

A SURFER PUBLICATION

SkateBoarder

CDC 05742

Vol. 2, No. 1 \$1.00

Hot Action
High Speed
Radical Runs
Slalom, Tricks
Freestyle
Equipment Info

8



Rainbow Ryders

Dennis Shufeldt, aside from being a yoga instructor, is the fastest man alive on a skateboard. Dennis uses yoga control over mind and body to develop body fairing techniques that increase his speed to an unbelievable level.

We do not recommend these high-speed downhill runs to anyone! We do want to point out that Bahne boards have been successfully used and proven under the most incredible circumstances. Photo: W. B.



Why buy an imitation of our skateboard concept when you can buy an evolved form of the *original* idea. As you know, many skateboard manufacturers are attempting to duplicate our skateboard engineering (a technique we developed for our revolutionary Single Ski). And while the rest of the industry is busy trying to copy our old ideas, we're already into new ones. A Bahne board combined with Cadillac Wheels (a product of Bahne) is simply the best, safest, most durable and progressive equipment, period—at no extra cost.

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Models: 24" Hotdog, 27" Slalom, 30" Downhill

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- Unidirectional fiberglass
- High-strength resin systems
- Laminated under heat and pressure
- Flexibility
- Chicago all-steel trucks
- Super-grip Cadillac wheels
- Non-skid textured decks



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For further information mail 50¢ to help cover postage and handling for your full-color Bahne skateboard brochure.

Dealer Inquiries Invited

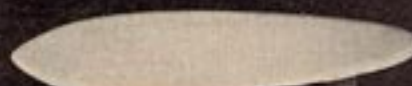


Mark and John Hallen going for tricks and speed.



Rainbow Ryders 24" orange or 27" yellow

A flexible, extruded, unidirectional fiberglass skateboard chassis made of the finest quality materials available. All wheels and hardware are of Rainbow Ryders manufacture. Each board comes set up with Standard urethane wheels in front and Wide O's in the rear. Trucks are cast aluminum, with case-hardened steel axles for strength, durability and safety.



Rainbow GT 24" lime green

A polyolefin injection molded skateboard chassis. Extremely durable. Will not crack, split or chip under normal use. The GT also comes set up with Standard urethane wheels in front and Wide O's in the rear. All wheels and hardware are of Rainbow Ryders manufacture. Trucks are cast aluminum, with case-hardened steel axles for strength, durability and safety.



We also manufacture, package and distribute our own high-quality parts and accessories. All of the following items are individually "shrink-packaged" for point-of-purchase display and ease of handling, and are shipped 12 units per case.

- Two Standard Rainbow Ryders urethane wheels.
- Two Rainbow Ryders Wide O's urethane wheels.
- Two Rainbow Ryders trucks with Standard wheels.
- Two Rainbow Ryders trucks with Wide O's.
- Two Rainbow Ryders shock absorber pads.

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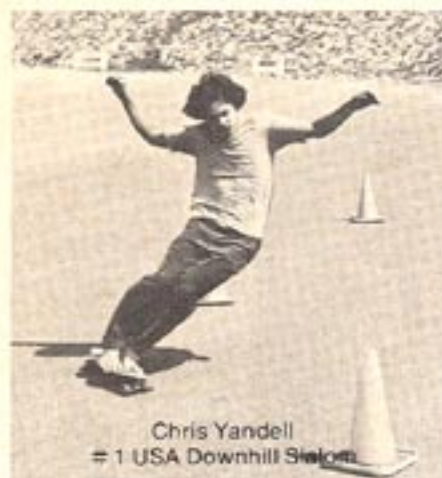
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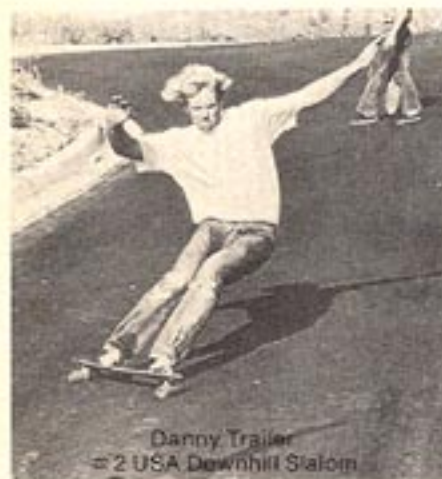
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ANNOUNCING...

A Superior Dimension in Performance Skateboarding



Chris Yandell
#1 USA Downhill Slalom



Danny Trailer
#2 USA Downhill Slalom

FIBREFLEX IS BACK!... We at G & S first introduced the Fibreflex and the flexible skateboard concept in the spring of 1965. The Fibreflex quickly proved its superiority with Willie Phillips and Skip Frye placing 1st and 2nd in the downhill slalom event at the International Skateboard Championships held at Anaheim Stadium early that summer. Ten years later, spring 1975, Fibreflex is back at it again with Chris Yandell and Danny Trailer riding the Fibreflex to 1st and 2nd place honors in the downhill slalom racing at the Bahne/Cadillac Nationals.

A FULL WORKING FLEX... The Fibreflex construction is based around the principle of maximum downward flex or set, with a powerful snap back return. This is achieved basically through a multiple of laminations working against one another in compression and tension. The real power of the Fibreflex comes from its top and bottom outer laminate. This laminate has been acclaimed by the major archery bow manufacturers of the world as the strongest and most powerful fiberglass laminate available. It is also being used by the nation's leading ski manufacturer, and now again, exclusively on Fibreflex. What this means is that your Fibreflex skateboard can be flexed indefinitely and still retain its original shape. It absolutely will not sag or fatigue!... We call this 100% memory. The Fibreflex is laminated in such a way that it incorporates high camber (a principle used in snow skis). The function of high camber is to intensify the thrust and insure a positive set during the unweight portion of your turns.

THE FIBREFLEX FEEL... The Fibreflex is uniquely spirited with its own inner life. The first time you hit a hard, fast turn with your Fibreflex, you can feel it positively set you into the radius of that turn and then thrust back and accelerate you into the straight. An accomplished Fibreflex pilot can actually pump his skate machine and generate speed (much like riding one of our new Modern Machine Surfboards). There's no other flex like Fibreflex!

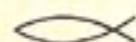
Drop in on your Gordon & Smith dealer and experience the Fibreflex feel. G & S Fibreflex Skateboards are available exclusively at PB Surf Shop in San Diego, and at the many other fine G & S dealers throughout the coastal areas of the country. Check our G & S ad in the latest SURFER Magazine (pg. 13) for a complete listing. From the time you first plant your foot on it, you'll agree there's only one... FIBREFLEX.



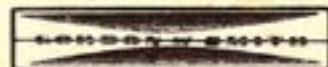
The 28" Fibreflex Pro Slalom

Also available in a 24" version.

Coming soon: The Fibreflex Freestyle



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Murray Estes, inching above record height and hoping the landing gear functions.

SkateBoarder

Vol. 2, No. 1 Summer 1975

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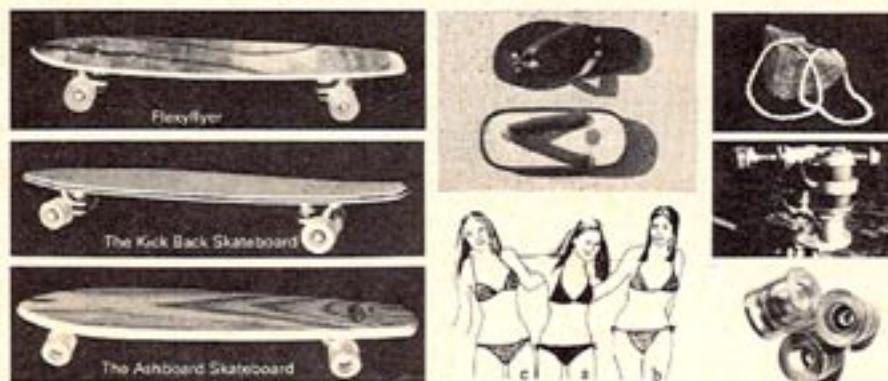
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ON THE COVER: Greg Weaver
at play in the deep end...
where it's 8', thick and hollow
everyday.

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The Kick Back Skateboard, the Ashboard Skateboard and the X-Caliber Truck are the results of full-on testing and experimentation to give you the smoothest, most freewheeling ride you can imagine. The Kick Back is made from strong, durable fiberglass laminated in multiple layers of dynamite colors. The Kick Back also features a non-skid deck surface for solid grip through those hair-raising turns, and a kicked tail for optimum skateboard performance. Both boards feature our all-new X-Caliber trucks. These sturdy aluminum alloy trucks were designed especially for skateboarding.

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| <input type="checkbox"/> VAL SURF Wood Skateboard, <input type="checkbox"/> 21" <input type="checkbox"/> 24" <input type="checkbox"/> 27" | <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL |
| <input type="checkbox"/> Air Brush design, \$29.95, <input type="checkbox"/> plain, \$23.95 | |
| <input type="checkbox"/> VAL SURF Fiberglass Skid, <input type="checkbox"/> 24" <input type="checkbox"/> 27" \$31.95 | |
| <input type="checkbox"/> VAL SURF Aluminum Skid, 25" \$34.95 | |
| <input type="checkbox"/> BAHNE fiberglass skid, <input type="checkbox"/> 24" <input type="checkbox"/> 27", \$31.95 | |
| <input type="checkbox"/> Plastic GT, 25", \$24.95 | |
| All above skateboards include skatekey & Cadillac Wheels. | |
| <input type="checkbox"/> add \$3.00 if wide or big wheels desired, add \$12 if extra | |
| wide & big "Stokers" w/elevator pads desired. | |
| <input type="checkbox"/> 22" Wood Skateboard w/Super Surfer Wheels, \$16.95 | |
| <input type="checkbox"/> Two Skid trucks complete w/wheels: <input type="checkbox"/> Cadillacs, <input type="checkbox"/> regular, | |
| <input type="checkbox"/> \$14.95; <input type="checkbox"/> wide or <input type="checkbox"/> big, \$17.95; <input type="checkbox"/> "Stokers", \$24.95. | |
| <input type="checkbox"/> Wheels, each: <input type="checkbox"/> Cadillacs, <input type="checkbox"/> regular, \$2.25; <input type="checkbox"/> wide or | |
| <input type="checkbox"/> big, \$2.95; <input type="checkbox"/> "Stokers", \$4.50 | |
| <input type="checkbox"/> Elevator shock pads, 2 for \$4.00 | |
| <input type="checkbox"/> Churchill Surfer Swim Fins, \$21.95. Shoe size _____ | |
| <input type="checkbox"/> Sun Visions: | |
| <input type="checkbox"/> Plain, \$2.50; <input type="checkbox"/> white <input type="checkbox"/> navy <input type="checkbox"/> red | |
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| <input type="checkbox"/> VAL SURF Floral, \$3.50 | |
| <input type="checkbox"/> Leather Belts, \$7.95; <input type="checkbox"/> Wave <input type="checkbox"/> Floral, waist _____ | |
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| <input type="checkbox"/> Leather Key Chains, surfing designs, \$1.95 | |
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| <input type="checkbox"/> 8-track tape, \$6.95 | |
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| VAL SURF Wax, 10 for \$3.95 (<input type="checkbox"/> cold <input type="checkbox"/> cool <input type="checkbox"/> tropical) | |
| <input type="checkbox"/> Bumper Stickers, 50¢ <input type="checkbox"/> Keep Surfing, <input type="checkbox"/> Surf Bare <input type="checkbox"/> I'd | |
| Rather Be Surfing | |
| <input type="checkbox"/> DECALS (ig 66¢ sm. 40¢) | |

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 F. Mark IV Urethane \$1.50 ea. L. Small Faces stickers \$2.50 ea.

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wheels on card



ZIPPING ALL OVER THE PLACE

If you wanted to get some pictures of some great skateboarders, I know of a place. It is in Norwalk on Firestone Blvd., in the riverbed, right next to Golf-n-Stuff. There is a ramp going down into the riverbed, and these guys go down a ways at high speeds and then go all over the walls of the riverbed. You know how steep the walls of a riverbed are. Anyway, these guys are really great! They just zip all over the place. The walls are all covered with writing, too. Not bad writing, just stuff about surfing. You should send a photographer down there some Saturday and get some pictures of these guys. There's even some girls that do it (like me).

Lori Austin, Downey, California

"A LAND SURFING TRAINER BOARD"

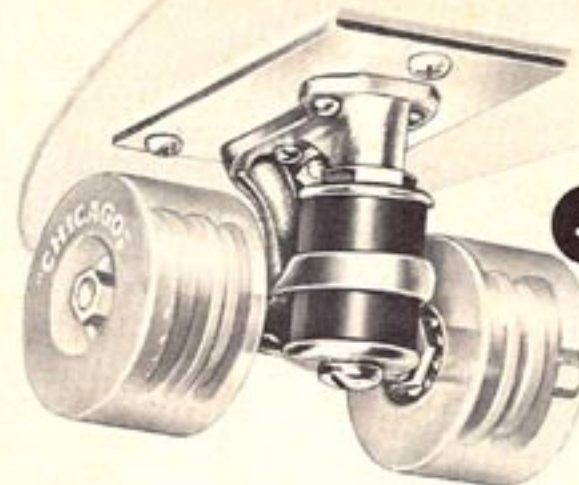
I have been asked by a South American friend to locate what he has called "a land surfing trainer board." ... He also mentioned your publication, and it is quite possible that he first read about this concept in your magazine. I have checked many retail outlets here to no avail. Some retailers thought that he might be referring to a "roller skate" type board, and sale of this type of board has been made illegal in New York. Would you be good enough to advise me if you know what he is referring to and likewise where I can buy same by mail.

Martin M. Berg, New York City

OUTRAGEOUS STUNTS MAY LEAD TO BITING CONCRETE

I just got back from my daily skateboarding. I turn on the radio and on the news I hear our ever-loving law enforcers are giving tickets for riding skateboards in the streets. I find the main reason for this is that kids are seeing others (mainly surfers) doing outrageous stunts on hills, who make sure what they're doing is safe. Then the inexperienced go to their parents and tell them they want the best, which is what

for **QUALITY** skateboards
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they get in my neighborhood. Now they got what they want and head for the hills. When they find sidewalks too thin, they graduate to the streets. Here, they do a John Wayne imitation of biting the dust, but get a taste of concrete, and these are the lucky ones. The others play chicken with cars and often lose, which brings me to my point. If you are going to do this illegal street riding, check first for cars, then officers of the law, and wear strong but easy moving clothing.

Robert Beher, Agoura, California

PUBLIC REACTION LEVELS

The rising use of skateboards is now reaching public reaction levels. In the San Diego City Limits area, it is a \$55 fine for the willful operation of skateboards on public roads. It is noticeable in some areas that if residents do not complain, officials relax this ordinance. Occasionally out-of-area officials, namely those young men on the motorcycles, issue warnings and tickets to all participating in this "bearing" experience. At any rate, I have a feeling that if more people are going to indulge in this hard-surfaced sport, these necessary precautions should be heeded within the realm of common sense.

1. Safety first—make sure your skateboard is in safe operable condition before "going for it."
2. If using public roads, exercise courtesy or road etiquette by yielding the right of way to all cars.
3. If given a ticket, keep from laughing.
4. A skateboard death would surely awaken the public interest. Be aware that this death might be you the next time you jump on it.

Chris Yandall, Pacific Beach, California

Editor's Note: San Diego has since made all skateboarding illegal on its streets and sidewalks.

HANG UP OUR WHEELS?

