decks have been tested and a number of top pros have joined the skating tests. I asked Jim Ford of Kryptonics how the skaters reacted to the first prototypes:

"The reaction was favourable although it took them quite a while to get used to the difference in weight. They would over-turn and find that it took much less effort to do the usual things. They would have to adjust their style of riding. The weight that we're at now offers most of the advantages and we have gained so much durability that we feel the





trade-off is close to what it should be."

Far from being a one-off project the Kryptonics deck will be only the first of a whole range. In fact, by next spring they intend to have a set of approximately ten models available, including special slalom decks. Next to arrive will be 31" wide plan design (9 1/4" width) and other park/freestyle models will probably include a 32 1/2"/9", a 27"/8" and a 29"/9 1/4".

SPECIAL TEST TANK REPORT

Kryptonics Deck Specifications:

Length: 761mm (30")
Maximum width: 206mm (8.1")
Minimum width of kicktail (in front of radius corners): 168mm (6.6")
Thickness: 13mm (0.5")
Length of kicktail: 112mm (4.4")
Weight: 340g
Grip taped and pre-drilled
Price: around £30

Kryptonics designed their deck primarily to provide high resistance against impact. We therefore gave it several tests to establish durability. The period of testing covered only a fortnight — a short period in the life of any deck but sufficient, we felt, to make certain conclusions.

The bumper offers excellent protection from impact. We have given it high impact tests (e.g. dropping it from a second floor window) and repeated impact treatment while park riding. The only problem that arose was a slight weakening of the fibreglass layers above and below the bumper. Each time the bumper hits a hard surface it bulges suddenly which pushes the fibreglass layers apart. In time there may, therefore, be a problem of the bumper loosening.

We asked Kryptonics about this problem and this is their reply:

"We have found that a minor delamination in the tip area is almost unavoidable. However this is a very minor delamination which can be easily repaired with epoxy glue in a vice. The delamination will certainly not get any worse."

As far as the overall structure is concerned, the Kryp-

tonic would appear to have almost un-snappable qualities. Pressure drops (about the most severe test one can give a deck) had no effect on the deck. Kryptonics tell us they are testing prototypes now which are 10% to 15% lighter than those introduced initially; apparently these are proving just as strong.

How about the actual riding qualities? The shape is very blunt at the nose and the width must now rate as 'average' with several other decks on the market topping 250mm. We found it quite adequate. The kicktail is somewhat reminiscent of, say, a G&S Warp Two being fairly short and abrupt.

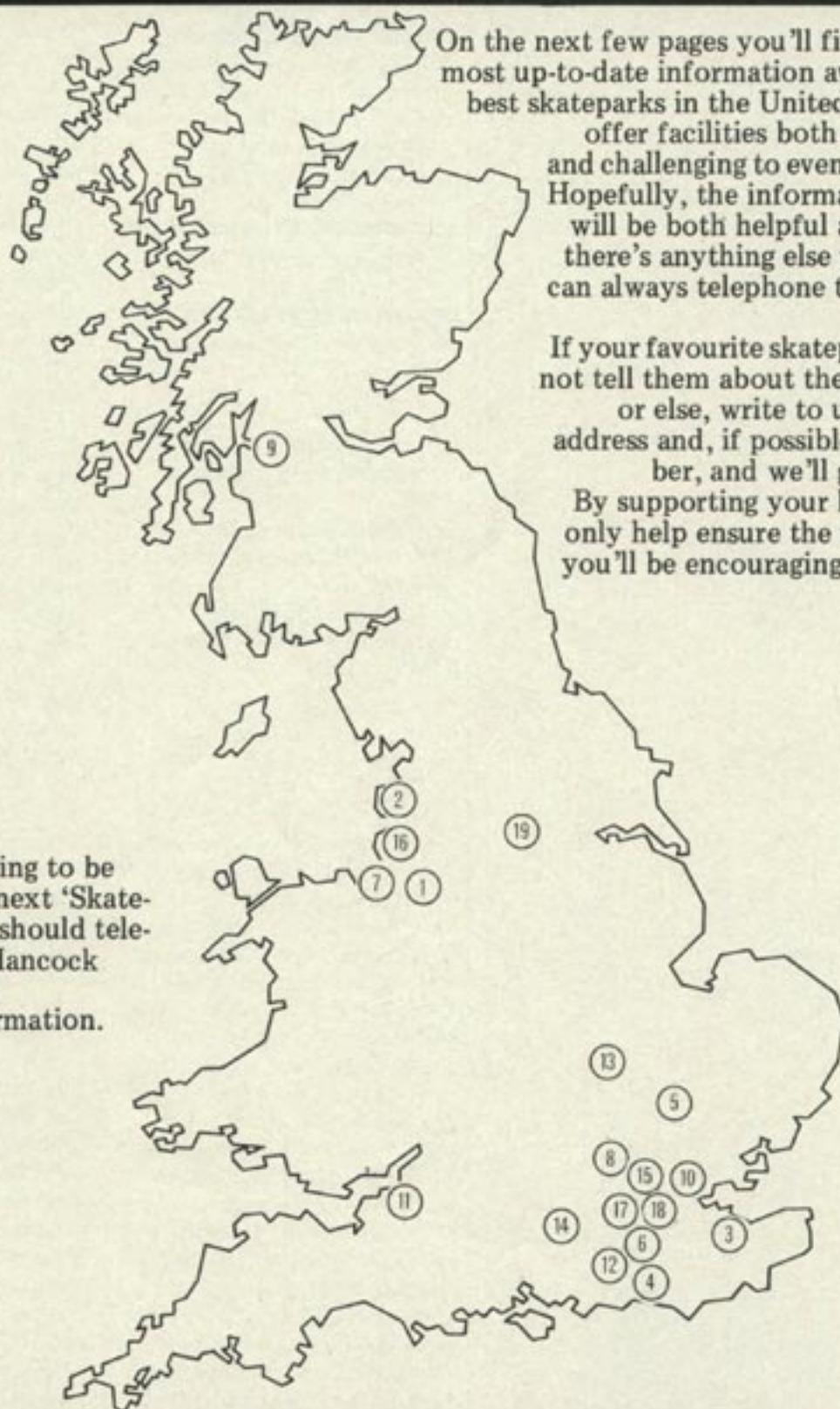
The flex is just enough to be apparent. It's not detectable in most situations but enough to give 'feel' in high g-force transitions. If you want an ultra-stiff unit you won't like it but if you find a G&S Teamrider a little too soft, you'll like it.

The sliding qualities of the tail are beautiful — very smooth and superior to most wooden decks we've tried. The wearing qualities of the tail are superior to ply but a tail-saver would still be recommended.

The final test we put the Kryptonics through was that of board sliding. The Ptex sole makes an ideal protective layer for the graphics and also produces very smooth slides — but its wearing qualities we found very poor. Board slides and snap-back gnarlers almost immediately wear a patch in the Ptex and the deck can then only offer its thin fibreglass wrap as protection from the soft foam core. It seems obvious that Kryptonics will have to find a tougher undercoating for future models. They claim that overall strength will not, however, be affected by worn areas.

