

NATIONAL SKATEBOARD REVIEW

PUBLISHED BY SKATEPARK CONSTRUCTORS



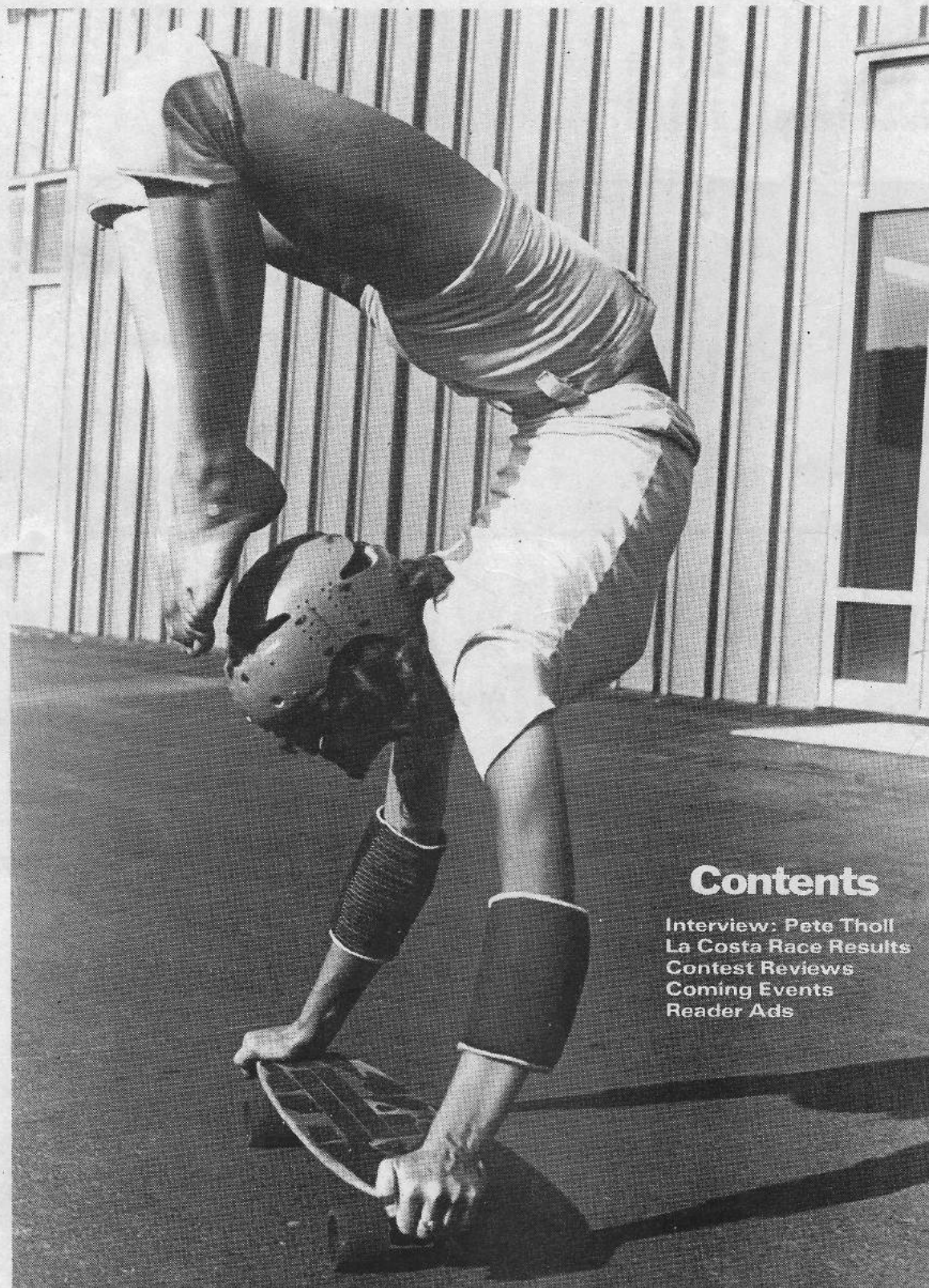
Di Dootson, Editor

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ELLEN BERRYMAN riding freestyle for Bahne. Photo by Jon Hansen.

