

Skateboard!

No.15

EUROPE'S HOTTEST SKATEBOARD MAGAZINE



**SKATEBOARDING
OFFICIALLY
PRONOUNCED
DEAD!**

**EXCLUSIVE
PHOTOS OF
LIVING
CORPSES
INSIDE**

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50p

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HPG, Hobie, Hot Lips,
Kryptonics, Lan, Lazer,
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65mm	3.25
70mm	3.55

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0!!

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2"	0.25

T-SHIRTS

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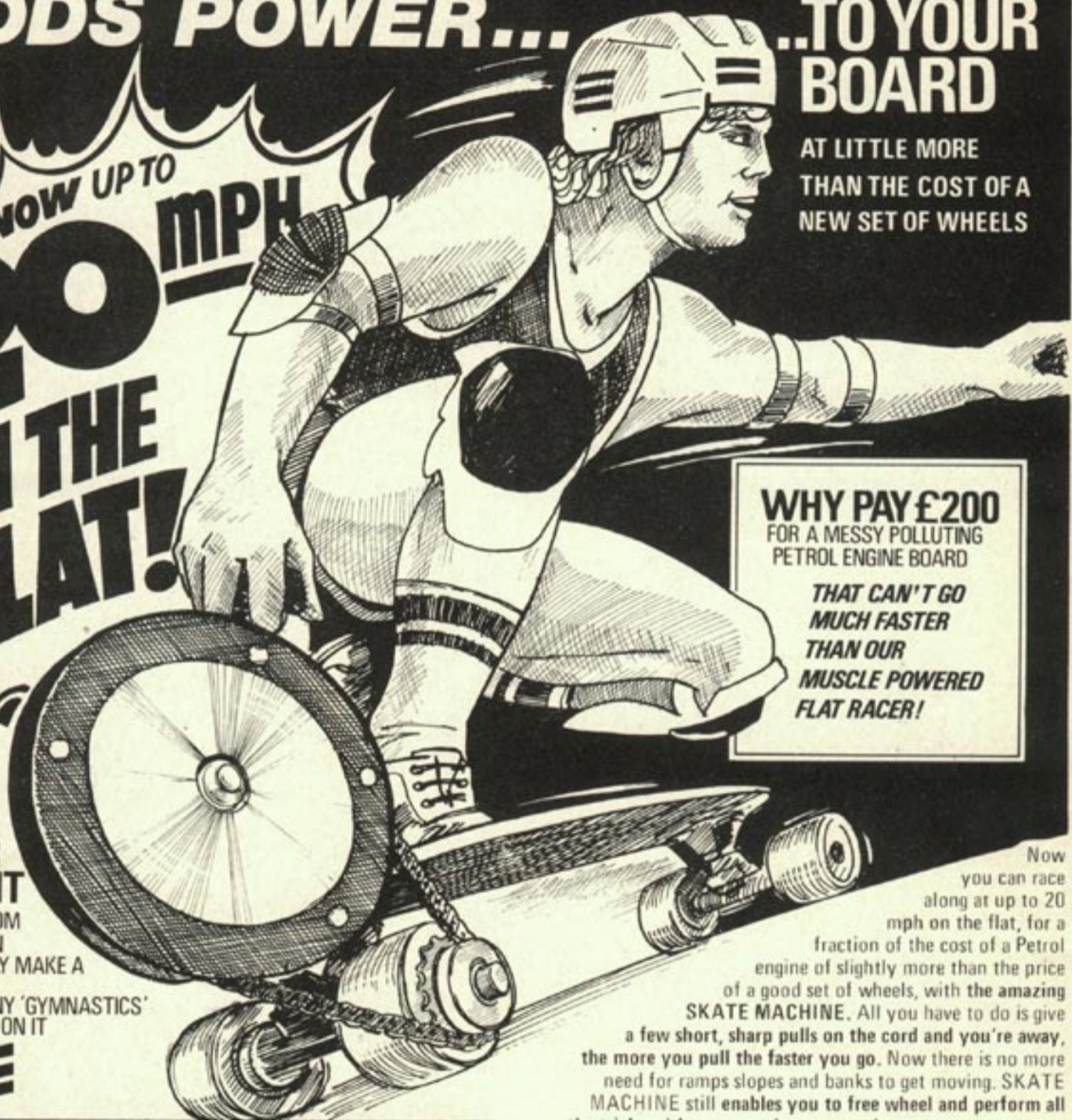
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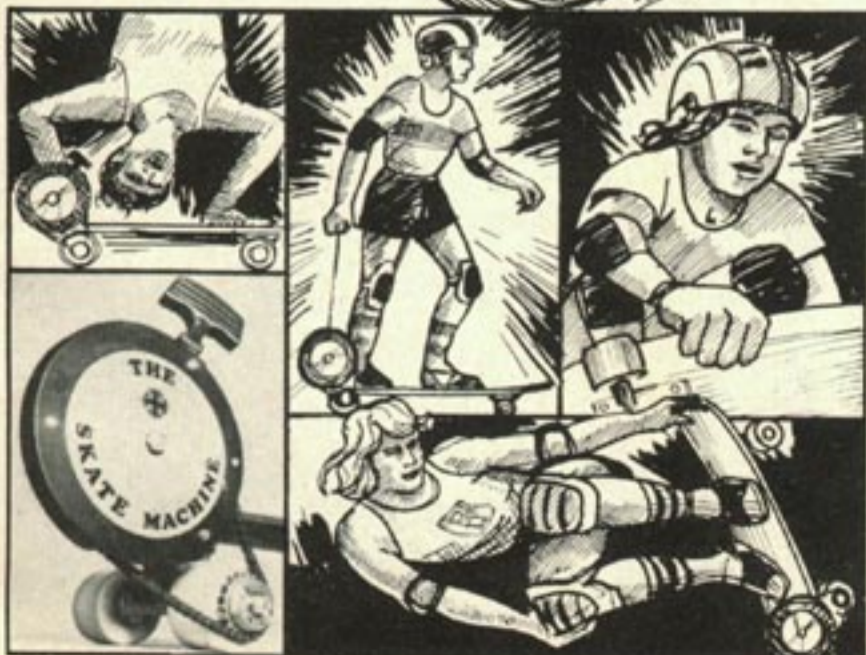
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Editor
Bruce Sawford

Technical Editor
David Goldsmith

Assistant Editor
Adam Peacock

Feature Contributions
Steve Kane
Rocky Brann

Advertising
Richard Howell
Jacquie Hancocks
01-749 1396

Production Manager
Dick Pountain

Art Director
Paul Carpenter

Art Editor
Michele Mortimer

Typesetter
Jane Hamnell

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by John Adams

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FUNERAL FOTO. Peacock, Baker, Napper and Sinclair
laugh in and coffin in the graveyard. Keep death off the road.

COMMENT

The skateboarding craze is dead... long live skateboarding! Yes, even as much of the sensation-seeking press lowers the flags in respect of the final passing of last year's ruling passion, an unexpected sight greets the eyes... skateboarders.

Fact - around 200 riders seen on a mid-week September evening buzzing around Bristol's Dame Emily Smythe Skatepark. Fact - seen within days of Skatecity's closure... around 40 skaters riding illegally on a lovingly cleaned out Black Bowl. Fact - over 400 skaters check through Harrow's Solid Surf over many a weekend. Fact - as you'll read in this issue, Brighton's Barn recently hosted this year's first major pool-riding contest. It was a huge success for both riders and the many spectators alike.

One thing is clear, skateboarding is surviving despite the crippling conditions imposed on it by (a) woolly-minded authorities who seek to enclose into commercially run (and frequently boring) parks what is essentially a freedom sport, (b) the ludicrous prices often charged by the owners of these parks, (c) wave after wave of ignorantly conceived and/or over-priced equipment. The cover of this month's issue should aptly convey the message... inside the coffin lie the hopes and dreams of a thousand rip-off merchants. We are well rid of them.

With the recent resignation of George Ruddock from the Skateboard Association (England), once more this lame-duck outfit lurches into a new crisis. There is a rumour going round as to its future. At the time of writing, word has it that the Association may fall into totally undemocratic, not to say, commercial hands - at the suggestion of the Sports Council; naturally this would entirely wipe away its definition of being an amateur organisation. In all seriousness, until the dust settles I'd strongly recommend that anyone seeking general advice and information should contact the Scottish Skateboard Association. It's a painful admission, here in a Fog Town full of skateboard stars, to have to report that Scotland is apparently succeeding where England is continuing to so miserably fail.

I said earlier that Skatecity has been closed... in fact, at press-time, demolition signs had gone up. All of us at the magazine are actively involved in trying to see it re-open as a free park. It would be a tragedy for Britain's most famous facility to fall foul of the bulldozer... future generations of skaters would never forgive us (apart from anything else, it now houses one of the finest snakes around). Demonstrations and appeals to the council are in hand.

Ending on a brighter note, judging by the success of the Barn contest, the stage is now set for follow-up pro/am events around the country... plans are already in hand for Bristol and London. Could this be the light at the end of the tunnel? Whatever else, Brighton has proved that many top-line riders will turn out for 'peanuts' prizes - provided the contests offer some high degree of prestige and - it's that word again - credibility.

Bruce Sawford, Editor.

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LIP TORQUE

NEWS, RUMOURS & RESULTS - IN SHORT

CONTEST NEWS

You may have heard about the big amateur competition held September 24th at Knebworth (the news was too late for last issue), not to mention the heats that led up to it. Well, at the time of writing, all is not well between the two camps involved. . . the Skateboard Foundation and the Greater London & South-East region of the English Skateboard Association. Having seen the chaos surrounding the heats, the press officer for the latter was heard to say: "We do not feel that it's being run particularly well — they'll be doing it for themselves next year." And in a later statement he said: "Whilst we appreciate the interest the Foundation may be generating amongst skaters, it's apparent that little or no thought has been given to administrators such as myself (Patrick Browne) and the committee."

In fact, so muddled seems to be the whole situation, this magazine for one does not intend to recognise the event as this year's national contest (the billing it's receiving from the organisers). And it's not surprising either that the 'British Championships' angle has provoked several angry letters from north of the border.

One competition we would recommend you visit is the event being staged by the South Coast Skateboard Assn. at the new Hastings skatepark (see Skate Places) on October 29th. It's amateur only and there'll be bowl riding, freestyle, rampage, and so on. If there's still time, contact the competition secretary at 34 Wordsworth Street, Hove in Sussex.

RECORDS

Colin Oldham, ex of Tracknology, has just clocked up a speed of 80.25 mph over a half mile run — in a speed car. The machine is dolphin-shaped and has 14" Voyager

By Walt Dangerfield



Shane Cutts — improving at such a rate that it's hard to keep up with what's going down. Harrow halfpipe, August 1978.

Trucks (one fixed, one steerable) and 4" Tracknology wheels. The attempt was made near Newquay. The police refused him permission to close off the road — so he did it himself! The record speed was measured

on electronic timing apparatus and witnessed by Mr & Mrs John Clark of the English S.A. on the 6th September.

Peter Lee, aged 15, from Corby in Northants recently broke Kettering's slalom record by hitting 3.72 sec-

onds on the tight, 5-foot spacing, course. Pete rides a Turner Summerski, tight Gulls and Excellerators (with German speed bearings). Apparently he only got into slalom through injuring himself in a pipe and although right now he's skating for Yowers, a change looks to be in the air.

At Billy Smart's Jamboree, Nigel Sleath pulled off an under-14 record of 12 feet in the long jump. . . no details at presstime whether the English S.A. has ratified.

SEEN AT THE BRIGHTON CONTEST

Mark Baker, bravely overcoming a psychologically disturbing ankle wrench, managed to destroy his winnings. . . he tore up the £100 cheque — by mistake!

The Billy Smart crowd, who moaned more than somewhat about the 'expensive' entry fee and the lack of age groupings, went home with ALL 90 quidsworth of freestyle prizes. Then, believe it or not, their £25 entry fee cheque bounced its way past the SCSA bank account! It later cleared.

The delectable Melanie 'Joe Cool' Lyons was busy soaking up the sun (while still managing to organise the Barn party) in pink socks and. . . what? . . . squash shorts.

Florence Vincent (wearing an Alex Turnbull jacket) the LOGOS mentor, looking pretty healthy despite having recently gone 'woof'.

The belle of the ball (according to Max's Phil Lobatto) was Bristol's Emma Conn who kept temperatures sizzling in her small, orange Fiorucci dress. Her attentions seemed to be somewhat divided between Old Fool, Peter Christopherson (who ought to know better) and Si Napper.

Finally, congrats to Sheenagh Burdell of Southport in Lancs for having the courage to compete against

the Bakers and Nappers. She's got a lot of talent.

GENERAL NEWS

A Buddhist wedding? Bristol may soon be rocked to its athiest foundations by this unlikely sight as Steve (Mariner) Kane takes the aisle with short-time sweet-heart (and part time Focus waitress) Sarah Fairbairns. What can we say but congrats.

Seeds of discontent. . . ? word has it that Si Napper may be less than enthused over his take home pay from demos — especially as the billing these days is 'Si Napper and the LOGOS'.

Correction. . . the Tycas competition winners will be receiving their personal tuition from Mr. Peralta at Skatestar in Guildford — not Skateworld as reported in issue 13.

The times they are a changing. . . last month it was 'Scene' which bit the dust. . . now it seems 'Skateboard Special' may have breathed its last. As much as it's flattering to be powering-on while all around crumble, it can't be denied that the skateboarding scene will miss the presence of a two-weekly newspaper.

DENTAL NEWS

The more perceptive of Jeremy Henderson's fans may notice that a change has come over the lad. Those famous 'Jaws' teeth braces have taken on a far more expensive look since the crew at Benjy clubbed round to give their hero a truly golden smile.

FOR THE DIARY

The Skate against Racism (mentioned last issue) will be at the Mad Dog Bowl on Saturday November 5th, 2 - 6.30pm. There'll be soul and reggae bands on hand to assist the cause.

LATE EXTRA

It's him again. . . Si Napper was recently towed behind a lorry on his board — as a film stunt for the next James Bond movie.

The dog of LOGOS chief, Bobby G, has broken a leg. . . when will these animals start wearing proper safety equipment?

SCOTTISH SKATEBOARD ASSOCIATION REPORT

The planning of the first Scottish national skateboard championships began right back in April. And right from the word go, the Glasgow District Council Park Dept offered their full co-operation. Guidelines were set up by the SSA for the



PECULIAR PICTURE DEPT. The face of '78? Travolta ain't got nothing on this month's mystery man. Answers on a post-card to Lip Torque.

format of club level competitions, right through the regionals to the final.

Association judges were appointed and information packages were sent out to clubs and regional organisers. John Murray set up the North of Scotland event for July 1st in Aberdeen (the Aberdeen Skateboard Skateboard Centre sponsored). Bryan Isaac in cooperation with the Glasgow Parks Dept. set up the South-West of Scotland heat for July 8th at Kelvingrove Park in Glasgow. Gerry Veerman and John Boag arranged the South-East of Scotland heat for July 30th at the Grace-mount Skateboard Centre, Edinburgh.

The regional heats led to 65 competitors being selected for up to 5 events . . . slalom, freestyle, bowl-riding, long and high jump. At the final (at Kelvingrove), Jock Paterson helped judge and the Benjy team laid on a hot demo for the 1,200 spectators. August 20th was a day to remember for Scottish skateboarding.

Thanks to the efforts of over 20 SSA judges, the day went more or less to plan. There was a welcome mix of

riders in the final top placings. The customary domination of the bowl riding event by the Kelvin Wheelies was broken by Mike Hanna from Edinburgh. However, all the placings in senior freestyle were taken by members of the Aberdeen Super Surfers. Much of the shrubbery in the skatepark got trampled

down as 500 spectators tried to get a view of Benjy-men John Sablosky and Jeremy Henderson. Glasgow Parks Dept took a philosophical view of the damage and plan to offer better crowd accommodation next year.

Top placings were as follows: Junior Mens freestyle — Andrew Oji (Kelvin Wheelies), Girls freestyle — Mary Anderson (Tranent Skateboard Club), Senior Mens Freestyle — Kenny McShane (Aberdeen Super Surfers), Junior Mens Slalom — Gerry Veerman (Tranent), Girls Slalom — Mary Anderson (Tranent), Senior Mens Slalom — Ramsay Taylor (Aberdeen Super Surfers), Junior Mens High Jump — Andrew Harvey (Keyhole Skateboard Club), Senior Mens Highjump — Robert Taylor (Livingston Skatekats), Junior Long Jump — Ralph Gilhooley (Mansion Skateboard Club), Senior Long Jump — Nick Gough (Orion Skateboarders), Junior Mens Bowl Riding — Mike Hannah (Mansion), Girls Bowl Riding — Karen Veerman (Tranent), Senior Mens Bowl Riding — James Blair (Kelvin Wheelies).

Club & Team Check

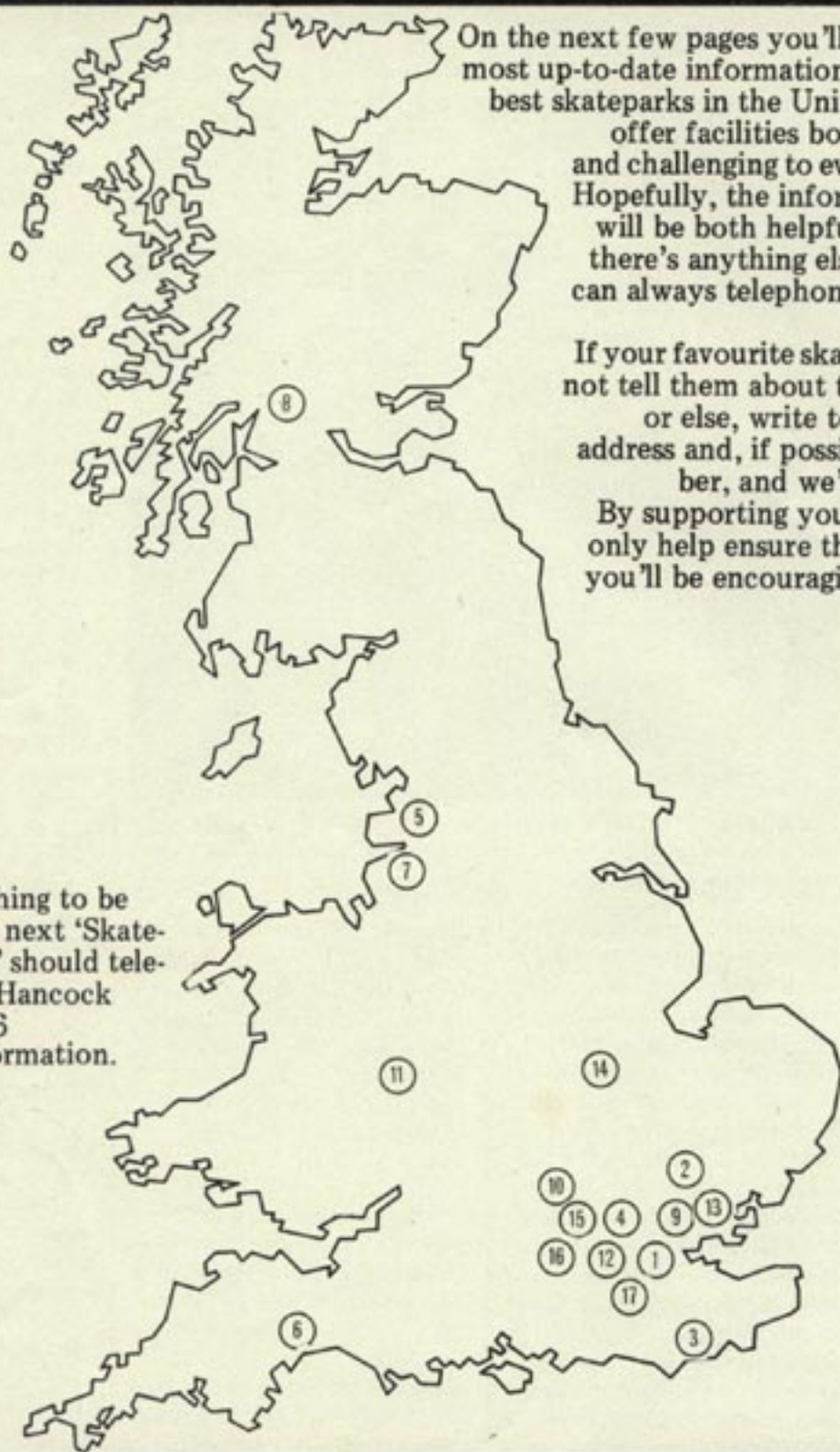
● Only few items to report this month. Firstly, back with the Barrow Skateboard Club we mentioned last issue, news that the organiser, Sue Greenholgh is now laid up in plaster. Apparently she failed in an attempt to beat the boys in freestyle and now has a broken kneecap and torn ligaments. Let's hope she's back in action soon. The club's 7-man team tell us they will travel just about anywhere to compete in slalom and freestyle comps so, club organisers, the address to write is 2 Ginsborough Place, Barrow-in-Furness, Cumbria.

● The Benjy Team's tour proved extremely successful. Altogether 12,000 spectators watched Marc Sinclair, Jeremy Henderson and John Sablosky (Jules Gayton was first reserve) as they travelled the country. Towns they hit were: Harrow, Walton on the Naze, Kingston, Woking, Croydon, Bath, Exmouth, Barnstaple, Aberdeen, Nottingham, Glasgow, Liverpool, Southport, Bolton, Sheffield, Manchester, Birmingham, Gillingham and Southwick. (whew!). The itinerary ran from August 19th to September 2nd and, according to the Benjy office, so well was the tour received, they're almost certain to organise an even bigger one next year.

● Billy Smart's Skatewave Team are joining in the Thames Valley Skateboard League and during November the club is running a Skateboard Circus. . . watch this space. their Jamboree, held on August 18-21st, resulted in the Skatewave Junior and Senior Teams being voted Teams of the Year. Those voted Skateboarders of the Year were: under 11 — Chris Harvey (Sports Co, Birmingham), under 14 — Robbie Hunter (Skatewave), under 17 — Shane Rouse (Skatewave) and 17 plus — Doug Cameron (Skatestar). The selection was made from 23 different teams across the nation, who had to compete in freestyle, half pipe, slalom, long and high jump.

Continued on Page 24

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.

1

CAGE SKATEPARK

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

Indoor. Open to the public weekends 9.30am to 6.45pm.

Weekdays from 2.30pm to 6.45pm

Latenight Wednesday to 9.30pm

Disco night Friday 7pm to 11pm

2 hr sessions. 1st session 50p.

Reductions subsequently. Spectators 20p

Giant bowl—two ½ pipes (one vertical, one overhang, ¼ 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.

2

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

3

THE CONCRETE CAVE

The Concrete Cave,
The White Rock Baths, Hastings Sea Front.
Tel: Hastings 433208
Indoor floodlite. Open all Winter

Open School Days 5.30pm to 8.00pm
School Holidays 10.00am to 8.00pm
Weekends 10.00am to 5.00pm

30p per session
Complete hire equipment 40p
18ft halfpipe with vertical.
24ft bowl with coping. Large Reservoir.
Large childrens area with banking at both ends.

Pro Shop. Marshalls. Cafeteria.
Games room with pin ball, pool tables.
OPENED SEPTEMBER 2nd
OPEN ALL WINTER.

4

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 M1.

Open 3pm - 9pm School Days
10am - 9pm weekends & holidays

Members 30p. Visitors 50p. (A reducing rate thereafter).
Members £1 per day. Visitors £1.50 per day.

Outdoor. Floodlite

Facilities include: A 60ft long 18ft diameter 1/4 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, Club House, Amusements.



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

5

BLACKPOOL

PLEASURE BEACH, INDOOR SKATEPARK

Situated at the South Entrance to Blackpool Pleasure Beach.

