

Skateboard!

No. 18

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

BAKER'S BACK

Brighton's Chief Pork-
Reassessed

STEVE PARK

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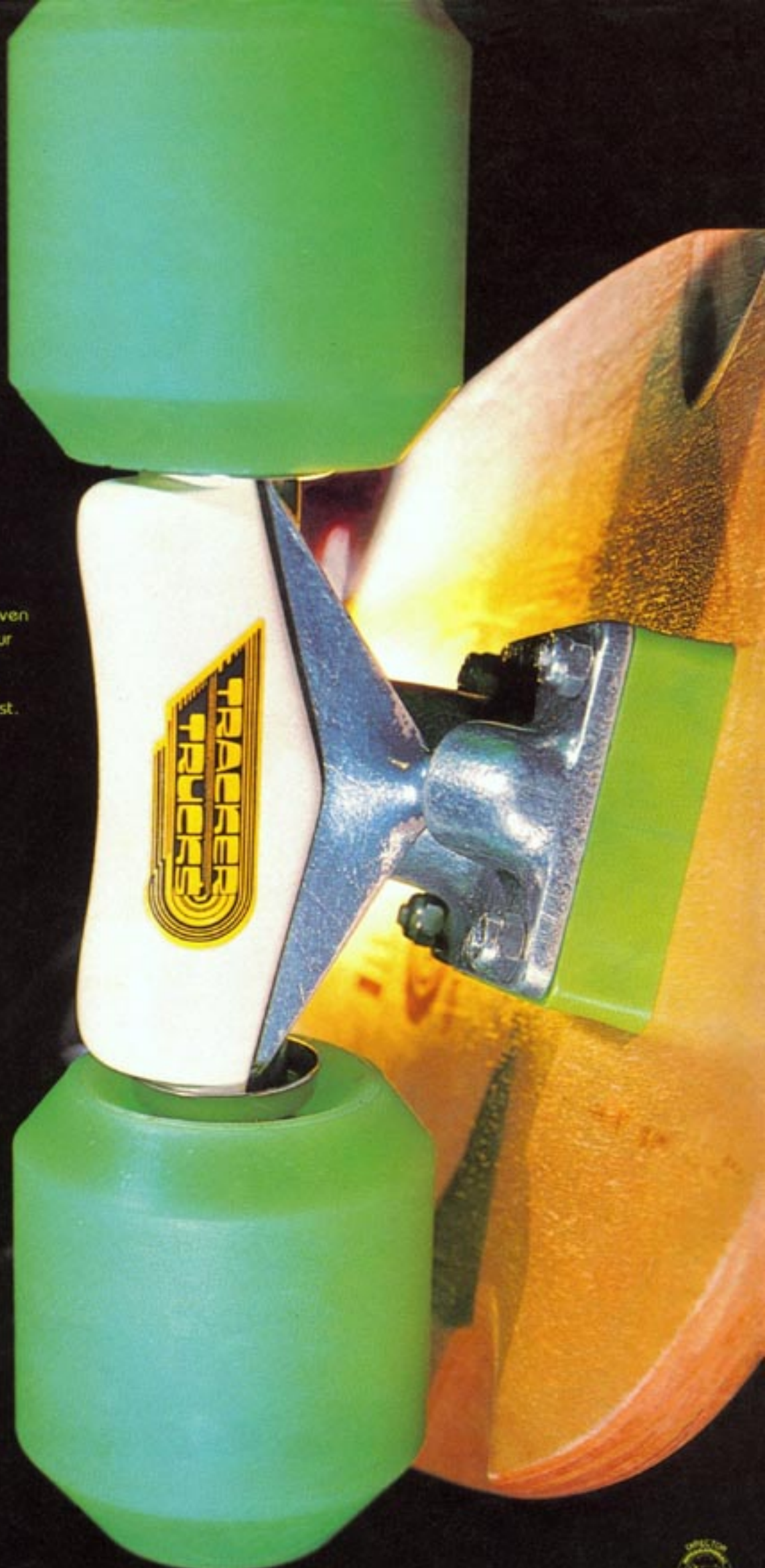
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February 18th Sun. Gecko Leisure Products Open Slalom Trophy Championships.

Judges include Steve Constable, Ben Liddell, Pete Kristofferson. Prizes: Trophies, Medals and Skateboard equipment by G&S, ACS and Pacer.

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March 4th Sun. Benjyboard Amateur Half pipe competition.

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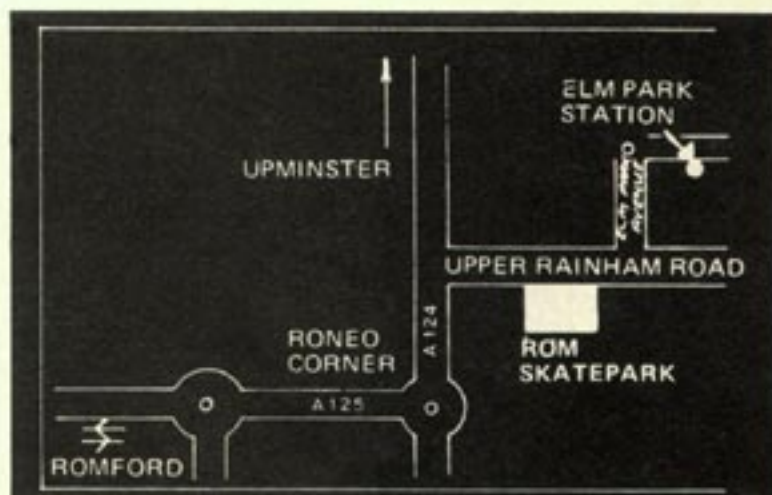
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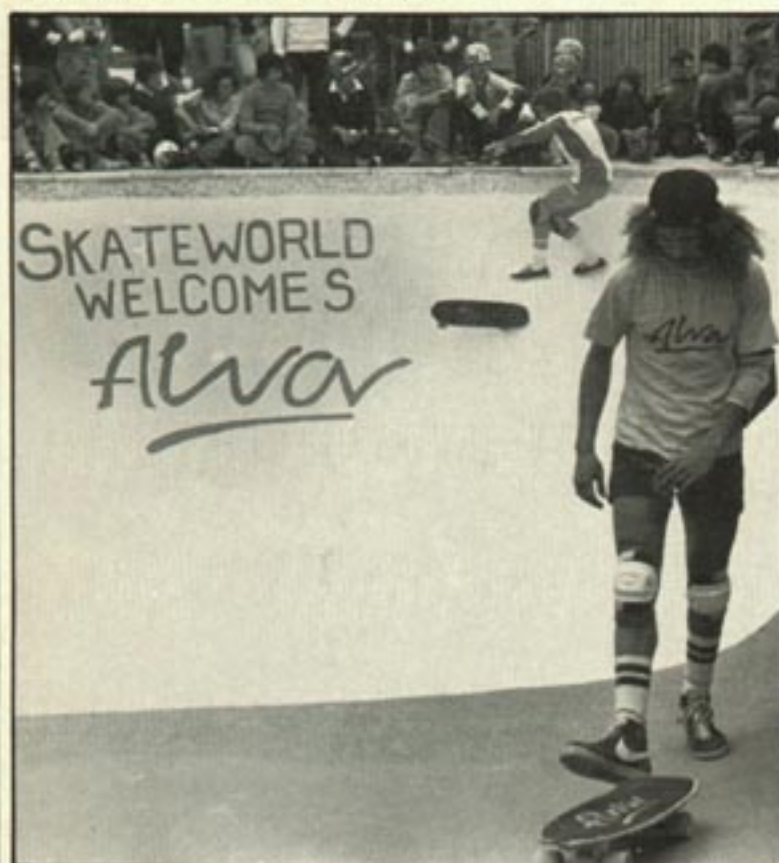
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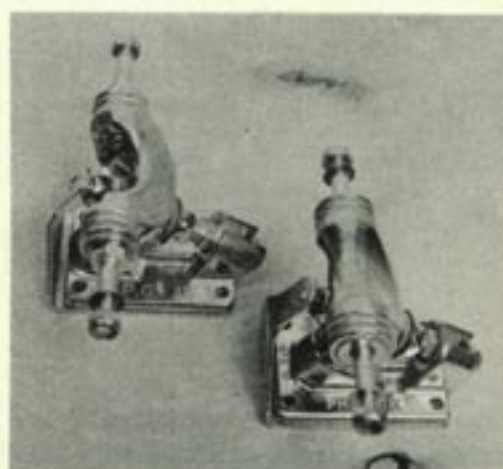
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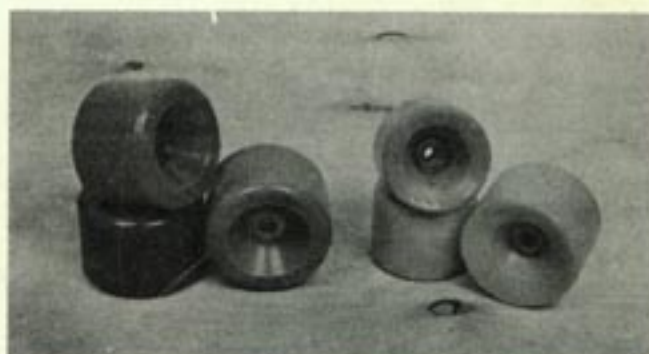


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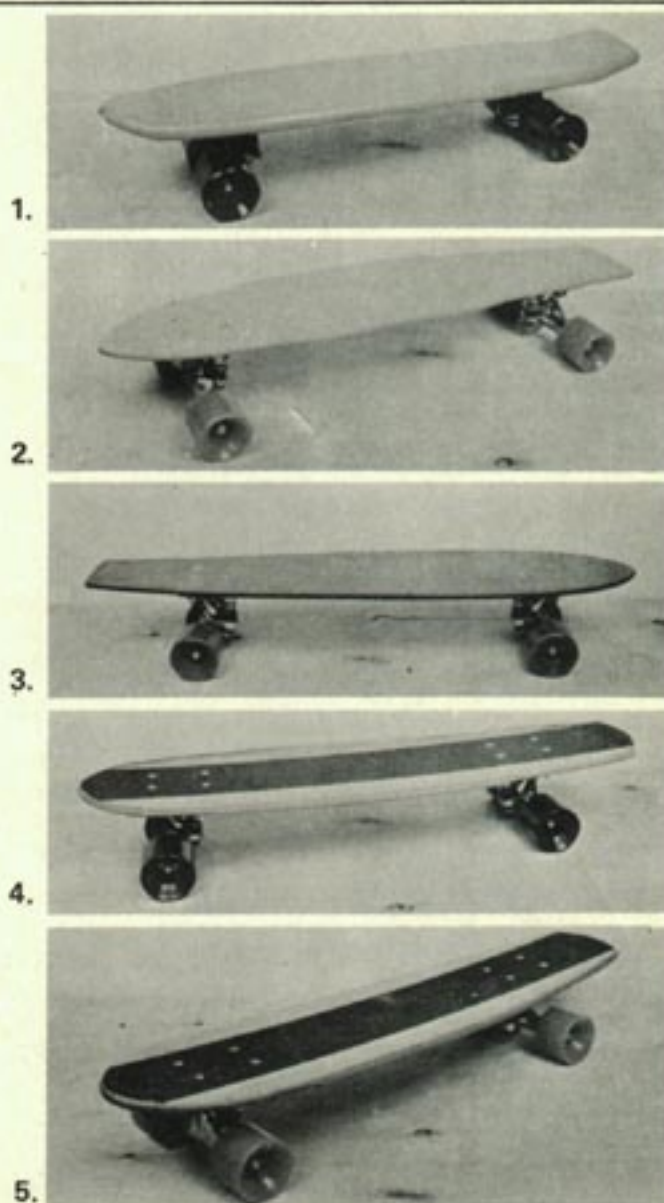
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Matt Davis marveling at his own madness?

COMMENT

As I write this, our sport is going through its most testing time ever in the UK. I say this because, despite many kids' continued interest (they still take the magazine!) commercial parks have finally made the realisations that, one, most skater's pockets aren't bottomless pits and, two, well... yes, maybe they did get it a little/totally wrong when they built the places. The result, up and down the country - skate sites are locking their doors.

It seems to me to be utterly disgraceful that a life-sport like skateboarding should perhaps terminally suffer at the hands of many a misguided - even ripoff - park owner, and, unfortunately, that list has also to include quite a few of the local authority facilities. Not all is wrong in our regional governing bodies. John Brough heads the fine example set by the Bristol worthies and with several free sites around town to play with, he has determined a need to return to the roots... to stir up and retain interest among the 7/8 year olds. Action like that should reap inestimable benefits in the future.

It's easy for me to sloganise... 'support your local skatepark' makes sense in theory though it may be hard for people to stay enthusiastic on bad terrain or for that matter to simply be able to afford the prices. Yet the writing is clear on the wall... until such time as skaters find themselves able to take a hand in building and running parks, we've got to be seen to be using the places provided. If not, as the sorry tale of woe in Skateplaces this and last issue will remind anyone who cares to look, those with the money will simply shut up shop and go invest it someplace else.

DO use your local park... PESTER them kindly to provide something better where necessary... TRY to take a hand in running and organising things yourselves... BRING along as many friends as you can - turn them back on to a great sport/lifestyle. Over the last year or so, Britain's skaters have set standards that've made this country the envy of Europe. Now all that looks in serious danger of evaporating into thin air. UK skateboarding depends on YOU... continue giving it the support it deserves.

Bruce Sawford, Editor.

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STARSHOTS

NEW RIDERS OF THE SKATE AGE



Jerry Young

BRIAN SANSOM

Brian (or Sambo as he's more usually known) was definitely the outstanding local skater of our recent visit to the Exmouth skatepark; he was seen to be pulling off insane aerials, extreme blocks, roll-outs/roll-ins and rock 'n rolls with uncanny consistency. Later we learned that Sambo had been working for a year as a marshall there and steadily perfecting his technique. He's 15 years old and has 1½ years of riding under his belt; he's totally committed to vertical riding and for that purpose he uses a 30½ inch Dread Bank Manager with 8 inch Lazars and orange YoYo's. When he's not skating at Exmouth, Sambo can be seen at Plymouth, Bristol or Barnstaple. His favourite skater is Mark Baker who had better watch out, the next time he visits Exmouth!

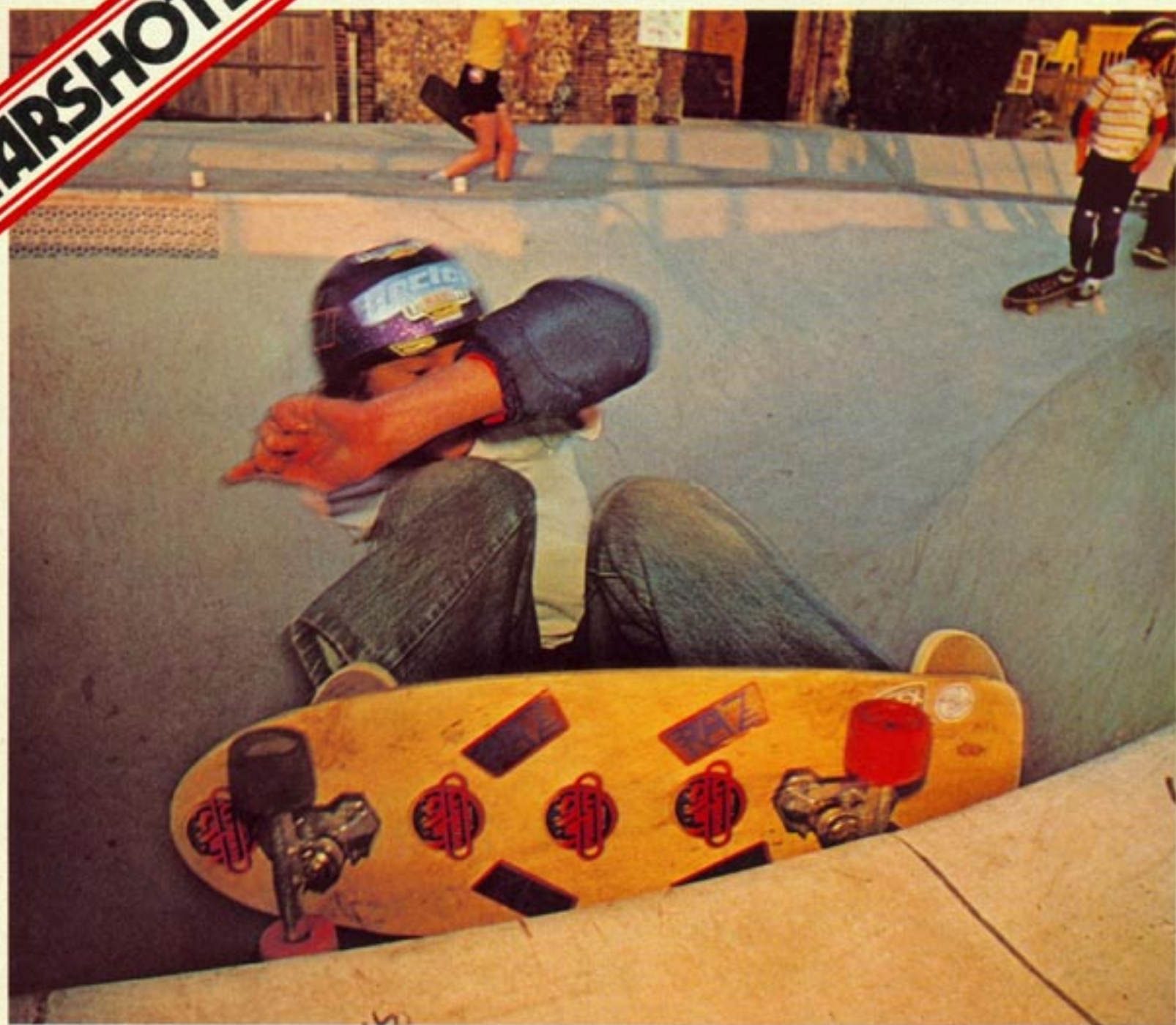
STARSHOTS



Ian Dobbie

RICHARD JUPP

Richard has been skating for a year and a half now and he puts his experience to good use on his ever-favourite terrain. . . pools and any other vert. He skates for the Raz team who keep him in gear and Richard's current equipment consists of a ten inch Alva with Independent trucks and Powerflex 9's for bowlriding and a Santa Cruz deck, Midtracks and green Kryps for his other love, slalom. His usual moves on vert are frontside grinders and aials and these he perfected at his local parks, the Barn and the Cage. Finally, coming from Brighton, it's not surprising he rates the illustrious Mark Baker as his most popular rider.