Interview

PETE THOLL

How did you first get into skateboarding?

I first got into slalom in January. I met Dodie (Hackenmack) skating around little beer cans and I tried it. She said I'd do well and I should go out and race at LaCosta. I went out that next Saturday, saw the Turners, and practiced all day on a SummerSki. By the end of the day I was parallel. Then I raced on Sunday; I didn't make the finals but I didn't DQ (disqualify).

What do you get out of racing?

It's fun and you get better each time you race. I get better by pacing myself against faster guys like Henry (Hester). It's fun to skate with friends, and it's a challenge. Like jumping benches down at this church. It's not playing against a friend, it's encouraging each other to get better.

How much do you credit your equipment for your ability?

I don't think I can slalom without Tracker Trucks. As for boards, a Turner controls any slide that might happen and it has a punch. All the rest of the flex boards sag. They may turn but they don't pop back up. And I sure like Bennett's for freestyle.

How is you bank and pool riding different from slalom?

You're not going down on a bank, it feels like you are going up and sideways. The centrifugal force in a pool makes you feel like you want to fall but you just hang in there and drop down gradually. The Trackers really help there because they hold you up better. You can take a board on a bank with another truck on it and it'll roll over. On Trackers they hold you up better, they cling.

What style skateboarder are you?

On my freestyle I'm surfer style, but on my Turner I skate parallel. At the Park (Carlsbad Skate Park) I widen my stance to be more stable for slides.

What do you like best about the Park?

I like the moguls the best. There's a way we go through the course right through the moguls, drop down into the middle of the bowl, get lots of speed, and go around twice.

How far would you like to go in skateboarding?

Just riding around and racing and having fun. I'd like to get better and compete in pro contests.

What other interests do you have?

I used to race Moto-X for about six months. (Pete has eight trophies for his motorcycle racing). It's too expensive. In the last three months I went skiing about five times. I'm really starting to get into it and am kind of bummed summer is coming because I can't go skiing again until next year. I like snow skiing a lot. It's more fun than skateboarding but it's hard to get to.

How would you compare skateboarding to snow skiing?

On a Turner, my stance reminds me of skiing because it's parallel and because of the camber in the board. Skiing has really helped me in my racing. Once, when I had just returned from skiing, and raced Henry in the Head to Head, I had a lot more control. (Hester first, Tholl second).

What are your thoughts on safety equipment?

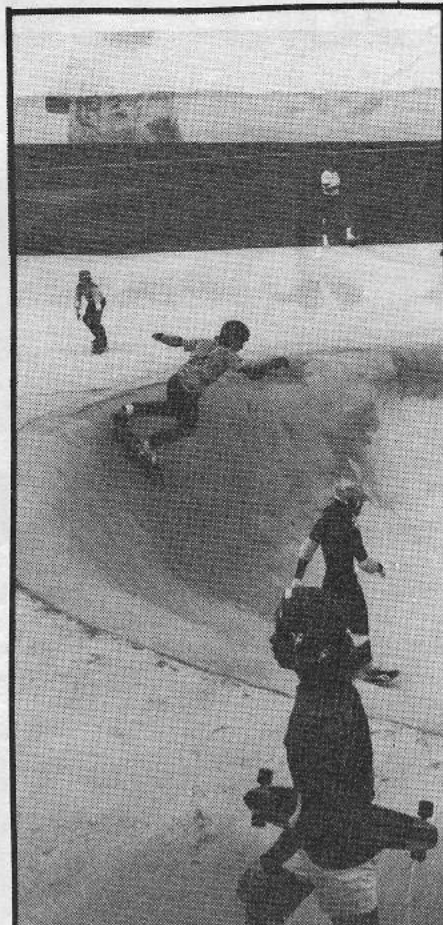
Shoes for sure. And knee-elbow pads, and a helmet. Like, I got a concussion playing rugby. Skateboarding is supposed to be so dangerous and it's at school I get a concussion. If a guy doesn't have a helmet he could probably borrow one for a speed run or something. I'd loan mine, most skaters would.

Do you have any ideas on how to improve contests?