Opening Early November

Throughout the winter.
Open Weekdays 4.30 pm - 9 pm
Weekends and School Holidays 11am - 9pm
Tuesday to Thursday till 10pm. Disco Nights

50p per session.

Ramps, Moguls, Pipes, Free Style.
Refreshments, Music, Marshall
Equipment Hire. Pool Table, Trampolines

— SKATE AT —
**Blackpool
PLEASURE
BEACH**

6

EARTH & OCEAN

Seven Brethren Bank, Barnstable, Devon.



Outdoor beside the River Taw in idyllic surroundings next to sports leisure centre car park.

Open weekends/holidays 10am till dusk.
Schooldays 4pm till dusk. (Floodlit in winter)

Members 40p per 3 hours session
Non-members 60p per 3 hour session
Membership £2.50 per annum.

2,400 sq.ft. freestyle area with 3ft-4ft banks on 2 sides, 1/2 pipe, perfection performance bowl, a pool with coping and 20ft bowl. Fully Marshalled. First Aid Centre. Pro Shop (10% discount to members).

Hire equipment (helmet, kneepads, elbow pads and board inclusive 50p).

Club House Cabin provides, vending machines, hot dogs, ice cream, cold drinks, juke box, amusement machines.

WHEN YOU'VE FINISHED SKATING
TRY SURFING AT SOME OF THE
BEST BEACHES IN THE COUNTRY.

7

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

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

LEICESTER CITY COUNCIL

Recreation & Cultural Services

KNIGHTON PARK SKATEPARK

off South Kingsmead Road, Leicester.
Tel: Leicester 54 9922.

Free Skatepark generally open daily 7.30am till before dusk.

45 degree ramp with flat run out area.

HUMBERSTONE PARK SKATEPARK

Uppingham Road, Leicester.
Tel: Leicester 54 9922

Small charge. Generally open daily 7.30am till before dusk.

Radical banking units, one ramp with quarter pipe for kick turn practise, one half-pipe, one slope with slalom run out and half pipe, 1/4 pipe and slalom slope. Fully Marshallled. Cafeteria.

NETHERHALL NEIGHBOURHOOD CENTRE

Armada Drive, Leicester.
Tel: Leicester 417604

Free skatepark. Banked corner and slope with flat run out.

Full equipment preferred, helmets must be worn.

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 £23 a year.

Freestyle area banked on three sides, 20m 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.

SKATEWORLD

Finchampstead Road, Wokingham, Berkshire.
Tel: Wokingham 788320

Near Station, at Wokingham Town Football Club. Trains: Reading to Waterloo. Reading to Guildford.

Closed Tuesday & Thursday all day.
Open Monday, 4pm till 8pm.
Wednesday, Friday 4pm till 9pm
Saturday & Sunday 9.30pm to 7pm

Membership £3.24 yearly.
Members 50p per 3-hour session.
Non-members 75p per 3-hour session.
Spectators 25p per session.

Beginners area, freestyle area, slalom with bowl, snake run, blue tiling bowl, 1/4 pipe. Fully Marshallled.

Club house includes Pro shop, coffee lounge, amusements and First Aid Room.

OPEN ALL WINTER



ROLLING THUNDER

Adjacent to Junction of M4 and Northcircular, between Chiswick Roundabout and Kew Bridge. Next to Kew Bridge Railway Station close Gunnersbury Underground (District Line) on Bus Routes 27, 91.

Open daily

Monday 6pm - 9pm.

Coaching sessions by the Benjy Team.

Tues, Weds, Thurs & Fri 4.30 pm - 9pm

Sats 10.30am - 9pm. Sunday 10.30am - 6pm

Membership £2.00 yearly

Members 30p one hour session

Non-members 45p one hour session

Unlimited time ticket £25 per year

Indoor floodlit 30,000sq.ft. Concrete skating surface. 1/2 pipe (20ft diameter, 180ft long) with over vertical sections.

4 Bowls (connected into 1/2 pipe)

A continuous loop channel

A clover leaf for carving

A cruiser bowl for airbornes

A freestyle area

A whiplash going over vertical

Death Valley, a run that loops under it's self.

Disco sounds system throughout. Snack bar. Restaurant. Pro shop. Amusement arcade. Pool table. Mini cinema.

ROM SKATEPARK

Upper Rainham Road, Hornchurch, Romford, Essex Tel: Hornchurch 74429

7 mins walk Elmpark Station on District line, one mile Romford Station from Liverpool Street. Bus route 252, passes the door.

Open all week 9am - 9pm
Disco Nite Fri/Sat 6pm - 10pm

Membership £5.00 1st year + free T-shirt. £3.00 thereafter.
2 hour session Members 50p
Non-members 80p

Outdoor, 9 separate facilities in 4,000 square metres of skating area.

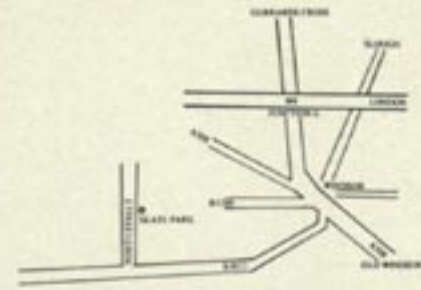
In the UK and Europe simply the biggest and the best. NO QUESTION!
Come and see for yourself.

UK's LARGEST SKATEPARK NOW OPEN

Safety equipment for hire. Fully Marshalled, first aid room, pro shop, cafeteria, clubroom, amusement machines.

SKATEWAVE

Billy Smarts Indoor Skatepark, North Street, Winkfield Row, Near Windsor. Tel: Winkfield Row 5820



Open weekdays 4pm - 9pm
Weekends 9am - 9pm

Open daily 50p 2 hours. 75p 4 hours. £1.00 for the day
(Coaching sessions Tuesday & Thursday nights)

Large freestyle and ramp area. 1/2 pipes, whip-lash, verticals, slalom run.

Pro shop, hire shop, sweet shop, ice-cream parlour, amusement arcade, restaurant, colour TV, games room (pool and table tennis), free parking for 2000 cars.

CAMPING, CARAVAN FACILITIES.
We run the National Proficiency Testing and Certificates.

COME TO

SKATECOUNTRY

FOR ALL YEAR ROUND SKATING
At Ashton Court Country Club, Failand Bristol
Tel: Long Ashton 2771.



Domed open air skatepark

Mon to Fri 4pm - 8pm
Weekends 10am - 8pm
Members 25p per one hour session. Non members 30p. All Day. Members 70p. Non members £1

Californian pool, 40ft long half pipe, 20ft diameter full pipe, 60ft big Bristol bowl, 80ft snake, large banked freestyle area.

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

In beautifully landscaped surroundings

**WEEKEND COMPETITIONS
BUSES LAID ON**

SPANDREL SKATEDOME

Hillingdon Leisure Complex, Park Road, Uxbridge, Middlesex. Tel: Uxbridge 58088

7 minutes walk to Uxbridge Bus Depot and Railway Station
Open every Saturday 9am till 9pm. Sunday 9am to 7pm. School holidays Monday to Friday 9am till 9pm.

60p per 2 hour session. Club membership £1.50
Members 45p per 2 hour session
Club Night Monday 5pm till 9pm 45p.
Spectators 15p (Free accompanied by a skater)

1/2 pipe, bowl with coping, pool with coping, Marshalled, Spectator Area. Snack Bar, Safety Gear for hire inclusive charge 30p. First Aid.
**REDUCED RATE FOR PARTIES
OPEN ALL WINTER**

STOCKWELL SKATEPARK

A new skatepark opened by Lambeth Council Amenity Services. Situated on the corner of Stockwell Road and Stockwell Park. Brixton SW2 Tel: 01-761 0901

Free open air skatepark. Safety equipment must be worn.

Open daily depending on light

A series of bowls, shallow to deep, a freestyle area, a slalom run.

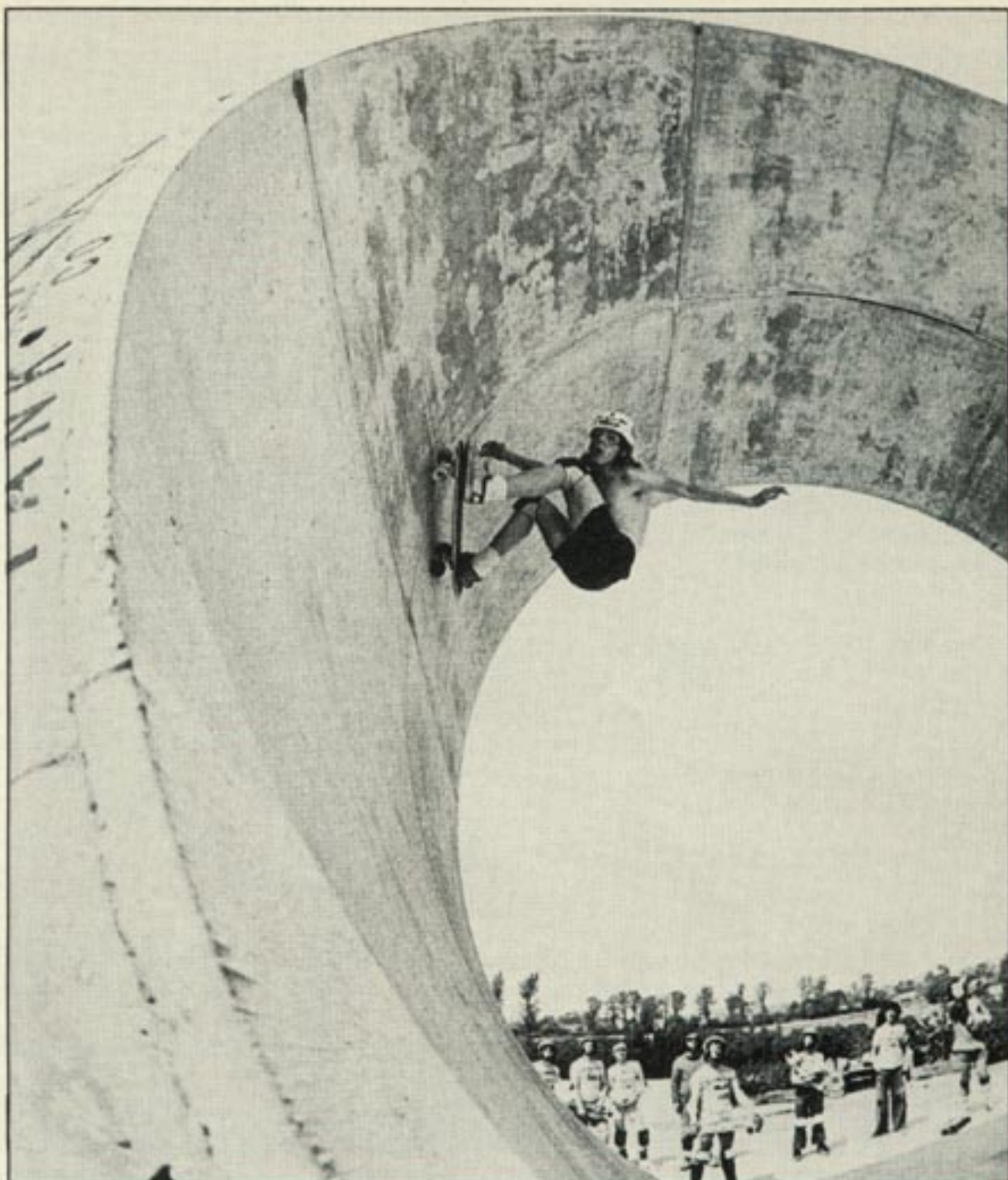
Open by October for Skateboarding
Free All Winter

Skateplaces

HASTINGS

At the Old White Rock Baths, Pier Promenade, Hastings in Sussex has appeared a new facility. As you stand on the old diving board (yes, still there!) you can look down where the swimming pool used to be; now there's a big gunnite bowl measuring 5m across which runs into a steeply banked (7m x 5m) freestyle patch. Beyond that there's a 7m x 5m x 3m half-pipe. Where the girl's changing rooms used to be is a freestyle flatland, separated from the main area by pillars. Beginners make good use of it.

Down the other side where the men's changing rooms were slotted is a refreshment area with a glassed-in spectator room, a pro shop and a games room with a juke box. The park also has piped music. There's a hire shop, marshalls, and at 30p per 2-hour session, that's not bad at all. Opening times are 5.30 to 8.00pm (weekdays) and 10 to 12am and 3 to 5pm (weekends). These hours are liable to alter, but unfortunately you can't check before going. . . there's no phone. They may have had trouble digging out the old marble tiles, but it's been worth it.



Cas Peacock, high in the pocket of the Plymouth pipe.

Robert Vente

BOOTLE

The Golden Gate Skatepark, Sandy Road, Bootle, Merseyside (Tel. 051 922 0541) is an indoor facility that features a 9m gunnite bowl, a banked freestyle area and a 30m straight slalom run with wooden start ramps. There's a hot and cold snack bar, a juke box, amusements, marshalls and for 65p you can hire a complete set of safety gear.

Sessions cost 35p for 2 hours and in school holidays the park opens 9.30am to 9.30pm. Term-time it's open 4.30 to 8.30pm. For £1 you can be a member and get a cap, badge, stickers and two 25p sessions a week. They also hold many events for which there is a charge of 50p. The recent Benjy visit and a slalom/disco evening is a good example. The local council built park is 'really bad', to quote the local skaters, so this should be a godsend.

LONDON

Plenty of news from Fog Town this month. To begin with there's a new facility opening up at the intersection of the M40 and the M41. It's free and it's part of the 'Harrow Club - W.10'. The club costs 5p a year to join (!) and for that, kids have any number of other sports to get into as well. The park is sat on land owned by the North Kensington Trust and there's a 4m deep, bowl, fed by a snake, a 2m deep bowl fed by a straight run-in and a freestyle area (27m x 30m) with banks. Only club members can use the place, but once you've paid your 5p, it's free for the use of. Opening time is 8am, closing is 9pm . . . there's a lower age limit of 7 years old and opening day was on September 30th.

More news of 'Wheelies' in Putney. . . apparently our 'all that mud' comment caused quite a stir among the higher echelons. Now

it's been generally tidied up, the bowl has been re-lipped, the ramps repaired, a new ramp built, a 5m half-pipe with extended vert and a new quarter pipe. Prices are 20p per hour, 30p per 2-hours and members only 10p an hour.

Word's come in of another London park, this time in the Waltham Cross Road. It's outdoor and there's a large halfpipe, a small halfpipe and a good-sized freestyle area with banks. More news as we get it.

Information has reached us concerning a facility in Lloyd Park in Walthamstow. There's 1½m high wooden ramps, a halfpipe (with reportedly bad transitions) that's 2m high. The park is free to skaters.

At last London councils have GLC financial muscle in the shape of a £15 million grant to aid urban decay. A small part of this is being used for skateparks and the Great Outdoors Company for

one are building as fast as they can around the Capital. You'll know already of Lisson Green, Havering and Wandsworth. Now action is stirring under the Westway and Westminster with 16m halfpipes made up of Radical Banking units. Another of 'Great Outdoors' efforts is the Kennington Park mentioned last issue. Paul Sully and Jules Gayton, who opened it, say it's a knockout. Apparently 30/40 kids use it every day after school . . . better than urban decay anyway.

RUMOURS & PLANS

Only one this month. . . planning permission for a park has recently been won for a large site in Livingston in West Lothian, Scotland. Only 15 miles from Edinburgh, the next step is to find a developer. Anyone interested should contact Livingston 31177 on extension 229.

THE BRIGHTON PRO/AM OPEN

Top poolriders full on session at the Barn

By Pete Christopherson

At last Skateboard! is able to report that one top-level competition has come off in the last days of the summer. Originally planned as the BRIGHTON CLASSIC and due to be held at Madeira Drive, the event had to be switched at the last minute, due to the lack of a suitable sponsor and problems with the local council. The contest, sponsored by the South Coast Skateboard Association (certainly one of the most active organizations in the country) was planned as recompense for the cancellation of the major event. It used the facilities of the Barn Skatepark.

Invitations were sent out about three weeks previously to top riders to enter a pool-riding and freestyle contest with cash (or voucher) prizes. Unfortunately many appear to have doubted the validity of the event in the light of various cancellations of Pro/Am competitions in recent weeks. This is a shame; only by confirming their status in top-level competi-

The thrilling finale, to the accompaniment of the spectating crowd counting out the 'wheelers', saw M.B. pull off 19 coping turns to Ian's 18. M.B., talking later, said he was astonished that a non-local could have pushed him so closely. In this type of event riders need special knowledge of the pool to be able to complete every turn so precisely. If



Photography by Ben Liddell

Si Napper staking a 4th place claim in freestyle poolriding.

tion can riders ensure their continuing dominance on the skate scene.

By Saturday evening groups were arriving in Brighton from points North and West — working out in the Barn pool to get to grips with its size, surface and transitions before riding into town for some of the legendary Pig City action. Sunday morning saw people falling out of their various sleeping-places at 7.30 am to get warmed up for the event. Blazing sunshine brought a Californian atmosphere to the park as entrants were signed in, on payment of £3 entry fee. Planned as a pro event, amateurs were accepted to give those who were good enough a rare chance to test their skills against the likes of Mark Baker and Si Napper. The 'Earth and Ocean' team from Barnstable and a 'Wheeler Dealers'

team from Liverpool showed but failed to enter in the face of this opposition. Early starters were teams from Bristol Skateboard Centre, 'Skatewave' (Windsor), Lan Skateboards from Southport as well as many hot P-City riders.

The competition kicked off with a one-wheeler contest in the pool. Being the first heavy pool-riding event in this country, the only guidelines that the judges had were those used in the Hester Pro-Bowl series in California, and they quickly had to decide their criteria for judging. The 'wheelers' contest was run by giving each contestant 30 secs. to pull off as many 'three wheels out' turns as they could manage within their allotted time. The judges took a view along the coping of the pool and any turn that didn't show air between the third wheel

and the coping failed to count towards the rider's total. Several entrants were clearly unable to cope with the demand of consistently making 'wheelers' either because they were not precise enough or because they hadn't the strength to maintain clean 'wheelers' over the half minute period. Only six riders pulled off the twelve or so 'wheelers' that assured them a place in an eliminator final. Five rounds were skated in the final, the rider with the lowest score each round dropping out. Only one of the finalists was a 'foreigner' and it was obvious that the local boys had this pool wired. But one by one locals Twiggy, Spencer Gouksden, Peter Hope and Phil Earl dropped out until the deciding round pitted local anti-hero Mark Baker against the dark horse Bristol rider, Ian Richards (see Star Shots).

even one turn was made on two wheels, the rider was likely to drop. Mark Baker won through his aggressive punishing of the coping, enabling him to gain the extra turn over the precise, fluid style of Ian Richards.

Concurrent with the pool-riding, freestyle eliminations were held in the reservoir. Routines had to include the following manoeuvres in a 1½ minute period (linked with the special tricks riders hoped would appeal to the judges): 5 forward Walk the Dogs, Kickflip, Wheelie for 10ft, Toe-spin or Pirouette, and Daffy. By insisting that these five tricks be performed, the judges had a common standard to refer to and by additionally considering the presentation as a whole they were fairly able to select the finalists. The state of the reservoir surface was very average for a freestyle event,



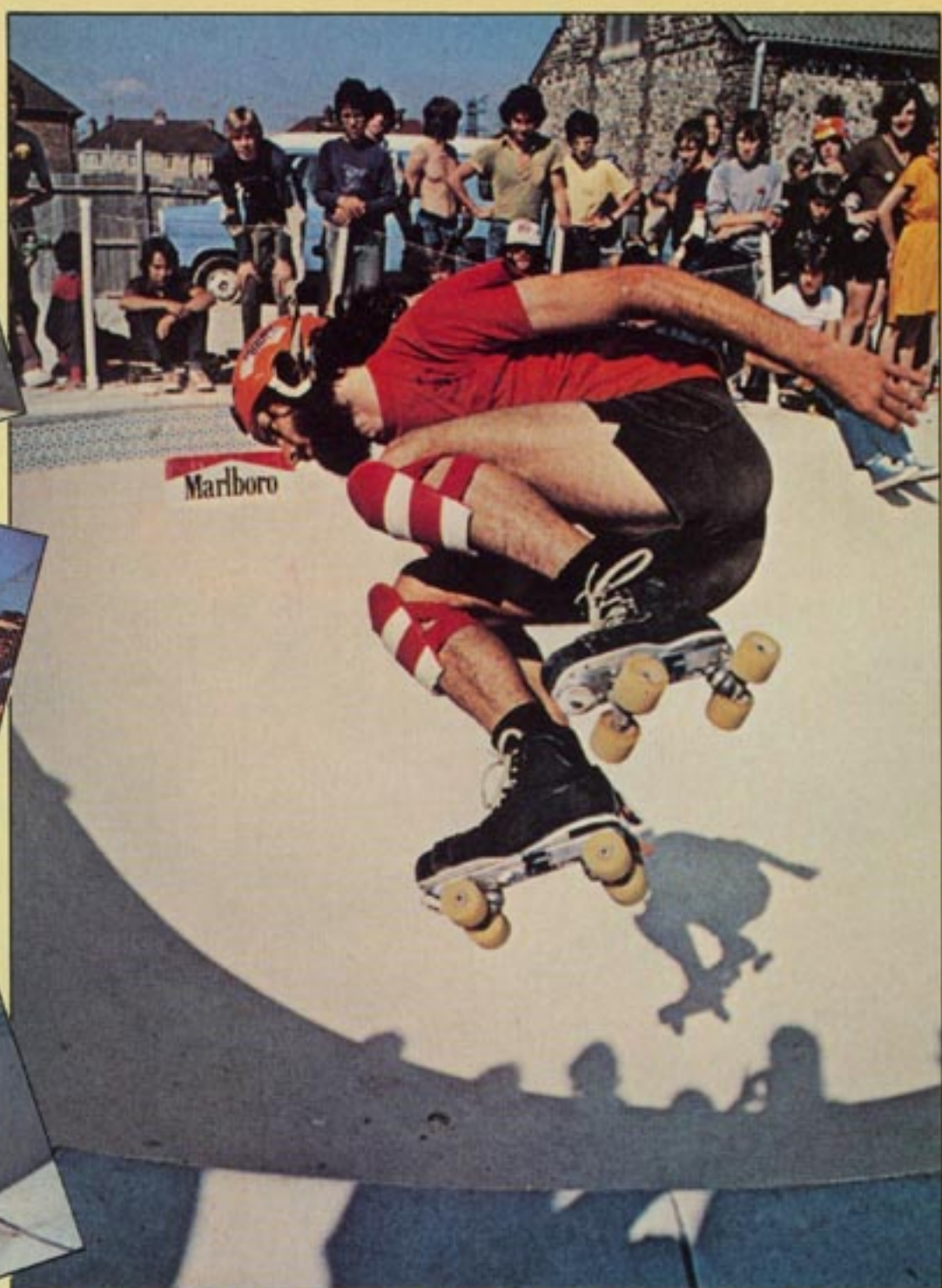
Cris Craske



Ben Liddell



Ben Liddell



Ben Liddell

Top Left: Mark one-wheel success. Centre Left: Phil Earl grinds with style. Bottom Left: Hot air from Shane Cutts. Right: Tim Altic puts the boot in.

which accounted for the refusal of local super-free-styler, Steve Kellner, to enter. Also the non-appearance of top London freestylers meant that the overall standard was rather low, leaving an amateur field for the finals. Freestyle in the U.K. seems somewhat less developed as a discipline than in the States, perhaps due to the fact that soon after the arrival of the sport in this country we were blessed with a proliferation of skateparks. That pushed many riders straight into vertical riding.