In conclusion we feel that Kryptonics have made the right move at the right time by launching this product. The fact that other deck manufacturers are hard at work researching competitive synthetic decks confirms this. Anything that can possibly ensure more durable skating units must be a good thing. However, we are concerned about the early wear recorded on the underside of the deck and this is a problem which must be corrected before we can actually recommend it to the really aggressive skater in parks.

SKATEPARK DIRECTORY



On the next few pages you'll find what is arguably the most up-to-date information available on many of the best skateparks in the United Kingdom. All of them

offer facilities both helpful to the beginner and challenging to even the most expert skater. Hopefully, the information you can read here will be both helpful and informative. But, if there's anything else you need to know, you can always telephone the park in question before you go.

If your favourite skatepark isn't included, why not tell them about the 'Skatepark Directory', or else, write to us and let us know their address and, if possible, their telephone number, and we'll get in touch with them.

By supporting your local skatepark you not only help ensure the future of the sport, but you'll be encouraging more and better skateparks to be built.

Skateparks wishing to be included in the next 'Skatepark Directory' should telephone Jacquie Hancock on 01-749 1396 for further information.

SOUTH MANCHESTER'S ANSWER.

1

ARENA

Next door to Mersey Square Bus station and 200 yards from British Rail, Edgeley Stockport.

Completely Indoor: open 9.30am - 9.30pm. Everyday.

2 hour session 50p per session - Sessions start 9.30, 11.30, etc. Half Day Tickets - £1.00.

Freestyle area, snake run, slalom, tuition bowl, 2 half pipes, bowl.

Membership now available. For £5.00 per year you get the following: Membership card, Lapel Badge, Board Badge, Free Session per week, 10% Discount in pro shop & All sports Shops.

Pre-Arranged parties of 40 or more - admission only 40p per session.

Tel. 061-4773507



OPEN ALL WINTER

BLACKPOOL

2

PLEASURE BEACH, INDOOR SKATEPARK. Situated at the South Entrance to Blackpool Pleasure Beach.

Open afternoon Weekdays 4.30pm till 9pm
Weekends all day from 11.00am
School Holidays open every day from 11am.

Ramps, ¼ pipes, ½ pipe, and freestyle area.

Refreshments, Music, Marshall, Equipment for Hire.

OPEN ALL WINTER OCTOBER THROUGH TO MARCH

BLACKLION

Mill Road, Gillingham Kent.
Tel: Medway 51721

Walking distance Gillingham Railway Station
Short bus ride Chatham Railway Station
Off Gillingham High Street at the Black Lion
Leisure Sports Complex

Outdoor in beautiful park surroundings
Open Termtime 4.00pm — 8pm
School holidays 9.30am — 8pm
Weekends 9.30am — 8pm

50p per 2hr session 40p for Members
Membership £4.00 per year.
Spectators Children 30p Adults 10p
Coaching Sessions at the Weekend.

A slalom and freestyle area, a 50ft long 1/2 pipe, a 100ft snakerun ending in a large bowl. A classic pool, tileing & coping, a small beginners area.

Fully marshalled at all times. Cafe, First Aid, Hire Shop (Kneepads and Arm pads 10p per pair, Boards 30p, Helmets 20p)

OPENED 19th AUGUST. COMPETITIONS WEEKLY.

RIP WITH THE BEST AT THE BLACK LION

CAGE SKATEPARK

216.225 Kings Road Arches, Brighton, Sussex
Tel: Brighton 21508

10mins Brighton Station.
Indoor. Open to the public Weekends 9.15am to 8.15pm. Weekdays from 4pm — 8.15pm. 2 hour sessions. 1st session 50p. 25p subsequently.
Spectators 20p

Giant bowl—two 1/2 pipes (one vertical, one overhang, 1/4 pipe, switchback).

Max's Pro Shop, Hire equipment, Fully Marshalled, Food and drink, Amusements.

Open throughout the winter.

With the sea not 30m away, hardwheels and soft waves become a true reality.

CAMBRIDGE SKATEPARK

Cheddars Lane, off Newmarket Rd, Cambridge
Tel: Cambridge 60022

During school holidays open 10am — 7.30pm. 3 hour session 50p.

Outdoor. 250ft slalom, 50ft trough, large cloverleaf mogul, half pipe with vertical, large freestyle area, (large bowl in construction).

Equipment Sales and Hire, Marshall, First Aid, Refreshments.

COME TO EAST ANGLIA's NEWEST SKATEPARK

CROYDON SKATEPARK

Croydon Golf Range, Long Lane, Croydon.
South London.

Tel: 01 654 7859

This Outdoor Park has now been taken over by the 'UPS & DOWNS' Club, formerly of Tavistock Road, West Croydon.

It is reachable by Bus No. 54 from West Croydon.

We are looking for new Members to join this already successful Club.
Chairman and Founder of the 'UPS & DOWNS' Club is Colin Batchelor and the Secretary is Liz Standridge.

Membership is 75p. per year with an Entrance Fee on Club Nights of 20p.

Club nights are Mondays and Wednesdays 6.30pm to 9.00pm.

Safety equipment must be worn.

Frequent competitions are held and we are always looking for new talent.

The actual Skatepark is open 7 days a week and the normal Entrance fee is 25p.

Facilities at the skatepark are: 2 1/4 pipes, 2 1/4 pipes, slalom starting ramp, trick ramp, and a good asphalt surface area for freestyle.

Refreshments are available at the park.

OPEN ALL WINTER

GOLDEN GATE**SKATEBOARD PARK**

Stanley Road, Bootle, Merseyside
Tel: 051-922 0541 Manager: Mrs M Bellenger
Near Bootle Strand Railway Station, Bus Routes 28 and 58 from Liverpool



Open 7 days a week. Sessions 9.30am to 11.30am. 11.30am to 2.30pm. 2.30pm to 4.30pm. 4.30pm to 6.30pm. 6.30pm to 8.30pm.

35p per session. Spectators 35p.

Indoor. 27ft diameter bowl, 100ft slalom, large freestyle area, spectator area. Marshalled, First Aid Centre, Pro Shop. Hire Equipment (Helmets 10p, Kneepads & Elbow Pads 10p per pair, Boards 30p)

Hot and cold buffet, Juke Box, Pin Ball Machines, Rifle Range, Pool Table, Mini Cinema. Parking facilities.

OPENED 29th JULY. MERSEYSIDE's LARGEST INDOOR SKATEPARK
COME AND SEE THE GOLDEN GATERS DEMONSTRATION

LOCOMOTION SKATEPARK

Wheelers Lane, Hemel Hempstead, Herts.
Tel: Hemel Hempstead 41321/42911

At Junction Wheelers Lane and St Albans Hill.
3 mins. from junction 8. on M.1.