Don't use such big cones. The big traffic cones flatten out when you hit them straight on. The little hard plastic ones just pop out of the way. And they should have better timing. Ventura was my first contest and the timing was so bad, runs could have been two seconds off each time. You never knew what your time really was.

Do you have any advice for beginning racers?

Yes, race at LaCosta. That's how I got better. The \$2 race really gives you a lot more experience.



Pete Tholl uses many types of equipment to its best advantage in different skateboarding situations:
 Slalom: Turner Summer Ski, Tracker Trucks, OJ wheels.
 Giant Slalom: Brewer board, Tracker Trucks, Road Rider Fours.
 Banks and pools: Logan Earth ski, Bennetts, Road Rider Fours.

La Costa Races

May 2-Slalom	\$2
1. Henry Hester	10.1
2. Tommy Ryan	11.1
3. John Sigurdson	11.2
Other racers:	
Bob Skoldberg	10.8(F)
Steve Schisler	12.1
Roger Gajewski	13.4
Dodie Hackenmack	DQ
Lance Smith	DQ
Warren Bolster	DQ
Rick Ireton	DQ
May 9-Mother's Day	no race
May 16	no race
May 23-Cow Palace - no La Costa	
May 30	Giant Slalom
1. Tony Alva	17.3
2. Mike Williams	17.5
3. Torger Johnson	17.7
Other racers:	
John Sigurdson	18.2 (F)
Geary Steffens	18.5 (F)
Tommy Regan	18.5 (F)
Marty Schaub	19.0 (F)
Lance Smith	19.6
Curt Lindgren	20.8
Warren Bolster	21.3
Jeff Howe	21.9
Wilbur Crane	22.6
Chris Smith	DQ
Jeff Junkins	DQ
Greg Jensen	DQ
June 6	see YMCA Contest
June 13	Giant Slalom
1. Tommy Ryan	14.3
2. Marty Schaub	14.9
3. Don Becker	15.8
Other races:	
John O'Malley	16.3
Steve Sherman	16.8
Scott Swanson	16.8
Jeff Junkins	17.2



PETE racing against LANCE SMITH at La Costa, photo by Bob Tholl.



Watch for PETE THOLL as an up and coming slalom racer. Here at La Costa's Sunday races he is racing HENRY HESTER (left). Photo by Bob Tholl.

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Magic Mountain Contest

Magic Mountain, in Los Angeles's San Fernando Valley, was the film location for Goldstone Productions of a skateboard film. The contest, held there May 14-15, was actually a movie set. It was an Invitational three event contest under direction of Jack Dimon.

On Thursday, a Cross Country-Obstacle course was held to qualify the entries for the Giant Slalom held the next day. The names of the top five were added to the names of five already seated on the finals roster. Timing was done well by light beam electronic equipment. In the G.S. were two ten foot banks and a pivot U-turn - something quite unusual for a slalom course. Following the G.S. was the final event for the Obstacle course.

The Downhill Speed Run followed. The entries for this event were the top four from the finals in Cross Country-Obstacle event. Skateboard competitors are generally specialized in one of the three events. To have the entries list for all three events compiled from results of one event doesn't give each skater a chance to compete at what he does best. Conceivably, a racer who excels at slalom but not at freestyle could not manage the banks in the qualifying Cross Country and never reach his slalom event.

Prize money was awarded to first place Cross Country (\$300), in the Giant Slalom (\$150), and Freestyle (\$350); first place in the Downhill was considered the overall winner and awarded a silver cup trophy and claimed as the "Magic Mountain Master."

The competition in this contest was apparently very tight. "All the skaters were at the sport's best performance," reported Bob Skoldberg. Many comments were heard about the fantastic ability of the racers and the awkwardness and poor organization of this contest.

A plus factor in this contest was the long, interesting Cross Country event. Another good, new idea presented there was the increasing difficulty with each elimination. For example, in the Cross Country trials, skating down steps was an option; in the finals it was compulsory.

It seems the major complaint by some racers centered around "changing rules beyond belief." There were no written rules specifying purse distribution-prize money was shifted from one division and event to another.

It was apparently very difficult to run a skateboard contest for the purpose of a film. The needs of the racers for consistent rules, course, and decisions conflicts greatly with the filmmaker's need for flexibility. I wonder if the producers of the film were as dissatisfied with the contest as the racers.