The energy was running high for a hot afternoon session as the lunch break was taken and local and visiting celebrities relaxed in the intense sunshine. Ben Liddell was present giving everyone a first glimpse of his signature-model, 'Fresh Air'

bowl-riding stick. Tim Altic, up from Bristol, gave a display of his artistry on 8 wheels as he ripped the pool on his roller-skates. Florence and Bobby G. arrived somewhat belatedly with a Logos team who proceeded to punish the same pool in their practice session. Phil Labatto of Max's relinquished the P.A. microphone long enough to get into good voice for the afternoon commentary.

The session started with the freestyle final and the field included four members of the Skatewave team and one from Bristol Skateboard Centre. All were allowed a 'free expression' routine and it was then that the absence of really top-grade freestylers showed itself. Dominic Thrupp (B.S.C.), Robbie Hunter, Rupert Henry, and

Dean Pryde (all Skatewave) performed precise, advanced routines. Then the field and the crowd were treated to a superbly original work-out by Mark Slough, (obviously benefitting from a recent trip to Calif.) His bank tricks and kickflip at speed were aggressive yet precise and he was virtually assured of first place.

Attention then turned to the pool where the riders were stoking themselves for the pool freestyle event. The local boys looked confident but some of the other entrants were awed by the aggressive skating of the Logos team. Many of the first round riders blew their tricks, pulling low marks for continuity during their 1½ minute routines. Sheenagh Burdell, the only female entrant, although at first upset about having to com-

pete against the top riders, pulled off kick-turns and tail blocks on the coping but graunched in her 'inspired by the moment' elevator drop. Marvin Don, at 7 the youngest entry, got high on his kick-turns but failed to develop any tricks. Even Si Napper was unable to negotiate an elevator drop because he was concentrating too hard on his move off the far wall — he came out laughing it off. The other riders put together front and back-side turns, carves and aeriels, rock walks, cess slides, snapback gnarlers, grinders, elevator and lemon-drops, even a roll-out. The judging was hard but fair. Contestants were checked on difficulty and originality of tricks, skill in pulling them off and continuity of routine. Finally seven riders were selected to go



Cris Craske

Top Right: Pete Hope 3rd place/one wheelers
Above: Classic performance from Mr Napper.



Ben Liddell

BRIGHTON; WINNERS AND FINALISTS

POOL (One-Wheelers):

- 1st Mark Baker (Max's) 19 in 30 secs.
- 2nd Ian Richards (B.S.C.) 18 in 30 secs.
- 3rd Peter Hope (Brighton) plus Twiggy
Spencer Goulsden,
Brighton
Phil Earl

FREESTYLE

- 1st Mark Slough (Skatewave)
- 2nd Robbie Hunter "
- 3rd Rupert Henry "
- 4th Dominic Thrupp (B.S.C.)
- 5th Dean Pryde (Skatewave)

POOL (Freestyle):

- 1st Mark Baker (Max's)
- 2nd Seth Cutts (Logos)
- 3rd Peter Hope (Brighton)
- 4th Simon Napper (Logos)
- 5th Dave Richards (B.S.C.)
- 6th Ian Richards "
- 7th Phil Earl (Barn Skatepark)

through to a final round; locals Mark Baker, Peter Hope and Phil Earl, Logos men Si Napper and Seth Cutts, and Bristol Skateboard Centre riders Ian and Dave Richards. At last the guys were making all their moves and the energy that had been promising to erupt began to flow. The Richards brothers gave fluid, stylish routines pulling off all their pool moves. Phil Earl, whose father runs the Barn skatepark, showed how at home he was in the pool while up and coming Peter Hope proved that there are youngsters snapping at the heels of the established pros. Mark Baker's routine was full of aggression, high pop-outs, and sparking grinders that brought the local supporters to full voice. Little Seth Cutts burnt up the pool

with lightning carves, extreme tail-blocks and an amazing roll-out and back in again over the coping. Si Napper got right into form with his legendary shredding. Pity the judges who had to compare the routines and finally, as the prizes were being presented to the other winners, it was announced that Mark Baker had pipped Seth Cutts by two points out of a total of 270 to take first prize of £50. The continuity of Mark's routine had narrowly triumphed over Seth's incredible moves. Young Peter Hope managed to push Si Napper into 4th place and out of the prize money.

Unlike America with it's I.S.A. we have no organization over here dedicated to raising the standard of the sport with top-level competi-

tions. Still too many of the so-called pro riders regard themselves as primadonnas who will only take from the sport without giving anything back. They should realize that the future of the business that 'feeds' them relies heavily on the continuing interest of the mass of younger skaters whose enthusiasm is fired by seeing top level demos and competitions. The old faces can no longer rest on laurels won back in the halcyon days of Crystal Palace '77 for with exposure in magazines, appearances at major contests and demos there is a new breed of skateboarder. . . youngsters who are prepared to skate the pools even if the surfaces are less than perfect and whose sponsors are prepared to help them travel to all the available contests. It's in these

riders that we find the confidence to further push back the barriers of skateboarding.

The Barn contest was run in a relaxed, almost informal way and produced some first class riding. There were no petty squabbles or outbursts to upset the atmosphere. And, thanks to Melanie Lyons the organizer and John Schofield the clerk of the course and their many S.C.S.A. helpers, we were treated to what Master of Ceremonies Phil Labatto described as 'a return to the atmosphere of '77'. Keeping the energy flowing, especially by means of competition, will help develop skateboarding as an art and a sport. The Barn contest was Britain's first real pool riding competition. . . stand by for news in Lip Torque of the next in line.



SKATA DATA

**THE HARDER
THEY COME**

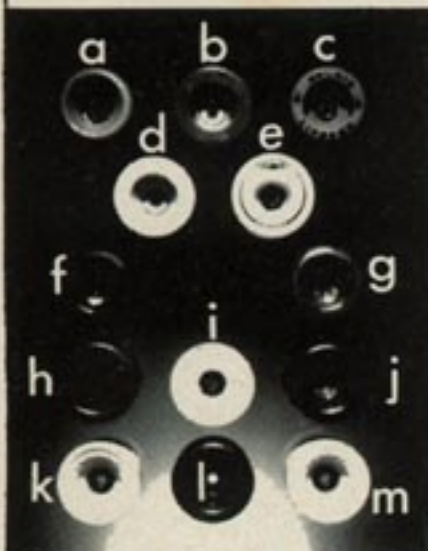
COMPOUNDS

As the title of this feature suggests there's been a general hardening of compounds since our last test. Eight out of thirteen wheels featured here are above 90A Shore, compared with our last test where half the wheels were 90A or under. The new Kryptonics Green just about runs the Durometer needle round the clock at 96 points and must be the hardest production skateboard wheel ever made. The Orange Yoyo (94 points), Z Groove and Smooth (93 points) and Powerflex 9 (93 points) are close behind.

There are still wheels around that only work on specific surfaces but their performance is generally so good that this limitation is acceptable. The Orange Yoyo, Alva and Powerflex have all broken new ground by producing remarkable speed results on the 'B' surface. The grip of the fast wheels has improved tremendously though, not surprisingly, this has led to controllability problems where unsuitable shapes have been used.

SHAPES

In terms of controllability, shape is of great significance. Small changes around the edge of a wheel can have a major effect on lock, slide and drift. The newest shapes — Powerflex 9 and Z Groove — both have notably good slide characteristics. The new Wing, on the other hand, is



- a G&S Yoyo Orange
- b Kryptonics C-Series Blue 65mm
- c Belair Lipbomb Cherry
- d Kryptonics C-Series Green 65mm
- e Wings Yellow-Green
- f Z Smooth
- g Z Groove
- h Alva
- i Sims Snake White
- j Avon Skyrider
- k Z Farrell (speed formula)
- l Powerflex 9
- m Z Farrell (grip formula)

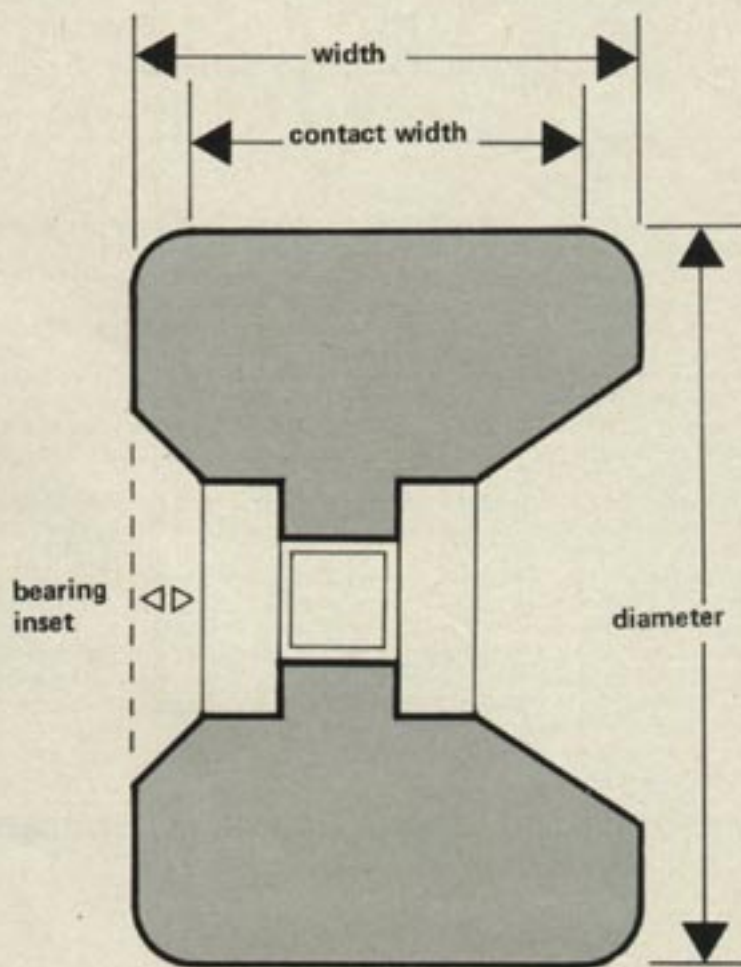
SKATA DATA

Edited by Dave Goldsmith

PARK WHEELS TEST

Our first park wheels test appeared in Skateboard! 11 but since then a number of important new wheels have received their concrete-christening. Several of the new models have proved to be re-vamped versions of old favourites; two manufacturers, who are better known for making decks, Z-Products and Alva Skates, have broken into urethane for the first time. We're also beginning to see some activity on the bearings front with the launch of the Kryptonics C-Series and the Z Groove/Z Smooth where the wheels and bearings come packaged as one unit. The big question we were asking was, have wheels stepped even further along the road in terms of speed and performance?

This month's test was conducted by the Skateboard! Test Tank, under the direction of Mike Wisternoff and with the assistance of Royce Creasy, Tim Altic, Pete Christopherson, and Dave and Ian Richards.



too soft, too narrow and too tall for good control. Kryptonics have increased the lip thickness of their models which has improved their solidity. The Alva and Avon share remarkably similar shapes, and large radiused

lips. . . both features they inherited from the Yoyo (the original radius-edge wheel that's still rolling on strong).

BEARING SYSTEMS

Two new bearing systems

are worth noting. The Z Groove and Z Smooth (also available with standard bearings) were tested with the Z bearing system, featuring two needle roller bearings. These run in an alloy sleeve that's apparently bonded into the wheel. There's a wide spacer inserted between the bearings in the usual fashion. Needle rollers are not normally used where a bearing is subject to high end loads, but we experienced no failures. The bearings can be removed in the normal way although the manoeuvre is rather more difficult. We found no advantages in speed from these bearings and getting replacements might be a real problem. If you're considering buying these wheels, our advice is to stick to the cheaper standard bearing. The most interesting aspect was, in fact, the alloy sleeve — an idea taken further by Kryptonics whose system uses a plastic hub and bearings which, although specially made by Kryps, are interchangeable with any 608 bearing. Removal is again somewhat difficult although it's worth remembering Kryptonics specifically state that bearing removal invalidates the guarantee. The choice between changing a damaged bearing (we damaged one within ten minutes of starting to test) and exchanging the wheel will depend on the near availability of a friendly stockist. Once again the adoption of a special bearing produced no apparent speed advantage. In spite of this the plastic hub appears to be a major improvement, leading to better controllability and possibly a stabilisation in price (urethane is expensive). The basic drawback in the conventional system — bearing peel (increased friction due to sideways thrust when cornering) — is apparent in some of the new wheels. In fact the improvements in grip and speed have, in some cases, accentuated the problem to a serious degree. A useful development would be wheel bearings set further apart. This would require longer, stronger axles from co-operative truck manufacturers (no bad thing anyway!) The benefit would be much reduced bearing peel and a greater stability than that gained from the conventional bearing system.

MAKE/MODEL		DIAMETER MM	WIDTH MM	CONTACT WIDTH MM	BEARINGS INSET MM	OUTER EDGE	INNER EDGE	HARDNESS	SPEED RATING 'A' SCALE	SPEED RATING B	GRIP	BREAKAWAY	DRIFT (WEIGHTED)
A	G&S Yoyo Orange	61	48	37	None	lr	mf	94	9	7.9	Very Good	Very late. Sudden	Reluctant. Rough.
B	Kryptonics Blue 65mm (C-Series)	64	47	38	1	r	mf	89	8.8	7	Good.	Good warning.	Progressive. Good.
D	Kryptonics Green 65mm (C-Series)	64	47	38	1	r	mf	96	8.2	5.5	Good.	Very early.	Straight into slide.
C	Belair Lipbomb (Red)	62	49	39	7	lr	mf	85	9	7.9	Very good.	Very late.	Short. Reluctant but O.K.
E	Wings (Lime)	65	44	38	None	r	mf	86	9	8.1	Very good.	Very late. Jumpy	Twitchy. Short.
F	Z Smooth	64	45	38	6	lr	mf	93	8.2	6.5	Good.	Sudden.	Reluctant. Quickly breaks into slide.
G	Z Groove	64	45	38/* 22	6	lr	mf	93	8.2	6	Good.	Early. Good.	Very smooth.
H	Alva	66	55	45	None	lr	mf	92	9	8	Very Good.	Late. Good.	Short but controllable.
I	Sims Snake (White)	66	45	38	None	r	mf	90	8	7	Very good.	Even. Crisp. Predictable.	Controllable. Good
J	Avon Skyrider	65	51	41	1	lr	ms	91	8.2	6	Very good.	Late. Buzzy.	Lively. Short
M	Z Farrell 500 (Grip Formula)	64	46	42	1	se	mf	84	8	6	Good	Late. Smooth.	Smooth.
K	Z Farrell 500 (Speed Formula)	64	46	42	1	se	mf	92	8.2	6.5	Good	Fairly early. Predictable.	Smooth. Good
L	Powerflex 9	65	46	36	2	lr	mf	93	9	7.9	Good	Early. Smooth.	Smooth. Controllable.
MEASUREMENTS									TEST RESULTS				

NOTES FOR TABLE

Diameter:	In some cases our measurements differ slightly from the manufacturer's specification.
Width:	The overall width of the wheel
Contact Width:	The actual width of the wheel's running surface. Take our measurements of width and contact width as approximate as they can vary during production (depending on the degree of inside face machining).
Bearing Inset:	The distance from the side of the inside bearing to the inside face of the wheel.
Outer Edge/Inner Edge:	r: radius (l: large, s: small) se: straight edge, ms: moulded square, mf: machined face, c: chamfered
Hardness:	This is our measurement, taken on a Shore durometer with 'A' scale. Hardnesses can vary in production — allow 1 or 2 points either way on our figure.
Speed Ratings:	Wheels are rated out of 10 points, and this is an indication of the relative speed of each wheel. 'A' rating: superfine park surface 'B' rating: good park surface The important thing to note from these ratings is the difference between 'A' and 'B', particularly if you like riding varied surfaces. Remember that our points scale covers all skateboard wheels (which explains why most of these wheels rate between 7 and 9 points).
Grip and Breakaway:	For these evaluations we use a fine grain asphalt or smooth trowelled concrete surface. A cone is placed as a fixed reference point at a location where a full turn is possible. The tester sets off from his start position and the cone is moved progressively further down the hill. The test ends when the cone is positioned at the lowest point possible — where breakaway takes place. The nature of the breakaway is noted and described in the table.
Drift (weighted):	This is checked on a wide slope. High speed sweeping turns are made while the board is down-weighted.
Slide (unweighted):	Various sliding manoeuvres (e.g. powerslides and Ty slides) are used in this test. Having identical rigs enables us to check wheels through the same manoeuvres in quick succession.
Lock On:	We have recorded in the slide and drift tests the nature of the resultant lock (i.e. how the wheel locks back into a state of grip). Delayed lock is liable to dump you!

TEST CONCLUSIONS AND RECOMMENDATIONS

Consideration of the chart will show that some wheels are sensitive to surface, although the Green Kryptonics is the only wheel that's tailored for one surface alone. It lives, breathes and ignites on mirror bowls. Powerflex seem to have done their homework by producing a great park wheel — it receives

our strongest recommendation. The Alva wheel slides happily on to a wide board and fits the Alva image very well. The appearance of a treaded wheel, the Z Groove, is interesting, particularly as the wheel has fine controllability. The idea can obviously be improved on if one of the hot compounds is tuned to use the freedom from snatch inherent in treads.

A FEW CLOSING COMMENTS

It's worth mentioning that many factors apart from wheel type can affect performance. Although all bearings have a very similar performance when in good condition, any roughness, dryness or misalignment will have a detrimental effect on speed. Running the wheel nuts loose because the bear-

ings are stiff is curing the symptoms, not the problem. Keep axle nuts tight and bearings spinning free for best speed and control. Finally, remember that we are testing on consistently high quality surfaces. Changes in grain and roughness will produce radical changes in the characteristics of any wheel as, to a lesser extent, will the particular style of each rider.

SKATA DATA

SLIDE (UNWEIGHTED)	LOCK ON	COMMENTS
Short. Noisy.	Very early.	Extremely fast on 'B' surface for a small hard wheel. Needs further development to improve handling.
Buzzy. Good.	Early. Smooth.	Very stiff for an '88'. Beautifully balanced hot performer.
Long. Fast	Very late. Good.	Further into 'lime greenery'. Rock solid slider. Needs ultra smooth surface to work.
Reluctant. Rough.	Very early. Solid.	Very fast and grippy all-surface wheel. Bites down hard.
Farty.	Grabs early.	Ultra quick wheel. Soft mix, height and narrowness make for poor controllability. Exhilarating on a long street board.
Clean. Good.	Late. O.K.	Similar to its groovy brother, but a bit rougher. Alternative standard or Z bearing system.
Very long. Clean.	Very late. Smooth.	Long, ultra smooth slider and drifter. Not as quick as some. Alternative standard or Z bearing system.
Buzzy. Needs pushing.	Fairly early. Firm.	Big butch wheel. Killer fast. O.K. T.A. Colour choice: Pink, Blue, Orange, Red, Green.
Late. Needs pushing.	Early. Solid.	Tuned towards controlled performance. A nice wheel. Slightly slower than the green Snake.
Farty but O.K.	Early. Solid.	Avon's second and much improved wheel. Hot colour.
Fairly smooth.	Firm.	Good all-surface wheel. Slower than some. Good slide for a softy.
Long. Smooth.	Late. Good.	Good all-round park wheel. Nice.
Long. Clean. Smooth.	Very late. Trusty.	I think I'm in love.

* Z Groove has a contact width of 38 mm- only 22 mm of this actually grips the surface.

EQUIPMENT NEWS



Kryptonics' wheel range has now been completely revised with the addition of a new bearing specially manufactured for Krypts, a hard plastic core to house the

bearings and new, harder compounds for the blue and green models. The sizes remain the same as before (60mm, 65mm and 70mm) and all the wheels are pack-

aged in really slick-looking tubes. The bearings, incidentally, feature non-contact seals on the outside and steel shields on the inside. A sensible move.



Photography by Kokon Chung

Surrey Skateboards have sent us samples of three Dog Town Skates. The multi-colour graphics are outstanding and the models bear some big names — at the moment these include Paul Constantineau and Jim Muir. We also hear that Bob Biniak will be joining D.T.S. and putting his signature to a 30" x 9½" deck. Continued on page 65

READERS TIPS

Compiled by Dave Goldsmith

As any regular reader of Skateboard! will remember, I used to invite your technical tips for the 'Tip of the Month' spot. I still receive the occasional idea or two in the postbag — and often it's a winner. Here is a selection of the best tips received over the past six months. In line with tradition they all win their authors a free one year sub to Skateboard!

I have just bought a pair of elbow pads with the double band fastening. Although the bands are elasticated they take some time to pull on. I overcame the problem successfully by cutting the upper band and inserting velcro strips. The pads can now be pulled on more easily and the velcro strips allow some adjustment of tightness. By leaving the lower band unaltered the pad stays secure even in a sliding fall.

J. Hinchliff, Harrogate, North Yorks.

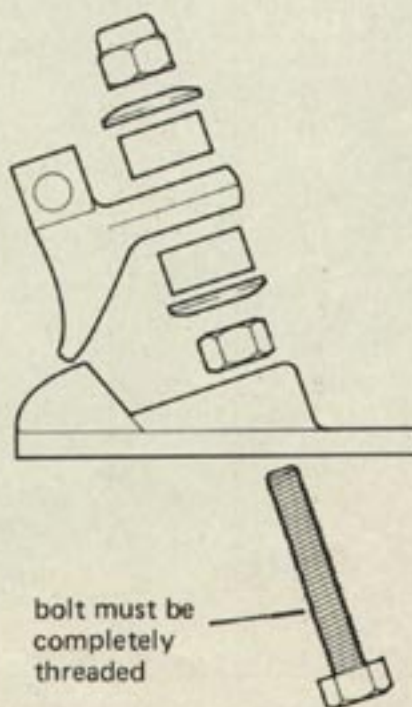
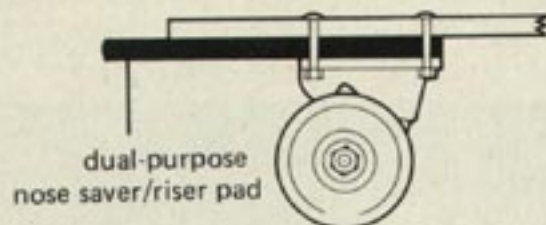
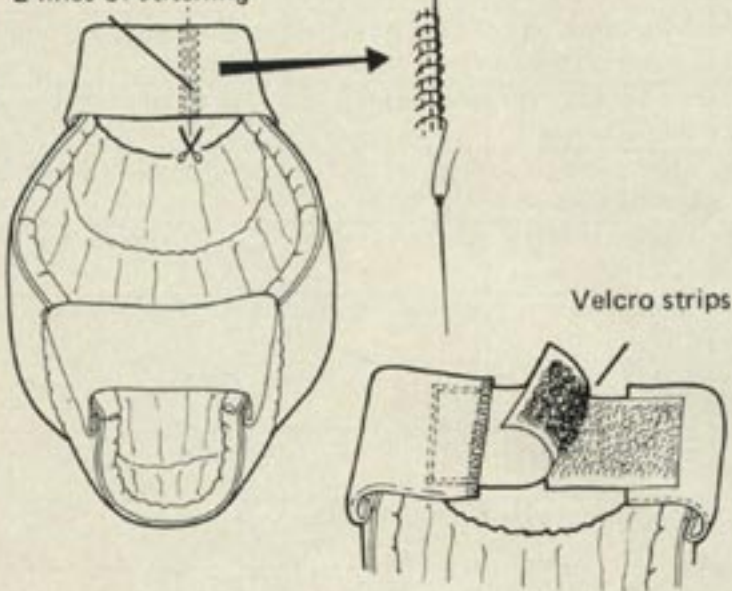
Instead of paying 10 pence a time for new lock nuts it is cheaper to buy a tube of Loctite from the local motorists' shop and spread some on the thread of lock nuts with worn nylon inserts. It's an expensive investment but a good one, because one tube will go a long way. You can also use it on truck mounting nuts.