Being an extremely avid skateboarder in the Santa Monica area, I was hummed to the highest degree on a recent skateboard adventure. Upon entering Brentwood School in Brentwood, I was approached by undercover nars who gave me the run-down on why there would be no more skateboarding at the following schools: Brentwood, Bellagio, Kenter, Paul Revere, and Pali (most of which contain some primo spots). Apparently a few janitors were extremely upset over having to remove dozens of strategically placed (75 lbs. each) benches (in the form of tubes). Also, kids were hurt in the past in skateboarding accidents, and tried to file suit against the school district, and in combination with rising amounts of burglary and destruction of school property, have contributed to the prohibition of skateboarding in these areas. So what now? We've brought it all on by ourselves! Now it's time to undo it, or hang up our wheels! Bob Erspamer, Santa Monica, California

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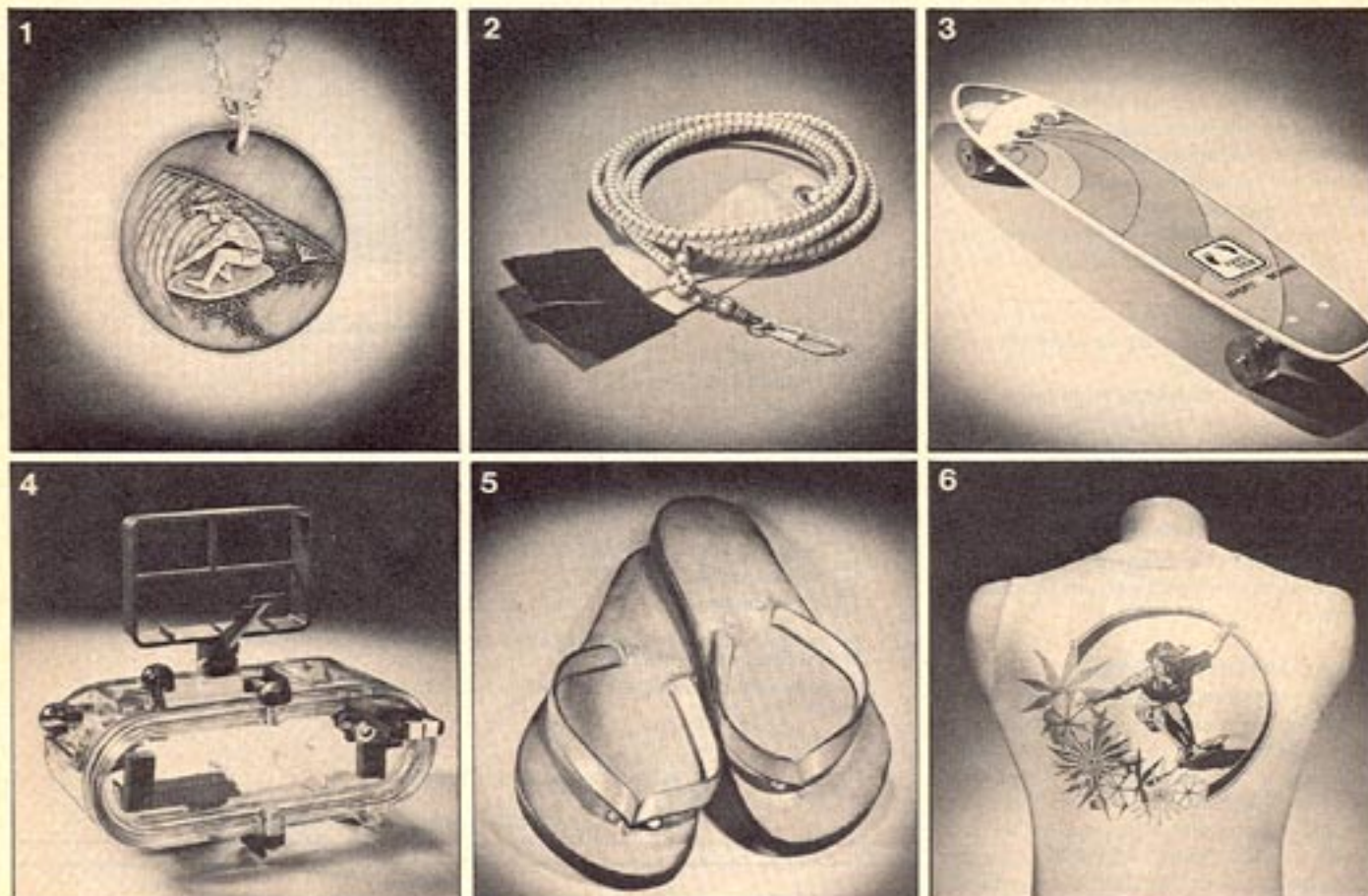
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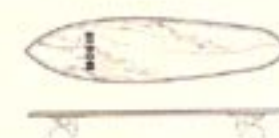


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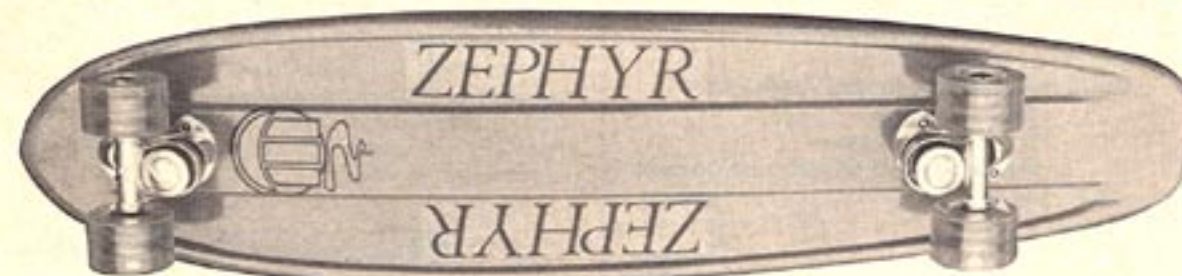
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Photos: C. R. Steacy III

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editorial

For the last ten or fifteen years, man has come closer and closer to finding pure modes of physical expression just for the joy and challenge. Surfing's pattern of constant equipment refinement made wave riding on short, responsive boards closer to flight than ever before. Surfers started snow skiing and sailing swift multi-hulls for the same rush. Then came hang gliding; as close as you could get to unencumbered flight. And now, most recently, skateboarding has joined the ranks of serious, artful, downhill motion sport; yet another form of physical and mental release in which you glide and swoop and experience the wildly exotic sensations of speed.

Skateboarding isn't new. Ten years ago it caught on heavily in the beach areas, then became a national fad. Another hula hoop of sorts. But a year later it had subsided, and everyone kind of forgot about it. Then a guy named Frank Nasworthy, who lived in Encinitas, California, began playing with a new idea for skateboarding, a softer urethane wheel.

BREAKTHROUGH— THE URETHANE WHEEL

by Frank Nasworthy



Frank Nasworthy is Captain Cadillac.

Now that the skateboard phenomenon has truly made a comeback, one may look back to see what the catalyst was, for in actuality, there have been relatively few new innovations in skateboarding. There are still stiff and flexible boards, and prior to recent truck innovations, there had been no substantial design innovations with respect to skate hardware in ten or twelve years. We are left with just one other aspect, the urethane wheel; and the confusion and myths surrounding the wheel are tremendous, for this wheel broadened the dimensions of skateboarding more than any other single thing. If one needs a comparative analysis to understand its impact on the sport, try driving your car with wooden wheels.

The urethane wheel may be a new innovation for skateboarding, but it is far from being a recently discovered product. There is little documented information as to the origin of the wheel, but research no doubt started in the late 1950's. Plastics were becoming revolutionary, and the roller skating industry was looking into urethane for use in roller rinks. The long-lasting durability of urethane offered roller skaters a wheel that would not wear quickly. The major drawback to the wheel was simple; a soft wheel rolls slower than a hard wheel. Roller skaters, once

past the novice stage of skill, desire speed rather than control, so there was little excitement in this sport for the wheel. Since the late 1960's, urethane wheels have been available (in small quantities) in roller rinks, but almost all were made for precision bearing roller skate assemblies (no cones in wheel, but just a cavity for precision bearing case), and urethanes were molded for a harder, faster wheel. Skateboarders were unable to use the wheels for some period of time due to the fact that skateboards in general require the loose bearing truck assembly.

In 1973, Cadillac Wheels Company introduced to skateboarders the first urethane wheel adapted for their sport. Cadillac Wheels Company collaborated with Creative Urethanes, Inc. (a urethane molding company), who have been producing roller rink wheels since 1968, and is now probably the world's largest manufacturer of urethane wheels. Cadillac Wheels Company made durometer (molded to measured hardness of about 90 shure) and material changes on the roller skate wheel, and using Creative Urethanes, Inc., unique molding process, produced the first urethane wheel solely for skateboarders. Creative Urethanes, Inc., uses a cast molding process with the material dispensed or poured into the mold cavity. The wheel is then cured by heat in ovens for about twenty minutes, producing a wheel with great durability and super traction.

Almost immediately after Cadillac Wheels Company's initial market exposure, the skateboard phenomenon occurred. Almost simultaneously with the introduction of "Cadillac Wheels," Oak Street Surf Shop developed the Meta Flex wheel. This wheel, like the Cadillac Wheel, is urethane, and has been manufactured for use in roller rinks since late 1960. Oak Street Surf Shop incorporated durometer (decreased hardness to about 90 shure) and material changes in the wheel to adapt it to skateboards. The Meta Flex wheel is made in Canada, using the injection molding process which molds wheels under high pressure and intense heat. Although materials used are similar, the process differs greatly from the casting process used by Creative Urethanes, Inc. This produces wheels with very exact roundness, but with a somewhat harder texture.

In 1975, skateboarders will probably see many new wheels, one being the new Cadillac Wheel. Using injection molding and a patented hard center core, the wheels are virtually molded around the core. This produces a more symmetrically round wheel with the traction distributed evenly over the entire surface. This also allows a very soft (75 shure on the durometer) urethane to be used without having the bearing cones pushed out or disfigured, giving even greater traction capabilities to the skateboard wheel.

In the future, skateboarders will have many wheels to choose from, with infinite size and design changes. All have their respective qualities, both good and bad. The individual skateboarder will be to decide which is for him, but he'll be decidedly ahead of his skateboarding predecessors of ten years ago.



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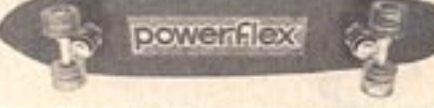
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photos Garrett Jones

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Going for . . . **HIGH SPEED**

Author Dennis Shufelt, at 24 years of age, is a yoga teacher in San Diego's North County. Currently riding for Bahne, he combines his last 12 years of skateboard expertise with his yoga mind and body control to remain the fastest downhill racer against all challengers.



Dennis Shufelt—full body taping

Photos—W.B.

by Denis Shufeldt

Ask a sky diver or a 20-foot-plus wave rider if the thrills are worth the risk of injury, and they'll smile as if they know a secret, saying, "It's worth it to me!" Like all sports, high-speed skateboarding has its own degree of risk. When I first experienced downhill motion on a skateboard, the feel of the wind, the sound of the spinning wheels, and my vision blurred to the sides, triggered a rush of adrenalin that excited me to a point of ignorant bliss. A feeling of freeness comes from motion sports, and this can overshadow the awareness of possible injury.

The more experiences I had in skateboarding, the more I began to realize the importance of safety if I was to continue enjoying the excitement of this sport. From over fifteen years involvement in skateboarding, it's clear to me that high speeds should not be attempted by a novice skateboarder. An experienced speed skater is well aware of the possibilities of broken

bones or being ground into hamburger if a collision with the asphalt occurs. Because of these possibilities, harmony of mind and body must first be acquired by an individual so they may clearly consider all of the variables involved.

Since the skateboard is the medium of contact with the energy source (the hill), I'll point out factors for safety and control that I believe important. A skateboard should be equipped to absorb vibrations created by high speed. This is to say that if a skateboard is made of fiberglass instead of wood, the vibrations will not be absorbed, due to its dense material, sending the deflected vibrations up through the rider's body, increasing the difficulty of control. So if an addition to the skateboard is necessary for shock absorption, rubber washers or a single layer of rubber, 2" x 3" x 1/4", can be placed between the skateboard and the truck mount plate. Wheels also receive intense vibrations. Due to a different

density of materials in wheels, the speed capacity of each will vary in some degree. Through my experience, I've found that hard wheels will go faster than soft (traction) wheels in most cases. A wheel too hard will not absorb the imperfections (resistance) of a rough surface, causing less contact with the surface. Less contact with the resistance means more speed, but also makes control more difficult to maintain. A certain amount of traction (contact with surface) is needed for control, but keep in mind that when a soft wheel absorbs more vibrations, causing some resistance, it is slowed down to a degree. The size of a wheel, meaning the circumference of its flat surface, also dictates a variable to speed. For example, take two wheels, one 2 1/2" around, the other 3". Every rotation the larger wheel completes, it advances a half-inch further than the smaller wheel, giving the rider with the larger wheels an advantage for speed.

Lubricate the ball bearings for a

smooth spinning action, and make sure that the ball-bearing races are not adjusted too tight. Friction will be created between the bearings and their races if lubrication and correct adjustments are not made. For control at high speeds, wheel trucks must be tightened to their limit. Loose trucks cause what is known as a "high-speed wobble." Always keeping your safety in mind, check your equipment before and after every run made. Checking in this manner is a good safety practice. Flexibility of a skateboard is another factor in controlling speed, which I'll explain later.

Make your situation as safe as possible. Select an area of no vehicle traffic and a minimum of other skateboarders, along with an incline suitable for your capacity of speed and control, with plenty of space to slow down at the end of the run. Remember,

too, that a smooth surface creates less resistance to the wheels, giving the rider more control. The ideal safe incline would actually be a man-made ramp constructed of metal framing and a wood surface coated with urethane. Urethane is used in making skate wheels, and gives adequate traction with a smooth surface in case of collision with the surface. A ramp of adequate length, width and height would be expensive to build, but will be necessary, in my opinion, in order to safely continue high-speed attempts. The flexibility and smoothness of a man-made ramp reduces the abrasiveness of impact in comparison to an asphalt incline. In either case, man-made ramp or asphalt incline, safeguard your body from injury by using padding. Never let your ego stop you from playing it safe and smart. Knee pads, gloves, hightop tennis

shoes for ankle support, and helmet are all helpful for protection. A helmet is maximum protection and should be worn by even the most experienced skater. Leather clothing, such as a motocross racer wears, will safeguard the skater and increase confidence in his situation. The aforementioned factors are to help insure safety and control.

Along with these, body fairing is of the utmost importance in creating and controlling speed. Fairing can either increase or decrease speed. It is not necessary to be heavy in weight in order to go fast. Fairing the body for the least amount of resistance possible can easily compensate for a lighter body weight. For example, to create more speed, the least amount of flat surface (chest, waist, thighs, face, etc.) should be exposed. Form as much of an air foil as possible with the



Minimizing frontal drag.



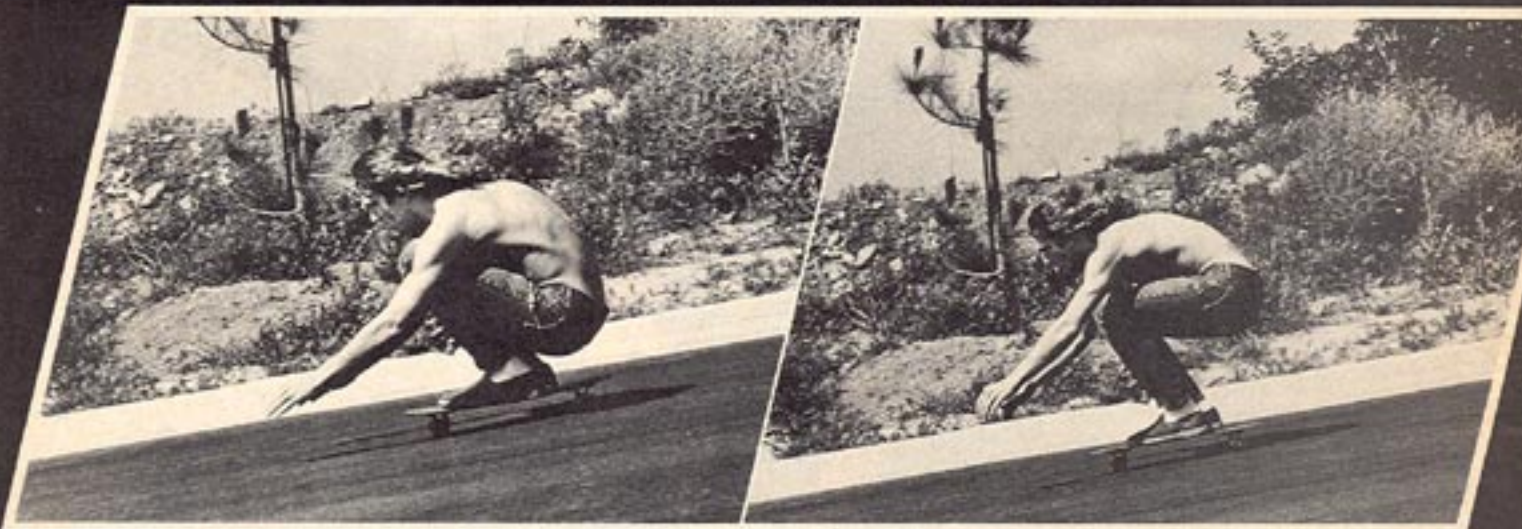
Slowing by presenting more resistance through the end of a downhill run.



