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Dave Cooper
and much,
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more

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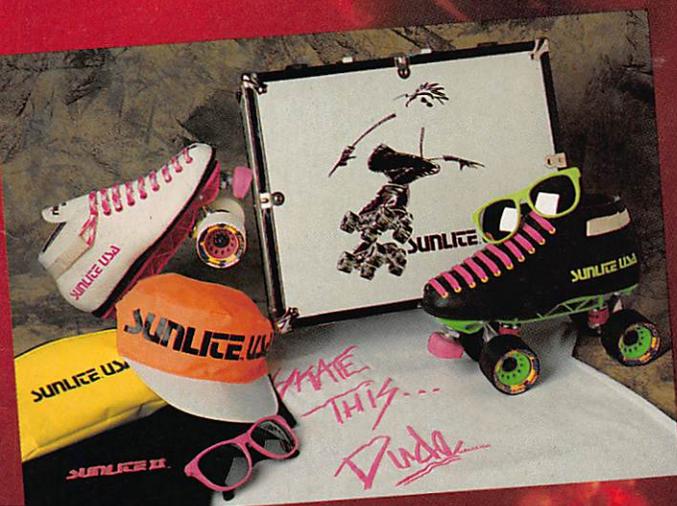
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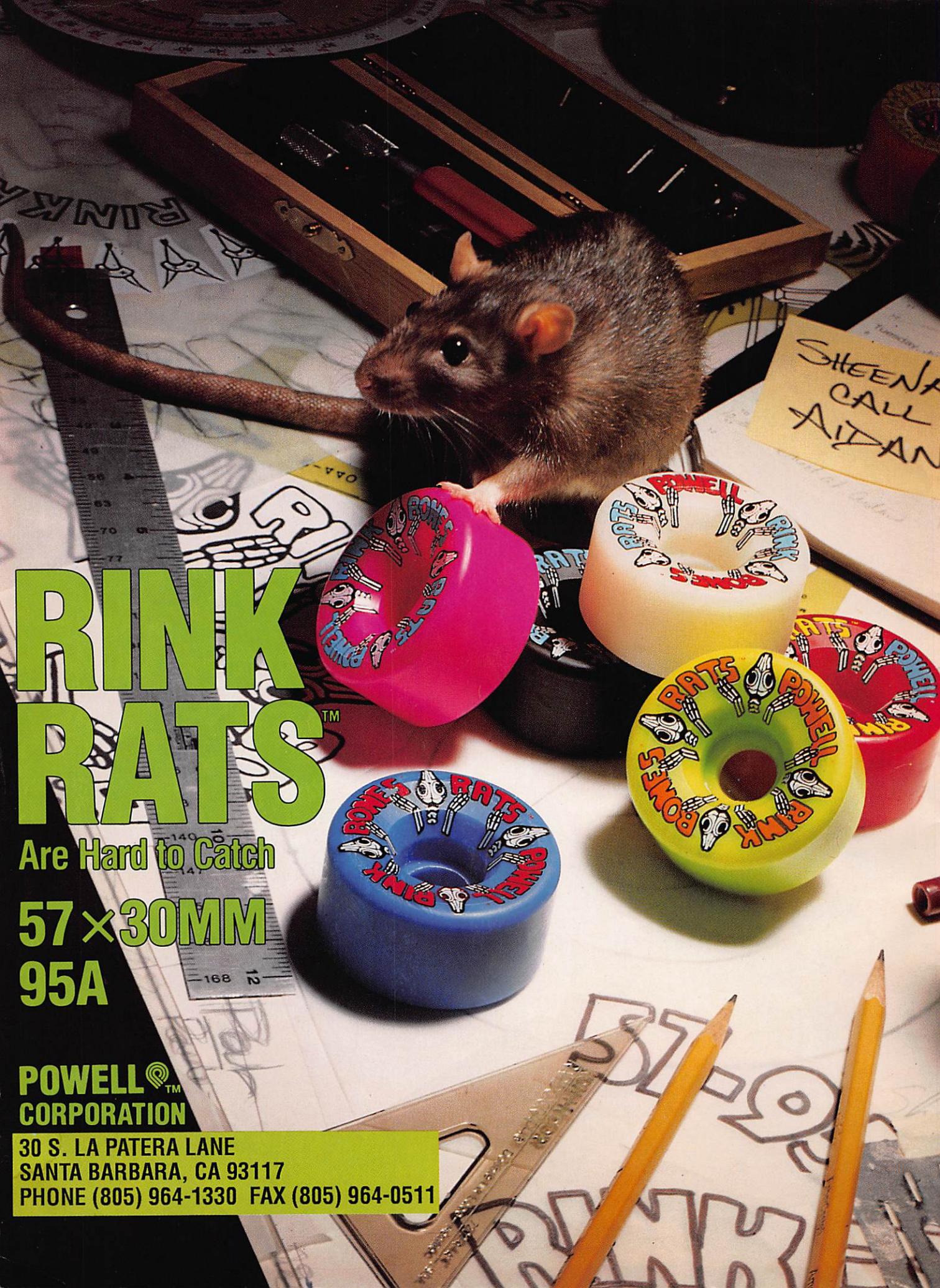
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Volume 1, Number 1. June/July 1990



COVER:

Legs? What legs? Model and full-time skater Tom Bowen, 25, of "somewhere in the Valley", California. Tom got his sticks into shape by skating only. Well, "...maybe cycling a little." He's been skating at least eight years.

Photos: Michael Dorantes
Skates: Look for yourself
Clothing: Hind Infinity tight, courtesy Hind, Inc.

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From the editor

SKATER MAGAZINE STAFF

Okay, so you saw this new magazine called Skater. It had some hefty-looking legs on the cover. "Is that a **guy** or a **girl**?" you asked yourself. The cover said something about racing, hockey, guys named Muse and Cooper, Arizona, and the "quad vs. in-line" thing. You flipped through, decided the \$2.95 price was worth it, and walked out of the store with a smile on your face.

Skating has been around for a long time. As you'll read and see in this issue, roller skating has been around for probably longer than you think. As technology and talent progress, skating gets better and better. It gets easier and more fun. And that explains why we're here.

There are a lot of roller skate companies out there that want you to know how fun skating is, that it's a good way for you to exercise, and can be very competitive also. Skater is not owned by any of the companies you see advertised in these pages. But we'd like to take this opportunity to thank them for having the guts to give us a shot. We'd also like to thank the Roller Skating Association (formerly the Roller Skating Rink Owner's Association) for helping us out with information and general support. In addition, the United States Amateur Confederation of Roller Skating was very helpful in supplying us with competition news and photos. If you're into competition, write to this organization for more information. Their address is found inside this issue.

Skater is a completely independent voice for the sport, the lifestyle, and the activity of roller skating. We don't care what equipment you skate, as long as it works for you. We don't care where you skate, as long as it is safe and you're having fun. To multiply your chances of having fun when you skate, we suggest that you go to your local rink first and see what they have to offer. That's why they're around. Have you been to a rink lately? Check it out.

You'll notice that our first issue is weighted on racing and competition. It just so happened that we had a lot of competition activity to cover, so our job was determined early. Let's face it, people are competitive by nature. Look how important the Olympics have become.

While we're on that subject, and in case you didn't know, roller hockey will be featured as a demonstration sport in the 1992 Olympics in Barcelona, Spain. Hopefully, this will be the first step towards getting many other forms of skating into the Olympics.

What is skating? This question has been on our minds for a couple of years now. To some it's exercise. To others, dancing. Do you skate outdoor or indoor? Conventionals or in-lines? Frankly, skating can be many different things. Whatever it is, Skater will attempt to expose it as best we can.

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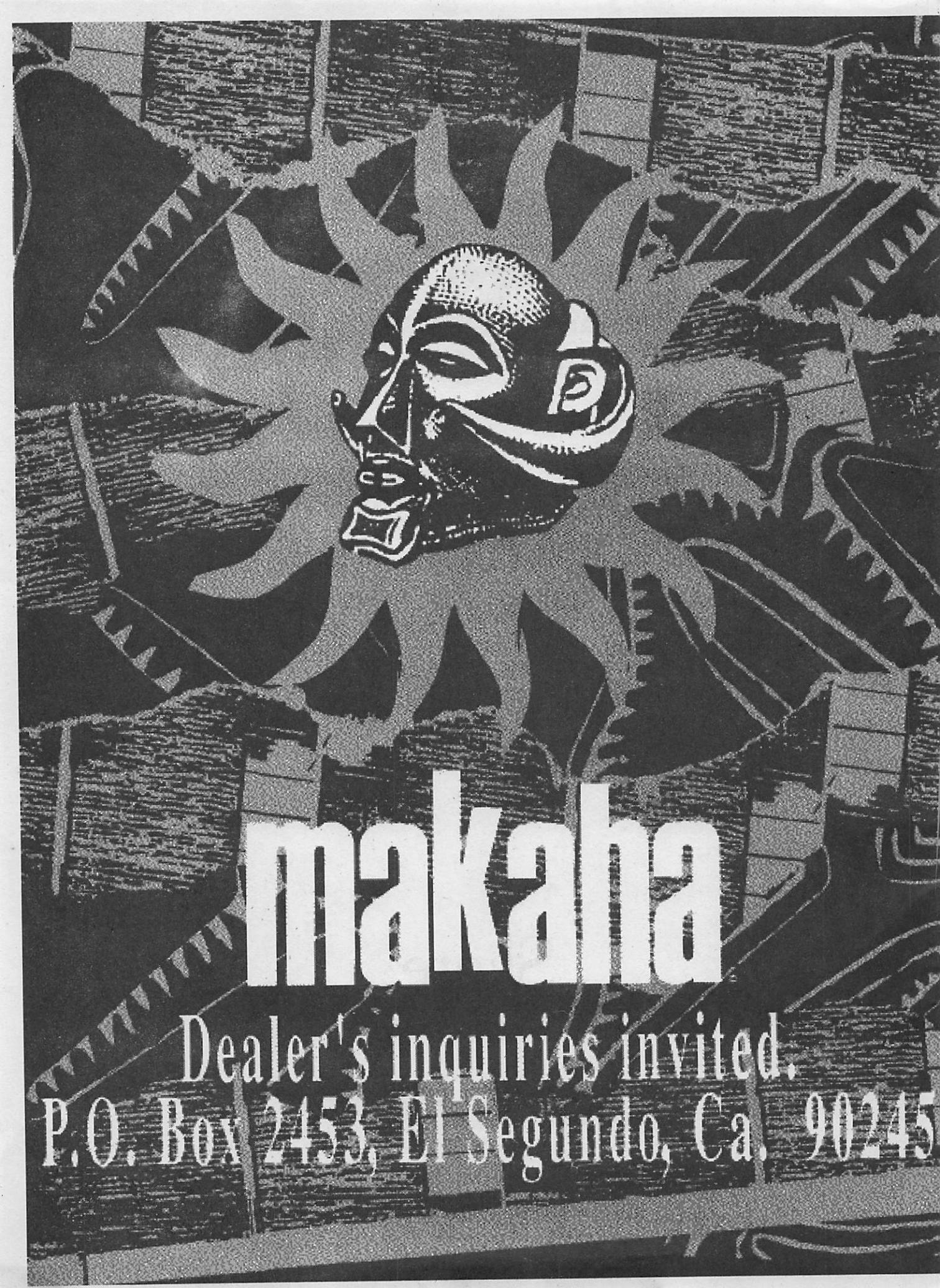


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LETTERS

We are looking forward to hearing your comments on our first issue. Hey, the first issue is always the roughest, so take it easy on us. Be creative, and help us out as best you can. Oh, and no fair using pseudonyms!

Since we have some room, let us announce some upcoming events from the Outdoor Rollerskating Association of America. The following are all events that are billed under "The Kryptonics California Championship Series:"

May 27-28, 1990. The Northern California Outdoor Rollerskating Championships. To be held in San Francisco's Golden Gate Park.

June 16-17. The Los Angeles Outdoor Rollerskating Championships, in Lawndale.

August 4-5. The San Diego Outdoor Rollerskating Championships, in Balboa Park.

September 2-3. The California Outdoor Rollerskating Championships, at Golden Gate Park.

All these series events will include 100 meter, 500m, 5K, and 10K, races, high jump, long jump, downhill slalom, and freestyle dance competitions.



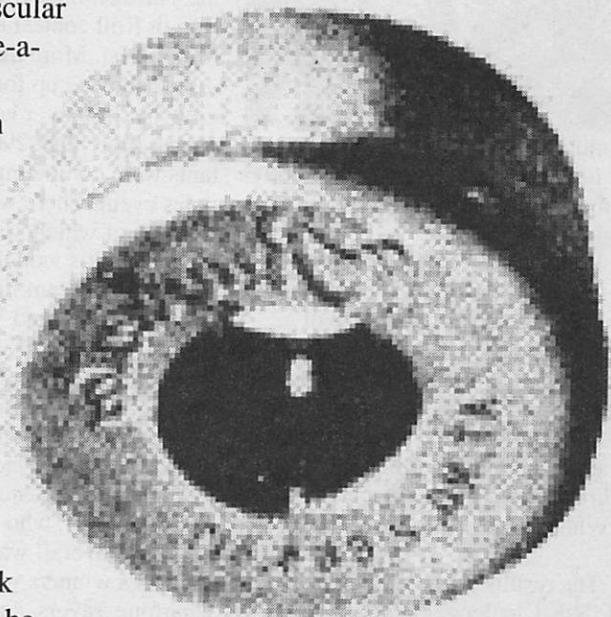
The ORA also has these events planned:
July 7-8. The Golden Gate Park Outdoor Rollerskating Championships.

July 21. Ultra-Marathon Race San Francisco to Santa Cruz.

August 18. Muscular Dystrophy Skate-a-thon at the Polo Fields in Golden Gate Park.

There is a \$25 membership fee that must be received no later than May 25th. This will secure your entry into these events. The Golden Gate Park Skate Patrol will be conducting skate clinics every Sunday in (where else?)

G.G.P. at 6th Avenue. Roller hockey is also planned. For more information on these events and to register for any of them, contact David G. Miles, Jr. at 777 - 5th Avenue, #3, San Francisco, CA 94118. Call (415) 752-1967.