The contest can be summarized as having exciting events, the best skaters, but must be overruled as a poor investment of skaters time and effort.

Magic Mountain Results

Men's Slalom:

1. Tony Alva
2. John Hudson
3. Bob Skoldberg
4. Roy Jamieson

Women's Slalom:

1. Laura Thornhill
2. Kathy Bomeister
3. Tina

Downhill Speed Run:

1. Bob Skoldberg
2. Tony Alva
3. John Hudson
4. Dave Hackett

Men's Freestyle:

1. Doug "Pineapple" Saladino
2. Mike Weed
3. Brad Logan
4. Roy Jamieson

Women's Freestyle:

1. Lynn Grosse
2. Ellen Berryman
3. Kathy Bomeister
4. Laura Thornhill

Obstacle Course:

1. Bob Skoldberg
2. John Hudson
3. Dave Hackett

Marine World Contest

Just south of the San Francisco airport, Marine World/Africa U.S.A. held a professional skateboard contest on Easter weekend - April 16-17. All the Pro teams in the Western states were invited to participate in the three event contest. The three events were a Cross Country Slalom, a Team Relay, and Freestyle.

The Cross Country Slalom was a quarter mile passing through a Marine complex, similar to Sea World in San Diego, and crossing three bridges. The second event was the Team Relay. Third was the Freestyle competition in the African theater. The contest area was a forty foot circle with indoor-outdoor carpeting. Many contestants were dissatisfied with the surfacing. The Freestyle routines were judged on a scale of 1-20, with half point increments. During this event, the star chimpanzee from Africa USA, Raffles, made a 100 point freestyle performance and was declared the overall winner - adding additional flavor to the event.

Dave McIntyre, race official, felt that this contest was the "best contest held so far. It really flowed well." The Marine World contest directors made threemajor improvements on previous contests. The Team Relay generated a tremendous amount of enthusiasm between the teams as well as in the audience. Another major improvement was in asking the freestyle skaters to provide music to go with their routine. All the judges commented that the skaters with music really added a lot to the flow of their performance which naturally increased their score. The third improvement was the requirement of full safety equipment (helmets, knee-elbow pads, gloves, and shoes) be worn during slalom and freestyle competition and practice.

A lesson was learned at this contest and it is heavily suggested that in future contests additional precautions be taken to protect spectators from loose skateboards; and the course be securely roped off to prevent spectators from walking across it and thereby distracting the attention of the racers.

All in all, the Pacific Skateboard Association, represented by Dave McIntyre, along with participating teams, were very pleased with this contest and are looking forward to a second annual Marine World contest next year.

Marine World Results

Slalom:

1. John Hudson
2. Henry Hester
3. Tome Norton
4. John Krisik

Freestyle:

1. Doug Saladino
2. Robert Shea
3. Bruce Logan
4. Bobby Fraas

Team Relay:

1. Makaha - Logan: Alva, Brad Logan, Bruce Logan, Tanner
2. Gordon and Smith/Road Rider: Hester, Saladino, Hudson, Krisik
3. Wayne Brown: names unavailable
4. Heartbreak Motel: names unavailable

COMING EVENTS

June 27

Place: Signal Hill, Long Beach, Ca
Sponsor: USSA, Jim O'Mahoney
Events: Downhill Speed Run, \$1000 "Winner take all"
Cost to spectator: none

July 1

Place: Geneesee Mental Health
Sponsor: Pacific Skateboard Assoc.
Events: Freestyle Demonstration and Film
Cost to spectator: not open to public

August 15

Place: Carlsbad
Sponsor: Pacific Skateboard Assoc.
Events: Invitational Giant Slalom, Slalom, Downhill
Cost to spectator: none

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Cow Palace Contest : Outstanding

The skateboard contest organized by the Northern California Skateboard Association was held at the Cow Palace, San Francisco, on May 22-23. It proved to be as outstanding an event as expected. Racers and exhibitors began arriving on Friday for the weekend contest. Much work was to be done in setting up each of the forty-seven booths. Representatives from the Pacific Skateboard Association (PSA) were present to set up the pre-arranged slalom courses. Officials were briefed as to their specific assignments, responsibilities, and privileges. By the end of the afternoon the large indoor arena was full of scrambling race officials, skaters casually practicing freestyle tricks, curious local kids, and the hustle and bustle of exhibitors setting up their products displays. The anticipation of the upcoming days of competition was high. One could hear a constant buzz of "Have you ridden the course yet?," "How much have you practiced?," "Did you bring up my Turner boards?," "Are the Logan's here yet?" - all adding to the building excitement.

