

# Skateboard!

No. 9

EUROPE'S HOTTEST SKATEBOARD MAGAZINE

**SLALOM PARK RIDING  
FREESTYLE**

Pros Rate the Hottest  
Wheels

**TIM LEVIS**

Lucking Out in '78

**SKATEPARK 2000**

A Vision

**SLALOM GIANTS  
AT BRANDS**

50p

# THE ELITE TRIO

## MODEL 500

**THE ELITE TRIO** is offered to satisfy individual requirements of demanding skateboarders. Featuring 356 aluminum magnesium alloy heat treated to the T-6 condition, durable urethane tips, natural red rubbers and aircraft locknuts. Quality and durability is further enhanced by the use of high tension alloy steel exclusively in both axles and hex head action bolts along with durable corrosion resistant nickel finishes on cup washers, adjusting nuts and action bolts.



**ACS 500BS**  
(Black Silver)

**THE PREMIER TRUCK FOR FREE-STYLE AND BOWL RIDING. BEST SELLING QUALITY TRUCK IN THE WORLD!**

## MODEL 651



**ACS 651BG**  
(Black Gold)

**EXTRA WIDE STANCE BUT LIGHT WEIGHT FOR QUICK RESPONSE IN SLALOM AND OTHER SPECIALTIES.**

## MODEL 650



**ACS 650**  
(Standard)

**RUGGED HEAVY-DUTY TRUCK FOR DOWNHILL RACING. FEATURED BY TOP RIDERS IN SIGNAL HILL SPEED RUN.**

### EXCLUSIVE DISTRIBUTOR FOR UNITED KINGDOM:

Gecko Leisure Products  
57 Albert St., Windsor  
Berkshire SL4 5BT

### THE ACS-GECKO GUARANTEE:

All metal parts of ACS Trucks are 100% guaranteed. Send damaged parts to Gecko for replacement.

### T-SHIRTS, DECALS & BROCHURES NOW AVAILABLE.

For T-Shirt (Specify size — S, M, L, ), Brochure and 2 Decals send £3.00. For Brochure and 2 Decals only send .60p to Gecko Leisure Products.

**AMERICAN CYCLE SYSTEMS**  
Covina, California  
U.S.A.



**YOU WOULDN'T WANT ANYTHING LESS BENEATH YOUR FEET!**

# TOM and JERRY

## SKATEBOARD SURFERS!



HEY, JERRY!  
WALL'S NEW  
COLA-FLAVOUR  
LOLLY TASTES (LICK  
LICK) TERRIFIC!  
AND LOOK, THERE'S  
A FREE SKATE-  
BOARD CARD  
IN EVERY  
ONE!

GREAT  
TIPS... SUPER  
TRICKS!



HEY!  
LOOK OUT,  
TOM!



A WALL'S  
LOLLY'LL  
SOON REVIVE  
HIM!



COPYRIGHT © 1978  
METRO-GOLDWYN  
MAYER INC.

T&J SAY: Always wear full safety equipment when skateboarding.

# RIDE FIVE A SIDE

**The Radical Ride by SBS**

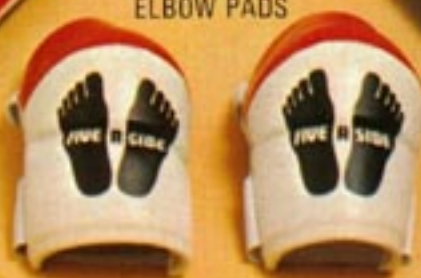
F 450 PRO SLALOM



W 500 SUPERFLEX



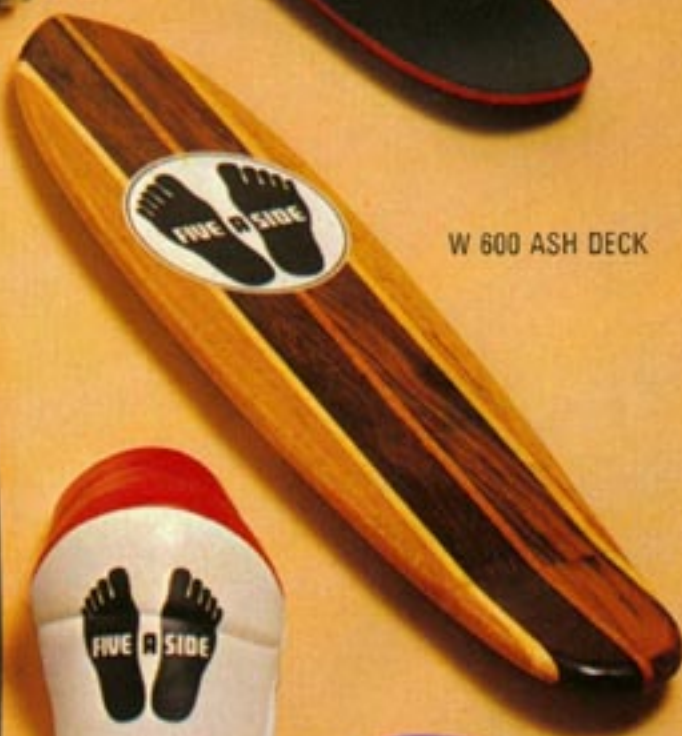
ELBOW PADS



WL 550 ROCKER



W 600 ASH DECK



KNEE PAD



KNEE PAD



W 650 MARATHON



BUMP HAT



BUMP HAT



The 'Five A Side' range of products are available through all leading sports outfitters and specialist skateboard shops.  
Distributed by:- Skateboard Systems  
Unit 18, Staines Central Trading Estate, Staines, Middlesex.  
Tel: Staines 62105/53906



U.S.A. Kurt I. Carlson.  
ITALY: Citta Del Sole.  
NEW ZEALAND: Slazengers (N.Z.) LTD.  
N. IRELAND: Moorco Ltd.  
FRANCE: Skateboard Distribution.  
IRISH REPUBLIC: Skateboard Ireland.  
BENELUX COUNTRIES: Ets Landuyt.

# THE RADICAL RANGE

**Engineered for Reliability by SBS**

MONGOOSE CHAMPIONSHIP  
PF 260

MONGOOSE SPRINT SUPER  
M 250

7" T-BONE TRUCK T 107

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

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

6" T-BONE TRUCK T 106

6" T-BONE TRUCK T 106

ACTION  
RUBBERS

ACTION  
RUBBERS

PRO WHEELS W3

PRO WHEELS W3

PRECISION  
BEARINGS  
SPACERS

PRECISION  
BEARINGS  
SPACERS

TURBO WHEELS W2

SPRINT WHEELS W1

The 'SBS' range of skateboards and accessories are available through all leading sports outfitters and specialist skateboard shops.  
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Unit 18, Staines Central Trading Estate, Staines, Middlesex.  
Tel: Staines 62105/53906

# SBS

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

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

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

Whether you are lucky enough to have had a

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

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

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

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

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

TRADE  
ENQUIRIES  
ALWAYS  
WELCOME.

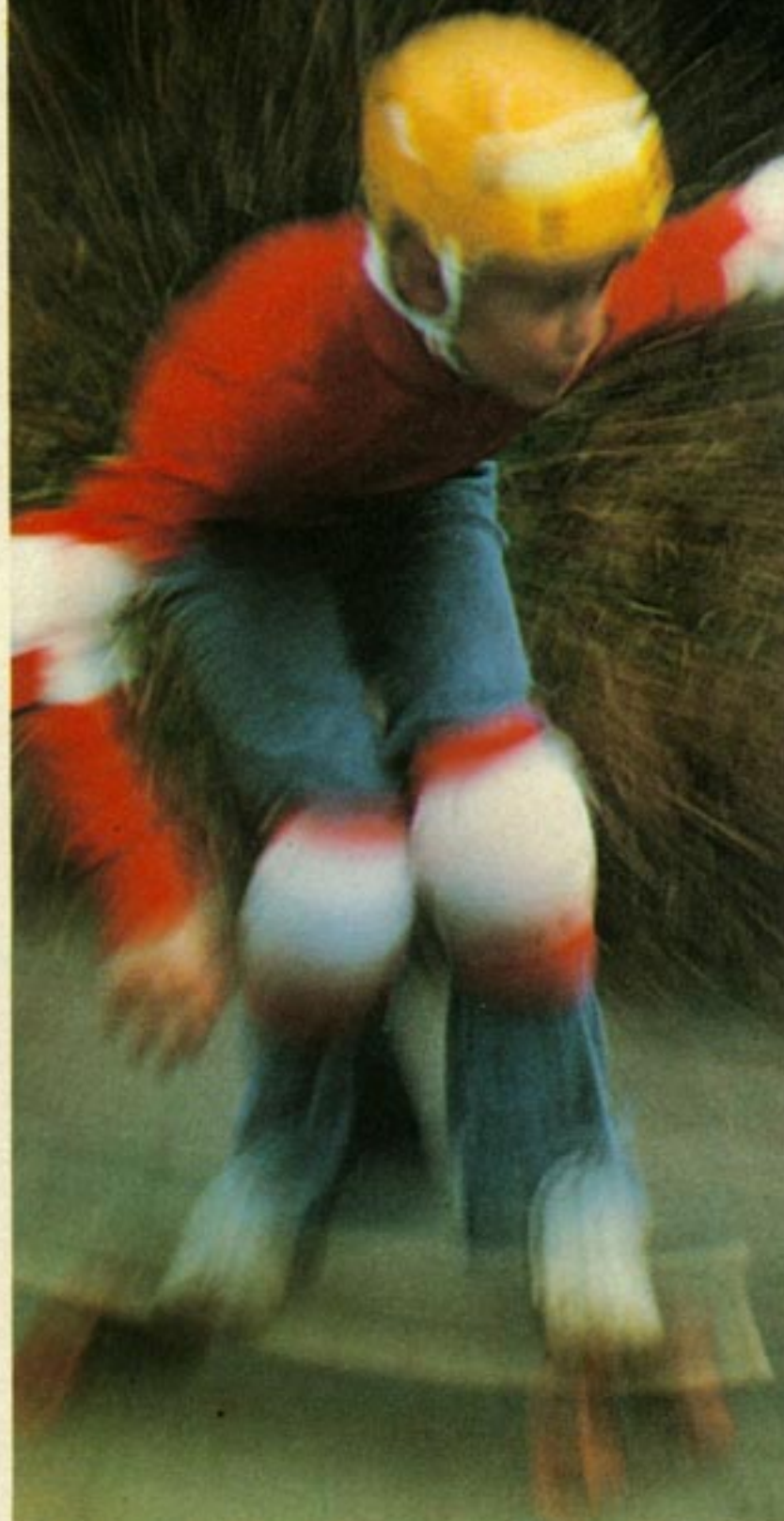


## **BRISTOL SKATEBOARD CENTRE**

6 BOYCES AVENUE, CLIFTON, BRISTOL TELEPHONE (0272) 38682

A Member of the WINDCRAFT Group of Companies

# Great! A board from Boots puts you right out in front.



It's the hottest news on the scene... we've set up complete skateboard sections in our top stores throughout the country.

That means you walk in for plenty of choice. And skate out with high performance. It means value for every penny. And something else that matters—it means boards and gear you can really trust.

We have the big range you've been looking for, and *your* board is there. Fast. Flexible. Fantastic.

**1 Arrow Skatepark**

Wooden deck. Red urethane wheels, sealed precision bearings.

**Boots Price £39.95**

**2 Vulcan Lotus**

Black polypropylene deck, sealed precision bearings.

**Boots Price £13.95**

**3 Trax Californian**

Fibreglass deck. Green urethane wheels, sealed precision bearings.

**Boots Price £29.95**

**4 Eagle Superstar**

Polypropylene deck - choice of colours. Continental trucks, red urethane wheels, open bearings.

**Boots Price £10.95**

**5 Trax**

Polypropylene deck, assorted colours. Green urethane wheels, sealed bearings.

**Boots Price £13.50**

**6 Trax Polymax**

Polypropylene deck. Green urethane wheels, sealed precision bearings.

**Boots Price £19.95**

**7 Trax Parkrider**

Wooden deck. Red stalom wheels, sealed precision bearings.

**Boots Price £39.95**

**8 Knee Pads**

**Boots Price £4.25**

**9 Helmet**

In tough polypropylene, with chinstrap.

**Boots Price £3.99**

**10 Elbow Pads**

**Boots Price £2.85**



From Boots larger Toy Departments subject to stock availability.

**Make the most of your Boots.**

The  
**PRO-AM**  
Eclipse  
is...

The PRO-AM "Sandhurst"  
Truck—12 months of  
intensive research and  
development, giving  
maximum strength, pivot  
and manoeuvrability.



...PURE  
**GOLD - outshining quality**

PRO-AM 2 Wheels—Finest hand-  
powered urethane wheels and  
quality precision bearings.



PRO-AM 3 Wheels  
—Flawless  
quality wheels  
with renowned  
precision bearings.



The PRO-AM  
"Die-cast" Truck  
—Exclusive  
design.



\*EXTENSIVE COVERAGE OF THE "PRO-AM" RANGE IS FEATURED IN THE LEADING U.K. MAIL ORDER CATALOGUES AND THEIR SPECIAL SKATEBOARD LEAFLETS—NOW!





27" PRO-AM "ROCKER BOARD"

# - high performance!



(ALL DECKS illustrated in full skateboard combinations, are available as individual items).



## PROTECTIVE SKATEBOARD EQUIPMENT

NORCON/  
PRO-AM  
HELMETS  
KNEE  
PADS



ELBOW  
PADS

PRO-AM  
"DIE CAST"

PRO-AM  
"SANDCAST"

## TRUCKS

ACS  
500  
PRO

ACS  
651  
PRO

3 1/2" x 2 1/2" x 3/4"  
RISER PADS

U.S.A.  
"ELEPHANT" BRAND  
— 4 COMBINATION  
WRENCH



Enquiries are invited from SPORTS WHOLESALE, DISTRIBUTORS and SPECIALIST SKATEBOARD STOCKISTS—Quotations, full specification and technical data available on request. Contact:-



PRO-AM SPORTS,  
COMPRESSION MOULDINGS CO LTD.,  
STOCKFIELD ROAD,  
CHADDERTON, NR. OLDHAM,  
LANCASHIRE, ENGLAND.  
TEL: 061-652-5121  
TELEX: 666456 WILCOM G.

Here at last: A spin-off from the  
 Space Programme. The kit all skate  
 enthusiasts have been waiting for.

**Stop Press!**  
 Winner of Senior Speed  
 Slalom at National Skateboard  
 show London February 14th  
 using  
**SL90**  
 MARK BAKER

# SL90

**SKATEBOARD BEARING LUBRICANT**



With the remarkable new  
 SL90 you've got everything  
 you need to make your  
 board run faster, smoother,  
 for longer.  
 Each pack contains an  
 advanced water dilutable  
 degreaser, SL-DG, to clean  
 out the dirt and sludge  
 that builds up in your  
 bearings. Plus a synthetic  
 oil, specially developed  
 from the American Space  
 Programme to lubricate and  
 dramatically improve the  
 speed and handling  
 performance of your board  
 and make your bearings  
 last far longer.  
 SL90 is great for any  
 types of bearing.  
 Just follow the simple  
 instructions on the pack,  
 stick on your free decal  
 and put your board through  
 its paces.  
 When your bearings are  
 performing at their best,  
 you will too.

GO  
 FASTER

RUN  
 SMOOTHER

HAVE  
 MORE CONTROL

GET LONGER  
 BEARING  
 LIFE



For Faster, Smoother Running

# **DON'T FORGET**

20th MAY 1978 AT  
WICKSTEED PARK

ADMISSION TO ARENA 50p per person

THE  
BRITISH AND UNITED KINGDOM AMATEUR SKATEBOARD CHAMPIONSHIPS  
AT

THE WICKSTEED PARK TRACK, KETTERING, NORTHANTS.  
COMMENCING AT 2 PM.

JUDGES INCLUDE: BRUCE SAWFORD, EDITOR, SKATEBOARD MAG.  
PETE KRISTOPHERSON, BRISTOL SKATEBOARD CENTRE  
ED HOLT, SPORTS COUNCIL, SOUTHERN REGION  
STEVE KANE, SKATEBOARD MAG.

SPECIAL GUEST APPEARANCE  
BY COURTESY OF MESSRS FABERGE INCORPORATED  
OF

**HENRY COOPER**  
**ESQ. O.B.E**

WHO WILL ASSIST THE JUDGES IN THE BOWL  
RIDING COMPETITIONS AND PRESENT THE CUPS  
TO THE WINNERS. EACH COMPETITOR  
WILL RECEIVE A GIFT SET FROM MESSRS FABERGE INC.

# **DON'T FORGET**

20th MAY 1978 AT  
WICKSTEED PARK

ADMISSION TO ARENA 50p per person

# SWITCH ON TO

# SKATEWORLD

## WHERE THE HOTTEST GEAR COMES BETTER, CHEAPER AND FASTER!

WILBERFORCE HOUSE, STATION ROAD, LONDON NW4 4QE

### TRUCKS

			Each
	<b>ACS</b>		
A/T1	ACS. 430 Std	4.3" axle	£1.99
A/T2	ACS. 430 Blk/Gld	4.3" axle	£3.95
A/T3	ACS. 500 Std	5" axle	£3.35
A/T4	ACS. 500 Pro	5" axle	£3.90
A/T5	ACS. 500 Blk/Gld	5" axle	£5.75
A/T6	ACS. 580 Blk/Silvr	5 1/2" axle	£4.85
A/T7	ACS. 651 Blk/Silvr	6 1/2" axle	£4.85
A/T8	ACS. 651 Blk/Gld	6 1/2" axle	£5.95
A/T9	ACS. 650 Blk/Silvr	6 1/2" axle	£6.95
A/T10	ACS. 650 Blk/Gld	6 1/2" axle	£7.25
	<b>BENNETT</b>		
A/T11	Highjacker		£5.50
A/T12	Pro		£6.90
A/T13	Ad Track		£8.10
	<b>CALIFORNIA BAHNE</b>		
A/T14	Precision 500	5" axle	£5.20
A/T15	Precision 700	7" axle	£5.95
AT14A	Fully Threaded Axle	5"	£3.75
	<b>CALIFORNIA</b>		
A/T16	Slalom Pro		£5.20
A/T17	Slalom		£5.80
	<b>GULLWING (with endplate)</b>		
A/T18	HPG Mark IV	6 3/8" axle	£8.50
A/T19	Phoenix	5 1/2" axle	£8.20
	<b>LAZER</b>		
A/T20	Standard		£5.70
A/T21	Slalom		£5.95
	<b>TRACKER</b>		
A/T22	Half		£8.15
A/T23	Mid		£8.80
A/T24	Full		£8.90
	<b>ENERGY</b>		
A/T25	VI Truck		£6.25
A/T26	VII Truck		£7.75
	<b>EXCALIBUR</b>		
A/T27	600 XL		£8.75
A/T28	700 XL		£8.95
	<b>LOTUS INTERNATIONAL</b>		
A/T29	Fast Track		£8.50
A/T30	Full Track		£8.75
A/T31	TRANS AM II		£4.75
A/T32	REBOUND		£10.50
A/T33	RAM 88		£8.90
A/T34	SPEED SPRING		£6.50
A/T35	MAGNESIUM TRUCK		£9.25

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

	<b>BONES</b>		
A/W0	Park Rider		£5.65
	<b>KRYPTONIC</b>		
A/W	60mm. Green/Blue/Red		£3.90
A/W1	65mm. Green/Blue/Red		£4.15
A/W2	70mm. Green/Blue/Red		£4.50

### O.J.'s

A/W3	Thunder Juice	£4.75
A/W4	Super Juice	£3.70
A/W5	Hot Juice	£3.65
A/W6	Slalom	£3.50
	<b>SIMS</b>	
A/W7	Pure Juice	£3.60
A/W8	Comp. II	£3.75
	<b>TUNNEL</b>	
A/W9	Holland W7	£2.50
A/W10	Tunnel IV W6	£3.50
A/W11	Tunnel V W8	£3.80
A/W12	Rock W9	£3.90
	<b>BREWER</b>	
A/W13	Jarvis Pro.	£4.15
A/W14	Speedster	£5.40
	<b>R.M.I. (WHITE LIGHTNING)</b>	
A/W15	57 mm.	£3.75
A/W16	64 mm.	£4.70
	<b>POWER PAW</b>	
A/W17	50 mm.	£1.25
A/W18	54 mm.	£1.65
A/W19	65 mm.	£2.05
	<b>HOWELL</b>	
A/W20	BT Blue	£3.00
A/W21	BT Orange	£3.00
A/W22	FS Park Compound	£3.90
	<b>G.S.</b>	
A/W23	Wonkers 60 mm.	£4.20
A/W24	Wonkers 68 mm.	£4.60
A/W25	G.S. Wheels	£4.50
	<b>POWER FLEX</b>	
A/W26	No. 3	£2.75
A/W27	No. 5	£3.30
A/W28	No. 7	£3.50
	<b>ROAD RIDER</b>	
A/W29	No. 2	£2.20
A/W30	No. 4	£3.10
A/W31	No. 6	£4.10
	<b>LOGAN PARK RIDER</b>	
A/W32	No. 4	£3.10
A/W33	No. 5	£3.75
	<b>BELAIR</b>	
A/W34	Bolts	£3.45
	<b>YOYO's</b>	
A/W35	Red	£3.10
A/W35A	Yellow	£3.10
	<b>EXCELLERATOR</b>	
A/W36	65 mm. White	£4.60
	<b>YANDALL</b>	
A/W37	Slalom	£3.15
A/W38	Bowl Rider	£4.15
	<b>PACER</b>	
A/W39	Pacer 1 (Standard size bearing wheel)	£4.15
A/W40	* Pacer 1 (price includes 2 oversize bearings and 1 spacer)	£6.95

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

### ACCESSORIES

A/A1	Truck Rubbers ACS Red	ea	£0.25
A/A2	Gullwing rubbers (set of 4)	per set	£2.35
A/A3	Mounting Bolts with Locknuts	ea	£0.10
A/A4	Axle Nylon Locknuts	ea	£0.20
A/A5	Baseplate ACS Standard	ea	£1.95
A/A6	Baseplate ACS Pro	ea	£2.40
A/A7	Precision Bearings (IKS-Koyo-NTN)	ea	£0.85
A/A8	Single Shield Bearings	ea	£0.65
A/A9	Tail Saver	ea	£0.95
A/A10	Spacers	ea	£0.10
A/A11	Griptape 3M 1"	per foot	£0.15
A/A12	Griptape 3M 4"	per foot	£0.65
A/A13	Riser Pads 1/4" Orange	ea	£0.60
A/A14	Riser Pads 1/2" Orange/Green/ Yellow/Blue	ea	£0.80
A/A15	Suspension Kits ACS	ea	£1.95
A/A16	Wrenches - 4 Ways Elephant Brand	ea	£2.00
A/A17	Wrenches Sims Type	ea	£1.75
A/A18	Power Pivot	ea	£1.50
A/A19	Trans Ramp Pad - Red	ea	£1.00
A/A20	Nose Savers - Black	ea	£0.25
A/A21	Bearing Set for Wheel (2 Double Shield precision Bearings plus one Spacer)	per set	£1.20