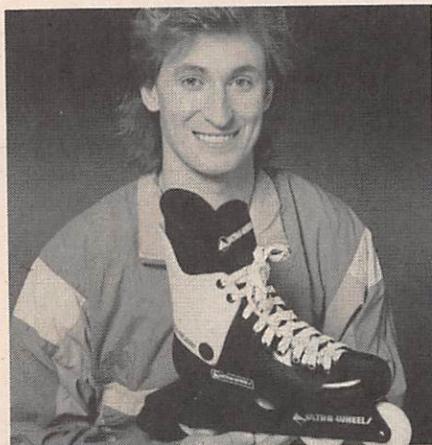


NEW PRODUCTS AND INFO

NEWS RELEASES AND BITS & PIECES OF SKATING INFORMATION...

First Team Sports, Inc., the people behind Ultra-Wheels in-line skates, have announced the signing of Wayne Gretsky and his wife, Janet Jones Gretsky. The deal, effective February 7, 1990, includes a four-year license agreement and will include endorsement and promotion of the company's products and accessories.

Gretsky, who was recently named "Athlete of the Decade" by Associated Press and United Press

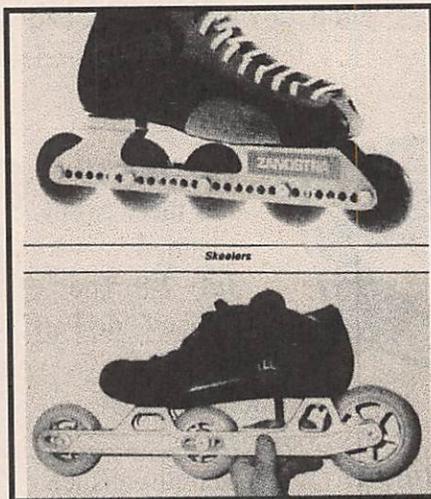


International, and his wife will appear in Ultra-Wheels advertising and promotional materials as well as on product packaging.

John Egart, Vice President of Marketing for First Team Sports, claims the Gretskys represent the image of Ultra-Wheels' products. "They exhibit the healthy and active lifestyle that our products promote and encourage," says Egart. "Both Wayne and Janet are physically active and family-oriented. This is the image we want to associate with Ultra-Wheels. More info: (612) 780-4454.

The results of the first annual S.O.H. 50K Challenge outdoor race came in to us just before deadline. Eddy Matzger took first place, skating on Zandstra skeelers, while Andy Zak took

second on Raps (three-wheel wonders), and Dave Cooper rounding out the third-place spot also on Zandstras. No photos available yet, but look for more in the next issue.



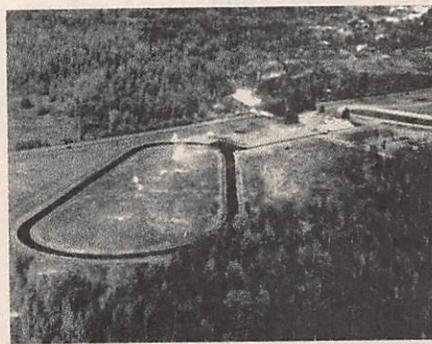
We also received the results of the Third Annual USIA Rollerblade Run or Roll contest in Las Vegas held March 21st. More than 420 runners and rollers showed up for the event, which grew by 25% over last year's attendance. More than 290 of these contestants were competing in the roll without poles event. There was a corporate team division of which 36 teams competed. Dynamic Skis won the 10K roll without poles event, Team Fischer won the 10K roll with poles, and Wigwam Mills took first place in the 5K run.

So who won the main event? In the 30 to 39 age group, try Dave Cooper, skating the new Racerblade 908, from Rollerblade. First place in the 29 and under division was captured by Eddy Matzger, who took second overall. Third overall was Andy Zak. The women's winners were Kimberly Zent, Charlotte Sayers, and Lisa Deneffe.

Proceeds from this event will benefit the U.S. Disabled Ski Team.



Hyper Skate Wheels have been ruling the indoors lately, probably because of their new wheel line. Are you ready? Well, they're called Voodoo-Thane and they are constructed of an all-new skating material. The process is also different. It's called a freeze pour process and was developed by the Hyper research and development team. Voodoo-Thane is available in two hardnesses, orange is firm and green is super-firm. The wheels are available in three speed skating wheels named Cannibals, Head Hunters, and Witch Doctors.



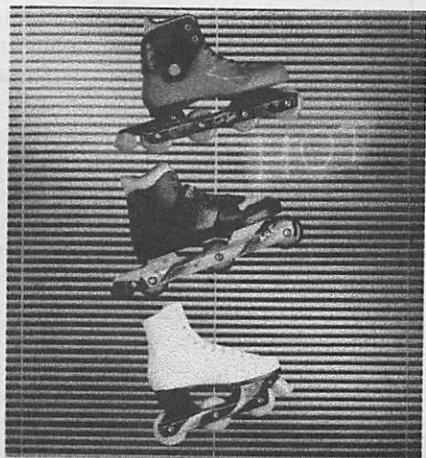
Recently, in an attempt to uncover more skate data, we worked out a deal with the U.S. Air Force and the last flight of the SR-71. Turns out we stumbled onto a couple of manufacturing secrets while over Minneapolis, home to more than one in-line manufacturer

(more next issue), and also discovered this place, a big-time training complex tucked into the Wisconsin woods. This is the Laser Skate Company's Couderay, Wisconsin road and track facility. It features a 500 meter asphalt road and a beautiful 200 meter concrete banked track. The 200 meter oval was the nation's first and only until another identical track was built at the Olympic Training Center in Colorado Springs.

The 500 meter track is called "an outdoor road skater's dream-come-true" by company literature. We suggest you give it a shot yourself. Outdoor clinics will be held in the month of August, 1990. Contact clinic coordinator, Mrs. Kathryn Hohl at (312) 695- 6188, Robb Dunn, head clinic instructor, at (313) 788-0566, or Bruce Kaufman, VP-Laser Skate Co. at (715) 945-2497 for more information. Make sure you ask your mom first and do it quick because the deadline for registration is July 15th, 1990.



Sims enters the in-line wheel market with a replacement wheel custom-poured by Kryptonics. We should have more information next issue. We are told that the wheels will be available in bold colors with three-color graphics. Size: 70 X 24 mm and 78, 82, and 85A durometer.

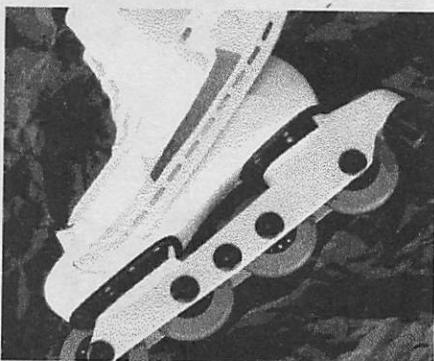


In-lines are a touchy subject around roller rinks. The steel or aluminum hardware can ruin a pristine indoor floor in no time. One alternative to this problem is a skate with recessed hardware. Roller Derby Skate Corp., has in-line products that feature recessed hardware to allow indoor in-line skating. The South Coast, Dry Ice, and Glider models are pictured top to bottom. If you're getting hassles at your rink, check these to please. More info: (217) 324-3961.

Canstar Sports USA, Inc. has a complete line of in-line skates for the beginner up to the advanced in-line skater. Called Rollerz, from Bauer, these skates feature a lightweight nylon frame, and have the Bauer "legacy of superior comfort, fit, and flexibility." More info: (800) 451-5120.



Zandstra has teamed up with Hyper and Riedell to put together an in-line racing skate. Zandstra racing frames have 5 wheels, adjustable frames, adjustable heel height, and a special bearing speed system. The skate will come stock with Hyper in-line wheels. For more information contact the Hyper Corporation at (714) 842-4220 or FAX (714) 842 7944.



Innovative Sport Systems, Inc. manufactures the Switchit Interchangeable Skate System. The skates feature a system that allows a skater to convert from ice skates to in-line roller skates in about 45 seconds. The boot features an anatomically-designed molded fit. Leather boots are

also available. More information: (612) 941-1916



GIOCA USA, a distributor of high-tech, all plastic roller skates, unveiled their 1990 line of skates at the SIA ski show this March. These "user-friendly" skates fit active footwear shoes and are multi-adjustable. For more information call (800) 451-5120.



Kryptonics introduces its new Kryptonics USA in-line replacement wheel, poured from its time-tested high rebound compounds and made in two hardnesses to provide adaptability in ride.

The softer 78A wheel, available in red and blue, is designed to give a more even ride on rougher surfaces. The harder 85A wheel, available in purple and pink, is made for smoother surfaces and for the more experienced skater.

The Kryptonics USA in-line replacement wheel is designed to fit the various brands of in-line skates. For more info: (303) 442-9173.

If you have any new product information, skating news, or any other skate-related lore, feel free to write or FAX us at the Skater offices, attention: Bits & Pieces Department. Send to this address:

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SHEVELSON INTERVIEW

by Paul A. Dunn and Sharry Beck Paprocki

JOE LOOKS BACK

**Joe Shevelson was
interviewed
February 27, 1990**

**How old are you now, can you
tell me that?**

No secrets —72.

**OK, How long have you been
involved in the roller skate
industry?**

40 years. Well, after 40 years I retired.

So when did you get started?

I got started just after World War II, about —1945. I was a major in the Air Force and retired in '45 and didn't have



▲ JOE SHEVELSON

a job and was asked by the Wares if I would take over a management position. I thought that was the best offer I had at the time. I started in as the treasurer of the company and then became Vice president, where I remained for 40 years. The Wares were a family I knew, I used to date one of the Ware girls and they knew me and they called me even when I was still in the service. So I knew nothing about roller skates. I had been to roller rinks and I was not a decent skater and suddenly I found myself in the business. When I first went to work I actually still had my uniform on — I hadn't bought any civilian clothes yet.

In those days the big thing was clamp on skates, the big thing at Chicago Roller Skate. The stage of roller skating at that time was the rental of clamp on roller skates.

This was about 1945 or so?

Yes, and when I started to work, one of my first jobs was, well, we owned approximately 800,000 to 900,000 pairs of skates because we couldn't produce them during the war because of the material shortages. They were just beginning to ease up on those restrictions and we were beginning to make more and more skates. We were limited, believe it or not, by the availability of ball bearings that we could purchase. But those were all for clamp on skates. In those days they started a thing called strip skates. But let me go backwards: the reason why clamp on skates (were being produced) was the only way we could get material from the government during the war was to certify that the material was to be used on clamp on rental skates only because this special release of material was brought about by petitioning the government that they were ruining all the roller rinks in the country who could not buy the tools of



1957 RSOA American Championships



their trade which was the clamp on skate. So then there began a black market operation in what they called strip skates. And, believe it or not, people would by clamp on skates and then cut off the clamps and throw that part away and tack the other part onto their shoes and you have those wonderful things called shoe skates. Shoe skates began to appear more and more and eventually it was legal, we were able to buy all the steel we wanted for any kind of skate.

Did that contribute then, to the evolution of the shoe skate?

Well, that was the evolution of the shoe skate. It actually started with the strip skate and years later, skates that were manufactured for the purpose of mounting on shoes were called strip skates. In '45, '46, and '47, because of the starved market for steel, there were tremendous demands for strip skates and there was a great black market and several people became very wealthy black-marketing skates.

Clamp ons were first available about when, turn of the century?

Well our company started at the turn of the century, Chicago Roller Skate, I think it was 1906. It was started by the Ware brothers — three brothers whose father bought them this patent for a three-wheeled roller skate. Actually they did very poorly with it, nearly went broke, and put some more money into the business and evolved the regular four-wheel skate with the action in the clamp on style which was not too much different than the skate that was there when I came to work for them in 1945.

One of the other things that came

"There were some shoe skates prior to 1945, I think 1937-1938, that were used mainly in those days for roller skate racers. Racing on skates was quite a thing and they raced for cash purses."

around in the early days was what they called detachable clamps. That was a strip skate with little clamps and a key lock that fit into a slot that was put into the heel of shoes and it had a lever. This allowed skates to be put on and off rapidly. One of the purposes for this arrangement was for the employees of the roller rinks. They could keep order and so forth, and if there was an altercation or a problem they could snap their skates off in a hurry. Again, quick detachable skates became a gimmick and kids began to use them and so forth. But don't misunderstand me. There were some shoe skates prior to 1945, I think 1937 - 1938, that were used mainly in those days for roller skate racers. Racing on skates was quite a thing and they raced for cash purses — so it was a professional type thing and several of the people who became well-known roller rink operators, active in roller skating circles, were these racers from the olden days.

Did the detachable skate give the industry a shot in the arm at the time?

I don't think so — I don't think anything that dramatic ever happened in the roller skating industry up until relatively modern times. It was a steady climb, and it was a climb mainly because of the rise of roller rinks. And the evolution of roller rinks came from carnival-type things or they were part an amusement parks or part of carnival set-ups and they featured a thing called portable roller rinks. The portable rinks were really sections of maple flooring in tents. They weren't all that portable but they would go into a town and operate for maybe three or six months and then pick another location because putting them down and picking them up was a bit of a problem. They were an

extremely profitable venture.

Coincidentally, when I went to work for Chicago Roller Skate, roller skating rinks were starting to get a better and better image and it was a long, tough fight. About that time there started the RSROA, which is the Roller Skating Rink Operator's Association but the RSROA was started mainly as a governing body of competition — and heavily into racing incidentally, as opposed to artistic skating, and these guys would say "Our racers can beat your racers" and they were having inter-rink competition and they needed a group of people to decide what the rules were and out of that evolved the RSROA. Eventually, of course, they got into artistic skating and for many years, this is many years, in my opinion, the RSROA was mainly interested in competitive skating as opposed to "How to run a roller rink", or "How to upgrade a roller rink", or "What to do about music in a roller rink", etcetera.