Outdoor. Open daily. 2 hr sessions.
Members 30p. Visitors 50p. (A reducing rate thereafter).
Members £1 per day. Visitors £1.50 per day.

Facilities include: A 60ft long 18ft diameter 1/2 pipe, with 4ft vertical, classic pool with tiles and coping, 3 interlinked mogul bowls, freestyle area with radical banking. 55metre fast slalom run. Hire Equipment Pro Shop. First Aid. Fully Marshalled. Music, Cafeteria.

OPEN ALL WINTER
IF YOU DON'T SKATE TRY OUR NEW SKI SLOPE



KELVIN GROVE

WHEELIES SKATEPARK

City of Glasgow District Council,
Parks Department, Kelvingrove Park, Glasgow.

The Kelvin Wheelies Skate Park is the most modern skateboarding complex in Scotland with 3,500 square yards of funs catering for the beginner to the expert.

Hours of opening:

10.30am — 12.30pm	All Week
1.15pm — 3.15pm	All Week
4.00pm — 6.00pm	All Week
6.45pm — 8.45pm	All Week

All participants must wear recognised safety equipment which can be hired.

FIND OUT MORE BY RINGING
041-339-6286

Keith J. Fraser, F.Inst., P.R.A., Dip.L.D.,
Director of Parks, 20 Trongate, Glasgow G1 5ES

THE MAD DOG BOWL

601 Old Kent Road, London SE15.

Tel: 01 639 8997

IS LONDON'S MOST EXCITING INDOOR
SKATEPARK, WITH 2,000 SQUARE
METRES OF PURE SKATING FUN.

Nearest Underground Elephant & Castle, then
a 53 bus up Old Kent Road.

All fully Marshallled, safety gear hireable at 20p.
Pro Shop, Snack bar for Hot/Cold food and
drinks. Rest Lounge, Music, Pin Ball machines.

Open daily Members 40p per 2 hour session
Non-members 65p per 2 hour session
Membership £3 a year.

Freestyle area banked on three sides, 25m
long half pipe, 7m wide, 3.5m deep.
Five interlocking mogul bowls.
A snake run, a 8m diameter "classic" pool
with coping.
A 4.5m deep pool.

COME TO

11

SKATECOUNTRY

FOR ALL YEAR ROUND SKATING

At Ashton Court Country Club, Failand Bristol
Tel: Long Ashton 2771.

Domed open air skatepark

Open every day, throughout the winter,
60p per 2 hour session.

Californian pool, 40ft long half pipe,
60ft big Bristol bowl,
80ft snake, large banked freestyle area.

Fully Marshallled
Safety equipment for hire. Snacks and Drinks
available, Pro Shop, Music.

In beautifully landscaped surroundings

SKATESTAR

William Road, Guildford, Surrey.

Tel: Guildford (0483) 70204

5 minutes walk from Guildford Station, close
Bus station and A3.



THE 1ST ALL YEAR ROUND OUTDOOR
AND INDOOR SKATEBOARD PARK IN
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Fully Marshalled.

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OPEN ALL WINTER



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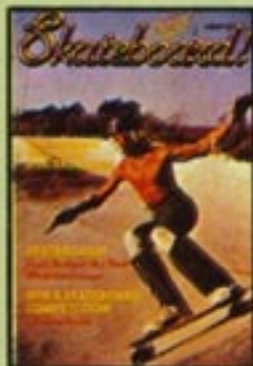
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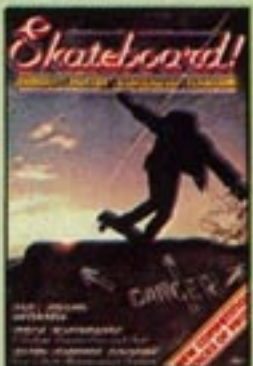
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The unveiling of Skate City/Exclusive interviews with Ellen O'Neal and Laura Thornhill/Coverage of the 2 day "International" at Watergate Bay.



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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.



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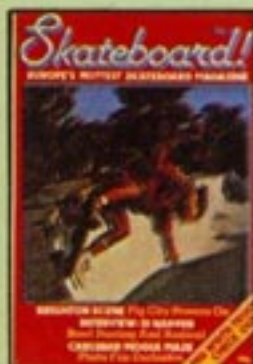
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"Padding up for peanuts" — Equipment feature/Steve Kane — The Lone Rider/Star Interview with Tony "Mad Dog" Alva/ World News from New Zealand, Japan.



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! 10

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



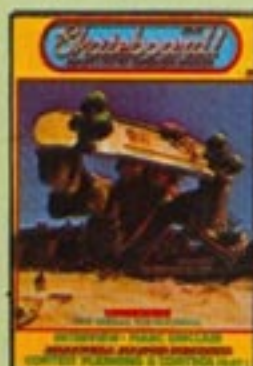
SKATEBOARD! 11

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



SKATEBOARD! 12

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



SKATEBOARD! 13

The Marc Sinclair interview /definitive slalom deck check-out/first UK report on the Hester Pro Bowl Series/DIY Rolling Boots feature/Long Boards sign in.

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PART 2 THE PRESTIGE EVENT

CONTEST PLANNING & CONTROL

Thinking about running a major skateboard competition. . ? Well, unless you have the experience of setting up plenty of lower scale contests indelibly printed in your brain, don't! The very act of bringing in sponsors, big prize money and press and TV coverage is fraught with pitfalls. . as this magazine has said before, if in doubt, think small. So you still fancy trying your hand at big time skateboarding promotion? Read on and discover from Brighton's Melanie Lyons the sort of problems you'll be letting yourself in for. With hard work, good organisation plus that essential ingredient, experience, the results could just make it all worthwhile.

Gary Medeiros



Krisik



Flashback to the controversial American Pro Bowl Series. . top: the perennial Kim Cespedes of Hobie hitting high second at Hester 3 in the lady's freestyle. Below: Newark again and Steve Olson carves himself a fine 5th place in the men's freestyle.

It's obviously not worth recovering all the ground dealt with in Part 1. Clearly, many of the routines and systems described last month will equally apply to the large-scale event. It shouldn't need me to tell you how to run an efficient freestyle or slalom comp. . . if in doubt on details, check with the Association rules. The aim of 'Contest Planning Pt 2' is to offer general advice to those who already know the basis of what they're attempting to do.

CHOICE OF SITE

This is going to be your home for 2 or 3 vital days, so choose carefully. It must be easily accessible, good looking and comfortable and have all the attributes outlined in Pt.1 — but hopefully better. Obviously your final decision on venue will rest on the events you intend holding. If the place you're considering is council owned, sell the idea to them along the lines of it being a good tourist draw and a prestige occasion for the town. If the event is to be outdoors, you must get weather insurance. . . the sort of money involved, you can't afford not to. Big halls are good for certain types of indoor events. . . for instance, I was offered in Brighton a new civic complex that had just cost £9 million to build. The council only wanted a small percentage of the take, BUT we'd have to cover up the floor. That little extra would have cost us £2,000! Whatever you decide to do, approach the authorities a good six months before, rushing things at the last moment is almost a guarantee of failure.