Ian Dobbie

PHIL EARL

Another Raz rider is Phil, and a pretty hot one at that. This summer he took 4th place at the Brighton Classic — no mean feat considering the calibre of the skaters who entered it (Si Napper, the Cutts, Mark Baker). Phil is usually to be seen at the Barn (which, luckily, his dad owns) and there he weighs in with grinds, aerals and the occasional snapback gnarler. Phil prefers to skate pools and half pipes and he rates the Rom Guildford and London's Maddog Bowl as his favourites. As skaters go, he admires Tony Alva (and uses one of his ten inch models) and, of course, a certain Mr. Baker.

LIPTORQUE

NEWS, RUMOURS & RESULTS-IN SHORT

TRAVEL NEWS

It seems the icy blasts that the Russkies sent our way during December and January have been forcing our local boys overseas to seek hotter action in the States. Following the return of Mad Mark Baker with news of Dogtown's very own skate-place at Marina del Ray, Trade Winds rider, Roger Harvey and Benjyboard's vert specialist, John Sablosky, took a Christmas sojourn at the Venice, Ca. home of Dave Ferry and spent two weeks shreddin' with the best Stateside riders.

The Marina is considered the first, third-generation park. . . all the emphasis has been laid on providing heavy vertical facilities with perfect transitions and surfaces. Aimed only at the intermediate to pro rider, it offers THREE pools — two keyholes (10' and 14' deep) and the Primo pool which is kidney-shaped and 40' wide by 60' long.

Though all the Dogtowners are regular sessioners at the new park, our own intrepid travellers came back raving about Dennis (Polar Bear) Agnew getting five feet of air with his hand-plant inverted aerials and Shreddi Repass (riding for the Turning Point team) tearing up 12' of coping stones with his grinders. Even so, some of the old names still looked hot enough to melt the urethane Jerry Valdez, Dave Hackett and Brad Bowman particularly impressed.

On a slightly less happy note, our own American import, Tim Altic, has decided that the British weather has finally got the better of him and he's returning to his native California to 'restoke'. He'll be away until April/May, picking up on what's new in the States and visiting his new sponsors, Kryptonics Inc. I expect he'll make the same impression on America as he has over here; with the current popularity of rollerskating in the States, how can he fail?

By Walt Dangerfield



Top: Brian Bubbly, the skating chef holding one of his creations at Rolling Tunder's bar; Seth Cutts, Chebam and Bobby Carver can be seen drooling in the background. Above: Young 'Floater' erodes the Maddog half pipe.

Meanwhile, New York City has been suffering at the hands of infamous duo, Si Napper and Simon Mayle. They report that the sport on the East Coast has reached about the same stage of development as it has over here and New Yorkers are at last getting their fair share of park riding, via the Cherry Hill park in Philadelphia. With true American extravagance, the Cherry Hill boasts no less than FOUR pools designed by Dogtown's Shogo Kubo. We're told, though, that the natives are only just beginning to catch up on the latest manoeuvres.

Napper managed to make his exit in grand style by losing an argument with a lamp-post in a car on loan from Simon Mayle's mum; we dread the day he starts driving over here. Back now in the UK, Si Napper is currently being sponsored by Kryptonics.

FULL FRONTAL DEPT.

Perhaps inspired by the Xmas issue 'Dam Fool Aerial', Londoner, Mick Scouse, recently suffered a £15 fine for 'insulting behaviour'. Apparently, after a late, late party at Shane Cutt's place, the lads took to the streets for a midnight rip. Unfortunately, at the time the exuberant Scouse lacked any bodily covering — other than one Van — so, when the law appeared on the scene, they took him and Brad Vine to cool off (warm up?) in the pokey. . . a case of stars behind bars.

CUTTING OUT

The Capital's background volume is likely to drop a decibel or two with the imminent removal of the aforementioned Shane Cutts, plus brother Seth. Their parents are reportedly whisking them away to the other side of the world to complete their education in New Zealand. Though NZ already has

several hot riders on the books, the Cutts' unique brand of aggression should open an eye or two.

DOING IT RIGHT

Having heard many a complaint on the unpleasant behaviour of some of Britain's pro riders, we were delighted to receive a letter from the Crowborough Freeformers Skateboard Club, one of the many 'grassroots' organisations that are helping keep skateboarding alive in this country. Without a park of their own, they have to make do with infrequent trips to the facilities at Brighton, Gillingham and Hailsham. By way of a change, they invited Phil Lobatto of Max's and Chief Pig, Mark Baker, along for a club evening and were entertained to a stream of skateboarding anecdotes and much helpful advice. Apart from doing wonders for the enthusiasm of the young riders of Crowborough, it also proves that at least one of our hot riders is prepared to give up his time to spread the gospel in a useful manner. Since only very few areas are lucky enough to have access to a skatepark proper, wouldn't it be a positive move if more of the pros took the opportunity to go meet the kids who support them?

XMAS JOLLITIES

Along with the rest of us, quite a few skateparks arranged functions in keeping with the festive spirit. One such happening was held at the Cage skatepark in Brighton where manager, Dave Phillips, kept the fun and games going until midnight. The actual skating contests were limited to up-and-comers, unknowns, out-of-towners and younger-brothers. Urged on by the vociferous P-City tribe there were hot thrills and spills.

The big names later held their own contests on the park's many machines. The hotly-contested pinball competition produced several surprises — the favourites, Razzo 'Replay' Garcia, Neil 'Knockemdown' Robbins and MB himself all dived in the first round leaving the way for Twiggy to become King of the Table. Champion pool hustler turned out to be Jacko and

Skateboard! magazine's Brightonscribe, Tim Dunkerley, shot his way through to become football ace of the day.

Well into the night there was intense sessioning from the Boyz including a hot doubles act in the Blue Bowl that featured MB and Steve 'Greek' Carous. . . Mark pulled off heavy aerials whilst Steve carved the lip beneath him.

Elsewhere, not everything hit such a happy note. The Rolling Thunder Xmas Party was struck by the unexpected news that the park had to close. It seems the driving force behind its foundation, Richard Wrigley, had temporarily vanished without attending to such minor details as arranging payment of rent. The Brentford Market Estates (the owners of the place) were also less than enamoured with the behaviour of some of the park's users. They closed the place on the Thursday before Christmas despite the many signatures collected on a petition.

Although the skaters had planned to go ahead with their celebrations — despite the ban — the astute local constabulary anticipated the move and removed the lighting fuses early in the morning! This looked like spelling doom for London's most recent and best supported park, but by early January a rescue operation had been set up by leading business interests. At the time of going to press, Benjyboards, Hang Ten, Trade Winds, Surrey Skateboards and Skateboard Specialities have all agreed to contribute on a weekly basis towards the £100 necessary to keep the park open. In the meantime, deprived of their favourite site, skaters have been returning in droves to the Maddog Bowl in the Old Kent Road — much to the delight of manager, Dave Parker. Dave himself recently achieved Old Gold status by virtue of his achievements in the Soul Bowl.

ON 8-WHEELS

Continuing Britain's habit of catching Stateside fever, the sound of eight wheels is starting to echo around Britain's skateparks. Prior to the demise of the Golden Gate park at Bootle, Neil Saunders of Wheeler Dealers reported a big rise

in the sales and rental of rollerskates. The general age level of riders has been well above that of the skateboarders which prompts one to believe that there must be many more old fools just itching to get moving on wheels. Come on people, it's never too late!

Already London has seen its first roller-disco. And our own 'wholly roller', Tim Altic, has been inundated with requests to 'do his thing' in trendy night spots . . . he's even been featured as a 'city gent going to work on his 8-wheeled boots' in a TV report on the petrol shortage — complete with hired Moss Bros morning suit and bowler hat. Guess where he hid all that hair!

NOT AGAIN!

Undeterred by his recent mishap at Victoria Station in London (see issue 16) Max 'Insanity' Kirsten has recovered sufficiently to complete redecoration of his love nest. All female skate personalities are cordially invited to admire the luminous stars above his semi-drained waterbed (at their peril, I'd imagine).

Contest News

In common with quite a few British sports, skateboarding has suffered severely at the hands of the winter weather. Although the tide of enthusiasm managed to carry it through last winter it's become abundantly clear that skateboarding is very much a seasonal occupation. Several contests have had to be scrapped or postponed including the first-ever speed car meeting that was due to have been held at Brands Hatch on January 1st under the auspices of the West Kingsdown Skateboard Club.

Indoor parks are fairing somewhat better and this month we've reports on several that will run 'on-going' series throughout the early months of 1979.

Following the mixed reception received by the British Open Championships at the Skatewave Park near Windsor, the management has organised a number of competitions running through to March. Each dedicates a whole day to an aspect of skateboarding. The first was scheduled for January 28th,

the Amateur Freestyle Championships, all the prizes to be donated by Benjyboards. One vast improvement is that all judges chosen were top skateboarders. Subsequent events in the series are Pro/Am Slalom on Sunday 18th February (sponsored by Gecko Leisure Products), Amateur Half Pipe and Three Wheels Out on Sunday 4th March (sponsored by Benjyboards) and Amateur High Jump and Long Jump on Sunday 25th March. Holders of the top ten placings in each event will have automatic entry to the British Open, 1979.

Still in the South, we have news of two recently formed leagues. Clubs in the Wiltshire, Avon and Gloucestershire area will compete in a series of contests arranged by Bob Wood, the Thamesdown and District Club Competitions Secretary. Any organisations wishing to take part should contact Bob on Highworth 763277.

The other area league takes in Bucks, Berks, Oxon, Hants and the Isle of Wight. Supported by the Regional Sports Council, they are organising regular moots amongst clubs in the area. Contact is the Secretary of the Southern Skateboard Association, Derek Seaton. He's on 01-633 5179 by day, 0252 44809 in the evenings.

Finally we have news of a series of informal contests taking place at the Maddog Bowl in London. At a pilot contest on December 10th the overall winner was new Benjyboard signing, ten year old Mark Floater. Events included pool, half pipe, freestyle, slalom and speed. With the first event of '79 being held on 11th February, manager Dave Parker is hoping the contests will appear on a monthly basis.

It looks like all the action is taking place down South. Come on everybody north of Watford, let's be hearing from you.

Late extra, *Skateboard!* is delighted to announce the first of the 'Skatecircuit' competitions, at Skateside indoor park, Kettering. Not only will we be checking out the flavour of the local scene, we'll also be photo-reporting on the contest. The day is February 24th and start time, 11am. Pre-entry is desirable (to 'Skatecircuit', 370 Stratford High Road, London SW16), entry on the day

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MAY be possible. Clubs are asked to enter as many 4-man teams as they wish, at a cost of £1.00 per member. Each skater in a team may enter ONE of the following events: full or half pipe, slalom, freestyle, long or high jump. Entry is restricted to amateurs only and for more details, contact Hans Walter on 01-677 2205.

CAUGHT NAPPING

Okay, hands up all of you who've seen the excellent 'pinball' advert on TV that proclaims the virtues of the Youth Employment service. Hmm, I wonder how many people registered the identity of the young lad being bounced between the mushrooms. Give in? ?? It's Si Napper, plus haircut.

Association News

A welcome this month to Northern Ireland who have sent in their first Association news report.

The N.I.S.A. has only been recently formed and at present the battle is on to gather more members. Such an association cannot possibly put pressure on councils to provide skateparks without the support of the skateboarders. Form your own local clubs, then affiliate with the association.

Some places who can boast clubs are Dungannon, Coalisland, Cookstown, Belfast, Newtownards and Coleraine. Anyone wishing to get in touch with one or other of these clubs can do so by writing via the Association.

At present there are no parks at all in N. Ireland, but plans have been passed and hopefully, we'll be seeing some in action during 1979.

The N.I.S.A. are organising a number of Winter coaching schemes. Venues for these are: Brownlow Recreation Centre, Craigavon; Valley Leisure Centre Newtownabbey; Ards Arena, Newtownards. Details of times and dates can be obtained from the Association.

Two members of the N.I.S.A. attended a meeting in Edinburgh late last year to assist the setting-up of a UK Skateboard Federation. One of the outcomes is a plan to run a UK Championship later this year (in



Cool carving from Richard Jupp at the Barn Pool.

Scotland). It's hoped to run a N. Ireland championship sometime before so that national team members may be chosen.

Anyone wishing to contact the N.I.S.A. should write to: David Campbell (Secretary), Beechgrove, Dungannon, Co. Tyrone. . . telephone 2271 (9 to 5), Coalisland 40254 after 6pm.

Skateplaces

There's both good and bad news on the skatepark front this month, with the general trend indicating that large scale, commercial parks are often finding themselves unable to combat the strain imposed on them by high rents and rates. Attendances at such sites as Rolling Thunder in London, Arrow Skatepark in Wolverhampton and the Golden Gate in Bootle, Lancs have not been sufficient during the winter months to sustain the high costs entailed in keeping them open. At the same time, there are still quite a few smaller skateplaces blossoming, many being provided by aware local councils or through the efforts of clubs and associations.

Bad news time, and first the closure — purely temporary we hope — of Rolling Thunder, after only three

months of use. The second to close is Arrow and Pam Edwards, who helped run the team there, tells us of little hope of reprieve — unless the council steps in. One of Britain's most popular parks and an absolute masterpiece of design and construction in plywood, Arrow has enjoyed good attendance figures. Unfortunately, the ever unpredictable Chris Clayton-Wright has obviously decided that his philanthropy stops short of supporting the extremely high rates incurred by the site. A large petition has been handed to the council and should they decide to act, rates could easily be lowered to reduce overheads. Meanwhile, with nearby Skateopia in Winter recess, both riders and boards are getting a little rusty.

Further north, the Golden Gate at Bootle finally shut up shop just before Christmas, despite a reported rise in popularity of vertical rollerskating. Rank it was who pulled the rug but a glimmer of hope apparently exists in that the local council are interested in the 'giveaway' rent that's being asked on the facility. Meanwhile the Bootle-ites are getting their boot(les) on and taking it to the streets.

A calamity of a different kind has forced the closure

of Skatecountry in the Ashton Court Country Club, Bristol. The magnificent interstellar domes that were installed as a £27,000 investment against the rigours of the British winter have not proved equal to the task. The so-called Barrel Vault that covers the freestyle reservoir and pool broke its back under the weight of the first snowfall of 1979. Now the future of the park itself is in doubt as investors try to make up their minds whether or not to continue.

But while giants fall, many smaller parks continue to flourish. Mrs G. I. Roberts writes from Spalding in Lincs with news of the South Holland Skateboard Park. Admission to the small facility is only 10p for members, 20p for non-members. Manned entirely by voluntary helpers, the park is open from 10am to 4pm during school holidays and at weekends.

And Nigel Clark from Stoke-cum-Hamdon, Somerset writes of a facility with a slalom/speed run, freestyle and beginners area and a snake run into a double bowl at Crewkerne in Somerset. The yokels ride on!

Back in Bristol, good news that one of the most conscientious of local councils has earmarked around £3,000 for the building of an intermediate/advanced facility at Lockleaze Adventure Playground. Having produced Dame Emily Skatepark, the first free, municipal site in the country, they've now warmed to the possibility of being in the forefront to cater for the more advanced rider. Much of the credit is due to the enthusiastic skateboard officer, John Brough, who's done plenty to perpetuate the sport at grassroots level. He hopes to provide a radical half pipe and performance bowl.

Pure Fan Skateboards inform us that their telephone number is now Scarborough (0723) 67953 and that their opening times this winter are from 10.30am to dusk, weekends only.

Please remember that it's worth checking ALL parks for their opening times to avoid disappointment on arrival. Many of them feature in our monthly Skatepark Directory. . . and if they don't, they should!

DESIGN FEATURES

Although most of the decks tested here fall into the super-wide category, it's perhaps significant that most manufacturers still include decks of around 8 or 9 inches among their collections. The G&S Protail at 8", Benjy's Henderson Mark 2, Bad Co's 9002 Mike Weed Pro model at 9", and the $\frac{3}{4}$ " narrower than its predecessor, Tony Alva deck, would seem to confirm an awareness amongst designers that not everyone wants to ride an ultra-wide deck.

As I pointed out in *Skata Data* 17, foot control, leverage and stability are the most important aspects of board design. It's generally agreed between riders that wide decks definitely enhance stability and control. For those with small feet, however, it could be that under some conditions very wide decks decrease the amount of leverage available. If your riding style includes the application of forceful rail leverage, then you obviously need to be able to hang a heel or toe out over the edge of the board. If the width of the board equals or exceeds your foot size then you won't be able to use this technique... at least not without considerable stance shifting.