.So in 1959, I think it was, I was primarily responsible for starting the Roller Skating Foundation. At that time there were two big associations of roller rink operators: one was the RSROA and the other was the United Rink Operators, the URO. One of the problems was that they were both fighting for sponsorship and blessing from the AAU and the Olympic committee or anyone who would bless them and they were both saying, in effect, "We are representative of the rink industry and you are not." Now what happened really basically was that the RSROA took the viewpoint that roller skating, at best, was never going to be a tremendous sport like football so therefore they wanted —they being the rink operators who are the members of the RSROA — to control competition. The AAU in those

days were kind of blessing the URO, they said we will have amateurs run the competition. The professionals will simply advise and finance this — a subtle difference. So they were fighting that and I came to work and I was right in the middle of it and it was a very bitter fight. I can tell you tales about that all day long — of the incredibly bitter fight — and a great deal of it stems from the two leaders of the two associations, who, interestingly enough, had two of the country's largest roller rinks across the street from each other.

What city was that in?

That was in Elizabeth and Newark, New Jersey. One was in Newark and one was in Elizabeth and the street was the dividing line between the two cities. And there were all sorts of funny stories where one guy would hire a newsy to sell newspapers in front of the other guy's rink so he could count the attendance and see how his competitor was doing. That didn't have everything to do with it but this was a very bitter competition. So we started a thing called the Roller Skating Foundation of America. Now that is we, Chicago Roller Skate, hired Irwin Rosie, who was a publicist — and I had met Irwin who had worked in a few of these conventions, the RSROA and the URO would have conventions, and these were centered around the competitions and were always coincident with the national skating meet, and in the middle of the meet there would be a trade show where we would show our wares to the rink operators and the competitive skaters.

So you brought Irwin Rosie to the RSF?

Yes, and Irwin had worked for the "czar" of the RSROA, had done publicity work for these conventions and I was very impressed with Irwin and so we hired him and we paid him X dollars a year, we Chicago Skate Company, to publicize roller skating and at the same time to make Chicago Skate look good. It was one of those things where you couldn't lose. But it didn't take very long until we were competing head on with the RSROA. Vic Brown who was the "czar" of the RSROA, and the real leader and the guiding light of it — he had the qualities of what a true leader should have. I mean, thanks to him it grew and prospered and was well organized, but thanks to him you did it his way — Vic used to feel that he was the czar of all roller skating even for instance if we at Chicago Skate wanted

to sponsor a roller skating marathon in Central Park, which we did do, along with the New York Daily News, and Vic would call and say "I haven't OK'ed your meet", and we'd end up saying "Who the hell are you?" But he was kind of a self-appointed dictator, who was very good, and so we ran into him head-on. We figured if we had this publicity thing, we will help the sport of roller skating and people will think well of us and so forth. One of the first things we had was a roller skating queen contest. I guess all publicists in those days figured that's one way to get some pictures in the paper. So we had these queen contests down in Miami and we felt that since we had these rink men down there and as long as we had them down there, we'll have these seminars on how to run roller rinks. I had always liked to moderate adult discussion groups so we were able to say "OK, what are we doing in terms of promotion?, Who has a good publicity story?", etcetera. And we would simply have our discussions that way — in other words, it was sort of an amateurish attempt to do a better job at running a roller rink and it got more and more sophisticated as we got more and more queen contests. It became very successful. I recall maybe 30 to 40 rinks during the first queen contest to many hundreds of rinks participating. They would come and we would take over a hotel in Miami Beach. One of our big problems, of course, was to take our queens, many of whom had not been on roller skates before, because I had some obviously simplistic rules, one of which was that you didn't take a picture of the roller skating queen without putting her on roller skates. This got to be a problem because some of them had never been on roller skates and we had some very humorous times watching the finalist queen make her way gingerly across the pool deck of a Miami Beach hotel escorted proudly by some guy who's actually clutching her. We did get quite a bit of publicity on this and Irwin did an excellent job. We ended up our seminars with our final banquets with people like President Eisenhower's youth fitness director Shane McCarthy. Shane kind of adopted us and every time he made a speech out of Washington, he would speak about the glories of roller skating. All of which, in my opinion, wasn't to build fancy skaters but to build box-office sales for the roller rinks and help build the industry so we can sell more skates which was my job. It worked out, I think,

quite well, thanks to Irwin. Then we started the Rinksider paper, which was, at first, a modest two-page mimeographed sheet and it became a very good newspaper, again, thanks to Irwin's genius. We footed the bills at first and eventually it became self-sustaining. But it was competitive to the RSROA or so as Vic Brown viewed it. So we fought a lot, and from my own viewpoint I had to fight with my fellow officers of the company who were getting a little discouraged with all this bad-mouthing they were getting from the RSROA, and finally we put out issues that said "We plead guilty - guilty to trying to build the sport of roller skating." So that was the background of the Rinksider. Toe stops didn't begin with Adam and Eve. There were no toe stops. All of a sudden, and I think it's kind of a funny story, one of the biggest toe-stop companies that got started in the business was an offshoot from Red Cross Heels. They made heels and laces and eyelets and stuff like that for the shoe industry and they suddenly noticed that they were selling an inordinate number of white nurses heels. They were, of course, being used on the toes of shoes for toe-stops. They weren't on the skates, they would be nailed to the toe of the shoes but it served the same function as the toe-stop on a skate. Then, of course, there were all sorts of inventors who came along with various improvements on toe-stops, replaceable toe-stops; eventually there was a bracket that went on the skate, and finally someone said "Holy mackerel — let's just make a skate with a toe-stop as part of it". And they did it.

Prior to this time, how were people stopping, by T-stopping?

Yeah, exactly. We had long books that would describe that. Told people how to stop. Which was superior to grabbing a pole. Product developed gradually, all sorts of improvements were happening. Charlie Schneider was a machinist, very inventive, and he kept evolving improvements on toe-stops and on action of skates and so forth. One of the better skates we had in the early years was a stainless steel skate which was used for racing — because it was light, and a very thin stainless steel plate. That was before aluminum was used so widely, and of course plastic was unheard of.

Probably the most revolutionary thing that happened in the skate business in the early days was the advent of

the plastic wheel. That didn't come from the beginning of time. We only had two kind of wheels: one was hard Maple, the other was a fiber wheel. The fiber wheel was a hard-pressed fiber, pressed under heat and sustained under pressure and it was really a very durable wheel. The terrible problem was that it fell apart under moisture. So whenever the wheel was subject to moisture, they had a tendency to swell and disintegrate.

Did those wheels have ground-up walnut shells as one of their components?

No, not really. I think mainly ground-up... well I shouldn't really tell you what was in it but it was fibrous stuff ground-up and hyde-glue was used in it along with a few other components that set up well under heat and pressure. But it was a cheap wheel and it was quite durable and it had a certain amount of grip. During this whole era — the development

of the wheels — came the development of the floors. In the early days the only floor that was used, really, was hard Maple, period. Unfinished hard Maple without any kind of coating on it. Another truism that was battered around from 1908 to 1945, was that you didn't put any finish on skating floors because they would become slippery — turned out to be completely wrong.

So the floors evolved with the wheel at that same time

Yes. And people were looking for other things. Hard, thin Maple laid tongue-in-groove, as they did it, was an expensive floor. So they began to look for less expensive alternatives. One of the things they used — somewhere along this period of time came the asphalt floor. And the asphalt floor with coatings. The first asphalt floor I heard about was in England. There were English rinks! We discovered, believe it or not, that one of the reasons why the English rinks were so good was because they used lake asphalt from Trinidad. In those days, Trinidad would not ship anywhere except to the British Empire. We couldn't get any of that similar stuff in the United States. So there's all sorts of interesting technological things that happened in the evolution of skating. But with it all we were talking about "How do you get more skaters in the rink, how do you do this", etc. Which involves what? Outreach marketing, programs in the rink, and so forth. Some of the rink

operators became very good and very innovative and we feel we did a great deal to share this in our meetings and in the Rinkside. This is what Irwin would do: he would pick people's brains and ask "What did you do this last week, how'd you do, how did you get them in?" He'd grab some program that some guy was using in Cedar Rapids and print it and now you'd have that program used by rinks all over the country. Because they wanted to make money. And it grew and grew and grew.

Now all along with this came your abnormal things like the "In-line" skate. Well, I used to say Someone invents the inline skate once a month and they've done that since the beginning of time.

SNEAKER-SKATES

CHICAGO

When is the first time you

one?

Well we sold lots of skates to Montgomery Ward for many years and we had a full page of skates in their catalog for years. One day the buyer for Ward's gave me a call and asked me if I could get over there because he was in the executive vice-president's office and he had a product that he wanted me to see. So I went over there right away — this indeed was a big-shot at ward's and the buyer was standing at attention and this guy had a black Kangaroo racing-type shoe, Yellow-back Kangaroo, very expensive, and on it was this skate with three black wheels and it was Russian. What had happened was one of the employees at Ward's had a daughter who was on the American Olympic Ice Speed-Skating Team. In those days the

Americans were always devastated by the Russians, I mean the Russians would take first, second, and third in any meet and the Americans would finish somewhere down the line. Barbara Lockhart was this Olympic skater's name and she came back from Russia with this skate saying one of the reasons why the Russians were so good was because they trained year-round on these skates. They were made purposely and steadily to keep the general appearance and length to an ice racing skate as opposed to an ice figure skate. So the executive vice-president of Ward's who's one of these geniuses who had great ideas, and I don't mean that sarcastically — he was that type of guy, and he said "Gee, this is a magnificent product, could you make it?" I said "Yeah we could, but why?" and he said "Well, wouldn't it be great?" And I

said "No, there's no action in it. You see, you have three wheels that are in a line. The skate just goes straight. You can walk around a corner — there is no action. There is no edges as there is on an ice skate and there is no action as there is on roller skates."

So, we said we would take them back with us and take a look at them. We talked and everyone giggled about it and we thought it was no big deal.

Did anyone try them?

Yeah, I was just going to say that one day, just for the heck of it, I got to looking at them and I thought "I wonder what they would be like." So I tried them on and they happen to fit me barely — so I went out skating between the desks of the factory. I was more an ice skater than I was a roller skater in my youth and so I thought, "This is kind of fun." So I went in to see Bob Ware, who was one of my fellow vice-presidents and I said, "Here Bob, try it!" He said, "No, you can't turn..." I said, "Try it!" And pretty soon he was out on the street with it and enjoying himself.

How high was the boot, was it very high?

No, this was a racing boot. I would call it a 3/4 boot, not an oxford, but not a high-top. It was about a 3/4 boot or less. It was obviously a speed shoe, I don't know where they had gotten it, but it was Kangaroo and very lightly constructed. So to make a long story



short, we went back to Ward's and we made a contract with them to make 25,000 pairs of them. And we were off and running. They gave it very good promotion in their catalog and so forth.

What was it called?

Rollerblade, that's where the word came from. I concocted the word. It was called the Rollerblade. There was initially pretty good sales, by that let's say 8,000 to 10,000 pair. But I think what happened is at that stage, anyone who had ever done any ice racing had bought a pair. And they thought they could do it outside. But then it just died down and just became a dog — they



just didn't sell many at all. They tried all sorts of... well, it was on one of the covers of the catalog. They called and said they were having all the merchandise men from all over the country in this meeting and said, "Could you do something dramatic to publicize this?" So I got the son of a friend of mine to put on this red and white-lidded hat with a tassel and a long red and white striped muffler and was dressed like mid-winter and we jingled bells and he came skating in on his Rollerblades. It really was the hit of the show — but didn't mean any sales — but it was a good image. I then tried to sell them to the roller rinks and we sold a few thousand because each of the rinks wanted to try one. Now, our wheel was not a particularly good wheel, I think our wheel on this was the old fiber compound with ball bearings on them, not ground bearings.

And just three wheels per skate?

Yeah, we fooled around. We had three wheels and four wheels, three wheels

...a phenomenon where he had purchased heavy sound equipment, so heavy, he said, that he could "Kill an elephant three blocks away"

with a toe-stop, and three wheels and a heel-stop. We tried all sorts of things, but generally speaking,

nobody liked skating on them. That's in the rink business. They didn't see much point in it. It was a gimmick. They would buy a few pair just to try them.

Then we simply put them away and we ended up with a lot of these things. As a matter of fact Ward's called me in and said, "What are we going to do about the balance of this contract?" And I remember saying to them, "Well, I've got a wonderful idea: you simply buy the balance of the 25,000." And they thought that was one of the funniest things anyone had ever said.

I then discovered that it's a little difficult to have a contract with Ward's or Sears and also sell them because obviously they hold over your head the sales that they give you every year.

Was there a surplus that just ended up getting warehoused somewhere?

Yeah, we just had them and we would sell them from time to time and that was about it. And we came out well

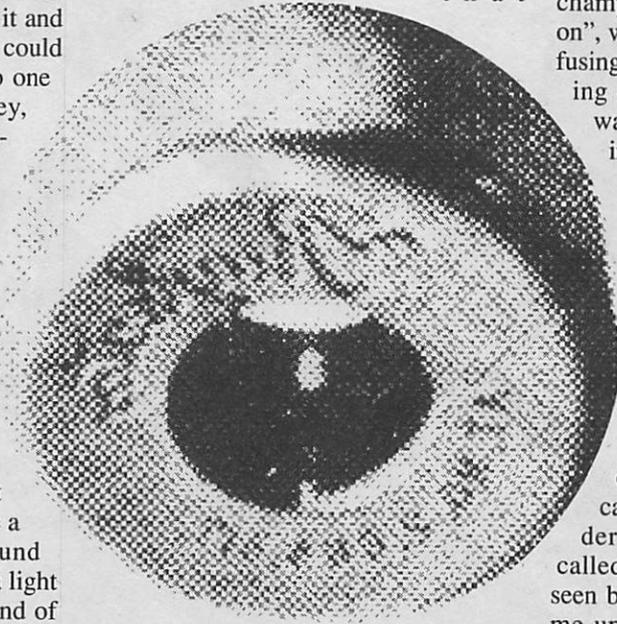
with the Ward's contract but that was about the end of it until a guy by the name of Scott Olsen came along. Scott was interested and he bought a few pair and pretty soon he showed up with his own boot, a stronger boot, that was reinforced and made all the difference — and decent wheels. Good, urethane wheels. I don't know if he started with urethane or he started with plastic, but they were superior wheels with ground bearings. And he had great enthusiasm. He came to Chicago to the Sporting Goods show which was at the beginning of February, always the coldest day in Chicago, and Scott came to that and was skating all over the convention and they would stop him because in those days they didn't like that kind of demeanor. So he dressed up as a hockey player, which he was, he had been a hockey player in college, and I think he played semi-pro hockey but he took it one step further. He skated from McCormick Place, where the convention was, into the city of Chicago through the snow and he actually skated into sportswriter's offices. Of course, there were a lot of pictures taken. He was not afraid to look silly and he had the enthusiasm to develop the image

and he stuck with it and he did quite a job.