Activity started early on Saturday. Prior to the race participants had received through the mail a packet containing registration confirmation, a gate pass, and rules to each event. At 6:30 a.m. slalom racers were among the first to arrive in order to get as many practice runs on the ramp as possible. A safety inspection was made on all boards to insure properly maintained equipment was being used.

Safety in skateboarding is on everyone's mind as this sport grows in participants and the number of accidents that occur. Race officials maintained strict observance of safety precautions: safe equipment, knee-elbow pads, shoes and helmet (except in freestyle), and no spectator skating was allowed. A Safety Clinic ran continuously from 9:00 a.m. to 5:00 p.m. to teach basic guidelines in safe skateboarding. Participants in this Clinic received a certificate of instruction.

The events started with ten entries in the Junior Boys (10 and Under) Slalom trials and six entries in the Girls (11-14 years) Freestyle trials. The slalom course for all age divisions, professionals and amateurs was held on a ramp. The ramp, built by Bob Patterson, was 160 feet long, 22 feet high and covered with three coats of Varathane. It required five days to assemble at the Cow Palace. It was breathtaking to enter the arena and see this magnificent ramp stretch out toward you backed by the Northern California Skateboard Association (NCSA) mural.

This enormous mural was designed by Rolls Advertising and done in air brush to show a vibrant rainbow backed by the far reaching cosmos of stars, galaxies, and planets. This picture was the basic logo for the contest and was seen on T-shirts, the Program, and advertisements.

The slalom course, drawn up by PSA, was at a 19 foot elevation and spanned 160 feet. Traffic cones, modified to an eight inch height, marked the gates. The two trial and final runs were dual head to head. This arrangement works best for involving spectators. Timing was done by Competition Sports, Inc., from the Sierra-Tahoe Professional Ski Circuit. It was set up in a differential timing system. Time advantage was awarded to the opponent for cones hit (.02 seconds) and disqualification (.5 seconds). Timing is one of the most controversial elements in slalom racing. At the Cow Palace the racers were pleased with the job done by Fred Rogers and his staff.

The Freestyle competition was done in a 50 foot by 90 foot area of very smooth concrete. A high jump bar, table, and small and large ramp were made available; skaters provided their own props if they wished. Each contestant was allowed the use of three skateboards and two props. This rule was strictly enforced. One young freestyler with high scores of 8.5 was disqualified for the use of a third prop. Many competitors in this event felt strongly that the area was too small. No changes were made, however, due to placement of the ramp and awards area. Each entrant's routine was judged by five judges, picked from Northern and Southern California, on style, degree of difficulty, and execution. Scoring was on a 1-10 basis in each category, combined for a total, and divided by three for

an average score. When the routine was complete judges flashed the score to the audience as well as the statisticians.

The overall evaluation of the organization of slalom and freestyle events was high. It was generally agreed that this was easily the best organized contest to date. Future contest directors can learn a lot from the successful efforts of Jon Malvino, of NCSA, and John O'Malley, from Southern California.

Following the first trials were the Boys (11-14 years) Slalom trials with almost forty entries, and six entries in the Pro Women's Freestyle trials. There was a good balance of events over the two days: pro and amateur, eliminations and finals, and a senior division each day.

A pool riding exhibition by Kenny Means began early and run through out the contest. Kenny, from the San Diego area, side skates. He repeatedly reached the top edge of the 16 foot by 34 foot modified fiberglass swimming pool. It is heavily recommended that novice skaters do not attempt this maneuver.

At noon, the Women (15 and over) had the Slalom trials for its seven entries. Next was the Amateur Men's Slalom trials for its thirty entries; Boys Freestyle had about forty entries; Pro Men's Slalom had about 75 racers competing.