Two of the decks, the Henderson Mark 2 and the Bad Co. 9003 Mike Weed Pro Cooper, feature a narrow front, wide tail profile. By reducing the so-called 'swing weight', this is said to increase the deck's potential manoeuvrability; it does, of course, favour the Henderson-type narrow stance style that some riders are now adopting.

I found, when mounting up the test decks, that it was often necessary to use narrower trucks on the front than on the back. Careful matching of 8", full and in some cases even mid-width trucks was necessary in order to obtain suitable wheel positioning with respect to the board rail. The range of individual wheel widths available also affects this factor. In some cases a full-width truck with wide wheels is as wide, if not wider, than a superwide with narrow wheels.

WHEEL WELLS

The use of large wheels, coupled with the fact that most of us are now using a much looser truck adjust-

SKATA DATA

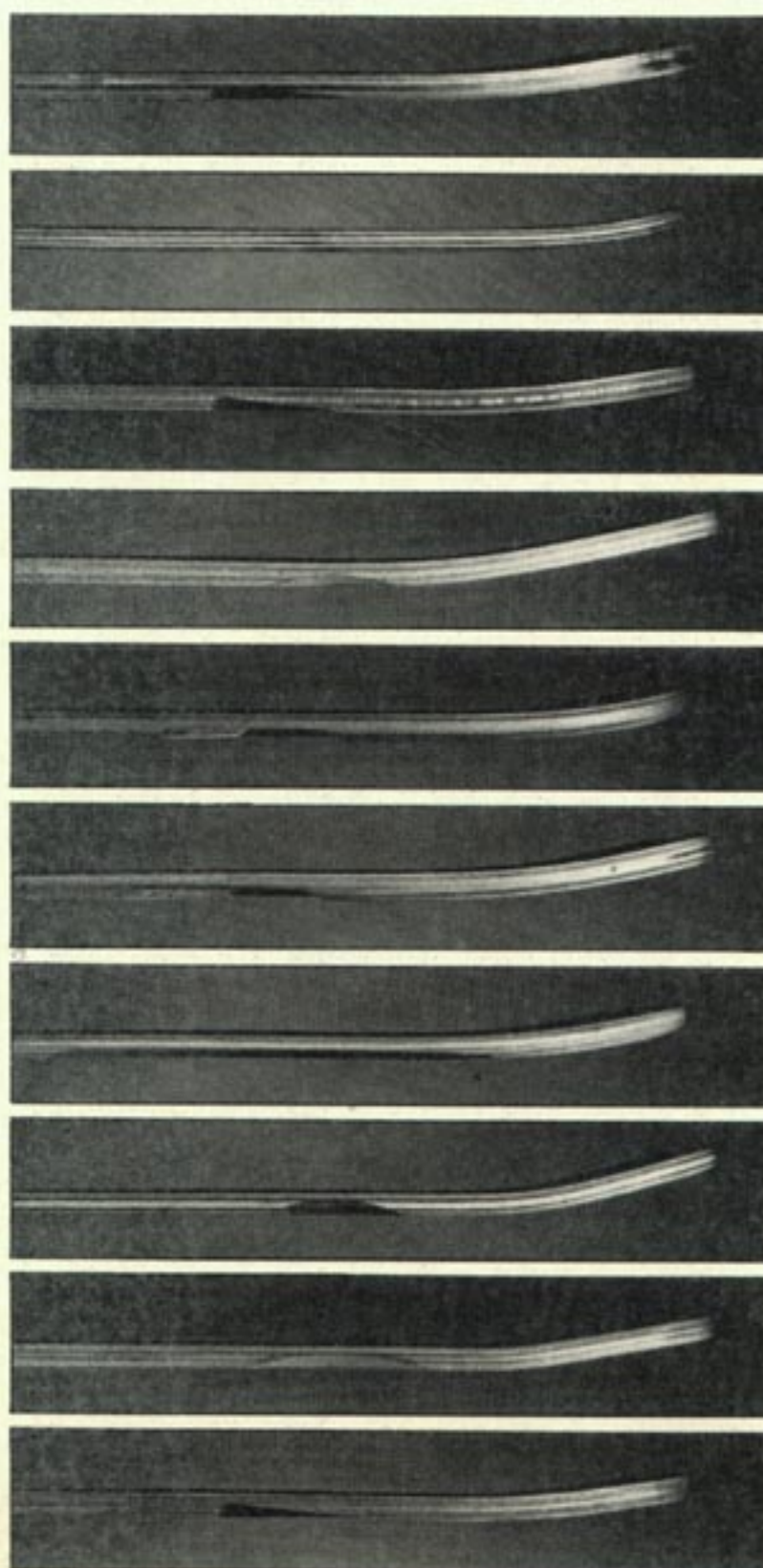
MORE WIDES NEW BEVELS

By Micky Wisternoff

The choice of wide decks currently available on the market should be diverse enough to enable anyone to find a length/width/profile that's right for them.

Following hard on the heels of last month's batch, we now have ten more wide, parkriding decks at our mercy.

All are of US manufacture and design except the Benjy trio; they are British sticks made in the States to designs by team members Sinclair, Henderson and Sablosky.



ment, has brought the need for correctly profiled and accurately positioned wheel wells sharply into focus. Of the decks tested, only the Streetstick is without wells. The Alva and the G&S boards have the conventional arch-type variety in just the right place to provide maximum clearance. The Bad Co. decks feature an unusual well shape which offers slightly less clearance. The Benjy decks also have unconventional shaped wells, again offering fractionally less clearance than the ordinary type and, by my reckoning, they misplace by some $1\frac{1}{2}$ " on the back of the Henderson Mark 2 and on both the front and back of the Sablosky Mark 2.

I checked this point with John Povey of Benjyboards and he affirmed that, in order to obtain full benefit from these otherwise okay wheel wells in some cases a slight re-positioning of the trucks may be necessary.

MATERIALS AND CONSTRUCTION

Only four of these decks are made from straight maple laminates. The Marc Sinclair 'Meanwhile Madness' deck has an amazing thirteen ultra thin layers of maple which, while a little heavy, makes for an extremely firm and strong plank. The other Benjy boards and the G&S Proline all have a seven laminate rock maple construction. G&S have been laying-up maple-fibre glass laminates for almost as long as there've been skateboards. It comes as no surprise therefore that, with their current range of fibrecore decks, they've achieved a very light structure that's coupled with a 'high tension' feel. The Bad Co. boards are also maple/glass laminates, with five layers of maple and two thin layers of glass fibre.

The most interesting deck on test — construction-wise — was the Streetstick, made in Salt Lake City, Utah, by the Winterstick company. The Winterstick is a downhill snow board, and much of the technology developed for that product has been used in the manufacture of the Streetstick. It's basically a five-layer maple construction, with the three inner layers hollowed out and filled with urethane foam. A thirty thou, uni-directional, glass-epoxy layer is then bonded



Previous page, top to bottom as on chart below. Above... top circle, left to right: Streetstick; Bad Co Kimbell Speed Flow; G&S Proline 300; Sinclair Meanwhile Madness; Sablosky Mk 2; Alva; Bad Co Weed Pro-Coper; Bad Co Weed Pro. Inner left: Henderson Mk 2. Inner right: G&S Protail 500.

MAKE	MODEL	LENGTH INS/MM	WIDTH INS/MM	THICKNESS INS/MM	WEIGHT GRAMS	KICKTAIL LENGTH INS/MM	KICKTAIL WIDTH INS/MM	KICKTAIL ANGLE	MATERIALS No. of LAMS	PRICE APPROX	COMMENTS
BENJY	Marc Sinclair 'Meanwhile Madness'	31 788	10% 273	1/2 12.5	2200	5% 146	9 229	100°	13 Lams Rock Maple	£23	Benjy's biggest... very tough construction... very grippy OHIO Wooster tape... wheel wells massive but okay... pre-drilled.
BENJY	Henderson Mark 2	30 762	9 228	1/2 12.5	1625	5% 139	8 203	100°	7 lams Rock Maple	£21.50	Low swing weight... good for narrow stance... strong- ly made with nice firm feel... OHIO grip good with rail grab cutouts... pre-drilled... wheel wells okay with tightish trucks.
BENJY	Sablosky 'London Skate' Mark 2	30.1/8 764	9.5/8 245	1/2 12.5	1788	6 152	8% 209	110°	7 lams Rock Maple	£22	As above on all counts, except no grip cutouts
G&S	Protail 500	28 710	8 203	7/16 11	1196	5% 146	6% 159	13% ⁰	8 lams Maple & Fibrecore	£21	Very light indeed with good, taut feel... great board for small people... good grip job with rail cutouts... pre- drilled... well finished.
G&S	Proline 300	32 813	10 254	7/16 11	1689	5% 146	8- 1/16 205	90°	7 lams Rock Maple	£23	Light for a big 'un... tight, slightly flexy feel... good grip with rail cutouts... pre-drilled... finished to a high standard.
STREET- STICK	Vert Wide Light	29% 755	10 254	7/16 11	1317	5.7/8 149	8% 209	190°	Foam cored 5 lams Maple/ Fibre- glass/P- Tex	£29	The lightest yet... slight rocker with steep warp kick- tail... good for cruisin' the rough stuff... too much flex for a heavy rider... pre-drilled but no grip tape.
BAD CO	Curt Kimbel Speedflow 9006	30.3/8 772	9% 248	7/16 11	1762	5% 146	8 203	80°	5 lams Maple/ glass	£21.50	Good, strong construction with some feel... good grip job... holes need re-drilling for U.K. bolt sizes (2BA/ 3/16"). ... black plastic film finish.
BAD CO	Mike Weed 9003 Pro Coper	30.7/8 784	10.1/8 257	7/16 11	1863	5- 11/16 144	8% 222	90°	5 lams Maple/ glass	£21	Low swing weight design... otherwise similar to above.
BAD CO	Mike Weed 9002 Pro	30- 11/16 780	9 228	7/16 11	1649	5% 139	8 205	80°	5 lams Maple/ glass	£21	The narrowest of the range... otherwise same as above.
ALVA SKATES	Alva	30 762	9% 235	1/2 12.5	1468	5.5/8 143	7% 191	120°	8 lams Alva Wood	£22	Modified shape... slightly narrower than previous model... nice graphics... good griptape... undrilled.

Note changes and addition to spec. *Kicktail length is measured from rear truck holes to the back of the board. *Kicktail width is measured 2" from the back of the board. *Weights and dimensions often vary from the manufacturer's spec. They are based on measurements taken from the actual equipment under test.

Test Tank The testers this month were Pete Christopherson, Dave and Ian Richards, Steve Park.

Equipment this month... was supplied by Benjyboards, Gecko and Skateboard Specialities. We thank them.

to the top and underside of the board. The bottom is finished off with a layer of P. Tex (the same as used on skis) which stops 4. 5/8" short of the tail. At 1317 grams, this is the lightest big board yet... only the 28" x 8" G&S Protail weighs in less.

BOARD PROTECTION

Modern lightweight skateboards can't be expected to withstand repeated impact stress. Take a look at most any guarantee and you'll find a disclaimer for damage resulting from edge impact. The most vulnerable part of a deck is obviously the nose; many boards are ruined by cracks and delaminations starting from this point.

This month several of the test boards were fitted with nose protectors. Two types were used, the G&S Nose-saver and a similar device from Skateboard Specialities. The G&S version comes complete with mounting instructions, nut, bolt and screws. Both were found to work well and, considering the price of a new board, I reckon they're well worth the extra expense.

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SKATA DATA

This batch of wheels represents the response of four major manufacturers to the current demands of today's skater. Apart from the G&S, Yo-Yo's (which are a completely new design) and Belair's relative newcomer, the Edger, they are all design modifications to existing products. Leaving aside for the moment the radical back face reshape to the Sims Comp 2 and the Alva, the most noticeable feature of these wheels is their relative similarity. Logical design progressions seem to have resulted in a general agreement on the parameters necessary for the production of a successful wheel.

The most obvious similarity is the by now standard, outer edge radius — blending into a sturdy, positively reinforced profile. The Comp 2's Alva and Yo-Yo's have near identical lip configurations. The only change made to the Belair Wings is a 7mm increase in width; owing to our limited access to concrete we were unable to ascertain any change in handling characteristics. The Edger — also from Belair — is, apart from slight lip-shape differences, a beefed up version of the Wing, employing similar width-diameter ratios. Except for the Sims, none of these wheels have any appreciable amount of bearing inset — this obviously

Top Row: from left to right
Sims Comp II
Bevel, Belair
Edger Lime,
Belair Wing
Lime

WHEELS

When compiling Skata Data wheel tests we've always tried to ensure that the test results given are accurate and fairly constant, and that tests done at different times relate to one another. To achieve this we've evolved procedures that, in the greater part, rely on the availability of certain selected test areas. These, during the time allotted for checking, were I'm afraid, under several inches of ice and snow! So, although the wheels were given an indoor work-out I'm unable to include the usual performance and speed data on the chart.

MAKE	MODEL	DIAMETER MM	WIDTH MM	CONTACT WIDTH MM	BEARING INSET MM	INNER EDGE	OUTER EDGE	HARDNESS SCALE SHORE A
G&S	YoYo White	66	50	40	None	MF MR	R	83
G&S	YoYo Yellow Orange	66	50	40	None	MF MR	R	93
BELAIR	Wing Lime	65	52	43	None	MF SMC	R	86
BELAIR	Wing Orange	65	52	43	None	MF MR	R	93
BELAIR	Edger Lime	69	54	44	None	SMC	LR	86
ALVA	Bevel	66	55	37	2	MB	R	94
SIMS	Comp II Bevel	64.5	55	37	5	MB	R	92

Diameter: In some cases our measurements differ slightly from the manufacturer's spec.

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.

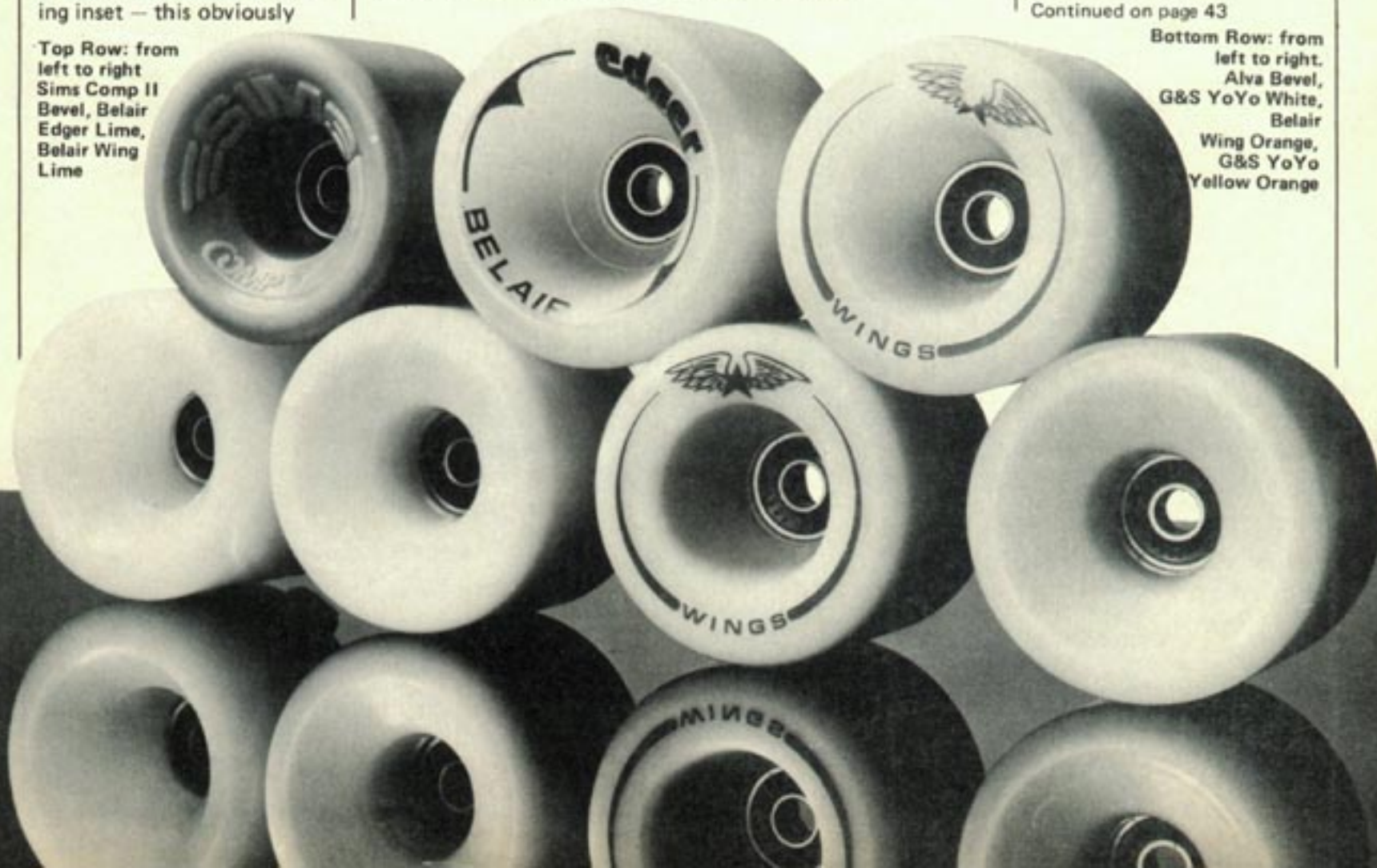
Outer edge/Inner edge: R: Radius, L: Large, S: Small, SE: Straight Edge, MS: Moulded Square, MF: Machined Face, MC: Machined Chamfer, MR: Machined Radius, MB: Machined Bevel.

maximises the available width but, as we've seen in the past, any tendency towards bearing peel can only be aggravated by this configuration (particularly when a soft mix is employed). None of the manufacturers of these wheels have, as yet, felt it necessary to use stiffened bearing supports.

