

NATIONAL SKATEBOARD REVIEW

PUBLISHED BY SKATEPARK CONSTRUCTORS

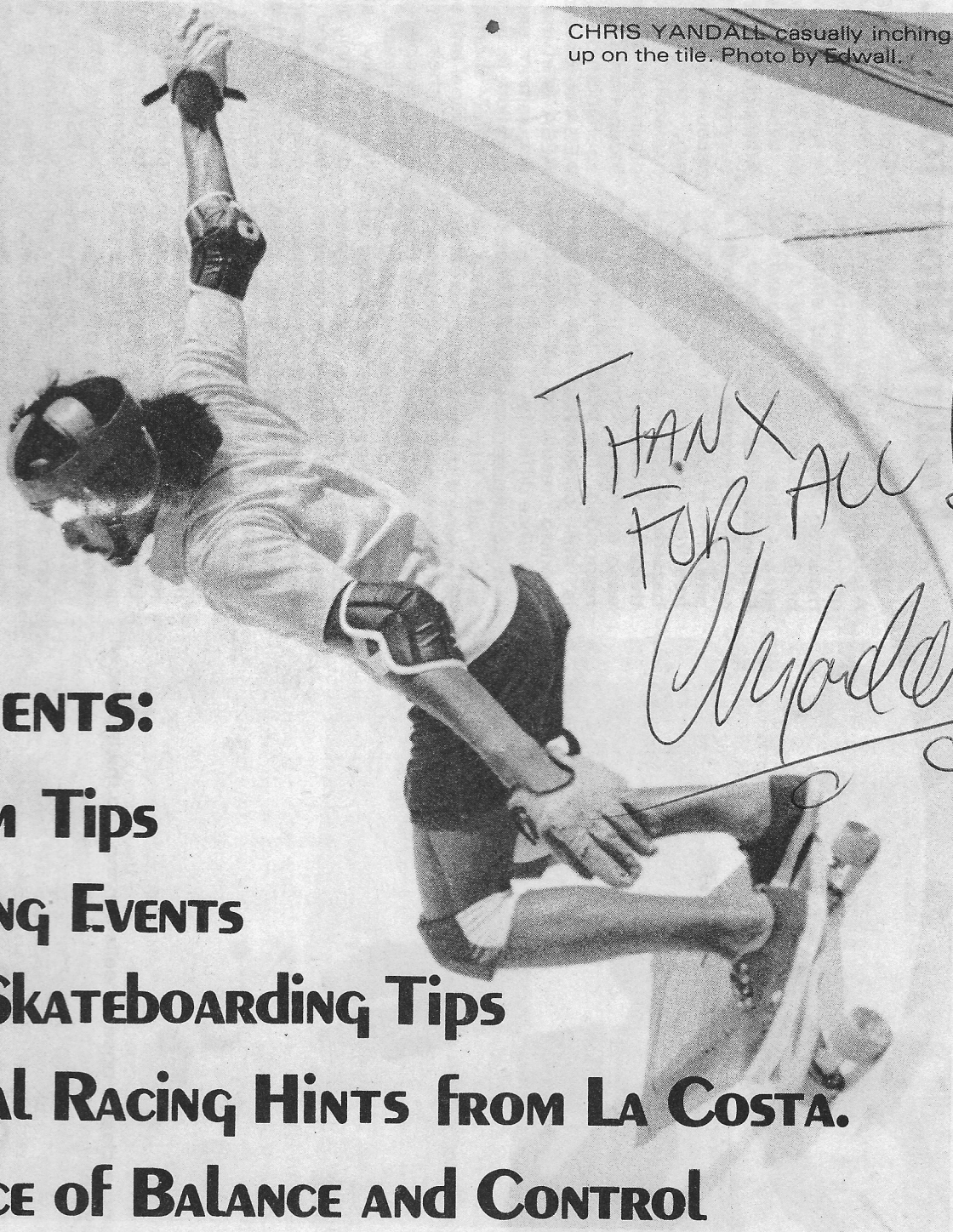
Di Dootson, Editor

Vol. 1. No. 11

MARCH 1977

Twenty five cents

CHRIS YANDALL casually inching up on the tile. Photo by Edwall.