### DECKS

<b>R.M.I. (Handcrafted, American hardwood)</b>			
A/D1	25" Kicktail		£17.30
A/D2	25" Double Kicktail		£19.20
A/D3	27" Kicktail		£18.75
A/D4	27" Double Kicktail		£20.55
A/D5	27" Slalom		£20.10
A/D6	30" Kicktail		£20.10
A/D7	30" Double Kicktail		£22.50
A/D8	30" Slalom		£21.90
<b>GORDON &amp; SMITH (G &amp; S)</b>			
A/D9A	Standardflex 25"		£15.50
A/D9B	Standardflex 27"		£16.00
A/D9	Fibre Flex 25" Kicktail 6 1/2" w.		£19.50
A/D10	Fibre Flex 27" Kicktail 6 1/2" w.		£19.50
A/D11	Fibre Flex 26" Cut Out Slalom 6 1/2" w.		£19.50
A/D12	Fibre Flex 29" Cut Out Slalom 6 1/2" w.		£19.50
A/D13	Fibre Flex 26" Freestyle (Nose & Tail Rocker)		£19.50
A/D14	Fibre Flex 26" Steve Cathey 6 1/2" w.		£19.50
A/D15	Fibre Flex 27" Bowl Rider 7 1/4" w.		£19.50
A/D16	Fibre Flex 29" Bowl Rider 7 1/4" w.		£19.50
A/D17	Fibre Flex 28" Team Rider 7 1/4" w.		£21.75
A/D18	Fibre Flex 30" Team Rider 7 1/4" w.		£23.00
A/D19	K.T.4 26" Flat Kick 7" w.		£17.45
A/D20	K.T.4 28" Flat Kick 7 1/4" w.		£17.45
A/D21	K.T.4 30" Flat Kick 7 1/4" w.		£18.50
A/D22	K.T.4 32" Flat Kick 7 1/4" w.		£18.50
A/D23	K.T.4 26" Rocker Kick 7" w.		£17.45
A/D24	K.T.4 28" Rocker Kick 7 1/4" w.		£17.45
A/D25	K.T.4 30" Rocker Kick 7 1/4" w.		£18.50
A/D26	K.T.4 32" Rocker Kick 7 1/4" w.		£18.50
A/D27	Rockit 26" Flat Kick 7" w.		£17.45
A/D28	Rockit 28" Flat Kick 7 1/4" w.		£17.45
A/D29	Rockit 30" Flat Kick 7 1/4" w.		£18.50
A/D30	Rockit 32" Flat Kick 7 1/4" w.		£18.50
A/D31	Rockit 26" Rocker Kick 7" w.		£17.45
A/D32	Rockit 28" Rocker Kick 7 1/4" w.		£18.50
A/D33	Rockit 30" Rocker Kick 7 1/4" w.		£18.50
A/D34	Rockit 32" Rocker Kick 7 1/4" w.		£18.50
A/D35	Stacy Peralta 25" Warptail 6 7/8" w.		£13.95
A/D36	Stacy Peralta 27" Warptail 6 7/8" w.		£15.25
A/D37	Stacy Peralta 29" Warptail 6 7/8" w.		£16.15
A/D38	Stacy Peralta 25" Warp Two 7" w.		£17.45
A/D39	Stacy Peralta 27" Warp Two 7" w.		£17.45
A/D40	Stacy Peralta 29" Warp Two 7" w.		£18.50
A/D41	Stacy Peralta 30 1/2" Warp Two 7 3/8" w.		£21.75
<b>SIMS</b>			
A/D42	25" Oak Kick		£19.00
A/D43	30" Oak Kick		£22.25
<b>Z FLEX</b>			
A/D44	27" Original Ultralite		£22.75
A/D45	27" Kicktail Ultralite		£22.25
<b>SANTA CRUZ</b>			
A/D46	27" 5 ply All Maple Laminate		£18.00
A/D47	29" 5 ply All Maple Laminate		£18.75
A/D48	26" Epoxy Glass Kicktail		£22.25
A/D49	28" Epoxy Glass Kicktail		£22.50
A/D50	26" Epoxy Glass Standard		£19.50
A/D51	28" Epoxy Glass Standard		£22.25
A/D52	* 28" Henry Hester H Bomb		£29.50
A/D53	* 28" John Hutson Cutback * Graphite Loaded Slalom Decks		£29.50
<b>TUNNEL</b>			
A/D54	26" Kicktail		£26.00
A/D55	28" Kicktail		£26.00
<b>SPECIAL OFFER</b>			
A/D56	Excalibur 26" Fibreglass Kicktail		£6.95

### BOARDS - complete

<b>BEGINNER'S BOARDS</b>		
A/B1	Scamp 21.5" Polypropalene	£8.95
A/B2	Multiboard 22.5"	£15.75
<b>PRO BOARDS</b>		
A/B3	QUICKTAIL 72 cm + mid track and full track, + bones wheels	£74.95
A/B4	WHEELER Six wheeler + heavy duty tested alloy trucks with steel axle + 1" x 2" red urethane wheels with race bearings	£45.00
A/B5	R.M.I. 25" Kicktail + ACS 500 Blk/Gold, + R.M.I. wheels 57 mm.	£53.30
A/B6	R.M.I. 25" Double Kicktail + ACS 500 Blk/Gold, + R.M.I. wheels 57 mm.	£55.20
A/B7	R.M.I. 27" Kicktail + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.	£60.75
A/B8	R.M.I. 27" Double Kicktail + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.	£62.55
A/B9	R.M.I. 27" Slalom + ACS 651 Blk/Gold, + R.M.I. wheels 64 mm.	£62.10
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A/S1	Tiger Helmet, 1 size (adj. inside strap)	£6.50
A/S2	Norcon AP1 Helmet; small, medium, large	£8.50
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A/S5	Tiger Knee Pads - per pair	£5.85

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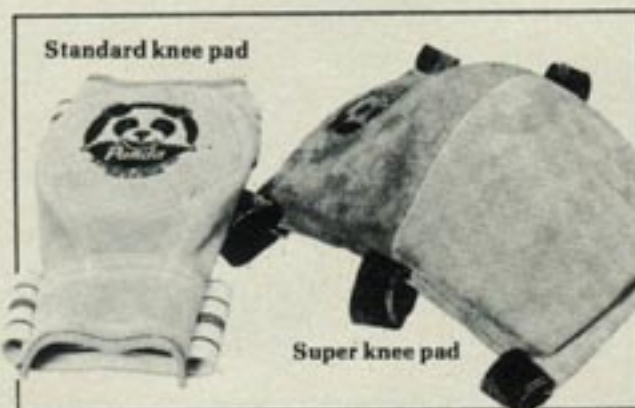
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The Panda standard style knee pad is made, like the elbow pad, from heavy-duty leather padded with multiple thicknesses of foam and filler, is wrapped around the sides of the knee and securely supported in place by a heavy-duty and attractively designed striped elastic. To prevent the pad slipping in action, an extra leather brace design holds it firmly in position on the knee.

The Panda super knee pad is shaped to the knee joint for the best possible fit, and fastens with three velcro-linked elastic straps, thus avoiding the need to fit the pad over footwear to place in position. Due to the velcro fastening, two sizes only will fit all age groups.



The Panda standard style elbow pad is cleverly designed to remain where it was intended... on the elbow. It is made from heavy duty leather padded with multiple thicknesses of foam and filler, is wrapped around the sides of the arm and securely supported in place by a heavy duty and attractively designed striped elastic.

The Panda super elbow pad is specially shaped to the elbow and fastens with three velcro-linked elastic straps, giving a super firm non-slip position and maximum protection. The velcro fastening allows the pad to give satisfactory fit, with only two sizes, to all age groups.



A good skateboard glove has to protect but a GREAT skateboard glove has to LOOK GOOD too. Planet's Panda range is designed to give maximum protection at the wrist, the ball of the hand and the fingertips, exactly those points where you need the greatest protection. The standard skateboard glove comes in brown whilst the Panda harlequin glove is one of the sport's jazziest with its make up of brightly coloured different shades of leather for each finger and the palm.



# Panda

\* STOCKISTS & DISTRIBUTORS REQUIRED NATIONWIDE

Manufactured and marketed by Planet Gloves (Industrial) Limited, Department SP, Caerphilly, Mid Glamorgan  
Telephone 0222 885855, 12 lines. Telex 497193 Panda skateboard gear is produced in five separate U.K. factories, each specialising in all types of leather hand and body protective wear



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Force

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# THE

# Force

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

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

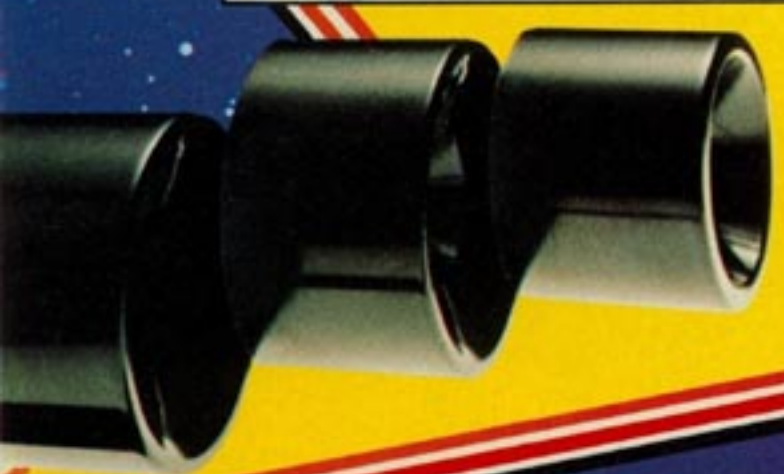






**FORCE IV:** Deck: 27" cambered laminate deck with wheel cutaways.  
Trucks: Gullwing for incredibly flexible response.  
Wheels: Blackjack "Overdrive", 65mm diameter, 44mm wide, top quality bearings.

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"The Statum Silver range completely shattered all my old prejudices about skateboarding – and the reason why is so obvious:" says Steve Peters\*)

# STATUM

## SKATEBOARDING



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Earlier I never really used a wooden board at all, because of their poor durability. Statum has solved this problem too, and manufactures its **Silver Streak** (27") and **Silver Arrow** (29") decks from tough Finnish laminated birch. That's not all – both nose and tail are specially strengthened.



In this way it's been possible to lighten the decks noticeably and to make them smooth and streamlined. Simply speaking they're the world's best wooden boards.

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All in all the whole Statum range is neatly taped, carefully made quality.

Statum gives you speed, quality and value for your money.



\*) Steve Peters: German slalom champion 1977  
European downhill champion 1977  
a long jump record 1978.

Now in production:

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27"		X	X	X
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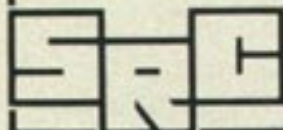
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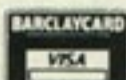
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Fiberflex Bowrider 29"	each	£21.00	<input type="checkbox"/> =£.....
Fiberflex Cutaway Slalom 29"	each	£18.75	<input type="checkbox"/> =£.....
Stacy Peralta Warptail 27"	each	£15.50	<input type="checkbox"/> =£.....
Stacy Peralta Warptail 29"	each	£16.20	<input type="checkbox"/> =£.....
Stacy Peralta Warp II 27"	each	£17.95	<input type="checkbox"/> =£.....
Stacy Peralta Warp II 29"	each	£18.75	<input type="checkbox"/> =£.....
Tracker Rockit 28"	each	£19.50	<input type="checkbox"/> =£.....
Tracker Rockit 30"	each	£19.50	<input type="checkbox"/> =£.....

##### Sims

Taperkick 27"	each	£27.00	<input type="checkbox"/> =£.....
Taperkick 29"	each	£29.00	<input type="checkbox"/> =£.....

##### Logan Earth Ski

Bruce Logan Kicktail 27"	each	£15.95	<input type="checkbox"/> =£.....
Bruce Logan Kicktail 29"	each	£16.95	<input type="checkbox"/> =£.....

##### Benjyboard

White Lightening - 27"	each	£15.95	<input type="checkbox"/> =£.....
White Lightening - 30"	each	£16.95	<input type="checkbox"/> =£.....
Benjyboard Comp II - 27"	each	£18.95	<input type="checkbox"/> =£.....
Benjyboard Comp II - 30"	each	£20.95	<input type="checkbox"/> =£.....

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Tiger 27" Freestyle	each	£ 8.95	<input type="checkbox"/> =£.....
Tiger 27" Bowrider	each	£13.95	<input type="checkbox"/> =£.....

##### Santa Cruz

5-Ply 27"	each	£18.00	<input type="checkbox"/> =£.....
5-Ply 29"	each	£19.00	<input type="checkbox"/> =£.....

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ACS	old price	new price	
430 4.3" axle	<del>£3.69</del>	each £ 2.50	<input type="checkbox"/> =£.....
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500 Pro, 5" axle	<del>£6.25</del>	each £ 4.95	<input type="checkbox"/> =£.....
580 5 1/2" axle	<del>£7.25</del>	each £ 5.95	<input type="checkbox"/> =£.....
651 6 1/2" axle	<del>£7.25</del>	each £ 5.95	<input type="checkbox"/> =£.....
651 Black/Gold	<del>£7.60</del>	each £ 5.95	<input type="checkbox"/> =£.....

##### HPG IV

Phoenix 5 1/2" axle	£ 9.95	each £ 9.50	<input type="checkbox"/> =£.....
Gullwing 6 3/8"	<del>£10.60</del>	each £ 9.95	<input type="checkbox"/> =£.....

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California Slalom 7" axle	<del>£ 6.95</del>	each £ 5.95	<input type="checkbox"/> =£.....
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Mid Track	each	£ 9.95	<input type="checkbox"/> =£.....
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The Coyote Super 24"	each	£20.00	<input type="checkbox"/> =£.....

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Tiger 27" Bowrider + ACS 651 and Hang Ten 6 wheels	each	£38.90	<input type="checkbox"/> =£.....
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No. 2 Stacy Peralta Warp II 27" or 29" + Gullwing Phoenix trucks + Kryptonics II 65mm (State colour preferred)	each	£62.55	<input type="checkbox"/> =£.....
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No. 3 Logan Earth Ski Kicktail 27" + ACS 651 Pro trucks + Road Rider 4 wheels	each	£45.65	<input type="checkbox"/> =£.....
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No. 4 Sims Taperkick 27" + Gullwing Phoenix trucks + Kryptonics II 65mm (State colour preferred)	each	£69.60	<input type="checkbox"/> =£.....
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Kryptonics - prices below are for the new Mk. 2 design with radius edge.

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Green	each	£ 5.60	<input type="checkbox"/> =£.....

65mm, Red	each	£ 5.90	<input type="checkbox"/> =£.....
Blue	each	£ 5.90	<input type="checkbox"/> =£.....
Green	each	£ 5.90	<input type="checkbox"/> =£.....

70 mm, Red	each	£ 6.10	<input type="checkbox"/> =£.....
Blue	each	£ 6.10	<input type="checkbox"/> =£.....
Green	each	£ 6.10	<input type="checkbox"/> =£.....

O.J.'s Super Juice 65mm,	each	£ 5.95	<input type="checkbox"/> =£.....
Yo Yo's 60mm,	each	£ 4.95	<input type="checkbox"/> =£.....

Yandall's Bowroll 63mm,	each	£ 5.95	<input type="checkbox"/> =£.....
Yandall's Slalom	each	£ 4.95	<input type="checkbox"/> =£.....

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Road Rider 4 60mm,	each	£ 4.95	<input type="checkbox"/> =£.....
Road Rider 2 48mm,	each	£ 3.95	<input type="checkbox"/> =£.....

##### Powell

Bones Park Rider 65mm,	each	£ 6.95	<input type="checkbox"/> =£.....
Sims Comp II	each	£ 5.95	<input type="checkbox"/> =£.....

Powerflex 3 - yellow, red, blue, green,	each	£ 4.50	<input type="checkbox"/> =£.....
Powerflex 5 - yellow, blue, green, red,	each	£ 5.50	<input type="checkbox"/> =£.....

Hang Ten 4 - red, yellow, blue, green, brown, 60 mm,	each	£ 3.50	<input type="checkbox"/> =£.....
Hang Ten 6 - red, yellow, blue, green, brown, 65 mm,	each	£ 3.95	<input type="checkbox"/> =£.....

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Reactor gloves	pair	£ 9.95	<input type="checkbox"/> =£.....

Cooper SK100 helmet	each	£ 4.95	<input type="checkbox"/> =£.....
Cooper EK 4 elbow pads	each	£ 5.95	<input type="checkbox"/> =£.....
Cooper EK 3 elbow/knee pads	each	£ 5.95	<input type="checkbox"/> =£.....

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Grip tape - sandpaper type 2" wide	per foot	£ .45	<input type="checkbox"/> =£.....
Grip tape - sandpaper type 1" wide	per foot	£ .20	<input type="checkbox"/> =£.....

Riser pads 1/2" urethane	each	£ 1.00	<input type="checkbox"/> =£.....
Truck rubbers - ACS red rubbers	each	£ .25	<input type="checkbox"/> =£.....
IKS or NKS precision bearings	each	£ 1.00	<input type="checkbox"/> =£.....

Alpine Skate Wrench	each	£ 1.00	<input type="checkbox"/> =£.....
Mounting bolts + lock nuts 1 1/4"	each	£ .10	<input type="checkbox"/> =£.....
Axle nuts	each	£ .10	<input type="checkbox"/> =£.....
Spacers	each	£ .20	<input type="checkbox"/> =£.....

SL90 - Bearing Maintenance Kit, degreaser and lubricant.	each	£ 1.49	<input type="checkbox"/> =£.....
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T-SHIRTS			
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O.J. T-shirt 28" 30" 32" S, M, L	each	£ 2.95	<input type="checkbox"/> =£.....

SWEAT SHIRTS			
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Gordon & Smith 30 32 S M L	each	£ 8.95	<input type="checkbox"/> =£.....
Logan " " " " "	each	£ 8.95	<input type="checkbox"/> =£.....
Kryptonics " " " " "	each	£ 8.95	<input type="checkbox"/> =£.....
Sims " " " " "	each	£ 8.95	<input type="checkbox"/> =£.....

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Wheels	each	£ .25 (£1 max)	
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# Winners don't always st

Because it takes time to get it right. Like the first time you stepped on a skateboard. You weren't as good as you are now.

But you learnt by your mistakes. To the point where you can go for it with the best.

It's the same with making skateboards.

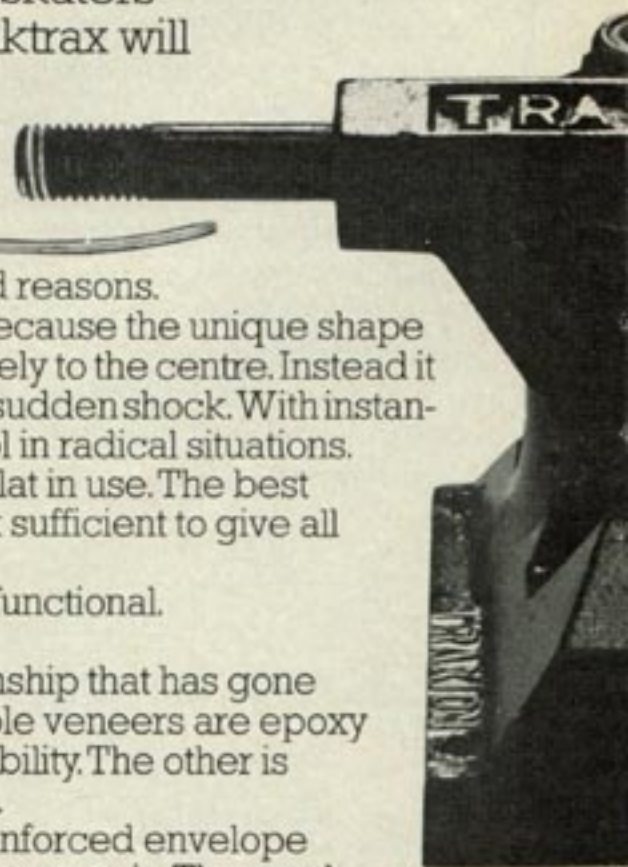
For example, skateboard technology leaves much to chance. Decks, trucks and wheels are all manufactured separately. In the hope that some might work together. But no one manufacturer makes all three, deliberately designed to bring out the best in each other.

Except for Blaktrax. We have analysed every important innovation. Learning from both success and failure. Retaining the good and discarding the bad.

The result has been Blaktrax boards, Traxion trucks and Surface Sucker wheels. All of which have been designed and manufactured to the highest possible standards to ensure that you can confidently go to the limits.

Each represents the optimum. But put all three together and compare them with any other combination. You will notice the difference in performance. As a complete package, Blaktrax is not a compromise. It's the solution you've been looking for. Because Blaktrax has been built to be better. Nothing has been left to chance.

Everything has been exhaustively tested. Both by skaters and by engineers. It means that when you go for it, Blaktrax will go with you - all the way.



**BLAKTRAX**

®

is different. Looks alone tell you that. But for good reasons.

Exhaustive research decided the design. Because the unique shape of the deck ensures that flex is not confined merely to the centre. Instead it spreads from the centre through to either end. Thereby absorbing sudden shock. With instantaneous and exact memory characteristics. Giving precise control in radical situations.

The camber absorbs the rider's weight - so the deck is near flat in use. The best position for optimum truck performance. The kicktail is subtle, but sufficient to give all the extra leverage you need.

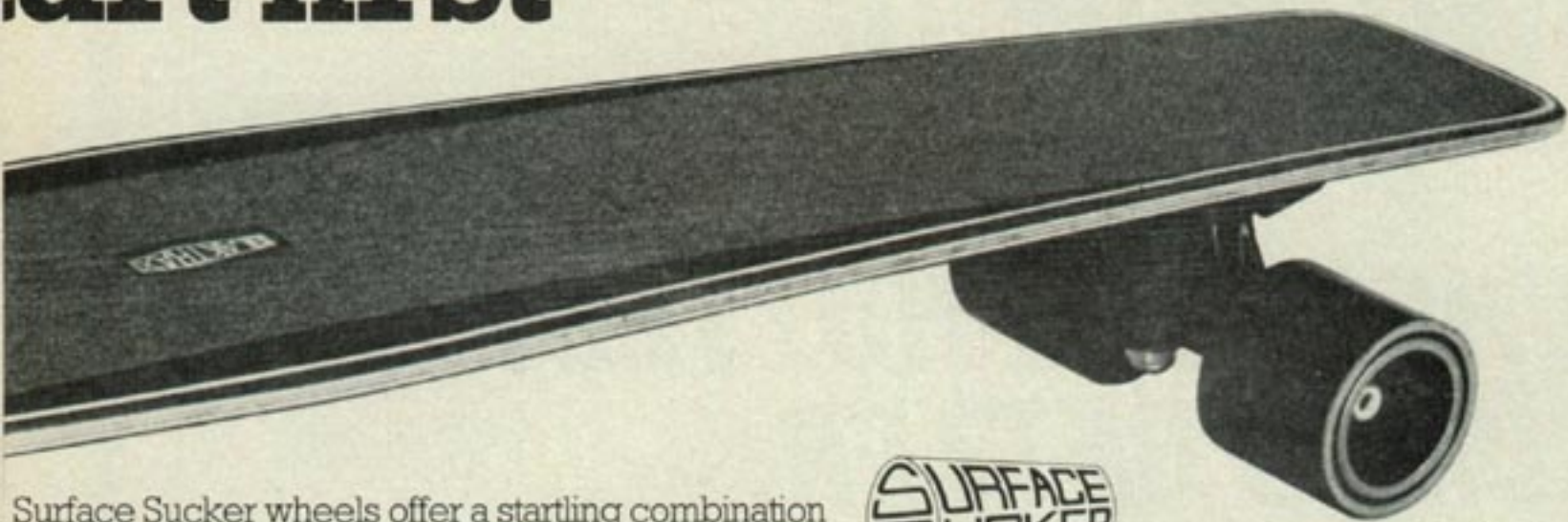
However, the deck is not just technically better. It's also more functional. Handstands, nose wheelies, christies, endovers - all come easier.