About at this point, along came another development that really set off roller skating. Let me go backwards. Just before that there was a thing called "Disco Skating" and the disco skating, well, I hate to sound cocky, but I think Irwin and I should take full credit for that and I'll explain why. We were at a convention and a rink man said to me, a man who owned America on Wheels, 10 roller rinks in the East, and maybe the biggest owner in the country at the time, and he was talking about a phenomenon, and he was one of my closest friends, a phenomenon where he had purchased heavy sound equipment, so heavy, he said, that he could "Kill an elephant three blocks away" with it and still use only half the decibels it could produce. He said he put that into one of his rinks, a rink in New Jersey, and he got a DJ in there and started playing hard rock and so forth and he went on to say that he doubled and tripled his attendance at his rink. Well this stopped me. Because here is a guy who is old in the art, who has nine other rinks to compare this with and all he had done was to put in a heavy sound system — right? And it tripled his business! So one thing led to another and we got into this disco thing which became a combination light show and sound system. Irwin and I worked with a light company and a sound company, and of course we had the means to promote it in the Rinksider and was a great shot in the arm to the roller rinks.

Now, along came outdoor skating or road skating. Which started out in California. In through this is two different times, and I'd have to look up the timing, was two different skateboard crazes which had very little to do with roller rinks. They had a lot to do with us because we manufactured wheels and parts for the skateboard crazes, both of them. I always used to say the first craze sent my son to college — it was a great shot in the arm to us. From this skateboard craze, and from this discotheque, somehow, from all these ingredients, when stirred together, came road skating or outdoor skating. And road skating was just evident along the strip along the Pacific Ocean and I can always remember calling some sporting goods dealer with whom I'd dealt, who was about 10 miles inland from the Pacific, and I said, "Do you sell many

road skates?" And he said, "Heck no, those are only sold along the beach." Point is it wasn't a national craze at the time, it didn't even go in 10 miles from the beach itself! Eventually this is what happened: road skates took off, I mean took off like you wouldn't believe, and so eventually, in 1980-81 we saw a craze for roller skating and the media followed the craze. Suddenly, I was getting six to seven calls a day from large, well-known magazines — you know Newsweek, Time, people of that ilk. And we couldn't get one line of publicity in those magazines previously — with all the good skaters all over the world, figure skaters, etcetera. They said that skating simply wasn't taken
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nobody was that interested in it.

A big disappointment to me was that I thought when this road skating thing came along and with disco skating coming together pretty much at the same time, I really felt that would "sell" roller skating to more of an adult audience. Actually it didn't. What results today, I think in the nature of the business, is that it's much younger in age. It's a "kiddy" sport. We always use to say skating was at its peak between driver's license and puberty. But now I think it comes well before driver's license. I'm speaking of the age level of the kids in the roller rinks. And I was a little disappointed because I had hoped this disco approach of rinks would work. Some of them were very, very elaborate. Some of the lights and sound that they put in these rinks were very expensive and really something. These roller rinks sort of became dis-

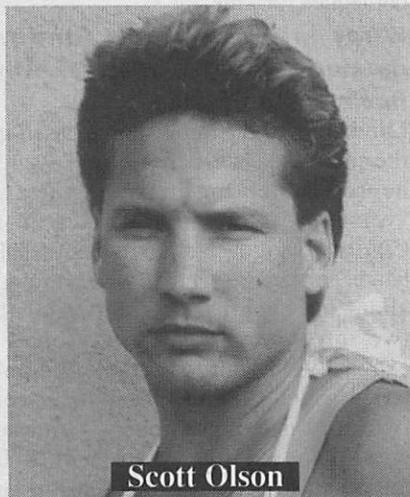
cotheques for kids.

What is one of your fondest memories in the roller skating business?

I think one of the things that pleased me the most was when Irwin and I engineered a meeting between the two "warring" associations in New York City, and we got them to agree to shake hands and work together which brought about the eventual dissolution of the two into one. Because we found it extremely difficult to promote and publicize roller skating when there were two national champions — you see what I'm saying — we would be informed of a new national champ and then be told about the other national champ, "Oh, that's the other champion", we were told. So it got a little confusing. So I think engineering the burying of the hatchet of this bitter war was maybe one of the more satisfying things we did.

I have so many found memories of course. One of the funniest has to do with a guy named Larry Stevenson. The first time I met Larry, we lived in a town called Oak Park, Illinois. A typical suburban area. I came home from church and there was this guy sitting on my screened front porch and, typical of Larry, he said, "This is so typical middle-American, this is wonderful." He had this funny thing called a skateboard, which I'd never seen before, and he demonstrated it for me up and down the street. He was very enthusiastic and he looked tan, blond, and like he just came off the beach. What he wanted was hardware and wheels and such to make more of them. So I invited him out to the Sporting Goods show, where he demonstrated it. There was lots of amused and bemused interest, but nobody was buying. Then we took some loop films that Larry had made of good-looking blond California kids on skateboards and we showed those and set-up a promotion at Macy's in New York City. My feeling was you know you can sell these on the West coast but can you do it anywhere else? So we tried it in New York City and it went over like a bomb — nobody was interested. They all thought it was funny. We had posters up that said "Surf on dry land", or "Ski on dry land", etcetera, etcetera but it simply didn't do anything.

I can't even tell you what brought it about, bit in a matter of about one month, we couldn't make enough parts.



Scott Olson

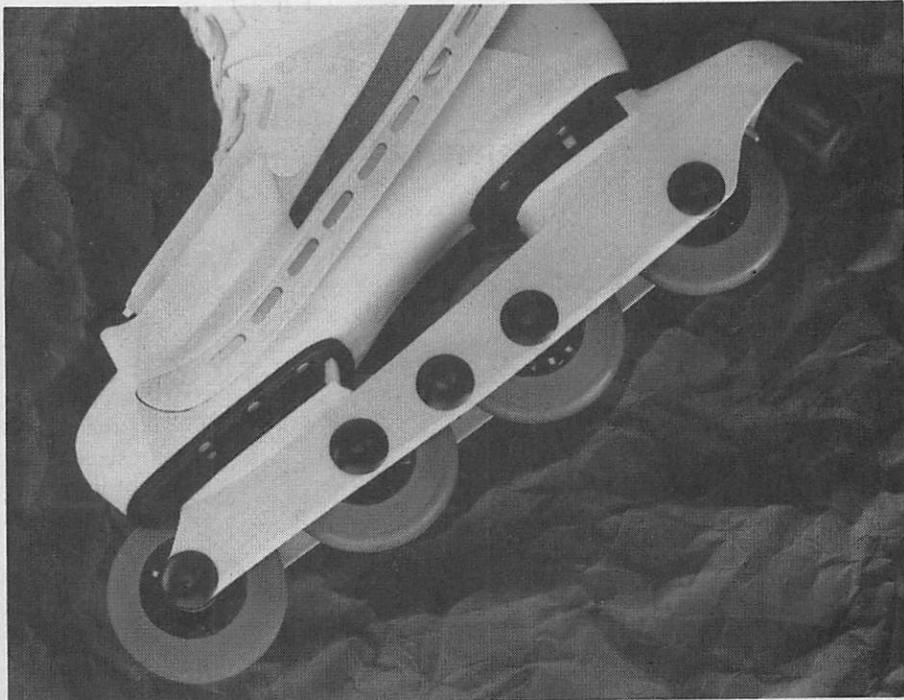
It exploded; and it exploded all over the country. This was an interesting time in the country. I saw kids in the midwest driving around in Volkswagens with surfboards on top. The fact that there was no ocean anywhere didn't bother them. It became an image. There was a TV series set on surfers sitting around on the beach and so forth. It was really kind of the forerunner, I always thought somewhat, for the hippie movement

where you have the ideal life: you sit around, you don't do anything, the people are attractive, and tan, good-looking, and maybe a little sexy... **Bohemians?** They didn't have the dignity to be Bohemians. Just kind of... a little out. And that's when the skateboard thing hit and it caught on but of course it didn't take much time at all before the skateboard industry, if there was one, and in those days I tried to create an association, and we did, under the rather contrived name of S.A.F.E. because we were getting an awful bad rap in the press and you would think that the death of young people... well, first there was crib death, then there were skateboarding deaths to deal with and it was killing the industry. Town after town was banning skateboards. It was easy for adults in any community

to be against skateboarders because they don't skateboard. Bicycling is a little harder to be against because many adults ride bikes.

Looking back:

There are so many things that we were innovators of but we didn't either follow-through or market well or even design well. For example, the road skates and the sneaker skates that came along. Let me point out that I made the first sneaker skate and I'll tell you why I made it — and it didn't work very well. We did coin the name sneaker skate for it. A very good friend of mine in the shoe business and he was kind of an unusual guy and he left the athletic



shoe business and called me one day, he was at a shoe, he was in the play-shoe business, and so I went down to have lunch with him, purely out of friendship's sake, and I told him that I'd love to have you sell me a pair of shoes because I've enjoyed our friendship. And he said, "Well heck, you can put skates on these." And I said, "The hell you could — how would you hold them on to the sole?" He said, "I could build a little fiber board innersole in there..." and so on and so forth and so we designed a skate from it and we had a lot of fun with it. And it was the greatest non-selling item that I ever had. I showed it at shows and every buyer's wife said, "Look dear, aren't these the cutest things you ever saw?" And the buyer would come over and ask if he could buy a pair and I would ask him if he would just buy a gross pair. The

buyer would say, "Well, I don't think they will sell." That's a thing had we promoted it properly, we would have sold a lot more. Many years later along came sneaker skates and they took off. But it's not quite that simple because also along came urethane wheels. Part of this was the problem of underestimating what the market will go for. Even today, the in-line skates are selling for much higher a price than we would have thought was feasible.

Evidently, Scott Olsen had enthusiasm about these in-line skates that we just didn't have — nobody had, really, after the first ice skate racers purchased them. The roller rinks didn't have it, and I would give them to good roller skaters, champion skaters, and see what they could do on them. They said, "You can't do anything on them." That would be their first reaction. People cling to their (conventions). It's a little like suddenly coming out with a revolutionary new golf club. I don't think that we ever had the guts, really, to do put the marketing effort into it.

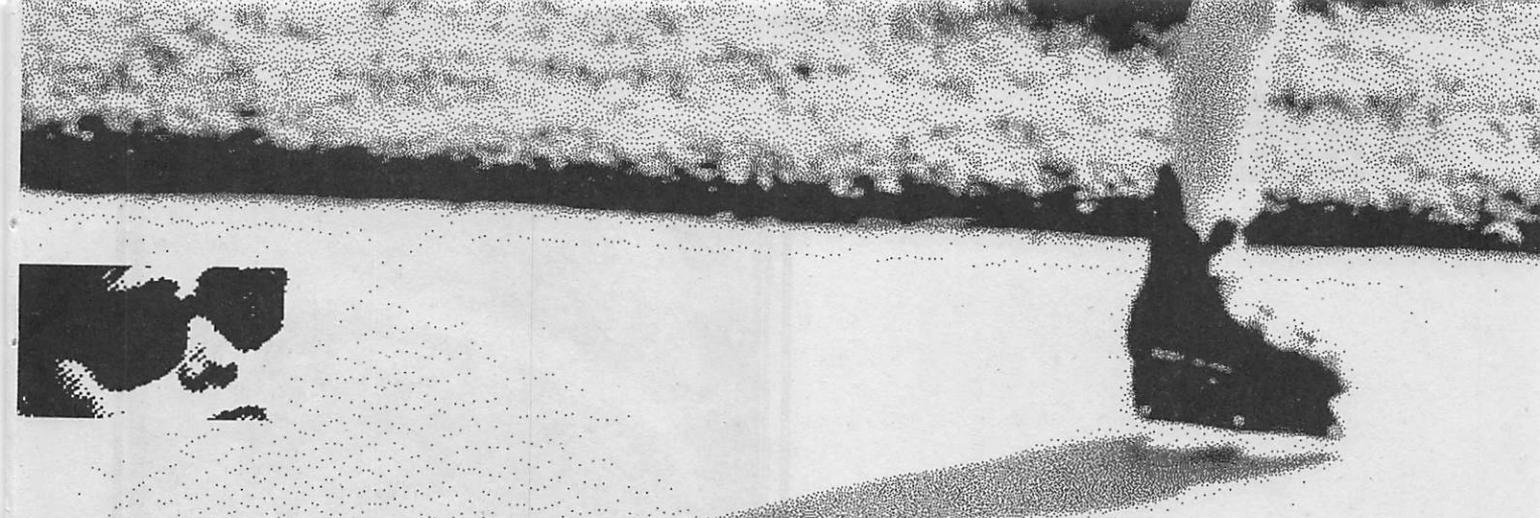
Do you have your name on the patent?

No, I really don't know what the patent says. We sold the patent to Scott Olson. The thing was dead and they were just lying around and he bought quite a few from us, from our inventory. What was lying around mainly, was attached to regular men's and lady's shoes. He bought that and then he started manufacturing them on his own and paid us a royalty. I think he paid us a royalty for about five years.

Why did that skate evolve with a heel-stop rather than a toe-stop, is there a good reason for that?

I have no idea — other than somebody just tried it. Other than that, the road skates had heel-stops. The road skaters thought that it was easier to stop that way.