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SALOM TIPS

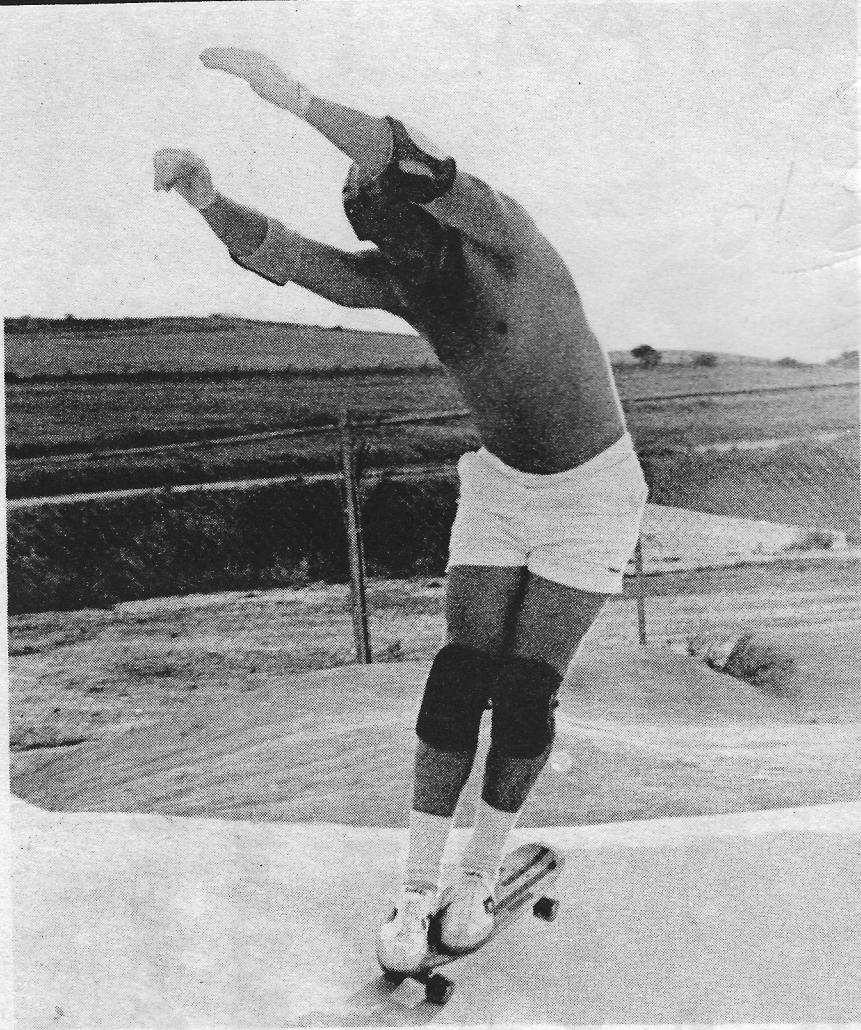
COMING EVENTS

SAFE SKATEBOARDING TIPS

CASUAL RACING HINTS FROM LA COSTA.

SOURCE OF BALANCE AND CONTROL

A.E.S.A. PUSHES FOR A SKATEPARK.



STEVE PACKARD doing a classic nose wheelie carving into the little bowl at Carlsbad. Photo by Stahl.

A.E.S.A. Pushes FOUR PRONGED Facility Effort for N.J. Site.

The America East Skatepark Association, a Rahway based group of skateboard enthusiasts, has mounted a four pronged effort to bring a skateboard facility to the area. The Rahway Board of Education has been asked to consider a program and to provide a site where boarding can be pursued free from vehicular traffic and other hazards. A.P.T.A. survey showed a three to one movement in favor of such a program among those who responded. The board of education is still considering the program pending resolution of a liability insurance difficulty.

A second approach by AESA is to seek aid from city council to determine if the municipal recreation authorities would wish to sponsor a program. City authorities have been asked to consider starting a program. They, like the board of education, face concerns over liability and budget constraints. Some objections to the "hazardous" nature of the sport have been dispelled by an AESA hospital survey which reports that it appears to be three times more dangerous to ride a bicycle and four hundred times more dangerous to ride an auto in Union County. The figures were adjusted "per capita" to reflect a true rate based on numbers of users.

The third potential for anyone considering a program is a combination of efforts on the part of recreation and school authorities. In such a program one agency would provide a site while the other provided sponsorship and coverage.

Such an arrangement shows true concern for our youth and splits costs and responsibility for a program to a level each agency very easily can handle.

When it became obvious that skateboarding was in a struggle for survival in many other places because of an undeserved "bad rep," the AESA was formed to privately promote programs originated for and by skateboarders independent of school or municipal sponsorship. It is the objective of AESA to develop its own sites and AESA is in the process of property acquisition and leasing. The corporation is in the birth pangs of a capital shortage and hopes that municipal and school authorities will meet their responsibility to our young people.