Finally, when choosing a location, remember to look after spectators. They must be able to see in comfort — and park their cars somewhere close by.

PUBLICITY

Council meetings are few and far between, so if your venue is to be public property, get your permission tied up lock, stock and barrel, before advertising. Check, by the way, the dates of all major, international skateboard contests — there are not so many hot skaters around that you can afford to have two big comps like this running on the same — or nearly the same — day. Three months before blast-off, tell the

world. Try to get 'World of Sport' and 'Grandstand' interested and of course the national skateboard press. Have a bar/beer tent on hand . . . really look after them.

SPONSORS

Don't even think about running a big pro event until you have £3,000 in your pocket. How easy that is to achieve depends on your credibility and the financial climate at the time. You'll find it much easier to get, say, six contributions of £500, than all the lot in one go. Something most sponsors will want is good coverage in the pre-comp advertising, plus TV coverage on the day. Beware. . . television directors will freak if they arrive and find a barrage of ad hoardings and banners. Go for companies who have a tradition for supporting sports activities — if all else fails, try almost anybody! Remember, before giving an answer they'll be looking to see how well organised you are. Think all the arrangements out early and write everything down. . . it'll impress them and help you. Once agreement has been reached, make sure you have the money 'in your hand' before wading in too deep. It helps, by the way, if you're able to put up some of the money yourself. The sponsor may then just have to provide the prize money.

FRANCHISES

Again, get the money first! This is the most important aspect of selling franchises. There'll be no shortage of people to sell food, pro-equipment, print T-shirts, etc (providing the price is right). It's best to sell them so many square metres in a certain spot — cash in advance. The nearer the action, the greater the cost. Check first with hall or park owners that you have the right to make such agreements.

THE PROGRAMME

Don't, whatever you do, forget that trusty giver of information (and not to mention, part-time money earner) the official programme. Naturally, its primary function is to inform, and in this case it should be possible to list all the entrants for every event. Don't forget to include notes on when things start and finish, where all the major facilities will be located and details of the

prizes and prizegiving.

There are two ways of making money with the programme. . . one is to sell it at the door, the other is to take advertising. It's not at all unusual to use both these stratagems. If you decide to take advertising, time schedules are very important. Particularly if you're ambitious and go for a colour programme, allow at least a month for advertiser's artwork to arrive. It also wouldn't be at all unreasonable to give two weeks for the printing (remember to book it well in advance). For safety's sake, therefore, start work on the programme at least two months before the great day. The pricing of adverts and printing is too involved to go into here. . . find someone who's done it before.

TV COVERAGE

'World of Sport' covered Long Beach last year with an American (ABC) film of the event. But ITV will only give space to world or at least national championships — and the same goes for the BBC. Make sure you have Skateboard Association backing and recognition if you want to lure the tele'. Saturday morning kid's shows and early evening spots may also be interested.

PRIZES

These should constitute a big draw for an event of the size we're discussing. First prize for the pros could be, say, £500 or a trip to Dogtown — for amateurs you'll need some big, glittering trophies. If you run three events, each with a first prize of £500, you can see why sponsors are so necessary! The definition of a skateboard pro in the UK is not as yet laid down but here are some guidelines. Generally, a pro is someone who derives his livelihood from his chosen sport, and from nowhere else. Therefore, it could be that a kid who is still at school, but who is on a weekly retainer to a team, may well be considered at some later date to be a pro. Any rider worried about losing amateur status should not accept money or prizes worth more than £25. He'd also be advised to steer clear of any deals with advertisers.

ENTRIES

An open, pro/am contest is best for excitement and

generally pleasing the crowd. There's nothing so hot as watching a little amateur thrash a big pro! It's also a good move to make it invitational — to eliminate time wasting and boring the audience with a succession of grems. But don't invite only the ones you know, remember, there are now many relatively unknown but rad skaters. Print notification of the event in good time in the skateboard press and invite entries supported by two referees. The referees should confirm the competence of the skater and any events won to date. Such people need to be team managers, local association members and the like. When you've decided on the entries you'll be accepting, write back with the rules, entry form, programme and accommodation information.

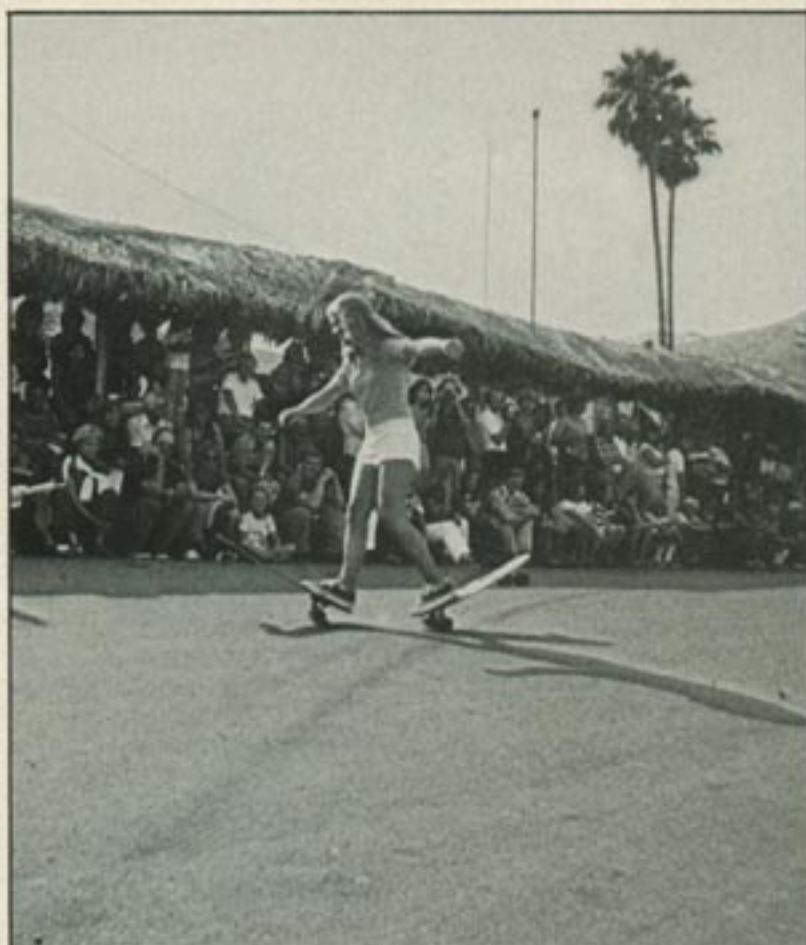
As far as entry fees are concerned, a good average would be around £5 per person per event, with a special discount of £5 if you enter all the events being run. This only applies, though, if the prize money offered is good enough to make it worthwhile. Remember, skaters have their transport and accommodation costs to pay on top of entry fees.