Stephen Bentley, Failsworth, Manchester.

I recently found that the threads on my baseplate had been stripped but that the kingpin was still in reasonable condition. Instead of buying another baseplate I managed to repair the threads by using Araldite. The Araldite I used was the 'Rapid' type and the instructions for use state that both surfaces must be clean, dry and grease-free. I cleaned and dried the baseplate but lightly oiled the king pin. I then smeared the king pin with Araldite and also smeared the inside of the hole in the baseplate. The king pin was then inserted into the baseplate. Once the glue was set I had some brand new threads. It's a good idea to check that the threads are free before the glue has gone absolutely solid (with Araldite Rapid — after about one hour).

Steve Ascham, Bedford

2 lines of stitching



If you have Tracker-type trucks and you use them on a tight adjustment, the top

sections of king pins get exposed. Therefore when you do axle grinds the

threads tend to get mangled up, thus making it difficult to remove or change the rubbers, etc.

A good way to avoid this is to put extra washers between the lock nut and original washer, keeping the kingpin protected by the (replaceable) lock nut. **Columb King, Bournemouth**

I have found a good way of converting trucks like ACS or Lazer into Tracker-type trucks (fixed king pin). All you do is to find a bolt which is the same diameter and thread type as that bought with the original truck, except that it must be threaded right the way along its length. Just screw the bolt from the underside of the baseplate and assemble the rubbers, nut and washers as normal. Once you have done this all you need is a lock nut to fit the new kingpin. You will also, of course, need to cut a small piece out of your riser pad to take the head of the bolt.

Christopher Cave, East Huntspill, Somerset

(Most people find that the nose of their board tends to get stubbed and cracked due to hitting walls etc. This device serves the purpose of a nose saver and riser pad.) Take a piece of strong timber (e.g. oak) 60mm wide, 12mm thick and approximately 170mm long. At one end drill your truck hole pattern and then simply fit the nose saver between the truck and deck (instead of a riser). The length of the nose saver is, of course, dependent on the length of the front truck from the front of the deck, but the block should protrude about 15mm from the nose of the deck. Replacing this device now and again is much cheaper than replacing your deck. **Mike Dale, Eastbourne, Sussex.**

SKATEPARK SUPERTEST—THE ROM

SKATEBOARD! OPENS UP A NEW ERA OF IN-DEPTH PARK TESTING BY CHECKING OUT LONDON'S LATEST POWER-ON FACILITY

North-East London has had to wait quite a while for its own skatepark. . . for some time, the Central and South really have dominated. But now, with the coming of The Rom, an oasis has come upon the desert areas and on what looked like being a bleak and blustery day, the Test Team checked in at the new Romford facility. It was a fairly important occasion, marking as it did, the beginning of an improved system of park evaluation. The quality of Team support fittingly comprised of Benjamin, Jules Gayton, Alex Turnbull and Shane Cutts of the LOGOS plus a welcome helping of madness from Meanwhile riders, Matt and Ben Davies and Hugo Carey.

Managed by Skatelands Limited (their first venture into the leisure business), designed by Adrian Rolt of G-Force and built by the irrepressible Skatepark Construction Limited, the 4,000 square metre park is sited on part of an existing 'cardrome'. Managing Director of The Rom is Gerald Penn and keeping things in the family, it's his brother who runs the 'drome'.

There're eight separate units or runs to consider and all will be pretty familiar in concept to the regular skatepark-goer. . . with the possible exception of an unusually carved Cloverleaf. Generally the surface is adequate throughout, apart from the odd bump and kink. The only ugly sight to catch the eye is the already heavily patched Half Pipe — the legacy of an appalling British summer.

THE PERFORMANCE BOWL

Conceived along standard G-Force lines, the Performance



From top to bottom: The four-bowl Cloverleaf; the Performance Bowl; another of the 'Classic' Pools; the series of six Mogul Bowls, arranged in a triangle.

Bowl sizes-up to 9m in diameter by 4m in depth — with a 1.2m showing of vertical. In truth it's not unlike the one so recently installed at Harrow's Solid Surf (another G-Force/Skatepark Construction facility). However it's a little smaller all round — and rather rough and lumpy in places because of difficulties during construction (more on that later). Nevertheless the transitions to vertical are smooth and well designed.

THE MOGUL BOWLS

One of the most popular features in the place — at least when we were there — is the set of six Mogul Bowls. It's an excitingly designed unit that consists of non-vertical, crater-like bowls whose diameters vary between 5.5 and 6m; depths range between 1.6 and 2m. There are interconnection points that stand out as large 'shoulders', plus four moguls. The transitions are just about perfect and the surface, skate-smooth. Not only is the setup very safe and fun to ride, it also offers a high level of skater capacity.

THE POOL

The Classic Pool (of standard G-Force design) is 6.7m in diameter by 2.75m deep, with a run-in of 2m (of approximately 25 degree gradient). It's a real swimming pool type construction — a shotcrete shell encased with marbelite with blue mosaic tiles and regular round coping. General consensus felt it was a bit small, rather lumpy and lacking in vertical where sorely needed (particularly under the tiles). In some parts of the Pool this caused an asymmetry which made certain moves fluid on one side, but jerky on the other. The configuration of good and less-good caused some members of the Test Team to pronounce that: "The Pool is much better for goofy-foots". But all that said, the unit proved very popular with the regulars who were queuing for its rad merchandise all afternoon. In particular, local kid Vince Scanlon



Looking down the Halfpipe, check out the black patching-up and the kinks on the right side at the far end. Otherwise it's not at all bad.

didn't seem at all affected by the Pool's faults. . . he was coping (if you'll pardon the expression) very well.

THE SLALOM RUN

A brief description will suffice here. . . the Run is built onto a man-made hill, it carries to a length of 50m and it's 6m wide. That means, with the help of a prayer or two, it'll just about take a head to head event. The gradient angles to around 6 degrees and the surface is flawlessly smooth and even.

THE RESERVOIR/ FREESTYLE AREA

The far end of the Slalom Run feeds back into the large Reservoir/Freestyle patch — and there really is plenty of flat and level space in the centre. The unit measures 28m by 19m with banks on all four sides of differing inclination and heights up to 2m. These encourage and allow for some very laid-back

and mellow freestyle-influenced bank riding. The lips are rounded, the surface is lovely and the transitions are perfect.

THE HALF PIPE

This particular example of Half Pipe lies on a slight gradient, is approximately 20m long by 3m high by 5.5m wide, and has the usual entry and exit points. Not quite vertical at the start, but certainly reaching it by the end of the run, the Half Pipe proves to be very rideable — though suffering, unfortunately, from the usual bumps and kinks. The Test Team were a little amazed at the fact that very few skaters seemed to want to use it. . . most of the locals apparently preferring the more 'trendy' Pool. Attention all Half Pipe addicts — if you're looking for an uninterrupted work-out, you know where to go!

THE CLOVERLEAF

Without any doubt at all, the most original unit we rode at The Rom was the Cloverleaf. It has four interlocking bowls (6m in diameter), two being 2m deep and the other two, 2.5m deep. The latter pair just reach vertical with a rounded lip. The bowls are connected by an ingenious transition hump at the unit's centre. Challenging, radical and great to ride, this stands out as one of the park's best features. The surface and transitions are beyond criticism. No one will be surprised to hear that the Test Team experienced a strange magnetic attraction towards the Cloverleaf. The order of the day became 2-wheel out forever 4-bowl carving, 360 aerials and Napper Snappers into wood slides.

THE SNAKE RUN

Not so impressive, unfortunately, is the Snake.

50m long and varying in width from 2.5 to 5m, the bends are too tight and have no vertical. It seemed to us that it was only really usable in a gremlin-type fashion. There's not enough space to pull off anything spectacular and, needless to say, the run didn't appear to be receiving too much attention. It seems strange that the people who surfaced the outstanding and excellent Skatecity (Skateways) Snake Run should have produced this black sheep.

We asked Adrian Rolt of G-Force if he'd like to comment on the Rom in particular and on building parks in general:

"One is faced with a number of problems. . . mainly financial. The American parks are built and designed on often five times our budget and they're more able to cover all the features of a park as an entire package than we are.



The Snake Run. . . note the surface inconsistencies and tight, non-vertical bends.

Then there's the quality of concrete and other necessary materials. Often these fluctuate badly because suppliers cut corners and fiddle you.

"The site itself is often difficult to work with and one is always faced with short deadlines and of course, rain. That's particularly unwelcome during the final stages of hand-smoothing — it ruins the finish. Concrete is also very tricky to work with as it goes off according to atmospheric conditions, sometimes as quickly as 20 minutes."

The Rom was in fact built on a package design basis and the order of construction work ran as follows: (1) Putting in all the drainage, (2) Excavating mechanically with bulldozers and so on, (3) Hand excavating and then compacting, (4) Straightening, levelling and shaping (laying the guidelines for the runs) — known as Form Work, (5)

Reinforcing the various runs with steel, (6) Applying concrete by high pressure spraying (Shotcrete as opposed to Gunnite), and (7) Trowelling and smoothing by hand.

IN GENERAL

The Rom has another 2,000 square metres worth of land available for expansion and the possibilities here include a Full Pipe and another beginner's run. Park capacity estimates varied from 150 to 300/400, depending on who we talked to. To our eyes a compromise figure of around 250 looked more or less right. As often happens the cost of the entire project appeared a rather fluctuating figure. Mr Penn, the Manager, estimated approximately £100,000 although other reliable sources put the final break-down as some way below this.

A theme of the park, as emphasised by the management, is that "We're running

the place as a club". . . very laudable intentions. The 'club', however, was looking somewhat drab in colour — without any visible banners or flags. And the atmosphere wasn't helped any by a complete absence of music (certainly in comparison with Solid Surf — see the review last issue); all we heard amplified were dulcet tones announcing the next time check.

Marshalling was adequate and, at the time of writing, a grading system is about to be installed. On hand as resident pro is Steve Peters (with broken leg!). He's there to help out and to supervise the skating. Social events are in the offing (the club claims to already have 1,100 members) and these will include meetings, coaching, discos and competitions. Check the fixtures board for up-to-the-minute details.

And this brings us neatly around to the Clubhouse

(designed by Jeff Saville). It's tidy-looking, clean and comfortable inside and a far cry from the shack one more usually expects. The building houses a hire shop, a cafe, a first aid room, a pro shop and an office.

Charges are as follows: membership is £5.00 per annum, for which you get a T-shirt and 10% discount at the well-stocked pro shop. Members can skate for 50p per 2-hour session. Other people need temporary membership for the day and skating will cost them 80p per 2-hour session. Equipment hire requires a £1.00 deposit, then 10p for knee pads, 10p for elbows, 20p for an imitation Norcon helmet and 40p for a board.

The park is in the Upper Rainham Road, Hornchurch in Essex and is 7 minutes walk from Elm Park Underground Station (District Line). It's also accessible via several bus routes.

STREET LIFE: BRISTOL

Have board, will travel... the rapid transit controversy

Let's face it, the skateboard was born in the street and judging by all the signs, there it will likely stay. It's a cheap and pleasurable form of transport for young and old alike and in my view, far more compatible with public transport than even the most ingenious of folding bicycles.

The reasons skaters give for choosing to ride the highways are diverse, but as a point of interest, it seems most of them are able to pursue their desires without coming into conflict with other road-users or, for that matter, the law.

As any skilled rider will tell you, a skateboard is as safe on the road as any bicycle — provided it is properly and sensibly ridden. What's more, a competent skater can stop at least as quickly as a push-bike in any given situation. With common sense and reasonable application of the highway code, there's no reason why any skater should be a hazard on the road — either to himself, or to others.

I find it worth observing the following rules: (1) If the terrain is steeper or more full of traffic than you can handle, walk (2) Use hand signals and make use of the highway code just as if you were on a push bike. If you're on the pavement (bye-laws now withstanding) behave as a responsible pedestrian (3). Have respect for the blind and the infirm. Such people may well be upset at

There was a time not all that long ago when to even contemplate the possibility of riding a skateboard anywhere near the Queen's highway was tantamount to high treason. Times have changed, however, and now Steve Kane feels it's safe to come out into the open, to suffer the slings and arrows of RoSPA and to declare that, for some time now, he's been taking it to the streets.

having to deal with skaters rushing by (4) Avoid tedious mind-battles with servants of the State. . . whatever you say will probably make very little difference. If you're confident that what you were doing was safe and legal, say so politely, then keep quiet (5) Remember that you can very simply transform yourself into just another pedestrian at the flick of the board into the hand. Use this rapid conversion in all potentially tricky situations. It's amazing how people's attitudes mellow once they can see you're really just like anyone else (6) Enjoy yourself and ride with the style and confidence to encourage others to take to the urethane.

Streetskating can roughly be divided into two quite recognisable categories — on pavement and on the street proper. Although the skilled streeteer will switch from one terrain to another, there are definitely those who specialise. The 'Pavemen' tend to ride kicktail boards; they prefer to negotiate steps and kerbs — kerb grinders are a favourite — and they general-

ly like to exploit the shop-front terrain. Legally they are on tough ground — 'causing an obstruction on the pavement' is an oft-applied law. However, in theory you are also not allowed to ride a pavement tricycle or, so far as I can make out, push prams either. One possible loophole is that it's often hard to say where pavement ends and shop front areas begin (for instance, Oxford Street in London). Much of what appears to be public pavement is in fact owned by the shops and thus it comes under civil law. You can only be moved on at the request of the owners.

Pavemen don't often get into trouble through legal tangles, unless there happens to be a specific anti-roller-skating law in operation locally — or unless they're acting antisocially.

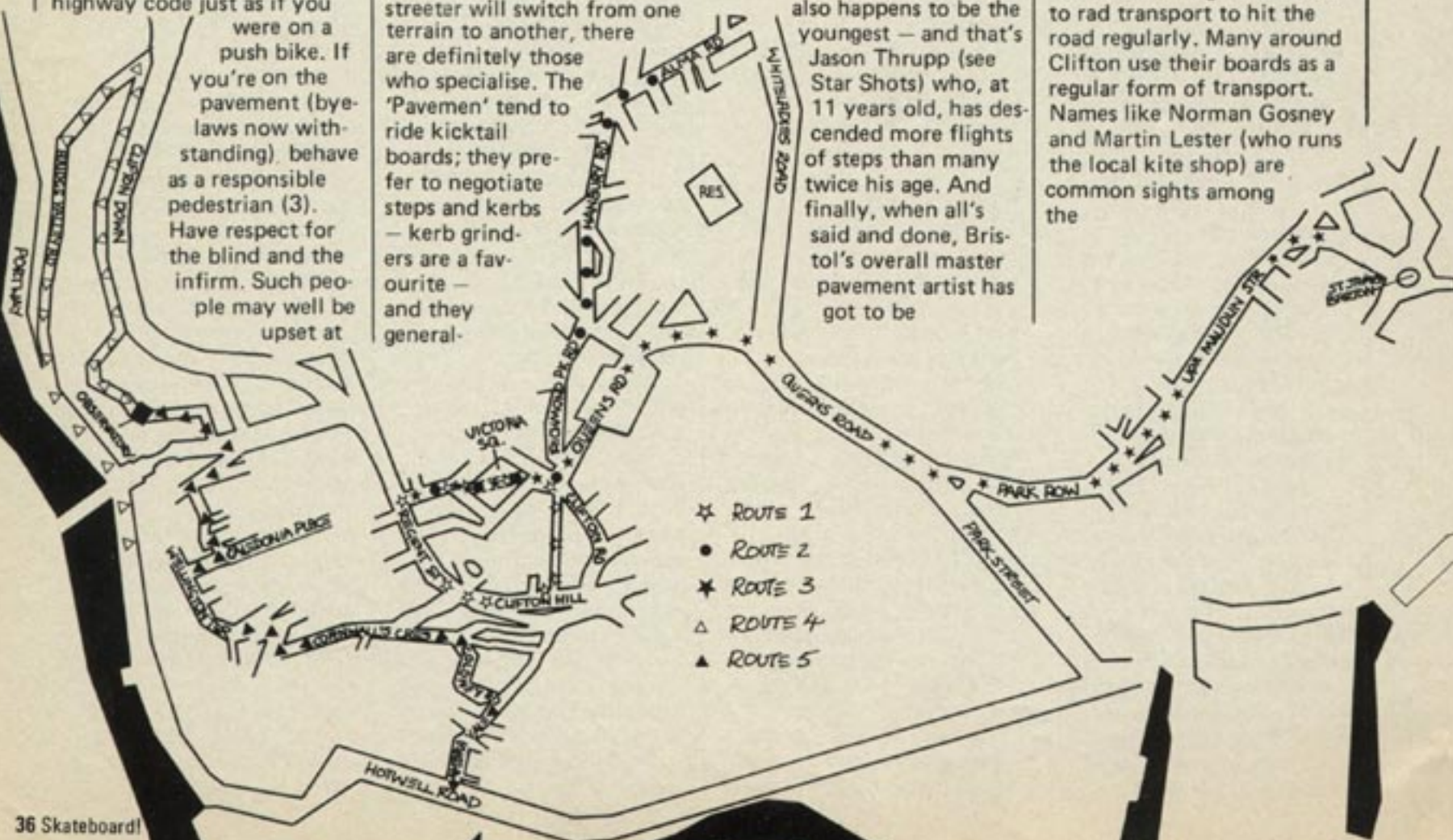
To my mind the hottest pavement stoker on a board also happens to be the youngest — and that's Jason Thrupp (see Star Shots) who, at 11 years old, has descended more flights of steps than many twice his age. And finally, when all's said and done, Bristol's overall master pavement artist has got to be

Tim Altic, whose rollers enable him to ignore kerbs and steps and choose any route that takes his fancy.

On the other side of street life are the Road-workers. Road skating is much more akin to skiing. In traffic you need a cool head and confidence in your braking ability. The biggest rushes are long, controlled 30mph plus runs on a long, stable board that's equipped with something like old red Kryps. Also try some big, steep hills (with plenty of width for wedeling) — especially on sunny Sunday mornings when the motorised locals are still lying in.

Radical Road-workers are a rarer breed than the Pavemen. Until recently they kept an extremely low profile for fear of running into authority. Bristol, Hampstead, Greenwich, Croydon and Brighton are all key areas. Pig City figures like Mark Baker and Tim Dunckerley are better known for pool-busting than for streeting — team managers are reluctant to pay for riding on the highways!

Bristol's streets are the terrain of the Old Fools who use their age and access to rad transport to hit the road regularly. Many around Clifton use their boards as a regular form of transport. Names like Norman Gosney and Martin Lester (who runs the local kite shop) are common sights among the



Clifton traffic. Also, of course, we mustn't miss out Test Tanker, Micky B, plus his new-found sidekick, the Lone Rider.

Street sticks differ from park models in that they are built to handle more realistic terrain. Preferred wheels are Excellerators, Bones, Sims Snakes, Red Kryps and the humble Road Rider (for when grip is the order).

Hoping to create a precedent I've compiled a map showing some of the better skates around Clifton and Bristol — covering the desires of all from the manic gradient freak to the most sober of pavement-pushers.

Route 1: Starts at the Bristol Skateboard Centre, goes out via classic Yorkstone pavement across Victoria Square to Landsdowne Road, then back via Clifton Hill (exceptional for jamming) plus a short walk.

Route 2: This links the Skateboard Centre with the Kite Shop and is fun and mellow roadwork in either direction. Try the pavement down Hanbury Road.

Route 3: Strictly road and including two advanced, high speed road cruises it meets with the bus station. Watch out for traffic in the Queens Road.

Route 4: This is possibly the best road to ride in the country. There's no traffic — just danger of falling rocks in the Portway. Take care you don't come into conflict with the fence that's been erected across the bottom of the Bridge Valley Road.

Route 5: A regular Sunday morning pick-me-up that's just about impossible! The surface is rough and the descent, precipitous. It includes a stretch of grass at the beginning and passes the garage where the first skateboards were sold in Bristol. Watch out for Goldney steps, few can handle them (although it's rumoured that Jason Thrupp can). And if you can make it from the Observatory to the Hotwell Road without putting a foot on the ground — you should be in line to be the first to skate down Everest.



Stuart Kendall, short-cutting through shady Victoria Square (see route 1).

Skateboard! magazine takes the view that skating on the streets can indeed be an enjoyable, not to say efficient, form of urban transport. A good rider is no less in control of his machine than the cyclist. Street skating calls for a sense of responsibility and Steve Kane rightly stresses the need for keeping to the highway code. Only by good example can we set at rest the concerned minds of authority.

Bristol isn't the only area in the country to see skateboard street life. . . the humble board can be seen winging its way along highways all over Britain. We'd like to hear a little more about other scenes. . . where they are, who are the skaters, what are their favourite haunts — and why. If you've got something to report, try additionally to enclose a local map with the routes marked in.



Above, left to right: Pete Christopherson fruit and veg cruising through Princess Victoria Street. Danny Acton-Bond... highway mania on route 1. Candy-striped Andy Beales, speed checking into Cornwallis Crescent (route 5).



Andy again, pumping down Royal York Crescent. Below: Bertleman brilliance from Danny Acton-Bond...Royal York Cres.

Photography by Ian Dobbie



Classic Alva at the Maddog Bowl.

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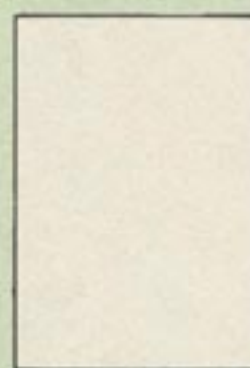
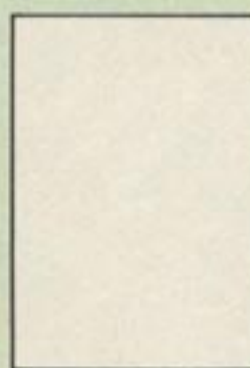
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 Interview with Mad Mark Baker/Dirtboarding: Shredding Natural Terrain/Comparing 12 Full Width Trucks/Greedy For Speed: Downhill Showdown.



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JULES GAYTON

INTERVIEW

By Adam Peacock

Jules (Jay) Gayton, at sixteen years of age, has suddenly moved very much to the forefront of London's progressive school of skating. The possessor of an incredible talent for both freestyle and radical terrain skating, he is only now beginning to reap the rewards of a grassroots background. . . he has the respect of the people that count.

"One of the hottest acts around" – Marc Sinclair.

"He's got moves that people don't even know about"

– John Bull.

Though regarded by many as a newcomer to the clique, Jules has in fact been around the scene for two years or more.

His career started around the time the South Bank was 'discovered' and the combination of banks, flatland, much surfing experience and an attitude that 'failure must never hinder' has produced one of the most professional pro's on the current circuit.

Stages in his development have been especially marked by changes in teams and sponsors. Jules' first rendezvous was with the infamous Jay Surf (check out how many of today's pro's were team-mates!). Then Hobie UK came along towards the end of last year with promises of Stateside tours, etc, etc and though to be fair, the team did provide a proving ground during the period when the skating world was taking off for both riders and businessmen, it had to end sometime. At the beginning of the Summer the inevitable happened and Jules Gayton made his shrewd move to Benjyboards. The rest, as the cliché goes, is history.

It seems everything has gone crazy since skateboarding started. . . how do you consider yourself in relation to the sport now?

Just as skating and having fun; I'm not in it for the money or anything like that. The money's getting better but it'll never be my only reason for skating.

But by your own definition, do you consider yourself a professional?

Not really, not at the moment. I don't spend every minute training for skateboarding. . . I can't live off it.

I hear rumours about you going to the States soon. . .?