The Senior Men's Pro Slalom is always one of skateboarding's most tense and exciting events. In the semi-final eliminations were six of skateboarding's top racers: Torger Johnson (Logan Earth Ski), Henry Hester (Gordon and Smith), Bob Biniac (Sims), Bob Skoldberg (G&S), Tony Alva (Logan), and Paul Eng (Bahne). A late change in timing forced racers to adjust to a new system. Time differentials were often as small as 3/1,000 of a second - an incredibly close competition! Tension grew as Torger was first mistakenly disqualified and then advanced to the next heat when the mistake was discovered. Tony Alva raced Henry Hester, winning the head to head but losing due to penalties from hitting cones. When it was all over Paul Eng was in first place, Henry Hester had won second, Bob Skoldberg was third, and Tony Alva was fourth. Finals also held on Saturday included Pro Women's Freestyle and Amateur Men's Slalom. The last event ended around 7:00 p.m. Definitely a long full day.

Again on Sunday was the equipment inspection and participant check-in. Freestyle and Slalom events continued much as they had the day before and included the Pro Women Slalom and Pro Men Freestyle.

Sunday also had its special attractions. Raffles, a chimpanzee from Africa U.S.A. displayed his skateboard abilities and was awarded a 10 point score from one of the freestyle judges. Bruce Logan did several impromptu nose wheelies down the ramp. His longest ride carried him an incredible 140 feet. Present both days was the Rhino Team from the Carlsbad Skate Park in San Diego County. These three "madmen" would position themselves and their boards as a trimaran, speed down the ramp at estimated speeds of 30 mph, reach the bottom, roll across the run-off area, go up a three foot ramp, take off from that ramp and fly air born for thirty five feet into a pile of straw. They are unbelievably!! A skateboard film by Jon Malvino, "That Magic Feeling," played continuously Saturday and Sunday. Jon seems to be as good a filmmaker as he is a contest director. Look for it in your area soon.

The Downhill Speed Run trials started in the afternoon. The approximate 75 entries started at the top of the ramp, positioned themselves to cut through the air as cleanly as possible, and raced straight down the ramp. Maximum speeds in the event were estimated at up to 30 mph. Bob Skoldberg was clearly the fastest man in the event and increased his lead in his second run. Bob Biniac was second fastest, John Hudson (Santa Cruz Skateboards) was third, John Krisik (Fat City Racing) was fourth.

The concern and attention for safety paid off - there were no injuries on either day. With all the spectators, racers, and excitement, no one was injured. Again to show that it is not the sport that is dangerous, but the awareness, or rather lack of it, that can make the skateboard a dangerous tool.

Awards and prize money were presented at the end of the day in which the event was held. A generous purse, first place paid \$500 in all three events (slalom, freestyle, and downhill); \$300 was paid to second place; third place won \$200; fourth place won \$150; and fifth place paid \$100. One racer could conceivably win \$1500 by placing first in all three events. A purse such as this makes the months of practice and two days of hard work pay off. Place winners also received a plaque and a sterling silver skateboard medallion.

Some parts of this contest should definitely be repeated in future contest: adherence to PSA rules, the differential timing system, long term preparation, a variety of exciting side exhibits such as the Rhino Team and Kenny Means, spreading out of the major events over both days, and the Safety Clinic. Some changes to be made for next time include displaying the slalom times after each run, keeping the same freestyle judge throughout each division, participants should receive a copy of the rules at least a week in advance of the race, the freestyle area should be bigger, and racer representatives should inspect the race course surface long before the race. The ramp's surfacing was extremely slick and difficult for all racers to adjust to. This challenge certainly brought out ingenious thinking on the part of the riders, all the way from sand papering wheels to make them softer to buying a new set of wheels that were too mushy for any other course but a necessity at the Cow Palace. Fortunately the surface of this magnificent ramp can be improved for later contests.

The Northern California Skateboard Association, R-M Enterprises, Jon Malvino, and John O'Malley are to be congratulated and applauded for their 3½ months of research, planning, and organization. The Cow Palace Contest was truly "skateboard history in the making!"