THE CHECK IN

This should work out much easier than for the small scale event. . . this time you'll know exactly who and how many to expect. Have hundreds of duplicate event sheets ready so all you'll have to do is cross out those who don't turn up — then circulate to all the relevant people. As you'll be running to a strict deadline on both days, make the comment that, if competitors don't check-in in time, they'll be disqualified.

ELECTRONIC BEAMS

There's no reason here to go into great detail on the ancillary equipment you'll be needing. . . the list of cones, jumping bars, freestyle ramps and so on should be pretty well known by now. However, one piece I may be able to help with is the electronic speed and slalom timing gear. This is essential for the big scale event. 'Omega' will only sell you their equipment, which at the moment is very expensive (around £500). There is, however, a firm called Heuer . . . who will



Talking of contests, here's a timely flashback to one skaters were happy with, the '77 Catalina Classic. Top left: Ellen O'Neal stages some freestyle. Top right: Laura Thornhill showing style through the cones. Bottom left: Kim Cespedes also looking good, and bottom right: Bobby Piercy holding a tight line.

come out to a contest for approximately £40 a day plus expenses. They'll bring very delicate apparatus which takes 1½ hours to set up, preferably with nobody about. The beam is set at 35mm as per Association rules — to catch the wheels. For dual slalom you'll need a dual system — that means you must have enough room in the centre of the course to place the equipment. By the way, it reads

out times to a thousandth of a second on a roll of paper — so there's no arguing.

SPECTATORS

Look after them, with plenty of snacks and drinks and a good PA system. Many will only have a faint grasp of what it's all about. . .pick a good commentator and make sure they know a lot more by the end of the day. Remember, the PA will be your only contact with

maybe a hundred entrants, all the marshalls and thousands of spectators. Ensure close and instant contact with judges so results can be passed on with the minimum of delay. A system using walkie-talkies works wonders for this.

The hardest thing about discussing how to organise contests is knowing when to stop. Spotting the dividing line between the

blindingly obvious and the 'handy piece of information' sometimes isn't as easy as it seems. So finally, to all those in the throes of organising competitions, both big and small, good luck, because skateboarding needs you. There's plenty around who talk about doing it. . .but there's only a few who seem prepared to get their hands dirty.

A new name in U.S. trucks is the **Independent Truck Company** (a subsidiary of NHS the manufacturers of OJ's, Park Riders and Santa Cruz). Although we have not yet received samples, their two models — the Indy 77mm and Indy 88mm — look to be very well designed. We congratulate **Independent** on pursuing the sensible policy of numbering their models according to the hanger width.

Another line of trucks which is just beginning to show its face in Britain is **Energy**. The photo you see is the Bowl Rider model. **Energy** are featuring 8mm axles for a good tight bearing alignment and the king pin is slung really low for protection.

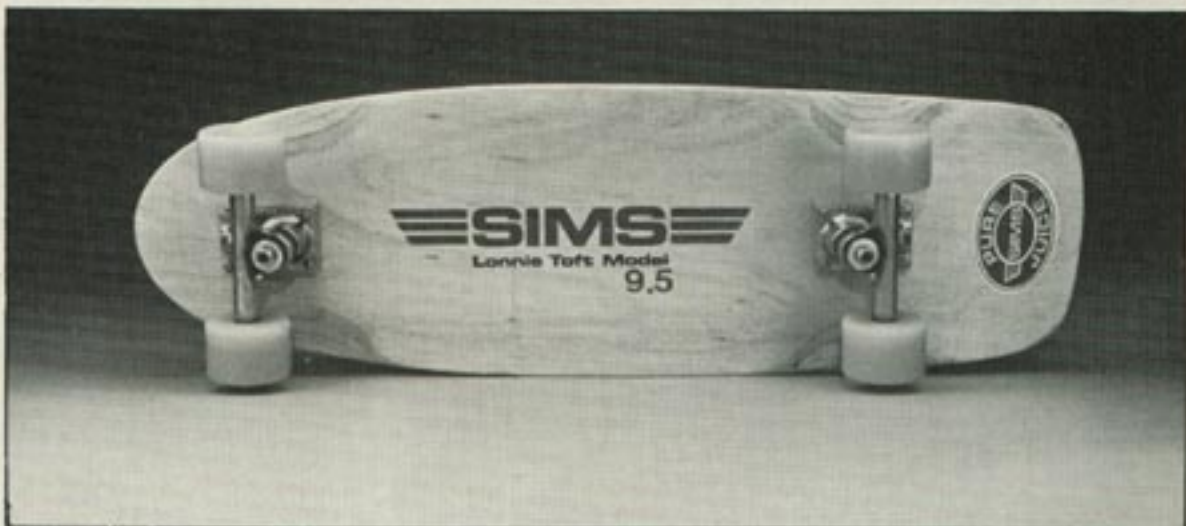
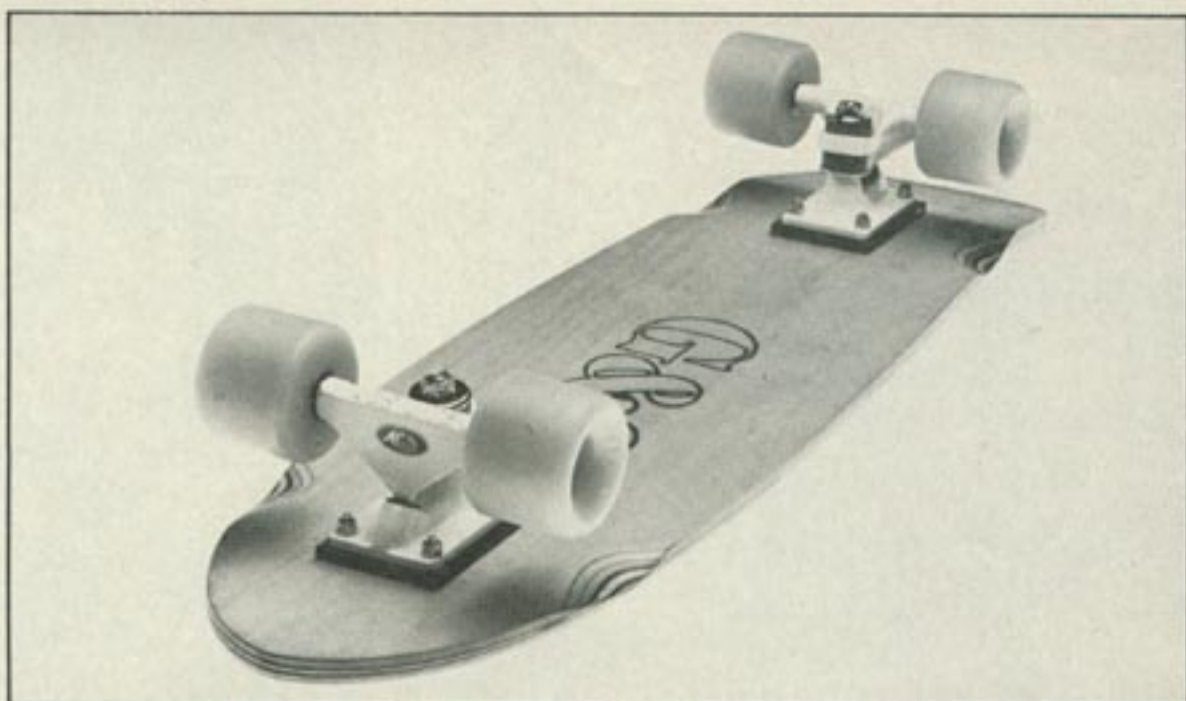
Finally, a few rumbles concerning decks. Following **Alva's** launch of his 10" (wide) model we have news of another super-wide platform from **Sims**. They have it seems, chosen not to go any wider than **Alva** with their **Lonnie Toft 9.5"/25mm** stick (30"/78mm and 31.5"/82mm lengths). This complements the recently-launched standard **Lonnie Toft** model which has an 8.25"/21mm width.