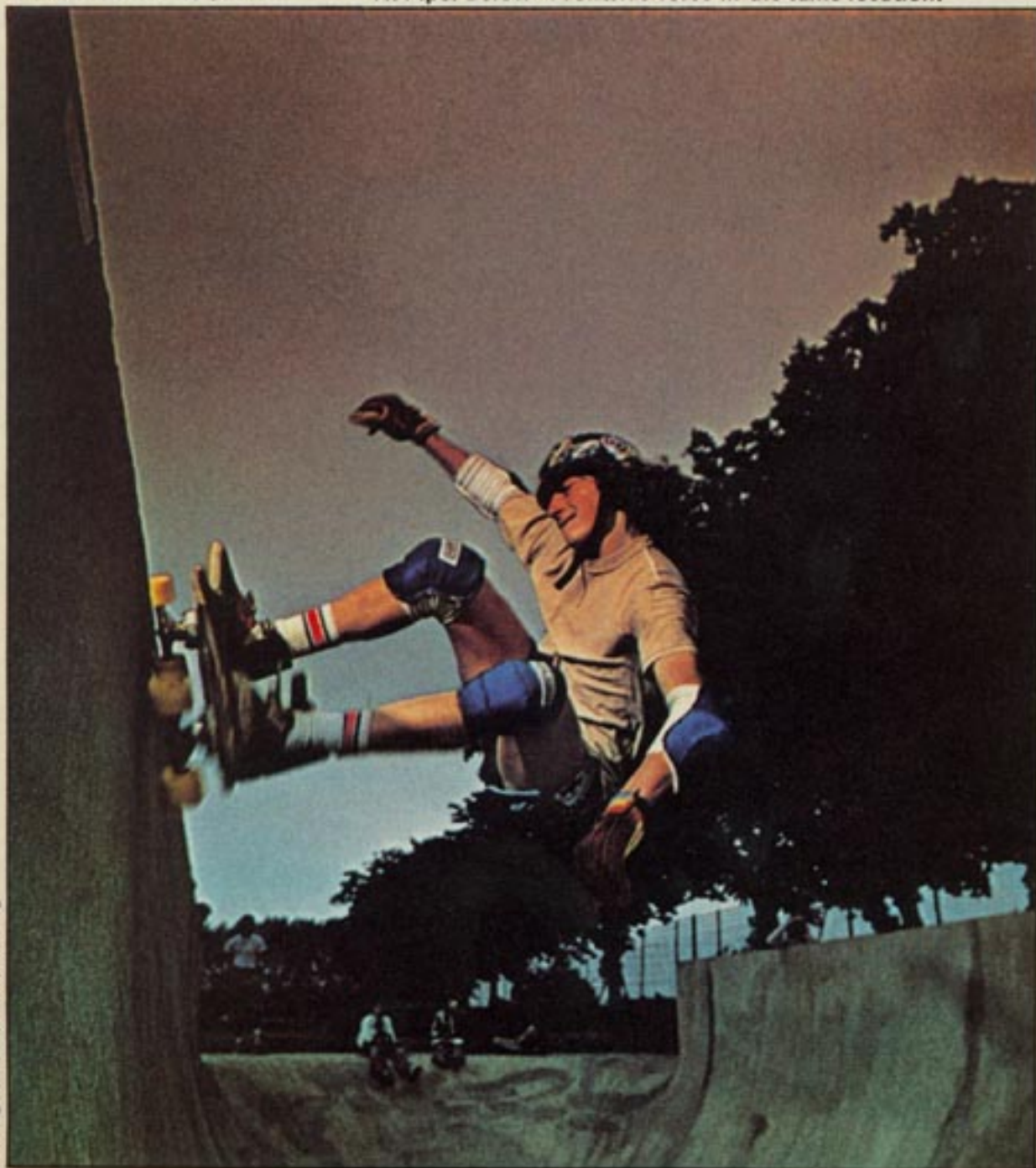
Yes, I'm going to America this Christmas. Skaters over there are just so much better than over here so I think I'll learn a lot. . . pick up as many new things as I can.

In what aspects do you consider America to be way ahead of us?

Not so much way ahead — all the tricks they can do, we can do — they just do



Above: Jules Gayton, grabbing and grinding in the Harrow H. Pipe. Below: Frontside force in the same location.



Photography by Jerry Young

them more hairily. Like their aerials are higher and the grinds are longer. I suppose in freestyle they're pretty much ahead. In slalom though, Tim Levis is up with the top pros and in bowlriding we're just about level with them. But we've got a lot more tricks to learn and better skateparks need to be built so we can practise under the same conditions. Do you think the way things have developed over here is good or bad?

I believe skatepark construction has developed badly. The first parks were okay but it doesn't seem like they're getting any better — they just stay about the same. They've gone wrong in the transitions and the surfaces they've used and sometimes also the design. The skaters are alright though . . . they're improving all the time.

But what about the way they're improving? Many riders seem obsessed with the money they earn and they also tend to complain all the time. Doesn't that strike you as very unprofessional?

They're complaining a lot but their actual skating ability is what really counts. The tricks they're learning are a lot improved. . . the way they're skating is more professional and they're better in control. What's more the guys are mostly wearing safe-

ty gear now so there's fewer injuries.

Don't you feel though that the term 'professional' applies in more than just one direction? Wouldn't you say how you behave is as important as how you skate?

I'd agree that most skater's behaviour is not really professional, but we don't bother about that, we just skate.

How about if skaters were paid more? Then they'd have to change their outlook. If we got paid enough we'd most probably do anything, but outside of that we'd still mess around and have a good time. That's the whole reason for skating.

But do you think people are going to pay that sort of money when they see skaters acting the way they do?

Most people think that's just the way it is — that's how the kids are.

You'd say there's a time and place for everything?

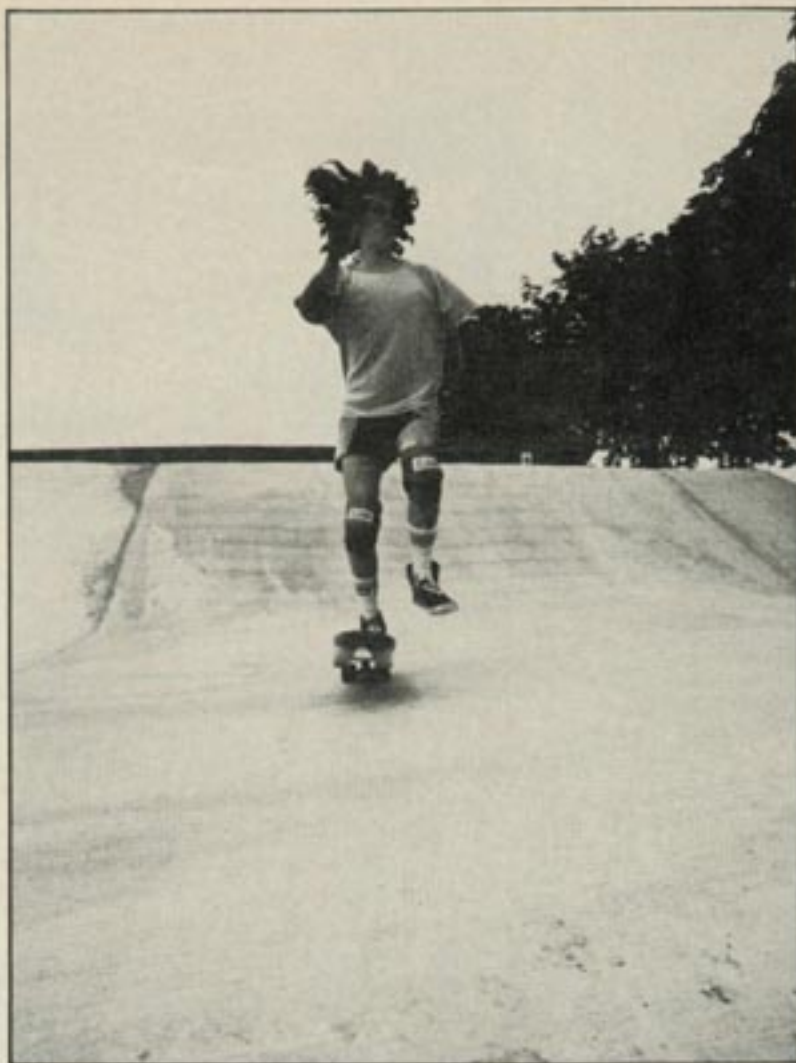
Yeah. . . when we skate we don't mess around, we get down to it. But after we're finished, if we're touring around, we'll go and have a good time. But it's all just fun, nobody gets hurt except maybe when Marc Sinclair is there. Once he actually set John Sablosky's hair alight! He's a real laugh and he's a hot skater — one of the best at the moment. Like we have insane water fights and things like that. . . he knows how to have a good time.

You're on the Benjy Team now. . . how does it compare with, say, the Hobies?

The Hobie people told us we were going to America, that they'd pay us a lot and that we'd get plenty of demos. We did do a lot of demos but there were always hassles over money. I'd say Benjy is a lot better. We get T-shirts, it's more professional and we all use the same equipment and safety gear all the time. We're really trying to get our demos together. . . you know, like doing one demo and doing it everywhere. We're trying to get an act together, using the whole team.

Is John Povey (of Benjy-boards) helping you out with that?

John does a lot with the advertising but mostly it's us trying to work things out, although we get a lot of help from John, Ben Howard and everyone.



Above: Free-flowing, natural concentration. Below: Aprés skate pinballing — Jules at Harrow's Solid Surf.

Who would you say is the natural leader of the team now?

I should think Marc or Jeremy (Henderson) — because they're good all-rounders. They can command respect, they can hold their own in freestyle and bowlriding. Marc also slaloms well.

How would you compare Benjy's attitude with the Hobie attitude towards skateboarding?

Well, the Hobies (U.K.) must have had the less successful attitude because they went out of business. They didn't stock the right equipment and they didn't follow the skater's point of view. Benjy's trying to sell things that skateboarders will like. . . they're attempting to stock the equipment people want by asking the opinions of us and other skaters too. They bring a lot of new gear over into this country and they're also turning out a lot of good British boards. In fact Marc Sinclair's got one coming along soon that I think will be ten inches wide.

What are your feelings on the general move towards wider platforms?

I like a wide board — say nine and a half inches — but once they get past ten, the trucks and wheels aren't wide enough so you can't see the wheels when you're skating. I think boards will get a bit too tippy after ten inches. . . they'll not be stable enough.

So you go for a nine and a half, plus Fultracks?

Yeah, Fultracks all the time. . . they're quite stable on my boards. The Benjy wheels that are coming are supposed to be really good — the Benjy Boots. I expect I'll be using them soon.

I notice that your trucks are really loose these days. What brought you round to this way of thinking?

You know I've been through lots of phases; all the skaters at one time never used to use risers at all and they really tightened their trucks. But now everyone's looking towards half inch risers with quite loose trucks because they're getting into carving and tricks where you need loose steering. You can handle it because 'wobble' doesn't happen any more. In the old days there was no control at all.

Do you believe all these different trends have been influenced by American guys

and magazines and so on? Yeah, the Americans influenced us a lot. Steve Cathey and the others who came to the Horticultural show I think had higher risers than we were using. Our trucks were much tighter and we just couldn't do the manoeuvres they were doing. So really we just worked things out for ourselves and learned by our mistakes. For instance we found we couldn't carve on a really tight setup so we loosened them a bit and that's why we ride now with loose trucks.

Is it okay for people to allow themselves to be over-influenced by what they read in magazines? Having read what you've just said, would you expect half the skaters in Britain to suddenly loosen off their trucks?

They might, but if it didn't work for them then I wouldn't think they'd be doing it for long. . . they just follow their own ideas. If someone said, "Have your trucks as tight as they'll go" over in America, I don't think over here we'd follow suit without at least wondering why. We'd do it if it were functional. If we couldn't carve with tight trucks then we wouldn't use them. A year ago we might have copied blindly, but now we just follow our own path.

We've got our own views although most of the time they're just the same as the Americans'. The main problem is we haven't got the parks to do all the tricks that they can do. **Despite that limitation, the name 'Jules Gayton' seems to be gaining more and more respect these days. . . what are your immediate plans?**

I'm really going to get into my freestyle and bowlriding. In particular I need to sort out a good freestyle routine and learn some new tricks. When I reach America I'm going to try to learn all the new moves they're doing right now, then bring them over and start practising at getting them wired. It'll just be a chain of more tricks coming along, learn those, then new tricks, then harder tricks, and then developing tricks from the tricks you've already learned. So it's just a chain — and you get better and better.

What sort of repertoire have you got at the moment, freestyle-wise?



"You want me to do a silly aerial?"

All new freestyle tricks are really just variations of old ones. For example, we used to do 180 shove-its and now a few people are doing 360 shove-its. But in bowlriding there's a lot of new tricks like roll-outs and ins. . . then after you've done them, front-siders which are a lot harder.

Would you say people are starting to think up new tricks themselves, rather than just looking through magazines and copying? They try tricks from magazines and when they get those wired they think of new ones. Variations come unexpectedly like you do a rock slide and then all of a sudden you grab the rail like Shane Cutts and you get two wheels out. **Moving towards the business end of your life, what sort of contract are you on with Benjy?**

I haven't signed a contract yet but I think they're going to be offering one soon. Mainly the deal with Benjy is that we ride, do demos and advertise their products all the time. Luckily I like riding their equipment anyway . . . it's not just because they're Benjy's; they do stock good products. We're starting to do some foreign demos now. We were in Belgium a little while ago and they really seemed to be into the sport over there. They're trying to build hot facilities right from the beginning, not just rush into them and erect rubbish for people to make money.

So your team position must be opening up a lot of interesting travel opportunities. Does it ever worry you that somewhere ahead you may just end up another burned-out skater?

I don't think I'll ever be burned out. If I wasn't on a team I'd probably skate every day, all day long but at least when you're travelling it gives you the chance to take

a rest. And even when you get to the place you only do a short demo. . . it's not exactly hard skating all day long. People usually don't know the really hard tricks so you just have to put on a good display that they'll enjoy. . . you needn't pull out the stops. For instance I probably wouldn't try a roll-in in a Belgium demo because they wouldn't see the difference between that and maybe a tailblock. So there's no need to risk hurting yourself. . . you just maybe spin a load of 360's and a two foot aerial and they'll go wild over it. They're quite a way behind us — they hardly know the tricks at all.

What you say reinforces my belief that British skaters tend to look down on the rest of Europe almost as the Americans do the rest of the world.

I certainly don't think we should. In France I saw some really hot skaters who were right up with us. It's a mistake to look down on them. And I don't think the Americans look down on us all that much either. They see we're improving all the time — they know we're pretty good skaters. There's British guys who are better than some of the top-rated American pros.

So it's all pretty much evening-out among the world's top skaters?

Yeah. . . I think America's still ahead of us because they've got so much more time to practise, plus the space, weather and everything. It rains even in summer over here and Britain simply hasn't got any good indoor parks at the moment. Maybe that's why places like Skate-city are closing down. . . they're not challenging, they're too easy. There are times when a park doesn't have to be challenging — it can just be good fun. But

most of the time skaters need the challenge element. **Does that mean new parks, once they've been through the initial high level of business and it's starting to drop down, will have to begin tearing out the easier runs to put something more challenging in their place — like a deeper pool or a bigger pipe?**

It isn't necessarily a case of being more challenging, it's just that most of the half pipes, for instance, have really poor transitions. You start spending more time avoiding lumps than in carrying out manoeuvres. Also massive, 6m deep bowls may be more challenging, but they're no fun at all. To start with you can't work aials, whereas a 4m pool with really nice transitions has endless possibilities for tricks like roll-ins and aials out the top. In a 6m deep pool it's hard enough to get to the top, let alone do anything. It's too high. A challenge maybe, but it misses the point. . . it gets so challenging that it's not worth riding.

What about the Verti-Bowl at Harrow. . . that must be one of the deepest we've had so far and I've not heard any reaction against it?

No, but that's not too deep — it's only around 5m. And it's good fun because you can get to the top quite easily and pull off things like grinds, aials, carves — anything. But something that's a lot deeper or harder to work and with bad transitions wouldn't be any fun at all.

So the Verti Bowl's good transitions make it more challenging?

Yes, the transitions are good — there's nothing to worry about there. There's just a few lumps on the right hand side so you've got to be a bit careful — in fact generally speaking it could still be a lot better. Even so it's a good bowl — in what I think is one of the best parks in London right now.

What about their idea of putting on another two feet of vertical?

I don't rate it at all. . . I really don't go for high walls. I like Harrow's performance bowl the way it is. If they put more vertical on it'll be hard to get aials out the top. At the moment people like Neil (Harding) and John are doing 4-wheel aials backside and

frontside but with more vertical, it'll be tough just getting up there. I don't think anyone will use it. It's possible but it gets frightening doing 4-wheel aerials 6m off the ground — it's not fun any more. That's the whole thing about skating, if you fall from 6m then it's all over. If you come down in a 3m pool you've got more chance. **Are you very conscious of safety when you're riding? Do you tell yourself not to do things because you might blow them badly — perhaps even end your career?**

I have hurt myself quite a lot but I don't think about it when I'm skating. I always wear full safety gear, even down to the ankle guards. I try to get the best safety equipment.

What are your feelings about the use of illegal drugs by skaters? I hear it's getting quite prevalent in some places.

I don't think I'd ever use those when I'm riding — it would just blow your skating out. . . you wouldn't get anywhere at all. Just concentrate naturally on what you're doing. . . you don't need any artificial stimulents to skate properly.

Do you have any feelings on diet in relation to a skater's performance?

I think a few people do but I just eat food that I like. Maybe it might help if, before a competition, you didn't eat a lot of bad food like I do at the moment — sixteen bags of crisps before a run! I suppose it would help to eat good food — or go on a diet like Jock Paterson did before the Nationwide competition. It seems to do him good.

Do you psyche yourself up before a competition?

I used to get scared but nowadays I just laugh about it and if I win it's going to be good, if I lose, that's it. Sometimes I still get edgy. . . like when we go to a skatepark that's new and where there's lots of locals who're starting to say things. I suppose we do psyche ourselves up a bit by making jokes about it. The trouble is most people think that if you're supposed to be a professional and you've been in a magazine, you'll get to a park and immediately start ripping it up better than anybody there. But it's not like that because you have to get the transitions wired to be able

to rip. We went to a park once and all the kids were doing aerials and stuff, although the park was awful, with lumps and bumps everywhere. But because they ride it every minute, they're used to it. All we could do were aerials the same as they could, but they wanted something special — they wanted us to really rip. We just went, leaving a bad atmosphere. If any of those kids came to a park that was neutral — that neither of us had ridden before, we'd obviously do better. Normally we just ignore them when they get stroppy.

Half the problem is that the kids see you in a magazine like ours, so when you get to a park a natural resentment boils over. It's like they really want you to rip to prove to themselves that they are right and that their envy is justified. It's when you're

having a bad day that the trouble really starts.

Yeah, we shouldn't really have a bad day, but sometimes you can't help it. If you get to a park that's just so bad you can't get to the top or you can't get used to the transitions, then it's not really your fault. . . you may actually be doing very well. That's why I think it's good to be able to do freestyle because it's much harder to mess up. Even if there's a really bad freestyle area, at least you're on a level with all the other skaters. And even if they're good, they won't be as good as those from London because we really are better at freestyle than guys from elsewhere. (And a lot more conceited? Ed).

How often do you find you get that inspired rush feeling?

Some days when you're off, everyone is having a bad session and you just don't

push it. But other times you're doing blocks and all of a sudden you're hitting extreme edger blocks that you'd never try to make normally. That's when you start getting really hot. Like at the opening day at Harrow everyone was pushing things further and getting more extreme edgers, higher aerials than they'd ever done before. Because it was opening day and not many people had ridden it everybody wanted to skate good. Mark Baker came from Brighton and Ali Barr and a few others. . . it was a chance to see their abilities in a neutral terrain.

Would you say that's what British skaters are lacking now. . . consistency and style?

I think some skaters have a good style and they're really consistent. Shane Cutts' style's developed rapidly and it's unique. . . it's like Tony Alva's style is totally different from anything we've seen. They way T. A. handles boards. . . things just come to his feet. It's also interesting that I never saw him hurt himself at all. Maybe it wasn't 'going — for — it' for him, but for us it was. Some of the climbs he was doing, some of the edgers were totally extreme. Maybe we're getting those edgers now, but we weren't that day. He was really hot.

Alva's not only a Mad Dog. . . in skateboarding terms he's getting to be a bit of an old dog. What do you see yourself doing in the future?

I've just finished my O-levels at school and I'm going to college to do my A's. But I don't know if I'm going to stay for the whole two years — I'm going to skate as much as possible.

Would you like it to be your career for the next few years?

I don't know if I can really do it as a career. . . I certainly can't live off it at the moment. I may have to do other things but if I can, I will. I'm going to try to skate professionally and I'm going to practise hard to get everything as organized as I can — with set routines. Me and Jeremy, we're going to work to get our freestyle in gear for really hot demonstrations in parks and so on. Anyway, America is as far away as I can see at the moment. I don't like looking too far ahead. . . I just like to take things as they come.



Alva's visit to Solid Surf, Harrow, provided a showcase for the best of British.

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John Turnbull pays attention to things that matter — Skateboard! magazine.

SKATEBOARDER HITS THE UK!

The publishers of Skateboard! magazine are proud to announce that they have now acquired sole rights in the UK to import this top selling Stateside publication. Despite the relatively high freight charges involved in bringing over SKATEBOARDER from the West Coast of America, we've managed to keep the UK cover price down at 90p.

However, as a special, introductory mail order offer we are combining the first three issues (March 78, April 78 & May 78) for the insane knockdown price of only £2.35, including handling. For single issues the cost is just £1 (inc. handling). Order now . . . don't be disappointed!

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BE SAFE

With the growing trend towards aggressive board grinding action it seems a pity that moves like woodslides should be inhibited by the cost of replacing worn-out platforms. There are various ways of defending the lower-half of your stick, but like most protective manoeuvres, they inhibit performance. A board with, for instance, a rubber underside would undoubtedly slide in a horrible fashion. Then again, you could use the Kryp approach which seems to be to create a deck blessed with eternal life. It's so pricey and smart, the chances are you'll never dare ride it.

The most economic solution is to head for the cheaper 'own brand' models, rather than the luxurious 'autographed specials'. The only trouble is that they tend to come in the most unradical of shapes. The problem seemed to be without solution — until that is, I decided to take matters into my own hands. The result you can see elsewhere in this issue... it's the DIY budget deck that costs something like £2.

CURING WALLET RASH

By Steve Kane

Having devoted some hundreds of words to saving life and limb, we arrive at that most vital of organs, the dog's wallet. In these days of delaminating, autographed boards (snips at £15 plus) and cloud bursts of American wheels that your ego can't possibly do without, it surely is time for some well chosen words on how to restore wealth — and health — to the over-used wallet.