RESULTS:

Pro Men Slalom-

1. Paul Eng (Bahne)
2. Henry Hester (G&S)
3. Bob Skoldberg (G&S)
4. Tony Alva (Logan)

Pro Women Freestyle-

1. Ellen Berryman (Bahne)
2. Robin Logan (Logan)
3. Kathie Bomeister (Logan)

Pro Women Slalom-

1. Laura Thornhill (Logan)
2. Susan DeLora
3. Dodie Hackenmack (G&S)

High Jump Record-

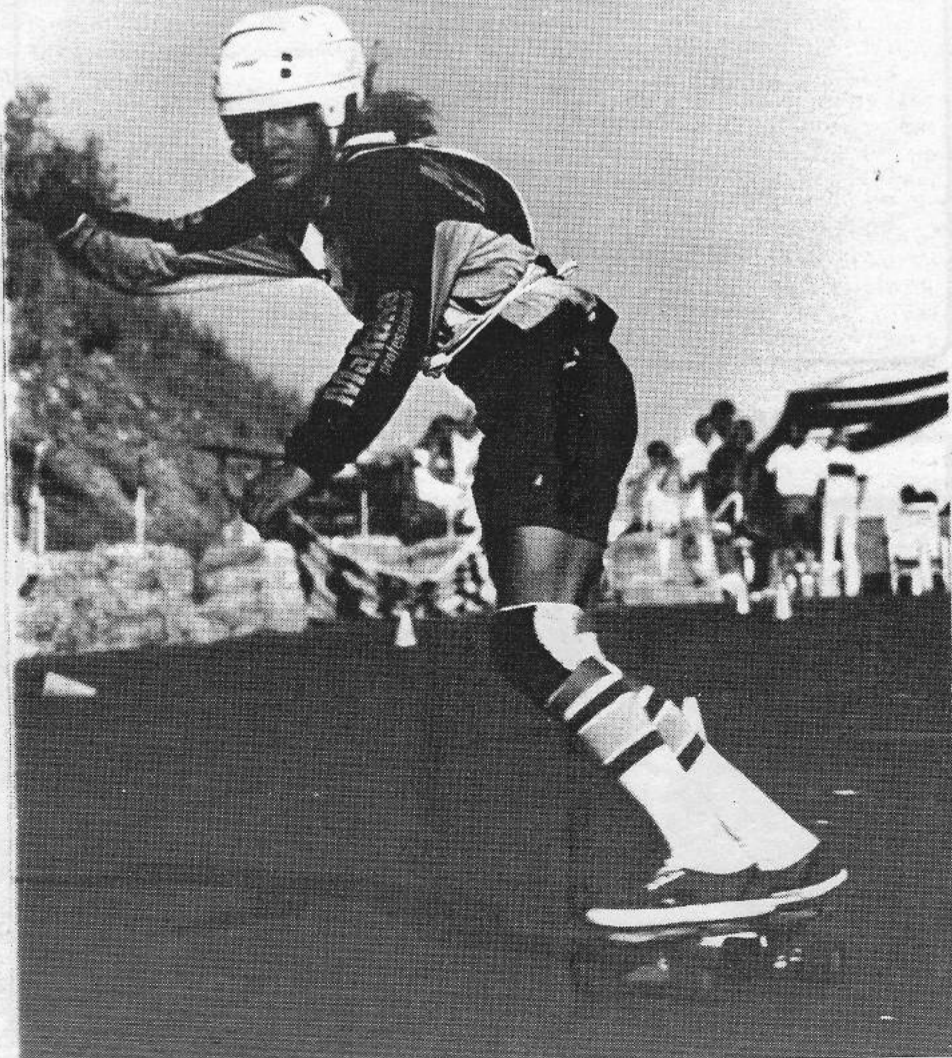
Woody Woodward (Logan) - 4'1"

360° Record-

Bob Jarvis (Brewer) - 11 360's

Pro Men Freestyle-

1. Ed Natalin (California Pro)
2. Curt Lindgren
3. Roy Jamieson (California Pro)
4. Steve Cathay (G&S)



TONY ALVA first place Giant Slalom in YMCA Contest. See the next issue of the REVIEW for the contest review. Photo by Larry Balma.



GARY COCCARRO at the Mt. Baldy Pipeline. Photo by Lance Smith.

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