Benjyboards are not being left behind and will have a 10" **Marc Sinclair** signature model (31.5"/82mm length) out shortly. **John Povey** of **BB** told us that it will have "something secret built into the design which will give it greater durability." We also understand that they are working on a 'limited edition' **Kadir Guirey** model.

G&S have also gone broader with their new **Protail**. This features red or blue Fibrecore a layer which binds the laminates and increases the overall toughness of the deck.

NEXT MONTH

Next month **Skata Data** will feature the second Skateboard! park wheels test. Our first park wheels test caused quite a storm and the second one promises to cause even more excitement. We plan to feature brand new models from **Kryptonics**, **Alva Skates**, **Powerflex**, **Z Products**, **Avon** and **Benjyboards**. Comprehensive data on speed, slide, lock on and grip. Skateboard! is the only magazine to carry out serious tests of skate hardware. So don't miss our November issue.



Top to bottom: The G&S Protail 500 fitted with orange Yoyo's and ACS Lites. The Sims Phase 2 Experimental breaks new ground in core structure (30"/78mm, 31.5"/79mm, 33"/85mm). New wide Lonnie Toft 9.5"/25mm model. Widest of them all, the Alva 10"/26mm.

BE SAFE

PHOTO WIPEOUTS - CURES & CAUSES

By Steve Kane

Any radical activity involves by its very nature a certain suspension of self-consciousness and even abandonment into hysteria. The very attraction of skateboarding is that it involves a break from day to day brain-chatter... the rider becomes immersed in the rush.

Should there be some pratt with a camera letting off electronic distractors at the peak of your insanity, there is a distinct danger that you might start thinking. Indeed, your thoughts at this perilous climax may see fit to indulge in that most dangerous of activities for the terminally stoked, rationalisation.

The fleeting rationale could resemble the following pattern: "I appear to be six feet above the edge of a swimming pool

Contained in the photo library at Skateboard! are as many pictures of wipe-outs as there are, successfully completed manoeuvres. There's an old saying in scientific circles that you can't measure anything without in some way affecting it. To gauge the talent of today's stars, we must photograph them so our readers can be the judges of their delirium. Unwittingly, however, by this very action a skater may be fatally distracted. It's time, therefore, to examine the danger in this new phenomenon, the Photo-Wipeout.

clutching a bit of wood with wheels on - I must be mad - if I'm mad, how can I hope to think my way out of this one". (Cessation of thought at this point may still ensure survival). However, a continuation may be: "I am a rational man, so I should be able to think my way out - now let me see, what should I do?" Crash! Another broken young

body falls shattered to the marbelite, all because a photographer quite unintentionally made him think about what he was doing.

The fact is skateboarding shares with advanced meditation the merit that it demands the suspension of reason. To do it properly, you have to cease thinking and so break away from pondering the im-

possible sufferings of being alive. If a random thought should drift through from the ego (skateboarder's enemy number one), whether catalysed by an Olympus OM2, a smiling female or any one of the devious games our egos can play on us, suffering will be the result.

If short, if you want to avoid life's photo-wipeouts, suffer not a thought to sully the virgin insanity of your mind. Abandon yourself to the flow and ignore the Robert Vente's, Jerry Young's, Jim Cassimus' and Warren Bolster's of this world. By all means let them drain a necessary fraction of your physical energy. Don't, however, allow them to steal the mental prop upon which you are so precariously leaning.



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SKATELINE

Alva Critic

Southsea Skatepark near Portsmouth recently had the great Tony Alva, plus Mark Baker, as its guests. The Mad Dog took first go and got two wheels out — Mark did the same. Aerials were attempted, but none made and at the end of the Black Bowl demonstration groans and mutters could be heard going around the crowd. . . "Alva ain't much cop is he — Baker seems much better". The Snake Run had Alva totally baffled . . . he only got to the second corner once, and then he came off. Later some of the local rad lads had a competition. Dean Bache had two wheels out on each of the four corners and then ripped the bowl to bits. Tracy Weller (who won the comp) hit the vert in the Snake. My opinion of Alva is that he won't be World Champ for long and that our Southsea boys as well as the rest of Britain can soon overtake the Yanks. Dean Legg, Cowplain, Hants
See our report on the tour for comments. Ed.

Rubber Rubbish?

In East Kilbride the Council have provided two rubber skateboard tracks, saying if these are used by a great number of skaters, then they'll build a proper park. The trouble is the tracks are pathetic. They're too slow, they're too short and they're so thin they let through all the bumps from the ground below. It looks like we're not going to get a proper park.
Daniel McGuire, East Kilbride, Strathclyde, Scotland
Try sending a copy of this issue to the officer in charge at the Council. Ed.

Outback Nightmares

Some of the letters I read in the skateboard press make me sick. Quote. "We only have the pavement to ride, the nearest park is 30 miles away". Well, get this, we don't even have the pavement to ride (the nearest is 8 miles away by a bus that runs once a week) — the nearest park is Kelvingrove which is 300 miles away by plane! A club started nearby and me being a sucker decided to join — thinking they'll maybe get a ramp built. What did they do with the 2 quid membership I coughed up??? — they bought safety gear for the bums who didn't have any. But, wait for it, they're having a competition in a week's time. With the no-quid prize money I'm going to win, I might buy a gun and blow my brains out. Yours unradically,
Chris Winters, Orkney Isles, Somewhere
Don't do it Chris. . . we need you! Ed.

Over the Wall

What about the skaters in Scotland? Why no articles or photos? Why concentrate on Welsh or English skaters? Britain doesn't stop at Hadrian's Wall. Get up here quick and take back the evidence that we are just as hot as down South.
Neil McCrindle, Ayr, Scotland
Okay, this month we made it! Star Shots is chocka with the Tartan crew and there's a report on Kelvingrove in New Parks. Ed.