Touching Blaktrax confirms the care, expertise and craftsmanship that has gone into its construction and design. The three carefully selected maple veneers are epoxy impregnated and bonded. The grain of two run lengthwise for stability. The other is cross-grained. So the flex is only in one direction to avoid twisting.

The deck itself is enclosed in a multi-stranded fibre-glass reinforced envelope before being completely bonded and sealed with high quality epoxy resin. The result is so strong that it needs to be trimmed to its final shape by a diamond cutter.

And, finally, there is a near-overall covering of aluminium oxide friction pad. Giving grip right up to the edge of the deck where it's needed.

# Start first

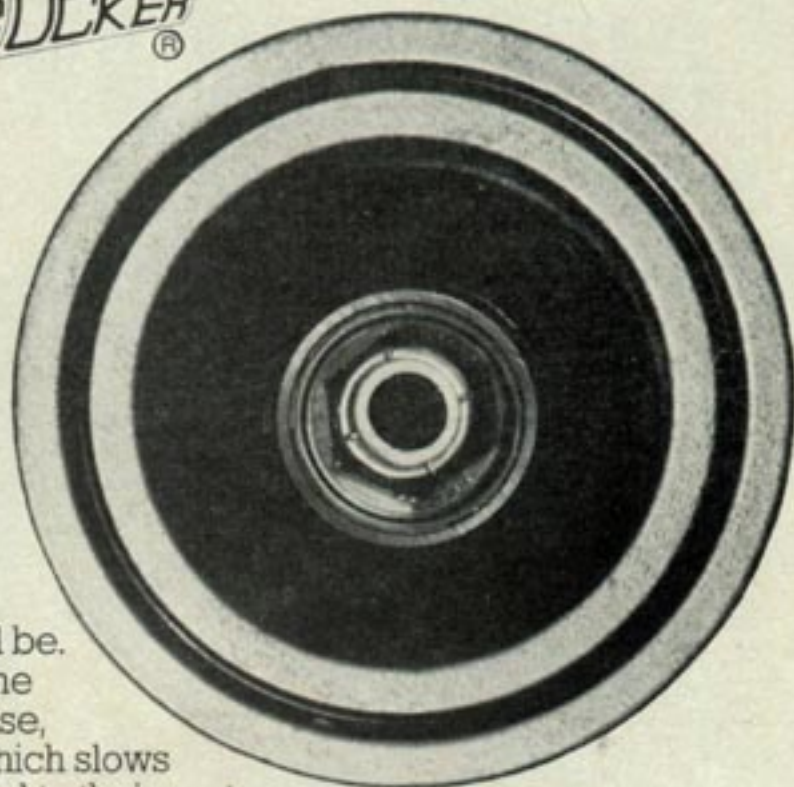


**SURFACE  
SUCKER**®

Surface Sucker wheels offer a startling combination of speed, resilience and grip. Thanks to a carefully selected urethane compound. Derived only after considerable research. And selected for elasticity, rubberiness and even wear. Giving a wheel unquestionably ahead of its competition.

Because, as with everything we produce, considerable care and thought has gone into the design of Surface Sucker wheels. For example, the bearing placement is wider than in many wheels. A full  $\frac{1}{16}$ ". In order to spread the load more effectively. And it's positioned nearer to the centre of the wheel, which helps to ensure that it rolls fast.

The proof is in the performance.



**TRAXION**

trucks have their axis where it should be.

Through the centre of the pivot and the bottom rubber. Because, anywhere else, and unnecessary friction is placed on the pivot. Which slows response, as other manufacturers have discovered to their cost.

By getting the geometry right, Traxion trucks turn faster, smoother, and with vastly improved control.

Cast from a magnesium/aluminium alloy, chosen for its combination of strength, lightness and consistency, the trucks have more metal where it's needed. Around the baseplate

mounts, pivot housing, axle unit, and action bolt retaining wells. Fully cured and heat-treated for optimum tensile strength.

The axle is a heat-treated carbon-silicon/manganese alloy. But, unlike most designs, it's not simply drilled and pressed into the truck. Instead, it's cast in situ as a continuous unit. So the axle housing shrinks onto the axle to create an exceptionally tightly bonded and integral product, offering greatly increased strength.

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In fact, the trucks themselves are guaranteed, unconditionally, for life.

It's attention to detail that places Surface Sucker wheels, Traxion trucks and Blaktrax decks ahead of the rest.

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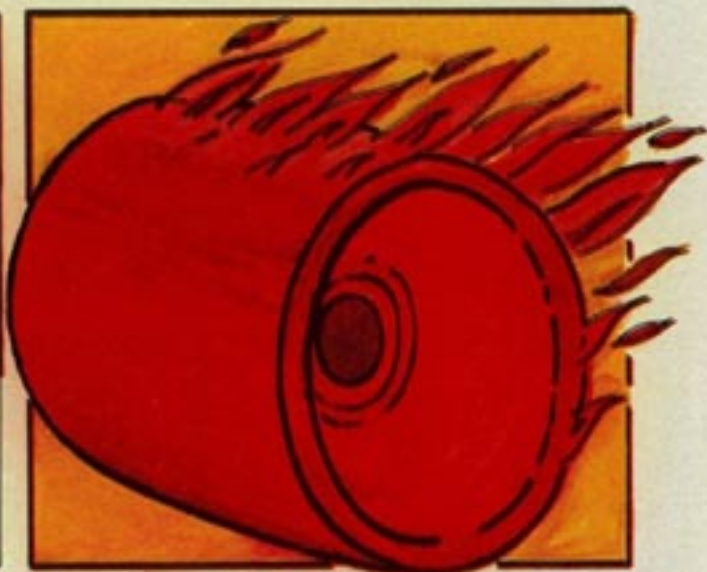
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## Introducing Booster wheels. Because our weather isn't quite like California's.

### The rainy day radicals

You've probably noticed that the action isn't the only thing that's hot in Stateside skateboard pics.

That's right, we're talking about the weather. Like it never seems to rain in California. So it stands to reason that all those California wheels aren't really built to get to grips with wet concrete.



Avon Boosters are complete with precision bearings.

Which is fine unless you do most of your skating in rainy old London or Manchester. Then it means that a lot of days you just don't skate.

Well, we decided it was about time British skaters had a great British wheel, for British conditions.

So here it is – the best looking, best gripping, smoothest riding wheel you've ever laid eyes on – the great, new Avon Booster.

### Boost your performance

Specially designed for conditions where the surface alternates between wet and dry, the Avon Booster wheel features negative edge reinforcement and is made from scientifically formulated 86 durometer 'blue' urethane, giving the ultimate combination of speed, control and wet/dry transitional grip, coupled with silent running and a smooth, smooth ride.

Available in 65mm diameter, Avon Boosters are suitable for speed, slalom, freestyle and bowl-riding.

### A little more sunshine

Now, you're probably thinking that having made a wheel that lets you skate the minute the rain stops we're going to put a damper on things with a really gloomy price-tag.

Well here's something else to brighten up your life. Avon Boosters cost around £4.65 each – and that includes shielded precision bearings!

Not a bad price for a wheel that's all set to rule the skateboard scene . . . . .

Avon Boosters. Check them out at your local skateshop now.

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Mad Mark Baker - one up at the Barn.

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## COMMENT

Tim Levis, in his feature interview this month, remarks that many of the bad, first-time parks are having already to make way for a second generation.

That's not so surprising when you consider the haste in which some were knocked up and, more importantly, the general lack of building and design information that existed in this country only a few months ago.

The important question now is, what's taking their place? Well, it maybe goes without saying that in general terms, the second time round is an improvement. But are we, in the process, becoming somewhat addicted to slavishly duplicating the American answer? I'd say, to a degree, yes.

Fortunately, as Skateboard! magazine predicted some issues ago, British skatepark facilities are slowly but surely creeping under roof - and that in itself will temper results. The indoor park at Kettering, for example, shows what can be done with a large floor area plus modular pipes, halfpipes, and ramps and so on (see New Parks and Bowls).

Beginning this issue, we're bending our brains towards the concept of a Skatepark 2000. Naturally it's largely guesswork - inspired, we hope - and we shamelessly admit that no attempt whatsoever has been made to cost out the thoughts we've come up with... that's somebody else's problem! We certainly don't intend either to be offering a blueprint for the future. We're simply putting down ideas.

Pretty soon we'll be asking for your ideas on the subject and, the way it's looking, there's going to be some 'inspired' prizes for the winners. More on that coming soon.

Back on the new, indoor park at Kettering, another facility on offer is a slalom course with built in electronic timing to which, soon, they hope to be adding an instant time-display board. The carrot to the whole thing is that the holder of the current fastest time is allowed unlimited free access to the park - until of course the time gets beaten. An excellent scheme, methinks, and one that will surely help fire the competitive spirit. I hope other parks take up the idea.

Slalom has maybe been a little neglected in Skateboard! magazine, so we're making up for it this month with Britain's first Slalom Symposium. America's Mike Williams, plus the experts from this country recently zeroed in on Brands Hatch for a meeting of the giants. This is one area where we can really match ourselves with California and I'll be surprised if the UK doesn't pick up some ironware at the coming European and World Championships.

Another outcome of the Symposium has been the obvious desire to bring giant slalom into the reckoning. The event has never really come of age in Europe but, following the Brands collision, we hope to be featuring the nuts and bolts of giant slalom in a coming issue.

Editor Bruce Sawford

# LIP TORQUE

## NEWS, RUMOURS & RESULTS - IN SHORT

February 18 was the date and the Sobell Sports Centre in London was the setting for the Skate 2 Rampage... the first major competition of the year. It was run on invitation lines and this, surely, helped the atmosphere... it would've been unbearable with all the disorganisation and general feeling of blind leading the blind if it hadn't!

Events started with high jump, a closely fought battle between Jock Paterson (Max's) and Dave Stowell (Earth and Ocean).

The Barrel jump deservedly went to Gilbert Angol (Slick Willies) who set a new British record of 14'6" (we think).

Blue Tile had their 5 metre prototype full pipe in action and this was the scene for the pipe riding event. Benjyboard's new signing, John Sablosky, just pipped Si Napper of LOGOS to first place winning on consistency. Other LOGOS person, Seth Cutts, walked away with third place after pulling off half-pirouettes and 360's on the vertical.

The high point of the afternoon (for some) was the Rampage which wasn't — the ramp wasn't high enough to handle a proper rampage event!

Results: High Jump — Jock Paterson (3'9"), Barrel, Gilbert Angol (14'6"), Pipe Riding — John Sablosky, Junior Rampage — Angus Hudson, Senior Rampage — John Turnbull.

Screen News Dept... Despite much publicity to the opposite, it's been thumbs down from many cinema skate buffs to the long-awaited 'Skateboard'. At a preview performance in London's Leicester Square, boredom took hold and reports are that plastic cups, popcorn and other kiosk debris flew towards the silver screen in a demonstration of opinion. One disgruntled addict later remarked:... the talents of

Alva, O'Neal and Monahan were just about ignored. The film only succeeded in insulting the sport it is centred around".

Better news, however, from Bristol in the West where the more laid back scenes in 'Freewheeling' (starring Stacy Peralta and Tom Sims) have been evoking a far more positive response. The film doesn't really have a plot at all — it's more just a celebration of skateboarding and related sports. Word has it that the odd moments of 'corn' are more than balanced out by some fabulous filming.



Mini-pipe torque. Adam Peacock finds his 6' frame a tight fit location, the Brighton sea front.

James Street Productions are well into another film after the apparent success of 'Skateaway' or 'Hot Wheels' as it's now called. 'Skate-rite' is the new one and, not too surprisingly, it will cover the sport from the safety aspect, emphasising common sense and the right equipment. The 16 minute film will also be distributed as an educational short.

Brighton-based Saler Photographic are about to release their first film and Britain's first full length skating feature — called 'High Roller'. Shot all around Britain, we

can vouch for some amazing pool riding sequences shot down in Brighton on our coinciding visits.

It looks as though we'll be in for a re-run of last year's Bristol Classic — only this summer instead of winter. Hopefully, say The Bristol Skateboard Centre (the organisers) it'll be held at a park at present under construction — Ashton Court Country Club (see Skateplaces). An event for riders, it's hoped that it'll be

Britain's version of the Catalina Classic!

Bobby Piercy, for some reason, (we suspect ulterior motives) prefers the weather this side of the Atlantic and is living here more or less permanently. Skating for Arrow/Caltrak/Tracknology Wheels, he's been bought a house and car and is engaged to be married to Sarah at Alley Cat. Our congrats to them and condolences to the American Skateboard Industry who, Piercy says, "...are really scared of me 'cos I'm a rebel".

The Guardian (London, at least) seems to be getting hot on skateboarding pictures. Well done to Alex Turnbull and Chalky Laing for appearing in recent editions. Less well done to the Observer Supplement people who managed to print an extremely garbled version of an interview they conducted with our great Editor. Any sense he spoke at the time was well and truly missing come publication day.

Back on Chalky, his mother forbade him to enter the recent Sobell Rampage, but not deterred, he made it to London from his home in Bristol and was only recently escorted back on the train by friends. The guy will definitely go a long way.

Belated congrats to Brighton for cleaning up at the so-called trails (at Pickett's Lock) for the so-called April European Championships. In fact, they were NOT held under the auspices of the Skateboard Association and at least one outfit, Life, refused to take part due to its unofficial nature. Also, despite an insistence on amateurs only the European Skateboard Association are anything but amateur based.

Injuries Department: Skate-side Stadium, Kettering seems to be the place where the action is right now and it's already claimed more than its fair share of bumps. Darren Boner snapped his arm good and proper and the lovely Thea Cutts did awful things to her ankle.

John Sablosky has re-joined team Benjyboards after, he tells us, dissatisfaction with the frequency of Hobie paychecks. The joke is it's rumoured he joined Hobie in the first place because of financial problems, with Benjy. Surely this can't be true.

## Club & Team Check

The South East Coast Skateboard Association have now got good freestyle and bank riding facilities going and can be reached at 16 Palmer Crescent, Cliftonville, Margate, Kent.

● The West Kingsdown Skateboard Club based in Sevenoaks, Kent at 37 Neal Road, West Kingsdown have nearly 100 members, three teams and they organise regular coach trips to skateplaces.

● With much opposition from the local council, and virtually no facilities for its 100 members, The Chichester Skateboard Association is after your membership and support. Details from the Secretary, 3 Hilary Road, Parklands, Chichester, Sussex.

● David Jacobs is the man to contact regarding membership of The Southgate Surfers Skaters Club at 128 Winchmore Hill Road, Southgate, Stanfield, Middlesex.

● Another highly active group, The Ferndown Skateboard Club of 26 Cammel Road, Ferndown, Dorset, are hoping for council help in building their own power place. They need your ideas and help.

● Skating is alive and kicking in Shrewsbury thanks to the 300 members of The Shrewsbury Skateboard Club. Based at 22, The Crescent, Townwalls, Shrewsbury, Shropshire, the club provides ramps and gives frequent demos.

● Membership of The Rotherham Skateboard Club costs £1 for which you get a membership card, newsletters and discounts in a local skate-shop. Details... The Secretary, 164 Wickersley Road, Rotherham, S. Yorks.

● The Wheeler Dealers Skateboard Club offers its 600 members the use of four ramps, a half pipe and a full pipe on top of a membership card, newsletters, discounts, etc. All this for 75p sounds pretty good. Get in touch with Neil Saunders, 66 Mount Pleasant, Liverpool 3.

● Plans are afoot for The Hampshire S.C. Club to have their own clubroom and skatepark facilities before this summer. Membership details from Peter Inchley, 8 Swan Court, Andover, Hants.



Above and below: Pig City progress. . . John Sablosky, power checking at the Barn Skatepark. Sablosky interview next month.

## Skateplaces

### HILLINGDON

Update from issue 6, the Hillingdon Park (next to the Uxbridge open air swimming pool) is now open to one and all. Covered by a colourful geodesic dome, the runs include a large pool with coping, a smaller pool-bowl with tiles, a tight halfpipe run and a snake run. First reports point to a radical ride through the surface is said to be bumpy in places. More soon.

### LEICESTER

The Wanlip Skatepark is situated at the Wanlip Countryside Club, Syston, Leics. An outdoor facility, it opened its gates in December and features freestyle/beginners banked areas, slalom, two 5 metre diameter halfpipes and other snake runs and bowls, one being 4 metres deep. A 3-hour session (three a day starting at 9am) will set you back 50p during the week and 60p at weekends. Safety gear is available.

### WOLVERHAMPTON

Wolverhampton has its own power place in the form of a facility on the first floor of Hambleden House in Broad Street. The 1,000 square metre area which features banks, radical halfpipes, slalom and freestyle was opened by Bobby Piercy and is fully marshalled.

### BRIGHTON

Another skateplace for Brighton boarders is now open under the arches of Kings Road in the old fish market. The covered 1,000 metre square area should include a halfpipe, a three-quarter pipe run, freestyle area with 'radical banking' on two sides and a 7 metre diameter pool with 1 metre of transparent vertical starting above the three metre mark. Open 7 days a week, there are three, 3-hour sessions a day costing 50p.

Aside from this, no less than four other municipal projects should be opening sometime soon; the largest,

an outdoor area on 'the level' in the middle of Brighton should feature a bowl, half pipe, slalom run and banked freestyle. The other projects will be sited in Brighton and the Marmion Centre and in Hove on the Lagoon Lawns. More details as they come in.

### LEWISHAM

Fordham Park, New Cross is the location of Fordham Skatepark, a council job which seems to be one of the first facilities to be both cheap and good.

A 100 metre square flat area is banked at the sides and end, there's a mellow mogul area, and two linked free ride bowls comprise the three beginners runs — for which you pay 10p per two hour session. The advanced areas (20p a session) are a sloping slalom run with run-out bowl and a snake run feeding into a 3 metre bowl, 11 metres in diameter.

Designer, Patrick Brown (N.S.A.) is also trying to get a charity competition in the area off the ground and can be reached on 01-692 1288.

### MANCHESTER

Good Friday saw the opening of only the second park in the Manchester area, at Moston Road off Greengate. Outdoors, the Hard Surf Skatepark has a freestyle bowl area, a 'Punch Bowl', a 'Snake Pit' and a 20 metre long half pipe bowl — vaguely similar to the Black Bowl at Skatecity — called 'Pandora's Box'! Stand by for a Test Team report on the verticals.

### NOTTINGHAM

The Malibu Dogbowl, featured in New Parks and Bowls this month, has been added to since our visit. Upstairs on the balcony there's a 6 metre diameter half pipe, 3 metre high and another small beginner's ramp. Owner, Nick Farren, plans to start building outside this summer.

### KIDDERMINSTER

The West Midlands Safari Park in Budely is now the owner of a newly opened skatepark designed by Adrian Rolt (of Roxyskate, Bristol and Brighton 'Southwick'

fame). An outdoor facility, it comprises a large 30 metre by 15 metre reservoir bowl with mellow 1.5 to 2 metre banks a 2.5 metre deep keyhole pool-bowl and to top it off, a perfect 3.5 metre deep swimming pool that's 8 metre in diameter, complete with blue tiles and coping.

### SCOTLAND

Kelvin Grove Park in Glasgow is now open and first reports indicate that, aside from being aesthetically pleasing to look at, it's also totally vertical. More on that soon.

The Eldorado Indoor Park in Glasgow is also open and features a long, sloping run with a 5 metre bank at the bottom. Vertical starts at 3 metre and one of my Highland spies tells me that these radical rascals from north of the border are already hanging three wheels out on top.

Further up the coast in the Cunningham District, the local council are providing free skating areas and two or three planned commercial parks are under construction at Selcoats and Ardrossan.

### HARROW

The Solid Surf Skatepark is due to open any day now in Wealdstone near Harrow, and, judging by the details, it should be one of the best yet. Designed by Florida State high jump champion, Jim Rennie, it's outdoor and plenty radical.

Aside from slalom and freestyle areas there's: a half pipe run, widening into a half sphere bowl that's 5 metres deep; a 3.5 metre section of full pipe serving as the run into a 3 metre high keyhole pool with tiles and coping; a very workable horseshoe shaped bowl that's wide, deep and steep and there's a mellow soup bowl only 1.5 metres deep in a saucer shape.

Being built to very high standards, the dual slalom incorporates electronic timing and video machines for instant replay. Stand by for a full Test Team report.

# BRISTOL RIPS ON

Spring in Bristol has arrived, bringing a serious problem: Overpopulation. Now that the gremlin population, that last appeared in great profusion at Christmas-time, has at last appeared out of hibernation, our favourite sites have become severely oversubscribed. Luckily, Avon County Council had the foresight to recognize the problem before it arose and during the winter offered tenders for the first complete skateboard facility to be provided entirely FREE for the skatekids of Bristol.

On three acres of land in the heart of the city, donated by local benefactress Dame Emily Smythe, the Council have provided a skatepark that is unsupervised and has no admission fee. The facility includes: a 75' half-pipe; a 120' 'rythm run (which is similar to a half-pipe but one side is a bank of very shallow bowls- interlocking, but also fairly wide); a large freestyle area with a long, flat bank on one side and a 350' slalom course ending with a tight, vertical carving bank.

The rest of the entire area is covered in amazingly smooth asphalt. Because the park is unsupervised, the Council made the basic mistake of insisting that none of the banks be more than five feet high. The designer, while sticking to this but aware of the needs of today's radical riders, has compromised by incorporating small vertical banks on a very tight radius.

Consequently, only the select few are able to take advantage of the radical sections which, mercifully, stay free of the majority of the grem skaters. However, hundreds of them provide an enthusiastic audience at the really tight sections of the park. Thumb's up! to Avon Council for having the needs of all the skateboarders at heart.

The same construction firm then moved a couple of miles outside the city to start work on an entirely different

kind of park. The Ashton Court Country Club is a sport/social club of the 'Membership Only' type. The 'go-ahead' owner, John Pontin, has (nearly) completed a full American style park. The only difference is that the entire area is covered with a lightweight suspended ceiling so that the park is usable in all weather conditions.