Straining for maximum speed.



Shufelt and Gary Keating racing.



Weight and unweight. Two degrees of board reaction.



Gary got the jump, but Shufelt had the body fairing.



And before long Dennis was ahead.

body by placing your arms forward to break away the air (resistance) for the remainder of the body. A parallel stance, with toes pointed forward, simplifies control by keeping the body weight balanced over one point of your skateboard. If a skater wishes to slow his speed, he must expose more flat body surface, creating drag (resistance). As I experienced different speeds and conditions, I learned how to safely control speed with body fairing.

Going even further into creating speed, I'll now combine the skateboard's flexibility with correct body fairing. In choosing the correct amount of flexibility, remember that too much flexibility will overreact, and a lack of flexibility will not react enough. Imagine a downhill ski racer springing out of the starting gates. He

immediately begins to skate and pump his body in accelerating movements, using his flexible skis to create speed. Everytime the skier presses (weights) against the skis and the resistance of the snow, he receives a relative amount of reaction. In this case, the reaction is unweighting, decreasing the friction of the skis to the snow. Action (weighting) equals reaction (unweighting). Using my skateboard the same way, every time I press down, I receive an upward reaction that unweights the wheels and creates less friction between the wheels and the surface. In this case, less friction means an increase in speed. Rhythm and timing are important in using this pumping motion. These accelerating motions immediately follow the push-off, and then the run will be completed with the body fairing for maximum

speed and control.

In my opinion, high speed should not be attempted by anyone who does not have the desire to go even faster at any controlled point of a speed run. The steepest part of an incline is where the skater must be ready to use the angle of incline to the advantage of the situation. Hesitation at this point can easily create a loss of control or speed. Remember, the skater's degree of experience will dictate control over the mind and body in high speed.

While using the body as an air foil, completely immersed in air, high-speed skating is parallel to controlled flight. Being harmonious at high speeds is essentially what high-speed skateboarding is all about. Witnessing harmony in a self-created situation is mastering the moment. Freedom in the NOW!

TWO SCHOOLS OF THOUGHT

FLEX

by Skitch Hitchcock

As skateboarding continues to develop in terms of equipment refinement, two schools of thought are emerging. Some feel flexible boards add new dimensions of energy, while others prefer the traditional qualities of the stiff board.



The characteristic properties of "flex" on a skateboard are very simple to explain when the function of the trucks is understood. Basically, a truck is steered by the amount of pressure applied to one or the other side of the skateboard, thereby allowing a sensitive control of direction. The turning efficiency of the trucks can be varied by pitching the truck's "pivot yoke."

This can be done by adding or decreasing the amount of rubber between the lock nut on the bolt in the base to the point of intersection of the pivot yoke and the base bolt. But even better results can be achieved by mounting the bases at a different angle than the normal, which is flush to the bottom of the board. When the angle of the pivot yoke is brought to the perpendicular, it results in a completely committed turning truck. It can turn quite radically, but it must be led rather than lean steered, much like the front steering mechanism of a wagon. Therefore, when you alter the truck's angle of attachment to the board, you can adjust the sensitivity of the basic turning radius of that board. With this knowledge, it is now possible to understand why there is that different "punch feeling" in a board with flex. The "punch" is achieved as the skateboarder enters a turn, applying the force of his own sheer weight, augmented by another force commonly called the "G" force. This gravitational phenomenon causes extra pressure on the board, which in turn causes the board to bend more and more as the turn is tightened.

As the board flexes, it causes the angle of the trucks to change from a normal cruising position (see diagram #1) to a turning position (see diagram #2). In these positions, the board has gone through a progression from a normal turning radius to a shorter one. Now, as the turn is being drawn out, a certain amount of punch or acceleration is being produced due to this alteration of the yoke angle of the bases.

I find that a board with proper flex offers a pumping type of skateboard capable of accelerating through turns. It is very beneficial in the performance of radical runs where proper weighting and unweighting is maintained. In addition, this flexing capability, because of its cushioning effect, allows a little extra leniency in crucial conditions such as hitting rocks or going over large cracks.

It should be pointed out, however, that unless the proper degree of flex is achieved, there may be some significant drawbacks. Not only will you lose the "punch," as we have described it, but other things might occur. There may be a bowling of the deck when standing on the nose or the tail. Or an improper flex could allow the bases on the front to twist to one side as the rear bases remain normal, or twist in the opposite direction. This

would result in an instant loss of control, and create some real problems. The proper amount of flex to look for in obtaining a board is a flex of 1/4" to 1/2" when standing on the board, and 1/2" to 1" when bouncing or turning on it.

Here are some other things you should look for when acquiring a flex board. Examine the condition of the glass. If there are any white flaws in the finish of the board, it is a good indication that it contains a high resin-per-fiber ratio. Such a board is apt to be brittle, and will not stand up to the wear and tear of a properly made board.

The best material to look for in a flex board is solid fiberglass. Preferably, you should have the board made of all woven cloth, as the density of the fiber/resin ratio is higher on the fiber content than "mat," a commonly used material for cheap laminations. If you are 145 pounds or under, it is desirable to have your board constructed with from 20 to 25 layers of cloth for a 27" to 30" board. If you are over 145 pounds, there should be 25 to 30 layers.

If you want a longer board, the amount of layers should be increased. The added distance between bases requires a stiffer board in order to get that desirable punch effect. In the long run, however, a flex board is a personal thing. My own preference in stiffness may not be suitable for you.

I hope that I have made you aware of some of the basic properties and characteristics of the flex board. Only an ample amount of personal experience will produce the proper effect and the best board for you. ➔



Distributing your weight directly above the trucks can give a degree of stability. Skitch Hitchcock has also mastered the airborne 360°.

TWO SCHOOLS OF THOUGHT

STIFF

by Bruce Logan



Many types of boards have been developed for skateboarding, which include the wood board, flexible plastic boards, and the foam board. Of the three types of boards (with sizes varying from 18 to 36 inches), the dependable stiff wood board has always appealed to me. There are various woods that can be used in making a skateboard: birch, alder, cedar, ash, mahogany, oak, pine and walnut. Of these, the ash, birch and

oak are the strongest and most practical, but they also are more expensive. However, when using screws to fasten the trucks to the board, one would definitely want to use one of these three, as the screws are less likely to work their way out of the hard wood. The oak or birch board has become the most popular, with the size ranging from 25 to 30 inches long, depending on the type of riding one is doing.

The many contests in which I have participated have led me to

the conclusion that the stiff wooden skateboard, which is so controllable, maneuverable and durable, is for me superior to flexible boards.

The urethane wheel has revolutionized skateboarding in much the same way that the short board revolutionized surfing, and the absorbent urethane has made stiff boards more practical. Superior trucks have added to the quality of the suspension system of today's skateboards. Still, the proper placement of the truck-wheel assembly on the board is the key to performance, and a wood board is easier to vary the truck placement on, rather than some of the more sophisticated molded flex bodies.

In performing tricks, the solid wooden board gives the rider a more secure feeling because of the firmness of the board. This, of course, adds to his confidence.

When skateboarding from steep slopes onto the flats, and back up the slope, you also really appreciate the sturdiness of the wood board. Another good point to add to the practical aspects of the stiff board is that in riding steep runs downhill, and reaching speeds of 35 m.p.h., or more, there is no wobbling or vibrations.

In slalom racing where there is so much maneuvering involved, the heaviness of the wood board enables the rider to go faster and maintain better control of his board.

While stiff boards may not suit everybody's style, for me they're the answer. ➔



Bruce Logan performing the headstand spinner. The stable board aids confidence in unstable situations.



Freestyle slalom allows for individual interpretation. Dennis Shufelt feels his way along a downhill course.

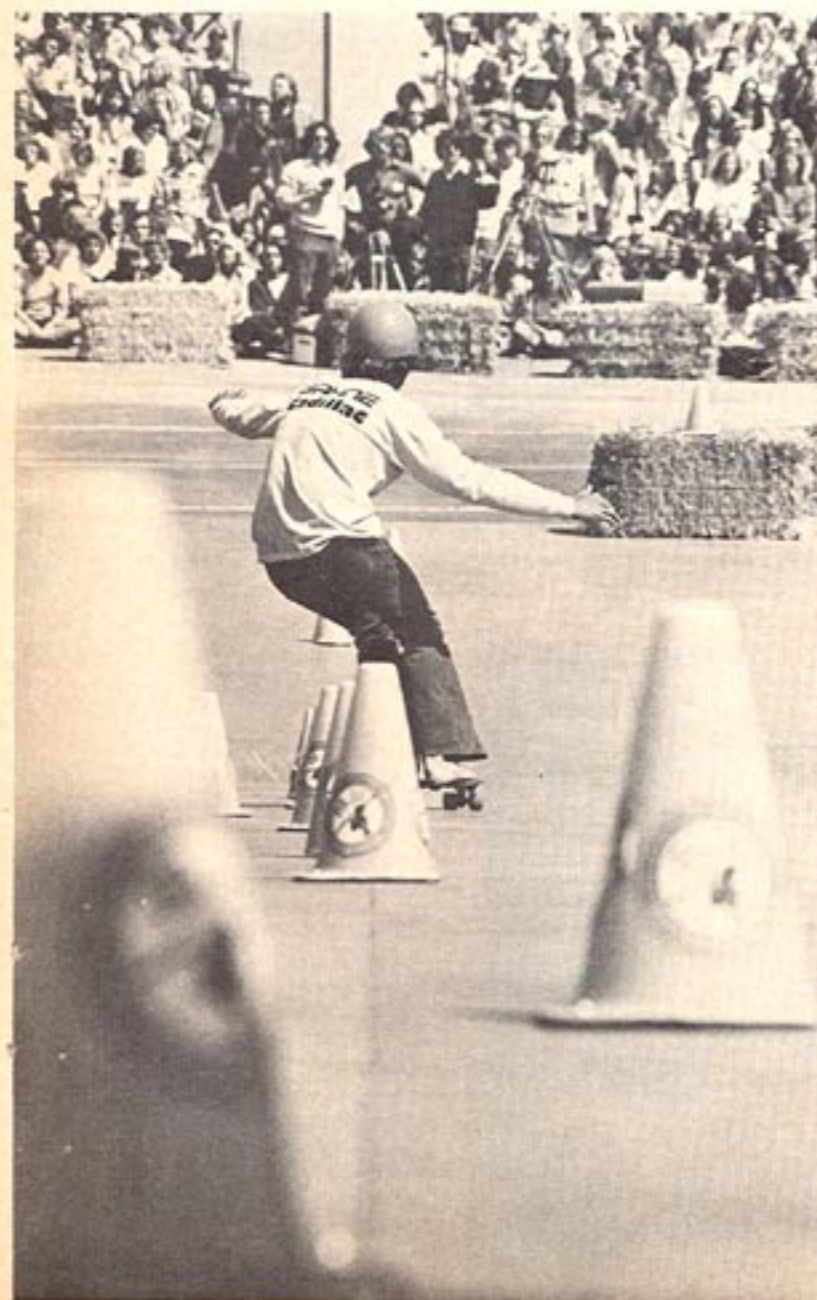


A study in concentrated effort.

An official at the recent Bahne Cadillac National Championships negotiates the slalom cones to familiarize the crowd with the course. Photo: Dan Gross.

Slalom Technique

by Dennis Shufelt



Surfer, skiers and skateboarders all use variations of slalom theory to create their own fluid motion. Like the lines they carve on waves, slopes or streets, slalom theory involves picking a curved line of acceleration or deceleration used to control travel between two points. Skateboarders, along with other downhill sports, do not need a predetermined course in order to apply slalom theory in their skating. Although most everyone thinks of a slalom course as being a marked-out area, like a ski race, skateboarding also allows for a free-style type slalom without gates. Using the mind and body to create style and rhythm as you combine one line to the next, this type of self-expression slalom is much more carefree than slalom racing.

Since winning or losing a race is not at stake, free-style slalom is a do-your-own-thing situation where the basic racing approach need not apply. The attitude of the slalom skate racer is different in that creating the fastest lines (curves) possible is of the utmost importance. In slalom, the fastest line between two points is the straighter curve or curve of lesser degree of deflection. The skater's speed will be altered by creating whatever lines are necessary to complement the angle of the incline and the distance between slalom gates.


In both of these approaches to slalom skateboarding, a process of weighting (pressing) and unweighting (unpress) is used to control the skateboard and to create the lines needed. The weighting to one side or another causes friction between wheels and surface on one side, making a direction change occur. If a flexible skateboard is used, this weighting and unweighting is exaggerated even more. Everytime you press (weight) down, the flexible board reacts back with a relative amount of unweight, creating less friction between the wheels and surface. The direction and speed of the

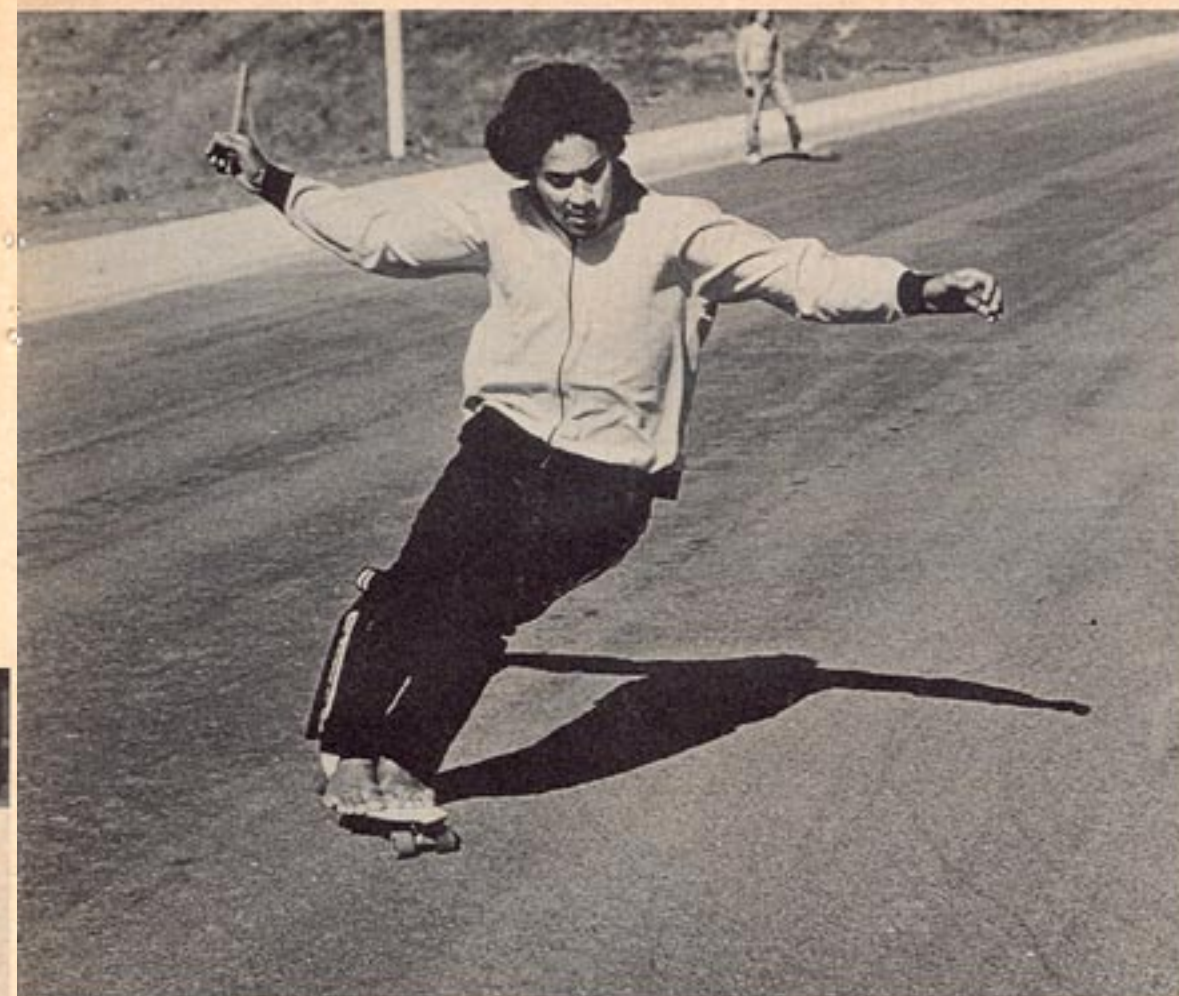
board will be determined by this process of weighting and unweighting. How long and how hard you press down will determine the line taken. There are different body styles in this process, and due to a skater's experience and the type of terrain to be traveled, the style of the skater will change. A surfing-type stance with the front foot pointing forward and the back foot pointed to the side can be used, or a parallel stance, like a ski racer, can be used. Either stance will work equally well, depending on the individual skater. The main factor is in keeping the feet close together to simplify the weighting process. If the feet are apart, the body weight is divided over two centers, and makes control more difficult. The changing of directions by weighting and unweighting must be done accurately to keep a smooth sequence of