Fruitless Jam

I am writing to tell you about a new park in St. Merryn near Padstow in Cornwall. The price there is 30p for one hour and although the ad I read said 'competition standard', it's nowhere near it. The bowls are square with hardly any radius on the corners or banks and no run-ups to them. I didn't have a real go because it was pouring with rain but I went into one bowl and my wheels bogged down in 'alf a ton of grit'. Also, the surface was really bad — very disappointing after a long car ride and half an hour in a traffic jam.
Andrew Grimshaw, Cheadle Hulme, Cheshire.
Humm. . . it doesn't sound at all good, but I'll give equal space to the park owners if they'd care to put in a reply. Ed.

Durham Disaster

The only park we had in Durham has not only been closed — everything has been ripped out and burned. It may not have been fantastic but it was all we had (in fact it was overpriced, and badly designed and constructed). Can you give me advice on starting a petition?
Ian Liddle, Sherburn, Durham
If there's no club around, then form one — such a body will add weight. Collect as many names as you can and put your demand on the top of each sheet. Try delivering it en masse to the Town Hall, making sure all local papers have been alerted. Ed.

'GO' For Comps

The Midlands Team, Sportco, is now ready for competitions. Have you any word on events within, say, a 60 mile radius of Birmingham?
Les Harvey, Water Orton, B'ham
The truth of the matter is that contest organisers usually only tell us about their events after the day! Any out there who can help, I'll be happy to pass on Mr. Harvey's address. Ed.

Pig City Communique

I'm the last person to agree with the kind of letters you see printed in various skating publications which say, "don't wear pads. . . when I was skating kids had more fun. When we had Hamaco's men were men and they knew how to powerslide, etc, etc". I'm also not going to put Bennett Hijackers and Road Rider 2's on my next board, but I do think a lot, if not most skaters have lost a lot of their 'soul' and/or individuality. In Brighton, as in most of the other skating centres I've been to, everybody rides the same equipment. . . i.e., whatever's hip. For example, a 10" wide board, Fultracks and Wings. By the time you've printed this, if anything's changed, then everyone will have changed at the same time. I think a lot of kids imagine that, unless they own the very latest equipment, there's no way they'll be able to skate well. The fact that I could step on anyone's board down here and it would feel the same depresses me a little. *Ride what you've got and get into it. . . enjoy yourselves!* Looking through a 1976 Skateboarder there's a guy getting coping on Suregrip and Makaha trucks and looseball wheels. . . so do I. JP's already split to Cornwall to go surfing, but I'm still here and he'll be back, probably. I don't expect anyone to care either way about these two facts. . . I'm not singing the praises of the old guard, I'm just impatient for the new guard to arrive.
Tim Dunkerley, Downtown Pig City

Alva Fan

What team does Tony Alva ride for and what is his address so I can send him fan mail?
Michael Atlee, Kingsthorpe, Northampton
Tony rides for himself, that is Alva Skates, and the address to write to is: c/o Skateboard Specialities, Greenbanks, The Dell, Coltishall, Norfolk. Ed.

Pig City Madness

Congrats on a whizz bang pow mag. Please could I have the autographs of you and your staff at Skateboard! and any Londoners (like Si Napper) who pop in for a booze and quick game of cards while truanting off skool like wot I ave done all me life. I enclose a stamp, wot for I do not know, but it might help reduce your overdraft. Can I have a free subscription for a year — just for sheet audacity?
Marcia (Brains) Cikalo, Brighton, Sussex
Our M.D. thanks you for the stamp. . . I'll toss you double or quits for the sub — okay, you win! Ed.

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Comp Walk-Out

On July 23rd, we sent two teams representing the Nomad Skateboard Club to the 'Wheel Thing' at Shipley to compete in the Yorkshire and Humberside Championships. After spending 45 minutes at the park, both teams and 50 accompanying supporters decided to call it a day and leave. The reason was our utter disgust at the flagrant violation of rules by the organisers, culminating in what we felt to be blatant cheating to enable members of the 'Airborough Jets' or 'Bonzai' teams to stay in the contest. Perhaps the root of it all lies in the fact that the judges (all officials of these two teams) seemed determined to win the trophies by fair means or foul. The entry forms indicated that one team member only may enter for each event, so you can imagine our surprise to find the 'Jets' had six entries for slalom. Our senior slalom entry, Keith Dawson, set off in his usual style, giving a clear run and beating his opponent from 'Bonzai' by four clear cones. The judges put their heads together and concluded that, to win by such a large margin, Keith must have started before the whistle and therefore they disqualified him. During the ensuing argument he was called to the start and asked to run-off for third place. This he refused to do. Can you not exert pressure to ensure these people never again hold a competition under the guise of the National Association? And try shaming them into returning our £10 entry fee... our club is by no means wealthy. Dave Deakin (Nomad Club Team Manager), Grimsby

Once more, space is more than available for the contest organisers to confirm or deny this story. I'm sure there must be more to it than meets the eye. Ed.

Rats Duel

In Skateboard! No. 11 some creep wrote in claiming that the West Country was Rat Town. Langland Bay in South Wales is Rat Town and has been for about 12 months. The real Rat Town hasn't just got hot skaters, it also has hot surfers. The Boyz, The Real Rat Town, Langland Bay

Handy Mag

I find your magazine a tremendous help in pricing articles to find where to get the best value. The advertising is also useful. I have two questions to ask... firstly, where can I buy Sky Hooks and secondly, what do the letters 'CD' mean that are printed on the lip of my 70mm Blue Kryps?

J. Robinson, Belfast, N. Ireland.

Happy to help... at least one place you can get the hooks is Eric Snook Skateboards in Bath (see their ad in our last issue). CD stands for 'Cosmetic Defect'... in English that means that you're buying a wheel that finish-wise is slightly below standard. Ed.