Pride of place at this new park is the Big Bristol, an enormous bowl with a large mogul at it's centre that can be worked in all directions. The 'rythm run' that they constructed for Dame Emily Park in town has been enlarged to provide a really radical ride. Full-time marshalls will be on hand to help the inexperienced and uninitiated through this unique 'wave'. Admission is on a membership basis and full apres-skateboard facilities are provided including a sauna, swimming pool, bar, cinema and disco.

At last someone is getting away from the 'bombsite' type of park, enabling one to relax in comfort after a long, hard session in the bowls. The owner is hoping that, with the facilities at hand, Ashton Court Country Club will host several major international events. But to the kids down at Dame Emily it's still 'The Nob's Park'.

One local hot skater works for his dad in a construction company. Imagine his surprise when they were called in to build a swimming-pool 'with a curved bottom and sides' for a local businessman. Upon completion of the pool and having had the general idea of 'standing on a board with roller skate wheels underneath' explained to him, he has become so enthused that he can't see the point in filling the thing with water and allows a certain team the privilege of 'Doing the Dogtown Thing'. Long may you roll, Sir!

Peter Christopherson  
(Bristol Skateboard Centre)

# STARSHOTS

NEW RIDERS OF THE SKATE AGE



**ROB JONES** Aged 20, Rob Jones is one of Nottingham's old men of skating with over two years of dedication behind him. Now riding full time for Malibu Skateboards as a Dogbowl marshal, his favourite spot is still the Hyson Green Bowls. "It's such a perfect place. . . we were pulling off lip and powerslides two years ago."

Photography by Jerry Young

# STARSHOTS



Jerry Young

**JOHN TURNBULL** Hobie team rider John is, at 14 years old, rapidly becoming the person to watch in parks, pipes and pools — particularly after taking first place at the recent Skate 2 Rampage. Though he's only been skating for a year seriously, he's most at home when scaling verticals.



Robert Vente

**TIM DUNKERLY** Tim at 21 has been skating all of eleven years. However, only the last 18 months have been really serious and since he joined up with Max's Sunset Boulevard Team, he and his close friend Jock Paterson have dominated Brighton's competitive scene with many powerful performances.





Robert Vente

**MARK BAKER** 'Mad' or 'loony' is the only way to describe Brighton's Mark Baker (Max's Team). Though the owner of z-woodies G&S boards, etc, his favourite stick is an antique Surf Flier. As well as being a polished bowl rider, he burns for high speed — "for sheer scaryness" — with one 63mph run clocked up already.

# STARSHOTS



**FRED BLOOD** Fred Blood is not your average rollerskater. Not for him the gentle perambulations of the roller-skate rink. Insane Fred burns with far greater ambition as he steers his eight wheels towards the lunatic unknown. Fred is 15 and inhabits Hermosa Beach, California. His thoughts first turned to skating with the opening of a



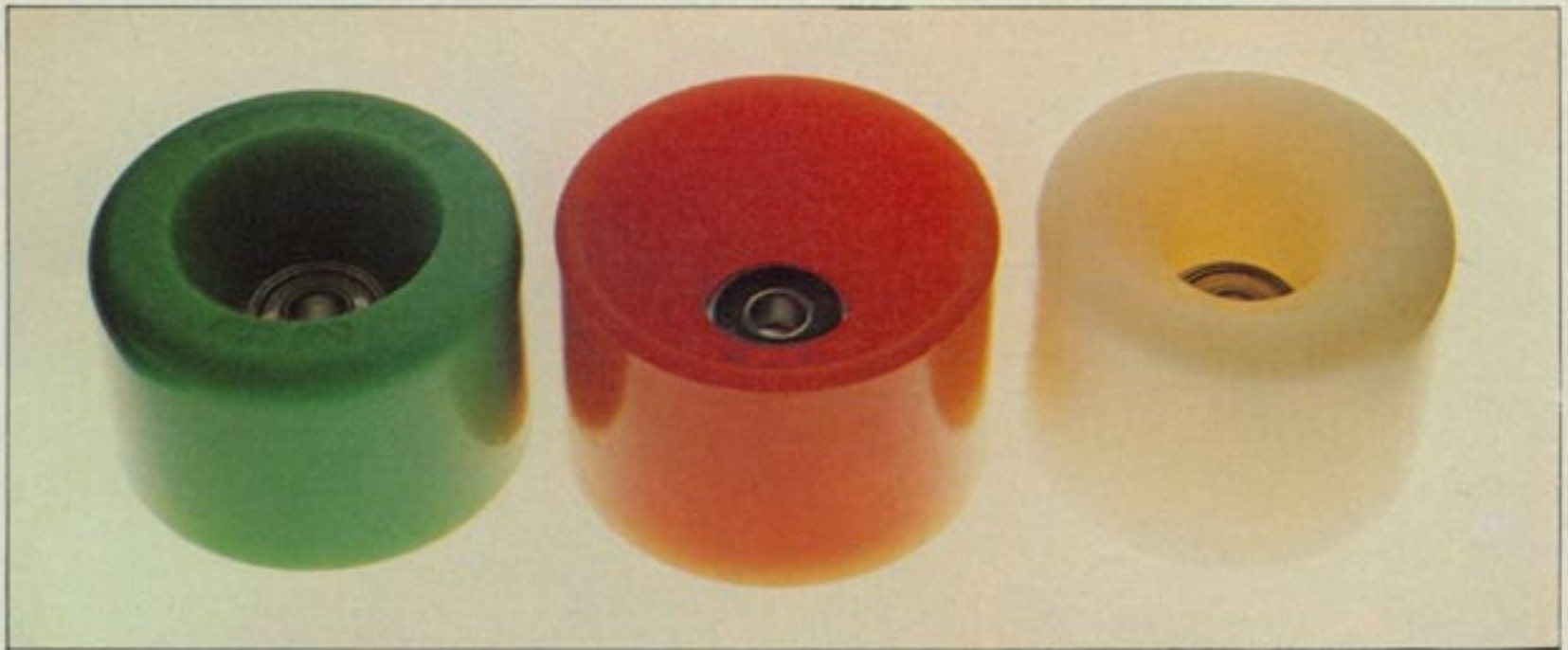
Photography by Bruce Hazelton

nearby park in Torrance, California. Within just a matter of months he was snapped up by the Oak Street Team and now he finds himself skating pools, fibreglass ramps and even the 7 metre Arizona desert pipes. Where does skateboarding end and rollerskating begin? Thanks to Fred, no one's too sure anymore.



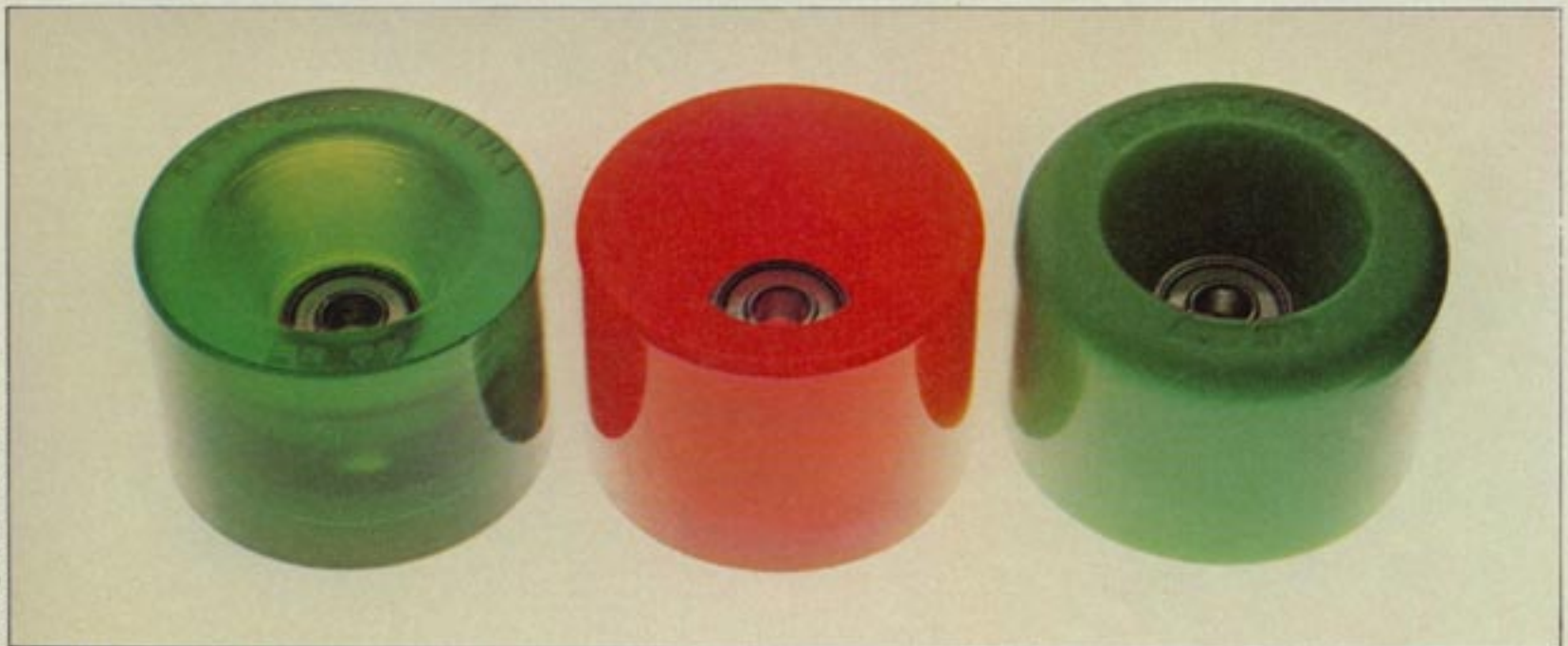
# FREESTYLE

RATED	1st	(left)	G&S Yoyo
RATED	2nd	(centre)	Belair Lipbomb
RATED	3rd	(right)	Powerflex 1



# PARK RIDING

RATED	1st	(left)	Krypton Green 65mm
RATED	2nd	(centre)	Powerflex 5
RATED	3rd	(right)	G&S Yoyo



# SLALOM

RATED	1st	(left)	Krypton ('77) Green 60mm
RATED	2nd	(centre)	Park Rider 4
		(right)	Krypton Green 65mm

# SKATA DATA

## High Performance Wheels

Is there an all-time hot freestyle wheel? Which compound out-smokes the others in pools and bowls? What is the slalom wheel which rips and grips? The important questions in skateboard hardware demand answers from the experts. Skateboard! has picked the brains of fifteen top pros and presents their verdict on 1978's top performance wheels.

We asked each pro skater in turn to reveal his two most highly rated wheels in each of the three categories: slalom, general park-riding and freestyle. Each pro therefore nominated six wheels in total. To maintain their confidence we agreed not to identify their names against their choices — instead the results have been accumulated to show the top five wheels in each category.

Our panel consisted of skaters from nine teams: Jock Paterson/Max's, Jeremy Henderson/Benjyboards, Ben Liddell/Logos, Gilbert Angol/Slick Willies, John Sablosky/Benjyboards, Steve Kane/Skateboard!, Tim Levis/Free Former, Marc Sinclair/Benjyboards, John Shayer/Logos, Derek Jhingoree, Brad Vine/Blue Tile, Adam Peacock/Skateboard!, John Turnbull/Hobie, Kadir Guirey/Benjyboards, Pete Christopherson/Bristol Skateboard Centre.

### FREESTYLE

**RATINGS** (No. of recommendations in brackets)  
Yoyo (8)  
Belair Lipbomb (5)  
Powerflex 1 (4)  
Powerflex 5 (3)  
Kryptonik ('77) 60mm Blue (1)  
S.C.I. Comp (1)  
Hobie 360 (1)

The G&S Yoyo rated very highly. This is the wheel which started the radius-edge trend and which has always been easy to rotate on-the-spot for 360's. The new white compound had not been tried by most of the panel but it's generally reckoned to be an improvement over the earlier yellow/red versions — though slightly softer.

Second in freestyle came the Belair Lipbomb, a relatively new contender which had immediate popular appeal. It has a radius-edge design and inset bearings. The Powerflex 1 rated third. At only 50mm diameter this is one of the smallest wheels available. It's a hot wheel for 360's as it offers very little drag.

### PARK RIDING

**RATINGS**  
Kryptonik ('78) 65mm Green (9)  
Powerflex 5 (6)  
Yoyo (4)  
Excellerator 65mm (2)  
Bones (2)  
Park Rider 5 (1)  
Tunnel Rock (1)  
S.C.I. Comp (1)  
Hobie XX (1)  
Sims Snakes (1)  
Kryptonik ('77) 70mm Green (1)  
Cobra (1)

Although we did not specify the quality of surface we were allowing for, most of the pros assumed a good smooth ride and recommended appropriate wheels. The preference for hard compounds was very obvious and there seem to be two reasons for this. First hard wheels provide more "feel" and secondly, is the importance of smooth breakaways in sliding manoeuvres.

The Kryptonik 65mm lime green came top with 60% of the panel recommending it — no great surprise! Second came the Powerflex 5 — a fast wheel with good sliding characteristics. The Yoyo came third which goes to show that this model has become pretty well respected for all-round use, excepting slalom.

### SLALOM

**RATINGS**  
Kryptonik ('77) 60mm Green (8)  
Park Rider 4 (3)  
Kryptonik ('78) 65mm Green (3)  
Road Rider 4 (2)  
Excellerator 57mm (2)  
Road Rider Henry Hester (2)  
Avon Booster (1)  
Excellerator 65mm (1)  
Powerflex 5 (1)  
O.J. Slalom (1)  
Kryptonik '78 Green 70mm (2)  
Atlantic (1)  
Kryptonik '78 Blue 65mm (1)  
Road Star 60/43 (1)  
The slalom ratings showed a strong allegiance to the old 60mm green Kryptonik model. This has now been replaced with a much harder

compound which is very fast but, in most people's eyes lacks the traction of its predecessor. In spite of this the new green Kryp (65mm) rated second with three votes. Tied with this was the Park Rider 4.

After the first two places in this category there was a wide spread of alternatives amounting to fourteen different wheels. The two Excellerator models (which had only been tried by a few of the pros) scored three votes combined. We have a hunch that these wheels, recently tested by the Skateboard! Test Team, will pretty soon prove a very widely used wheel in slalom . . . they possess fine characteristics.

## EQUIPMENT NEWS

Several significant new wheels have recently been launched in the States. Firstly we have news of the Z wheel from the house of Z Flex. Rumour has it that this will feature a revolutionary bearing system — further details will follow.

Slick Willies have shown us a range of new decks designed by their team. If you don't find them under their own name look out for the name "Custom" which may be

featured on some of their production. The Pool Rider and Custom are multi-laminates which are beautifully finished and sensibly shaped. The other models, including the Bowlrider and Pro Slalom are flex decks (fibreglass/hardwood sandwich). Our own tests on the 26" Pro Slalom (which was designed by Gilbert Angol) conclude that the unusually short length is very quick in tight courses. The width is good for small feet but too narrow, we felt, for the average skater.

Continued on page 47

Royal flush from Slick Willies. Top to bottom: the Custom (29"), Pool Rider Mk. II (27"/29"), Bowlrider (27"/29") and Pro Slalom (26"/28")



## Selecting Wheels: A Check List

**DIAMETER** Large wheels are faster than small wheels because (a) the bearings spin more slowly (b) there is less rolling resistance at the surface of the wheel itself. Wheels above 65mm are generally considered to be bulky for freestyle and difficult to spin in 360's. Wheels of 55mm to 65mm are better for this use — the same applies to slalom. Remember if you are riding rough surfaces you should choose a large wheel — it will be much faster and much less likely to jam on a crack or stone.

### CONTACT WIDTH

This is the width of the actual running surface of the wheel. The ratio of contact width to diameter should be between about 2:3 to 5:6. Avoid wheels which have a greater width than diameter (they will be slow unless very hard). Also avoid wheels which are very narrow (the traction will be fairly poor and the wheel will wear quickly).

### SHAPE — RUNNING SURFACE

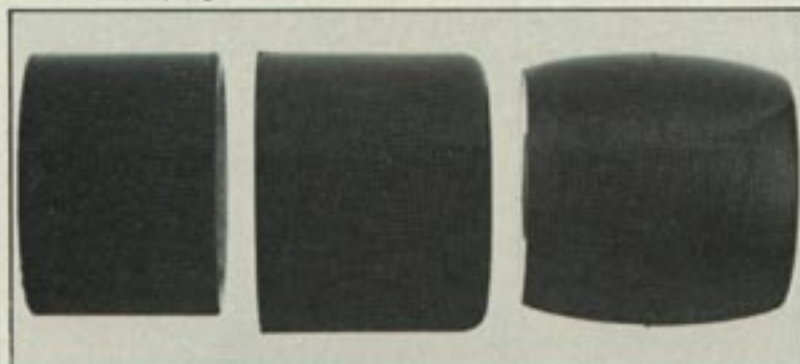
Most wheels have a flat running surface — this gives optimum speed and traction. Radiused edges are useful if you like freestyle but abrupt edges are better for grip. Wheels with curved running surfaces are rare but good for easy turning qualities.

### SHAPE — EDGE REINFORCEMENT

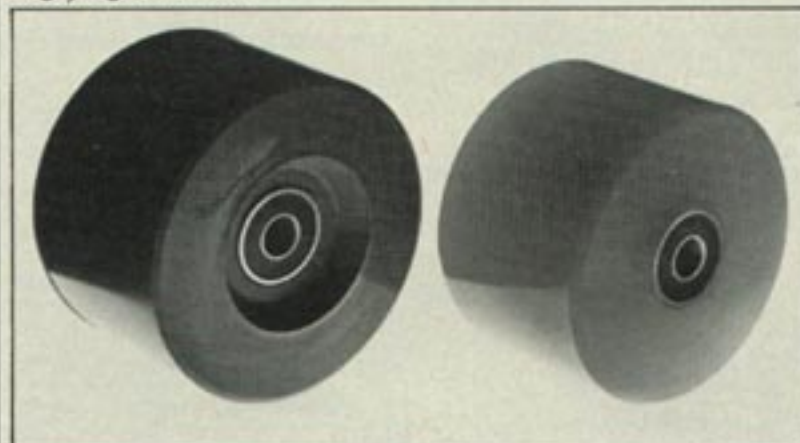
A very important factor in determining the traction, sliding characteristics and speed (particularly when cornering) of a wheel. You will notice by squeezing the outside of a wheel that it may distort easily. Another wheel may be difficult to squeeze. This is partly a result of the hardness of the compound but the shape of the inside of the wheel is also important. It may be very thick and solid (like a Kryptonite) which means that the wheel distorts very little when turning. Alternatively the wheel may have a thinner reinforcement which means that the "foot-print" of the wheel spreads as the wheel turns. This increases the traction of the wheel. The differences between positive edge reinforcement, neutral edge reinforcement, and negative edge reinforcement can also be seen on other wheels.



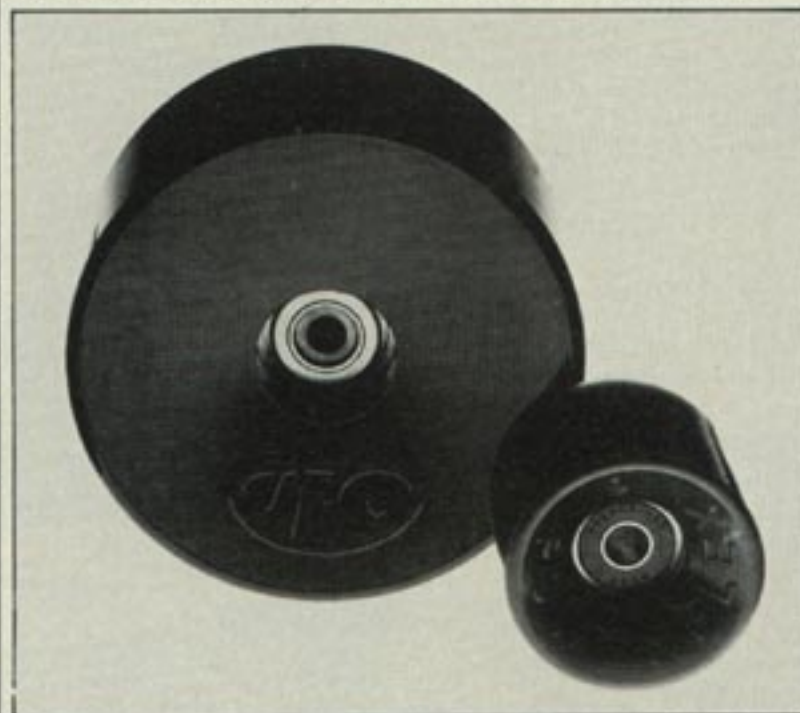
Contrasting contact widths (both wheels are 65mm diameter)  
Left: 55mm, Right: 36mm



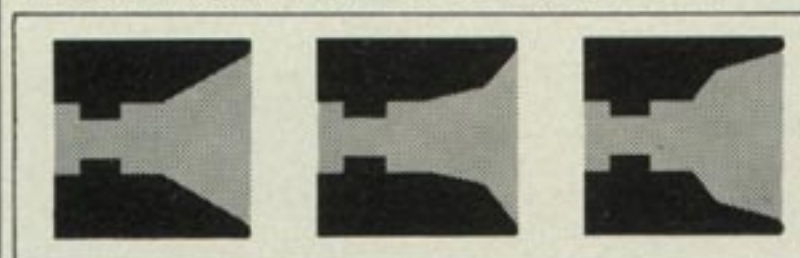
Three varieties of running surface. Left: flat, Centre: radius edge, Right: Curved



Left: Inset bearings, Right: Bearings flush with inside edge.



Two contrasting diameters. Left: 102mm, Right: 50mm



Three types of edge reinforcement. Left: Neutral, Centre: Positive, Right: Negative

### POSITION OF BEARINGS

The inside bearing may either be flush with the inside edge of the wheel or it may be inset. Inset bearings improve the running qualities of wheels — particularly large wheels — as they reduce wobble and distortion when the wheel turns.

### COMPOUND — RESILIENCE

A fast (resilient) compound will tend to bounce much better than a slow compound. To test their resilience fairly wheels should be bounced on a solid hard surface. Resilience can also be tested by pushing a sharp object like a fingernail into the surface and checking how quickly the mark disappears. Resilience also affects the traction and wear of the wheel.

### COMPOUND — TRACTION AND SLIDING CHARACTERISTICS

Very hard to test in a shop — the shop counter is not a good test. A compound may grip well on a polished surface but poorly on concrete, and vice versa. Bear in mind that if you are going to take up park riding seriously you may not want a wheel with the best traction — more important is that the wheel gives smooth breakaways in slides and not grip followed by a sudden "lost it" effect.