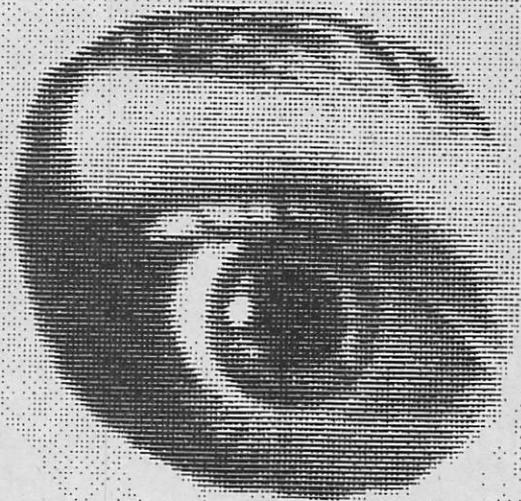


A black and white photograph of a person on a skateboard or roller skis on a ramp, positioned in the upper right corner of the page.

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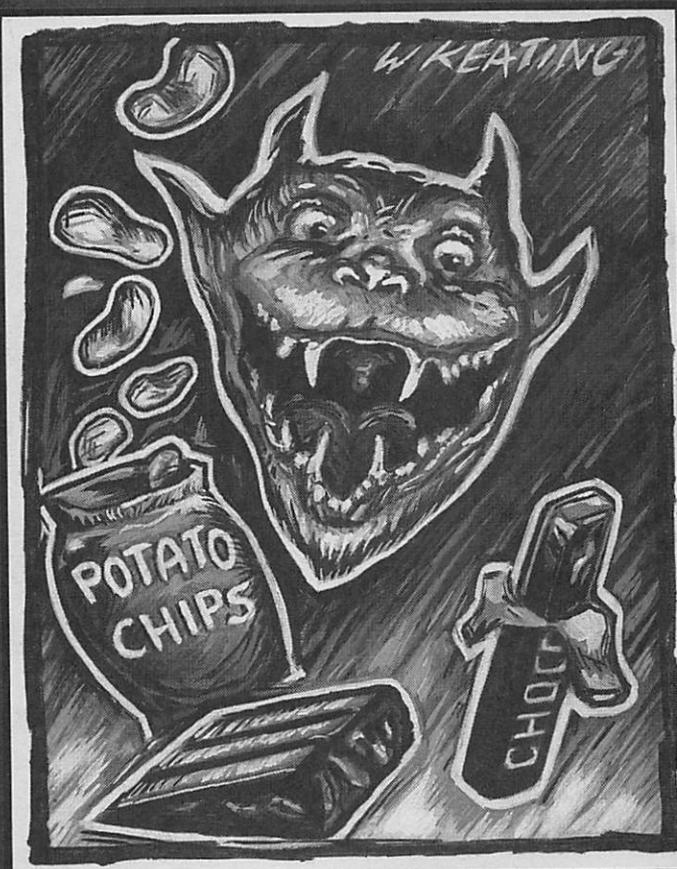


SMART SNACKS FOR THE SKATER

by Carrie Booth, M.D.



A "senseless snack" offers little in the way of nutrition, but a lot in the way of excess calories (and more often than not, fat).





You shouldn't feel guilty about having a snack before you skate! In fact, a "sensible snack" can give you the energy boost you need for exercise as well as a number of essential vitamins and minerals, which you might not be getting elsewhere in your diet. The key is to choose a nutritious (and not just delicious) snack. A "sensible snack" provides: 1) protein - to keep your blood sugar level, 2) carbohydrate - to fuel your muscles and other tissues, and 3) minimal fat - to add flavor and help keep you feeling "satisfied". Unfortunately, most of us need to limit the fat in our diet. (Read more about fat in our next issue!) A "senseless snack", on the other hand, offers little in the way of nutrition, but a lot in the way of excess calories (and more often than not, fat). So instead of reaching for a bag of potato chips, a chocolate bar, or a piece of cake next time you feel the need for a snack, try one of these more "sensible snack" suggestions:

Sensible Snacks

Protein	Carbohydrate	Minimal Fat
Milk*	Cereal(unsweetened)	Use nonfat or lowfat milk Avoid granola-type cereals
Plain yogurt*	Fruit	Use nonfat or lowfat yogurt
Cottage cheese*	Vegetables	Use 1% or 2% cottage cheese
"Lite" cheese	Pita bread or bagel	Select a "lite" cheese that provides no more than 2 grams of fat per serving
Chicken or Turkey	Whole-wheat bread	Remove the skin from the poultry
Tuna fish (packed in water)	Low-fat crackers	Some low-fat cracker ideas: Ak-Mak, Kavli, RyKrisp, Pogens Crisprolls, Wasa Crispbread, or breadsticks
Kidney or Chickpeas*	Leftover pasta or rice	Avoid buttery, creamy sauce

Less Sensible Snacks

Frozen yogurt*	Fresh fruit topping	Avoid fatty toppings such as; hotfudge, cookies, and candy
Milk*	Low-fat cookies	Some low-fat cookie ideas: Honey Maid Grahams, Nilla Wafers, Animal Crackers, Fig Newtons, Old Fashioned Ginger Snaps, Archway Molasses, or Archway Date-Filled Molasses

* These foods are a nutrition bonus because they provide carbohydrates as well as protein.

Remember, any food has its place in the diet. It is perfectly fine to splurge now and then. But if "senseless snacking" is an everyday occurrence, you might try to incorporate more "sensible snacks" into your diet. Chances are you'll not only feel better, but skate better as well.

**Feel Better...
Skate Better**

TECHNICAL

ADJUSTING THE ACTION ON YOUR SKATES

MR. SKATEWRENCH:

"ADJUSTING THE ACTION ON YOUR SKATES" (QUADS)

ACTION IS THE ABILITY OF A TRUCK SYSTEM TO MOVE WITHIN YOUR SKATE ASSEMBLY. THE ACTION SHOULD BE ADJUSTED TO FIT THE SKATER'S NEEDS IN SIZE AND WEIGHT DISTRIBUTION ALONG WITH THEIR SKATING CHARACTERISTICS. SPEED, RECREATION, OR ARTISTIC SKATING REQUIRE DIFFERENT TYPES OF ACTION.

CUSHIONS, THE RUBBER OR URETHANE GROMMETS THAT SURROUND THE KINGPIN OR ACTION BOLT, SUPPLY THE PRIMARY MEANS FOR ACTION WITHIN YOUR TRUCK SYSTEM. BY APPLYING PRESSURE ON THE CUSHIONS OR RELEASING PRESSURE ON THE CUSHIONS A CERTAIN

AMOUNT OF ACTION CAN BE OBTAINED IN YOUR TRUCKS. HOWEVER, FOR MORE PRECISE ACTION TO FIT YOUR SKATING CHARACTERISTICS THERE ARE SOFT (78A), MEDIUM (83A), HARD (88A), OR EXTRA HARD (90A)

NEXT TIME WE'LL TALK ABOUT THOSE FUNNY NUMBERS (78A, 83A, 88A, 90A) THAT ARE LISTED BY THE URETHANE CUSHIONS AND YOU FIND THEM IN WHEEL DESCRIPTIONS FOR BOTH QUADS AND IN-LINES. C-YA!



BELOW IS A DIAGRAM WHICH ILLUSTRATES THE PIVOT PIN ADJUSTMENT FOR ARTISTIC SKATES AND SOME OUTDOOR MARATHON SKATES THREE-WAY ADJUSTMENT).

ADJUSTMENT OF TRUCK UNITS

BALL PIVOT SCREWS ARE NOT FACTORY ADJUSTED. BEFORE ADJUSTING THE CUSHION TENSION, BACK THE BALL PIVOT AWAY FROM THE PIVOT CUP BY ROTATING THE BALL PIVOT SCREW INTO THE TRUCK (fig. 1). LOOSEN THE KING PIN NUT ONE HALF TURN FROM THE HANGER (fig. 2). TIGHTEN OR LOOSEN THE KING PIN UNTIL THE DESIRED ACTION (CUSHION TENSION) IS ACHIEVED (fig. 3). TIGHTEN THE HEX NUT FIRMLY AGAINST THE BRACE OR HANGER (fig. 4). REPEAT THIS PROCESS FOR THE REMAINING TRUCK ASSEMBLIES.

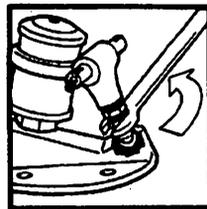


Figure 1

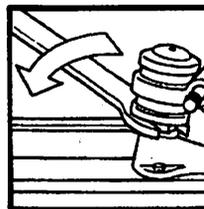


Figure 2



Figure 3



Figure 4

ADJUSTMENT OF BALL PIVOT SCREW

ALWAYS ADJUST THE BALL PIVOT SCREW SO THAT THE BALL PIVOT JUST TOUCHES THE BOTTOM OF THE HARDENED PIVOT CUP (fig. 5), NO MORE, NO LESS. THE BALL PIVOT TOLERANCES SHOULD BE CHECKED REGULARLY. IF THE BALL PIVOT DOES NOT TOUCH THE PIVOT CUP, YOU WILL BE ABLE TO PRESS DOWN ON THE TRUCK ASSEMBLY AND FEEL OR SEE A SLIGHT MOTION - UP & DOWN - OF THE BALL PIVOT INTO THE PIVOT CUP. ADJUST THE BALL PIVOT SCREW UNTIL THE PRESSURE APPLIED TO THE TRUCK ASSEMBLY NO LONGER RESULTS IN THIS MOVEMENT (fig. 6). WHEN SATISFIED THAT THE BALL PIVOT IS RESTING WITH SLIGHT TENSION IN THE PIVOT CUP, HOLD THE PIVOT SCREW WITH ONE WRENCH WHILE TIGHTENING THE PIVOT SCREW LOCK NUT WITH ANOTHER (fig. 7), DO NOT OVER ADJUST. IF THE BALL PIVOT IS FORCED INTO THE PIVOT CUP TOO FAR IT WILL RESULT IN UNRELIABLE SKATE ACTION AND PLACE EXCESSIVE STRAIN ON KING PINS. BE SURE TO CHECK YOUR PIVOT PIN ACTION FOR PROPER SEATING MONTHLY.

Figure 5

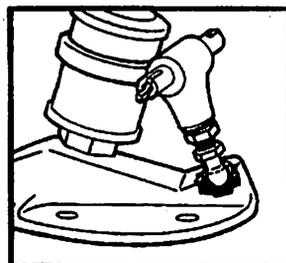


Figure 6

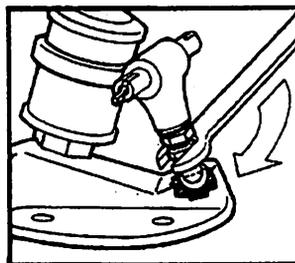
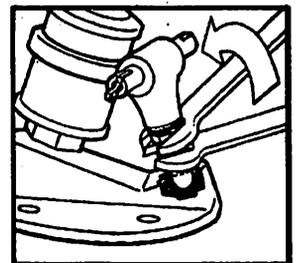


Figure 7



RESEARCH

AND

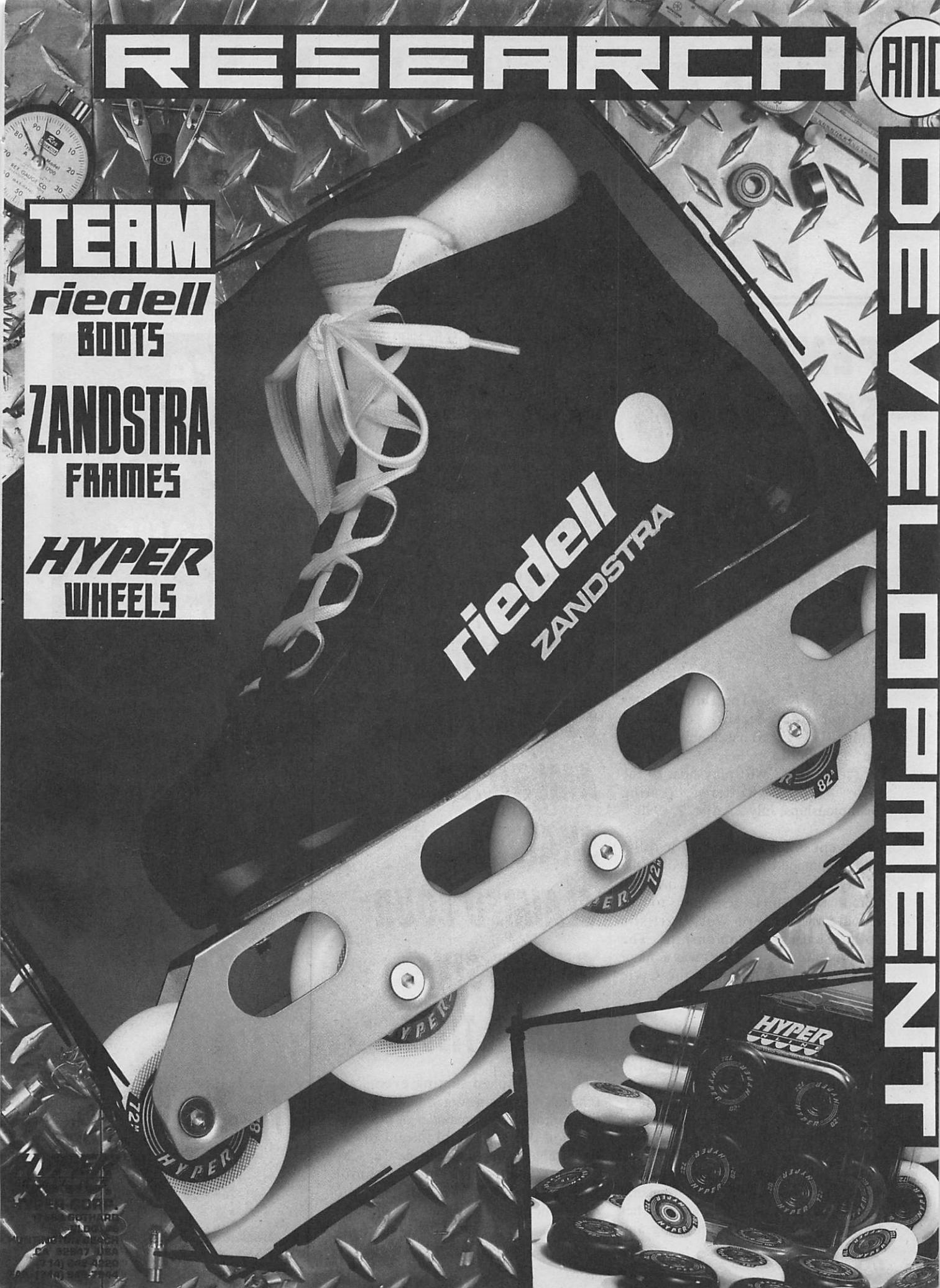
TEAM

**riedell
BOOTS**

**ZANDSTRA
FRAMES**

**HYPHER
WHEELS**

DEVELOPMENT



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141
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Comp. Update



PENSACOLA SELECTED 1990 NATIONAL SITE

LINCOLN, Neb.—The United States Amateur Confederation of Roller Skating (USAC/RS) has announced that the Pensacola Civic Center in Pensacola, Fla., will play host to the 54th U.S. Roller Skating Championships, July 27-Aug. 9, 1990.