lines flowing. The racer must remember that every time his body is moved to one side or another while weighting or unweighting, it must be brought back into balance in order for control to exist. Self-expression through body style is not needed in racing, and will almost always be to a disadvantage of the racer. A minimal amount of movement from the upper half of the body helps to keep balance. The lower portion of the body should be used to distribute the weight of the upper body to whatever side necessary. The fastest lines will be achieved from pure and efficient body action and a correct approach to drawing your line through the slalom gates. In approaching each gate, you should begin to weight to the side closest to the gate. Weighting should be done before you become parallel to the gate, and

unweighting should occur before the tail end of the board has passed the gate. As the unweighting begins, you must be already set for the next gate. The upper portion of the body should be kept erect directly above the gate as the feet and board are pulled around it. In between gates, both upper and lower portions of the body should be brought back in line to insure balance before beginning to weight down again.

So the formula is simple: weight (down) into a gate, and unweight (up) out of it.

Remember that in slalom skateboarding, you (the mind and body) are dealing with lines, weight, and timing. To create the correct line for whatever course we use, our weight must be placed with accurate timing. Again, harmony is in the picture as the essence of slalom theory. 



Chris Yandel floats parallel through an invisible gate.

The arm becomes a pivot point in a full wrap around by Stacy Peralta.
Photo: C. R. Stecyk III.

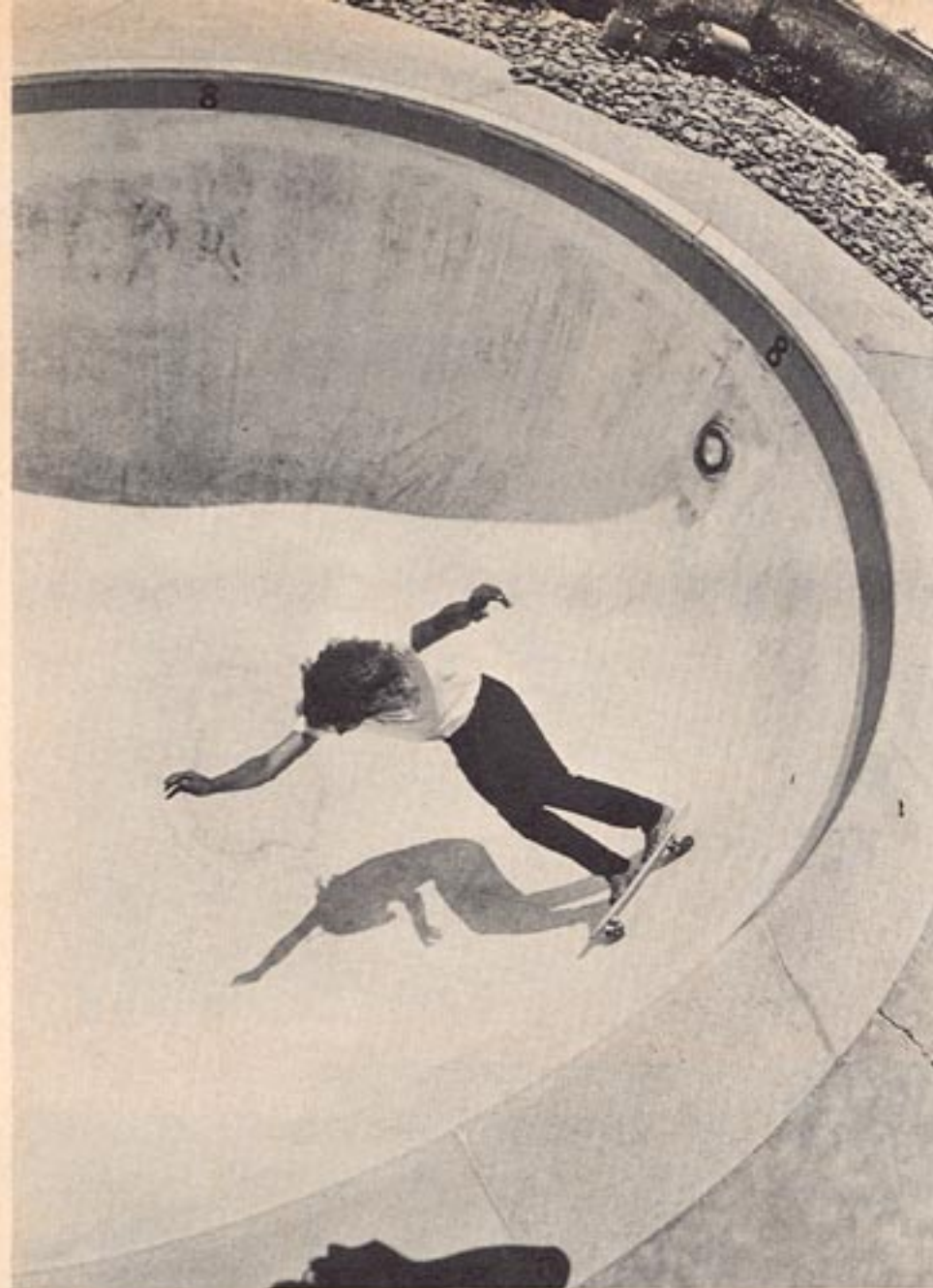


Barely squeaking by one gate, Tony Alva already has his eyes set on the line through the next. Photo: C. R. Stecyk III.



Gary Keating fights to control a high-speed slide.

Getting Vertical



Photos—W.B.

Greg Weaver
fluent adhesion.

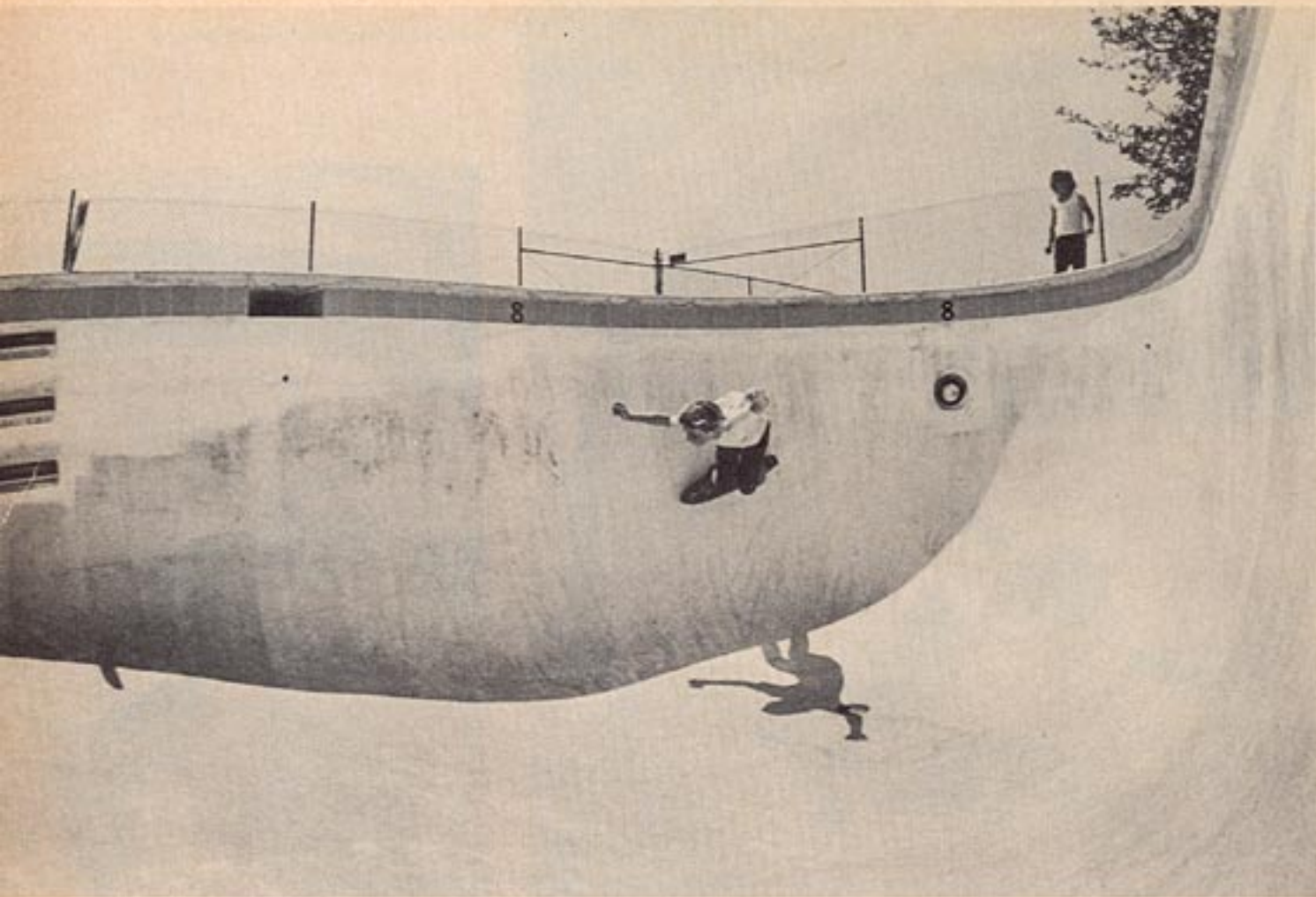
Scott Williams, frontside through the bowl.



Glen Woodruff carving along the top.



Scott, again, reaching for a skyhook.



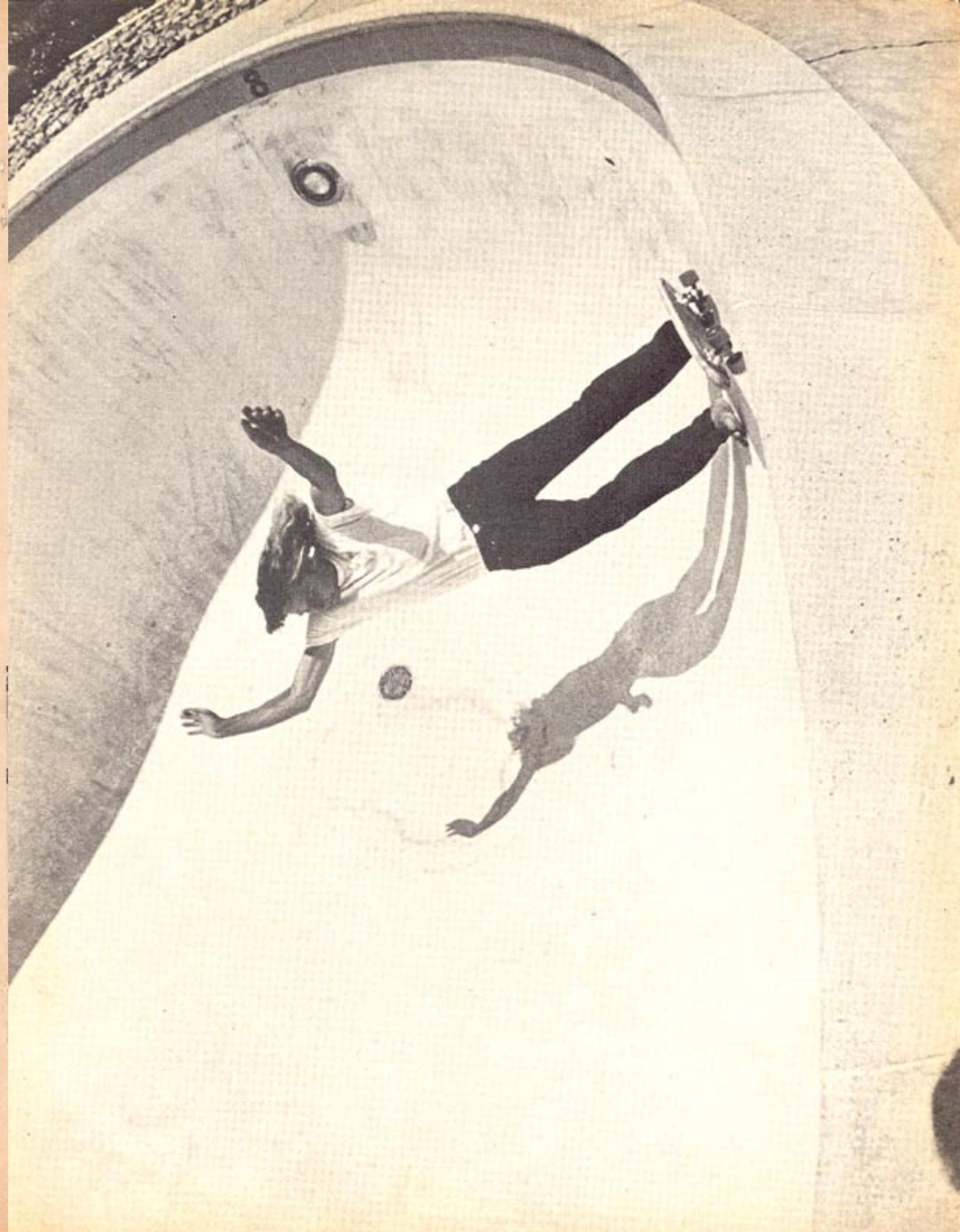
Singshot through the bowl.