### COMPOUND — HARDNESS

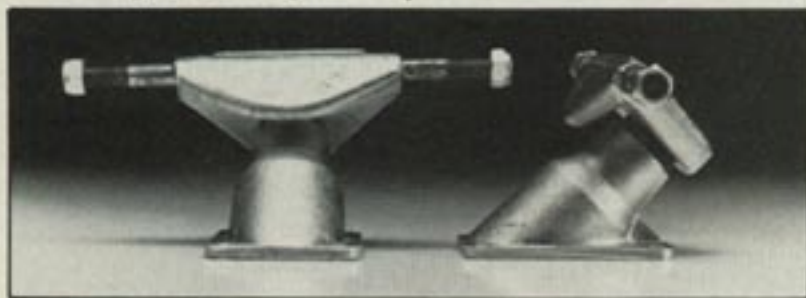
Contrary to popular belief the hardness of a wheel does not necessarily have any bearing on its speed. The old soft red Kryptonite (78 shore) remains the fastest compound ever produced (according to reliable research information we have to hand). This even applies to smooth surfaces. The reason many skaters choose hard compounds is primarily for "feel". Harder compounds also tend to provide smoother breakaway in slides. The hardness of a wheel is measured by a durometer on Shore scale "A". Wheels above 90 Shore "A" are normally considered hard. Softer wheels (with good resilience) have the advantage that they ride rough uneven surfaces smoothly and quickly. They have the disadvantage that they skip several times when they breakaway in a slide.

## New Products: Quick Tests

First the extraordinary Cannon truck. This is made by a British engineering company and has a fully sealed mechanism. The hanger is connected to a shaft which is surrounded by a tensioned-rubber sleeve. The truck is non-adjustable (the nuts at the ends of the king pin cannot be interfered with). The whole design is slightly reminiscent of the Magnum although it is a lot less bulky and a lot lighter.

The high action angle

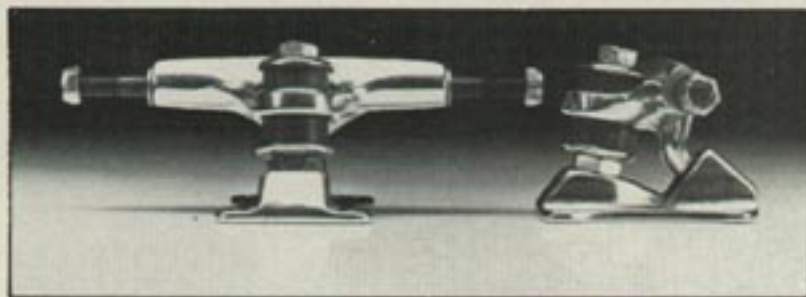
provides an impressively small turning circle and the action is very sensitive with good kick-back to centre. However the nature of the design (the trucks have to be mounted with the axles facing each other on the deck) makes it unsuitable for fitting to a kicktail. We are also worried that the inevitable deterioration of the rubber cannot be compensated for by adjustment of the tension.



Cannon truck

We have now done a full test on the RHP 575 truck and there is almost nothing we can criticise in it. The action is probably the best we have experienced, this being attributed to the two unique features: the soft urethane cushion and the ball/socket

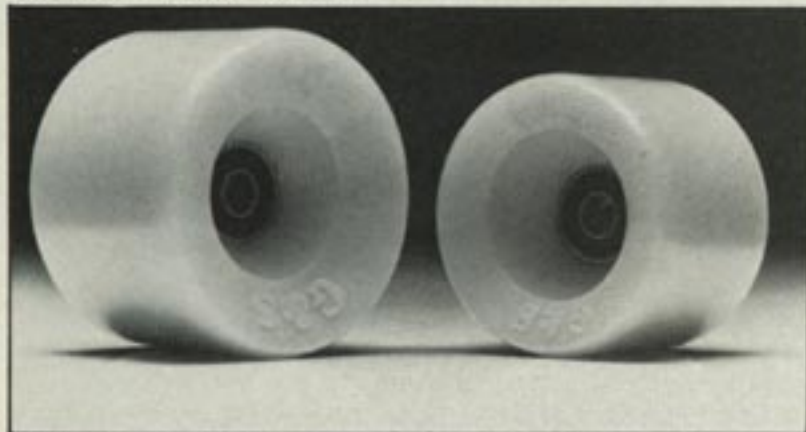
pivot. The truck has remarkable pumping qualities — as you turn you can really feel an instant kickback and the spherical pivot really cuts down friction within the system. RHP tell us that they are now working on a full-width version of this truck.



The XL 700 features a very low axle.

Finally we report on the G&S Wonkers range. As you probably already know these are manufactured by Kryptonics with Kryp compounds. There are two sizes (60mm and 68mm) in two hardnesses (orange is equivalent to Krypton Red at 78 A Shore and yellow is equivalent to Krypton Green at 91 A Shore). The widths are greater than Kryptonics and we found a

noticeable difference in traction as a result of this. Also the lack of radius edge helps to improve the traction. As far as speed and performance goes we would probably recommend the orange Wonker 68mm as a general and street riding wheel and the yellow 60mm as a park-riding model (the 68mm is maybe a little too large for this use).



G&S Wonkers. Left: 68mm diameter, Right: 60mm diameter

# SHOE STRING SKATE FACILITIES

There's been a lot of call recently for councils to provide basic skatepark facilities. At the same time, there have been many 'cowboys' doing their best to persuade potential customers that skatepark construction is an expensive business and that parks cannot be built for less than £50,000 plus. Nothing could be further from the truth.

Councils have been frightened at the prospect of spending this kind of money — and rightly so. The fact is, basic facilities need not be expensive.

The important first step is to look at what exists already. Are there some banks in an existing park just waiting for a coat of concrete? Is there an old paddling or swimming pool that could be converted? And how about car parks? It's certainly cheaper to re-surface an existing stretch of disused concrete than to start from scratch.

The presence of any of these could well help to cut down the bill for, say a fairly modest facility, to around £7,000. At the very least, a good many municipal parks contain slopes that can be cordoned off with alternative routes created for pedestrians. And any flat area can instantly be improved with the addition of ramps. A local chippie (or even the kids themselves) can easily knock something up for less than £50.

An example of something a little more sophisticated can be seen at the Dame Emily Smythe Park in Bristol. Design Consultant, Adrian Rolt, arranged the building of this fairly comprehensive facility for something under £15,000. His brief was to provide something safe, yet unsupervised. The result is a success.

A relatively new area in skatepark building is construction with modules. In short life locations, these have obvious advantages.

They are portable, changeable and removable. And being factory made, they often tend to be cheaper. The sections can be bolted together to form symmetrical half-pipes, bowls, etc. However, it's early days in this particular market. There's a lot of badly designed and overpriced modules currently on offer, so it pays to shop around and take advice.

Other schemes that have come the way of Skateboard! are leasing or renting arrangements. Designed primarily for clubs, portable parks are being offered at very low monthly premiums.

And what of materials? Well, wood is fine for ramps, but for outdoor use it obviously needs good proofing. Fibreglass is possible although it tends to be more expensive than concrete. It also has the disadvantage that dampness makes it as slippery as ice. For outside use therefore, most indications seem to point to concrete as the best material... in terms of both cost and efficiency. Indoors, both wood and hardboard are good contenders (Newbury Indoor park is an excellent example of a hardboard surfaced facility).

Finally, no matter who is doing the building or designing, it will never do any harm to ask the advice of the top local skaters in the area. They are the people who'll be most likely to use what's about to be built... why not ask them what they'd like?

Equipment News - continued

On the trucks side our old and mysterious friend Ron Bennett is making two new trucks called the Bennett Vectors. Once again they feature an adjustable tracking width set-up called Stak Trak. And they feature metal base plates — the old die hard

has given in! Another well-known truck factory, X-Caliber, has extended its range with the XL 600 and XL 700. These have very low axles, which should interest racers, and the two trucks feature axle lengths of 152mm and 177mm.

# NEW PARKS & BOWLS

## PART 3

### Nottingham

The Malibu Dogbowl... the name conjours up images of a sun-soaked power-place in the bowels of California.

It's actually in Derby Road, Lenton Abbey near Nottingham and inside that increasingly popular type of building, the old cinema.

The layout of the park brings to mind several criticisms, not least of which are some of the very severe transitions. Test Teamers for the day, Scouse, Tim Levis and Adam Peacock were in agreement on this. Adam remarked: "... we honestly found only a handful of rideable places in the park." Nick Farren, the designer, manager and owner explains:

"We've done it on purpose. Kids in Nottingham have already got Hyson Green and that's for free, so if we're spending all this money, we've got to set standards and get people trying. I don't want anyone to ever come here and be able to ride our place first time - be they Londoner or local."

The main run is an 8 metre section of very tight halfpipe leading into a nice 4 metre deep bowl. Unfortunately, we couldn't get enough speed up in the channel run to make radical use of the bowl - a fault, we felt, in the basic design. The drop simply isn't adequate.

On the other side of the floor is the second run. Having pumped down into the bowl, regular footers are then thrown into a 3 metre high left hander... and this is where the trouble starts. The unsuspecting rider kick-turns up the large wall, but then, on the way across to the other bank, is faced with an ominous mass of concrete sitting in the middle of the bowl... a sort of mogul. Finally, for those still on board, beware the gap in the wall if you carve around the left hander expecting to make it round to



Rob Jones from Nottingham consolidating with the Malibu terrain - also a Star Shot check this month.

the other side.

In between these two runs is an open area sloping down to the stage where there's a bank. Not really smooth or large enough for freestyle or slalom, this area, claims Nick Farren, is a fantastic discotheque. Though we could see his point with the lights flashing furiously, the Team were finding it very hard to see where they were skating until the illuminations were turned off.

In summary, the Test Team felt the facility suffered one overall design defect in particular. The intention has obviously been to create riding areas of very high difficulty rating indeed - and there certainly *are* severe pitfalls for the unwary.

There is, however, a difference between 'high difficulty' and the plain impossible. Also, many if not most skilled riders seek a challenging but rideable environment in which to

practise their skills. The Team feels the Dogbowl fails in many ways to cater to these needs. The mountaineer's syndrome of 'climb it because it's there' is not necessarily that of the skateboarder.

The Malibu Dogbowl is on the main Derby Road and reachable by bus from Nottingham Station. There's a rest area with cafe and pro shop and details are as follows:

Sessions last 2 hours and the park opens at 8am and closes at midnight. Admission for non-members is 50p, for members of the Nottingham Skateboard Club, 35p. (To join this club costs 50p a year). Board hire is 25p, helmet and elbow pads hire, 15p a piece. No insistence is made on knees and hands being protected. Also, personal insurance is available on request at 5p per session (although no one has ever taken it out, we're told).

### Doncaster

The Skateboard! Team visit to Roxy Skate at Swinton was interesting for several reasons. To begin with, the facility represents the first completed project of professional skatepark designer, Adrian Rolt - a man who has spent a good deal of time and money carrying out extensive research. The Test Team was augmented on this occasion by the introduction of Stacy Peralta.

The main skating action takes place in what used to be the stalls. There's a small halfpipe, two curved ramps and two launch ramps.

The halfpipe is approximately 5 metres in diameter and unusual in that it's slightly flattened out at the bottom. It's around 6 metres deep and incorporates the quite radical idea of having half one side rounded off into a launch ramp. We found it saved a lot of energy when fakying up to the vertical and Stacy managed to use it for lipslides in his usual stokey manner.

Against this halfpipe is a vertical ramp that features mock blue tiles and wooden coping... quite a good gimmick, we thought. The second ramp is smaller but its longer run up gives more opportunity for radical moves like airbornes.

The constructors had hoped to include a slalom run in the same area, but Steve Kane, our Test Team slalom specialist, felt on balance that there was only room for a practise run... not a full size course.

The old stage is used to display Roxy Skate's premiere attraction - a monstrous halfpipe which, though less deep than the first, has a diameter of nearly 7 metres. Features include a narrow launch ramp plus a couple of metres



of vertical. The challenge was taken up by Stacy who, before the end of the day, was regularly putting three wheels out.

The old gallery of the cinema has had half its seats left in for the comfort of spectators — the rest have been removed to clear a space for the freestylers.

The ramp surfaces are mainly natural wood. Exceptions are the two launch ramps and the second curved ramp which are covered with rubber matting.

The hire boards — Alley Cat Bowlriders — are exceptionally good value, being far better than the usual polyprops with open bearings. The safety equipment is adequate although the old Cooper SK100 helmets could be improved upon.

The Test Team was impressed overall with this well planned, radical facility. The cinema is small, but with imagination, a good deal has been crammed in. The designer, Adrian Rolt, reports additional amusements are in the pipeline. Many of Adrian's follow up projects (Brighton, Bristol and London, to name but three) are going to be concrete constructed and skaters should await their completion with anticipation.

Access to Roxy Skate is by bus from Doncaster or Sheffield to the village of Swinton. Cost of entry is 50p per 2 hour session — cost of hire boards, 40p per session — protection is 10p an item. Tea, coffee, etc are available from a 20 line vending machine and the place is open 4 to 9 in the evenings, 9am to 9pm weekends and holidays.

## Kettering

**Skateside Stadium, apart from being one of the many new indoor power places coming together each month, is of a design that's likely to become widely accepted as a norm for indoor parks. The Skateboard! Team visited it on the official opening day, along with a host of UK and American skate stars.**

Situated in the grounds of Kettering Town Football Club, the building was for

years, "... an unprofitable bowling green," as Rodney Binley, one of the owners put it. Then skateboarding came along.

Rodney's company got together with the owner of the hall, they pooled resources and ideas, and finally came up with the modular concept — a large,

30 metres down the side of the building, is of the head to head variety, but incorporating a ramp start and built-in electronic timing lights. ... a unique and very useful device for bettering individual times. Rodney Binley again: "We're trying to emphasize and encourage



Skateside Stadium — in the raw. (Apparently the plastic trees have since been 'uprooted'!)

flat floor area surrounded by modular banks of varying ability grades. The advantages of this system were shown when the Test Team hit the park en masse on opening day.

The locals jammed around on the flat and took kickturn practise on the small banks while the Team inspected the more advanced areas. With the likes of Jeremy Henderson, Paul Sully, Brad Vine, Seth and Thea Cutts and Tim Levis, all come along for the occasion, it really was a classic day.

The floor of the building is very fast, but also (surprisingly) very grippy — a quality put down, by Rodney Binley, to the two layers of Unibond on top of four emulsions. In the middle of the floor is the large, 15 by 30 metres freestyle/beginners area which naturally took the attention of hot freestylin' man, Mr. Henderson.

The slalom, running some

competitiveness so hence the head to head slalom with timing devices. Also we're putting in a records board and anybody that's on it will skate free of charge while they hold the record. There'll be constant incentive to improve and compete."

The centrepiece of the park stands against the far wall, right opposite the entrance. ... a 5 metre (16 feet) section of full pipe approximately 5 metres in diameter. Right next to it is a halfpipe of the same diameter with extra vertical added.

These two provided opportunities for the most radical skating yet seen in Britain from the seven visiting Americans who turned up in the early evening for the official opening.

Bobby Piercy — world champion slalom racer — performed the ceremonies on the slalom run. His best

time of the day, 4.06 seconds, was beaten by our own Tim Levis on 4.01. Mike Williams went some better with 3.88, which will surely stand as a house record for some time. (No it won't! Tim went back the next week and flattened it down to 3.81 — Ed.)

Chris Chaput, Bobby Boyden and Steve Cathey showed the crowd some inspired freestyling and insane vertical and semi-inverted ripping.

Tim Levis, on top of beating out Bobby Piercy, consistently pulled off 'kick-flip 180 half-pirouettes' on the freestyle banks. Jeremy dropped in from the top of the halfpipe only to pull a one-wheeler on the opposite wall. Thea Cutts fakied above vertical in the pipe and her US counterparts, Robin Logan and Ellen Berryman, wowed the fans with graceful freestyle.

The only criticisms the Test Team have to offer against this otherwise excellent park are that, when crowded, the plastic trees and traffic cones serving as area dividers prove totally inadequate. ... as are the marshalls who seem to enjoy skating too much to do their job properly. Also, both the full and halfpipes lack safety netting. There's nothing to protect both boards and riders from sometimes painful exits. These problems will no doubt iron themselves out and on the plus side, the extra floor-space available makes for easy, instant expansion. They'll be able to keep pace with the demands of the ever-improving skaters.

Skateside Stadium is situated at the bowling green, in the grounds of Kettering Town F.C. and is not far from British Rail Kettering and Corby. During school terms, opening times are from 3.30pm to 10.00pm with 2-hour sessions during the day and 3½-hours in the evening. Admission is 35p a session and hire charges for a session are as follows: board hire — 25p, arm and knee pads — 20p, helmet — 10p. Full safety gear is of course essential.

There're some great pinball machines and refreshments are on hand to sustain bodily momentum. There're also family nights, twice a week.

# SKATEPARK 2000

## Part 1

Skateboard!'s Steve Kane has been dreaming up futuristic ideas almost since the day he started skating — as probably have many skating pros. Now reality comes a step nearer as he blends his ideas with the dreams of others to produce this — a skatepark 2000 fantasy.

To pay for the kind of sophistication envisaged here, a facility must attract as many customers as possible. To this end, the park of the future will have to provide more than just good skating terrain... it must cater for other needs too.

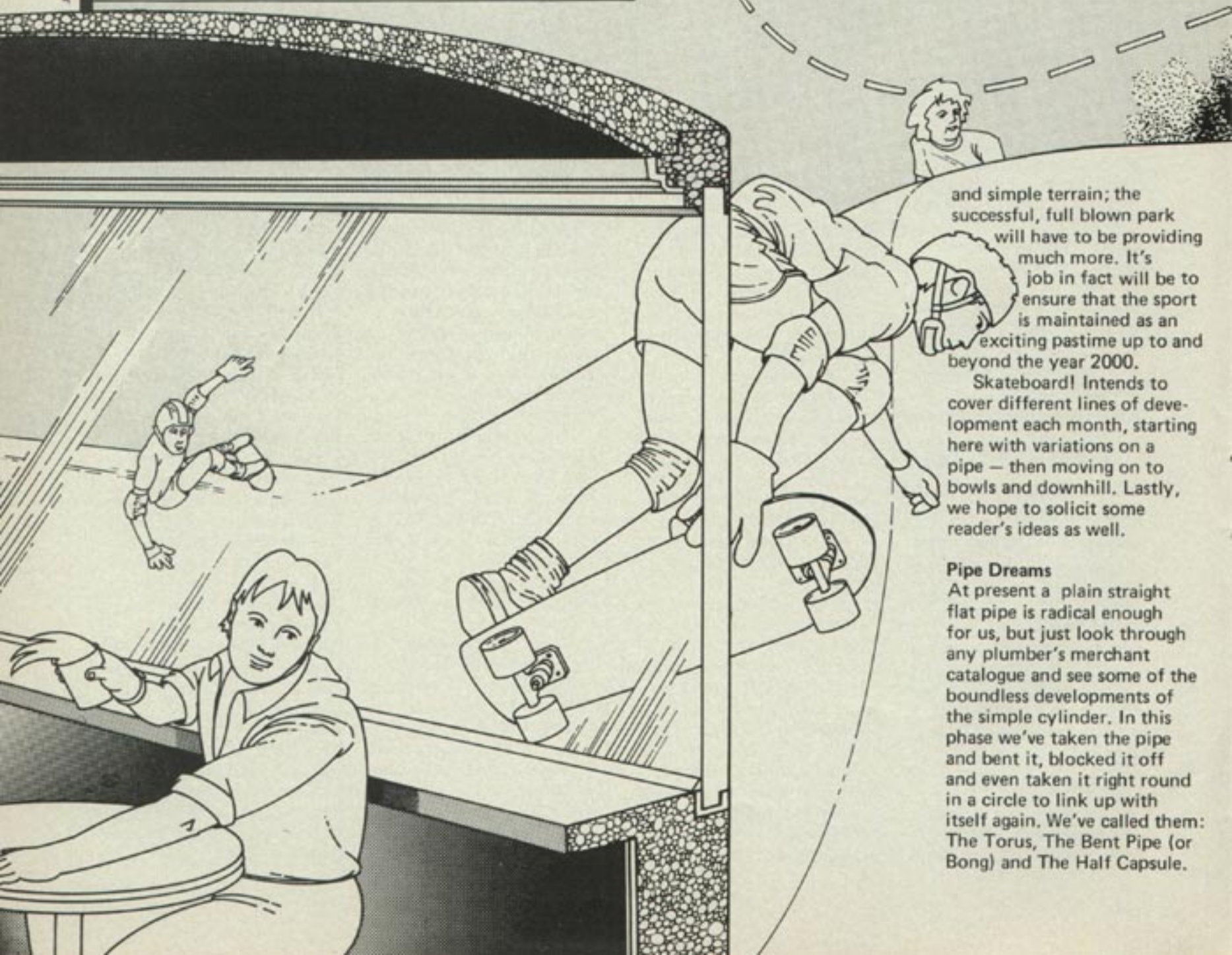
Designers will hopefully also remember that skateboarding is a spectator sport and provide catwalks above

the bowls and well-placed seating. Restaurant windows could double as vertical riding terrain... imagine catching the hot action while taking a meal! The ultra-successful facility will wish to attract national and international attention and it will be so designed as to easily accommodate TV coverage. Fixed positions will be allocated for cameras and suitable lighting rigs will be permanently built in.

Resident pros will be on hand to give tuition and park owners may provide budget sessions for classes of school kids using the facility in games periods.