The latest and most dramatic design innovation occurred recently with the appearance of bevel backed wheels. Two of the test sets, the Alva and the Sims Comp 2 have received this treatment. The Comp 2 is now wider than its predecessor with its back face turned to a 57° angle, blending via a small machined radius with the running surface. The Alva, so far as I can tell, has not been re-designed in any way — the 55° bevel has simply been machined on to the standard wheel. Already wide at 55mm it lends itself nicely to this simple modification, the only possible drawback being the fact that with an already limited inset, the bearing support may be insufficient. Again we're not able to say with certainty if this has had any adverse effect on performance, but I'd imagine a certain amount of bearing seat distortion will be inevitable. The compounds and durometers of these wheels are except for the white Yo-Yo, identical to previous models and

Continued on page 43

Bottom Row: from left to right,
Alva Bevel,
G&S YoYo White,
Belair
Wing Orange,
G&S YoYo
Yellow Orange



BAKER'S BACK

"I have a lot of fun - I also take care of business"

STRANGE RUMOURS

'Hello, Max's... right, the Mark Baker Airbreaker... that's a little tricky right at the moment...'. Philip L, the man who IS 'Max's', sits in a small office leaning back on two legs of a dusty chair. He's taking yet another phone call.

"You're from where...? Blackpool? What do you guys think of Mark Baker up there...? Have you seen him skate? So he's the greatest and you've seen pictures of him... alright! Well about the board... bleep, bleep, bleep - no more two pence pieces. Phil shrugs, walks to the door but the phone rings again before he touches the handle. 'The Baker board. Right... you're from Scotland, ALRIGHT!'"

VICIOUS TRUTH

On Santa Monica seafront there's a wall. On the wall are two spray canned designs separated by a few feet. One says Pig City, the other Dog Town. Stretching from each is a hand; the hands are clenched together in a double-fist. Soulbrothers alright! Well, maybe. Graffiti is quick and contagious.

UGLY LIES

I am queueing in a skatepark somewhere in Southern England.
"Are you Tim Dunkerley?"
"Yes I am".
"Do you know Mark Baker?"
"Yes I do".
"Is it true he welds his trucks tight?"
"WHATT??!! Who told you that? You think he's crazy? You ought to meet his brother!"

Letters, letters, letters... Bog Town, Rat Town, Toy Town, B-Boyz, F-Boys, Fish Village, and the rest. Some you remember, some you don't. Pig City; now there's something else. Why...? Well, that's a difficult one. It's not just because we've been skating longer than most, or because we 'ride' better down here than in other places. It's not even because of our 'relationship' with the forces of law and order. Twiggy understands it: "Not everyone who lives here and skates, lives in Pig City. It's a place that you live in your

Back in circulation following seven weeks hard grind in California, the word from The Cage is that Mark Baker is already registering new heights in cool riding and radicalness. His close friend, Tim Dunkerley turns personal biographer to update the news on Brighton's famed skating son.



Top: Bakerising the 'del Ray. Bottom: Star profile... Mark rams home the message with assured slapstick.

head".

"But he's only 16..." He's mad, Mark Baker, totally crazed! Insane! Unreal! He'll ride ANYTHING. It's not quite that simple... he's a man of paradox (but he's only 16), a rampant pool burner and bowl-sprayer, but sooo polite if you're his girlfriend's parents.

An edging, elevating, rock and rolling, board-breaking aerialist - a grinding maniac who copes with extremes every time he picks up a skate. But ruffle his hair and there's hours to wait while he smartens-up in front of the mirror.

A speed freak who'll take on any hill, he's every kid's hero, especially suited to their rebel stances and anarchic moments. But he's the owner of fiercely held values - what stands out is his undying loyalty to friends, to his family, to Max's and to Pig City (but he's only 16).

Actually, I could have told you most of this before he went. "Went?" That's right... for seven weeks of October and November 1978, Mark stayed with Tony Alva in Santa Monica and skated with, or saw skate - well, just about everyone.

"So why should I care...? Good for him!"

You should care, because he cares about British skating. In his opinions and attitudes you might just find the future.

IN SEARCH OF A TRUE STAR

Speaking for Britain, there's always been people who have been good, and who are also fun people (Mark Sinclair for one). But skating's never been big enough for people to enjoy the kind of star status that renders them oblivious to the needs of the rest.

I must be one of the few people to have completely missed Alva on his UK trip; but it's clear he must have something about him apart from what Mark calls his 'electrifying' skating ability. Baker's making the same differences over here, just by his positiveness. He'd be a star whatever he did, and he knows it. He also knows why. "I don't want to be some ordinary jerk on the street,



with no money. . . I'm not going to end up a derelict fag".

"I have a lot of fun, but I also take care of my business". It's been obvious for some time that MB's well aware of the impact he makes on people. He's already shown the ability to be able to reach insane skating heights through sheer bottle and mindpower. Since he's come back, even more's come together for him. Although in California he was basically just another guy (in hot company) what he's learnt, in terms of both personal and 4-wheel realities, will be of immeasurable importance — not only to him, but (due to Mark's transparently honest approach to life) to everyone else too.

BACK IN THE PIG PEN

We all knew his skating would improve, and it has. More style (which he needed) and, if you can believe/imagine it, MORE aggression and dynamism. And his skating has also matured; he shows more understanding of the basic moves — grinders, wheelers, fakies (every frontside, a textbook kickturn). He's also acquired more sensitivity to the terrain he now occupies.

Imagine the Cage's blue fibreglass bowl. . . perfect transitions PLUS intimidating brick arches and walls. Baker moves (slow motion) upwards, thrusting for the lip and it all comes together, body compressing, knees bent past the chin, leading hand (in fingerless, blue woollen glove) grasping the nose with the firmness of instinct, concentrating, head already facing the opposite wall. He tail blocks, standing on the frayed lip, hand and nose jammed up into the brick arch — a frozen moment —

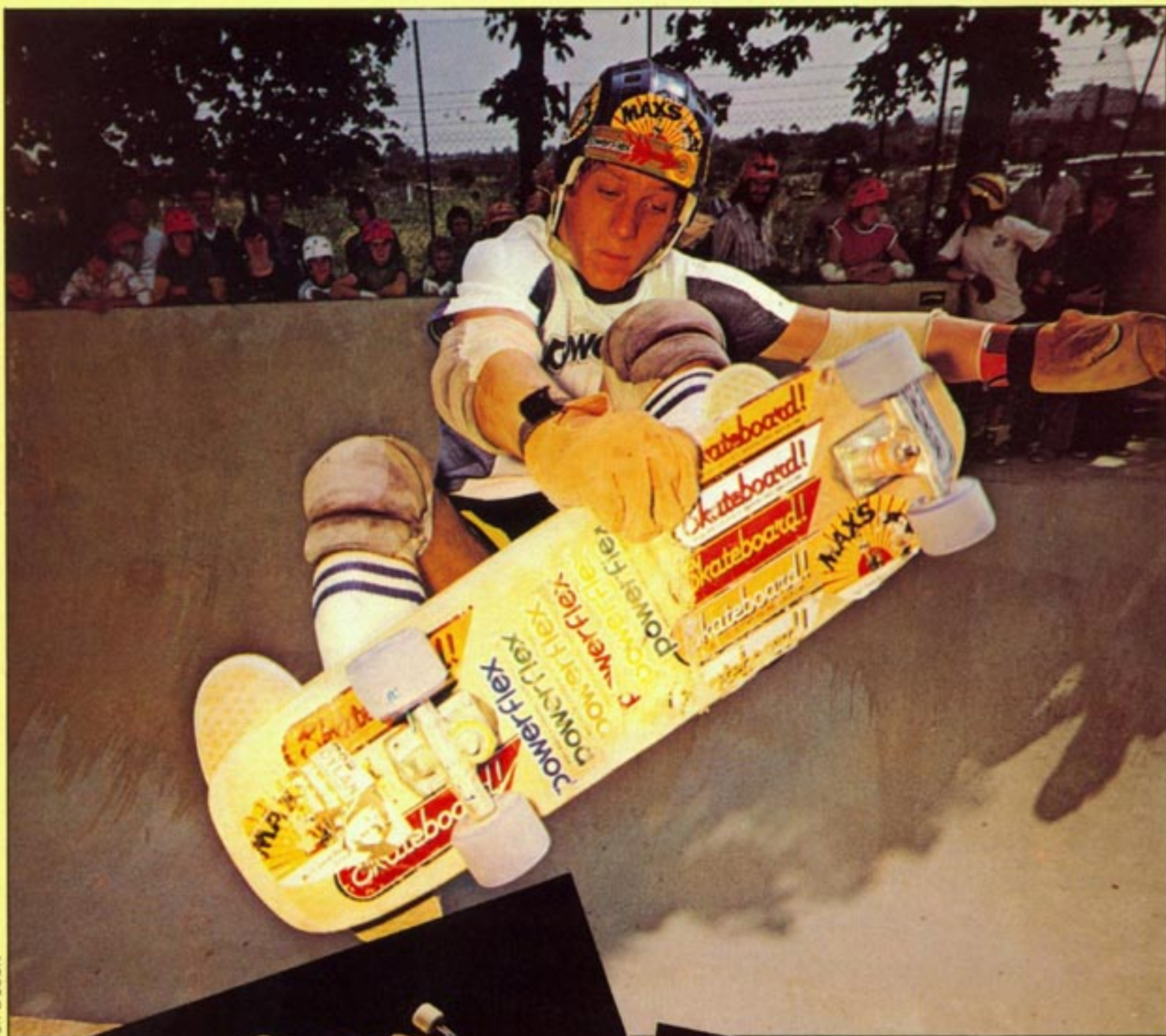
goddam, he's wedged up there! Half a second later I look up again, half expecting the board to be stuck fast. . . it isn't. It seems weird to tell you about a bail/wipe-out, but you all know he can make it — just check the pictures.

THERE'S A NEW WAVE

New moves, new risks, new names. Baker's not naming his and I won't prompt him (actions drown out words). Britain's first and only skatepunk, eh, Richard? But what has MB seen. . . where has he been? "I saw lots of radical things in the States, you can't

Wynn Miller

Top & Bottom: Dog Town news. . . Pig devours Marina pool.



Ian Dobbie



Wynn Miller

pinpoint it to one area. There's consistent radicalness all over California". There's a new wave. . . oh, and Baker went surfing too. He loved it — he understands yet another ingredient.

"Pig City. . . is a way of life, a total way of life; we wake up in the morning, skate together, do all sorts of stuff together. You check in at Max's and the day begins.

We're a very close community here in Brighton, I think probably closer than anywhere else in the country". Mark feels about British skating the same way he does about Pig City (nearly).

"... everything is devoted to PC in terms of the people in it. I'm sure a lot of people would feel awful if it collapsed or moved away". He sees all of us as some kind of family, with responsibilities towards each other. "If a kid wants to talk to me in a park,



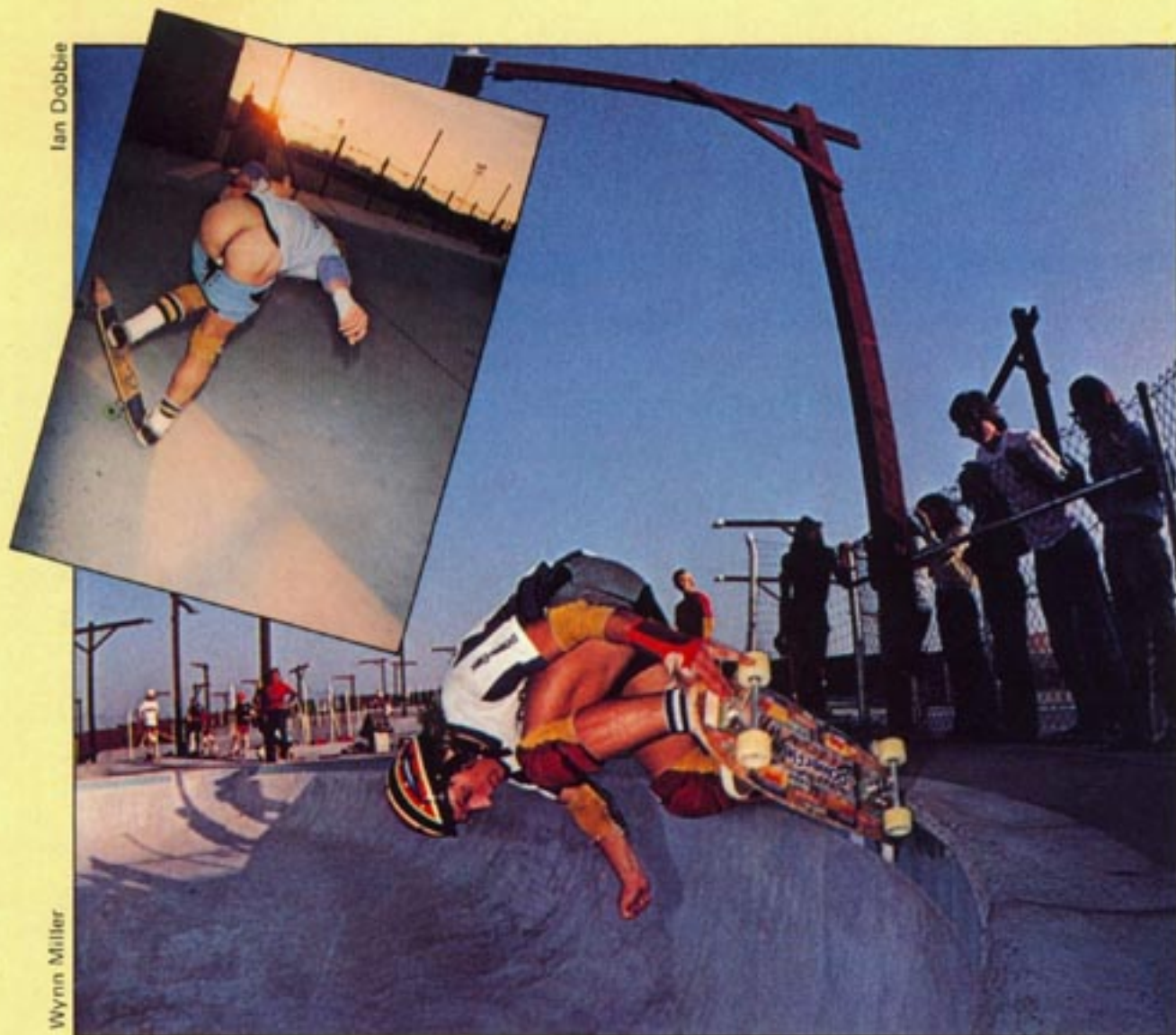
Adam Peacock

he's got my undivided attention. . .". Things have got to be closely knit, and egos must not be allowed to get out of control".

ROLLING THUNDER — PIG CITY V MEANWHILE RESUMÉ

Taking turns in the half pipe. There's two drop-ins. . . Baker

in one and everyone else in the other. A man apart, every time he rides there's a reaction of some sort. He snakes in again. "All in on Baker", goes the cry, and in they go; Meanwhile madness lives! Zenie, Brian, Shebam, me too. . . 'come on Spencer, pride at



Top Left: Early days at Solid Surf. Bottom Far Left: 'del Ray night-flight. Bottom Left: Pool blockin' the same location. Main Picture: More Pig-Power at the Marina. . Inset: backside aggression at the Barn.

BAKER OVER AMERICA

The first four weeks of Mark's stay in California coincided with the last month prior to the opening of Santa Monica's first (really!) skate park, sited at Marina del Ray. This was Mark's skating base, but surfing also forms a major part of the Dogtown life-style; each day would start with an early morning surf check at Santa Monica beach. If the conditions were found to be adequate they'd go surfing, sometimes travelling, (with others from the Santa Monica area) to other beaches along the coast, like Malibu.

Around midday Alva and MB would return to the apartment they were sharing in Marina del Ray (adjacent to Venice) and deal with any business. Then, in the early afternoon, they'd go to the park, where the usual, pre-opening day sessioners would include, Shogo Kubo, Jim Plumer, Jim Muir, Paul Constantineau, Billy Yeron, David Hackett, Wes Humpston, Jerry Valdez, and Kent Senatore. Sometimes these sessions would last until late evening, with Wynn Miller (a

top line American photographer) setting up coloured lights and generally snapping the action, which centered on the Park's major attraction/feature, a reconstruction of the now legendary 'Dog Bowl'. The pace was always hot, and it's easy to see why Mark's skating has improved.

After cleaning up, Mark and T.A. would go out, usually to eat. Mark reports junk food is strictly off the Dogtown menu. Occasionally a whole bunch of them would gather at Wynn Miller's for a party/slide-show, an event which would become nearly as intense as the sessions that produced the photos.

Mark also skated some private pools (all additional material concerning these ventures CENSORED), and some of the best of the 'second generation' parks, such as Lakewood, the Big O, and Spark's Park. Mark reports they all feature progressive designs and incorporate perfectly constructed transitions.