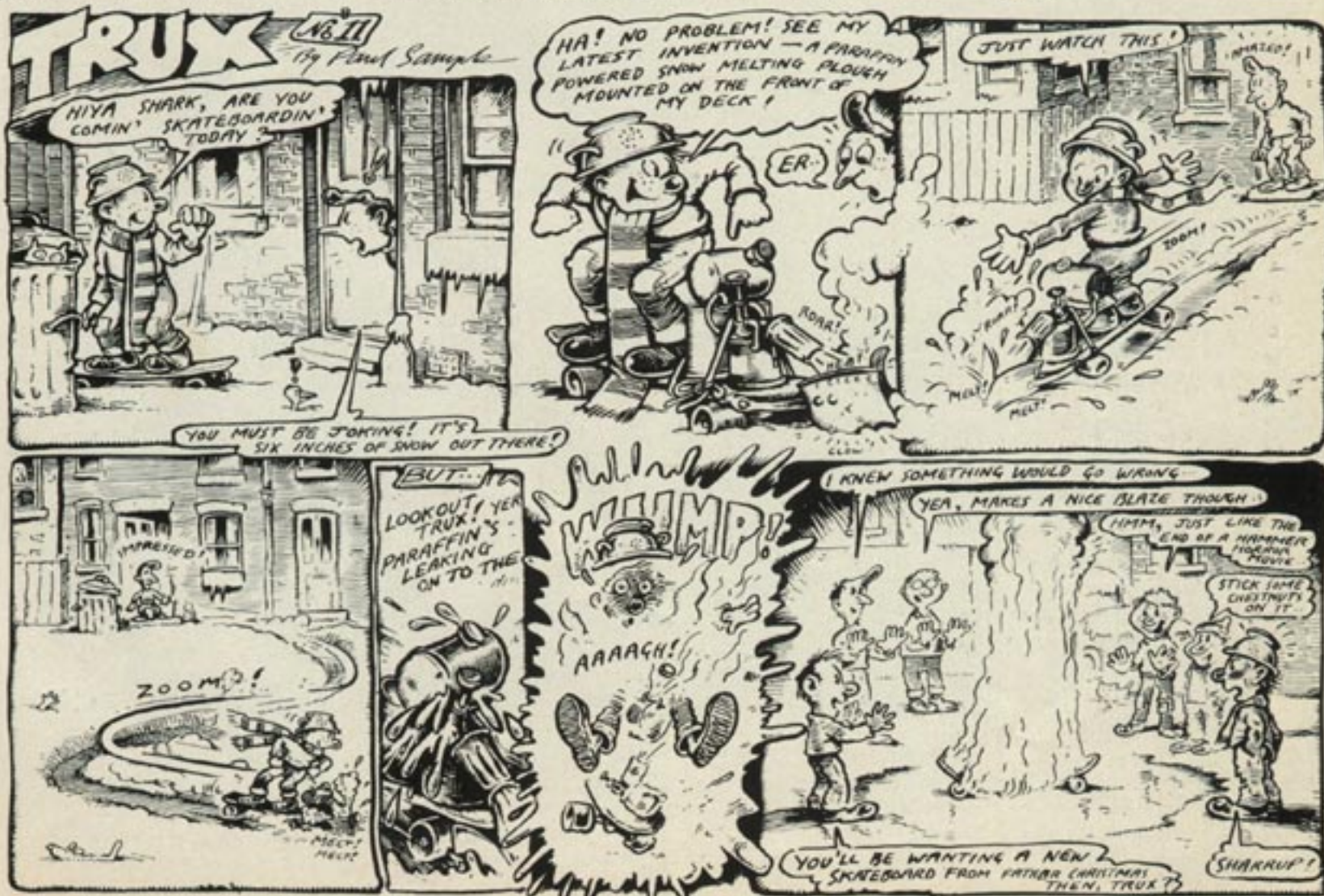
But it doesn't stop there... so bright does the future look for the still-being-used prototype, forces have been assembled to arrange a production line. There'll be no advertising (*so what's this? Ed*), no autographs and no guarantees.

The toughest items to get cheap are trucks. During consultation with the indispensable Micky B, we both decided that the most economical solution is to buy real Trackers — and rely on their proven strength and good guarantee. By shopping around you'll get them pretty cheap and they'll take a lot of coping before they wear out. Wheels are really difficult,

and once again I'm more than grateful for the help and advice of M.B. If you restrain your ego (always a good move) you'll be able to resist the big names — after all, 90% of US wheels are made from Uniroyal compounds anyway, so quality is fairly universal. Try instead exploiting the European Kryptonics mountain via people like Alpine, Benjy and the Bristol Skateboard Centre. Many outlets bought more Kryps than were good for them and the trend is now to unload at ridiculous prices. The other, more crafty, plan is to look for classy compounds on sale under relatively 'unkown'

trade names. I'll let you into a secret... the best performing compound our testers have seen is produced by Dunlop. If you check out their ad you'll find they supply some smallish companies. Don't be put off; for instance, my 'Thompson Sprints' make some of the 'big name' wheels look like Road Stars (another good, if humble, wheel incidentally). Maybe my old beadies deceive me but my distinct impression is that they're the grippiest, fastest wheels on my block.

So, poverty-stricken skaters, remember well this month's sensational piece of free advice... the most expensive isn't necessarily the best, in fact sometimes it even reaches closer to the other end of the value scale. And don't worry what other riders think as you glide across the tarmac on your budget machine... after all, the worst thing they can call you is a Cheapskate — which, by the way, just happens to be the name of my production deck... (*that's enough! Ed*).



KICKFLIPS ON THE BANK

Appearing for the last time in our kickflip series, Clive Manderson demonstrates one of the more advanced variations on the theme. . . The kickflip on the bank. This move involves co-ordination between normal flatland kickflips and the kind of body movement required in all bank manoeuvres.

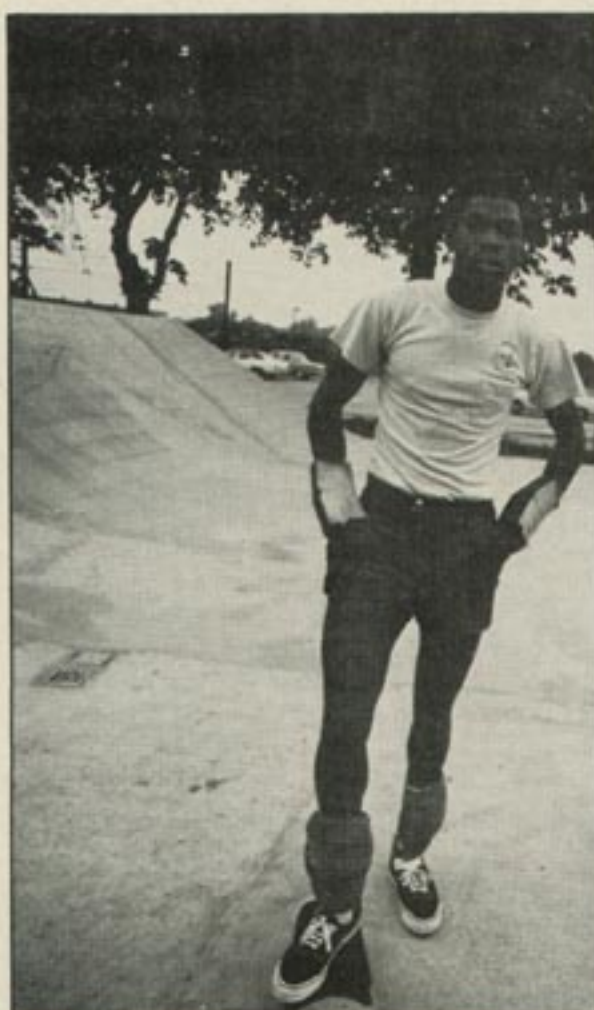
Stage 1: I'm approaching the bank with my feet in position; check-out the close-up picture to see what I mean. I'm about to hit the transition so I'm starting to bend to take the unweighting and thrusting through my knees. Speed-wise, it should be enough to take you up onto the bank, but not over it. Also, bear in mind that your balance point is going to be slightly changed as you are facing straight ahead.

Stage 2: I'm on the bank and I can feel the stall point approaching so I'm just starting to go through the motions. It's ultra-important that you initiate the flip before reaching this point, as you'll see.

Stage 3: Okay, now's the hard part; you've got to keep your head and imagine that you're just doing a regular kickflip or you'll blow it for sure! I started flipping just before the board's forward movement stopped — already you can see my body moving around anti-clockwise.

Stage 4: Everything's happening here! — the board's half-way over in mid-flip, I'm at full compression and my body's almost turned through the full 180 angle necessary. You can see that I've got my eyes firmly on the board and I'm waiting for it to come round into final position.

Stage 5: Okay, landing is coming up fast — my feet are in the normal across-the-board position to give



me stability when I land, and my arms are spread out to provide the necessary balance.

Stages 6&7: Touchdown!

I've absorbed the impact through my knees, as you can see, but that's the easy part. As you land or just afterwards, you'll find

yourself rolling back down the bank in the fakie position; so, if you don't get your foot position right when you land, there's not

OR-IT GOING-FOR-IT GO



much room for error (or time to correct it). Concentrate on maintaining your balance by keeping it centralised over the board right

the way onto the flat. Again, it's worth mentioning that these photos are not from a motordrive sequence — (as good as they

might look). Our thanks to Clive and to the photographer, Gerry Young.

Incidentally, Clive is at this moment out of action,

and will be for sometime to come, due to a pushing-it fall in the P-Bowl at Harrow's Solid Surf a couple of weeks after the above were taken.

Photography by Jerry Young

TECHNO TALK

TRUCKS - THE DESIGN FACTORS

As noted by Dave Goldsmith in issue 12, full width trucks used with 8" plus wide decks are becoming increasingly popular. This, combined with trucks set for minimum steering, clearly results in greatly increased leverage on the truck as a whole. In addition, a wide axle is obviously more susceptible to damage from the shock landings that result from unwanted transitions into the flying mode. In my experience, no truck made has ever been truly capable of taking the thrashings imposed by our more crazed brethren.

The most common fault is simple shear failure of the nipple. Trackers stand out as having avoided this problem. They, however, very occasionally experience action bolt failure. In passing, it should be noted that nipple failure can result from the nipple rubber wearing out unnoticed, thus allowing metal to metal contact, high wear and early failure. This in fact usually results from the screwing down of soft rubbers so that the geometry of the truck is spoilt.

Yoke failure is another symptom of this maladjustment. Truck rubbers should be selected to allow the correct tightness, with the yoke at right angles to the action bolt. It's quite possible that action bolt failure would be more common if other trucks lasted as long as Tracker's! Bent axles are common although we've yet to see any actual breakages.

Solutions available to the average skater are limited. Although very high tensile steel bolts and studs of an appropriate size are available, they are fairly expensive and anyway, truck axles and action bolts are often designed so as not to be removable. However, it is possible to detect poor quality alloys by inspection. Mirror finish surfaces should be avoided — the best alloys do not polish. Also, beware of very heavy trucks. . . the best alloys tend to be relatively light. A quite useful test can be made by tapping your intended purchase against a Tracker truck. Both should feel and sound similar. Good alloys

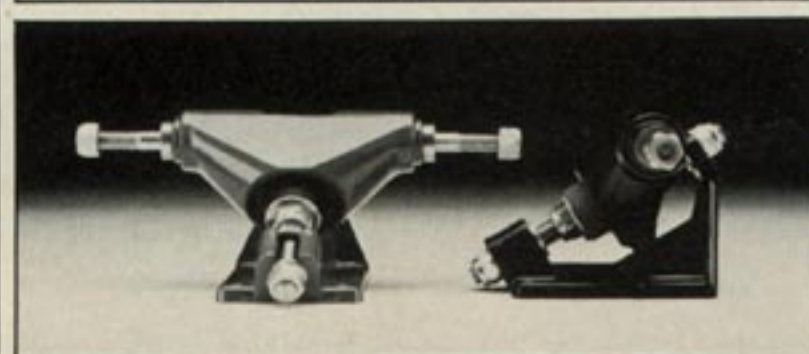
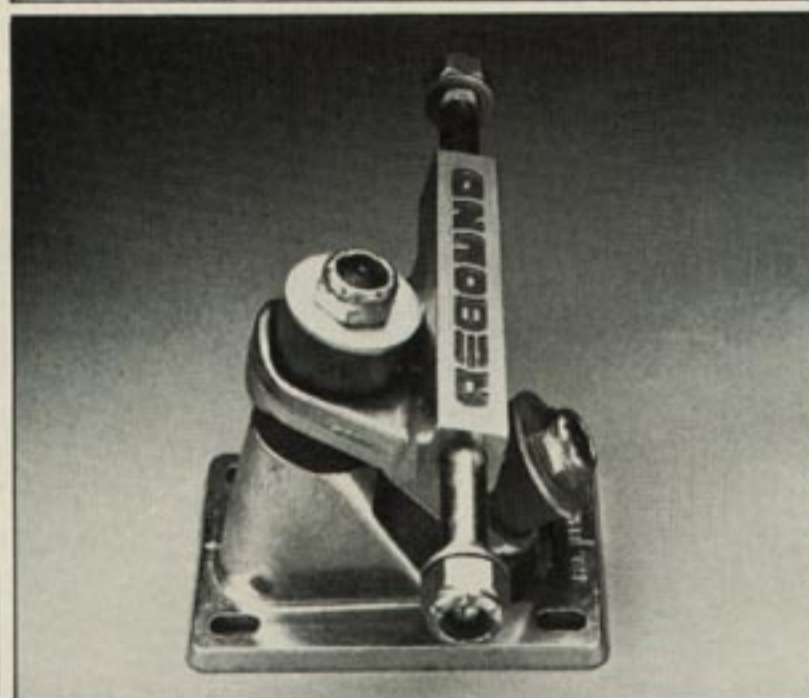
By Micky Wisternoff

The range of trucks available today should satisfy just about everybody's taste in turning circles, sensitivity and wheel width. General standards of quality on operation and finish are good and most trucks look okay. Recently, however, questions have arisen regarding the ability of even high quality trucks of long standing reputation to withstand the sort of treatment meted out by the youth of today.

give off a high note when struck. . . beware the dull thud.

Manufacturers, however, have more scope. We can

hope that action bolt and axle materials will improve; strengthening of the nipple should be easy — possibly a true ball joint would be more



satisfactory than the common peg in a hole. Attention is needed to the truck rubbers to avoid the maladjustment mentioned earlier, and in some cases, shape changes are necessary to add strength. Unfortunately, poor quality control is a problem. Some failures have been due to porous or blown castings and certainly some trucks are made from quite unsuitable alloys.

The two centre pivot trucks currently available (Gullwing and Wasp) appear to be well made and the unique action angle adjustment, coupled with the facility to tighten the truck down reasonably hard, gives a tremendous amount of versatility. They may well be suitable for pool riding and are certainly worth considering when buying new equipment. The high axle to baseplate clearance means, however, that they are only really relevant when coupled with big wheels.

Readers can easily imagine that loading trucks to destruction under actual skating conditions could have resulted in an even higher level of injury amongst us old fools than usual. Sorry, the only truck to actually break under your tester went as he was poised to stumble into a minor bowl in the local skatepark. At the moment, motorcycles are leading skateboards in the tester's injury stakes. Recent breakages do show, however, that there are real possibilities for opening up in the scrap truck biz!

Top; Lightweight high-strength alloys like that in the Magnesium truck are dangerous to cast (explosion risk) but have definite advantages.

Bottom; Wasp, Successful, and (some people say) improved version of the H.P.G. Gullwing. Middle: Rebound, this American 'innovation' hit our shores around this time last year — and bounced right back again. The interesting design featured two kingpins and two sets of rubbers, making for a stiffish ride. This and an extremely high axle contributed to its relative demise.

STARSHOTS



Ian Dobbie

IAN RICHARDS

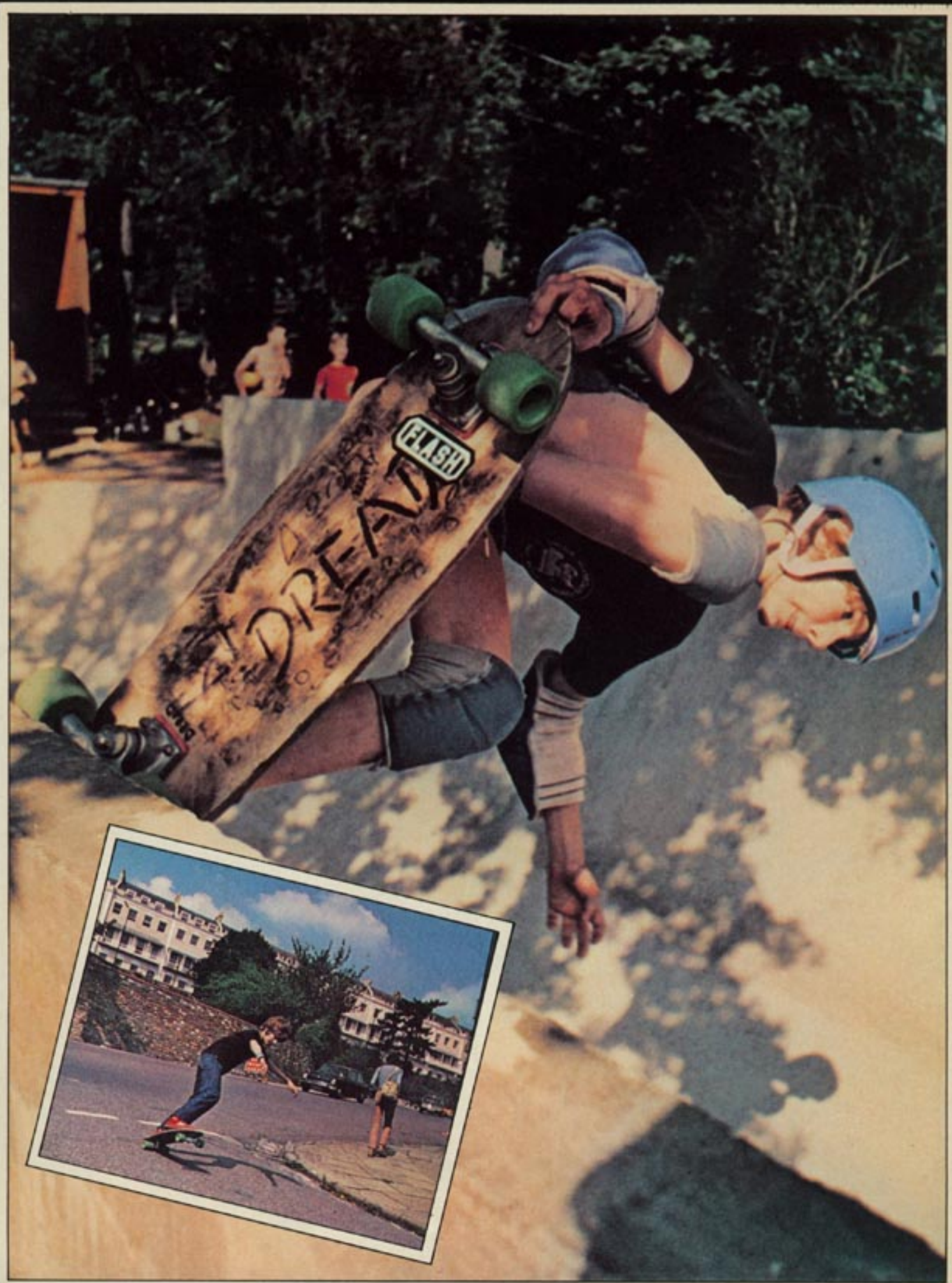
Big brother of Dave Richards, Ian is 14 years old and he also rides for the Bristol Skateboard Centre/Skatecountry Team. He's been skating for about a year and during that time he's quickly developed a classy style on his fave terrain, pools and vert. Ian's present speciality is the roll-in/roll out a la Seth Cutts. He's more usually seen at Skatecountry, but now, having got it more or less totally wired, he's keen to venture further afield to places like Guildford, The Cage and The Rom. He rides a Z-Ply, Fulltracks and Green Kryps. Mark Baker, who battled with him at the Barn Pool Contest was heard to say: "I'm really impressed by his precise riding style - he's relaxed and pulls off all the moves". Not bad, coming from Brighton's pyrotechnic skater extraordinaire.



Ian Dobbie

DAVE RICHARDS

12 year old Dave Richards, or 'Smurf' as he is better known to all his Bristol Skateboard Centre team-mates, has been skating for just over a year — that's just a little longer than his 14 year old brother, Ian, (who snatched his first board). Dave's one of a new breed of hot young skaters from Bristol who're constantly pushing their limits. Fave moves from the 'Smurf' include drop-ins, elevator drops, lemon drops (axle drop variations) and upper coping rock walks. A rider with unusual stamina, Dave recently entered a 12-hour skate marathon, then went straight on to win a pool riding contest! His current vertical vector equipment is a 29" Dread Fultracks and a top secret set of Dunlop prototype wheels (on loan from the Test Tank).



Ian Dobbie

JASON THRUPP

12 year old Jason has been skating for 18 months and like other Star Shots this month, he rides for the Bristol Skateboard Centre & Skatecountry Team. His preferences lie towards pipes, but he's a very light-footed freestyler as well. He mostly rides the Skatecountry Park but really enjoys being on the road with the team and checking out other facilities. He rates the Cage and the Skatewave half pipes as the best he's ridden. Jason uses a Bristol Vertical 27" with Fultracks and Lime Greens. The only real skating problem facing him is finding safety equipment to fit. He's only 4' 6" tall (and thin with it) and the smallest pads usually fall straight off. Also the contest world has so far proved a little unfair, with its lack of age divisions.



Jerry Young

MATT DAVIES

18 year old Matt Davies is one of the characters that epitomise London skating. He started 1½ years ago as a Broadwalk Boy to graduate slowly to his current position as a Meanwhile Madman. Matt lives in Notting Hill Gate and skates such local spots as Rolling Thunder at Brentford and, of course, Meanwhile Gardens. He and his brother Ben push each other constantly and they both have a clean, aggressive styles. Matt's best terrains are coping and vert and he rides a Gordo deck with Fultracks and Powerflex 9's. He says: "My favourite skaters are Marc Sinclair, my charming brother and all the Meanwhile boys".

SKATELINE



Meanwhile Madman, Ben Davies spreading the gospel.

TV TRIUMPH

Please could you thank the Beeb for that hot programme I saw on BBC 2 called 'Skateboard Kings'. It was the first real attempt at showing the adventures of the Dogtown gang and, after watching it, I and a few friends had a really heavy session at our pool, pulling off 3 foot axle-grinds and blocks. Stay hot. . .
Rad Fox, Fox Town, Oxon
And a word of praise is due, too, to the man behind it, Horace Ove. Ed.

WHAT ABOUT US?

I think it's unfair you concentrating on the larger skateparks — eg, Brighton and Kidderminster and the well known riders — eg, Mark Baker. We've got a small skatepark around our way and we have some really radical riders as well. We also have a pro team who do shows at the park called the Ram Team. . . they're great.
Robin Underdown, Lowestoft, Suffolk
Point taken except, to be fair, we only get to know of smaller facilities when good people like yourself take time to write. Ed.

IN THE FAMILY

I'm writing to let you know about my sister, Jude. She's much more than just one of those girls who can't tell one end of the board from the other. At our local park, The Plaza, she can ride the half pipe, do daffys, walk the dog and lots of other things.
Jon, Whitley Bay, Tyne & Wear.
Thanks to all the readers who wrote in with news of girl skaters. One of the

names to watch at the moment seems to be poolriding, Sheenagh Burdell. Ed.

AND NOW FOR THE BAD NEWS

In issue 8 you asked for dirt from the regions. . . well, there's plenty around Lincolnshire. When the council finally did relent and gave planning permission for a park, they gave it to a fast buck merchant with about as much knowledge of building a park as a coal-miner has of making jewellery. The surfaces are terrible and the bowl's transition to vertical is from 79 degrees. He says he's going to demolish it and that he can't understand why he's only getting three kids in a day . . . and they're the marshalls (Ha Ha). Please try to help us by getting some nice, decent company to build us a proper park — even a bowled out halfpipe would do.
Lee Bryan, Cherry Willingham, Lincs.
You know it and we know it. . . the difficulty seems in getting authorities to do their homework properly. Ed.

NEW TERRAIN

May I suggest to skateboarders that they keep a sharp lookout for banks under bridges. In Bexleyheath there's a great one under a bridge passing over the A2 (I'm keeping the exact location a secret). If you find something similar, here's a couple of points to check before using it: First make sure there's a fence separating you from the motorway or road — make sure the board can't get underneath.

Second, clear away any debris that may have blown over.
Dale Pearman, Bexleyheath, Kent

NERVOUS

Since the appearance of the police on our roads we've not been skating. Certain people have been phoning them to the extent that they've ended up coming round every day. As soon as they appear, all the boards disappear under cars and into forecourts. All I ask is that people come out and say something before calling the law. . . are they scared or something?
Ian Budd, Portsmouth, Hants
Maybe you could try putting your case to the police, direct. If you think you're no danger to anyone, say so. Ed.