Paul Geyer, AESA founder says, "Eventually skateboarders must develop their own talents, their own facilities, and their own developmental programs. AESA hopes to assist in this endeavor but all organizations, even AESA, must realize that its members count first and come above all other considerations." AESA believes skateboarding will continue to grow, to be recognized as a legitimate sporting event, and eventually achieve international recognition as AESA and the United States Skateboard Association hope to develop a team for the 1980 Moscow Olympic Games. AESA and Rahway should be proud to be present at the birth of a tremendous new sport.

LA COSTA RACES

January 16	G.S.	Pat Ferguson	DQ
1. Marty Schaub	23.154	Abe Rodriguez	DQ
2. Steve Sherman	23.793	Larry Weinapple	DQ
3. Scott Hoster	24.551	Masters:	
Other racers:		1. Vince Turner	14.332
Pat Ferguson	24.551	2. Dick Pearce	16.926
Vince Turner	24.616	3. Bill Alexander	20.491
Scott Swanson	24.829	4. Jeff Junkins	DO
Greg Taie	24.888		
Derek Korenaga	26.274	February 6	Slalom
Jerry Pattison	27.712	1. Lance Smith*	6.966
Richard Pearce	28.375	2. Steve Sherman	7.075
Becky Martinez	28.143	3. Greg Taie	7.099

January 16	Slalom	Other racers:	
1. Marty Schaub	8.729	Marty Schaub	7.274
2. Steve Sherman	8.813	Jon Troutman	7.567
3. Greg Taie	8.925	John Walker	8.282
Other racers:		Pete Ferguson	8.356
David Olson*	8.979	Jim Goodrich	9.672
Chris Foley	9.176		
Scott Swanson	9.278	February 13	Giant Slalom
Scott Hosler	9.728	1. Marty Schaub	13.674
Pat Ferguson	9.824	2. Steve Sherman	13.836
Abe Rodriguez	11.341	3. Greg Taie	14.184
Bill Wilson	11.355	Other racers:	
Derek Rodaquez	11.648	Randy Travers	14.953
Masters:		Pat Ferguson	15.013
1. Vince Turner	9.615	Bill Gerber	15.536
2. Jeff Junkins	9.827	Gerry Turetzky	15.797
3. Richard Pearce	11.093	Ken Huttner	16.187

January 23	G.S.	February 13	Tight Slalom
1. Marty Schaub	17.813	1. Greg Taie	7.940
2. Steve Sherman	17.920	2. Marty Schaub	8.327
3. Pat Ferguson	19.440	3. Steve Sherman	8.558
Other racers:		Other racers:	
Greg Taie	21.118	Randy Travers	9.01
Jim Goodrich	21.758	Pat Ferguson	9.95
Ellen O'Neal*	DQ	Bill Gerber	10.709
Masters:		Ken Huttner	DQ
1. Curtis Hesselgrave	18.995	Gerry Turetzky	DQ
2. Vince Turner	19.106		
3. Dickie Pearce	20.786	February 20	Giant Slalom
4. Marshall Sherman	66.794	1. Marty Schaub	11.781

January 23	Slalom	2. Davey Andrews	12.308
1. Lance Smith*	9.915	3. Steve Sherman	12.460
2. Greg Taie	10.241	Other racers:	
3. Marty Schaub	10.458	Greg Taie	12.910
Other racers:		Randy Travers	13.006
Steve Sherman	10.581	Brian Johnson	13.316
Pat Ferguson	11.700	Mike Ferguson	13.633
Jeff Howe	11.925	John Walker	13.735
Rebecca Williams	12.400	Tim McCoy	13.760
Dickie Pearce	15.467	Pat Ferguson	14.042
Masters:		Jon Troutman	14.225
1. Curtis Hesselgrave	11.429	Jim Goodrich	14.424
2. Vince Turner	11.680	Cam Thornburn	14.886
3. Jeff Junkins	DQ	Pete Ferguson	14.979

January 30	Slalom	Mark Turetzky	15.400
1. Greg Taie	13.859	Di Dootson	15.921
2. Marty Schaub	14.148	Brigg Sherman	37.242
3. Steve Sherman	14.975	Gary Turetzky	DQ
Other racers:		Bill Gerber	DQ
		G. Ferguson	DQ
		Neil Driscoll	DQ



LANCE SMITH -- concentration is what makes it. Photo by Balma.

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BALANCE AND CONTROL: DAVE OHLSON TALKS WITH CAPT, BIORHYTHM

Captain Biorhythm: Dave, what am I doing wrong? I keep falling off. How can I get control of my balance when I'm standing on my board?

Dave Ohlson: Hey Brother, it's easy. Try to gain a total perspective of your body. Too many people are co-ordinated on only one side because of prior experience in surfing and other sports. It's important to be ambidexterous. You want to be confident of the abilities of each side of your body. A good skateboarder should be able to ride with either foot forward. Complete balance and versatility on both sides must be developed. An integrated riding style and personality is a function of being centered and balanced. You should be ready to direct energy anywhere and any time with total confidence, control, and skill.