The event is the second major roller skating competition to be hosted by the facility in the past two years. In 1988, more than 20 nations sent teams to participate in the 33rd World Artistic Roller Skating Championships. The support voiced at that event was a major factor in the selection of the Civic Center for the national competition.

"We feel that the City of Pensacola has a lot to offer our skaters," commented USAC/RS President Charles Wahlig.

"The Civic Center is very conducive to a competition like ours. It is very modern and provides a true "big event" setting for roller skating.

"Also, both the community and the media were very supportive at the world championships. Our skaters and coaches are looking forward to meeting and

competing in Pensacola in 1990."

More than 2,300 amateur roller skaters will make the trek to the Florida city to compete for a variety of titles in both artistic and indoor speed skating. After a day of practice on July 27, the artistic competition begins in earnest and will culminate on Saturday, Aug. 4., when the World Class skaters will take the floor in an attempt to qualify for a berth on the USA Artistic Team.

AT THE COMPETI- TION IN ROC- CARASO, ITALY, AMERICAN SKATERS CLAIMED FOUR OF THE SIX WORLD TITLES

The indoor speed skating events are scheduled to begin Aug. 5 and will continue through the remainder of the competition dates. The highlight of the speed championships will be Tuesday evening, Aug. 7, when the senior skaters face off in a series of races to determine the overall national champion.

"More than 2,300 amateur roller skaters will make the trek to the Florida city to compete"

comp. update

This program, which involves players of all ages, is designed to prepare roller sports athletes for both international and Olympic play.

Modesto prepares to host 30th U.S. Roller Hockey Championships

More than 600 roller hockey players from around the country are making plans to travel to the Roller King Skating Center in Modesto, Calif., to compete for a variety of titles at the 30th U.S. Ball Roller Hockey Championships, July 21 -28.

The players, representing more than 50 teams, will be vying for national gold, silver, and bronze medals in eight divisions of play. Their playing ages and abilities will range from the youngster (Midgets, Boys and girls, 11 and younger), a division for Women only, and the Gold Division, which represents the highest level of roller hockey competition in the United States.

In addition to playing for national titles, many of the top skaters in each division will also be hoping to impress the USA Roller Hockey Team coaches in attendance. Those who excel during the seven-day event may be selected for consideration as members of the USA Roller Hockey Team, which is preparing to participate in several major events over the next 30 months.

The USA Team, which is also scheduled to compete at the championships in Modesto, is currently in training for both the XIth Pan American Games (Havana, Cuba) and the 30th World Roller Hockey Championships (Lisbon, Portugal) in 1991 and the XXVth Olympic Summer Games (Barcelona,

Spain) in 1992. All of roller skating will be looking towards the latter event as roller hockey makes its Olympic demonstration debut.

A good performance by any number of younger players may also increase their chances of being invited to one of many USA Team training camps or enrollment in the Hockey Development Program, funded by the United States Amateur Confederation of Roller Skating and the United States Olympic Committee. This program, which involves players of all ages, is designed to prepare roller sports athletes for both international and Olympic play.

Teams in the Midget, Freshman, Women's and Sophomore divisions, which qualified for this competition through victories in regional action, begin play on Saturday, July 21. These divisions will continue play on Sunday, July 22, when they will be joined by players in the Bronze division. Later that

evening, the top three teams in the Midget division will receive their national team awards. As in all divisions, two divisional representatives will also be honored for their play by being selected as the Most Valuable Player and the Low Goalie based on their performances in the tournament.

On Monday, Bronze division teams will begin their quest for a national placement while players in the Freshman, Sophomore, and Women's divisions wrap up play in their respective divisions. Team and individual awards for these three divisions will be

presented in ceremonies later that evening.

The action will heat up on Tuesday, July 24, when both the Junior and Gold division teams swing into action. After the Bronze division teams receive their awards, Junior, Silver, and Gold players will continue to battle it out at Roller King until Friday, when the smoke will clear and the victors in these divisions will be crowned.

Last year's Gold champions, the aptly-named Champions of Port Neches, Texas, will be hard pressed to repeat in 1990. Expected to challenge the Champions, who field several current and former USA Roller Hockey Team members, are the Raiders of Cumberland, Md., and the Rolling Ghosts of Lubbock, Texas. At the 1989 U.S. Championships in Fon du Lac, Wisc., the Ghosts, who have won 11 previous titles, scrapped their way to the silver medal while the Raiders claimed the bronze for the second straight year. For more information on this national championship event, contact:

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comp. update

Spain claims world hockey crown

First win since '80

The national team of Spain came away with the top prize in the final game during action at the 29th World Roller Hockey Championship (Group "A") in San Juan, Argentina. The win gave the Spanish their 10th title since world play began in 1936, leaving them second only to Portugal, which has claimed a record 13 world championships.

As successful as the Spaniards were, perhaps the real story of the tournament, conducted Oct. 7-15 at the Estadio Parque de Mayo, was revealed in both the play and the final standings of the top 10 teams.

Chile, for example, returned to Group A with a vengeance after toiling in the lower "B" level for three years. The vastly improved skill of the 1988 Group "B" bronze medalists was evident as they battled many of the top teams. The Chileans played the United States team, which had finished fifth in the last two world championships, to a 3-3 draw in the first round. In the final round, Chile scrambled its way to a 2-1 record, including a stunning win 3-2 over previously undefeated Argentina, to finish an incredible fourth.

While Chile's fortunes looked brighter after the tie with the Americans, the USA squad's performance soured considerably. Until the tie with Chile, the Americans had compiled an impressive

three wins against just a single loss. One of these wins was a shocker to the hockey world, as the USA notched a stunning 4-3 victory over Italy, the defending world champions.

Argentina appeared to be the team to beat in 1989 after an opening game, 3-2 victory over Spain. Jorge Luz scored two goals and Jose Luis Paez had one to pace the Argentines, who had won the world title the last time they played host to the event in San Juan 11 years previous. Spain got its scoring punch from Presas Ayats, who accounted for both Spanish strikes.

Spain quickly rebounded from the loss, beating Holland 8-2 and then scoring a 9-1 win over West Germany, in which Ayats had a hat trick for the Spaniards. Spain then clubbed Australia 19-0 to improve to 3-1, as Ayats scored five times and Colas Carles added four goals of his own. The nine tallies came with just 33 shots on the Aussie net.

Ayats was held scoreless in Spain's game against Switzerland, but his teammates more than made up for his absence by beating the Swiss 14-1. The Spaniards, led by Colas Carles' four goals, connected on 14 of 18 shots for the win, which raised their mark to 4-1.

In the next contest, Italy defeated Colombia 12-1

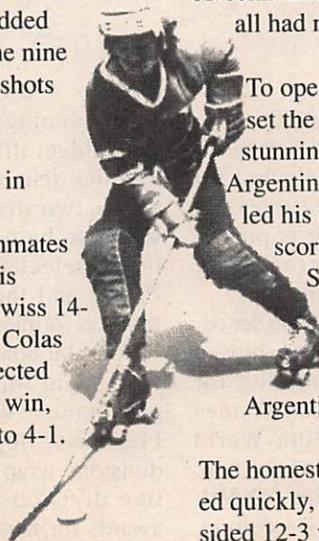
to improve its record to 4-1-0. The Italian scoring attack was led by Francesco Amato, who scored 5 goals in the game. The capacity crowd saw Argentina close out the day's matches with a 7-1 win over West Germany. The victory, fueled by Roberto Roldan's three goals, left the Argentines with a perfect 5-0 record in Group Two at the conclusion of the first round. Spain was second with a 4-1-0 record, while West Germany qualified for the final round with a 2-3-0 mark.

Italy and Portugal placed first and second among the six teams in Group One with identical 4-1-0 records. The final spot in the six-team medal round went to the United States, which completed play in Group One with a record of 3-1

The above championship format differed from the formula used in previous years. In past world championships, medalists had been decided on a round-robin, points system as is used in the United States. At San Juan, the teams were divided into two preliminary groups. The top three teams in each group advanced to the final round, where each team played three games to determine the medalists. The skill of the Spanish team was evident in the scoring column as, at the conclusion of the first round, three Spaniards were among the top five scorers. Presas Ayats led the way with 13 goals, teammate Colas Carles was second with 10, and Italy's Francesco Amato, Spain's Porto AVECMA and Argentina's Jose Luis Paez all had nine goals each.

To open the second round, Chile set the tone of unpredictability by stunning previously undefeated Argentina, 3-2. Osvaldo Rodriguez led his teammates to the win by scoring twice, while Jorge Sinsay also added a decisive goal. Jorge Alfredo Luz and Diego Allende each scored once to account for Argentina's final total.

The homestanding Argentines rebounded quickly, however, scoring a one-sided 12-3 win over West Germany



comp. update

which raised their record to 6-1. Diego Allende and Jose Luis Paez shared top scoring honors for Argentina with three goals each, while teammates Pablo Cairo and Roberto Roldan each added a pair to ice the victory.

Italy, Spain battle for lead

The game between Italy and Spain was a close battle. Each had identical 5-1 records, and the victor would remain tied for the lead with Argentina. Both teams scrambled throughout the closely-played contest, as Argentina's Camarasa Pujalde and Italy's Enrico Mariotti each scored in a 1-1 deadlock. With the game on the line, Spanish star Presas Ayats scored his fourteenth and final goal of the tournament, leading his team to a 2-1 win.

On the final day of competition, Argentina closed out its world championship appearance with a 13-2 drubbing of Holland. Alessandro Rodriguez and Gabriel Cairo each collected a hat trick for the Argentines, who improved their record to 2-1 in the round and 7-1-0 overall. In the next game, Italy clinched the bronze medal with a decisive 11-2 win over Chile.

Francesco Amato

scored four times in the win, which raised the Italian record to 6-2-0 overall. Amato's performance raised his goal total to 15, good enough to edge the Spaniard Ayats for the tournament's

high-

scoring honors.

With the defending world champions from Italy firmly in possession of the bronze, the battle for the gold and silver medals came down to the final contest of the 43-game tournament. The arena was packed with more than 12,000 screaming fans, each anxious to view the championship game between Spain and Portugal.

Spain, which had finished second in 1988 and had not won a world title since 1980, was hungry for the title once again after posting a 6-1-0 record. Portugal's hopes were also high after completing their schedule of games with an identical won-loss record. They were further motivated by their third place finish in 1988 and a gold medal at the World Games in Karlsruhe, West Germany, in July.

The capacity crowd was rewarded with one of the finest games of the tournament. Both teams played very aggressively from the opening possession, setting the tone with crisp passing and tight defense. Another crucial key to the contest was the extraordinary work of Jose Huelves and Frankelim Pais, the goaltenders for Spain and Portugal.

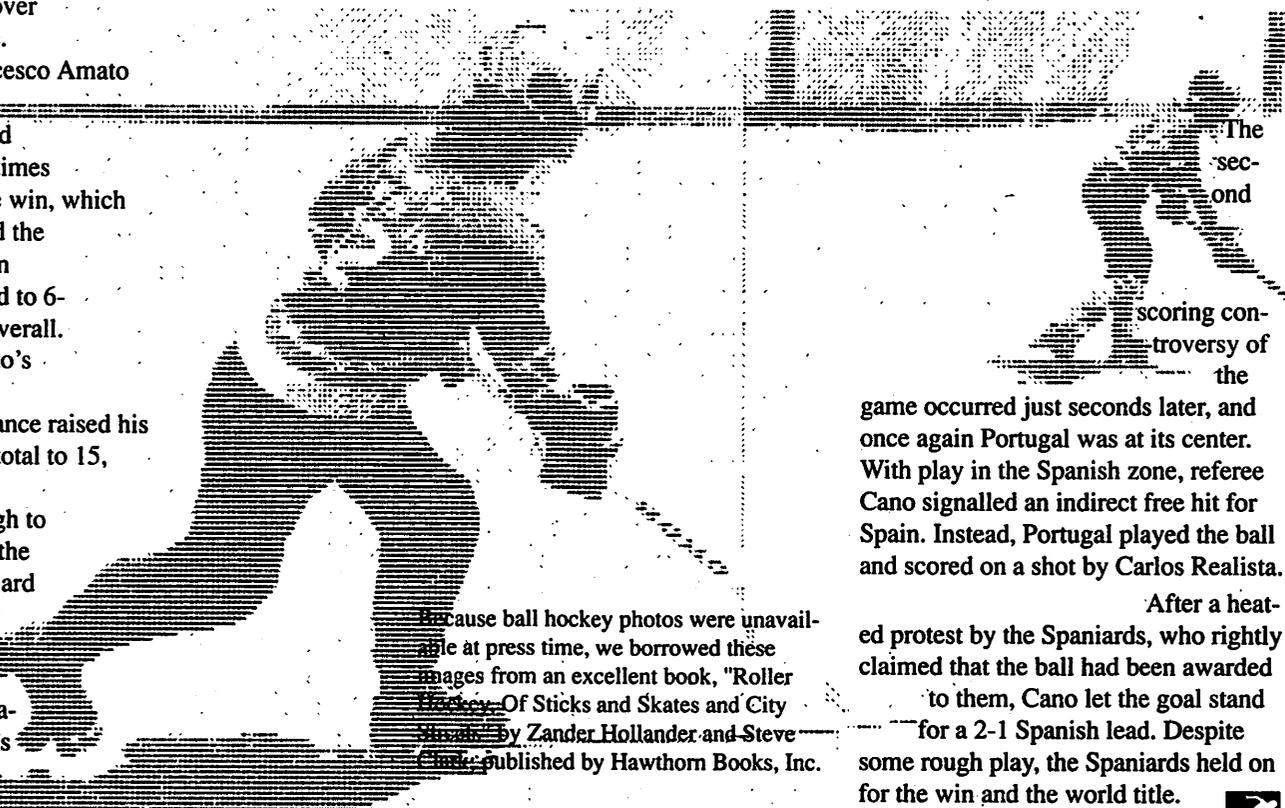
Huelves and the Spanish appeared to be the first to crack, as a blistering first period shot by the Portuguese found the cage and appeared to give Portugal a 1-0 lead. The velocity of the shot, however, forced the ball to pop out quickly, and neither referee Oscar Cano or the goal judge, Eric Girardo, saw or signalled the score.