He also encountered skaters from other areas of California such as Steve Olson, Powerflex team-mate Bobby

Valdez, and Badlanders Kirk Talbot and Scott Dunlap. Mark's stylistic preference, however, is still for the radical aggression of Dogtowners like Jay Adams (who arrived from Hawaii three weeks before Mark left for home).

Mark made two forays out of California during his seven weeks in America. One was to Arizona, and a new park called 'High Roller' where he did exceptionally well by placing in a pro' contest featuring all the 'name' skaters. While there they naturally sampled the legendary desert pipes, which Mark concisely describes as 'mind-blowing'.

The other trip was with a select bunch of Dogtowners, to open a new Mexican skate-park. This trip's outstanding features were firstly the fact that they'd become nationally-recognised superstars overnight, and secondly, the 'sticker riot' to which the local federales had to be called.

There's lots more to tell, so if you see Mark ask him about it. One thing's for sure — he'll be going back for more.

stake'. The rhythm of the half pipe takes over, up and down. Help. . . they've got the bumps wired, they're gonna kill us; chasing up and down, frontside, backside — whoa, I meant to go backside there; there's six of us in here instead of maybe two. There goes Spencer. . . eat leaden death Spencer! Kamikaze skating; where's Baker? God, he's gonna hit me. This is crazy. . . he's picked off Brian and Shebam already, I'm out too.

"I don't feel I have to live up to anything. I just do what I wanna do; I do what feels good and people can make their own impressions. I just don't care what anyone thinks anymore. . . I'm out there to have fun. 'Meanwhile', they're nutty; I like all those guys, they're a gas.

FUTURE SHOCK 1

Don't get me wrong, he's not all craziness and irresponsibility; he's looking to the future, personally and for skating. For skating, he sees the future in terms of competitions. . . "they're vital, to the max. A proper skatepark needs a good half pipe, a full pipe, a pool, another pool and another pool — lots of little bowls. It needs a big freestyle area with banks on it; yeah, it needs all those things, plus a whole load of new ideas just to make it work". He's also got a few harsh words about most of the parks we've already got and sees the obvious truth that kids just won't go to bad parks. . . "that's how it'll all die out".

FUTURE SHOCK 2

Some places that Baker has been, not many kids turn up. Why. . . don't they like him? Perhaps they think it's a hoax; they can't believe that the great MB would possibly visit them.

"Of course it's difficult to hold on to your head, your mouth and your ego when you've got guys in 3-piece suits calling you a superstar. And it's an easy thing to get egoed-out when you've been with the Dogtowners. . . when you've been skating with them and living their lives. It's not for me to judge myself — you judge me."

Go see him if he's coming your way and decide for yourselves — you won't be disappointed. He'll kill me for saying it, but I'm backing him to make Alva America's answer to Baker.



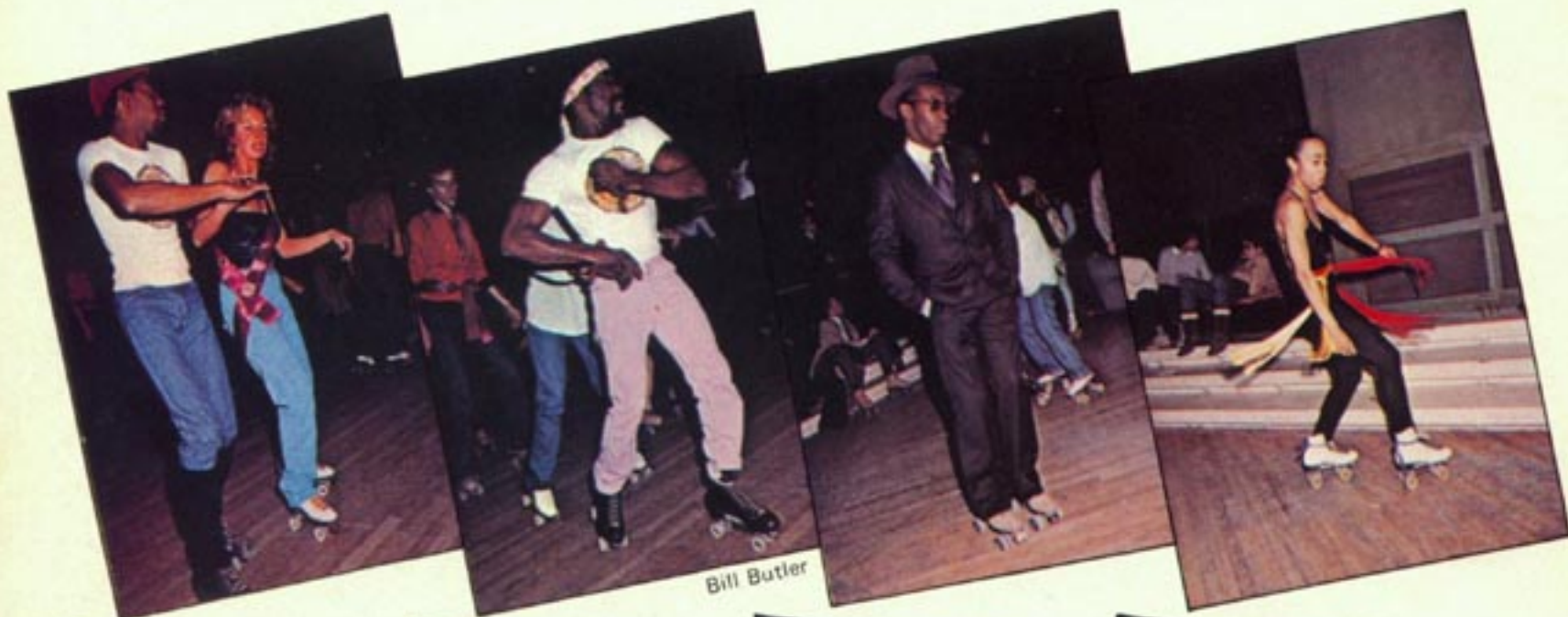
Photography by Jerry Young

Brian Samson... curved air at Camacho

ON Skateboard!

Skateboard!
EUROPE'S HOTTEST SKATEBOARD MAGAZINE

ROLLER-DISCO PHOTOFILE



Bill Butler



Judy Lynn



New York is wild and crazy, and *Zenon's* is part of that madness. The structure of the place (best among many) is akin to the 'Palace' in Paris or the 'Embassy' in London — a large, wooden floor with a few select seats. And, like the seats, the clientele are also hand-picked.

The roller-disco happens on Tuesday nights only — it's been running there for the past three

months and the heat's still rising. On the floor you'll find quite a rag-bag of wheeled dancers... the whizz kids, the middle aged businessman with his wife, the trendies — anything goes. *Skateboard!*'s correspondent, Natalie Lamoral, got introduced to Bill Butler from Brooklyn, a man known to all (in the craze) as the father of roller disco. A big, muscly black man, he said abso-

lutely nothing!

Judy Lynn is the organiser of what they call 'The Good-skates'. She firmly believes that roller skating is easier than skateboarding... 'even my parents have started doing it' (mum: 66yrs/dad: 71yrs). She says: "You can do anything on roller skates..." (work that out for yourselves!).

No one knows yet whether

any similar movement will catch alight this side of the Atlantic. There could be problems... in the States, rollers are pretty much a way of life for people of all ages, but in Britain (other than with skateboarders) they're more usually seen strapped to the feet of the 'up-to-ten-year-olds'. Will the manic UK disco freak allow him/herself to be seen dead on such things? Watch this space...

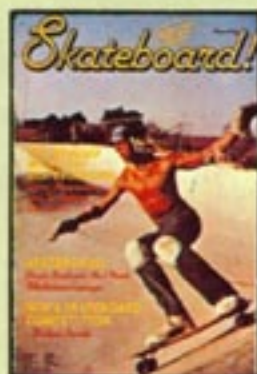
Photography by Natalie Lamoral

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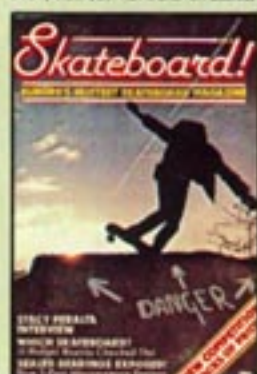
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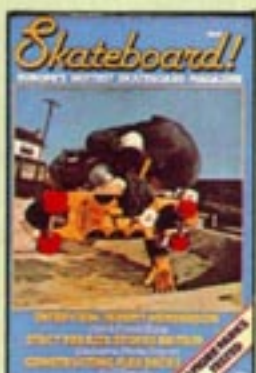
SKATEBOARD! 6

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



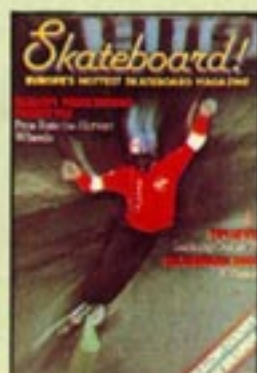
SKATEBOARD! 7

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



SKATEBOARD! 8

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



SKATEBOARD! 9

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



SKATEBOARD! 10

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



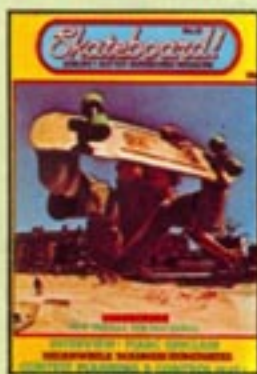
SKATEBOARD! 11

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



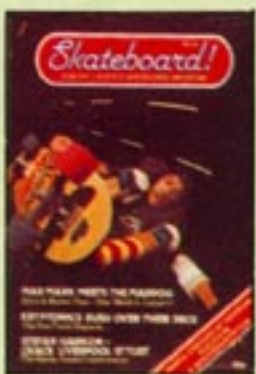
SKATEBOARD! 12

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



SKATEBOARD! 13

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



SKATEBOARD! 14

Maddog meets mad Mark Baker / Test Tank reports on new Kryptonite Deck/Interview with Stefan Harkon/Snapback, a skaters guide to self portraiture.



SKATEBOARD! 15

Star interview with Jules Gayton/Skatepark Supertest — exclusive new feature/Pete Christopherson reports from the Brighton Pro/Am Open/Is Skateboarding dead?



SKATEBOARD! 16

Skatepark Supertest spotlights the "Rolling Thunder" in Brentford. / Wholly Rollers: exclusive report on the roller-skate revival. / The Knebworth Championships.



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Ian Dobbie



STEVE PARK

INTERVIEW

Eh? Steve who? Do my old eyes deceive me or could it be that Skateboard! has blundered, and elevated some anonymous grem into the hallowed hall of fame? Nope . . . you're all wrong because, unbeknown to most of us, there's been lurking in the famed mists of Bristol creativity a 20 year old vert specialist possessing of a reckless taste for the extreme. Steve Park first drew the attention of the Fog Town pros via an eastward excursion to Rolling Thunder . . . tales of high velocity outrage soon filtered through the skate telegraph. Urgent dispatches were sent west to Steve's team manager, Pete Christopherson, to interview this new recruit to the acknowledged ranks of the rad and, one expensive drinks bill later, words began to roll.

Steve, there's something of a paradox among skaters I know. Some are paragons of sporting aptitude and seem to be good at everything, almost without trying. . . others have to practise all day, every day to get anywhere. How do you fit? I always found I was good at everything. I was in a football team and I played rugby for the school. Mainly, though, I played volleyball and, believe it or not, I actually got to the stage of just below the national team. It might seem strange but I've found, whatever sport I play, even gymnastics, I always do it well; somehow I seem to be cut out for that sort of thing. With all that going for you, what brought about the exclusive switch to skateboarding?

Well, what happened was that I branched into music and once that happened, I just packed up volleyballing. Then, one time while I was out of a band, my brother got his first skateboard. It looked pretty good to me, so without really even thinking about it, I took it up. Luckily I was working at the time so I had plenty of money to spend; I just went out and bought a board.

At the risk of coming out with all that 'hiding lights under bushels' stuff, it's obvious to anyone who knows you that you don't exactly go out of your way to get into the limelight. Is that an automatic reflex, or what?

I can imagine people seeing me that way and I can't say I really mind. . . I'm just being myself. In competitions I don't find it bothers me — I just carry on skating like I'm in an ordinary park. The attention I've been getting lately hasn't been too much of a problem because I just treat skating as fun. My real ties are with music, so anything else is sort of by the way. I don't need to be a good skater . . . the fact is I just happen to be.

How do you see the future movement of skateboarding? Obviously in the present climate people aren't going to be building any more parks — at least for the foreseeable future — because it's not a boom thing anymore. Does that mean, once kids have got their local skateplaces wired, they'll just get bored and give it all up?

No, not necessarily . . . the pros have got the influence to stop that happening and so, for that matter, has *Skateboard!* magazine. It seems to have a genuine interest in what's going down.

Skateboarding seems to be very much about continually expanding limits. It stands to reason that contests help foster that sort of attitude but do you find yourself getting the same sort of kick out of regular — even solitary — skating?

Oh yes, certainly. Anytime you see someone pulling off something outrageous, it just kinda makes you wanna do it better. I don't know if it works the same way when you're just competing against yourself . . . I don't think it's quite the same sort of vibe.

Despite the name you've got among other, perhaps better known, skaters, it's a fact isn't it that you rarely sign into contests? Do you find the pressure of competition unsettles you . . . what is it?

Not really, for me competitions are no different from any other sort of skating. Maybe it's because I'm not that much into the sporting side of it but, that said, if I had the opportunity to enter something big with good money prizes, I'd do it; there's nothing to lose and plenty to gain.

One place where you apparently don't mind accepting stardom is on the rock 'n roll stage. In fact, particularly in the States, people have been seeing similarities between the two lifestyles — rather as in surfing. What's the history behind your involvement with music?

Originally I started playing the guitar when I was at school. Then, later on, a couple of friends got a band together and, when one of the guitarists left, I joined. From then on I was hooked . . . I just can't put my mind in the same way to anything else and the guitar's such a good thing to play. It was just a local band — sort of jazz orientated rock and we gigged around Bristol, Bath and so on.

So what band are you playing with now . . . and does the music relate in any way to skating?

The band's called Peru and I think it's going to be successful. So far as relating goes, well, I don't know. Basically it's a sort of ego-trip thing

where you're out in front of people, performing — like you skate with other skaters in a competition. I suppose each tend to turn on the adrenalin. The reaction you get for both is also important. In music and skating, a good response sort of inspires you to higher things.

While we're relating music to skating, is there any specific kind of sound that you like to skate to?

I can't associate to any one particular music . . . it's just the energy I enjoy. There's nothing better than riding to good sounds, whether they're energetic or laid back.

Turning to another subject, what about the parks? When you go to one you haven't been to before, where do you head first . . . what's the usual plan of action?

To start with I tend to wander around not doing anything very much. I find it takes me quite a time to get into somewhere new. Being a vertical rider, if there's a pool or a half pipe, then that's where I'll be heading . . . otherwise I'll skate around a bit on a reservoir or freestyle bank. I also like to sit and watch the people for a while.

I'm not keen on rushing straight into things and wiping out all over the place. There's nothing worse than hitting a bank or a pool for the first time and getting the transitions completely wrong. What's your overall opinion of the parks you've been to so far?

Not much . . . a lot of them seem to have been designed for making money rather than skating. If I were asked to put one together, I wouldn't attempt anything too outrageous. There'd be a half pipe, a pool and maybe a freestyle bank, but whatever there is has to be done properly . . . especially the transitions. There's nothing worse than getting to a park and then when you ride it, finding it's really diabolical. The pools at Wokingham and Barnstaple are perfect examples; actually, the rest of the park at Wokingham is pretty well done, but the pool is bad. There's too much emphasis on the depth and not enough on the diameter and the transitions.

Do you find any advantage between flat and round-bottomed bowls — Barnstaple for instance has the former variety?

Yes, I think 'flat' makes skating a lot easier. When I went there I found I was able to put more energy into the actual manoeuvres and less into the pumping. With a round-bottomed bowl, it seems you have to pump harder to reach the top whereas with a 'flat', you can relax across the bottom and then really push for the top once you're at the side.

The immediate reaction of most of the people who've seen you riding is of a guy who's really forcing it. Is that a deliberate form of attack?

No, to be honest I don't realise I'm doing it. Sometimes I feel a sort of driving force that hits me when I'm bored . . . it builds up and I let rip.

It gives me inspiration and go-for-it. But although I force it I feel that I'm in complete control. Some people say I'm mad going for grinders at that sort of pace, but I sort it out first in a logical fashion. I take a couple of easy rides to begin with, to find out how far can I push.

Are you influenced by other skaters with regard to the tricks that you're pulling off now?

No, what I usually find is a basic set of tricks that I like to get sussed before I do anything else. Things like rock and rollers I haven't even tried yet . . . there's no hurry.

But you're one of the first people I ever saw making inverted aials. You were on to those several months back. I consider things like front/backside wheelers and aials as basics. I'm able to do what I want to do because there's no pressure on me. I'm not a professional so there's no need for me to keep up-to-date on the latest tricks. I just take my time and get there when I feel like it.

Being hot on the Bristol scene, you skate a lot with the Richards brothers, Ian and Dave. How do they rate against the pros and all the other people you've skated with?