Captain Biorhythm: I think I understand. I certainly feel spastic if I try to skateboard with my right foot forward. I've been right handed all my life. I have been afraid to do anything on my weak side because of a horrible fear of falling.

Dave Ohlson: Fear is natural. Extra practice on your weaknesses turn them into strengths. Much of the energy in skateboarding comes from counter rotation of the upper and lower body. The waist up is a completely separate unit from the belly button down. The eyes and brain direct your actual physical movement through space. The lower part of your body should react automatically to the commands of your mind. The hands and arms counter balance the movements of the lower body. Balance, fluidity, and control originate in the mind and are created by the movements of the upper body. All actions should be smooth and controlled with the top half of the torso traveling along the path which is the shortest distance between two points. The actions of the lower body will accomplish this goal to the best of it's ability regardless of the terrain that is actually being negotiated. The knees should be relaxed and loose to insure a smooth flow of energy. A superior level of balance and board contact is achieved when the upper body is centered over the length of the skateboard.

Captain Biorhythm: What about snake runs and bowl riding? I always feel on the verge of disaster when I start to pick up speed.

Dave Ohlson: That's a common problem. Most people are not familiar with forward motion. They stand as if they were on the ground. You must lean forward in the direction you wish to travel, so the body has the necessary amount of reaction time to counter for acceleration and deceleration which destroys balance. A person usually falls when they step on a banana peel because of being unprepared for the sudden and unexpected acceleration which destroys balance. On snake and bowl runs, look far ahead. In any situation where the body is moving at a certain velocity, attention must be focused to where you want to go. The body will automatically respond to whatever the mind interprets through sight, if you plan your path well enough in advance. Whenever your actual progress catches up to where you are looking, you are in big trouble. The reflexes won't be quick enough to regain control if you are traveling at any speed. Balance is dynamic, always adjusting to the terrain. Good preparation is the key to superior and confident performance. Always direct your movement with your eyes and brain. Stay loose and the body will do the rest.

Captain Biorhythm: Thanks Dave. That makes alot of sense. I can hardly wait to give it a try.

Editor's Note: Dave Ohlson is presently employed at Skatepark Montebello and is well accepted for his teaching abilities.



The "outback" location of Box Canyon helps La Costa Sunday races by not interfering with local residents. Photo by Goodrich.

CASUAL RACING? HERE'S SOME LESSONS LEARNED AT LA COSTA.

We've been racing at La Costa for one and a half years now, most of that time at Box Canyon. One unique thing about racing there is the location - as you can see in the photo. If you are having trouble with your race spot it might help to pick a place with no houses and zero traffic.

If you do get a vehicle passing by get your people to move out of the way, and smile and wave as the vehicle drives by. If you are friendly and relaxed with your visitors they have no complaints. A key here is to clear the way. Seems that most cities have a law about blocking traffic. The way it was explained to us is if a vehicle can pass by without you having to clear anything out of the way then you aren't blocking traffic. So set up your course on one lane of the road - don't set cones down the middle of the road.

Should someone stop and voice a complaint it won't hurt to be humble. You'll get your way in the long run if you don't give the guy good grounds for calling the police (like for cursing, blocking traffic, or assault).

Many people have asked what rules do we use at La Costa. I've printed them here for you because they seem to work for us. The racers made up these rules and they can change them anyway, any time they want. I may be helping run the race, but if it is a casual race then it belongs to the racers. Usually changes are made by agreement (vote?) by the majority. Not a simple "one-more-than-50%" but overwhelming. Otherwise we usually leave it for the sake of consistency. If it still doesn't work we can always talk about it again.

1. Front trucks have to stay in the start box.
2. You cannot jump the start.
3. Feet cannot touch the ground past the no push line (a line 12-18 inches before the first cone).
4. Rider has to go around the correct side of the cone.
5. To "be hit" a cone must fall over or slide outside it's mark on the ground; liners are good.
6. Both feet must be on the board at the finish line.
7. Both trucks must cross the finish line.

Penalty for breaking these rules is to DQ (disqualify) that run.

In slalom and giant slalom penalty for hit cones is .1 second added for each cone hit and the third hit cone DQ's the run; in tight slalom add .05 seconds for each hit cone and the fourth hit cone DQ's the run.

We usually take four trial runs. If there are a lot of racers, or if they want to, we take two or three final runs. I take just less than half the entries to the finals (EG: 12 racers, take 5 to the finals; 25 racers, take 10 to the finals).

I hope this can be of help to you. How about sending in a photo of your race place.