Local bodies will hopefully continue to follow the trend and provide cheap

Illustration by Richard Draper

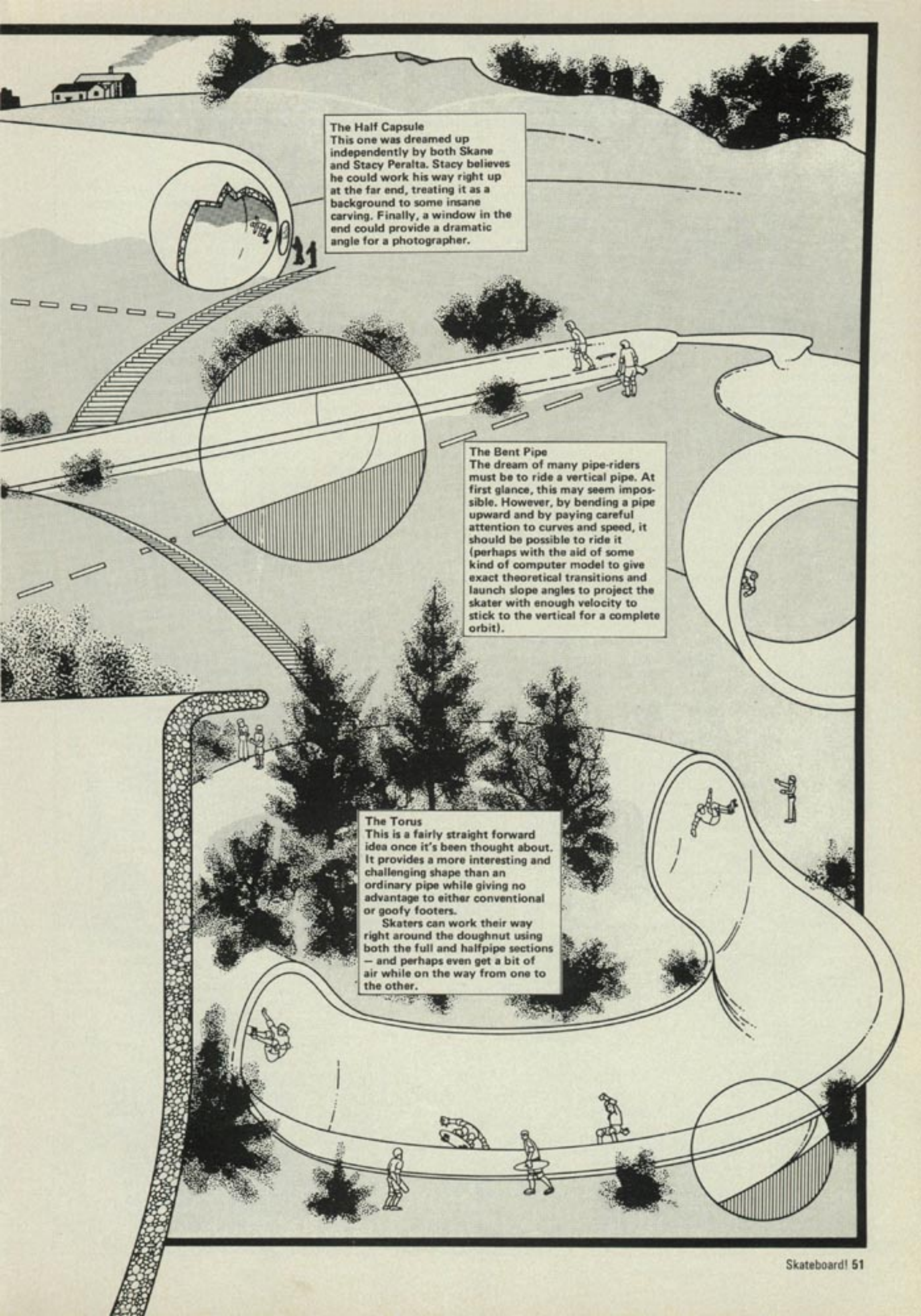


and simple terrain; the successful, full blown park will have to be providing much more. It's job in fact will be to ensure that the sport is maintained as an exciting pastime up to and beyond the year 2000.

Skateboard! Intends to cover different lines of development each month, starting here with variations on a pipe — then moving on to bowls and downhill. Lastly, we hope to solicit some reader's ideas as well.

### Pipe Dreams

At present a plain straight flat pipe is radical enough for us, but just look through any plumber's merchant catalogue and see some of the boundless developments of the simple cylinder. In this phase we've taken the pipe and bent it, blocked it off and even taken it right round in a circle to link up with itself again. We've called them: The Torus, The Bent Pipe (or Bong) and The Half Capsule.



**The Half Capsule**  
This one was dreamed up independently by both Skane and Stacy Peralta. Stacy believes he could work his way right up at the far end, treating it as a background to some insane carving. Finally, a window in the end could provide a dramatic angle for a photographer.

**The Bent Pipe**  
The dream of many pipe-riders must be to ride a vertical pipe. At first glance, this may seem impossible. However, by bending a pipe upward and by paying careful attention to curves and speed, it should be possible to ride it (perhaps with the aid of some kind of computer model to give exact theoretical transitions and launch slope angles to project the skater with enough velocity to stick to the vertical for a complete orbit).

**The Torus**  
This is a fairly straight forward idea once it's been thought about. It provides a more interesting and challenging shape than an ordinary pipe while giving no advantage to either conventional or goofy footers.  
Skaters can work their way right around the doughnut using both the full and halfpipe sections — and perhaps even get a bit of air while on the way from one to the other.

# BE SAFE

## SAFETY & PROTECTION

In by far the majority of wipe outs, the first part of the body to make contact with the ground is a hand. Checking out the accident statistics, the star injury is the broken wrist or forearm. Steve Kane discusses the problem...

Bearing the above in mind think the time has come to talk about gloves and wrist-braces. Right now I'm nursing a bruised palm... a trophy gained from crash-landing on a bare hand. Since then, I've invested in a pair of good gloves.

But what is a good glove? Remember, when you fall on your hand it should not take the full brunt of the fall — rather it should serve to guide the body into a controlled roll out.

An ordinary pair of gardening gloves can only really protect against grazing and, particularly if the ground is wet, they soon wear through. I suppose you'd call them cheap and cheerful. What they won't do, however, is protect you from that hard, round pebble that

always seems to appear where hand meets ground.

Only a purpose built glove can give real protection. The trouble is, a lot of them are very uncomfortable to wear. Poorly shaped padding can easily cause a loss of hand dexterity... affecting rail grabs for airbornes, and so on. Some riders cut the fingers off the gloves but obviously this hardly adds to hand protection.

Another modification which restricts their use may often be the wrist protector. Some manufacturers of these have quite successfully turned gloves into real instruments of torture.

The original padded gloves were those made by Rector. Most of the American pro's can still be seen wearing them — mainly because they're still

one of the best. However, I have two quarrels with them. First, the shape of the padding is a bit crude and somehow it gives the impression of holding something in your hands. Second, they are expensive.

A company in Britain is now making something similar called the Armadillo. It sells for around £6 instead of £9. The gloves that impress me most have lines stitched into the padding which correspond to the lines of the palm. They're called Z gloves and I bought mine from Max's in Brighton. Unfortunately they cost nearly £9 and, so far as I know that's the only place you can get them right now. It seems they're the latest thing in Dog Town.

Failure to control a wipe out with those well-protected hands of yours may possibly result in a broken wrist — which aptly raises the subject of wrist braces. The thing to remember about a

wrist brace is that, according to an orthopaedic surgeon friend of mine, such implements are really designed to protect a wrist that's already injured.

The brace does this admirably, by transferring the extra load onto the forearm. The trouble is, if you are wearing one and fall heavily on it, you may well wind up with a broken arm instead of a sprained wrist.

Another type of arm injury is what's known as a 'green stick fracture'. This is really only a hazard to people whose bones are still growing... not to geriatric 21 year olds like me. What happens is that, in a heavy fall, only the outer layer of bone splits — rather like a split ply deck. In fact, the effect is rather like trying to snap a green twig... hence the name.

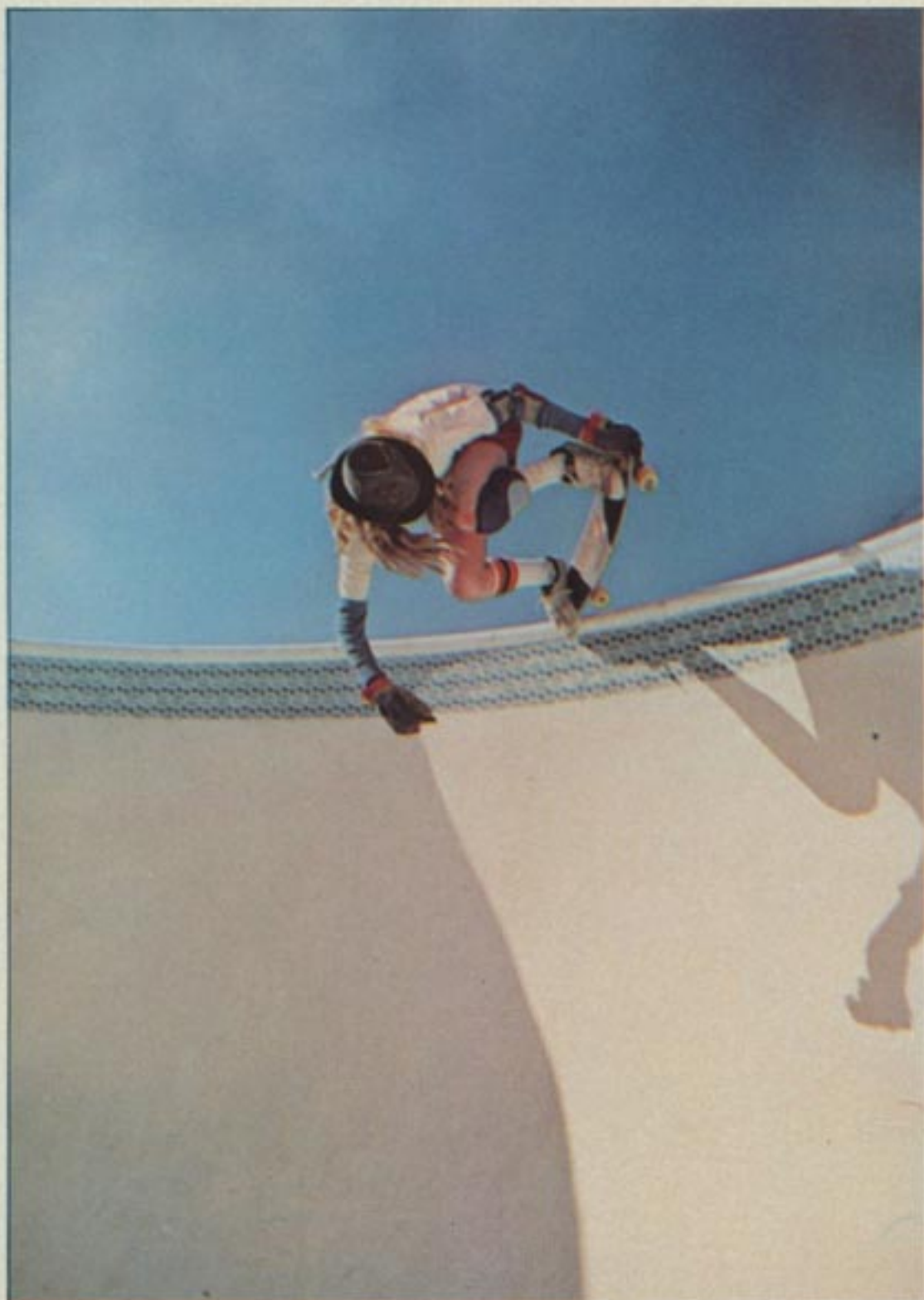
Sadly, there's no evidence as yet to suggest that there's anything a skater can do to prevent the break, once the impact has occurred.



# BRITISH PHOTOFILE



Sessioning at Meanwhile - Hugo Carey losing his grip on a Slicks Parkrider.



A John Sablosky tail block in the 3 metre pool at the new Barn Skatepark in Brighton. Yes, it really does have tiles, coping and a superb marblite finish... complete facility check next issue.

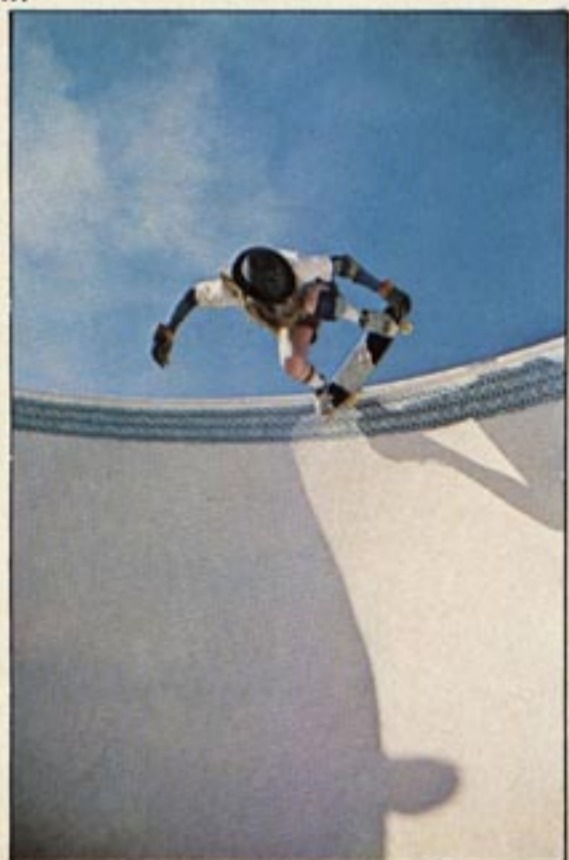


Above: Jock Paterson at the Barn giving full extension. Below: Sequential Sablosky...obligingly grinding the month for John Sablosky in the Skateboard! feature.





...n to Brighton's mellow realites. Jock an old stager of Max's Sunset Boulevard, is on a Z-Flex plus Mid Trackers and Kryp 65's. ...oping at the Brighton Barn. On the day he favoured his Hobie Skatepark Rider plus Half Tracks and White Yoyo's. Look out next ...nterview.



Photography by Robert Vente







Power place preview: Kadir Guirey at Brighton's Barn pooling some pre-opening day energy. For the session, Kadir loaned Adam Peacock's complete with Powerflex 5's and Mid Tracks.



Benjyboard Comp 2,



Aloft Meanwhile's Danger Bank and tail tapping the possibilities with a Park Rider stick - Slick Willie's Hugo Carey.

Photography by Robert Vente



Tim Levis, nosegrabbing at the Malibu Dogbowl.

# TIM LEVIS

## THE SKATEBOARD! INTERVIEW

**Tim, how long have you been skating?**

I suppose since I was five, but seriously for around 2 years.

**Is that competitively?**

No, that's continually. Back in Australia we used to skate on plywood decks with roller skates. We'd do it for one weekend, then we'd give up for a couple of months. I lived in Australia all my life up until April 1976, that's when we moved over here. I'd been skateboarding in Australia for about 6 months, it was just starting to catch on when I left. It was a way of branching out of surfing; the main bulk of the skaters were surfers.

**Then, when you moved over here, as luck would have it everything was just taking off.**

Yes, when I got here the Alpine Team had just started up. I was pretty unknown then — in fact I wasn't known at all. I used to skate down at Crystal Palace using X-Calibers and Scooter wheels. We all thought we were pretty heavy. It started at the South Bank and the Broadwalk. I met guys like John Sablosky and got into speedruns... hilly days and bad wipe-outs!

**Now it's all taken off so much since the end of the summer of 1976, what do you think about the general level of performance?**

I think we have caught the Americans up now — in every aspect of skateboarding; slalom, speed, banks and bowls. In freestyle, definitely, like Jeremy Henderson is totally ripping. He's really good. I think he could beat guys like Steve Cathey in competition.

**Was Alpine the first team you joined?**

No, I joined a team when I used to skate at Crystal Palace — just when I first got over here. We used to call it the Air Team. That was with Tom Grey and Dave Smith... you know, the guys with the Streatham ramp you showed in issue six.

**What sort of riding were you into then?**

**'One of the best all-rounders in the UK' is a bit of a boring compliment to pay anybody. On the other hand it does aptly sum up the multifarious talents of Tasmanian born stylist, Tim Levis. Of course, slalom is where Tim really pulls the strings and plans are afoot to see that talent reap big dividends in the world's major contests of '78. His '77 high spot has naturally to be winning the International Slalom trophy at Long Beach. This year, Tim has bigger things in mind. Skateboard! magazine's Adam Peacock talked to him while on a visit to Kettering's new indoor park to check out his future plans and prospects.**



Tim, on the rocks at Nottingham's Malibu

It was the time of the first Crystal Palace competition — I was into triple stack handstands and headstands; I could carry a nosewheelie pretty good as well. At the contest I think I did a double board handstand and just mucked it up. I had to do it on two scooterboards and you know, it just wouldn't go straight. I finished up doing the splits on my hands.

**And then Alpine Sports came along and you joined their team — that was the first serious step wasn't it?**

Yeah, that was when we first started doing a few demos and stuff like that. There

was me, Jeremy Henderson, John Sablosky, Simon Mayle, Jules Gayton and then Paul Sully, Kadir Guirey, Rocky Brann and Ollie... there were so many guys on that team. I stuck with Alpine for a really long time, later on I got a job with them as well. It gave me a lot of opportunities... I used to meet useful people who'd drop by the shop.

**Which of the '77 competitions were the most important to you?**

I suppose it was really the Crystal Palace competition that gave me the biggest opportunities — that and Watergate. Watergate was sort

of fun. I came third in bowl riding, second in slalom and second in freestyle — all of the events were really close.

**You won the overall champion prize at Crystal Palace through Paul Sully having to drop out. How did you feel about getting the prize after he won it?**

That was hard luck, I felt sorry for him but that's how the game goes. He's got a lot going for him now, he's got a lot of years left in skating.

**You were still with Alpine at the time weren't you?**

Yeah, but the Benjy guys were having all the fun... the Alpine Team had started breaking up, as people were drifting away. Finally I left when I got an offer from Freeformer. I joined them a couple of months back.

**Were you still with Alpine when you made that famous trip to the States?**

Yes, I got that offer from *Skateboard!* magazine. Bruce Sawford, the Editor, rang me up one day and he said "We're thinking of sending you to the States." This was after I had won the Crystal Palace competition. I just couldn't believe it. The Clearasil company forked out something like £1,500 to take me to Long Beach, and I think Alpine Sports put in something like about £150.

**I remember seeing you with a Clearasil shirt on and wondering what the hell was going on.**

Yeah, they coughed out so much money they wanted to get some of it back, so I walked around everywhere with this shirt on. I did Our Show and I went on L.B.C. Radio promoting Clearasil. Freeformer was such a fantastic contest — the whole thing was organised perfectly. Like, everybody knew what was going on.

**Did the time you were there affect your skating in any way?**

Oh, yeah, I learnt so much, freestyle especially. Some of the tricks like tail blocks just weren't known in England. Like, Stacey Peralta taught

me 'stop and goes', and things like that. I learnt a lot in the slalom as well; guys like Greg Taie and Bobby Piercy were all teaching and urging me on.

**What gear were you using then?**

I was using a Rockit with Mid Tracks and large blue Kryptonics. . . everybody was just laughing at it. I went up to Tony Alva and he was looking for a board; he didn't have one, so I said "You can have mine if you want." He turned around and sort of gave me a strange look. Some of the riders said to me "You're not allowed on this area unless you're doing slalom." I said "I am going to do it." They said "What? On that?"

**But then, incredibly, you showed them where to put it, didn't you?**

Yeah, right. I think they were fairly impressed. I rode in the international section, with the Germany guy, Michael Hoecht. . . he was hot. He's got a really nice style, just about an exact copy of John Hutson's ski style.

**When you came back, if I might say, your reputation got dented a bit amongst some people. You must have been aware of it?**

Yeah, that was a little group of guys, a couple of guys, but I tried to keep everything under control. It was bound to happen — I suppose it was jealousy mainly. I kept pretty cool with my other friends though, so it didn't really bother me.

**I've heard over the grapevine that you've been getting into skating at other places. Do you have any secret spots?**

Oh, yeah, we used to have lots of spots. We had the Dust Bowl, I suppose that's the most famous. It's a most incredible pool. . . about 13 or 14 foot deep, I suppose, and a really beautiful, kidney shaped sort of keyhole. . . with overhang and beautiful tiling. And the coping was insane, although we never got there too often. I can remember, one day I went there with Jeremy Henderson. It was really hot — I suppose about 85 degrees — and we were just skating in our shorts, no safety gear or anything. I went up to about 13 foot and nosedived, headfirst. I should think I took about half an inch off my shoulder.

**Was it in a new house?**

Yeah, the place was just being



Tim — "Sphere's would be really fantastic".

built. The reason we called it the Dust Bowl was because the bottom was full of this really fine powder that used to come off the walls. You'd be skating for about 15 minutes and this haze would build up over it. After a while there'd be this big dome of dust and you'd come out coughing. . . it was really bad. I can remember when they got round to giving it the final surface, it was so incredible. We never got to ride it either because just as we got there they were starting to fill it with water. We practically cried.

**Right now, what's your quiver of equipment?**

Oh, I've got so much equipment. I've several slalom decks. . . I often make them up myself out of fibreglass. They're about 27" long on average and I use Mid-Tracks and various Kryptonics and Powerflex and so on. I use the Tracker trucks on all my boards. Sometimes I get a Full Tracker and turn the wheels inside out making it about the same size as a Mid-Tracker. That works really well. 65mm Kryptonics turned inside out on Full Trackers is fantastic.

**So, at the moment, what set up are you using?**

I've got a Henry Hester that's been cut up with Full Tracks. The wheels are turned inside out. . . that's Lime Green 65's on the front, Parkrider 5's behind and a Rad Pad under the front and a 1/4" riser on the back.

**What about grip. . . do you find there's enough?**

Well, I try to keep my body fairly centralised over the cones. . . that way you don't need wheels with too much traction. I find I pick up more speed that way.

**I know you're into bowl riding too, tell me about that.**

I've got several bowl riding boards. I've got a Stacy

Peralta, a Rockit and an Alva plus a few I've made myself. For freestyle I like a short fibreglass board, about 26" long. At the moment I'm making myself a new freestyle board which should be pretty good. Something like the G&S KT3 except it's slightly shorter and rounded on the bottom. For bankriding I use a 28" or 30" laminated deck, something like a Warp 2 or a Rockit. For wheels I prefer something like Powerflex 5's or Lime Greens.

**How about freestyling. What are your favourite tricks?**

Well, freestyle's changing all the time. One week I'm doing kick flips, next week I'm into wheelies. At the moment I've got this new trick. I'll probably start my freestyle routine with it if I can get it every time. It's a kick-flip 180, with a half pirouette on a bank — pretty good stuff for a routine. For a good all round routine I'd do a double board handstand, stacked kick-flips and — like 2 foot nose 360's — I've got six and a half of them. Then one footers on the nose and one footers on the tail too, different types of wheelies, G-turns and heelies.

**Have you got a routine put together for when you go demoing?**

I've got a routine for demos but it's not good enough for a contest, I'd have to concentrate more on it. I haven't got it to music or anything. Watching the Americans helped me a lot. You know you've got to have a spectacular trick at the beginning and at the end. You've got to shock them from the start and at the finish. You put all your basic tricks in the middle.

**What are your feelings on the more recent competitions? They've just been Mickey**

Mouse contests. The one they had at the Horticultural show for instance was using tin cans for the slalom and a ramp with a big bump at the front. . . it's really dumb. In fact I haven't been in a contest since the one at Long Beach last September. Also, my promoters don't want me to enter contests for some reason.

**Do you see Watergate as being the last of the major 'fun contests' prior to all the big money entering the scene?**

Yeah, I think that goes for me anyway. Now I've got to keep up a reputation. Everybody's out to beat me at slalom and I suppose some of the fun has gone out of contests now. But I still enjoy them.

**Where do you see yourself being in a couple of years time. . . still in skateboarding or perhaps on the manufacturing side of things?**

Well, I'm going to stay in England for maybe another year. I want to go to the '78 world championships and I'll be concentrating on slalom in the next couple of months. I think I can beat the Americans — in fact I'm pretty sure I can. Also I want to get my freestyle together. If I can get a good routine worked out I reckon I can at least get into the top hundred in the world. But it's pretty hot because there are so many hot freestylers around at the moment, especially in America. I want, too, to have a shot at the European championships in Switzerland, I think, in August or September. I suppose after that I'll go back to Australia; I'd like to open up a park, maybe in Queensland, and just sort of lay back and take it easy for a while.

**Okay, last question, skate-parks. . . there's been a whole rash of bad, first generation parks which are having to get out of the way for the second. What would you like to see in their place?**

I think we'll be getting to see facilities like spheres — that would be really fantastic. Also things like full pipes leading into bowls — like at Upland. Probably super deep bowls too — round about 18 feet deep. That's what all the guys in America are getting stoked over at the moment.