TESTIMONIAL

Your mag is light years away from any other. The rest tell you PAPPY things like step by step guides on how to do a kickturn, how skateboarding originated and what open bearings look like. These mags are known in our trade as boring/old fashioned/a good laugh.
Gerald (Jez) Edwards, Telford, Salop.
Glad the hard work is paying off. Ed.

VARIATIONS ON A THEME

I have just invented two new tricks, suitable for halfpipes, pools, etc. In the first, fakie to the lip and as you come up to the wall backwards, grab hold of the top of the wall (behind

Continued on page 64

D.I.Y. BUDGET DECK CONSTRUCTION

BIRCH PLY LAMINATES

Many a skater, when out buying a new deck, will often try to justify the cost in terms of quality of construction, design, finish and so on. Nevertheless, there's often still the nagging thought, "Perhaps I could have made that myself." Maybe so, maybe not. What is beyond doubt is that it's really very simple to produce a most acceptable substitute for the pro-made laminate deck — at a cost (depending on quality and luck) of around £2.00. Possibly it won't last as long as some of the mass-produced units (though ours is still being happily scooted around Bristol) but at this sort of price, does it matter? The advantages are obvious. . . it's extremely cheap, you can easily update your platform equipment to any shape or size you want, and given a small degree of expertise, the end result can look very professional indeed.

The basis of our deck is two laminates of 6mm ply, glued together with the standard Evostick 'Resin W' wood glue. Maple or marine ply would be better — but they cost more. De-lamination should not be too much of a problem, providing instructions are carefully followed at the gluing stage. One word of warning. . . you'll be using boiling water during the manufacture process, so if you're in any doubt about handling it safely, call in somebody to help.

WHAT YOU NEED

2 sheets of 6mm birch ply, each rather larger than the intended size of your board (with surface grain running lengthways). If you're thinking of building several boards, remember it comes much cheaper to buy a large sheet from a timber yard.

1 large plastic bottle of Evostick woodworking glue (Resin W).

Plenty of scrap wood for the jig — in various sizes (depending on the type of design you're building to). In particular, a piece of chipboard measuring approximately 1m long by 300mm

wide will be needed for the jig base.

A sheet of tracing paper that's large enough to cover your intended deck dimensions.

Assorted nails for holding the jig together.

An electric kettle (you'll need access to a sink).

Fine and coarse sandpaper (with a power-tool if possible), a fretsaw (or a power-saw), a Surform, a flat plastic glue spreader and at least six G-clamps (or more if possible). If all these clamps are not available, you can substitute some with panel pins. These will hold the laminates to the jig during both the warping and gluing operations. Be careful to drive them only through the areas of wood surrounding the board outline. When those stages are completed, remove pins with a clawhammer.

CONSTRUCTION DETAILS

The size and shape of the deck is for YOU to decide. However, bear in mind if you're thinking of building a long board (say, 1m plus) you may need to increase the two laminates to three — to ensure sufficient strength.



Fold the tracing paper in two and pencil out half the outline of your deck — so that the lengthways centreline of the design coincides with the fold in the paper.



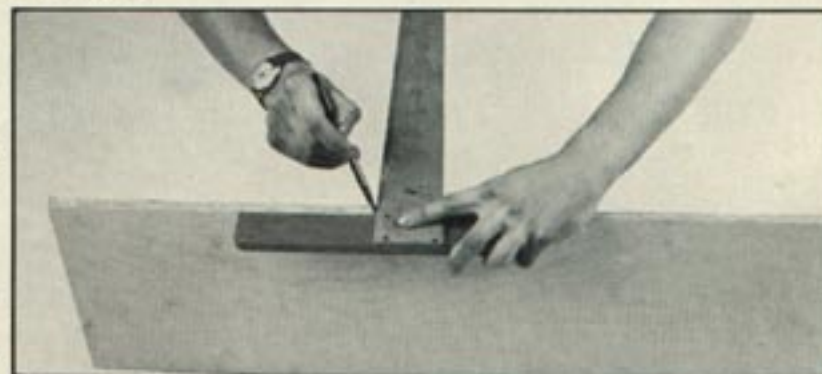
Scissor through the two layers of paper along the pencil line and unfold the cutout section. This should now present you with a totally symmetrical deck outline.



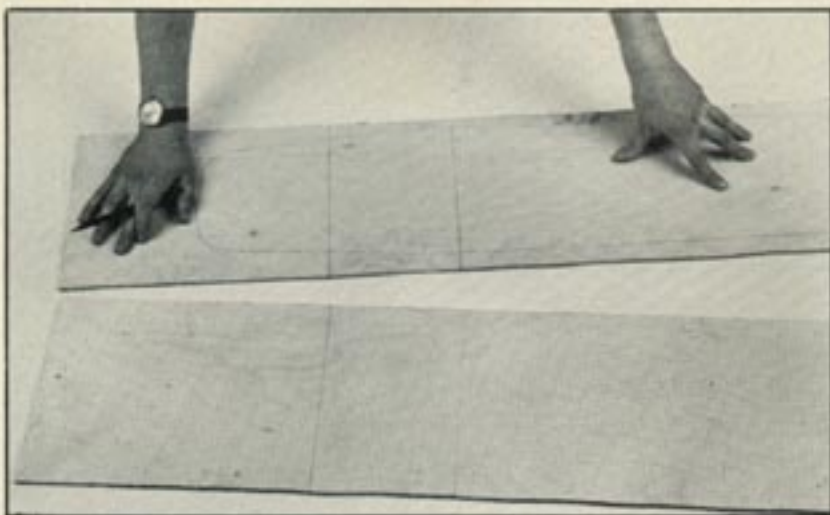
Lay the deck outline onto one sheet of the birch ply — allowing plenty of extra space around the sides of the design.



Mark with a pencil, indicator lines showing the area of wood where the kicktail bend will be formed (mark both sides of the sheet).



Carry the two lines over to the two edges of the plank.



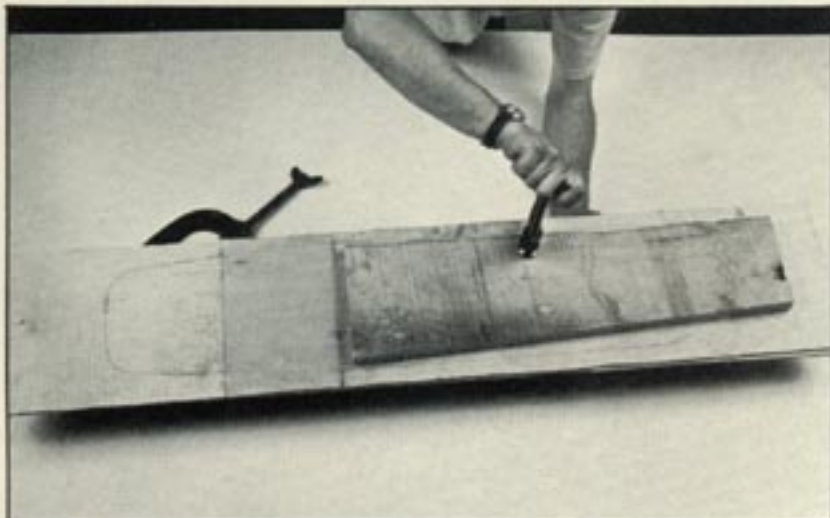
Using these markers, duplicate the four kicktail indicator lines onto the second plank.



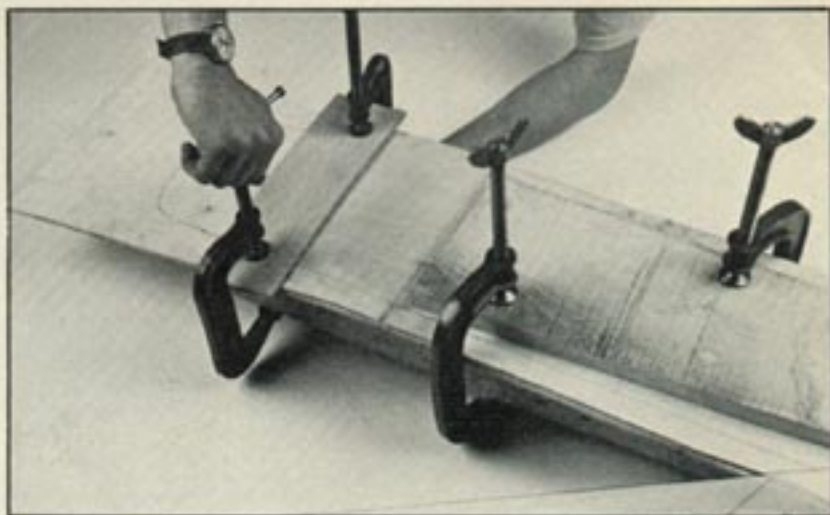
Carefully pour boiling water over both sides of each plank between each pair of indicator lines. Apply just a light soaking . . . don't overdo it!



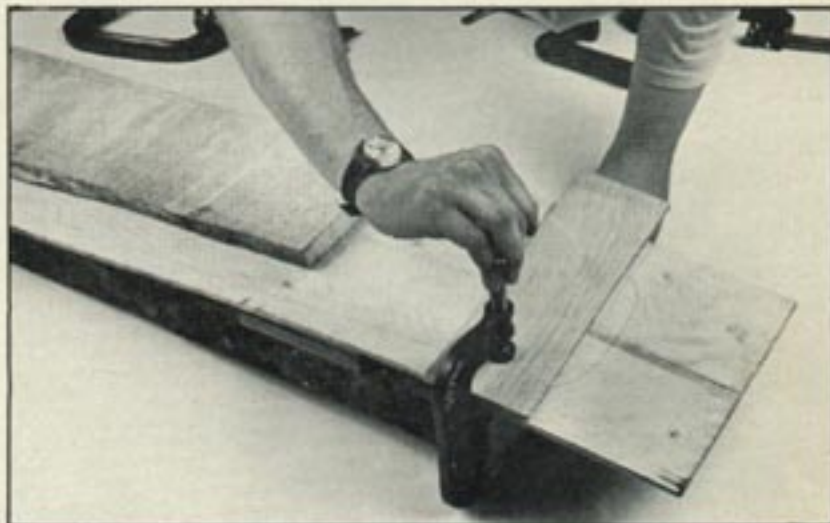
Place the two boards together (making sure the indicator lines align with each other). Place on a jig similar to the one shown. The basis of the jig will be the 1m long sheet of chip-board.



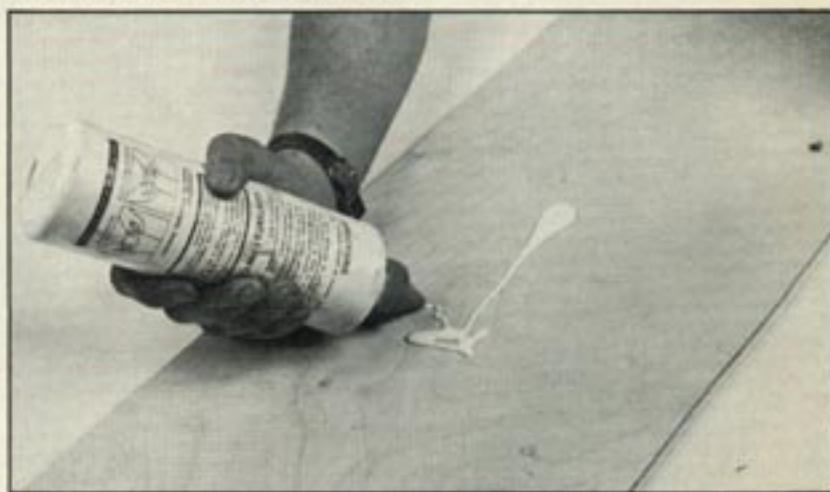
Place a length of scrapwood on top of the ply sheets and clamp to the jig using at least four G-clamps. The length of wood covered and clamped should extend from the front end of the deck outline through to the line indicating the start of the kicktail warp. The use of scrapwood will prevent damage being done to the ply surface by the clamps.



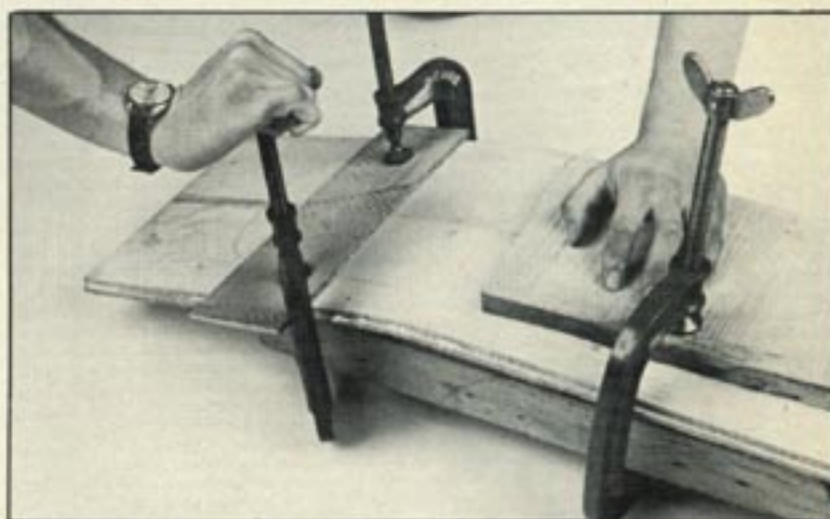
Next pull the ply sheets around into the desired angle of kicktail — using another two G-clamps. Again, the ply should be protected by a small strip of scrapwood.



When fairly dry, un-clamp and remove from the jig (around 24-hours should be sufficient).



Smear glue over the inner surface of each laminate. Make sure there's enough to cover all the wood areas to be glued. Ideally when the two become clamped together again for final bonding, the glue should just come oozing out the sides.



Replace the glued boards on the jig and clamp as before. Leave for another 24-hours.

Continued on page 60

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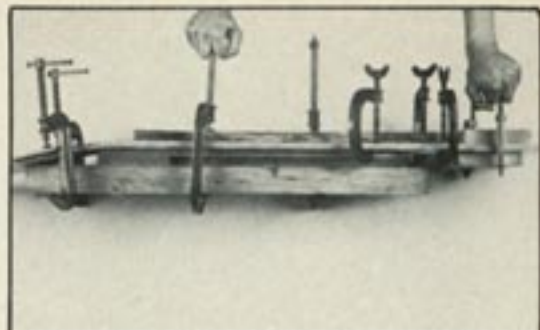
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Ben Liddell



During the gluing stage you just can't have too many G-clamps - the more you use, the more reliable will be the overall bonding. As was pointed out earlier, panel pins around the outside of the design, driven through the ply and into the jig are, in part, an effective substitute.



Remove all the G-clamps (and any pins) and saw around the outline of the deck. Either a fretsaw or a powersaw will be fine for the job. To allow for slight errors it's best to cut marginally outside the pencilled shape. Coarse sandpaper or a Surform will easily bring the sawn-out deck down to its required shape.



Use the coarse sandpaper to round off the edges a little. This will assist the longevity of the deck.



You may decide that with the truck and wheels set-up you'll be using, wheel wells will be necessary. Estimate accurately where you're going to place the trucks then work out where the wheel wells will need to fall. Carefully Surform out the four depressions and sandpaper smooth.

Continued on Page 62

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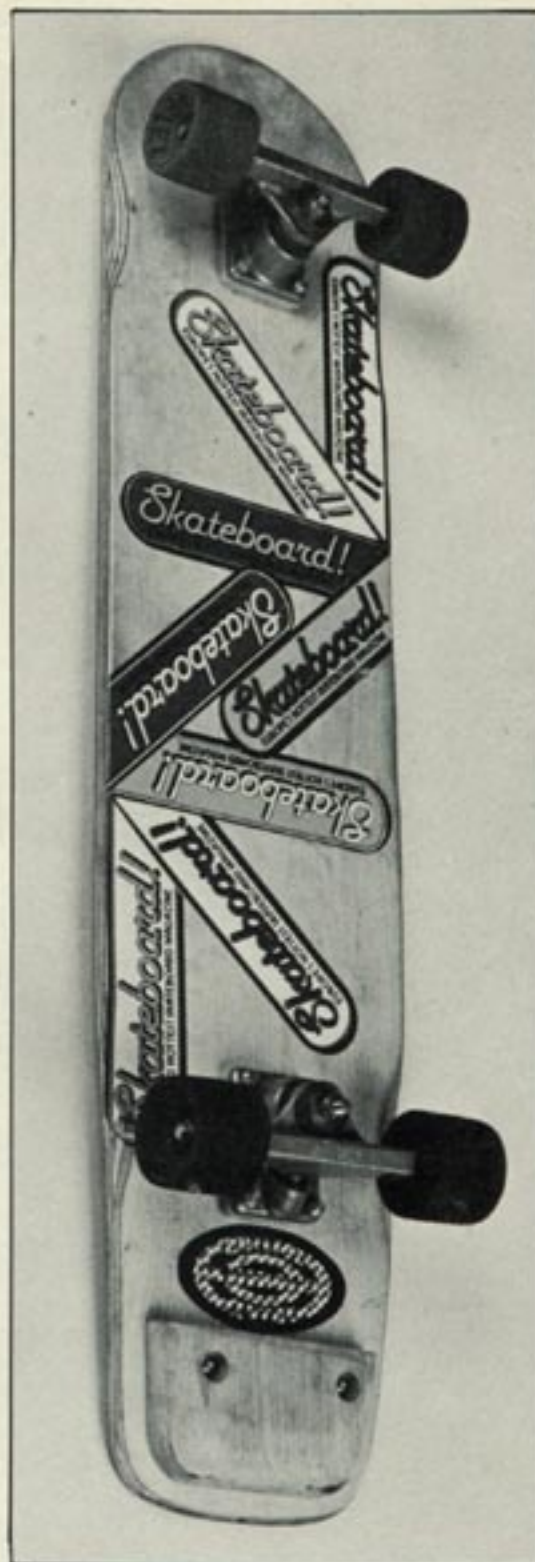
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A wooden tail stop is a cheap and easy addition. . . use a glued double layer of scrap ply. Drill the locating holes approximately where shown and affix with nuts and bolts (both will need to be counter-sunk). The quality of finish is largely up to the skill and interest of the maker - and perhaps another feature in *Skateboard!* Suffice to say that for practical protection, the simplest and most effective answer is a couple of coats of polyurethane varnish (what else!). Griptape isn't the cheapest thing in the world these days. . . a handy substitute is to mix some coarse sand with varnish and apply generously. It may gradually come away but at least it's simple to replace.
And that's about all there needs to be said. Just drill and fit the trucks and wheels and, suddenly, you'll be the proud possessor of a tailor-made, cheap and thoroughly practical skateboard deck. In fact, as something of a footnote, so popular has the prototype proved down in Bristol, a version is now going into production. . . called the Cheapskate.

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We stock everything, up to date Trackers, all makes of protective gear.
All wheels. Advice and Repairs. Send SAE for full catalogue & price list.**Don't take chances - buy from the specialists**

Continued from page 57

you) and sit on the flat. Your feet should be holding the board to the vertical face, ready for you to effect a simple drop-in. The second trick, though harder to pull off, is much more radical. Do the same as in the first trick, only this time, as you approach the lip (behind you), check to see when the kicktail shows above the lip. Once there, apply pressure to the kicktail to bring the board to the horizontal. You'll now be in position to execute an elevator drop. So far, I've pulled off the first, but I've yet to manage the second. Finally, could you tell me exactly what is a roll out.

Ross Dempster, Sleaford, Lincs.
Roll outs. . . skate up to the coping, compress heavily and roll up and over the coping (2 or 4 wheels). Swing the board back round for re-entry. It sometimes helps to rest one hand on the coping during the manoeuvre. Ed.

FINGER ON BEDFORD

Here in Bedford we're all lost sheep. We've tried setting up our own ramps, but the police pull them down again. We tried a march through the town and were told we were wasting our time. Three shops sell gear, but what's the point if the nearest skate place is in Dunstable!! A lady on the council is trying to help but she is outnumbered. Can you do something?
Andy (Fibreflex) Flook, Devon Park, Bedford.

Keep plugging away till they realise you're not just something left over from last year's 'craze'. If you've not yet started a club, then do. . . it adds weight. Ed.

DIGGING DIRT

I'm interested in buying a Dirtboard because, where I live, there aren't many places to skateboard (and what there are tend to be rough). There are, however, lots of places to dirtboard so could you tell me the price and type of boards available?

David McClennon, Sutton in Cravan, W. Yorks.

You'll find all the dope you'll need in Skateboard! 12. Ed.

THE FERRET SPEAKS

I'd like to thank you for an excellent magazine. The strobe centre-pic of Skane really blew the bearings in my Comp 2's. I've just wired one-off Shakespearos on the overhang with Black Sabbath records mutilating me brain. Ferret Town's comin' t' get ya! Watch out for us!
The Psychedelic Ferret, Dungannon, Co. Tyrone, N. I.
Glad you appreciated the stroboscopy of the Old Mariner hisself. Ed.

Continued on page 67

Almost Summer

A NEW ALBUM

Celebrate the arrival of summer with a copy of this album by **CELEBRATION** featuring **Mike Love**.

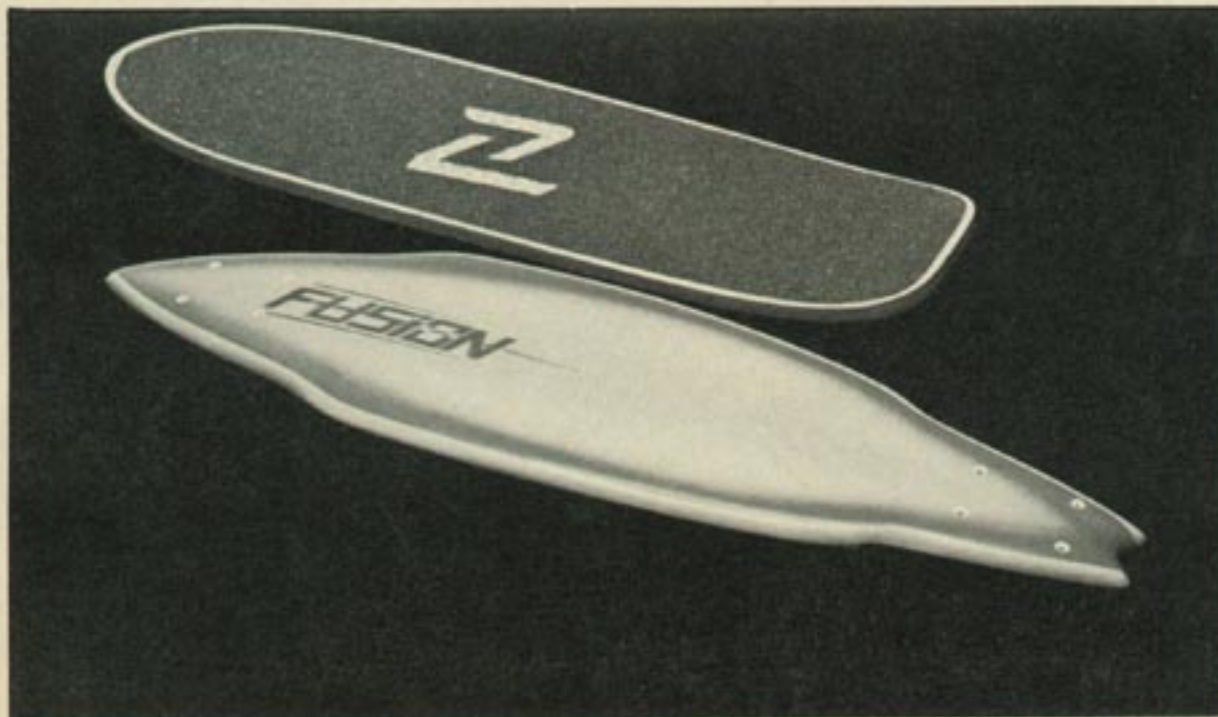
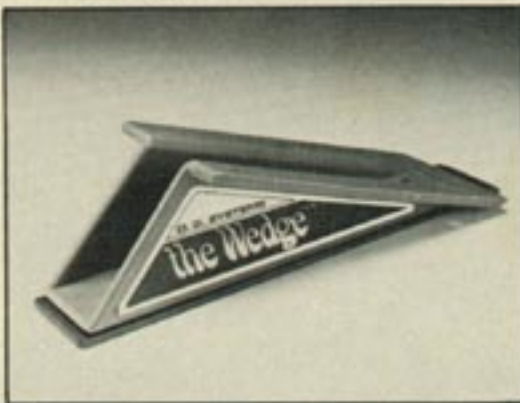
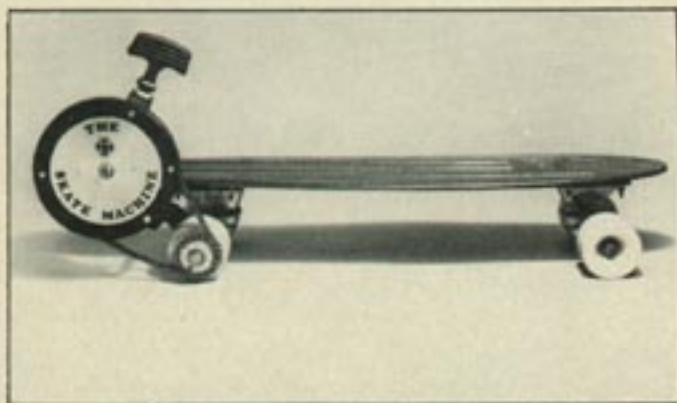
If you've had your ear to the sand lately then you'll have heard the title track "Almost Summer." Also featured is the **John Sebastian** classic "Summer in the City," and the soon to be released single "It's O.K." written by **Brian Wilson** and **Mike Love**. Also on the album is "We are the Future," sung by **High Energy**.