Hrs. Mon. - Fri. 11-6
Sat. 10-6

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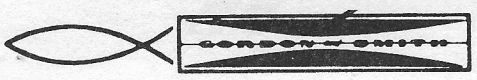
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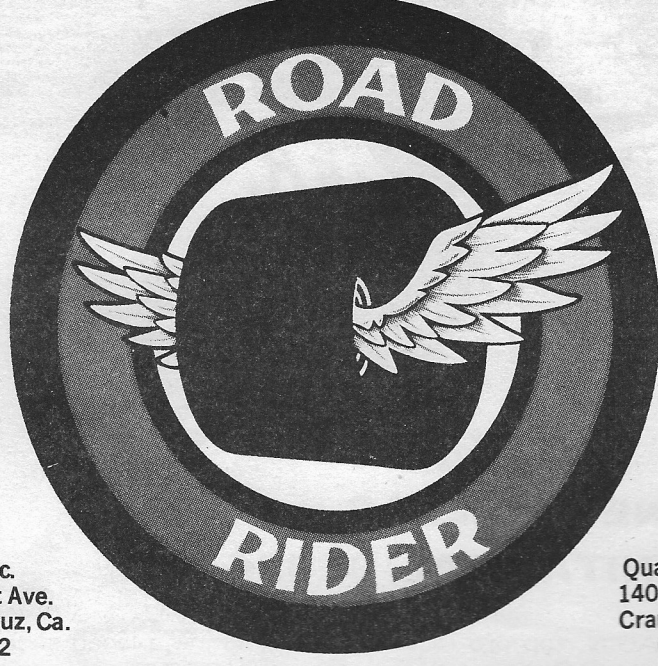
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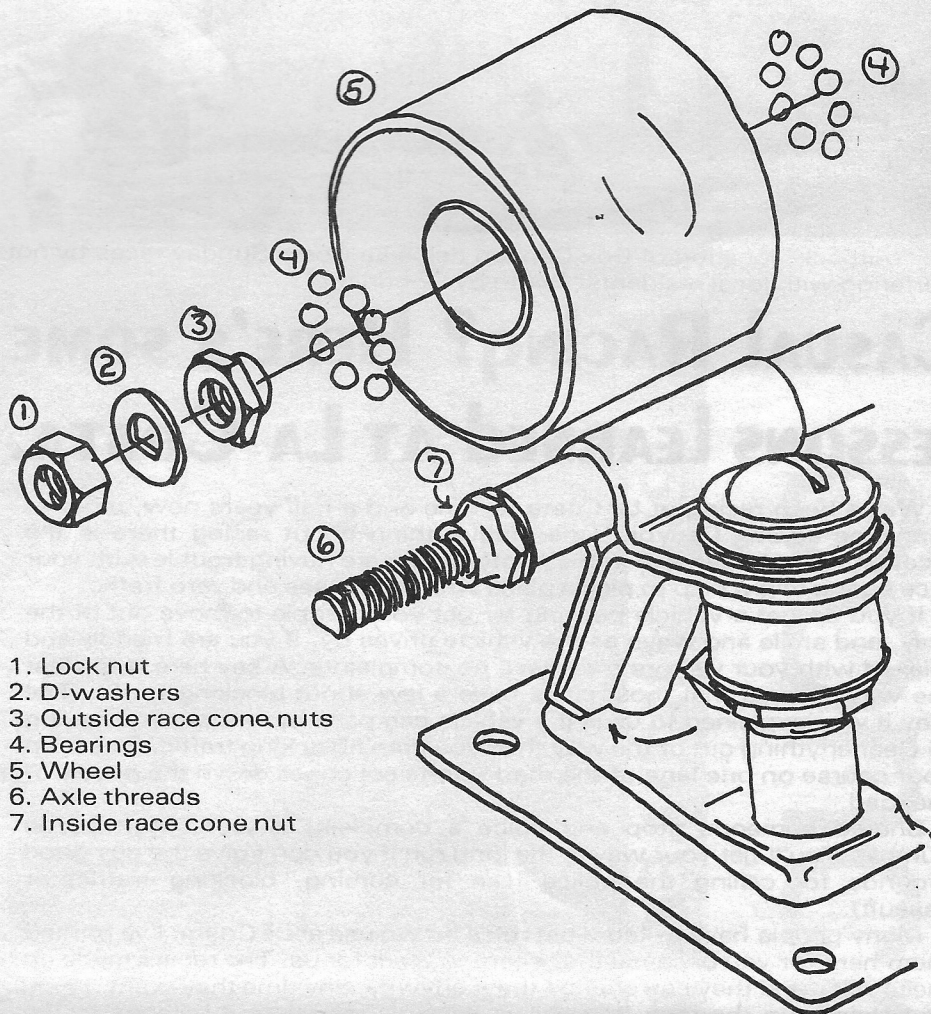
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MAINTENANCE and ADJUSTMENT of your LOOSE BEARING WHEELS