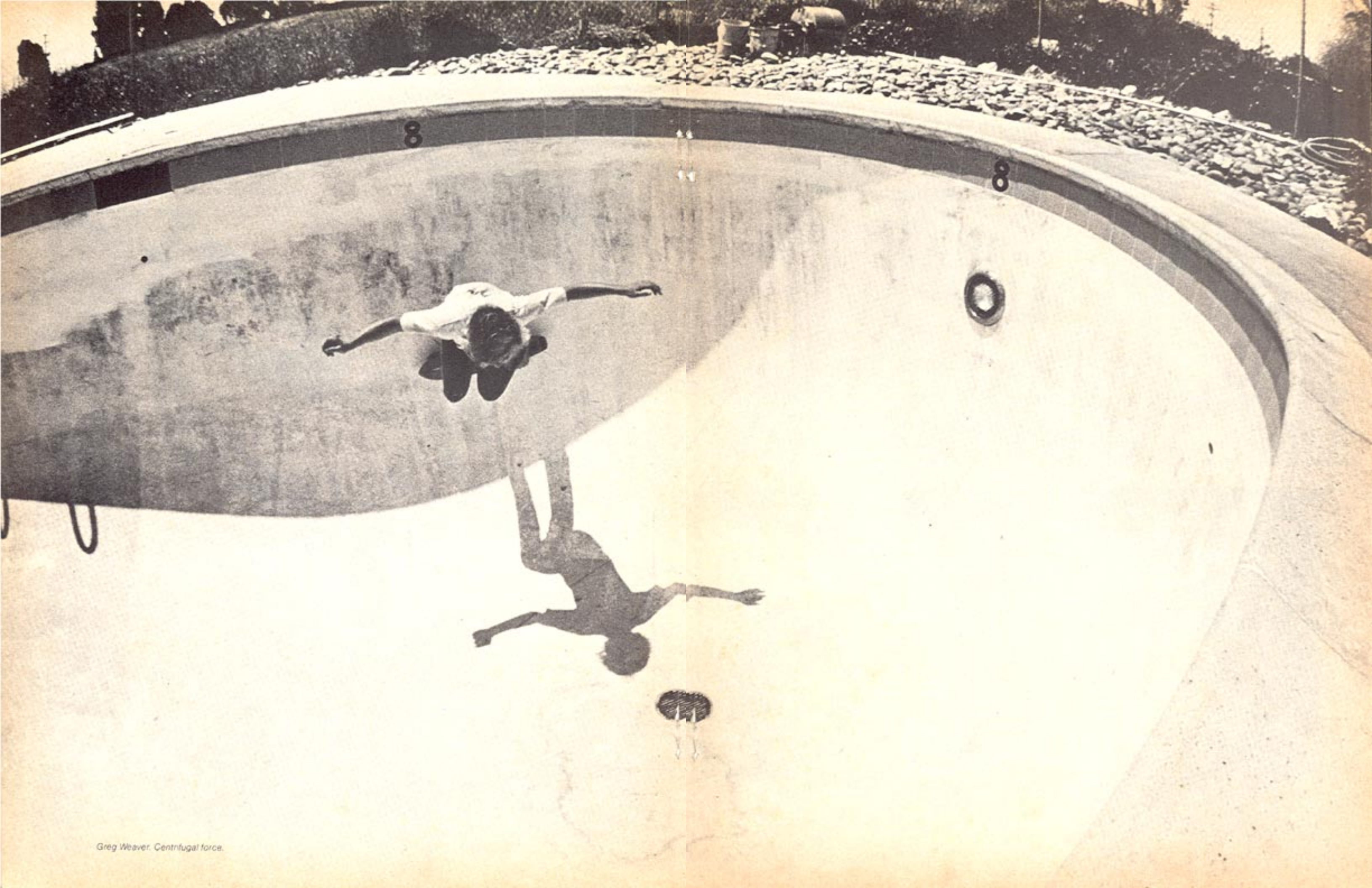


The gang in the shallows watch the big kids hang out.

Scott Williams, foot in the bucket on an unsuccessful trajectory.

Woodruff's patented 3-wheeler.





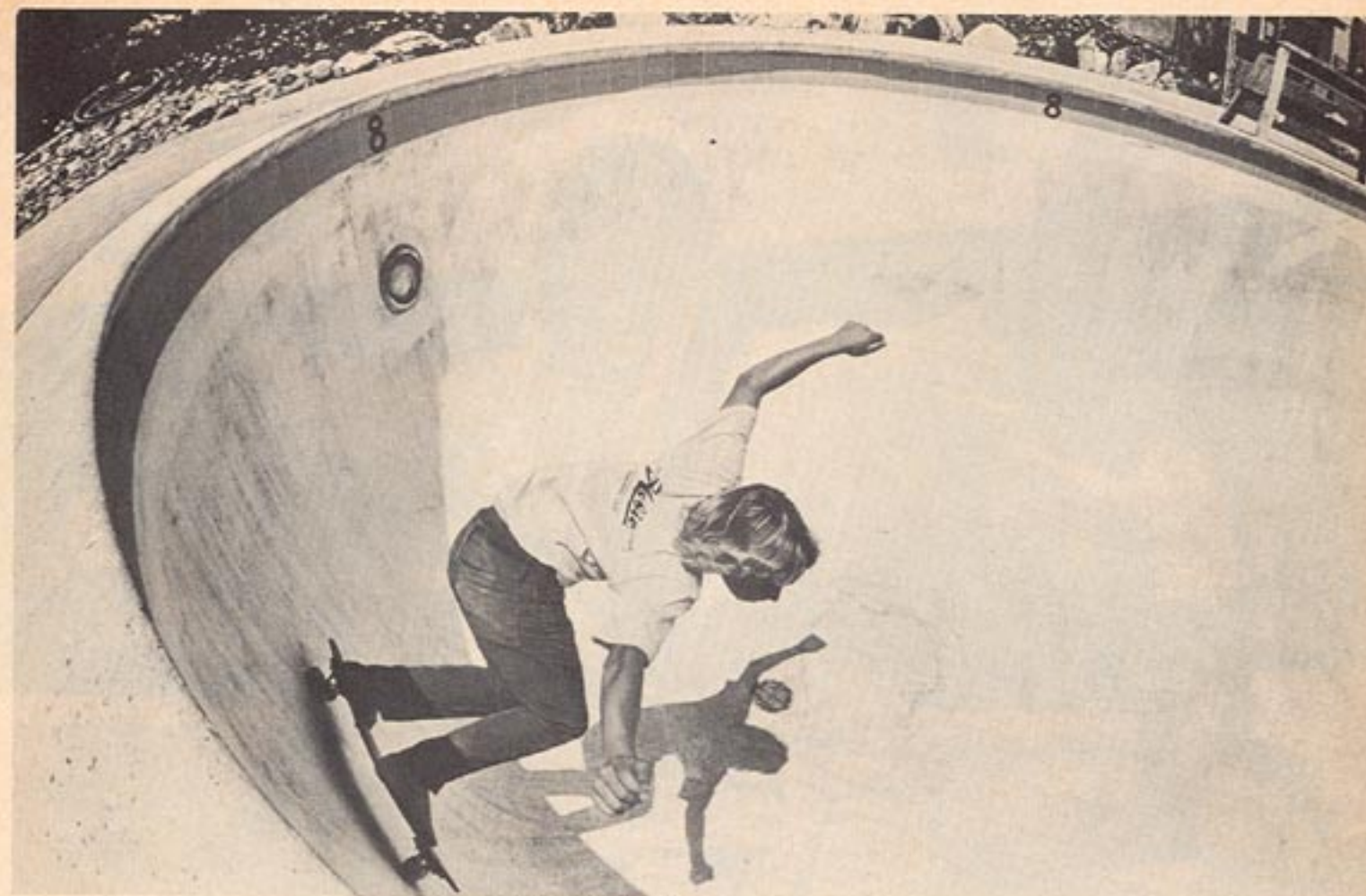
Greg Weaver. Centrifugal force.



Murray Estes approaching apogee...



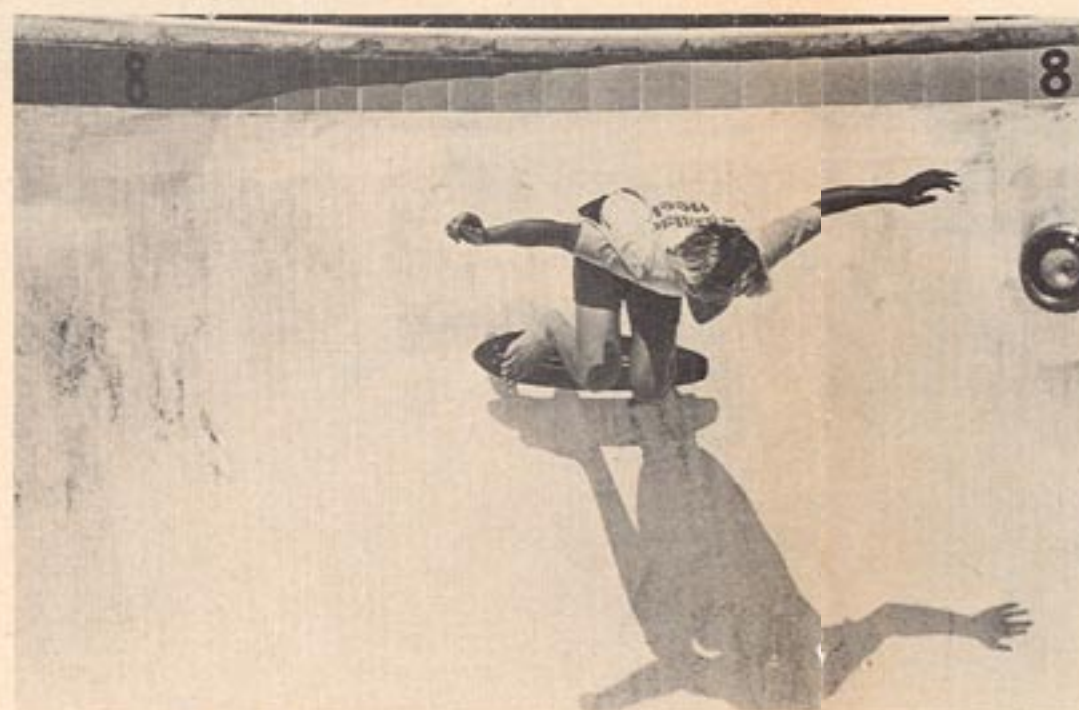
Sean McGann shoots out the light.



Centrifugal shadow skating.



...and his side-slip recovery.



Weaving.



Bruce Logan earth-sking
a land mogul.



TRICKS

Grace, style and control shine through on a nose wheelie by Linda Delgado.



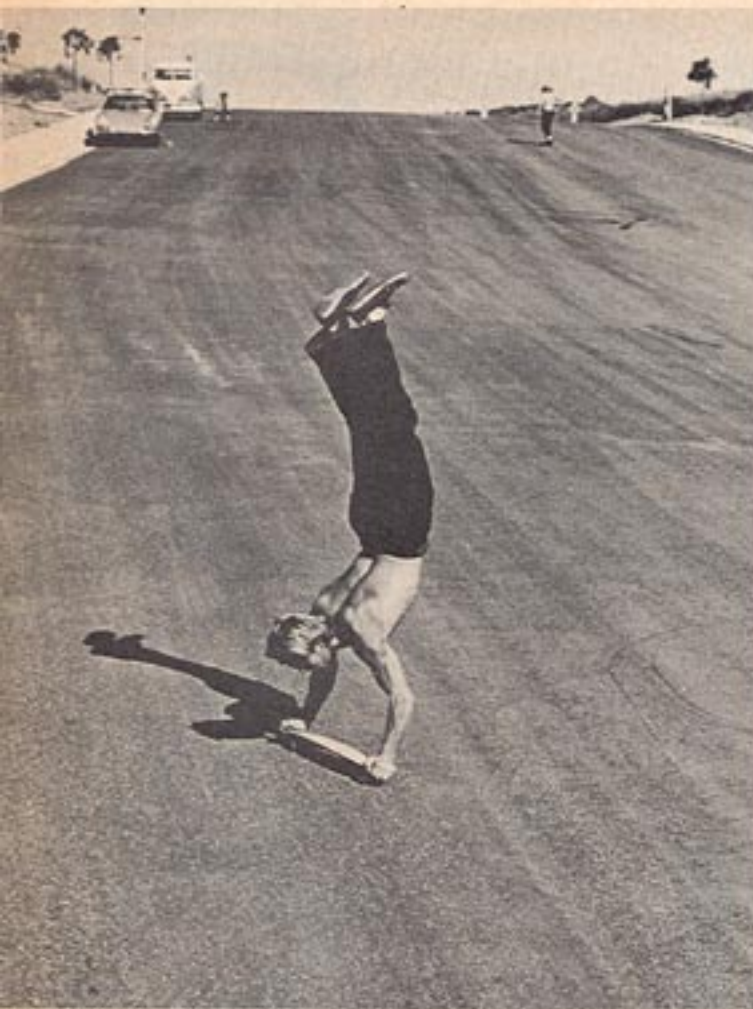
Radical Nathan Pratt and his aerial apparatus.



Fit to be tied. Aerial photos: C. R. Stecyk III.



Warming up for the Big Time.



Craig Posten traversing long runs in a handstand position.



Bruce Logan demonstrates a perfect nose heelie for the crowd at a recent contest.



Bruce Logan's older brother, Brian, probes the more difficult realms of the nose wheelie.



Peggy Oki turns a 360° into a flowing maneuver.



Sixteen-year-old Ty Page is rumored to live on his skateboard, and it shows. Here he uses two as extensions of his feet for simultaneous nose and tail wheelies.

Photos: W. B.



The incredible Ty Page in a sequential jump and recovery. Ty has also been known to tackle the heights from the back of a high flatbed truck.

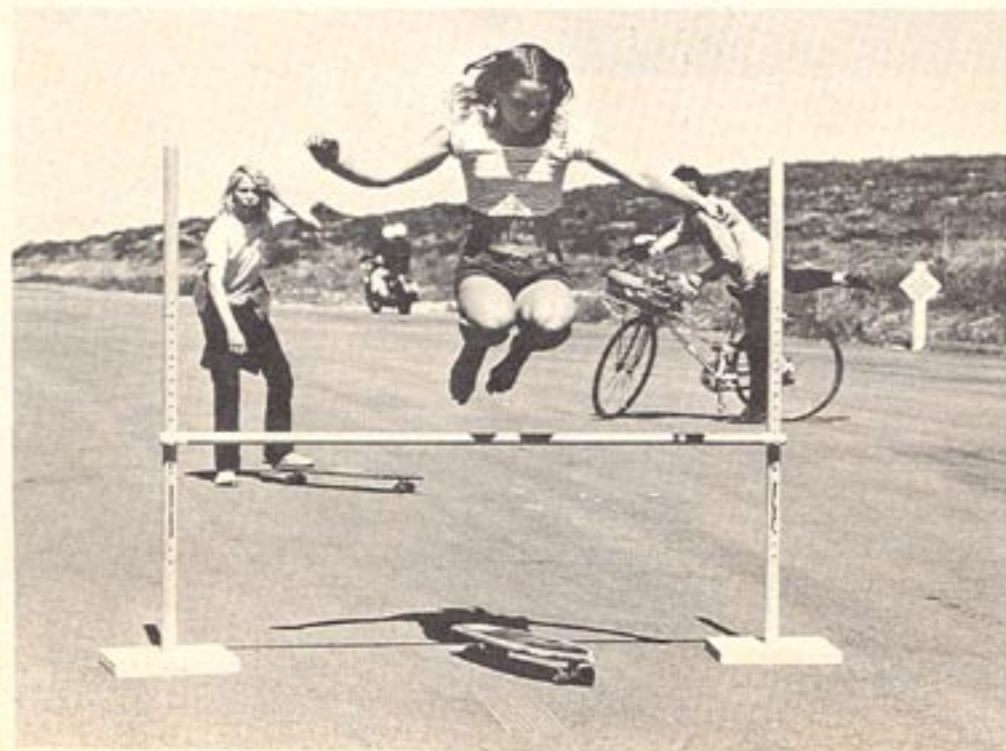


Pat Flanagan showing a relaxed style through a smooth 360°.





How to impress girls...
(L. to R.) Bruce Logan, Biff
Collins and Ty Page.