Missed goal proven crucial

As the game progressed, the missed goal was to prove costly for Portugal, as both teams continued their tight play and battled to a scoreless tie at the end of regulation. Under the rules of international play, the teams prepared to play a pair of mandatory, five minute overtime periods. The leading squad at the conclusion of these periods would win the game and the world championship title.

The first overtime was tense but scoreless. The second overtime, however, more than made up for the lack of scoring. Two minutes into the period, Lecha Rovira beat the Portuguese netminder to give Spain a 1-0 lead. A minute later, Avecilla Porto added his 13th goal of the championship to put Spain on top, 2-0.

Because ball hockey photos were unavailable at press time, we borrowed these images from an excellent book, "Roller Hockey: Of Sticks and Skates and City Streets" by Zander Hollander and Steve Clark, published by Hawthorn Books, Inc.



The second scoring controversy of the game occurred just seconds later, and once again Portugal was at its center. With play in the Spanish zone, referee Cano signalled an indirect free hit for Spain. Instead, Portugal played the ball and scored on a shot by Carlos Realista.

After a heated protest by the Spaniards, who rightly claimed that the ball had been awarded to them, Cano let the goal stand for a 2-1 Spanish lead. Despite some rough play, the Spaniards held on for the win and the world title.



TONY MUSE INTERVIEW

by Paul A. Dunn with Amanda Leyland

"my eventual goal in life is to be the fastest man, which would be the fastest sprinter in the world"

Tony Muse is a native of Des Moines, Iowa. He comes from a family that eats, sleeps, and breathes roller skating. It's a skating family. The Muse family, is responsible for three rinks in the greater Des Moines area. Tony is an intense athlete, model student, and fierce competitor.

Can you tell me a little about yourself?

Well my name is Tony Muse and I'm 21 years old and I've skating since I was about three and my parents own all the skating rinks in Des Moines, Iowa. I go to college in Des Moines — I'd like to get a law degree but eventually I would like to end up running a rink when I grow up.

You have an older brother?

I had three older brothers, one of them

past away last summer. But I still have two left. One of them is my coach, and one of them is also a speed skater with me.

That's Danté?

Yeah.

What's your coaches name?

Mark.

What is your training regime, how do you work with your coach to improve your skating?

Our training, at one point in our life — and as all athletes have to do — was just mastering our skills. And when I was at a young age I decided this is what I wanted to do. I would go out and train basically all day. When you're a kid you're able to do that because you don't have anything else to do. You know, no work, or have to pay for anything. So I started out by running up hills, running down hills, skating up

hills, skating a lot of road miles, practicing indoors maybe two hours, outdoors two hours, lifting weights, and all sorts of things like that.

These days, what it amounts to is since you already have the skill mastered, you know what it takes to be well, you just have to tone your body to be able to do what you want it to do. I've found, through a lot of different things, that cross-training seems to be the best because you don't get as burned out with your sport. If you spent so many hours with your skating, you would just hate it and not want to do any more. So what I found is that I play basketball maybe four, maybe five nights a week, I play football, and I speed skate usually four times a week indoors right now, and no outdoor training because in Iowa it's too cold. I play hockey three nights a week, which

"I don't do anything to build my legs, just work my upper body. I don't do anything to build mass, just to build endurance."

Tony and Dante Muse

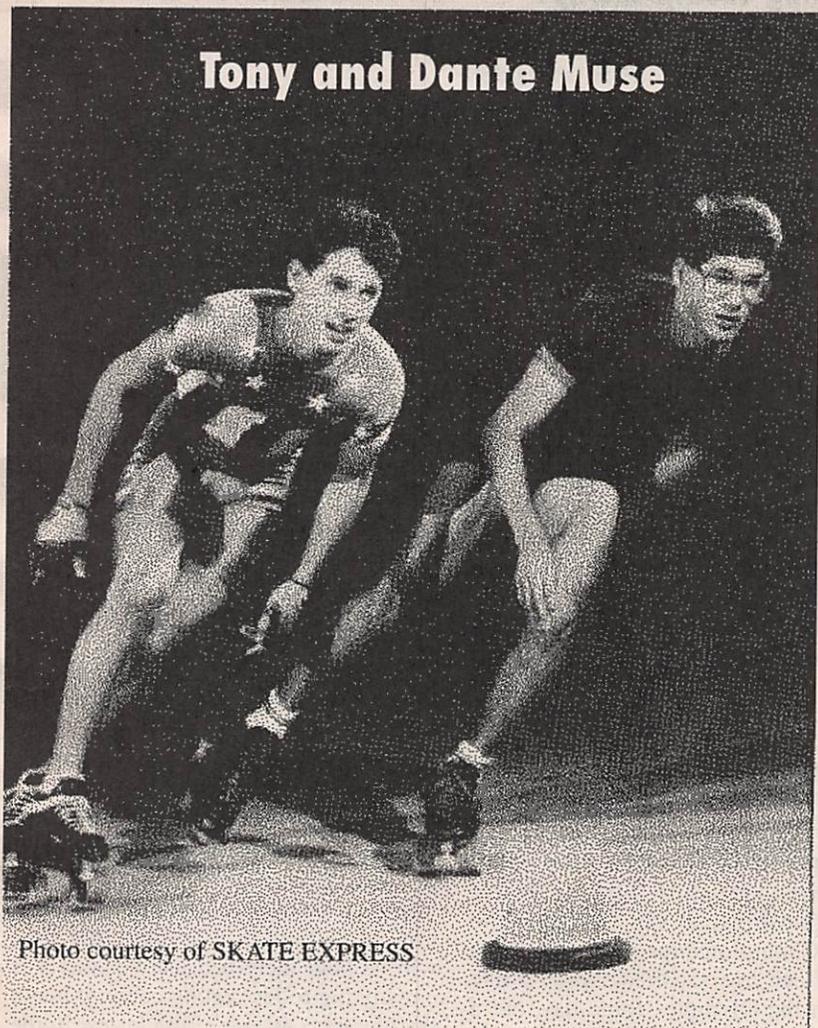


Photo courtesy of SKATE EXPRESS

"...to say I've won the World Championships once, let alone twice, I can live satisfied."

is roller hockey. What that basically does is it keeps my body toned-up.

When it comes to world-competition time, at the end of summer, it gives me three months of hard training to deal with. I end up waking up at about eight o'clock every morning and doing a total burn-out ride on a bike for thirty miles as fast as I can. You know, just laying everything on the table. I usually have my skates on everyday, skating indoors — and I lift weights. When I lift weights though, I don't do anything on my legs, just work my upper body. I don't do anything to build mass, just to build endurance.

So you're not doing squats in the gym?

No, when I was a wrestler in high school, I found that it slowed me down. In skating, for long distance, you are dealing with friction. In ice skating, you're not dealing with friction, so you can have a lot of strength. And I guess with the skeelers, it's much the same, there's not really that much friction. As far as conventional roller skates, you have so much friction, that the more muscle mass you have, the more you have a tendency to vibrate and lock and things like that happen to you. So you like to have toned muscles that can just go for a long way.

What events do you skate?

Well, to even qualify for the international team you have to be successful at all distances because they don't bring specialists over. So you have to be able to compete well at all distances. To win overall world title means you skated every single race — or you skated a few races very, very well. The shortest is 300 meters, a timed race, the 500 is a

Tony Muse, scoring points at Windsor Park.

The World Speed Roller Skating Championships were held at Windsor Park, Hastings New Zealand last November. Tony and Dante cleaned up for the United States while in New Zealand.



three or four man pack race, the 1500 is the same, then the 5,000 is just a straight 5,000 race, the 10,000 is a points race where they give points at certain places in the race, and 20,000 is last man out, or elimination race. I competed all those distances because I felt it was important. I feel I can compete with anyone for those distances. If you asked me what races I would like to compete at, what I would like to do, I would say my eventual goal in life is to be the fastest man, which would be the fastest sprinter in the world. Although I've won overall twice, and can lay claim to being the fastest, I really couldn't use that claim until I'm the fastest sprinter against the clock. I've gotten a bronze and a silver and hopefully I'll get a gold — I'm moving up.

Tell me a little about the New Zealand Championships.

It was a 200 meter banked track and the United States basically had its best year ever with Danté doing real well, I did real well, Doug Glass also did real well, for the first time. Everybody had a good year. We spent three months living in Colorado springs at the Olympic Training Center. The whole U.S. Team lived there for three months. We practiced three times a day.

Do you see things moving on to bigger Olympic events soon?

You hear rumors flying all around and the Olympics are the only thing that we are not involved in. But were involved in the Pan-Am games and other things — the Olympics are just an event. Although everyone wants to be involved in that event, some sports that you deal with, some sports are great, but the World Championships are better. Because not everybody can go to the Olympics. When you are talking about the World Championships it's a total open thing. You have to be the best in your country to go the World's and sometimes in the Olympics there's a lot of politics and stuff. For the World Championships, to say I've won the World Championships once, let alone twice, I can live satisfied. Yes, I'd like to be in the Olympics some day, but a lot of things have to happen. It's not that the sport isn't ready, and it's not that there isn't enough people competing. I think it has a lot to do with the Eastern Bloc countries not wanting to race just yet, or not wanting to come into a sport that they can dominate in. Without the Eastern Bloc countries, it's going to be hard. Roller hockey is just going to be in the games in '92. And I just got home yesterday because I was at Colorado Springs for a roller hockey camp. I'm hoping that either from speed

or roller hockey, I'll make it to the Olympics. **Was there any fun allowed in New Zealand?**

I think we were there for about two weeks. And the country is really beautiful but when you go there for events like that the week leading up to it is pretty much mental training, trying to relax, not stressing yourself out, but practicing, getting used to the track, and the other competitors. Then we leave the day after the contest so you don't get to see anything. **That's too bad.**

Yeah, it is but if you are going to be considered a serious sport, you have to take things seriously. Whenever I go to any competitions, I really don't get to see very much. I really go there for the competition of it. When the U.S. is paying your way to do it you feel obligated for them to get their money's worth.

What's in the immediate future for you, do you want to work towards another World Championship?

I've got a lot of goals in my mind. I'd like to be faster than my brother indoors. If you asked anybody who's the fastest in the country, they'd say it's the Muse brothers, but when you push them they say "Well, Danté is a little bit faster (than Tony), indoors." I'd like to be able to say someday that I'm faster. I think that is a mental block in my mind. Internationally, of course, when you're on top of the world, you have to think, "repeat." It's a lot harder when you're there because people are shootin' for what you have. And there's nowhere to move, the only place to go is down. I'd like to make the Olympics in hockey too. Roller hockey — finally it will be in the Olympics in '92. I'm on the national team which is a 40-man hockey team that will get to try out for this year's Pan-Am team.

Where is the next World Championship going to be held?

It's supposed to be held in Columbia. There's a lot of problems going on right now in Columbia. I assume that they will be held there because Columbia is a really big roller skating country. I hear that the track is one of the fastest in the world. I haven't been there. To hold a World Championship it has to have some credentials.

What kind of equipment are you skating right now?

I'm skating on Riedell boots and Labeda Pro-Line plates indoors. Did I say Riedell boots?

Yeah.

Oberheimer boots. Which is the same my brother would be skating on, Oberheimer boots. We both skate on



serious outdoor skater, he would have to be running on Hypers. Hyper's seem to be the best for outdoor track or outdoor road racing. I haven't skated on anything better. For indoors, Labeda has had the market for a long time, but at this last meet, I skated on Hyper wheels. But my closet is basically filled with a wheel called the Ultimate Weapon, which comes out of Texas. And there's the Labeda's, the Vanguard's and the Hyper's. My skate at times could look like a rainbow of different wheels. Because every wheel has its own function.

Is the U.S. at a disadvantage from a training standpoint?

I think the U.S. is at an advantage and a disadvantage: advantage because we have a very, very structured indoor system. Every course, in order to have a

"YOU SEND A ROOKIE OVER FROM THE U.S. AND THEY WILL BLOW A FOREIGN COUNTRY'S CORNER-MAN AWAY. THEY JUST CAN'T TAKE THE CORNERS LIKE US."

Winner's Choice indoors. Outdoors, we both skate on Riedell World Champions, which my brother and I designed. I skate on Labeda Pro-Line indoors, and Bowen plates outdoors.

What kind of wheels are you skating on?

For every track, there's a different wheel. I mean, my room would have over a hundred sets of wheels in it.

Do you train on the open road, doing long skates in the summer?

I skate on a 400 meter running track that's really smooth. I usually train on that because at the World's, we don't ever skate through streets and stuff. In fact, I've only skated in a couple of street events. In Florida, in the streets, and in the Malibu Classic, and a couple of races in France and Italy that were through the streets.

At World Championships, what they do is they make a course that doesn't even have corners. It's just 400 meters of different direction turns and it's not real square or symmetrical.

Hard to get used to?