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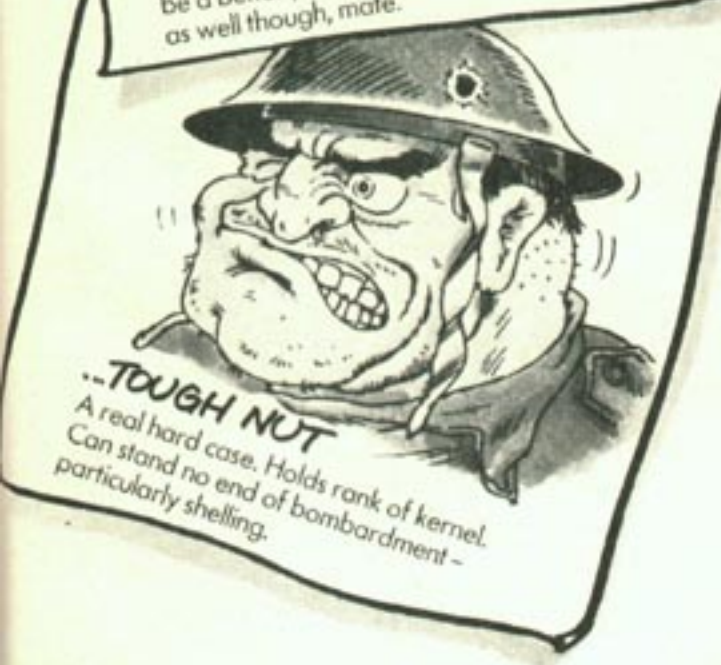
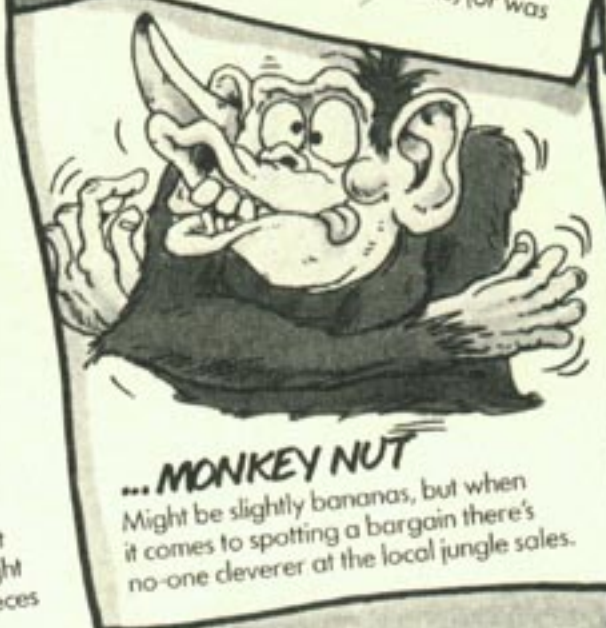
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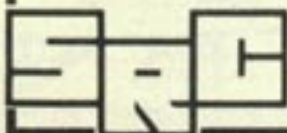
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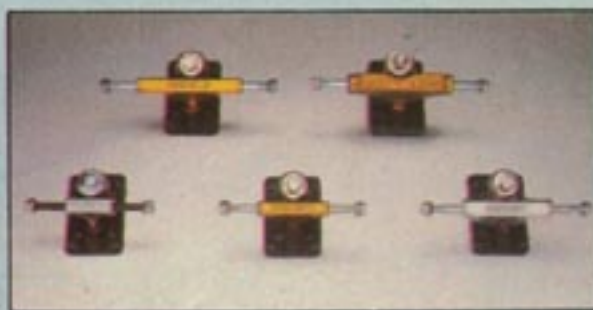
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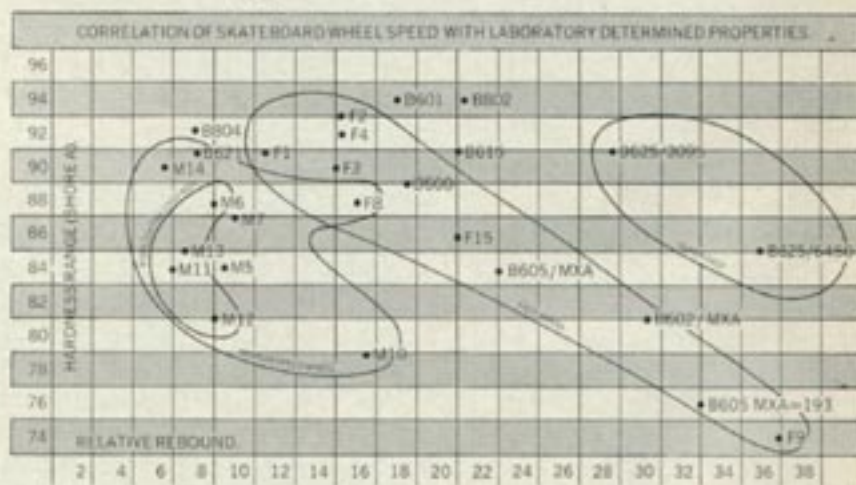


in

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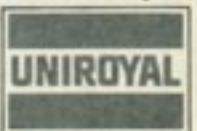
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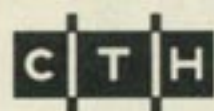
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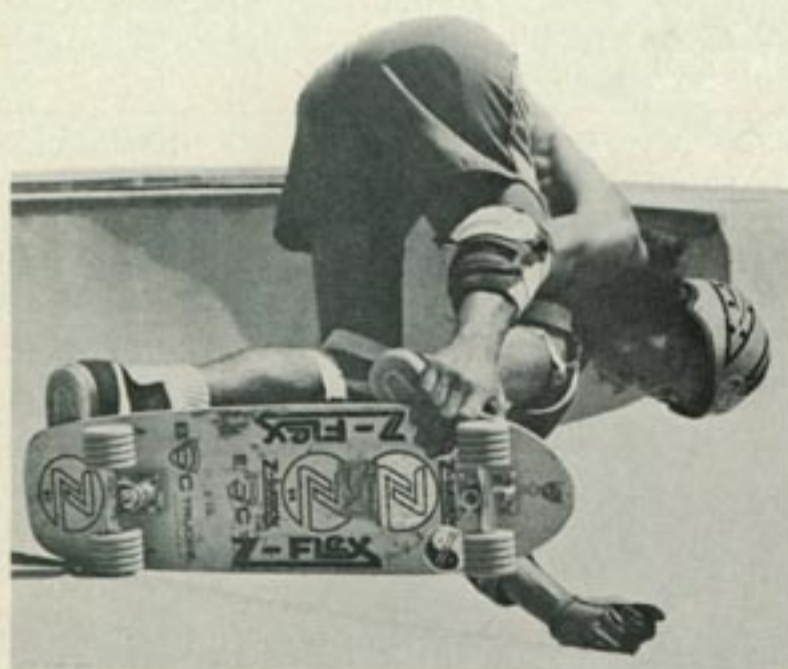
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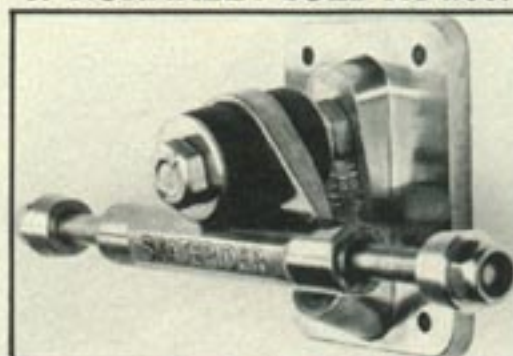
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Bones are available from professional equipment dealers everywhere.

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Shown: Bones 60mm and 64mm Double Radials

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The blue formula is firm (86A), smooth and very fast. It's designed for versatile

riders who demand high performance in many different riding applications.

All three highly resilient compounds, blue (86A), green (91A) and red (78A), are available in 60, 65 and 70MM wheel sizes. Remember, hard or soft, wheels affect performance more than any other skateboard component and Kryptonics offers the largest selection of high performance skateboard wheels available.



Keep safety in mind - always wear a helmet.

Send one dollar for brochure and two decals.

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