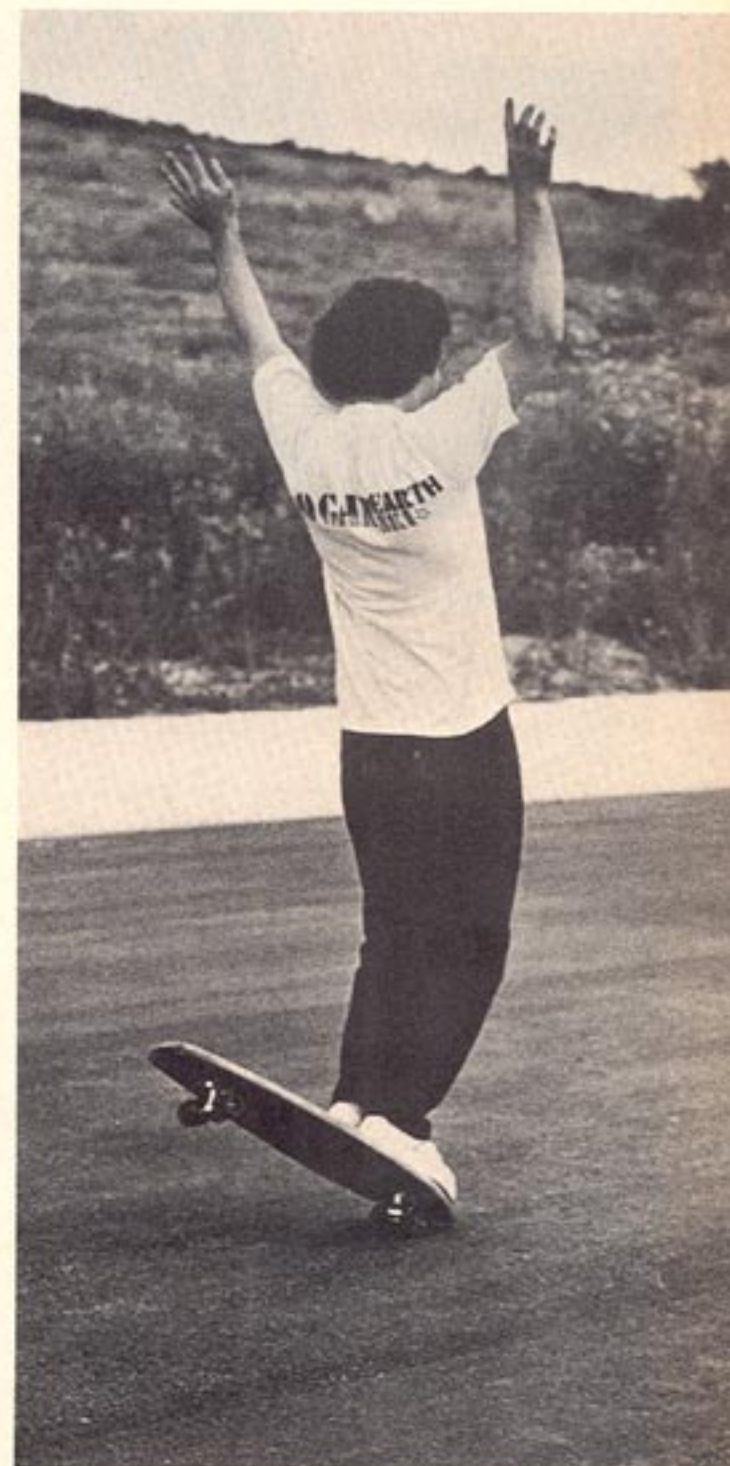


Timing, poise and technique portrayed in a jump by Robin Logan.



The headstand, in spite of its similar appearance to the much easier handstand, is considered to be one of the most difficult tricks. Bruce Logan, hands close to head, moves rapidly down an incline while Greg Weaver films from a bike, peddling to keep up. Bruce is also the master of the headstand spinner.

(Right) Brad Logan exhibiting perfect control of a nose wheelie. Thru balance and technique, a nose wheelie can be held for long periods of time on both flats and hills. Slow turns can be made to elongate the time spent in suspension.



CONTESTS

THE BAHNE/CADILLAC NATIONAL SKATEBOARD CHAMPIONSHIPS



First place in each event at the Bahne/Cadillac National Championships. L. to R. — Steve Piccolo, Russ Howell, Chris Yandell, Paul Engh, Michele Brunot, Peggy Oki. Photo: Ray Allen.

Women's Freestyle

- 1st Peggy Oki—Zephyr
- 2nd Robin Logan—Logan Earth Ski
- 3rd Michele Brunot—Independent

Junior Men's Freestyle

- 1st Steve Piccolo—Lateral Visions
- 2nd Ty Page—Unity Surf skate
- 3rd Jay Adams—Zephyr
- 4th Tony Alva—Zephyr

Senior Men's Freestyle

- 1st Russell Howell—Hobie
- 2nd Skitch Hitchcock—Hobie
- 3rd Bob Mohr—Independent
- 4th Bruce Logan—Logan Earth Ski

Women's Slalom

- 1st Michele Brunot—Independent
- 2nd Loretta Rogwold—Independent

Junior Men's Slalom

- 1st Paul Engh—Independent
- 2nd Dennis Harvey—Zephyr
- 3rd Steve Shull—Independent
- 4th Nathan Pratt—Zephyr

Senior Men's Slalom

- 1st Chris Yandell—Gordon & Smith
- 2nd Dan Trailer—Gordon & Smith
- 3rd Woody Woodward—Logan Earth Ski
- 4th Larry Crow—Turner Skate

Overall

- Michele Brunot



Russ Howell caught in a pensive moment before his final heat at the Bahne/Cadillac Nationals. Photo: Dan Gross.



A multiple spin by Torgar Johnson.

CONTESTS



Paul, a junior contestant in the Nationals, tries out his astral tactics on the judges.

THE FIRST ANNUAL SAN BUENAVENTURA SKATEBOARD CONTEST



Richard Vanderwick takes on the scenic slalom trail at the Buena Ventura Contest. Photo: Thom Davis.

Men's Slalom

- 1st Don Andre
- 2nd Richard Vanderwick
- 3rd Tom Sims
- 4th Dennis Mucciato
- 5th Charles Barefoot

Girls' Hotdog

- 1st Desire Von Essen
- 2nd Mary Ann Messinmyer
- 3rd Susanne Schmidt
- 4th Denise Kimball

Boys' Slalom

- 1st Rick Dunn
- 2nd Scott McGrove
- 3rd Ronnie Wheat
- 4th Curtis Mitchel
- 5th Gary Colkot

Men's Hotdog

- 1st Tom Sims
- 2nd Richard Vanderwick
- 3rd Jamie Santana
- 4th Dale Skol
- 5th Gary Colkot

CONTESTS



Head-on competition at the Nationals.

FIRST ANNUAL TORREY PINES SKATEBOARD CONTEST

The First Annual Cape May Skateboarding Championships were held in Convention Hall, April 26th. Prizes donated by the city and the Kona Surf Shop totalled over \$250. A freestyle and slalom were held. The winners were: 1st Jumbo Samson, 2nd Bill Swenson, 3rd Barry Garret, 4th Joe Grotala. Mike Sciarra reporting.

Downhill

- 1st Tom Sims, winning a Solana Beach surf shop "Ski" skateboard.
- 2nd Adam Kuspa, winning a Leucadia Skateboard.
- 3rd Sam Mattioli, winning a Faster Wheels skateboard.

Freestyle

- 1st Bruce Logan
- 2nd Tom Sims
- 3rd Richard Boyden



Friends Chris Yandeli and Danny Trailer stood off all competitors for 1st and 2nd at the Bahne Cadillac National Championships. Photo: Ray Allen.



Ty Page is a study in concentration as he wheels his way into 2nd place in the Junior Freestyle at the Nationals. Photo: Dan Gross.

CONTESTS

PRO/AM SKATEBOARD RACERS ASSOCIATION

If skateboarding is to earn its acceptance as an on-going form of sport, it will be necessary to demonstrate to parents, city fathers, and the world at large that it is indeed a genuine healthy and valid athletic activity with a surprising degree of depth, and that it deserves its place alongside other accepted recreational/sport activities.

The Pro/Am Skateboard Racers Association has been formed to develop this credibility and exposure while creating a network of both professional and amateur competitions. CBS Television is planning coverage of the S.R.A.'s first pro race, sponsored by Hang Ten Sportswear and Bahne, at the Los Angeles Sports Arena (Sept. 20-21).

One of the opportunities this competition will provide is the chance to create a specially designed downhill slalom course that will provide for some good speed and perhaps some banked turns. At this time, it looks like several well-known downhill ski racers will be competing. If the course is successful, it will make for a very exciting event for both spectators and competitors.

Richard Graham, of Sports Market Promotions based in Laguna Beach, California, is the creator of the S.R.A., with past U.S.A. Skateboard Champion Tommy Lee as Director, and Michael Haley as Competition Director.

The S.R.A. will be sending comprehensive newsletters to its

members on a quarterly basis, and along with the International Skateboarding Commission, will be setting up safety and competition clinics, as well as establishing a lobbying function to protect skateboarding on a legislative level. Parties interested in participating or sponsoring skateboard events can contact the Skateboard Racers Association for information at S.R.A., 274 Grandview, Laguna Beach, California.

Individual skateboarders who would like to compete on a professional or amateur level can receive information on the above by sending 25¢ (to cover postage and handling) to the above address.



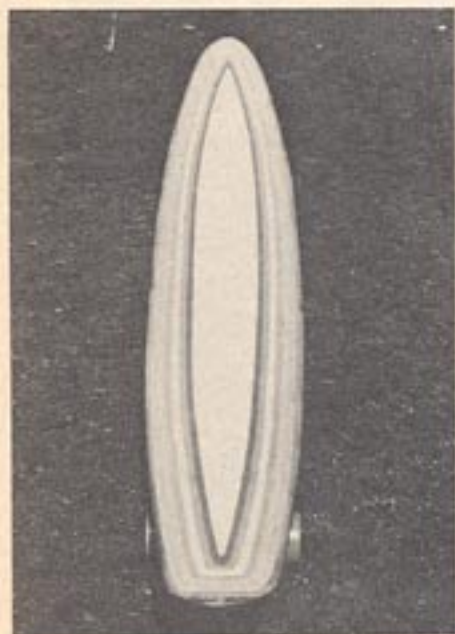
A crash and burn in the stretch. Photo: Ray Allen.

Long Boards

Speed is the essence of action sports.



Test pilot Greg Weaver laying down some asphalt soul.



An old water ski bought for 50¢ at a swap meet becomes a reconditioned resin work of art thanks to Pinline Wizard, Sam Cody.



Longboards represent an area of innovation and individuality within our sport. While most commercially manufactured skateboards fall within the 20 to 30 inch range, many skateboarders are adding their own longboard designs and adaptations to their equipment quivers. It's all just one more dimension to the downhill rush.



Top fuel dragster.



Length and stiffness gives confidence in jumps.



Freestyle interpretation by Greg Weaver.



The "catamaran" by Sean McCann and Greg Weaver. New sensations from a lower center of gravity, fully extended turns and combined effort.



...and the guy you force into the curb comes back to haunt you.



Some guys get a little carried away.



The optical stimulation more closely parallels that of surfing.

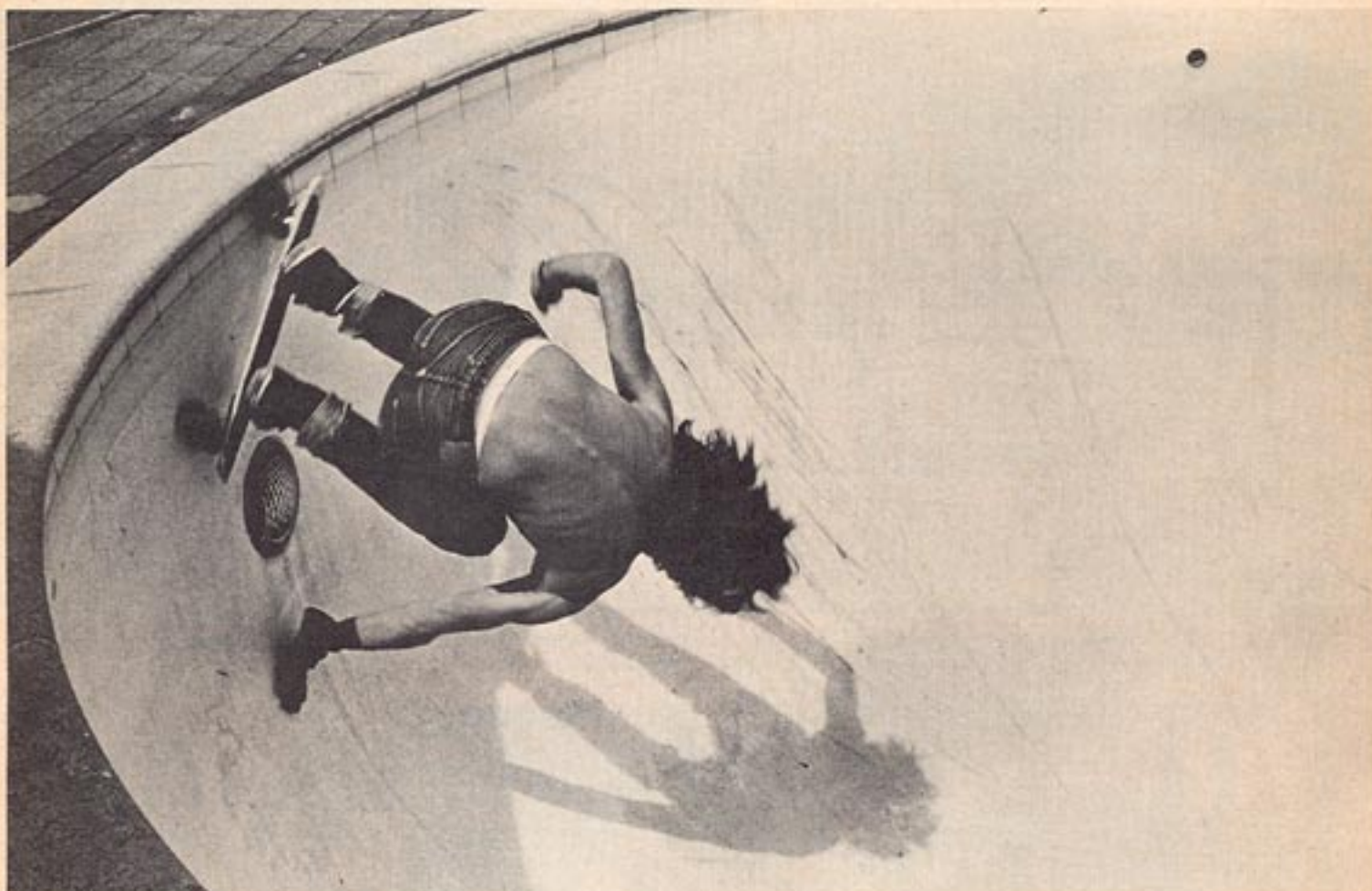


The Longboard's longer wheelbase is normally thought to only produce drawn out turns. However, line-tuning techniques can deliver short-radius performance as well. Tom Sims in a backside spin.



"When we come to the place where the road and the sky collide. Throw me over the edge and let my spirit glide..."—Jackson Browne. W.B. / Ralph Starkweather Photo.

Photos From The Readers



(above)
Brian Parry turning in an inspired vertical performance.
Photo: Scott Jacobson.