Courtesy of the Pacific International Skateboard Assoc., P.O. Box 2025,
Leucadia, CA. 92024

For safety and performance, your loose bearing wheels need periodic cleaning and maintenance. First, the wheels must be removed and set aside because some common household solvents may damage, or dissolve the Urethane and plastic parts of your wheels. As you remove each wheel hold your skateboard or truck over a large bowl or bucket to catch all the small parts and so none of the bearings are lost. After removing the lock nuts, D-washers, if used, outside race cone nuts, and bearings, set them aside to soak in a small container of solvent or cleaning fluid. Using a paper towel, clean the metal races in each wheel. Also clean the axle threads and the inside race cone nuts still mounted on the truck. It is inconvenient and unnecessary to remove these parts for routine maintenance.

After cleaning and inspection of all parts, re-assemble and adjust your wheels. First, make sure the inner race cone nuts are firmly adjusted; locked in position against the axle housing. Then re-assemble one wheel at a time as follows: Place the wheel on the axle, without bearings. Install the outside race cone nut on the end of the axle - leave it loose. Now hold the truck so that the axle is up and down and the wheel you are assembling is on the bottom held on by the outside race cone nut. Drop eight ball bearings into the metal race of the wheel. Press up on the wheel to trap the bearings between the inner race cone nuts and the metal races of the wheel. Carefully turn the axle over and drop eight more bearings into the outer metal cone race of the wheel. Now adjust the outside race cone nut just enough to stop the wheel from spinning freely. Now install the D-washer, if used, making sure that the concave side of the washer is against the race cone nut. There is a slight arc to this washer - if the concave side is not against the race cone nut, your wheels will be difficult to adjust and will not hold their adjustment for very long. Now install the outside lock nut just enough so that it is snug against the D-washer. Then use your socket wrench or skate wrench to back up the outer cone nut and lock it firmly against the D-washer and lock nut so that the wheel spins freely and true. With a little practice you should find this a quick and effective way to adjust your loose bearing wheels. Repeat the process for each of the other wheels and you'll be ready to skate.



1. Lock nut
2. D-washers
3. Outside race cone nuts
4. Bearings
5. Wheel
6. Axle threads
7. Inside race cone nut

COMING EVENTS

Every night
Place: Skatepark Montebello
Event: slalom racing 5-7pm
Rules: PISA
Info: no fee; am / novice class divided into age groups; 15 entries per age group; call 213/721-1166,
Curtis Hesselgrave for further info.

Saturdays
Place: Skatepark Montebello
Event: slalom racing 10am to noon
Rules: PISA
Info: same as above.

Saturdays
Place: Carlsbad Skatepark
Event: Slalom racing
Direction: Di Dootson
Sponsor: Carlsbad Skatepark
Info: Sign up 10:00 AM, race at 11:00; prizes for Novice, Amateur, cash for Pros; call 714/753-6214

March 6
Place: Chastain Park, Atlanta, Georgia
Events: Freestyle, slalom
Rules: PISA
Direction: Progressive Skateboards
Info: \$1.50; trophies; novice-amateur with different age groups; call Mike Maloof, 404/266-9397.

March 12
Place: Laguna Beach, Ca; 10911 Oak St, Community Center parking lot
Event: freestyle, slalom
Sponsor: Los Alamitos Youth Center and IDI Skateboard Products;
Rules: PISA
Info: \$1; noon to 4pm; 7th-9th grad and 10-12th grade divisions; safety equipment required (helmet, gloves, pads).

March 20
Place: Signal Hill, Long Beach, Ca
Event: Guinness Book of Records Speed Run, 3rd annual
Rules/Direction: Jim O'Mahoney, USSA

Info: entries all prearranged; first run starts about 10am; call 213 830-4110 for further info.

March 25
Place: San Diego State University, Parking lot I; California.

Event; Downhill slalom wheel chair race; Noon.
Direction and info: Intramural Office San Diego State Univ; Laurel Dean, 714/286-6424.

March 26-27
Place: Cypress, Calif; Oak Knoll Park at corner of Orange and Grand St.

Event: freestyle and cross country.
Direction: Cypress Parks and Recreation, Cindy Bettar.

Info: \$1 per person; novice and amateur classes; finals on Sunday; for further information call Cindy at 821-9500.