Very high. Without exaggeration they're the best two skaters I know. I haven't seen all the top pros — just mainly the London and Brighton mob — but I think the Richards brothers are the best among those. There's so much you can learn from them. To begin with, Ian Richard's such a different sort of skater. He could ride

anywhere and within minutes of arriving he'll have the place sussed; with me, I just sort of bumble around for a while. Dave is completely different again... he's a lot more orthodox and more forceful — he goes for grinding and stuff like that; pretty heavy for a 12 year old!

What about the London skatescene you HAVE seen? I mean, they are acknowledged as being the leading lights in the skateboard world... did they strike you the same way?

From the ones I've seen, I can only say they weren't as good as I thought they were going to be. They all skate with a lot of aggression but they all seem to go for grinder after grinder. Yes, they do have their own style, but whether I like it or not I don't really know. I saw Kadir Guirey and although he was technically efficient, to me he skated like a spider. I'd seen him in magazines and I thought then he must be really good. And he was, you know, as far as pulling off radical manoeuvres and stuff, but the style I just didn't like. You've hit an interesting point there. Do you think the magazine builds up people in a misleading sort of way? I do. I believe it's very easy to give readers wrong impressions of how people skate. Comparing a picture of Kadir with him skating in real life, style-wise, I wouldn't have guessed it was the same person.

You yourself have been in photo sessions and you make manoeuvres that you know you can pull off, so surely what you see of yourself is recognisable to you?

Yes, but you still don't get much sense of style because there's no movement. It's just a static pose.

So, often, frozen pictures lie?

Yes, with the odd exception... for instance that cover picture of Ben Davis. I thought that was really good; I could imagine without even seeing him that he has a really good style. With some skaters it just doesn't come across. Unfortunately a lot of the British photographers don't seem to have the same sort of feel as the Americans do. Probably it's because they're not so involved in the scene; the majority of American photographers are wrapped up in skateboarding... they ride themselves.

Let's move on to equipment. You don't seem to me to be the sort of guy who'd want to keep up with the latest fashions and equipment... would you say that's true?

A lot of the gear is much of a muchness. So far as I'm concerned, the only thing that matters in a board is that you feel comfortable on it. Wheels are the only things I have problems with but apart from that I use the team board and Fultracks. I'm not fussy which wheels I use, so long as they aren't too grippy and they're fast.

I don't go for the current fashion of really loose trucks.

because that's the way I usually fall. Normally though, I can roll out of anything reasonably well. If I were a professional I'd probably go more with public opinion... I'd obviously be influencing a lot of the kids. As I'm not it doesn't worry me.

You've given some pretty bad opinions on the parks. Is that the nub of the problem... are they answerable for most of the ills that skating UK faces right now?

I'd say so. If the first generation parks had been built to a higher standard, then I think skaters in general would



I like them loose enough to carve with and loose enough to be safe. Sometimes you need the slacker sort of truck to get out of tight situations; like if you're carving and you've got the line all wrong, you need to be able to steer out of it. I'm not sure about protective equipment. Sometimes I'll turn up with none at all... other times I'll wear it. It's just a matter of how I feel at the time.

Do you ride more easily when you're skating without the armoury?

Yes, I feel far freer without pads and helmet. I normally wear pads on my left side,

have seized the opportunity to use them as fully as possible. Bad parks, after the initial interest, just fade away. It's up to the manufacturers and park builders to see that things get better. I'm sure skaters in general haven't been consulted enough.

The council have appointed a fulltime skateboard supervisor, John Brough, and his idea is that you take skateboarding back to its grass roots. You get kids of 7 and 8 interested by means of the free facilities and hopefully their interest will continue to grow.

I think he's probably right taking it back to the grass roots. When you consider that most kids who start have only ever got to skate on the roads, anything up from there is going to be more exciting... it's bound to encourage them.

Do you feel that it's time for retrenchment... for people to make a positive effort to get it back to square one and to let it grow again properly? I've got a feeling the sport's healthier than that. Mostly it depends on what is being built at the moment. Parks need to be designed much more with the aim of providing challenge and skaters need to tell the builders what they want. Until we have this sort of relationship, I think the builders are going to continue to make a muck-up of it.

And again, I think we've got to accept that we're in a situation where the initial interest in skating just isn't there like it was. Last Christmas everybody wanted a skateboard but now most of the kids who experienced the Skuda trip have forgotten about it.

So how does one attract those people back into it again?

The best way is for the pros to show on TV that skating is more of a sport — and not a kids game. If the media were to promote skating as a sport, a lot of the kids would be attracted to it. Even if they tried it before they'd come back to it simply because it's a sport which, when taken to its limits, provides in much the same way as football provides. As far as I'm concerned, watching someone who's good at skating is as good as going to any football match. So, in a nutshell, it's up to the pros, the media and the councils to safeguard the future of skateboarding? It's particularly up to the professionals to show that there's enough excitement from a spectator point of view to attract people to put money back into it. But, if the worst comes to the worst and the parks do all close, I think the majority of serious skaters would find somewhere to ride whatever happens... be it someone's swimming pool, or wherever. So you're definitely one of the hardcore skaters and you're hooked for life?

Yes, I suppose I am.

WRENCH
GOFER
BROTHER B

ONE... THE

RODENTZ

IN "SAND
AND DELIVER"

by Kavanagh.



A lot of professional riders these days find themselves suffering from chronic injuries. Causes are many - continual wipe-outs on the same areas of the body, bad breaks from high falls and, most worrying of all, complications that occur in the joints of the knee and elbow that are due mainly to the jolting and strain of high performance riding. In this section I'm going to include advice on looking after injuries and how to go about achieving a maximum recovery rate.

After a serious accident, any pro sportsman involved in a high energy/balance sport (skiing, surfing, skating) will tell you to demand and hassle for post-injury/operative treatment and advice. The National Health Service is often capable of helping in this respect although, if your wallet will stand it, specialised private treatment tends to come quicker and be more reliably beneficial.

The safest and shortest road to recovery is undoubtedly the one called physiotherapy. Here, the patient employs gymnastic-type exercises to help strengthen the damaged area of the body. The damage, by the way, is often as much caused by the operation as it is the accident. If the surrounding tissue, muscles and ligaments are not put back to their proper use as soon as possible, wasting can take place. Full recovery may then take a great deal longer than it would normally.

Along with physiotherapy there's a wide range of possible treatments, involving electronics, ultrasonics, infra-red and, increasingly, acupuncture. All these can help and it's a question of being advised properly on which is the best for you.

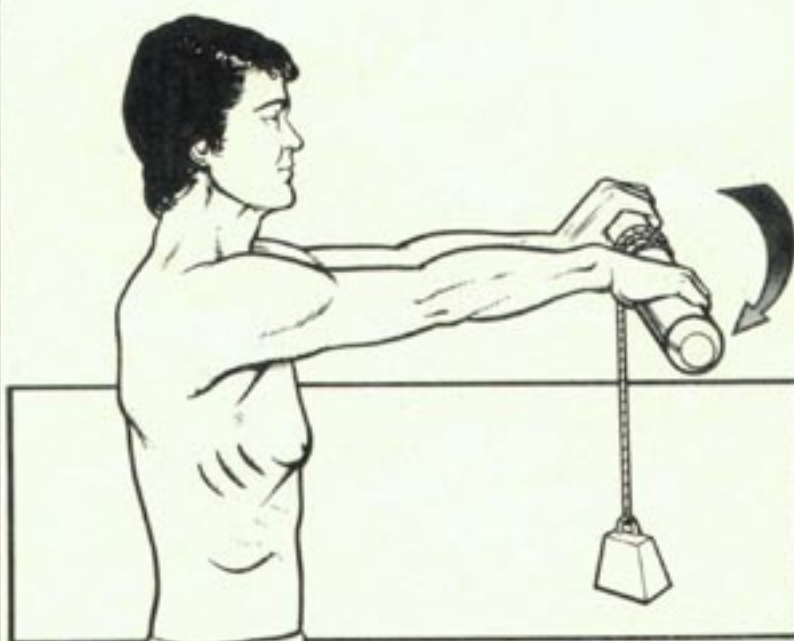
In the following section I'm going to classify the more serious injuries and give some suggestions as to the best exercises to use for strengthening the problem area.

There's a general feeling among people that, well, a break's a break. . . normally it's nothing that a month or so in plaster won't sort out. That's not entirely true because breaks and fractures come in all sorts of 'shapes and sizes'. There's the clean break - self explanatory - and the slight, hairline fracture, the multiple break or fracture and, particularly

INJURIES

PART TWO THE AFTERMATH

In Part One, Tim Dunkerley took us through the various tactics of prevention. He covered safety equipment (where 'safety' is often more imagined than real), riding skill and common sense. This month, we move ahead to a point where our fears have been confirmed and the worst actually has happened. What's the best way to cope with the break, the sprain, the wrench, the tear and how can the sufferer pick his/her most effective route to recovery? Rocky Brann discusses accidents and the aftermath.



Wrist And Lower Arm Exercise
(Diagram One)



Leg Lift Exercise
(Diagram Two)

among younger people, the greenstick fracture where the bone bends rather than breaks. Then there's spiral fractures that take a long time to heal. . . they're the result of longitudinal twisting.

Whatever the break, you're bound to be needing hospital treatment and once the bones have healed, you'll very likely be asked to receive physiotherapy. However, if you're hell-bent on getting well as soon as possible (and so you should be!), additional self-help is the way to do it. Remember first to discuss it with the doctor. . . you must get his okay before starting.

Wrists and lower arms (Diagram One)

Obtain a solid wood rolling-pin and attach to it around half a metre of tough string. To the other end of the string hang a weight that's in the order of half a kilo. Now, holding the rolling-pin in both hands at shoulder height and at arms' length, slowly wind the weight up to the pin, then gradually unwind it back down again.

This exercise will help develop all the muscles of the lower arm and also strengthen the wrists. Don't go at it too hard. . . a little but often will give the most beneficial effect.

Ankles (Diagram Three)

Sit with the newly mended leg pointing straight out, then rotate the foot ten times clockwise followed by ten times anti-clockwise. As you grow more used to the exercise, increase the repetitions. The movement is particularly good for restoring strength, suppleness and mobility to an ankle that's suffered a break, fracture or bad sprain.

Legs

No diagram required here. The appropriate exercises depend rather on where the leg has been affected - it's vital you check with your doctor first. However, as a general rule, squatting without a weight (again, little but often) is useful, as may be light jogging on grass.

Sprains and torn ligaments

The first prescription is absolute rest until the pain has totally subsided and the doctor has given an okay to begin exercises. All the procedures given so far will prove useful, but here are a

couple more designed specifically to help the thigh muscles and knee joint.

The Leg Lift No.1 (not shown). Pour some sand into a pair of old socks (without holes!) and knot them together. You've now made a foot weight to hang over the ankle. Lie down on your back and, keeping your foot pointing vertically up, slowly lift the damaged leg keeping it all the time straight and rigid. Slowly lower it back down again. As usual, don't overdo it at first... build up the repetitions gradually.

Leg Lift No. 2 (Diagram Two). Sit with your legs hanging over the side of a table and lift just the damaged one until it's pointing out horizontally... then slowly lower it. Once more, carefully increase repetitions.

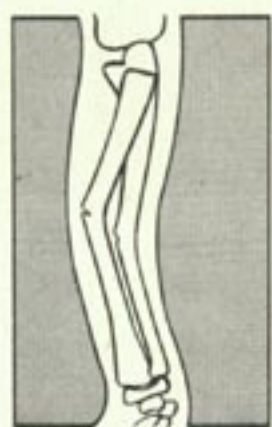
Water on the knee and elbow

This is often caused by the continual pounding of a joint — why not prevent it by wearing good pads? If the swelling is excessive the hospital will probably arrange to have the liquid drained off. If, however, the swelling is only slight but you're still in considerable pain, try wrapping ice cubes in a towel and holding the bag over the affected area for ten or fifteen minutes. Apply the ice pack once in the morning and again in the evening. Not only will the treatment help to reduce the swelling, it should also alleviate the pain.

In general absolute rest is the keyword: Keep weight off the joint (especially knees) until the swelling has subsided completely, then apply one of the physiotherapy exercises described until such time as you're ready to re-start skating.

Problems with cartilages

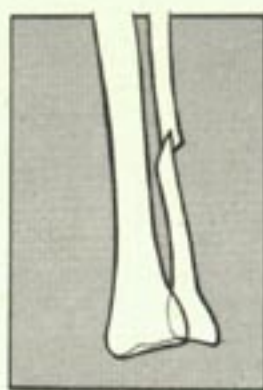
Cartilages are situated on each side of the knee and they act very much as shock absorbers while aiding movement of the joint. They can be fractured, torn or knocked out of place and present a rather complicated picture as far as treatment goes. There's quite a variety of possible cartilage injuries although basically they narrow down into two main areas. First there's the type of damage that results from heavy jolting or jarring of the knee. Here, if both cartilages are affected the joint may 'lock' thus making walking impos-



'GREENSTICK' FRACTURE OF RADIUS AND ULNA (ARM)



COMPLETE FRACTURE OF THE RADIUS



CLEAN BREAK OF FIBULA (LOWER LEG)



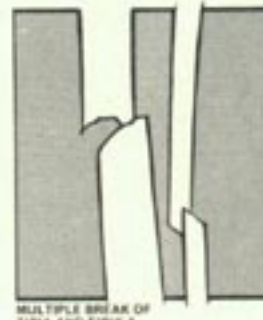
SPIRAL FRACTURE TIBIA (LOWER LEG)



CLEAN BREAK AND FRACTURE OF TIBIA AND FIBULA - WITH SKIN DAMAGE



HAIRLINE FRACTURE OF SHAFT OF TIBIA



MULTIPLE BREAK OF TIBIA AND FIBULA



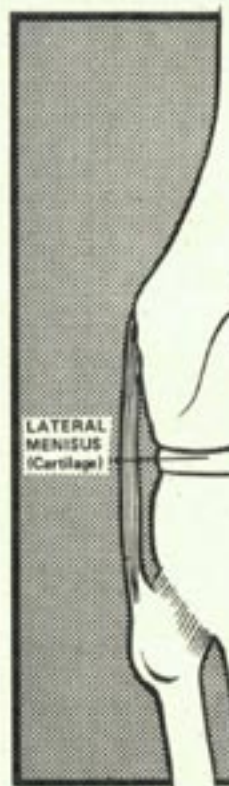
SPIRAL FRACTURE OF TIBIA, SIDE VIEW



OUTLINE OF THE BONES OF THE FOOT



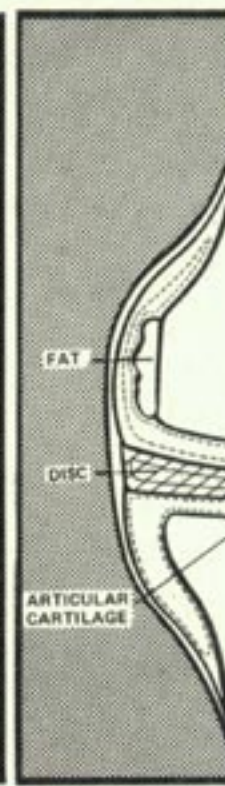
Ankles Exercise (Diagram Three)



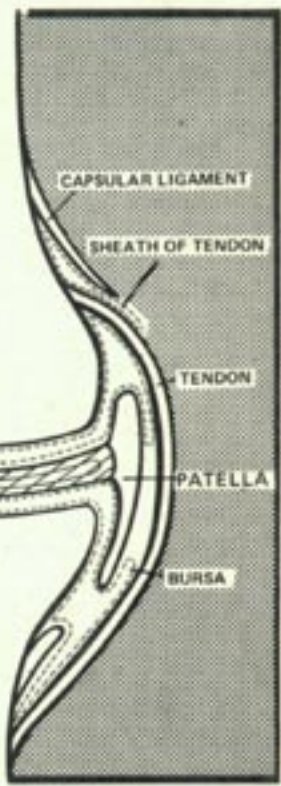
RIGHT KNEE JOINT



(Front View)



SYNOVIAL MEMBRANE LINING JOINT



(Side View)

sible. This situation demands an immediate operation which, when backed up with adequate post-operative treatment, will usually guarantee a satisfactory outcome. The second area is where a cartilage has torn and, although extremely painful, it doesn't actually stop you from walking. If you start putting too much pressure on a joint

where the damage to a cartilage is considerable, surrounding tissue may be affected and ultimate recovery may take far longer than necessary.

In this kind of situation, at the risk of incurring the wrath of the NHS, I'd strongly suggest going to see a private doctor who specialises in sporting-type injuries.