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BLOCK CAPITALS PLEASE

# GOING-FOR-IT

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

Top and middle sequences: Shot on separate runs, check the mirror-like precision of Stacy Peralta's lip slide into a fakie at the Thruxton Skatepark. The approach is critical: note foot position and upper torso movement which combine to pro-



duce the lip slide that follows. His torso continues to swing around and, leaning back, his left hand contacts the bank. Pivoting around his left arm and pushing with his right foot he slides into position for the fakie.

Bottom sequence: Tim Levis discussing his intense rock-walk, twelve foot up at the Malibu Dogbowl, Nottingham. "Draw a straightish line up the wall and as you hit the top, unweight and put your forward hand on

the lip in front and your back hand on the lip behind you. This movement of your body's upper half makes the back wheels slide upwards and as your front wheels start sliding down, redirect your weight down the bank to finish the move".



Photography by Jerry Young and Robert Vento.



# CONSTRUCTING FLEX DECKS

## PART 2

Last month we covered the initial stages up to the applying of the fiberglass laminates. This month the instructions conclude by showing how to obtain a smooth, tough finish plus the necessary hard-wearing grip surface.



### Stage 13.

Apply the filler, either with the plastic applicator supplied with the paste, or with something like a putty knife. Apply the filler evenly to one side, and allow to dry. This takes an hour or less. Turn the deck over and repeat the procedure.



### Stage 14.

Sand down the board, using a sanding block and, to begin with, rough grade sandpaper. Gradually, switch to smoother paper to get a good finish. If you can borrow an orbital sander, these are effective and very quick. Don't, however, use a rotary sander...it'll chew everything up a treat.



### Stage 15.

Once you've smoothed your deck right down and refilled any small holes, blow away dust and lay it on a large sheet of paper on top of an oil can or something similar. A recommended work place would be in the middle of an empty area in a garage (or at least somewhere where people aren't going to mind paint flying about).

Make sure the deck is stable, then take the can of aerosol paint and shake it for about two minutes. (Less time and the paint comes out all sticky). Of course, if you've got a spray gun or a friend works in a car repair shop, then that's even better. But, assuming it's to be the aerosol, once the can's

been shaken well, apply the first coat to the deck, holding the nozzle about 12" away from the deck's surface to avoid drips forming. This will soak into the filler and dry almost immediately. Apply a few more coats, one on top of the other, until it looks glossy. Leave the deck to dry. In a few hours time, turn the board over and repeat the whole procedure. Once both sides of the deck are completely dry, sand down the surfaces with 400 grade 'wet and dry' (used wet), keeping the paper damp by constantly dipping it into a bucket of lukewarm soapy water. Sand away any drips or bumps that may have formed, but don't be too aggressive — otherwise you'll finish up with no paint left! Allow this to dry, then give both sides a final couple of coats. Leave to dry for a day or two, then, sand the edges of the deck to allow the laminate to show. This gives the board a professional look and lets your friends know it's "the real thing".



### Stage 16.

Mask off the area you want to grit with sellotape. Stripes look good, as does nearly the whole board being covered, leaving only the edges to show.

Any place that is not masked off will get grit on it. As a suggestion, you can lay a piece of sellotape on to the deck and cut chapes out with a Stanley knife. This is the best way to do the tricky, decorative bits.



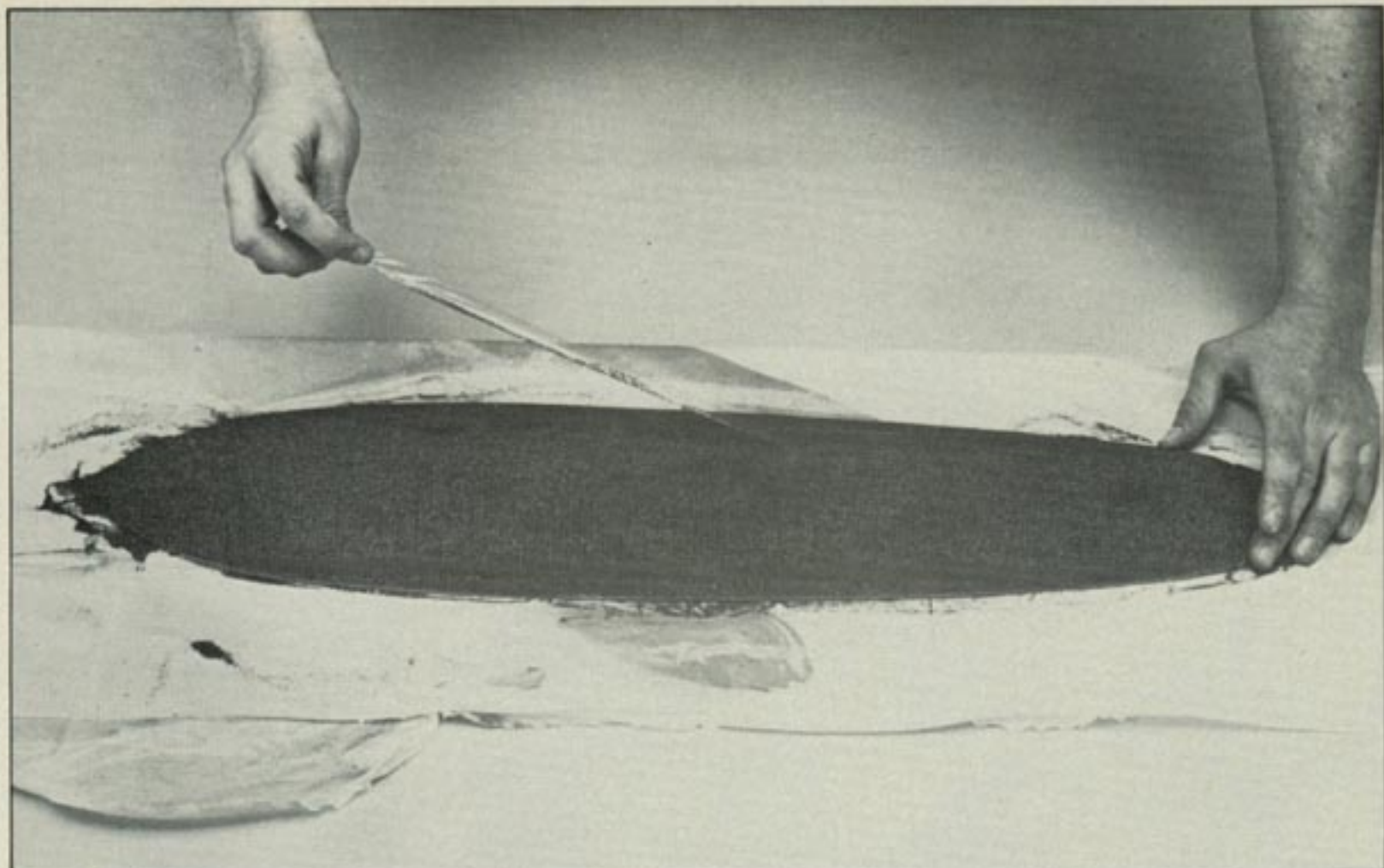
### Stage 17.

Once you've decided on your pattern, mix up some resin and paint it onto the deck where you want the grit to be. Make sure it doesn't drip or spread onto areas where you don't want grit... it'll attack the paint job you've so carefully just done.



### Stage 18.

Having applied the resin, sprinkle carborundum over the area (an old salt shaker works well for this) until the grit starts to appear dry on top. This means the resin has become saturated and you've put sufficient on. Leave for about 5 minutes, then peel off all the Sellotape you can without disturbing any of the grit. Leave the deck for about 12 hours.

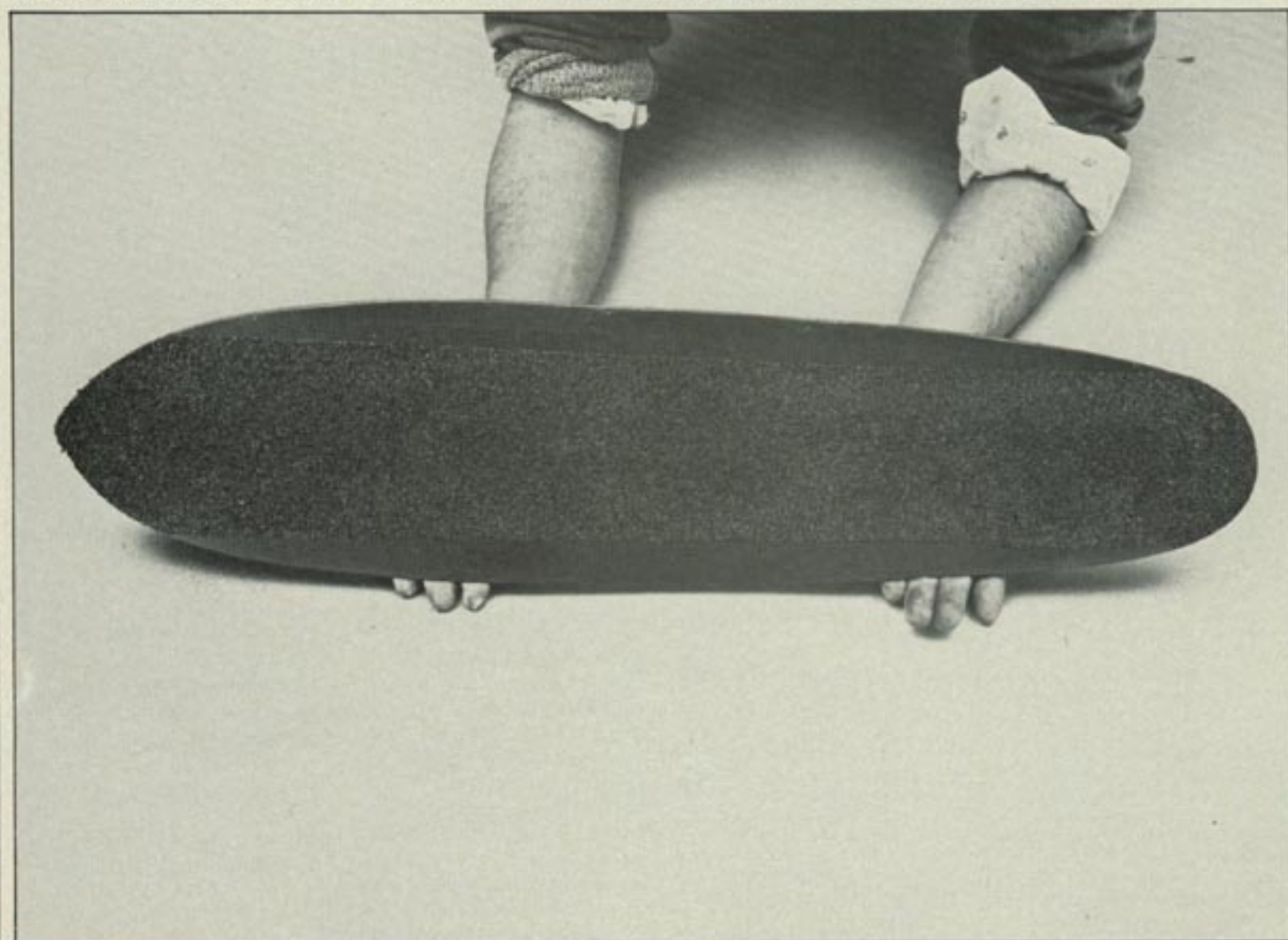


**Stage 19.**

Once fully dry, peel off any of the remaining pieces of tape. Your deck is now ready for its trucks. Determine the centre-line with a ruler and measure carefully for correct truck alignment. When drilling holes, lay the deck, grit downwards, onto a plank of wood. This will avoid the holes turning out ragged. Don't bother trying to countersink holes in the grit... the stuff

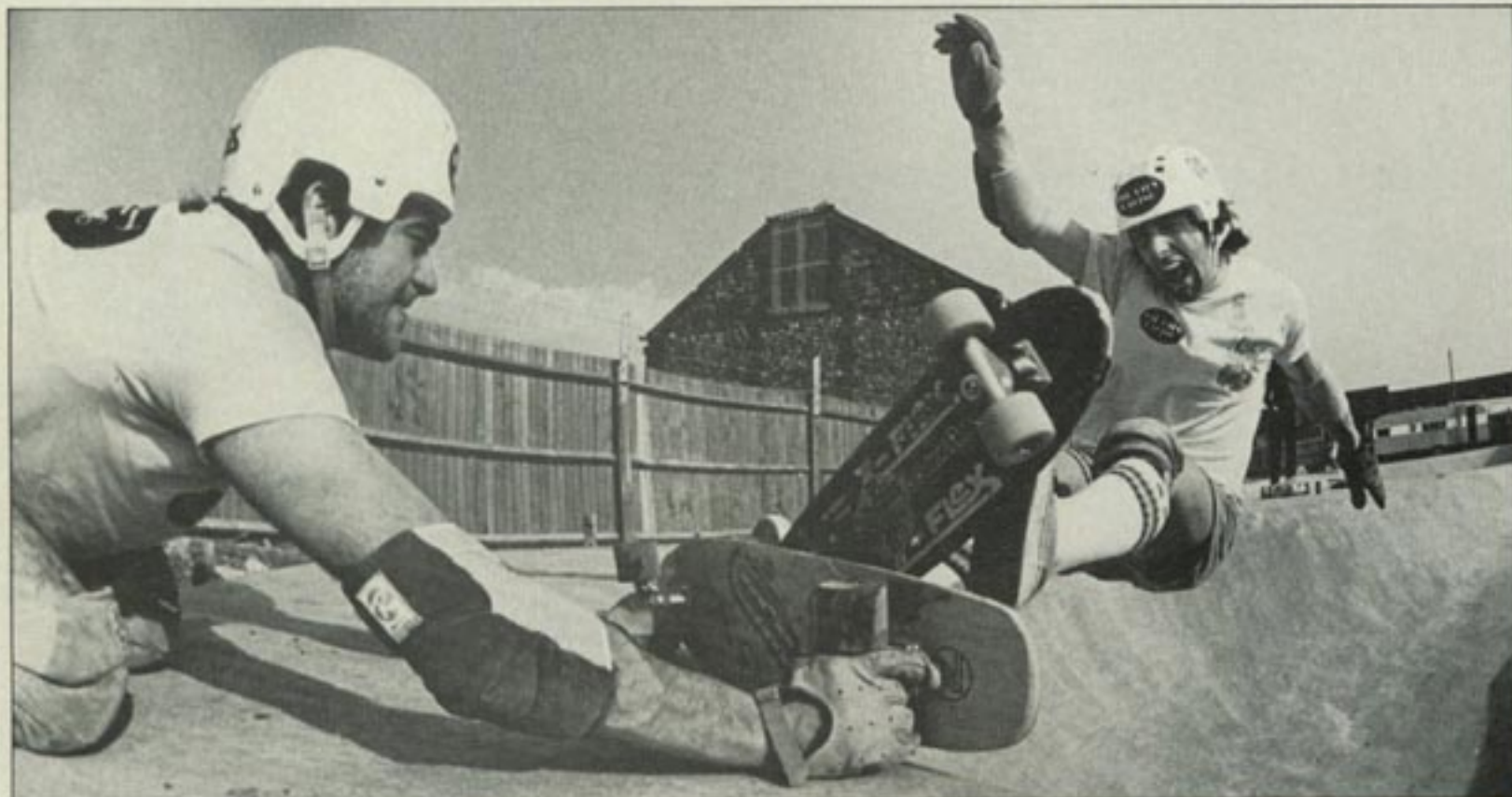
is used in making industrial cutting tools. You'll end up with a countersink that no longer sinks.

And that's about it. A good rubbing with Brasso will help keep the deck shiny and if you get dirt into the grit, a good brushing should remove it once it's dry. If you have a bad crash, a bolt through the front will help against delamination. Also, Superglue is good for mending minor splits.



# TECHNO TALK

## TWO WAY TECHNICAL COMMENT



Pig City's rugby team in action Jock Paterson and Tim Dunkerley

I am trying to make a 27" wooden deck but have been unable to obtain oak or ash. The only choice I have is between mahogany and plywood. I would be very pleased if you could tell me which to use and how thick it should be?

Mike Pinder, Orton Watermille, Peterborough.

Ply is easier to use than solid hardwood when making your own stiff deck. Only use the best (marine grade) ply as the quality and strength of different plys can vary a lot. 1/2" marine ply is strong enough to take most people's weight. It can be soaked in hot water and warped to produce a kicktail.

I've been thinking of buying Kryptonics and would like to know which bearings would be suitable.

Neil Pratt, Burnley, Lancs.  
If you're laying out on high quality wheels there is no point in using anything except the best bearings. Bearings with synthetic rubber seals are usually easy to maintain and lubricate, last longer than metal shielded bearings and are well worth choosing for any precision wheel. As far as brands are concerned SKF, NSK, IKS and RHP have all been tested by the Skateboard! Test Team and we rate them highly.

I was wondering if you could give me any information on the 4WD dirtboard wheels (Skateboard! 5). How much would they cost and where can I get them from? I recently tried dirt boarding and thought it was great fun.  
Nicholas Birch, Greenwich, London SE10

The dirt board we photographed was one of only a few to have appeared in this country. As far as I know the 4WD wheels are not sold in Britain at present but we anticipate a number of dirt wheels appearing this summer.

I am building a high ramp with some friends. Is there any particular paint you would recommend using for the surface?

Scott Lewis, Eastbourne, Sussex  
Blackboard paint is ideal. It makes a good grippy surface and is fairly hard-wearing if a few coats are painted on. Some of the paints used for covering studio and theatre stages are also ideal. Avoid gloss paints.

I find it very hard to press the bearings into my wheels. Is there any simple way of making this easier?

John Seligmann, London N7  
Try placing the wheels in hot water for a few minutes — this makes them soften and expand slightly. To insert your bearings quickly load all eight on to a screwdriver with a small head — this makes the operation much easier and faster.

Which trucks would you recommend for slalom?

D. O'Sullivan, Belfast, N. Ireland  
Steve Kane of the Skateboard! Test Team and resident Slalom hot dog uses Trackers with Rad Pads. The Gull Wing and Lazer Slalom are also to be recommended, as is the new British truck, the Wasp. The important feature in a slalom truck is the action angle which should be high. The axle should be as low

as possible when using a deck with cutaways, so that you can ride as low to the ground as

possible. Make sure that the rubbers are soft and resilient for responsive action.

## TIP OF THE MONTH

A free year's subscription to Skateboard! is yours if your tip is printed in this column. Money-saving tips, maintenance tips, repair tips, in fact any tips which you think can be really valuable to a skater, send them to me, Dave Goldsmith, along with a diagram where it will be of some help. A picture can be worth a thousand words.

I have found a way of keeping metal shielded bearings from rusting. This method also keeps them well lubricated and less likely to allow water and dirt penetration. The method involves taking the bearings and spacer out and rubbing grease around the bearing sockets (this helps the bearing to slide back into place easily). Now fill the inside of the wheel with grease (this is a particularly good idea with single-shielded bearings — Ed.). Place the second bearing

into position. Smear a little grease on to the outsides of the bearings — this will stop these surfaces rusting and should help prevent water entering the bearing.

(Sent in by Anthony Sharpe, Shellingthorpe, Lincoln)

I have Gull-Wing trucks, which are fairly wide and have discovered a great way in which almost anyone with wide axle trucks can convert their wheelbase to a narrower one for freestyle etc. Simply remove all four wheels from their axles, and turn them around so that the inside faces point outward. This will give a narrower distance between wheels (depending on the amount of bevel on the outside faces) and allow for easier 360's etc. I hope this tip will be helpful to wide truck owners.

(Sent in by Guy Scrope-Howe, Trowbridge, Wilts.)



Jock Paterson... man powered flight at the Brighton Barn Skatepark.



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# SLALOM SYMPOSIUM



Slalom is an aspect of skateboarding that is different in almost all respects from the other disciplines. You just need to inspect the equipment of a slalom freak to know that his passion is different to that of, say, a bowl rider. The bowl rider's board will be battered, the bearings will probably be less than perfect, and he won't be too upset if his trucks are a mite out of alignment. His concern is not with hundredths of a second, but more with tiles and coping. The slalom's board, on the other hand, will likely as not be tuned with angled riser pads. He may well carry a library of wheels for different surfaces and, if he is a winner, his bearings will run like silk.

Skateboard! magazine's slalom addict, Steve Kane, sets out this issue to probe the secrets of slalom. And how better to do this than by gathering together some of the finest cone incinerators in the land at the top of a perfect hill and letting it rip. No timing equipment was used... just a few hundred slalom cones. This was not to be a competition — but a celebration of slalom.

The cast was: Gilbert Angol of the Slick Willies Team — famous for the keenness of his eye and the grace of his flight through the course, Jock Paterson of Max's Team — a powerful rider and winner of many competitions, John Shayer of LOGOS — a skilled skier as well as the acknowledged ruler of the Skate City slalom run, Mike Williams of Gull

Wing — inventor of the famous truck and a major figure in American slalom and lastly, Tim Levis — formerly of Free Former and now at a cross roads in his career.

Undoubtedly Tim is the fastest in Britain, as he showed at Kottering with a record best time of 3.81 seconds. The best that self-acclaimed world champion, Bobby Piercy, could manage was 4.09. Our guest, Mike Williams fought to make 3.88.

Skateboard! borrowed Brands Hatch for the day (for which we thank the organising committee) and, initially, it poured with rain. Sitting in a nearby pub waiting for improvement, the conversation inevitably turned to slalom. The Skateboard! tape-recorder was turned on, and the result was a slalom symposium.

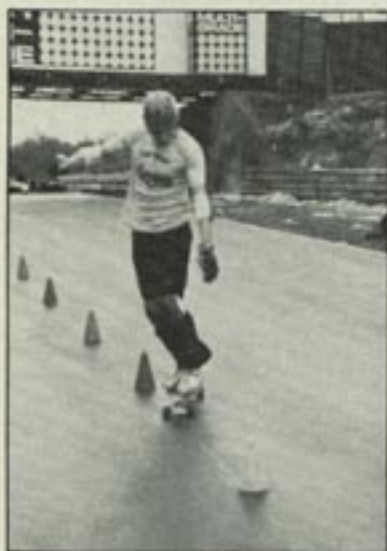
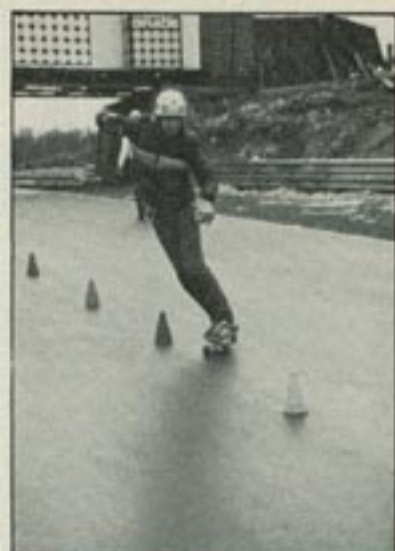
Left: Steve Kane gingerly slipping through the gates on Park Rider 5's which held better than he feared on Brands' soaking tarmac. Steve rides a customised G&S with a steeply angled riser at the front and ¼ inch flat riser at the rear to tune his full trackers. He uses a 'knees-together' ski style with feet parallel and slightly offset. Stability comes from the triangle formed by the board and his shins, and control from knees and hips.