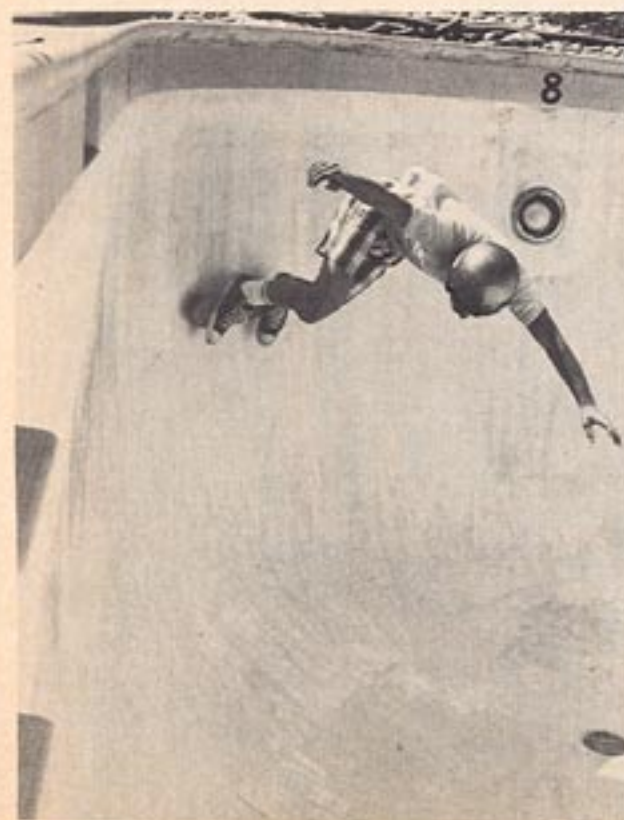
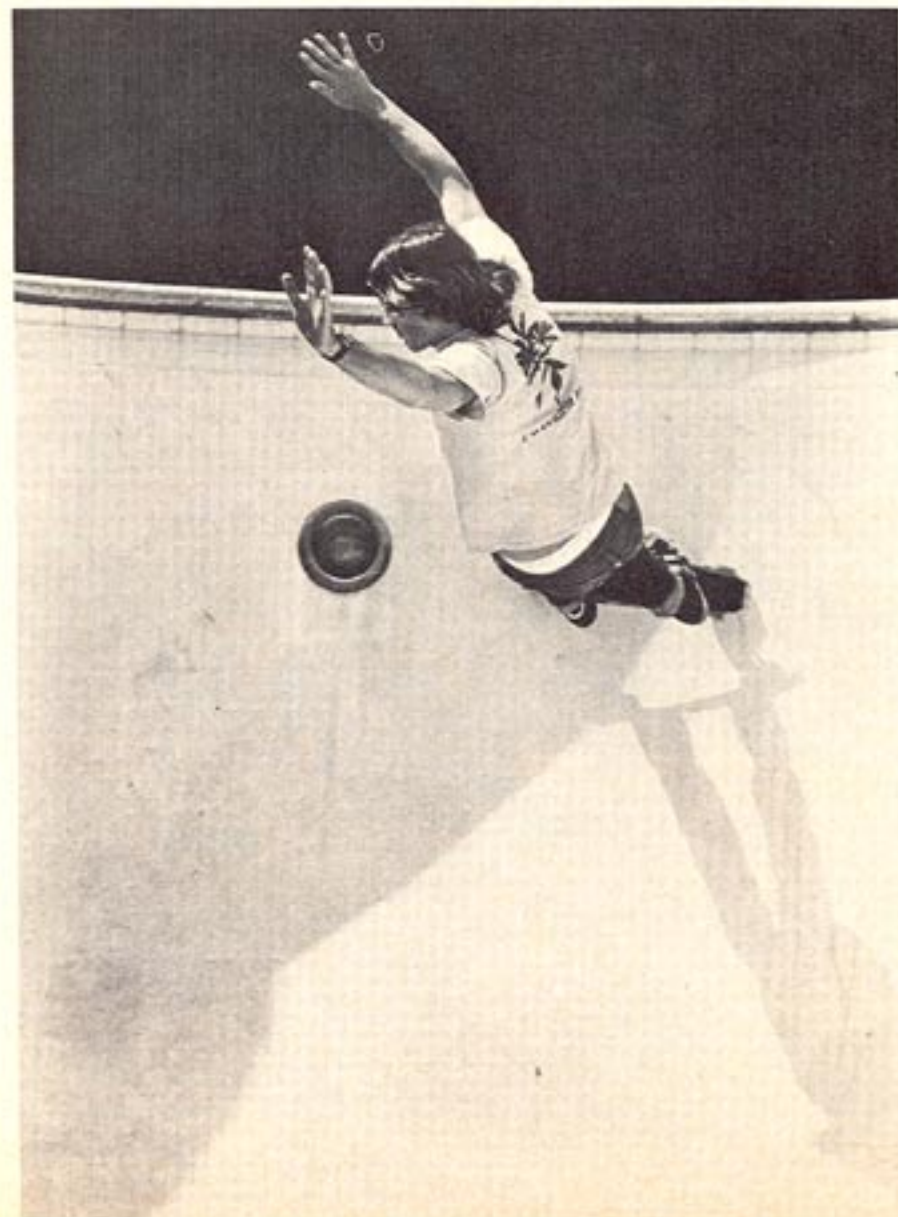
(right)
A slalom competitor takes a panoramic drop at the First Annual San Buena Ventura Skateboard Contest. Photo: Thom Davis.



(right)
Glen Woodruff, caught in a moment of total commitment by photographer Mike Epeneter.
(below)
Larry Myers powering along the wall of a man-made wave.
Photo: Sam Jones.



(right)
Tony Alva, with camera helmet, chases Stacy Peralta
thru a slalom run. Photo: Dan Gross.
(below)
Radical Brian Parry makes a difficult position look
effortless. Photo: Scott Jacobson.



(above)
The Shadow takes an early morning plunge at the
famous graffiti-strewn Toilet Bowl. Photo: Jeff Glanz.
(left)
Murray Estes eyes his descent. Photo: Danny
Sprague.
(below)
Nathan Pratt climbing and dropping along the wall.
Photo: C. R. Stecyk III.



Who's Hot!

Bob Neishi

16 years old, rides for Infinity Skateboards of Huntington Beach.

Typical of the energetic new breed of modern-day skateboarders, Bob Neishi of Huntington Beach combines a stylish approach with high-speed maneuvering to achieve both beauty and excitement.

At the recent Huntington Beach Skateboard Contest, in his first contest endeavor, he placed first in the freestyle, placed high in the slalom, and won the overall against some highly experienced competition—beating Rus Howell, who has won all three of the previous skateboard contests.

Supposedly, Neishi is even a better surfer than he is a skateboarder. That, plus being into motorcycles and gymnastics, helps to explain his understanding of weight distribution.

Bob generally puts most of his emphasis into jamming turns and riding walls, but can do tricks, as well. He moves so quickly that your mind doesn't really get enough time to tell what it's absorbing. Thankfully, Spyder Willis and Greg Weaver have spent a good deal of time shooting him in slow motion for their movie so that the true beauty of his style can show through more clearly.

Being young, hot and very photogenic, we're sure he'll be on the scene for a long time.



A downhill streak named Neishi.

Photos: W. B.

Bob Neishi, corner conforming



Who's Hot!

Torger Johnson

23 years old, rides for the Logan Earth Ski Team of Encinitas.

Torger Johnson is no newcomer to skateboarding, having been one of the hottest in the mid-sixties when he was just 12 years old. Taking first place in the tricks division of the "Internationals" at Anaheim in 1965, he also placed fourth in the flatland slalom, and second overall.

Torger grew up in that fertile skateboarding area of Santa Monica which boasts the likes of Woody Woodward and Danny Bear, and some of the best long runs and vertical walls to be found anywhere.

When skateboarding started its decline ten years ago, Torger switched his emphasis to surfing (he surfs the Malibu area, and is reputed to be quite hot), only recently getting back into skateboarding. Once you've been hot, it all comes back to you quickly, and after just a week or two, Torger turned in an excellent performance at the Bahne Cadillac National Championships, and again

recently at a contest in Santa Barbara.

Besides surfing and skateboarding, Torger is interested in acting. He's a member of the Screen Actors Guild, and recently made a commercial for a beer company on the east coast in which he was able to use his skateboard talents. We understand that it's really hot.

You could describe Torger as a skateboarding stylist, although he does all the tricks with the same finesse and grace as with more subtle maneuvers. When skateboarding for pleasure, he often hits his favorite spot, "Charmel," which he likes to think of as the "Aspen" of skateboarding. It's on long runs like this that he can practice the new Grand Prix style, which consists of doing everything you can, tricks and slalom combined, in a fluid, overall approach, which pretty well exemplifies Torger's whole lifestyle.



Torger Johnson—still rolling in '75.

Photos: W. B.



Fluid technique in a "1 1/2" by Torger Johnson. Any unnecessary motions have been shed over the years, leaving a uniquely clean style.



Who's Hot!

Chris Yandell

20 years old, rides for the Gordon & Smith FiberFlex Team

Originally from American Samoa, Chris Yandell has made San Diego his home for the last five years. His favorite skateboarding spot is as unlikely as it is steep. In fact, it's one of the steepest hills in the county, which, like all of California, can boast of some remarkably good, steep hills. It's probably because of this hill that he's developed into such a wild, Bertleman-like skateboarder, with fast, straight lines, coupled with low, driving turns—often pushed into amazingly well-controlled high-speed slides, never failing to open eyes—especially if they're right in his path when he's doing one. Disdaining the use of shoes, his feet show the scars and craters derived from years of full-on skateboarding.

Rather than specializing in one narrow area of skateboarding, Chris is into everything, including tricks, speed runs, and slalom, and whenever possible, combining all three into one long run.



Chris Yandell and feet.



One of the more interesting aspects of Chris' personality is the time he spends promoting skateboarding at the local schools through exhibitions and contests, therefore becoming somewhat of a skateboard ambassador, leading to positive coverage by the city newspapers.

Chris and one of his best friends and teammates, Danny Trailer, recently took 1st and 2nd respectively in the Men's Slalom at the recent Bahne Cadillac National Champs, marking the second contest in a row that Chris has won.

Rather than simply "leading" his skateboard, he tends to constantly pump his board for all the extra speed possible. Often it looks like he's covering twice the distance on turns as his competitors, only to beat them to the finish. His style is unique and exciting, and at least as far as slalom racing is concerned, he's presently the man to beat.

Photos: W. B.



Two different approaches to weight placement thru turns—the surfing style, and the skiing style.



Who's Hot!

Bruce Logan

24 years old, rides for the Logan Earth Ski Team of Encinitas.

No comment on the super-hot skateboarders in the country today would be complete without mention being made of Bruce Logan. There's very few of the original hot skateboarders that are still on top today, since most dropped out when skateboarding declined ten years ago. But Bruce (who placed 2nd to Torger Johnson in the tricks division during the "Internationals" at Anaheim in 1965) never stopped, and is rumored to have reached an incredible peak five years ago. Of course, at that time, not many skateboarders were around to appreciate what he was doing.

Riding for the Makaha Skateboard Team in the mid-sixties, he toured the country, giving exhibitions at department stores and on TV. Since then, he's continued to place in the finals in every contest he's entered, including the recent Bahne/Cadillac National Championships. All of this in spite of the

fact that the judges never seem to fully realize the difficulty factor of what he's doing.

Although Bruce is a phenomenal trick specialist, he performs in all fields of the skateboarding experience, sloped and vertical walls, downhill speed runs, and slalom.

Quiet and somewhat shy, it's not surprising that Bruce has remained relatively unknown in spite of his expertise. He usually prefers to skateboard with just his family (his sister and brothers have all been skateboarding for 12-15 years). It's not at all unusual for him to go off by himself for a couple of days only to come back with some new trick. In fact, there's not a trick that he can't do, his best ones being the very difficult pirouette and the wheelies (both nose and tail). He also excels in combining tricks in a fluid fashion.



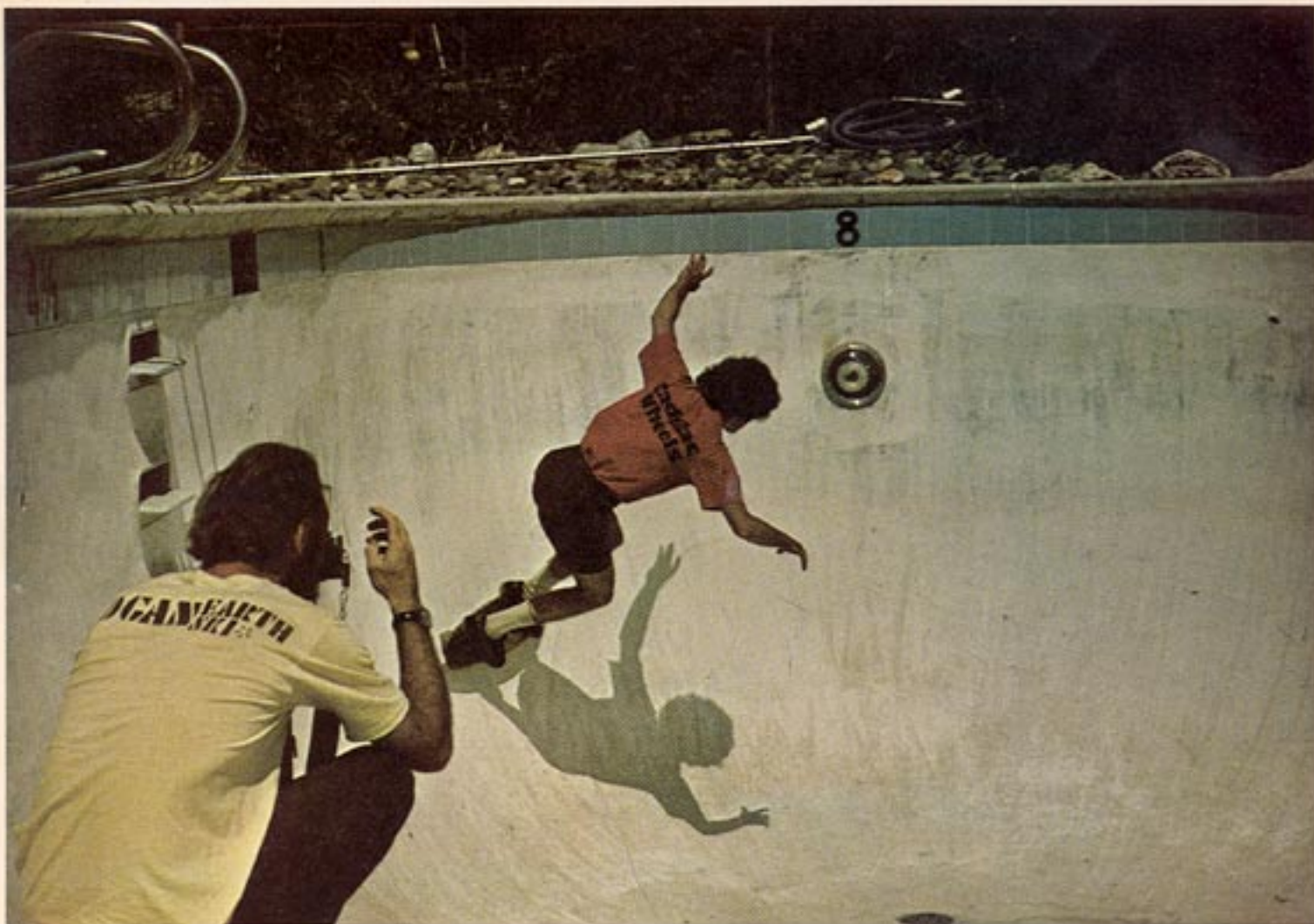
Bruce Logan—still peaking over a decade later.

Photos: W. B.



At 40 m.p.h., it's all a blur.

Nose wheelies down untraveled streets.



Brian Logan freezing his bro's moves.

Recently, while going over films of Bruce Logan in the National Championships, we clocked him doing a nose wheelie around a 40 x 60 foot area for an incredible 35 seconds, ending in a motionless, fully balanced position. Other recent shooting sessions with some of the top cinematographers will reveal to the skateboard world a magic touch never captured before.

There is a point where action, grace and style come together.



Who's Hot!

Tom Sims

Rides for Sims Skateboards of Santa Barbara.

You could call Tom Sims a skateboard specialist, as he prefers longboards and water skis exclusively. The skateboards he makes for himself and his friends reflect his twelve years' experience with varying degrees of flex built into their longer lengths. The inherent longer wheel base of these boards complements the style he incorporates into his other interests of snow skiing, surfing, and snow surfing. He tries to mold all his activities into a year-round routine.

At present, he's riding 3', 4' and 5'6" models, with blocks to keep the wood tails from wearing down. These boards suit his needs, whether they be high-speed runs, slalom or tricks. He prefers to ride in the late afternoon and early evening, although he'll occasionally put in a late shift by the light of the moon.

Sims recently turned in a very inspired and fluid performance at the Bahne Cadillac Nationals, totally amazing those who had never seen such unique equipment demonstrated by a master longboarder.



Strange arsenal in hand, Tom Sims walks away from another contest win.

Photos: W. B.



Frontside—backside—power... intimidating contestants with wider arcs.

Who's Hot!

Bruce Walker

22 years old, rides a Bahne Skateboard.

Skateboarding in 1963 was just in its infancy when Bruce Walker nailed steel wheels to a two-by-four, and terrorized the sidewalks of Honolulu. The crudeness of his equipment led to frequent wild, out-of-control wipeouts, resulting in many minor injuries. In 1964, Bruce's father was transferred to Wahiawa, and more time was spent skateboarding than surfing. Bruce rode the local tennis courts, Kole Kole Pass and Tantalus Drive. Insane was the only description Bruce had for the two-miles-or-more rides. Bruce suffered a serious injury on the tennis courts at the age of fifteen, which broke every bone in his left wrist. This put him in a cast up to his shoulder for ten weeks. The same day he was released from the hospital, he was back on his skateboard. That was his last serious injury, due to the fact that he has learned how to fall by utilizing techniques from his Judo training.