It'll cost at least £10 for a visit, but it may well be worth it. If you are forced under the NHS' crumbling wing, demand good advice, intensive attention and the best in physiotherapy because, Olympic athlete or old age pensioner, their main concern will be to get you out of their bed as soon as

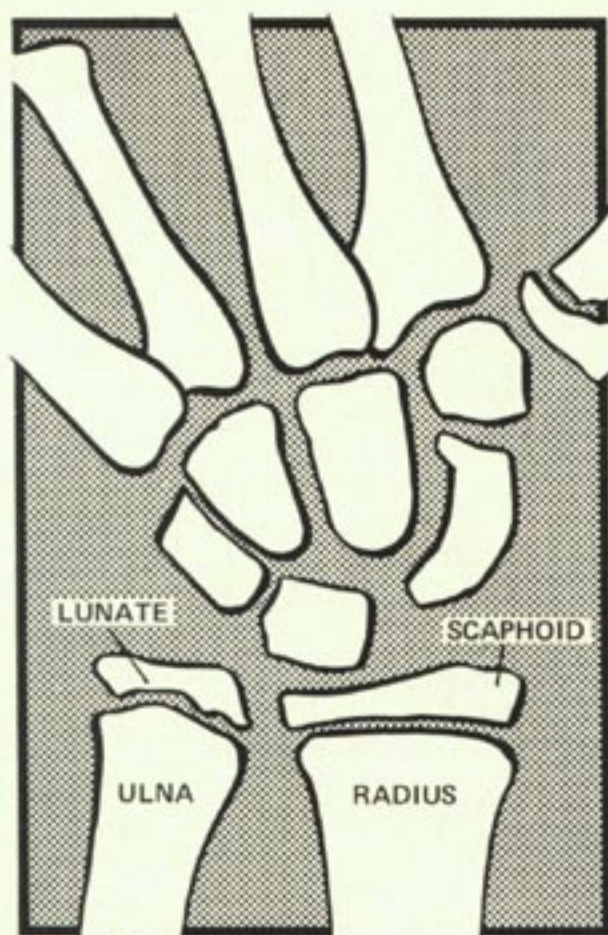
Continued overleaf

possible. Take the trouble to explain to the doctors exactly the sort of movements and pressures skating involves.

Before the event

Yes, we've heard it all before, but however much Jock Paterson may find himself the butt of endless jokes about his addiction to exercise routines and 'healthy' food, he knows he's got a point. Danny Acton-Bond returned fire in *Skateboard!* 16 with: "The best thing for skateboarding — is skateboarding", but that's only half the story. Certain types of training *will* help build up the muscles that support essential joints and as an extra insurance policy against injury, strengthening exercises make a wise investment. If you want to discover more about this very wide area I'd suggest talking to, say, a school gym teacher — or anyone who's business is getting other people fit.

There's a very well-known magazine in America that's published for runners. It's been going for some years



BONES FORMING THE WRIST JOINT

The most commonly fractured bones in the lower arm/wrist/hand are the RADIUS, ULNA, SCAPHOID AND LUNATE

now and a very successful column is one where a famous specialist doctor deals with particular ailments affecting readers. The magazine editor makes the point that, taking a tricky athletic problem to one's regular doctor is often rather like asking an airline pilot to take over the controls of an Apollo mooncraft. . . he simply won't have the experience to cope properly.

The same situation exists over here in Britain, so if you're suffering a problem that shows signs of not giving up — explore the possibilities of seeing an expert. Football clubs are good places to start asking for names, as are rugby clubs, athletics associations and so on.

One last piece of homely advice. . . I believe it helps to have some real idea of what's physically wrong. Read books — there's plenty around these days for the layman — and ask lots of questions. A fuller understanding of a problem can work wonders for the recovery rate.

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WEST COAST NEWS

STACY PERALTA REPORTING



Hi there friends . . . well, the hot news is that we've got a park up in Marina del Rey, which is right next door to Santa Monica. It looks like it's going to be one of the best parks ever. There's three perfect pools, a giant half pipe and a bunch of bank runs. It's looking unreal . . . everybody from around here helped design it. No doubt Mark Baker, who was riding it recently, will be telling you all about it.

You'll probably know that I quit G&S. The reason I left was that I'd gone as far as they could take me — I'd done everything so it was time to move on. I'd been with them for two years and I wanted to do something different, something on my own. I had a bunch of offers to join companies — just like Alva had — but I didn't want to do it because nobody was making anything but laminated boards. There's no point in doing that because they've got enough on the damn market already.

So I figured I go looking for somebody who is small; I got in touch with George Powell and we started talking. He told me his ideas and I told him mine and we figured we could get together. We're putting out boards that are different, a whole new line. And part of this power trip is Powell/Peralta — now we're together it's as good as having my own thing. I'm in charge of research and design. We're also getting up just an unreal team of super-ripping kids so it's all looking really good. If I go to Europe, I'll probably set up some guys there too. Right now I haven't jumped into the business part too much because I'm skating a lot and I want to keep on progressing. I'm designing boards, working on the advertising and stuff like that — when I move into the business totally is when I'll quit skating.

You'd freak if you could see the new moves we're doing over here. There's so much stuff happening, so many radical manoeuvres, so many weird slides; it's unbelievable — there's millions of hot

guys. There haven't been any contests for a while but every time you go to a park you get pushed so heavily by everybody there and it's such a blast.

A while ago we went to Arizona to ride the pipes. We drove to the place along a 12-mile dirt road and in one car there was Doug Schneider, Rick Blackhart and me, and in the other we had Jim Cassimus, Scott Dunlap and Steve Alba. We got there and rode all day . . . just skated our brains out. The weather was unreal and everyone was pushing the frontside really high. We went back that night and the next morning when we returned to the pipes, Rick Blackhart was driving Doug Schneider's dad's car — and he started getting pretty wild. Like I was in the back seat and he



started doing this intense fishtail all the way down the dirt road and jumping off bumps and stuff. It was so radical but by the end of the weekend there was a crushed hub cap, a bent rim, a totally ruined suspension system and two holes in the gas tank which we had to plug up with gum and grip tape. Totally insane!

Doug told his dad that we hit a pot-hole — he didn't tell him Blackhart was driving. Blackhart's a madman . . . he was doing 60mph side slides, 360's and airbornes in the car; it was unreal. Then on the way home we had an intense ice fight between us and Cassimus in his car — on the freeway. It wasn't crowded because it was at night so it was okay. It was a super-good trip and we got some great skating in.

Back with the Powell thing, I expect you've all heard by now of the new board, the Beamer. It's real thin and has these beams on the bottom. If the board is over 9 inches, it has two beams, if it's under 9 inches, it has one. The beams are about a quarter of an inch thick and they run along the middle bottom of the board. They keep it really stiff and strong.

It's made of rock maple and the

beams themselves are constructed from this special type of glass fibre that you can only get two places in the world. I'm using nose bumpers now and the boards last so long, I can't believe it. The maple is laminated with some other special additives and so far it's looking good. All our riders are finding them real clean.

Come springtime there's another new board coming out but right now it's like top secret. George has been working on it a long time and it's made of something that's got more compression than wood, it's stronger than wood, but it's lighter. He was going to bring it out this year but now he wants to wait a bit.

Something I must tell you . . . there's this kid from Florida called Alan Gelfand and he does a trick that he invented himself called an Alleypop. When you see him do it you'd think he had suspenders on his feet. It's like he'll go up the side of a half pipe and when he gets in the middle he'll kick his board up and it'll fly from the middle of the half pipe to the top and into a lip slide. He really makes his board jump from the middle into the air, into a lip slide at the top — and then come out of it!

Also he can make his board do a mid-air 180 in a pool. He wasn't able to go above the coping when I saw him first, but since then he's really wired it up and he's getting airbornes with no hands out from a pool. By kicking the tail he can shoot his board out by about a foot, stay aboard, and come back in again.



He's so radical you can't believe it. So long for now and keep riding high . . .

Stacy Peralta

SKATECIRCUIT-EXMOUTH

New - Britain's only comprehensive skateplace checkout

This month, we revisit Exmouth, a site we last came to with Stacy Peralta, the Logos and a plethora of equally spectacular skaters and personalities. We wondered, what's become of the park since then? In search of an answer, Meanwhile Madmen, Ben and Matt Davis and Rocky Brann set off in a direction due South West, one day last December.

Located inside an old railway shed right next door to Exmouth Bus Station, the park has been open now for almost a year. The only visible additions to the ride-range offered have been a few small moguls outside the front door which, unfortunately, have since been part-demolished by the building of a road.

THE PROBLEMS

Time hasn't been that kind to Exmouth Skatepark. . .one's first impression on entering is one of desolation and drabness, apart perhaps from the few rather gaudily painted wall murals. There were some good sounds to be extracted from a willing, though muted, juke box in the coffee bar overlooking the park, but the locals didn't seem to be responding overmuch (I suspect due to the lack of volume). More worrying still, there was hardly a smile to be seen on the faces of the Exmouth skaters. In fact, so great was the lack of atmosphere, at times it near bordered on depression; towards the end of the day, it had even begun to rub off on us. What had happened to the site that was once heralded as one of Britain's hottest innovations?

Skating-wise, the answer is plain and simple. . .virtually nothing; the park hasn't progressed to meet the needs and demands of the increasingly radical. It offers no creatively challenging terrain other than a small, possibly dangerous and badly transitioned vertical sheet of wood that tacks-on to the end of the big bowl and off which the local hotties spend all day performing aerials (ho-humm). No disrespect meant to the riders. . .they looked just as unhappy with the situation as we were. Being the only park in Exmouth,

Skatecircuit marks the advent of a new type of test where we'll be taking a much closer look at skateplaces as a whole.

And this time the testing is being conducted in a radically different manner. atmosphere, rider talent, good/bad vibes, the overall social climate of the park and the success or otherwise of the management. These are the sort of criteria we'll be examining.



Top: The length of Exmouth Skatepark. . . overview of the old railway shed. Bottom: The main bowl — and check the gnarly sidewall on the left-hand-side.

the Team felt that, without some genuine, all-round improvement, the result must lead to an upsurge in street skating.

So there's the basic problem, but what about the causes? Bill Cross, the owner/manager of the park, filled us in on what has gone on (and wrong). The place apparently cost a small fortune to set

up considering its size, quality and design (approx. £30,000); it was built during the time when a lot of businessmen were kidding themselves they could make a fat profit out of a never-ending 'craze'. We know now what happened to the 'craze'. . .it died, and along with it went the faddist gremlins who were supporting many areas of the industry

plus, of course, Bill Cross' park. So, too, disappeared all the teams so integral to a park's regular social scene (competitions, discos, demos, etc.). Exmouth is now left with a handful of sincere skaters, and a sincere park owner who's trying his best in the face of mounting problems.

It's a frustrating situation both for Bill Cross and for the local riders who have no real training ground on which to maintain their attack on the best of the country's fast-rising standards. Considering the deficiencies that exist, the Team were really impressed by the way the locals utilised areas of the park which, under normal circumstances, would be considered unridable.

THE RIDERS

Notable skaters at the park were Brian Sansom, Paul Streeter and Kevin Moore. They performed some very stylish, hand-down tailblocks on the side-walling of the main bowl. . . no mean feat considering the appalling transition and the slowness of the run-in (which demanded plenty of shunting). And they continued to impress us by going for some heavy air off the wooden rampart at the further end of the bowl. . . no easy feat considering the atrocious transition from wood to concrete (it took Ben Davis an hour to even make a kick-turn there!). A fine display of sheer perseverance.

One thing that surprised us though, was the local's lack of interest in most sliding manoeuvres, indicating perhaps a certain lack of creativity. But, that said, the Exmouth boys easily made up lost ground by their guts and determination. One can only imagine the kind of skating they'd be capable of were they to be given a second generation skatepark; on the evidence we saw, they'd be blowing away Londoners and Americans alike.

In many ways it's a shame that Bill Cross didn't enlist the help and advice of a few of the pro skaters to design the park, rather than use a 'qualified' architect. The



South West needs hot parks to compliment the natural talent of its skaters and, contrary to popular belief, that doesn't have to involve enormous sums of money. Alfred Faccenda, owner/manager of Gillingham's Blacklion Park, has proved the point by coming up with some superb terrain for his money (see the park test in issue 17).

OTHER FACILITIES

As far as side facilities go, there's a pro shop that's stacked with rather outdated and, by today's standards, pricey equipment. It's easy to see the problems involved in maintaining an on-site store — constant updating and competitive pricing might easily become something of a nightmare. Brighton's Cage Skatepark solved the problem by enlisting Phil Lobatto to organise a side-branch of Max's.

Unfortunately, the hire side of things at Exmouth is no better. Much of what's on offer can only, at best, be described as of little use and, of course, when it comes to protection, such a deficiency



Top left: Matthew Davis, redefining the woodslide. Top right: Brian Sansom releasing stick but keeping bottle above the side-wall of the main bowl. Bottom: Clean air from another Exmouth hottie, Paul Streeter.

could turn out to be very serious indeed.

Back with the coffee bar, the excellent choice of sounds in the juke box is, sadly, in no way complimented by a very narrow and unappetising range of 'vittles'. Such places, as this magazine keeps pounding, are sporting/leisure centres, and anyone going there should expect certain reasonable standards in all such areas. When what's offered falls way short of what's needed... expect trouble!

CONCLUSIONS

To finish on a more positive note, the general Team consensus was that, with a little more skater management/participation, a good sound system, some better food and a few hundred pounds intelligently spent on filling in the more disastrous transitions, Bill Cross would cease to be the despondant man he is today. Just that small sum of money would be enough to add proper vert where needed, to improve the park's general ridability and to increase the fun and safety factor by a very appreciable percentage.

GOING-FOR-IT GOING-FO

THE NO-HANDED AERIAL

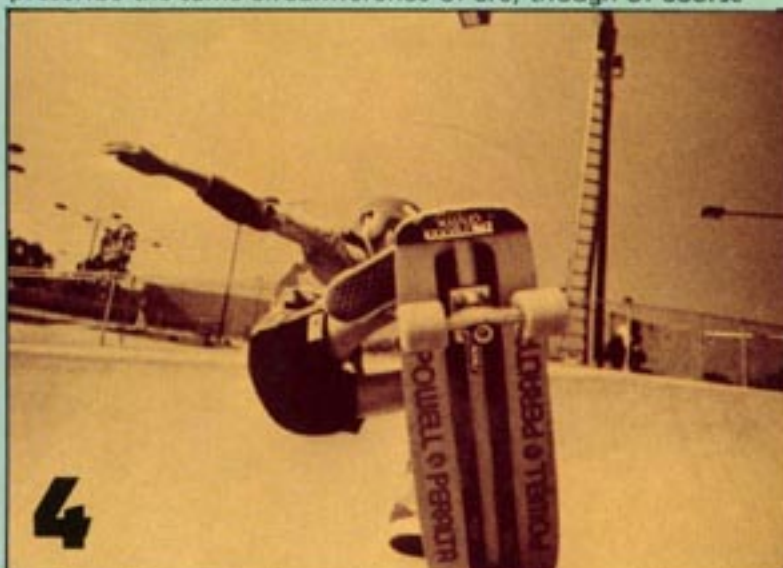
Alan Gelfand of the Powell/Peralta Team was the inventor of this outrageous new manoeuvre and in this month's *Going-for-It* we offer some words of advice on making it.



1 Take the line you would for a straight-forward frontside kickturn on the lip. Kick the tail of the board just as the back wheels start to edge. The action must be done gently in order to retain control over your stick. . . it's a critical movement. Foot positions should be as follows: front foot

to the rear of the leading truck, back foot close-up to the trailing truck.

2 & 3 Unweight immediately you start the board turning and hold your feet clear of it. Both stick and rider should prescribe the same circumference of arc, though of course



the torque generated by the arms and shoulders (to initiate the kickturn) will cause them to 'lead' the rest of the body. 4 & 5 Returning to solid vert, as your feet hit the grip tape, remember to stay in position over the board; also shoe to platform contact should again be made gently. Correct

tuning of these two factors is essential if rider and skateboard are to remain 'stuck' on landing, and on proper course.

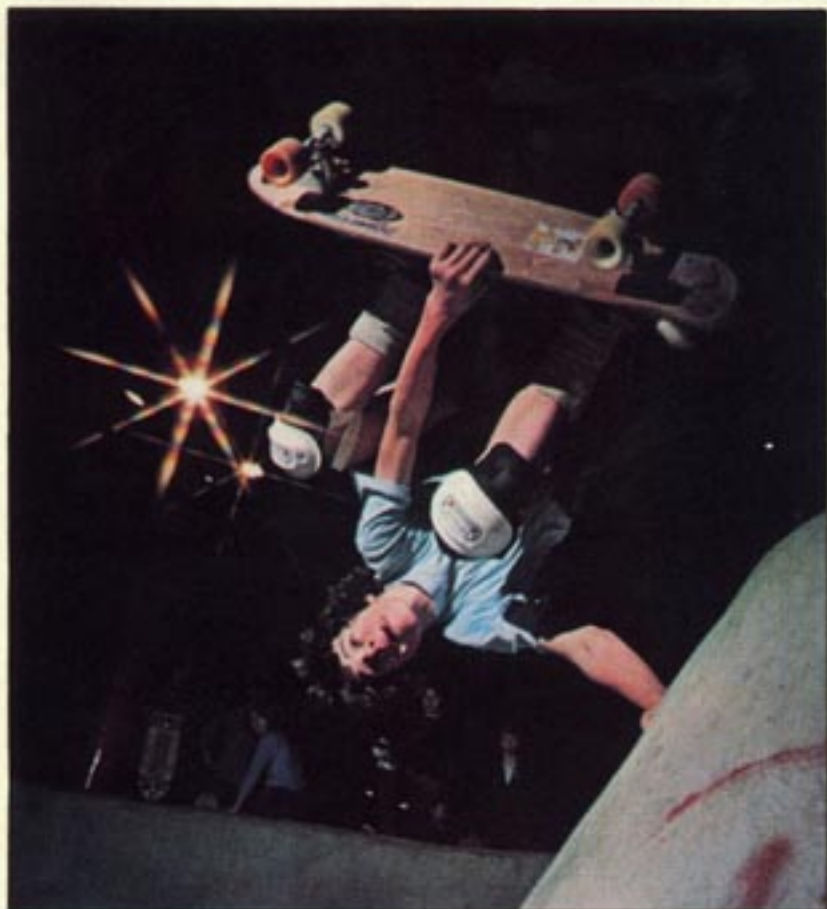
6 All being well, you'll be back on line for an easy ride down.