Right: Gilbert Angol goes for it, also with ski style, his Antilantic wheels held the road well enough for him to take the course with confidence. Note how in "going for it" he crouches more at the knees, his feet are closer and more parallel to the board. Like a tightrope walker he extends his arms for balance. Gilbert rides a Slick Willies Pro Slalom with Pegasus trucks on ¼ inch risers.

Both these are downhill styles with better control than the surf style but perhaps less power in pumping.

Below: "The thing about slalom is that you have a competition with a clear winner." Gilbert Angol.





**JOHN SHAYER**, perhaps the purest exponent of the ski style, appropriately riding a Turner Summerski. His Full Trackers are augmented by a

thin urethane Rad Pad, more to counteract the considerable camber of the Summerski than to increase steering. His board is, as always, shod with old 60mm green Kryps.

**JOCK PATERSON**, obviously a surfer with a side-on stance and feet spread. He trims his Santa Cruz, John Hutson model with his ankles while pumping powerfully from his torso. Jock rides Full Trackers with a Rad Pad up front. His OJ Slaloms have more traction but less speed than the skiers' choice.

**MIKE WILLIAMS**, expertly managing a cut-down version of his own Gull Wing truck design, mounted on an uncambered, custom-made

Santa Cruz with Parkrider 5's. He employs ski style here in these dodgy conditions, but would be using his normal surf stance had we been in competition.

**TIM LEVIS**, checks out Mike W's board, using a unique style. He tensions the whole of his body to direct the force through his rear foot to the road. This technique produces astonishing acceleration. Tim likes to use high grip wheels like Parkriders for his rear wheel drive. Like others, he increases the 'action angle' of his front truck with a steep Rad Pad. This allows the front to sneak unobtrusively through the cones, aided by a fast wheel like lime green 65mm Kryps.

Tim's board is a customised short G&S. He rides Full Tracks with wheels turned inside out to improve performance.

# SKATELINE

## THE LETTERS THIS MONTH



Robert Vente

Within ten minutes of his arrival at the barn, Kadir Guirey was stoking everyone with his rubberman antics.

### What About Me?

Why not print pictures of the not-so-famous skaters? I know you do this a bit, but all these are ace 'boarders. I may not be your Ty Page or Jock Paterson, but I'm not bad. Let's see some pictures from the other end of the scale.

Alex McPherson, Bristol

The truth is that we get the hottest pictures from the most stylish riders... maybe you do yourself an injustice. Ed.

### Short On Tricks

Skateboard! magazine is the best... but I wish you'd show me how to do new things on a skateboard.

S. Hutchence, Lydney, Glos.

Most issues you'll find our 'Going-for-it' feature where the stars demonstrate tricks for our rapid-frame camera.

### It's Tough In Lincs

All the time I read about new parks starting up, but none in Lincolnshire. We've appealed time and time again to our local council for a park, or even a flat stretch of concrete, but all to no avail. A Lincoln firm even offered to show a preview of what they could provide and the council wouldn't see them. Can you help?

"Jonz" Weldon, Boston, Lincs  
I'd suggest 1) there's usually at least one sympathetic council member... try and find him/her 2) organise petitions 3) keep sending them copies of the magazine — make them see how big the sport is. Ed.

### Insurance Matters

In issue 4 you said for most skateparks in this country, the price of a ticket covers your insurance. When I was at a park in Falkirk, Scotland, there were signs up saying, "skateboarders use the ramps and arena surface at their own risk". Is this right?

L. Thompson, Kirkcaldy, Scotland.

Tricky one, this. The situation's not as well-defined as we originally thought. What in effect this notice is saying is, no, you are not insured against personal accidents. In the event of a bad accident, probably the only way a skater could get compensation is by suing the owner for negligence (if this can be proved). The owner will almost certainly have a liability policy to cover this eventuality. Some parks, however, do include personal accident cover for riders in the cost of entry — a practise Skateboard! thoroughly endorses. Much more on this next issue. Ed.

### Not A Word Of A Lie

Reading 'Skate Places' is really exciting, but

how much of it is really true! In your next issue, could you include a list of the parks and facilities that really are open?  
Andrew Gilmore, Brackley, Northants.  
The problem is in hand... a full list coming soon. Ed.

### Satisfied Customer

Skateboard! mag is the greatest on the market. I think it's full of interesting topics and I wouldn't swap it for any other mag. I am happy to fill in the reader's survey to help you. Keep up the good work, and thank you. David Temple, Tewkesbury, Glos.  
In return, I'd like to thank all the thousands of readers who took the trouble to complete and return the questionnaire. Ed.

### Is Anybody There?

I think your mag is great, but unfortunately nothing in my area could be described likewise. I live near High Wycombe in Bucks where there's a new sports complex — but naturally no one's thought about skateboarding. I'm very keen to progress and would like, if you have anything, information on clubs and parks in the area.  
Simon Pasco, High Wycombe, Bucks.  
Living out that way myself, I know the problem. For the hottest info lists, contact

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

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

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

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

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

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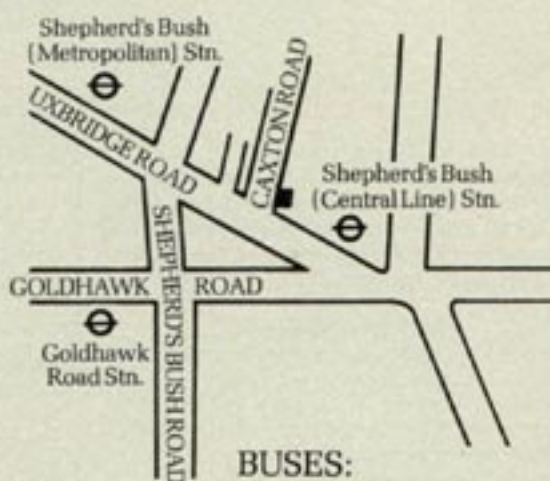
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# HANG TEN

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

## Old Dog, New Trick

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

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

## Long Distance Buying

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

## Mad Mum

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

## Skating Round The Law

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

## Cemetery Riot!

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

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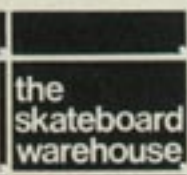
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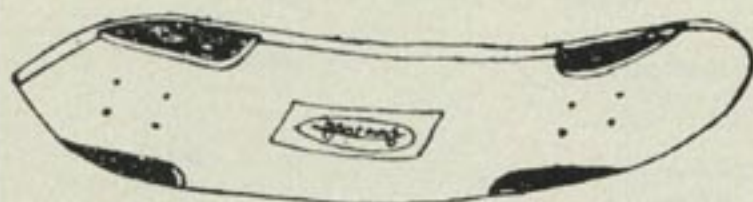
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Please allow for Postage and Packing, Decks £1.00 Trucks 50p Wheels 50p Helmets 50p (£1.00 max)

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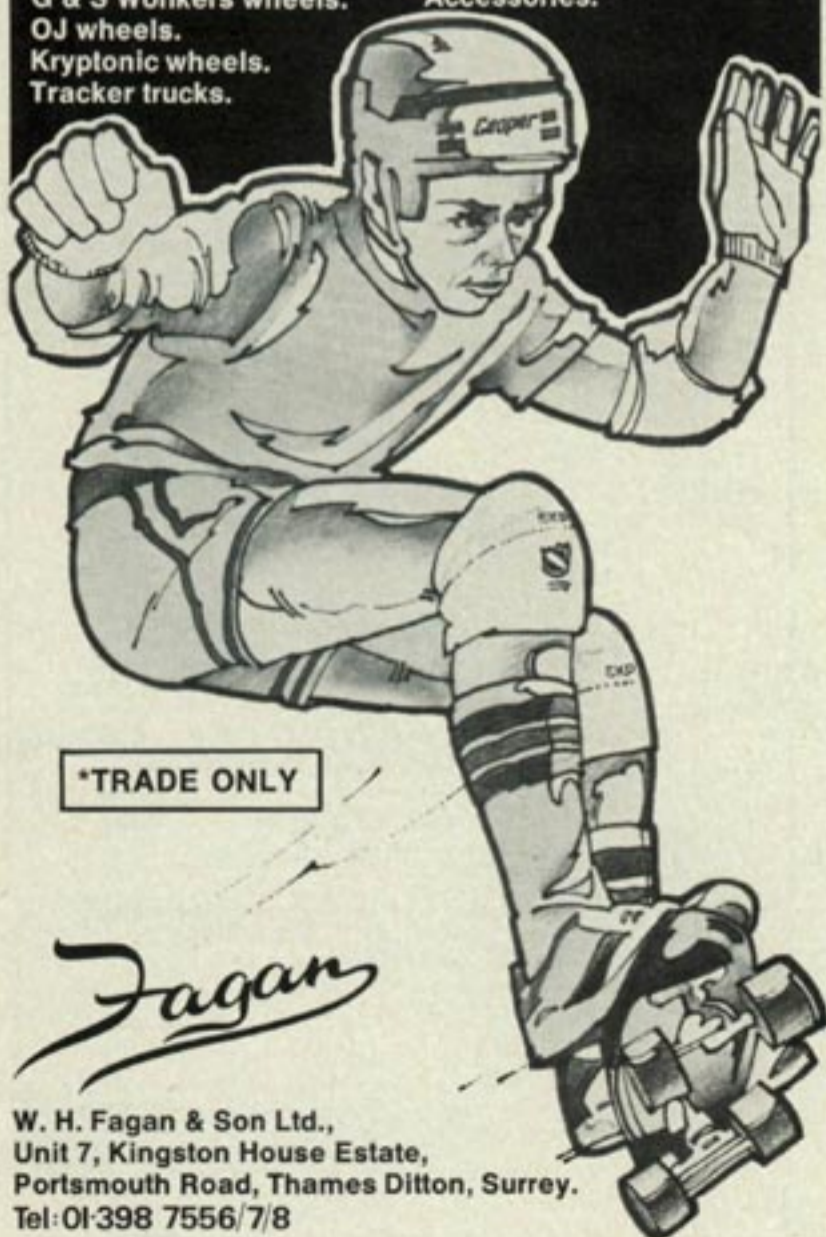
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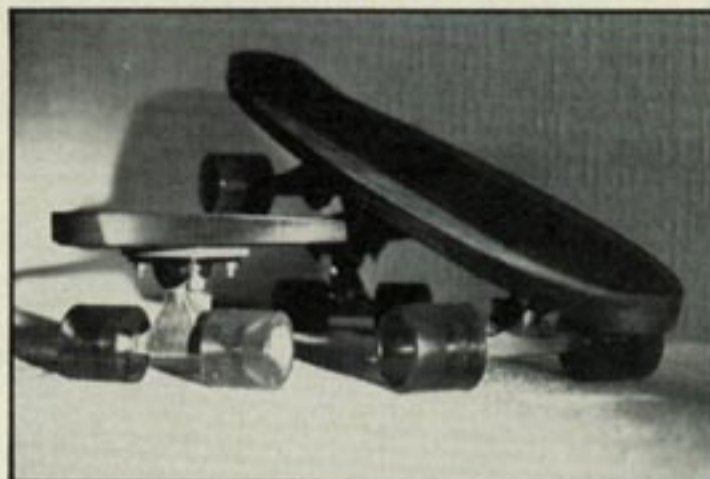


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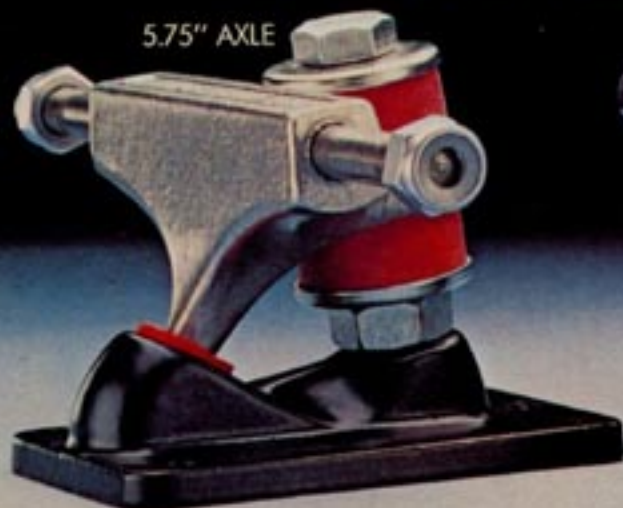
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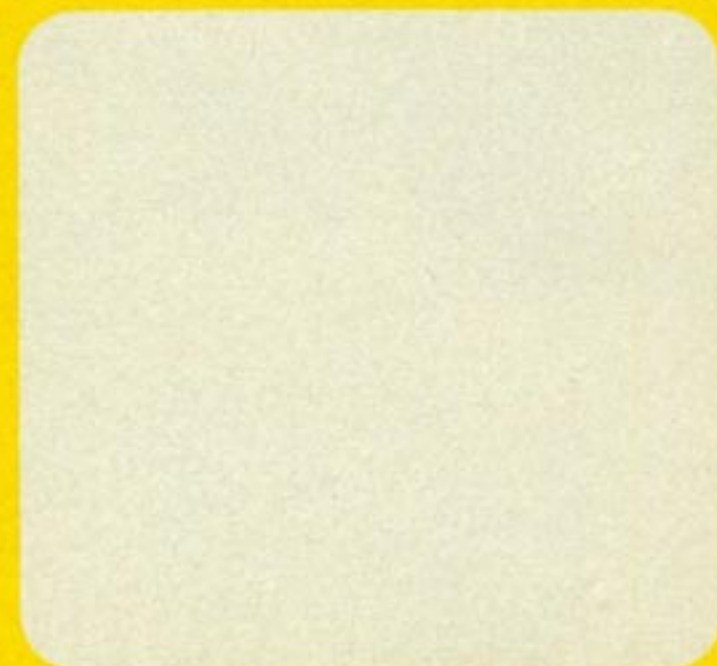
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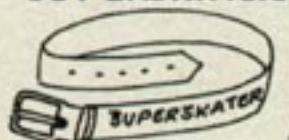
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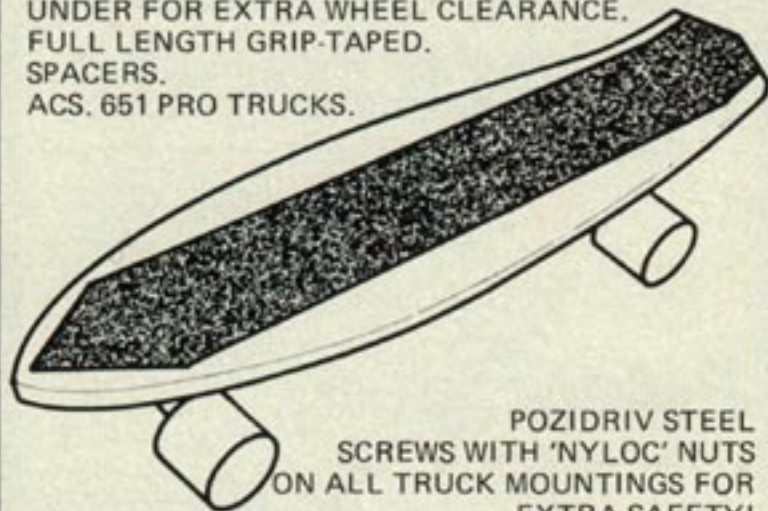
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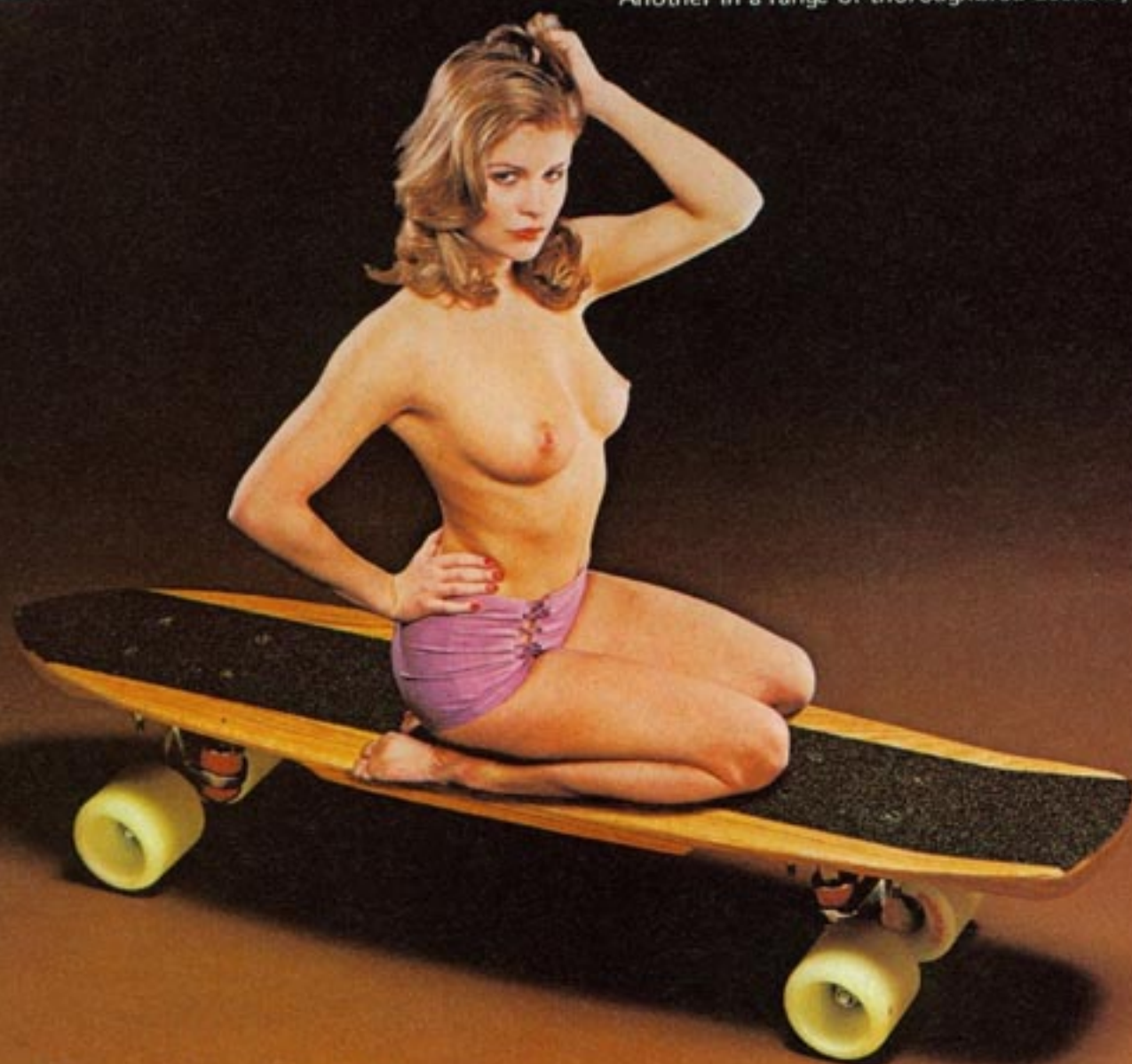
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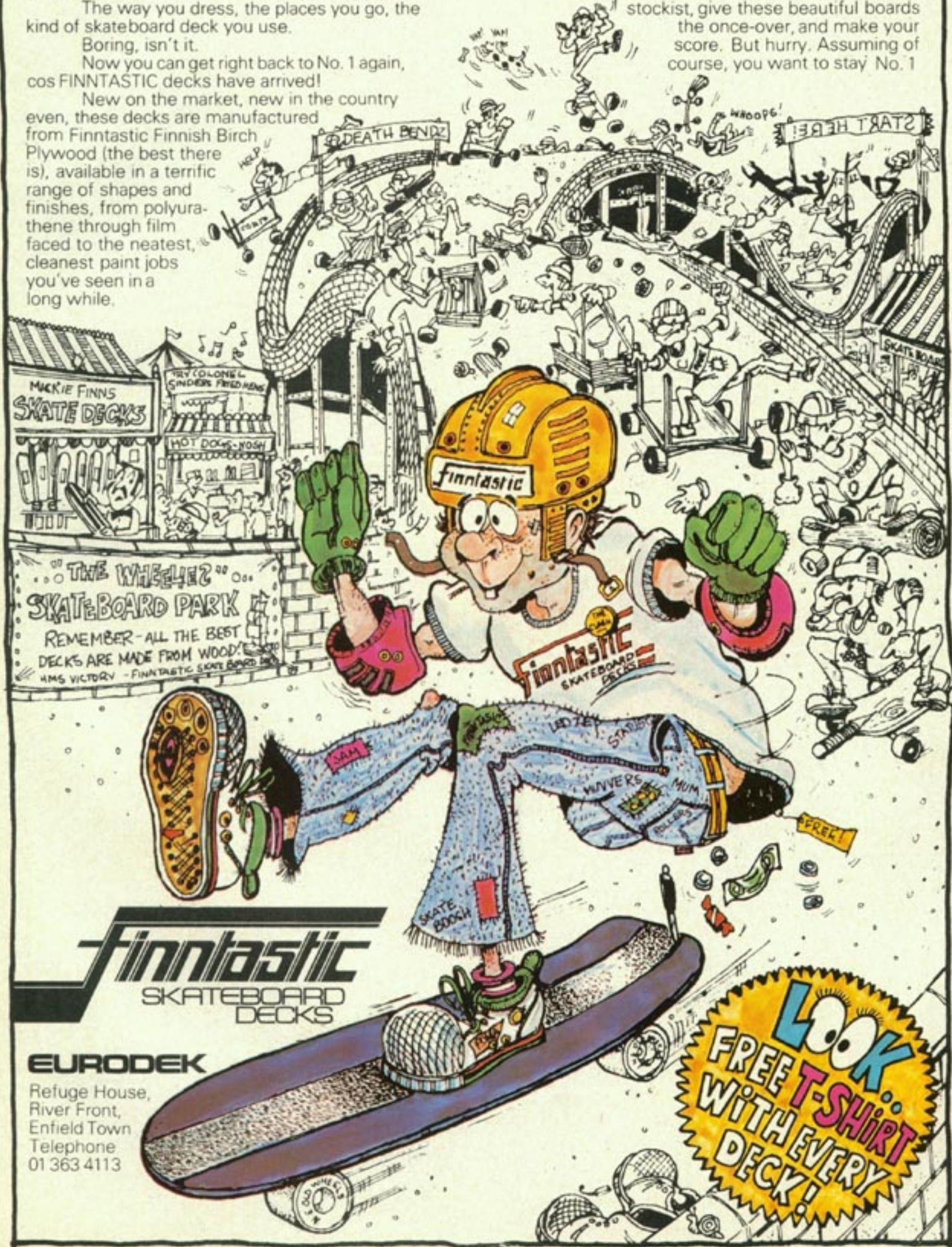
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