SLALOM

TIPS

Look ahead for spaces between the cones

Sometimes, the anxiety of going through a course can make you afraid you might not make it, thus putting your mind in an unrelaxed state. To ease your fear, and help you relax, stop looking at the cones. Concentrate instead on the spaces between the cones. Your board and lower body will travel in whatever direction you're looking; if you stare at the cones, you're liable to run into one. Focus instead on the spaces between, while looking far enough ahead to plot your course.

by Daved Ohlson



BAHNE CADILLAC
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PAT FLANAGIN, top pro racer on Team Bahne, placed second at YMCA Race. Photo by Balma.

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RUSS GOSNELL, hottest pool rider on Tracker's staff, here at Massage Bowl. Photo by Edwall.

SWINE FLU CLINIC WIPES OUT OAKLAND RACES

Oakland Races Closed Down
by AloAfleX

The Swine Flu shots have taken another life, our weekly races. The road on which the racing took place was opened up for a Swine Flu clinic, the result was Bad News. Traffic became a problem and eventually the security patrol (their cruising on Sundays was something new), asked us to leave with some advice, "go see the President of the school to obtain a permit." Our meeting was short and direct, the verdict: get some insurance and a permit would be granted. All this was under the threat of arrest if we held the races again.

Checking out the insurance situation didn't even pick our hopes up off the floor. The specialized insurance would have premiums in the \$400-\$500 price range. Thus died an interesting and successful idea.

But the worst part of it is that this is not the only place that skateboarding is being stopped.

In Berkeley life is becoming miserable for the serious skaters. It is becoming evident that the only place you can ride without paranoia is in your own house.

In Oakland things aren't quite as bad. However two of our pools were filled in by the city, with a dump truck load of asphalt and dirt put into each one.

This prompted AloAfleX to meet with Oakland Park and Recreation leaders in an attempt to get them interested in the idea of skateparks. The meeting was mildly successful if you consider the bureaucratic hassels.

The whole situation is an up-hill battle, but the only place we can really go is up. So something good is bound to happen.



-- Drawing by Alan Paulos.

TRY THE STYLE OF A WINNINGEST RACER. MARTY SCHAUH SHARES SOME IDEAS

Captain Biorhythm: Marty, perhaps you can tell me what makes you unique as a skateboarder. What are Marty Schaub's ideas?

Ellen O'Neal: Let's do a "Henry Hester the second!"

Captain Biorhythm: Henry Hester? As far as what? How in tune is he with Henry?

Ellen O'Neal: Marty's slalom style is just like Henry's. Whenever he skates down the course, its hard to tell whether it is Henry or Marty.

Marty: Yeah! Alot of people have told me I have almost exactly the same movements as Henry when I slalom. I have always thought Henry was the best slalom racer. I have spent many hours practising the moves that have made Henry the most successful slalom racer.

Captain Biorhythm: Are you proud to be compared to Henry Hester?

Marty: Yes, I am. I think Henry Hester is a great competitor. I want to be the hottest racer and so I tried to imitate the style of the winningest racer I could find.

Captain Biorhythm: Do you find it hard to imitate the style of someone else? I always thought each person would want to develop their own style. Strangely enough, you take your fair share of wipe outs. Do you think trying to copy someone else creates falls.

Marty: My natural style was not fast enough to win races. Henry definitely knows how to win races. I figured if I tried to ride the courses the way he does, I could achieve a higher level of competence. I know some of my falls have been due to my desire to go faster but you have to take the risks of falling in stride. Each time I fall, I realize I did something wrong. I sit on the ground for awhile trying to figure out my mistake so that I do not make it again.

Captain Biorhythm: If only there existed better elbow and knee pads that would not slide off when those areas make contact with the asphalt.

Marty: You are right Captain. I wish there was better equipment. I think in the future skateboarding will become as safe as skiing.