Points of interest

It stands to reason that this is a very advanced manoeuvre — in fact, to the best of our knowledge, at the time of writing we know of no one in the UK capable of reliably pulling it off. Alan Gelfand strongly advises those attempting it to start on flatland and to build up through increasing angles of bank before finally making the vertical. Equipment should be light, though capable of taking fairly high levels of stress.

HOT MOVES



Top left: Out on a limb. . . Bristol's Ian Richards describing an inverted straight-arm aerial.
Top right: Brother Dave viciously grinding at Rolling Thunder
Bottom: Neil Harding — double axle grind on the Gillingham coping.

SKATELINE



Jerry Young

COP OUT

Wella guess I've given up 'boardin' f'a fair while now. Av flogged ma board ont cheap f'about 18 quid fo' the damn lot (twas a G&S Bowlrider, Cal Sla 7" and Red Kryps 65mm) — real hell it were. I reckon I'll still git ya lavish mag for quite a while yit.

Neil (Roundhead) Pratt, Burnley, Lancs
So I should think. . . why not try skating at the same time? Ed.

U/S B.S.

I reckon you've got a cool mag, but please tell your readers to stop all the B. S. names such as 'Fish Village', and 'Rat Town' and 'Sin City'. They're just total ripoffs on the Dog Town scene. Skating's here to be enjoyed, not made into some sort of list of clichés. By the way, the Turnbells rule and I'm glad you're beginning to understand this.

Zac, London NW.11

I hate to mention it, but isn't 'the Turnbells rule' a cliché in itself? Ed.

COOL SCHOOL

Following Dale Pearman's letter on new terrain, I suggest that frustrated skaters

look in school playgrounds, especially primary schools. Providing there are not too many of you and you don't do any damage, the caretaker shouldn't mind. So far in Ipswich we've found two schools with banks about 15' long by 5 or 6' high.

Andrew Horne, Ipswich, Suffolk

A few more discoveries might do wonders for the truancy rate. Ed.

N. WALES CHECKS IN

I'm writing to tell you we DO have skaters up here. . . Paul 'Grem' Roberts was talking through his nose. We've got a fairly good council built park with a bowl, banked freestyle area and a slalom run. The bowl's about ten feet deep with a near unridable snake run into it. We have really heavy sessions and the place is free and our team can blow the bearings off anyone on the North Wales coast.

Joe Cockrill, Llanfairfechan, Gwynedd
Keep in close touch. Ed.

GONE WITHOUT IT

Where can you find lists of bowlriding tricks such as forevers, lipslides and carving. I have tried skateboarding

books with no success.

Matthew (Fleabag) Child, Teddington, Middx.

One place where you're unlikely to find anything is in 'Advanced Wipeou. . . ' beg pardon, 'Advanced Skateboarding' by Andy Blackford. No, you're just going to have to keep your eyes glued to the Going-For-It pages. . . carves and slides coming soon. Ed.

AND ROCK 'N ROLLS

How do you perform a rock 'n roll a la Seth Cutts?

Nathan (Rad) Moore, Waltham Cross, London

Another for the G.F.I. section. Meantime the basic move is to climb the wall to a point where, ideally, the centre of the deck is resting on the lip and you're sort of balanced there; then frontside or backside back down the wall. Ed.

GOWER POWER

Just a couple'a lines from the Boyz to tell you we still rip on the Gower. There still ain't any good skateparks around Swansea, just one crappy place with a rideable bowl. The council seems to think that, as all the little kids don't

skate anymore, it's not worth building somewhere good. However, I know plenty of serious skaters who'd pay to ride a decent park. In fact some of them ride their boards for miles along country roads to jobs on farms and they also use them for transport in the city.

Quaver and the Boyz, Reynoldston, nr Swansea

Current attitudes are already signalling a return to street skating. Ed.

POLITICS

Just writing to tell you that you've one hell of a hot magazine. But I was very disturbed to see on the centre pages of issue 16, right next to Tim Altic's front truck, a dirty great big National Front sign. I agree the picture was a hottie but as many kids will be wanting to stick this picture on their bedroom walls, I think you should have changed it. An Anti-Nazi Zit, Taunton, Somerset
Yeah, we thought long and hard about that one. In the end we reckoned the subject in the picture was so strong, it completely overshadowed anything else. Ed.

NOT KNOWN HERE?

Talking about girl-skaters, I don't think I have ever seen even a mention of my friend, Caron Gearey. Formally of Slick Willies and Five-a-Side, she now rides for Benjy. Just thought I'd let you know of her existence!!

Cathy Foote, Hammersmith, London
Okay, guilty. . .and there's quite a few other ladies who badly need photo sessioning. Plans are afoot. Ed.

CIVIL WAR

On the subject of place names, Glasgow is definitely not known as Sin City — as a certain grem called Neil Buchanon seems to claim. All good Glasgow skaters respect the fact that Edinburgh is the one and only Sin City. . .so cut it, okay. Brian, Mike, Chris, Jacko, Alan, etc — the Mansion team, Edinburgh, Scotland
Oops, then there was Southampton! Ed.

VOICE FROM THE STREET

Good to see something on streetskating at last. For such an open and grassroots level aspect of the sport, it never cops much print. Real streetmen are rare up here but summer mornings usually see five or so skaters jamming it down the middle of the dual-carriageway to the ice-cream parlour. A few of us gen speed freaks make use of the hill which runs down the back of Glasgow Uni. Right in the middle of this long curve are two 'dead policemen' — those shallow humps designed to slow down fast-moving vehicles — and they make for an interesting run.

For those interested in pure speed, the cyclists Clyde Tunnel is a gen, all weather rush. A 10p bus ride from the skatepark dumps you beside two (one north, one south) permanently lit tunnels, approx half a mile down and half a mile up of silky smooth, little used concrete in each.

Finally, let's see more than the nod that longboards got in issue 13, and road wheels. . .some kind of review maybe. We all know about Snakes and Big Reds — what else is hot? Derek, Somewhere, Darkest Knightswood, Glasgow.

More like this PLEASE. . .knockout information. More on longboards scheduled soon. . . I like the road wheels review idea. Ed.

SKATESOUNDS RULE

Attitude is what it's all about. Who cares how well you skate, just as long as the attitude is right. The total trip is to skate to the music of Ted Nugent, Jimi Hendrix (he lives), Van Halen, etc. Some of you drubs think we're weird but we're the only sane ones around. Keep the heads bangin'.

Charley, Alex and Ted, Drag City, Essex.

INVITATION

I'm interested in knowing if any of you rad skaters out there would like to do a little pen-pallin' with some brochures, magazines, stickers, etc because I'm interested in the British skatin' scene.

Chances are I won't be gettin' another *Skateboard!* mag for a while so, if any of you are interested, please write. Mark Solotroff, 441 Swallow Lane, Deerfield, Illinois 60015, U.S.A.

BACK AT THE DUMP

Why do you insist on atomising your articles and reassembling them at opposite ends of the mag, with various adverts in the midst? It makes it difficult reading the otherwise A1 features (scratch head). There's not much goin' for Fun Dump skaters nowadays. . .we DID have some 5' council ramps but, alas, they've gone now. That means we have to skate Edge Lane, Golden Gate (Bootle) and occasionally, Truckers in Chester.

Muzman and the skaters from Fun Dump (Heswall, Wirrel).

Sometimes it gets tough meeting the demands of the advertisers AND keeping readers happy. We try to please everyone — and, of course, never do. Ed.

SNOWY CALIFORNIA

I am from the 'Kindgom' (Scotland). Yes, we can wright and spelli up here. We know you're still sore about the battle of Bannockburn and a set of goalposts last year, but how about some nice, lovable, decent, upstanding, kindly, enterprising skatepark constructor even contemplating building us some rad spots. Then we'll show you southern peasants why TA doesn't live in sunny California (USA) but California (just south of Falkirk) in Scotland. Cheriot, Brightons, Falkirk
Judging by the letters, that same constructor's going to be busy for the next ten years. Ed.

UNPRINTABLE

Dear Jacky, Julie and Sheenagh. . .if I were to print just half a sentence of your two-page hammering of the Southport skatepark I'd be a) out of a job, and b) sued for libel! That said, I sincerely hope it's not really as bad as you make out. . .perhaps other people in the area would like to comment? Ed.

CHRISTMAS FUN COMP — THE WINNERS

Because there's not a lot of room to spare, we're just giving the winning entry in full. However, so close were the runners-up, there's no doubt they all deserve a consolation name-check.

The winner is: Tim Lloyd of Resolven, West Glamorgan in Wales. He sent in the following version for 'Model F' . . .

DIMENSIONS: knee high to a speedboard. **BRAIN DUROMETER:** no measurement — marbles left back in Pig City. **PRICE:** estimates varied from \$1,000,000 to three books of Green Shield stamps. **DURABILITY:** keeps going when worn. **FLEX & MEMORY:** "I thought you said 50p". **JUNK FOOD CAPACITY:** so that's why they call it Pig City. **GREM APPEAL:** popular model. **EXTORTIONATE DEMANDS:** just a first-aid book and a screwdriver. **VERBAL ABUSE:** take cover! **COSMETIC APPEAL:** exceptional quality of finish.

Tim, you win the goodies. . .runners-up were: Michael Cooper of Cleobury Moulins, Worcs./Martin England of Pool-in-Warfdale, W. Yorks./Francis Bowles of Saffron Walden, Essex./Shaun Cooper of Spring Park, Northampton./Mark Pawson of Lymm, Cheshire./Marcus Houtheusen of Ixworth, Suffolk./Ronnie Hobby of Dulwich, London./Steve ? of Burbage, Leics./Jeremy Cooper of New Eltham, London.

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SKATA DATA

Continued from page 19

although we don't have the actual speed figures you can rest assured they'll all be very fast indeed.

EQUIPMENT NEWS

Despite the inevitable after Christmas lull, there's still plenty of new equipment about, some already available, some still in the pipeline.

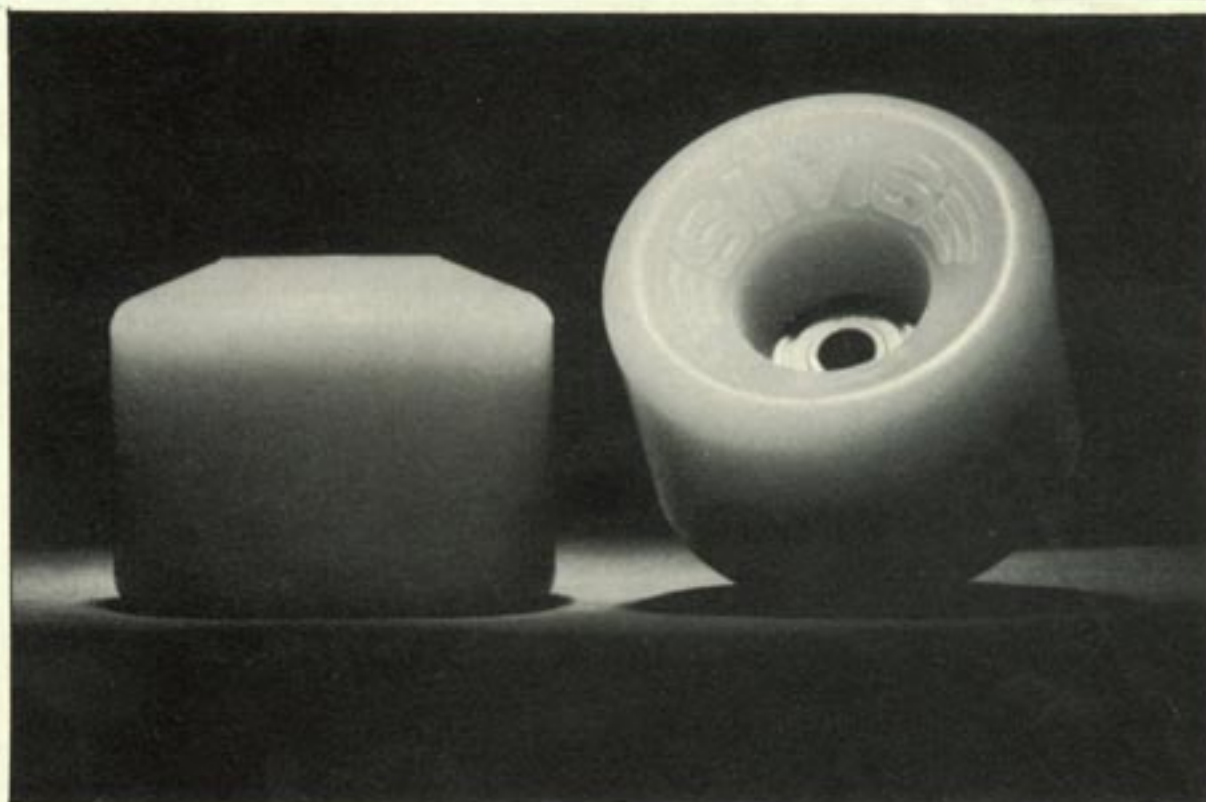
Benjy, never content to rest on their laurels, are soon to release their new **Soopa Boot** — similar in design to the **Boot**, but featuring a bevelled back face. **Dog Town Skates** enter the wheel race with two models, both named **Rock 'n' Rollers**; one's a flat-back, the other, bevelled. No more details yet but I'm expecting test samples soon.

Not much on the truck front this month. Rumours continue to fly concerning the **Tracker 'Extract'**, although no samples have emerged so far. **Alva Skates** have a new superwide truck, prototypes of which already exist. Judging from the success of their other lines it should be a winner. **Lazer** continue to refine their products with the introduction of single nut adjustment to their superwides — king-pin removal is facilitated via an allen socket.

Freewheeler, the company that makes the **Bar-X** truck, add weight to the rollerskate revival with two new models. No details yet, but we hope to include them in our soon-to-be-conducted **Skata Data** rolling boots test.

Is it an 8-wheeler, is it an ironing board? No, it's the **Dogtown Skates, Wes Humpston Bigfoot** (now, where have I heard that name before???) — the widest yet at 12". **Sims** also go extra wide with their soon to be introduced **Superply** range. It includes a 30" x 11", a 30" x 12" and a new 30" x 10" full nose model by **Brad Bowman**.

According to those in the know, the new **Sims** experimental series, the **Phase 2's**, can be expected soon. Not many details released as yet but they're believed to be foam cored and extremely light. New models from other established manufacturers include the maple laminate 9 1/4" x 30" **Mark Baker**



Top Right: The clean lines of the **Sims Comp 2**. Top left: **Alva's Bevel Backs**. Centre: Nose protectors as featured in this month's test — use 'em. Bottom: **Sims Snake Conical** for smooth coping release.

Powerflex, the 33" x 10 1/4" **Marty Grimes Z Pig** and another foam cored deck measuring 31" x 9 1/4" from **Kryptonics**.

In the accessory depart-

ment this month we've more news of an interesting new gadget from **Tracker** called the **Coper** (pictured last month). The device is made from plastic and is designed

to fit over the axles of **Mid** and **Fultrack** trucks — advantages claimed are ease of fitting and renewal, axle protection and smoother and safer coping work.

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A/T16	Precision 500	£1.95
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A/T18	CALIFORNIA	
A/T19	Slalom Pro	£2.75
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A/T22	HPG Mark IV	£4.95
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A/T25	Standard	£3.65
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A/W22	65 mm.	£3.35
A/W23	G.S.	
A/W24	Wonkers 60 mm.	£5.50
A/W25	Wonkers 68 mm.	£5.75
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A/W29	No. 7	£4.15
A/W30	No 5 Black	£5.75
A/W31	ROAD RIDER	
A/W32	No. 2	£3.50
A/W33	No. 4	£3.75
A/W34	No. 6	£3.85
A/W35	LOGAN PARK RIDER	
A/W36	No. 4	£3.75
A/W37	No. 5	£3.85
A/W38	BELAIR	
A/W39	Bolts	£3.65
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A/W41	Red or Yellow	£3.50
A/W42	White YoYo's	£4.50
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A/W45	65 mm, White	£4.25
A/W46	YANDALL	
A/W47	Slalom	£3.95
A/W48	Bowl Rider	£4.95
A/W49	PACER	
A/W50	Pacer 1 (standard bearings)	£3.95
A/W51	Pacer 1 (oversize bearings)	£4.25
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A/W53	65mm standard	£3.75
A/W54	60mm standard	£3.95
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A/W44	Black 64mm (standard bearings)	£4.15
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*With certificate of Authenticity

TIGER TRAK IV

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decks

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A/Q2	'78 Series Quicktail Deck 72cm	£24.95
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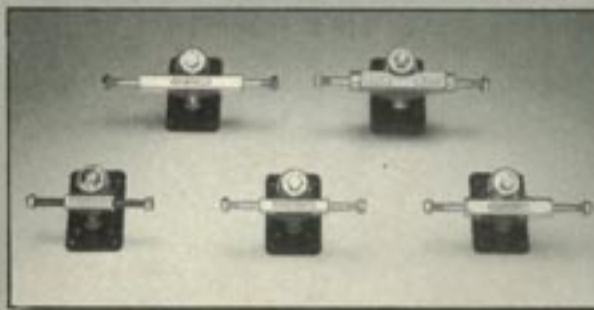
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30x10

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4. THE DESIGN-We've made several changes to the C-Series wheels that improve performance. The 60 and 65 millimeter wheel are now two inches wide like the 70. The 70 is now a flat back design and all three have radiused back edges except the red formula. The front edge is also thicker to reduce flex and increase acceleration out of turns.

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