MCA RECORDS

MCF2840

MCA Records, 1 Great Pulteney Street, London W1.



Continued from page 31

The **Skate Machine** is a new device we've recently received at the New Products Dept. By pulling the handle on the cord a system comprising of gears and a chain drives the back wheels (included as part of the package). The **Skate Machine** mechanism is bolted on to the back of the deck in place of a regular truck. According to Mr. Pow of Woolwich Silk Screen, the makers, the product is intended as a toy for beginners — not something to interest serious skaters.

Fusion is a new name in slalom decks. Unfortunately our sample arrived a little too late for the last slalom deck test but here to make up for it is a photo.

Z Products continue to develop their deck range. Coming soon will be the **Z Pig Series** including the, wait for it, **Z Denis 'Polar Bear' Agnew Pig** measuring 32" by 9 1/2".

Finally, a new accessory in from **Benjyboards**. The **Wedge** is a tough skid bar which screws on to the underside of the deck. The skid surface is a replaceable plastic strip.

We would like to thank the following distributors for their assistance in supplying wheels for this month's test: W.H. Fagan (G&S Yoyo) Alpine Sports (Kryptonics and Sims), Benjyboards (Belair and Z Farrell), Avon Polymers (Avon), Surrey Skateboards (Z Smooth and Groove), Skateboard Specialities (Alva and Powerflex). Thanks also to Hampden Test Equipment, Northampton, for supplying the Shore durometer.

**THE BRITISH OPEN
SKATEBOARD
CHAMPIONSHIPS
NOVEMBER 18/19
SKATEWAVE
INDOOR
SKATEPARK**

WINKFIELD ROW, NEAR WINDSOR

EVENTS:

HALF PIPE FREESTYLE
HALF PIPE ONE-WHEELERS
FREESTYLE (FLATLAND & BANKS)
SLALOM (HEAD TO HEAD)
360's COMPETITION
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TV COVERAGE, DISCO AND BARBEQUE ON SATURDAY EVENING,
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DON'T MISS THE FINEST TWO-DAYS SKATING SEEN ALL YEAR!

CHAMPIONSHIP SPONSORS: ACS, G&S AND PACER

AMERICA, WE LOVE YOU!

I am requesting five copies of your spectacular issue 10 of Skateboard! magazine. We find the articles superb. James Byrne, Pepsi Skateboard Team, San Diego, Cal.

How could we resist? Ed.

THE ROM

I recently visited the Rom, Romford and can recommend it as being very good. However, in Skateplaces you didn't mention whether or not you needed safety gear. When I got there I found pads were optional, but helmets essential.

John Housego, no address

Actually, most parks insist on full safety gear these days - and rightly so. Unfortunately, recent evidence has shown many of the cheaper helmets to be worse than useless in a situation like a bad fall in a pool. Get the best you can afford. Ed.

MORE FERRETS?

Just to let you know that skateboarding is alive and well in N. Ireland. By the way, your magazine is hot, and your action pictures blow the rubbers out of my Trackers. One complaint though, why is N. Ireland never featured. Maybe we're not as hot as other British guys but we must be worth some publicity. I'm chairman of the Dungannon Skateboard Club and the one thing we desperately need is a park... despite petitions, the council ignores us.

David Campbell, Ferret Town, Northern Ireland.

OUR SAVIOUR

I think your magazine is the best there is, but I'm sick of these idiots writing in about printing errors as though they were due to mistakes on your part. Most of them are only made in the advertisements, so big deal! If these daft grems think they could produce a better magazine, why don't they?

Jon Mathias (Royal Society for the protection of Skateboard!) St. Newlyn East, Cornwall.

A real friend if ever I heard one. Ed.

MIND-READING

I suggested a while ago that you interview Marc Sinclair - and now you have. How about now considering a star who's been around just as long as Sablosky, Napper and Co. . . I'm talking about Kadir Guirey of Benjyboards. Michael Trotman, Walton-on-Thames, Surrey.

Could be that you've guessed right again. Ed.

Continued on page 69

**BRITISH OPEN CHAMPIONSHIP - 18/19th NOVEMBER 1978
APPLICATION FORM**

NAME _____

ADDRESS _____

TEL. NO. _____

AGE AND DATE OF BIRTH _____

I wish to enter the following events at the British Open Championships on the 18th 19th November 1978 and agree to abide by the decisions and rulings of the judges of the day.

- | | |
|----------------------------------|--------------------------|
| (1) Half Pipe | <input type="checkbox"/> |
| (2) Three wheels out (Half Pipe) | <input type="checkbox"/> |
| (3) Free Style | <input type="checkbox"/> |
| (4) 360 Comp | <input type="checkbox"/> |
| (5) Slalom (Head to Head) | <input type="checkbox"/> |
| (6) Long Jump | <input type="checkbox"/> |
| (7) High Jump | <input type="checkbox"/> |

TICK BOX

Signed _____

Cost of entry per event - 50p for all categories except high and long jump; these have free admission. Those entering these two events, must, however, include with their forms details of their best performance/s to date. Any claims must be backed up with details of where and when the jump/s took place.

Those wishing to enter all five of the other events may do so at the reduced price of £1.50

All entry forms must be received back at Skatewave by Monday November 13th LATEST.

The spectator charge will be 50p per day, or 75p for a weekend ticket. Car parking is free.

Events will be split into TWO age groups:
14 years and under as of November 11th, 1978
15 years and over as of November 11th, 1978

Events will be run approximately along the lines laid down by the English Skateboard Association. A sheet containing the principal details will be posted to each entrant prior to the Championships.

All entrants will be given a certificate of entry and prizes and trophies will be awarded down to 5th place in each event.

There will be a team prize. . . (teams must contain four or more members).

There will be an overall Championship prize for each age division. Only those entering all the events (excluding high and long jump) will be eligible.

Each entrant will be eligible for one free day's skating - on either the 12th or the 13th November (park open 9am to 9pm).

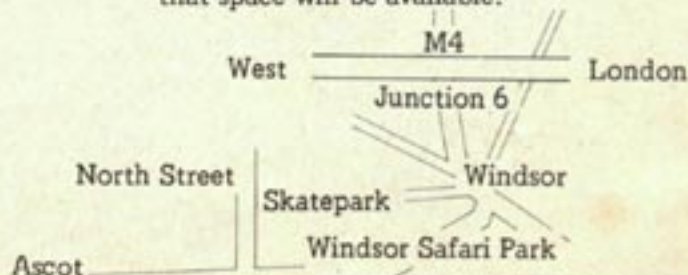
Hot and cold food will be on sale in the park.

Don't miss Saturday night's disco and barbeque. . . free entrance to all competitors.

Any other information, contact the park direct on: 03447 5820

Free overnight accommodation on offer to those needing it.

It MAY be possible to enter on the day. . . there's no guarantee, however, that space will be available.



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HPG IV Phoenix	£5.95
HPG IV Pro (Mike Williams)	£4.95
ACS 500	£2.50
ACS 500 Pro	£2.95
ACS 580 Pro	£3.75
ACS 651 Pro	£3.75
California Slalom	£2.45

WHEELS

Kryptonik Mk II 60	£1.95
Red, Blue, Green 65	£2.45
" " " 70	£2.85

Alva	£3.95
Belair Wings (Hard or Soft)	£3.15
Belair Blazers	£2.60
Belair Lipbomb	£2.95
Belair Cherry Bombs	

Hang Ten 4	£1.10
Hang Ten 6	£1.40

BB Boots (The new great hot BB wheel)	£3.75
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Powerflex 9	£3.65
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Z Farrell	£2.75
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DECKS

Macho	£15.95
Gordo 27"	£16.50
Gordo 30"	£16.75
Alva 27" & 30"	£16.95
Alva 10" wide	£23.95
30" BB Sablosky	£16.95
29" BB Jeremy Henderson	£14.50
28" BB Lollipop	£8.75
27" BB Comp II	£13.75
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2" per foot	£0.25
4" per foot	£0.50
6" per foot	£0.60
8" per foot	£0.75

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Wheels 60p, Trucks 75p (2), Decks £1.00, Pads 50p.
Minimum 50p on all other items. Orders over £25.00 sent free of charge.
Cheques or Postal Orders to:—

SG and P

Grove Terrace, off Birmingham Road, Walsall, West Midlands

SWIPED

The locals of Ty Croes some time ago built an eight foot ramp on which I practised on every fine day. Nobody had objected to it (so far as I know) but on September 14th it was taken away. Apparently someone had walked into it and the council had it removed. Can you help us to get it back? We're trying for a petition for a new one — or better still, a halfpipe. A. David, Ty Croes, Dyfed
If the ramp belonged to one or more of the skaters, then you should be given it back. Try the police! If enough of you keep demanding long enough and loud enough, something will have to be done. Ed.

LA COMMUNIQUE

I've just got back from LA, so I thought I'd tell you about it. The parks are really good. . . we've a lot to catch up on so far as design goes. I thought the best was the pipeline at Upland. . . a really neat full pipe that runs into a full 18 foot bowl. There're also five snake runs that vary in difficulty — plus a 25 foot diameter bowl that's 15 foot high. Whilst in Lakewood Park I met Tony Alva, Chris Chaput and Stacy Peralta. They were all really nice guys and they helped me out a lot with my skating. Chris in particular is amazing at freestyle. . . he pulled off twenty-one 360s, then said he was just warming up. Tony Alva was great in the halfpipe; it's a 100ft long by 12 ft high and he was consistently pulling off 3/4 foot aerials all down its length. It ends in a 20 foot bowl. All the park owners I met were really nice and most gave me free membership and reduced entry price. I've brought back a few boards — some I've never heard of. One's a Castor... 30 inches by 8 1/2 inches of maple, fibreglass sandwich. Another is the Badlands Pro Hog (30 inches by 9 1/2 inches of maple/birch ply laminate). It's similar in a way to the new Alva deck. Finally, anyone going out to the States and who wants to know some good parks to visit. . . just get in contact with me. Vincent Barnes, Radlett, Herts.
Sounds like you had a rare time. . . I'm holding Vincent's address, should anyone like to write. Ed.

Peculiar picture in issue 12 result... Own up time, Icarus disappearing over the bank was, of course, none other than Bristol looner, Steve Kane. First card out of the bag to identify the rear view was sent in by: Mij Rawlins of Crowthorne in Berkshire. He'll be receiving a set of Kryptonite C-series 65mm reds.

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Paul Constantineau	TAIL TAP 30" x 8 1/2" wide	£21.95
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DOGTOWN STICKERS:		
	2" Square	25p
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Z DECKS AND WHEELS:		
27"	Z-Flex Warptail x 6 1/2" wide	£19.95
30"	" (original Jay Adams)	£23.95
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28"	Z-Woody Jimmy Plummer 7.7/8" wide	£23.95
31"	" Shogo Kubo 7.3/4" "	£24.95
Z-SERIES: 1/2" MULTILAMINATE x FULL 8 1/2" WIDE		
26"	- £15.95 /	29" - £16.95 /
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WHEELS: Z Farrell 500 £3.80 / Z Smooth £4.15 / Z Groove £4.80		
STICKERS: 2" Z circle 15p / 4" Z circle 30p / 5 1/2" Z-Flex 30p		
		8" Z-Flex 40p

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STICKERS: Lonnie Toft 50p/Sims Snake 20p/Sims 2" Wings 12p

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SIMS RACING BEARING	£4.95 each
SIMS RACING BEARINGS	£5.00 for 8
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EAGLE Wrist Guards	£5.95 pair
KANOA Jay Adams 'Flyaway' Helmet	£18.50
RECTOR Pads and Shorts. Vans "Of the Wall"	£10.95
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PACER 1 with 1" bearings	65mm
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ALL OJ Wheels	POWERFLEX
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	4's & 6's
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30" John Sablosky	£17.95
29" Jeremy Henderson	£16.50
28" Lollipop (grip taped)	£8.75
28" Mike Weed Radial Ter	£15.75
28" G & S Team Rider	£18.00
30" G & S Team Rider	£18.50
30" Alva (10" wide)	£25.00
31" Z-Woody Shogo Kuba	£24.95
32" Z-Series (8½" wide)	£17.95
30" Macho Gourdo (9" wide)	£18.75
30" Sims Lony Toft (9" wide)	£22.00
27" Santa Cruz 5 ply	£13.50
29" Santa Cruz 5 ply	£14.00
31" New Dread (9" wide)	£17.50
Dread Speed Board	£35.00

TRUCKS

ACS 430	£1.60
ACS 500 pro	£3.05
ACS 580	£3.95
ACS 651	£3.95
Tracker Full	£6.30
Tracker Mid	£6.30
Tracker Half	£6.30
Lazer 5½"	£4.75
Lazer Slalom	£5.75
New Lazer 8"	

WHEELS

Orange Yo Yo	£4.95
White Yo Yo	£4.15
Belair Wings (Tangerine)	£4.60
Belair Wings (Yellow)	£4.60
Belair Blazers	£4.30
Benjy Boots	£4.75
Powerflex 9	£5.05
Powerflex 5	£4.30
Alva	£5.25
Sims Snakes (Green)	£5.15
Excellerator 57mm	£4.25
Excellerator 65mm	£4.50

ACCESSORIES

Truck Bolts 1" 1½"	56p for 8
inc Nyloc Nut 2"	72p for 8
Grip Tape (per ft.)	
1" 15p, 2" 30p, 4" 60p, 6" 90p	
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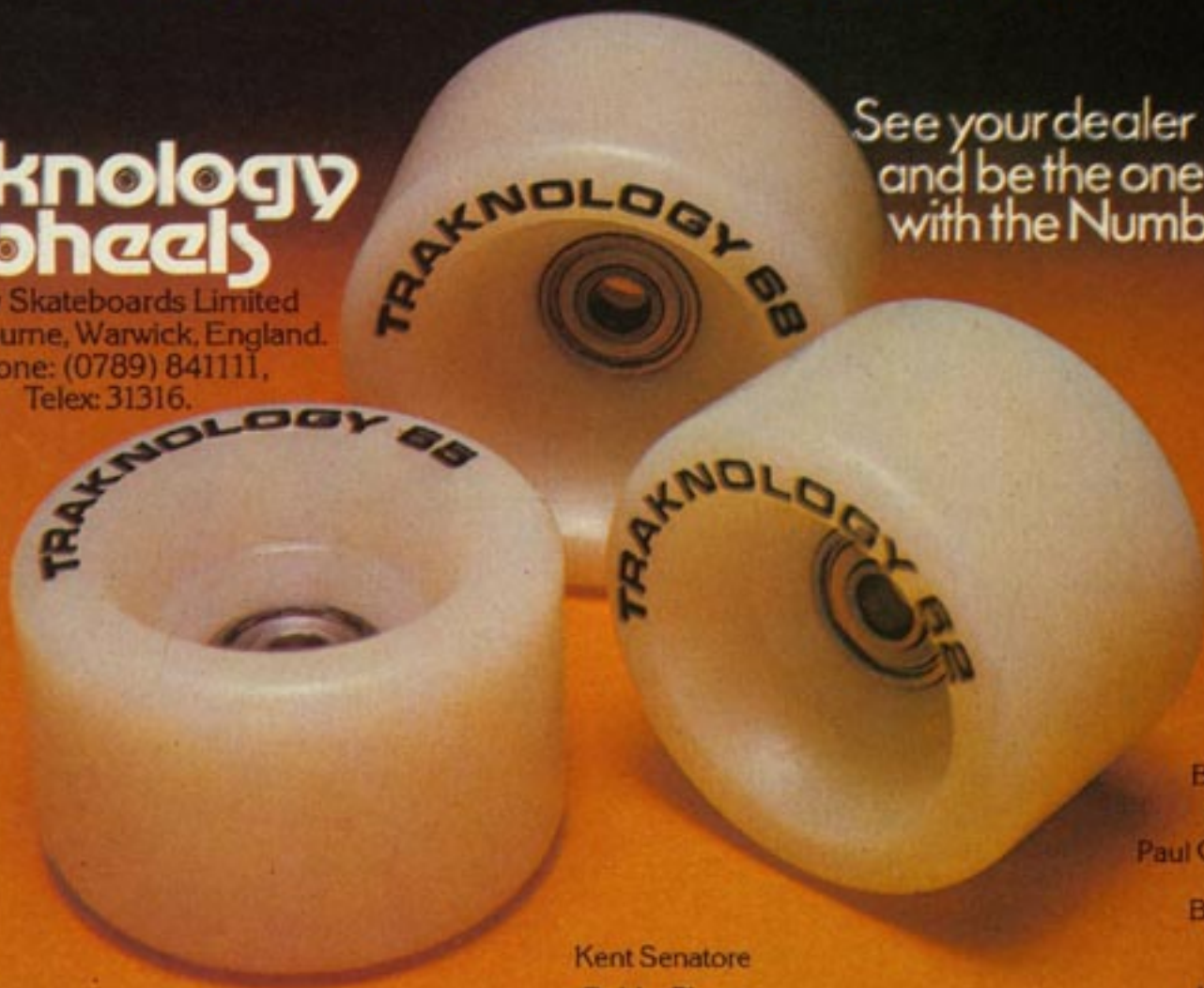
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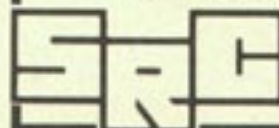
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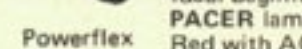
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Beware, there are some very close copies of these fine trucks, so always go for TRACKERS.

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Red 60mm **£1.99** Green 65mm **£2.50**

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DECKS, for the improving skater, at makers prices.

PACER Glassfibre (see above) 26" Yellow and Red. Was **£9.95** NOW **£3.99.**

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First quality MK2 60mm : **£2.99**

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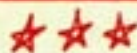
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For IKS 608ZZ bearings
add 70p per wheel

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DECKS

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Wheels DO NOT include
bearing and spacer - If required
+ 75p per wheel.

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86p - 2 trucks : 86p - 4 wheels

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new wheels

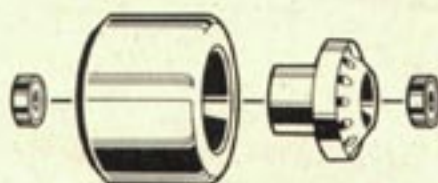
THE CORE

It's new from Kryptonics, C-series wheels.

The most logical solution for faster wheels. The core is a rigid nylon high precision bearing seat that's moulded into the wheel. The core assures bearing alignment and eliminates flex normally found in urethane bearing seats. It improves speed and reaction time of the wheel during turns.

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C-65 Red, blue & green	£4.95
C-70 Red only	£5.50

KRYPTONICS



KRYPTONICS C-series wheel.
Exploded diagram of parts.

Other Pro Wheels

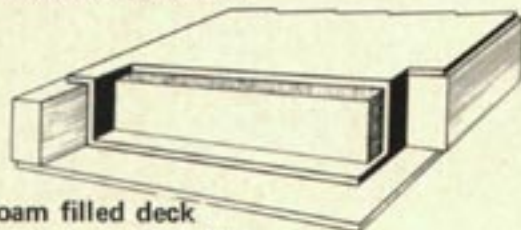
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new decks

NEW KRYPTONICS DECK

The Kryptonics Deck is as unique and innovative as our wheels. It's constructed using a lightweight foam core wrapped in fiberglass, and protected by a urethane bumper that completely surrounds the Deck. A P-tex bottom adds additional protection as well as unique cosmetics.



Kryptonics foam filled deck
£29.95

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Alpine's joined the wide boys! That 10" revolution is really here. The hottest bowriding decks from Sims. Their range includes the Lonnie Toft and Superlight both 30" long and up to 10" wide.

Sims Superlight	£19.95
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Ampul Kicktail 26"	£3.95
Ampul Slalom 26"	£3.95
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Kruza Rocker 27"	£6.95
Logan Earth Ski 29"	£9.95
Benjyboard White Lightning 27" & 29"	£9.95
Santa Cruz 27"	£12.50

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Complete with precision bearings		
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Tunnel Rock	64mm	£2.50
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Road Rider 2	48mm	£1.95
Road Rider 4	60mm	£2.95
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Powerflex 3	57mm	£2.95
Powerflex 5	64mm	£2.95
Powerflex 7	65mm	£2.95
OJ Super Juice	64mm	£2.95
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TRUCKS

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California Slalom 7"	£2.95
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Accessories

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Speedrite Skateboard Shoes	£3.95
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prices

DECKS

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Kruza Rocker 27"	£6.95
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KRYPTONICS

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prices

WHEELS

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Road Rider 6 60mm	£2.95
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Belair Lipbombs Pink 62mm	£4.50
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G&S Wonkers 68mm	£4.95
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2) GRENTEC COYOTE

This is undisputably the best 24" polypropylene board available. Kicktail deck, alloy trucks and urethane wheels. **£9.95**

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Any skateboard for less than £50. That's right just choose any deck, any wheels and we'll assemble it with grip tape, riser and nuts & bolts for **£49.95**

(Alpine Sports regret that the Kryptonics deck and C-series wheels are not available on this offer)

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Freestyle Elbow Pads s,m.	£2.95
Freestyle Knee Pads	£3.95
Rector Arm Pads s,m.	£7.95
Rector Knee Pads s,m.	£8.95
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_____	£ _____
_____	£ _____

TRUCKS (2 Required)

_____	£ _____
_____	£ _____
_____	£ _____
_____	£ _____

WHEELS (4 Required)

_____	£ _____
_____	£ _____
_____	£ _____
_____	£ _____

ACCESSORIES

_____	£ _____
_____	£ _____
_____	£ _____
_____	£ _____

PACKAGES

_____	£ _____
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_____	£ _____

TOTAL £ _____
P+P £ 1.00

GRAND TOTAL £ _____

Either
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Shown: Bones 60mm and 64mm Double Radials

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