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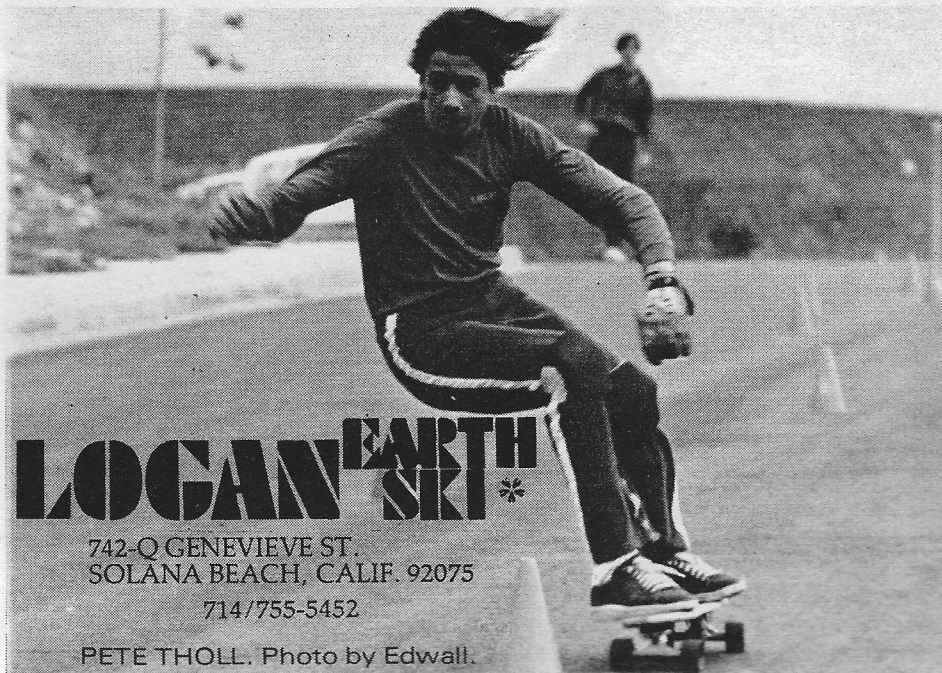
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PETE THOLL. Photo by Edwall.

SAFE SKATEBOARDING TIPS

from the Pacific Skateboard Assoc.

Are you ready?

- ✓ wearing elbow and knee pads
- ✓ know laws in your area
- ✓ downhill? wear helmet, pants, shirt, gloves
- ✓ wearing shoes

Some Do's.....

- periodically check and ✓
- service your whole board
- skate in skateboard parks ✓
- be courteous ✓

.....and Don'ts

- skate alone **X**
- run into people **X**
- skate in the street **X**
- leave your board **X**
- around to be stolen
- speed run without **X**
- FULL safety equipment

Is your board ready?

- ✓ wheel nuts secure
- ✓ grip tape not peeling
- ✓ truck base not cracked
- ✓ trucks the right tension
- ✓ all bearings in the wheel
- ✓ trucks secured tightly on board



Pacific Skateboard Assoc.,

PO Box 2025, Leucadia, CA 92024

"SAFE SKATEBOARD TIPS" -- These flyers are available through P.I.S.A. for shops, clubs, manufacturers to distribute to customers for free. At a cost of \$1.50 per 100, call 714/753-6214 or write to place an order.

"MAINTENANCE & ADJUSTMENT"-- P.I.S.A. prints instruction sheets monthly such as these for shops and clubs to pass out free. At a cost of \$1.50 per 100, call 714/753-6214 or write to place an order.



SAM TAYLOR doing a jump in The Bowl. Photo from Houston, Texas by Vince Parker.



SAM TAYLOR showing some mighty fine Texas style. Photo by Parker.

LETTERS TO EDITOR

Dear Sirs,

For the past two years I have been enjoying skateboarding. I've been riding banks and doing some freestyle skating but it's no fun. I'm writing you to ask how I would attempt to enter competition. I don't know any pros but all the hot riders in the valley say I'm the best they've seen around here. I'm really interested in how I could be able to compete because I really want to compete. I ride a wood kick-tail with Bennett trucks and Road Rider 4's and I try to ride at least one to two hours a day. I'm a girl, age 16, and only know one other girl that I can ride against that lives within ten miles of me. Drag, ha! So I just go out and ride by myself. I try to get my friends to ride but they won't even attempt it. Please write back and tell me something. Please, I'm desperate.

Michelle Baker

Dear Michelle,

I've printed your letter hoping those who read it may be of some help. (Write Michelle c/o N.S.R., P.O. Box 2204, Leucadia, CA, 92024). Keep in touch with the Coming Events for contests that may be in your area. Editor

Dear Skateboard Review,

You have a great thing going, like it keeps us informed on skateboarding all over. And I'd like to say keep up the good work. But did you think about us over here in BUCKS COUNTY PA?

Paul Keough

Dear Paul,

I'm glad to hear from you folks in Bucks County Pa! But to tell everyone else what you are doing I have to hear it from you. Write me again; tell who's skating there, what contests, what do your skateboards laws say - then we'll all think of you over there in Bucks County. That goes for all of you out there.

Editor

NATIONAL SKATEBOARD REVIEW — published by Skate Park Constructions, edited by Diana Dootson — welcomes photos, articles, contest (of any size) coverage, reader ads, commercial ads, and general comments from its readers. It is my hope the Review will reflect skateboarding by skateboarders. To be your voice I need to hear from you. Write to P.O. Box 2204, Leucadia, Ca. 92024.



Eric Tollgaard sending a Valentine's Day picto-gram to a special girl. Photo by Stahl.

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