By the early 70's, his skateboarding time tripled as a direct result of equipment advancements. Bruce feels that skateboarding is much safer and




Nose control. Words and photos Darrell Jones

more enjoyable, especially with urethane wheels, giving more confidence to push to the limits. Most of Bruce's skateboarding is done in Florida, which is very flat. For this terrain, Bruce uses a 24" Bahne, with wide Stoker wheels, and gets excellent results riding the local Pier and under highway overpasses. Bruce rides with a low, hotdogging trickster style. He has not competed nor seen a skateboard contest, but thinks that contests would bring a lot of hot, young kids out of the woodwork.

Bruce began shooting photos and

writing occasional magazine articles after moving to the East Coast in 1968. He pioneered in the production of full-length, Super 8 surf films. He produced three films, two of which toured the East Coast, but soon became frustrated by technical limitations. Presently, Bruce's photographic interest lies in shooting the surf, both with telephoto and from the water with Nikons equipment.

Bruce graduated from the University of Miami with a Bachelor's Degree in Mass Communications and Filmmaking. However, at present, he is not pursuing this field, but rather enjoys the quieter lifestyle of showing and advertising surf movies and maintaining a part-ownership in a chain of surf shops in central and southern Florida. This allows more time to spend with his wife, Linda, and three-year-old son, Jayson.

Bruce has been skateboarding and surfing continuously for the past twelve years, completely stoked, even through the discouragement of the hard composition wheels and early inferior equipment. 



Walker, wheeling and dealing along the Miami Beach Gold Coast.

Who's Hot!

Glen Woodruff

16 years old, rides for Hobie Skateboards, Dana Point.

Every year since Glen Woodruff was in the first grade, his parents have given him a skateboard as a birthday or Christmas present, since it was always a certainty that it would be put to good use. His ten years of experience have produced a casual, flowing style and a full repertoire of tricks. But what Glen is really into is riding vertical walls.

He discovered one three-foot wall in front of a library one day, with enough of a slope at the bottom to allow him to ride upon the vertical top edge, and reenter at the bottom. He began to perfect it into a smooth routine of climbing and going off the lip, followed up with a side-slip reentry-recovery onto the slope at the bottom. A mind blower for sure—a crowd usually gathers to watch him perform. Getting tired of this, he's recently gotten into skateboarding in swimming pools and into the increased height you can gain within them.

While still photos of Glen show how radical he is off the top of his wall, they don't really capture the side-slip reentries, so for that reason (along with the general stoke power of his vertical action), Bud Browne and the Wills-Weaver crew came down to put it on slow motion movie film, which was able to capture the full view. Operating without the aid of centrifugal force to hold him on the wall, Glen Woodruff will surely be appreciated for the innovator that he is.



Photos: W. B.



Glen Woodruff amused by the difference between applied and theoretical knowledge.



Downhill styler.



Woodruff caught like a fly adjusting his line back down.



Glen Woodruff off the wall... the torn legs are from past crashes.

Who's Hot!

Greg Weaver

14 years old, rides for Hobie Skateboards, Dana Point.

When you get down to basics, the only difference between two skateboarders doing the same thing is the way in which they do it; or, in other words—their style. Style, then, becomes the personal magic of the rider. When performed naturally and in harmony with the surroundings, it becomes an extremely beautiful form of expression.

Greg Weaver of San Diego's North County has a more graceful style than most skateboarders twice his age, with an approach as natural and casual as his own unassuming personality. Discovered sitting by the roadside two years ago by Frank Nasworthy (owner of Cadillac Wheels), he became known as the "Cadillac Kid," from the ads in which he began to appear. Those ads, which portrayed Greg's low, driving backside turns, undoubtedly did a lot to stoke people on skateboarding again. You can measure his influence by the number of

imitations you see in skateboarding today.

While Greg's mostly into cruising long hills, he's presently fully stoked on vertical walls and empty swimming pools, which he totally rips, without losing any of his poise.

On the long runs, he'll often break out one of his longboards, which he likes to walk up and down on, with an occasional spinner thrown in just for the fun of it. If it weren't for his age, you might think he'd been around skateboarding and surfing since the early beginnings, yet he still is every bit a modern stylist when the terrain calls for the newer techniques.

Being basically surf stoked, when not skateboarding, he usually hits the waves across the street from his house. Typically, he admires Bertleman, B. K., and especially Lopez. His attitude, ability, and photogenic style make him a standout in his own right.



Greg Weaver... the Cadillac Kid.

Photos: W. B.



Feeling for the source.

Greg Weaver—graceful beyond his years.



The celebrated Weaver style.



Clinging to the bowl.



Weaver and friends. Photo: Don Kremers

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Versatile skateboard wrench.
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One truck assembly.
Two super-wide Stoker wheels.

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JEFF HAKMAN "Summer Jacks so much!"

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SUMMER SCHEDULE

JULY 3, THURS	SANTA MONICA CIVIC AUD.
	8:30 PM
JULY 11, 12, FRI. SAT.	HERMOSA PIER AVE. AUD.
	8:30 PM
JULY 9 - 15, WED - TUE	SURF THEATER, HUNTINGTON BEACH, 7:30 & 9:30 PM
AUG 8, FRI	SANTA CRUZ CIVIC AUD.
	8:30 PM
AUG 9, SAT	PACIFIC GROVE J.H.S. AUD.
	8:30 PM
AUG 10, SUN	OCEANSIDE COMMUNITY CENTER
	8:30 PM
AUG 13 - 15, WED - TUE	ROXY THEATER, SAN DIEGO
	7:30 & 9:30 PM
AUG 29, FRI	LOBERO THEATER, SANTA BARBARA, 8:30 PM

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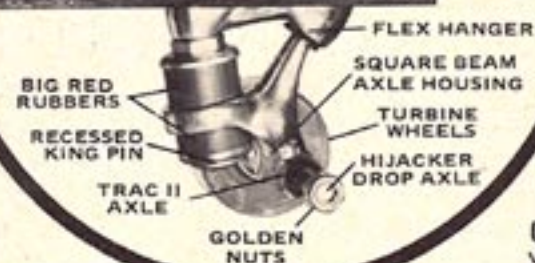
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Patent Pending

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fits Suregrip, Metaflex, Xcaliber
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trucks and Super Slicks™ Spec. 24 or 27"
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Infinity skateboards get better gas mileage than VW's.

photos: Warren Bulkin

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Russell Howell reports that the Long Beach Recreation Dept. is interested in teaching skateboarding, and they do have a contest scheduled featuring downhill slalom and freestyle skateboarding June 22 and 23. Registration 9 a.m., the 22nd. And dig this, Tom Kenney and Jeff Campbell are even teaching skateboarding at Claremont High School officially... Nathan Pratt tells us that on April 12, the Zephyr Skateboard Team was invited to the L. A. Convention Center for the 30th Annual L. A. Sportsman's Vacation and Travel Show. They put on an exhibition of freestyle, hotdog, and slalom skateboarding before crowds of over 500. Many people paid the admission just to see the Zephyr team in action. On the whole, the spectators were stoked... Ken Auster and Jimmy Yamada regale us with stories of Japanese skateboarding at night, sometimes continuing till sunrise. They're not too much into speed or tricks, but just into skateboarding. Ken himself was blowing minds with a fine high-speed run interrupted only when his air brakes failed. In the new product field, **Skateboard Shockers** are a pair of rubber pads, which, when inserted under your trucks, quiet and smooth your ride, and increase turning potential while decreasing your chance of wheel bind against your board, which could result in a body bind against the pavement. It all started with one rub-



Bud Browne—Going Skateboardin'.

ber pivot point, now trucks are using two, with shockers it becomes three. Yip!... Gary Wurster has a dynamite skate film entitled "The Last Ride." Though only about six minutes long, Mellow Catnip testifies every moment will stoke you. Meanwhile, **Spyder Wills** and **Greg Weaver** have compiled almost a full-length feature in Super 8 that is the definitive movie to date, featuring all the normal and abnormal stuff, including 40 m.p.h. runs that really look 40 m.p.h. Master surf photog **Bud Browne** has also been shooting the Southern California hot hills with the riders who know the terrain best, including some swimming pool daredevils who can climb seven-foot plus up the sides of those tight bowls, and live to tell of it... Negative vibes are starting to prevail in the Southern California media. Channel 7 has covered crashes with Senior Citizens, and flashed on a young skateboarder in the hospital with massive brain damage. The radio has picked up other accidents in a pretty sensational way, also. It looks like the whole movie is repeating itself ten years later. Sure skateboarding can be



Spyder... catching the action in his concrete web. Photo W.B.

Hone in the middle of a polished act that wowed the crowd—Saturday Night at the Ocean Festival. Photo W.B.



Dennis Shufelt

dangerous, but so can aerosol cans: so can walking, driving, and living. Still and however, San Clemente General reports 15 broken bodies a month. One crash resulted in a nine-day coma, and Alan Rich tells of a Honolulu City/County ban on street riding because of a couple of skate deaths. Hawaiian skateboarding is also limited by generally bad roads, and the lack of a central boogie hangout spot to refuel on group stoke. "Running tourists down is about all that's happening." The general outlawing of skateboards has (and is) happening from the hot school grounds around L. A., like... to the hills and flats of the east, but faraway runs like the nine-mile Temecula, choice Tahoe area speedos, and eso courses like the rumored 14-mile Palos Verdes special are ever drawing more riders. The latest flash is the City of San Diego has totally outlawed

skateboarding on its sidewalks and streets. I'm sure this will have to be tested in the courts, and only time will tell, but until then, numerous tickets are being, and will continue to be, issued... The "Street Scene" in the **Huntington Beach News** reports **Rod Treece** is an ambitious young fellow who would like to start out in life by breaking a world record. A surfer and speed enthusiast, he has his talents heated up to top the skateboard land speed record (unassisted) of 45 m.p.h. Sometime in April or May, he hopes to put it all together... a sponsor, a quick set of wheels and a smooth, steep hill. At the same time, skate star **Dennis Shufelt**, was seen running the **Ocean Festival** skativities with a leg cast acquired while pushing off at an estimated speed of one m.p.h.... **Charlie Dannels** of the noted band was recently seen a half block from the Zephyr shop being pensive over the hot resident wonder rollers, as well he should be, for those ghetto blasters are a certified wonder... **John Lamb**, art designer for the Hang Ten animated skateboard and sad owner of the lately demised Little Egypt, who in spite of possessing the perverted lusties for all pre-'55 Studebakers was a true friend, has in his head and on a story board a fine skatetoon designed to stoke us all righteously... **Tito Rosenberg** relates an inter-

esting Rio catastrophe... The curved smerve to oblivion. On a narrow Grand Canyon rundown a mountain right above Rio, our urethane protagonist was cutting long arcs to keep his speed down when a tourist car, complete with, "Hey look Martha, what's that kid doing there?" slowed down beside him to take a closer look. Terror strikes the kid's heart, eyes registering full 300 volts as he has to straighten off into oblivion. The tourists think all the terrified expressions and furtive gestures are part of the act, and speed up to stay with him. At terminal velocity, the board shimmies out from under him, feet spinning in air, gravity finally brings the kid down and into a 40-yard roll, leaving a swath of blood and skin down the roadway, reddening the asphalt. The tourists innocently continue around the corner and on their way... Barring prospective shortages and other time warp phenomena, we'll see you all next time. Yip! and Whoa hey!

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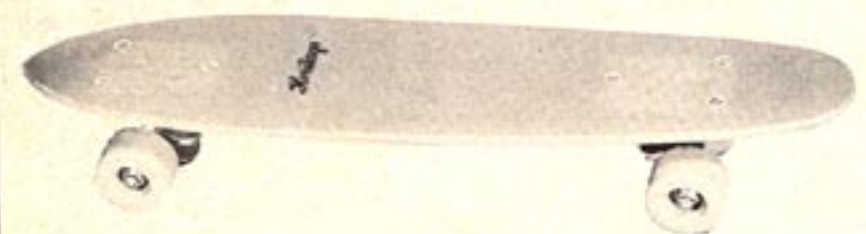
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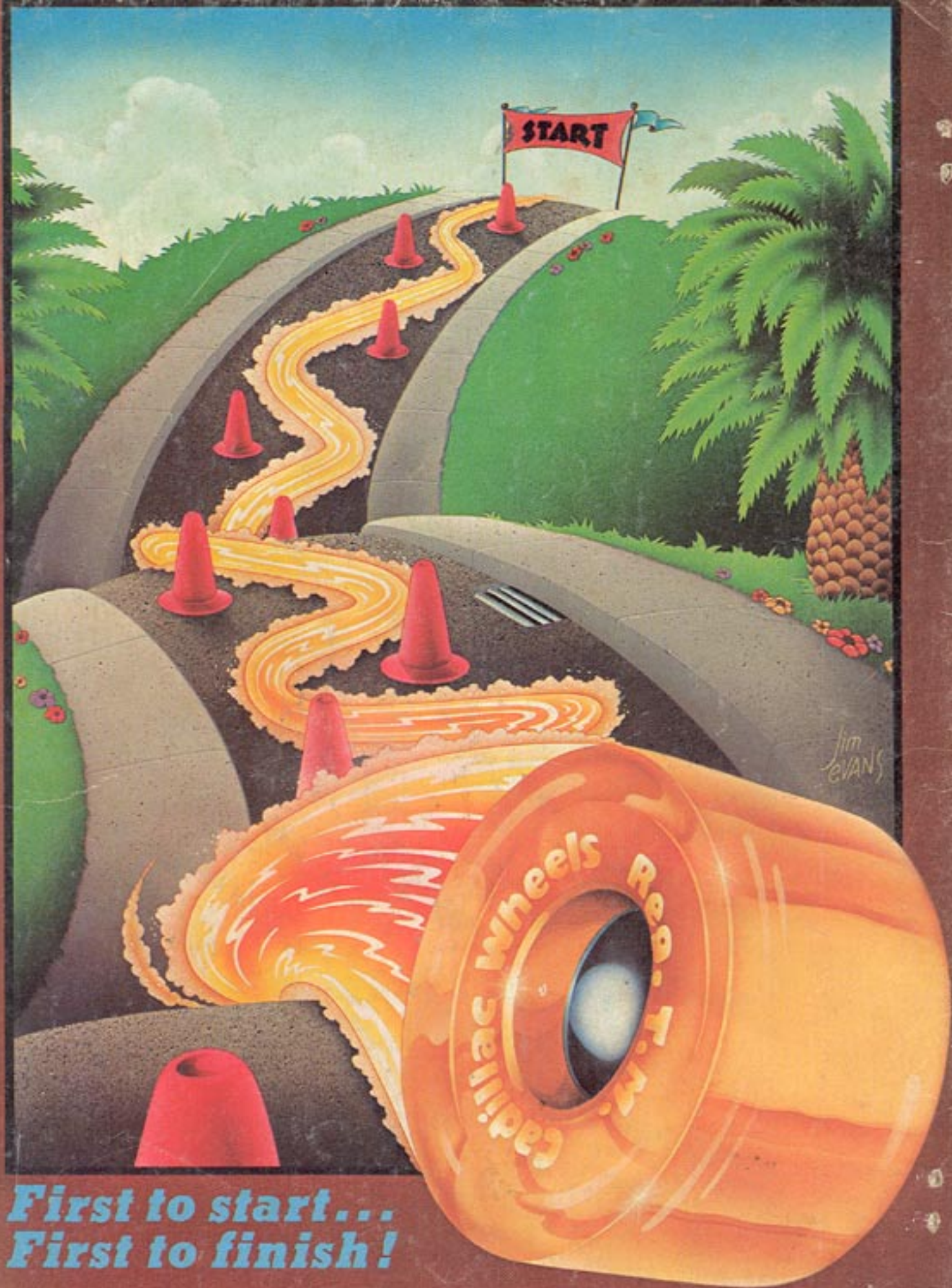


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