Yeah, that's why we go a little bit early but even after a week or so, you're not used to the track. That's the hardest part about racing in any given meet, is to find the wheel and to decide what to skate on. I would have to say, for the

starting line and a finish line, has to have a corner. When you speak of corners, the United States will dominate. You send a rookie over from the U.S. and they will blow a foreign country's corner-man away. They just can't take the corners like us. As far as track experience and training, I think the U.S. doesn't take their sport seriously enough. In the foreign countries, they're very serious from the day they step on skates at age three. They decide that roller skating is what they want to do. But they don't have football or baseball. Roller skating is a big sport in some of these foreign countries. I can't blame it on the fact that we don't have tracks, I just think it's not a limelight sport, and people are not ready to take a sport seriously if it's not limelight. I've dealt with a lot of skaters who had the quality and the potential for greatness and they just didn't care about the sport.

Do you have any spare time?

When I have any spare time, I'll tell you, I'm a perfectionist at what I do. I try and get real good grades at school. If I'm not going to school, then I'm an athlete at any sport. If someone came over to my house and said, "Tony, will you play a sport with me?" then I would say yes, even if I have never even played it before. Basically that's what my life is: athletic competition. I've noticed lately that there's not very many people who are competitive these days. But if you know Tom Peterson at all, he's the most competitive man you'll ever meet. When you deal with world champions, that's where you find the competition. I wish more people would be like that. If they were, then it would push our sport to incredible heights.

I just want to say that the center of everything revolves around God. As far as training and life and everything of me goes, God helps me relax and helps know that everything's going to be okay, even if things are bad, he turns them out good. That is the answer to everyone's problems is to find where they fit into the realm of things.

Does he get you up in the morning?

Does he get me up? I think he does. I think that everything that I do, I think about that. Before I skate, that's all I think about. Instead of thinking about the race, I think about God. Helping me to be all that I can be and do what I can do.



INLINES: GETTING STARTED

by Chris Morris



START ME UP

With the exception of death and taxes, what do the U.S. Alpine Ski

with great trepidation. Ok Ok it's true, in terms of mechanical technique, in-line skates are very similar to ice skates. However, two very important difference are found in a good pair of in-line

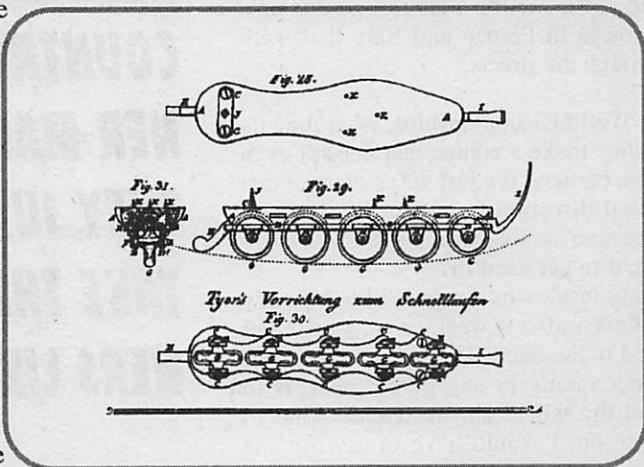
adjusted at the same level, the base of a properly adjusted in-line skate is much more stable than an ice skate. An ice skate has a radius blade, meaning curvature, which allows it to turn quickly, but also makes unstable as the neophyte ice skater takes his first stride. Many in-line line skates have adjustibility for putting radius or curvature in the configuration of the wheels, however I've found most skaters prefer the wheels adjusted to the same level. Ice skaters are typically the group that enjoy the most use of the radius feature. With these two problems taken care, anyone with little coordination and conviction of mind can glide into the sport of in-line skating. Before we go any farther, there is one prerequisite to the art of in-line skating, **an insatiable need for fun.**

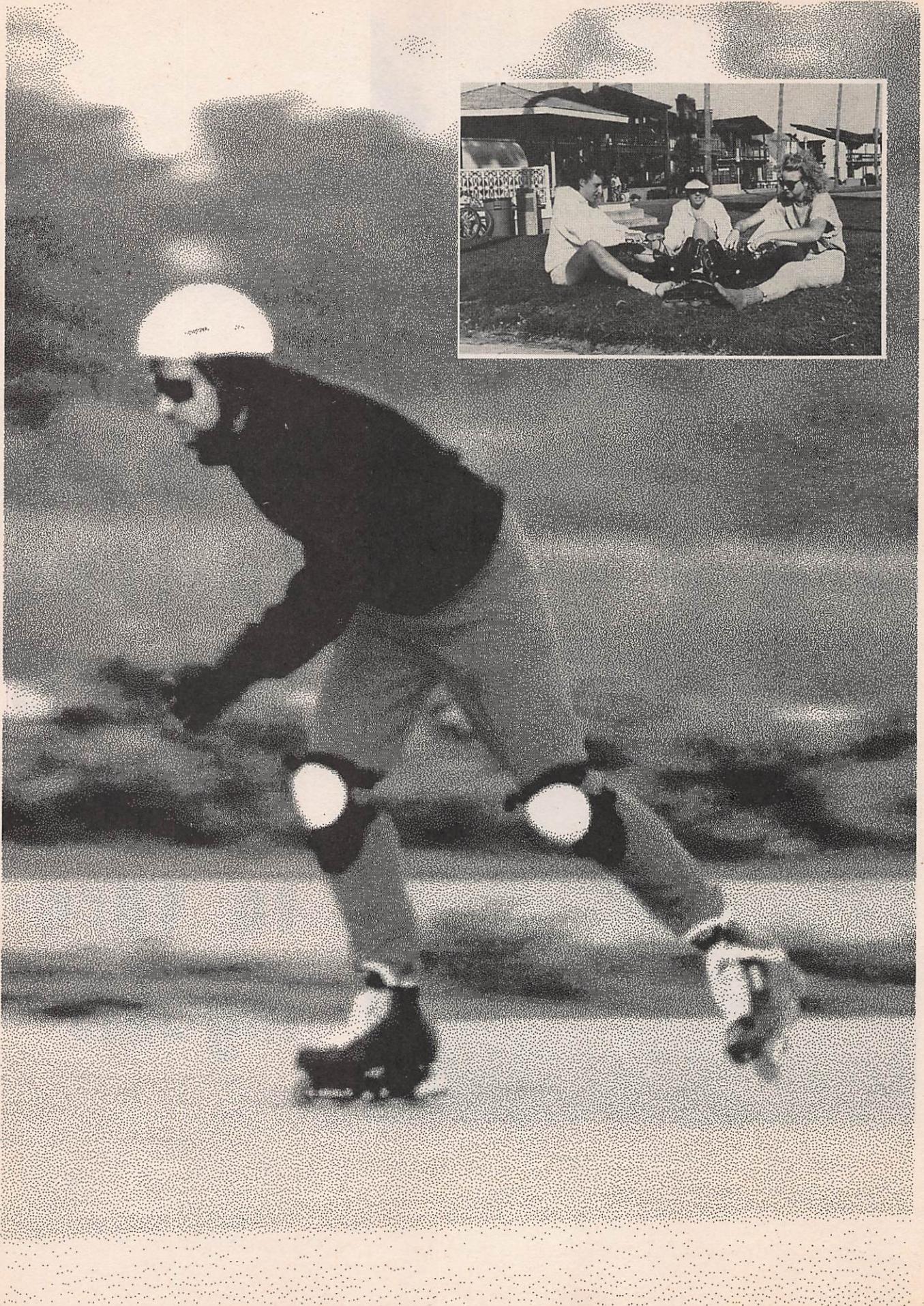
Now that your every fear has been alleviated, well not every fear, we're ready to move on. Let's lay some ground rules. **Use protective gear when getting started.** Not that many people fall, in fact our findings show that many people find in-line skates easier than conventional rollerskates, but wrist guards, knee pads, and a pair of elbow pads will sure ease any trials and

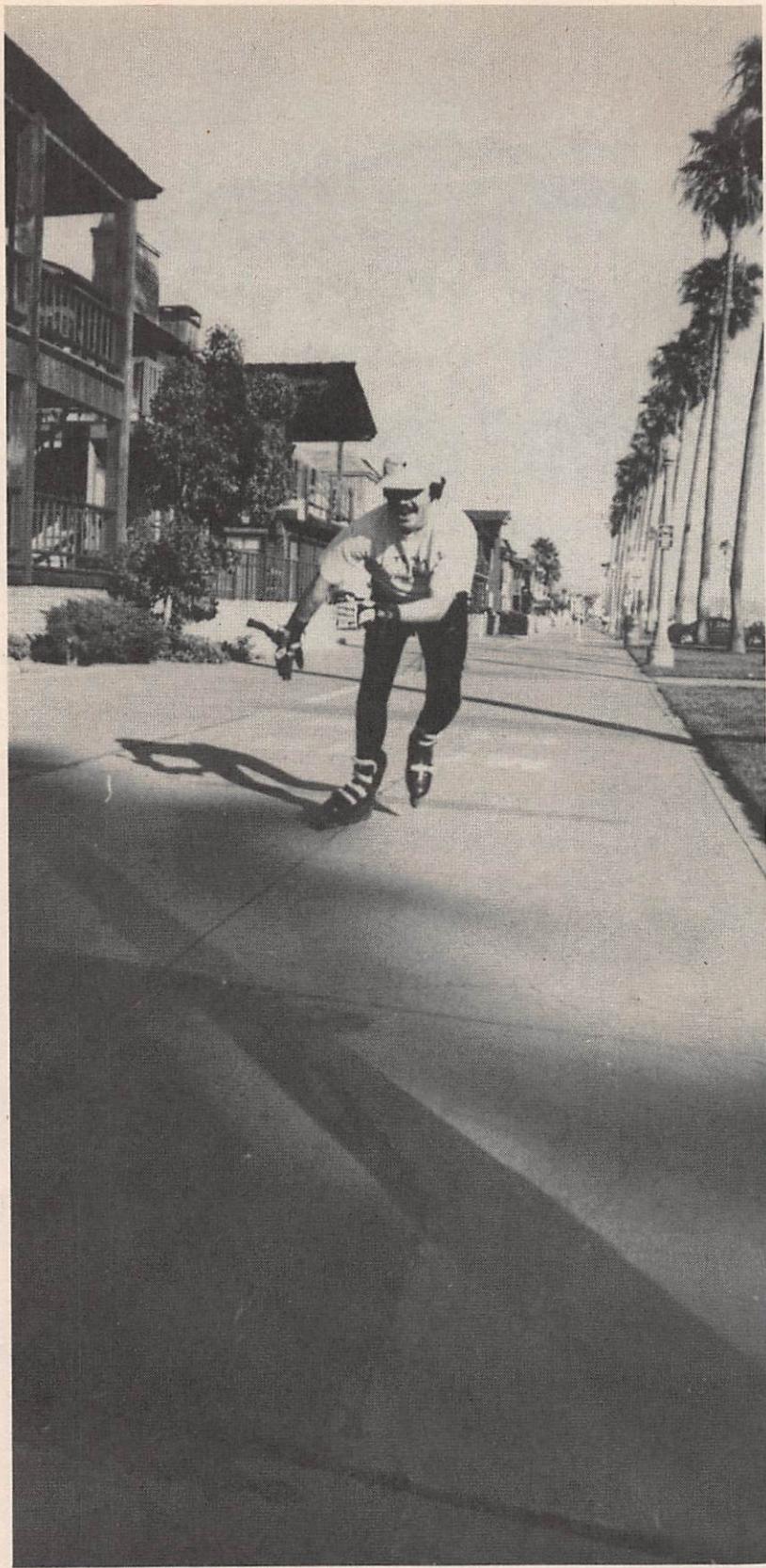


Team, U.S. Cross Country Ski Team, 7-Eleven Bicycling Team, Sims Snowboarding Team, Boston Bruins, 5 members of the New York Jets, and Janet Jackson have in common ?, Rollerblade In-Line Skates. It's 1990 and you're still a virgin. I mean, a virgin to in-line skates. Don't worry, we'll be gentle. Lurking in the back of your mind resides, Mr. Doubting Thomas, a pesky old chap who can make you question your ability to walk, let alone use a new fangled skate. Have no fear Mr. Doubting Thomas can be evicted from here. "I can't ice skate", you exclaim

skates which make them easier to use than ice skates. 1) Good in-line skates will utilize a highly supportive boot. This stiff boot will transfer the control out of the ankle into the knee where the control can be easily managed. Forget those wobbly ankles; they will wobble no more. 2) If all the wheels are







**turning
in-line
skates is
similar
to turn-
ing skis**

INLINES: GETTING STARTED



tribulations. Confucius say, "Is it not better to fall and laugh than to fall and go to hospital." Well, he said something like that.

Location is important. Find an area free of traffic and relatively flat. Before you put on your skates, don't forget to stretch. Lace or buckle your skates as tight as possible. This will

I'm often asked, "why no toe stops?" The configuration of the wheels inhibit an effective toe stop from being used.

insure maximum support from the boot. Go to a patch of grass. Go directly to the grass, do not pass go, do not collect \$200 dollars. Learning balance and control in grass can be very effective. First, do a duck walk with toes pointed out. Then slowly run continuing to point toes out. Next, slowly reach over and touch your toes. This will stretch out your hamstrings, but more importantly notice how far forward your weight can be on in-line skates. Now,

let's stand on one foot at a time transferring weight from one leg to another. This exercise will be easier if weight is always maintained on the inside edge. Intensify this weight transfer to a jump back and forth. By now you should be starting to feel comfortable. It's pavement time.

Now that you're on pavement, let's improve your balance on skates. Weight should be on the ball of the foot. This can easily be achieved by bending at the knees. New skaters often put weight on their heels out of apprehension. When the balance point is back too far it will cause the center of gravity to be placed in the gluteus maximus; this will not do. Your center of gravity should be in the belly button. Keeping both your hands low and in front of you, take that first skating stride. Skating motion is achieved by pushing out with one leg to the side as body weight is placed on the opposite leg. Now, bring your pushing leg back in under you and transfer weight to it and now push with the opposite leg. If you're having a hard time, try the duck walk you did on the grass. Stepping from foot to foot with toes pointed out. Oh my gosh, you're skating.

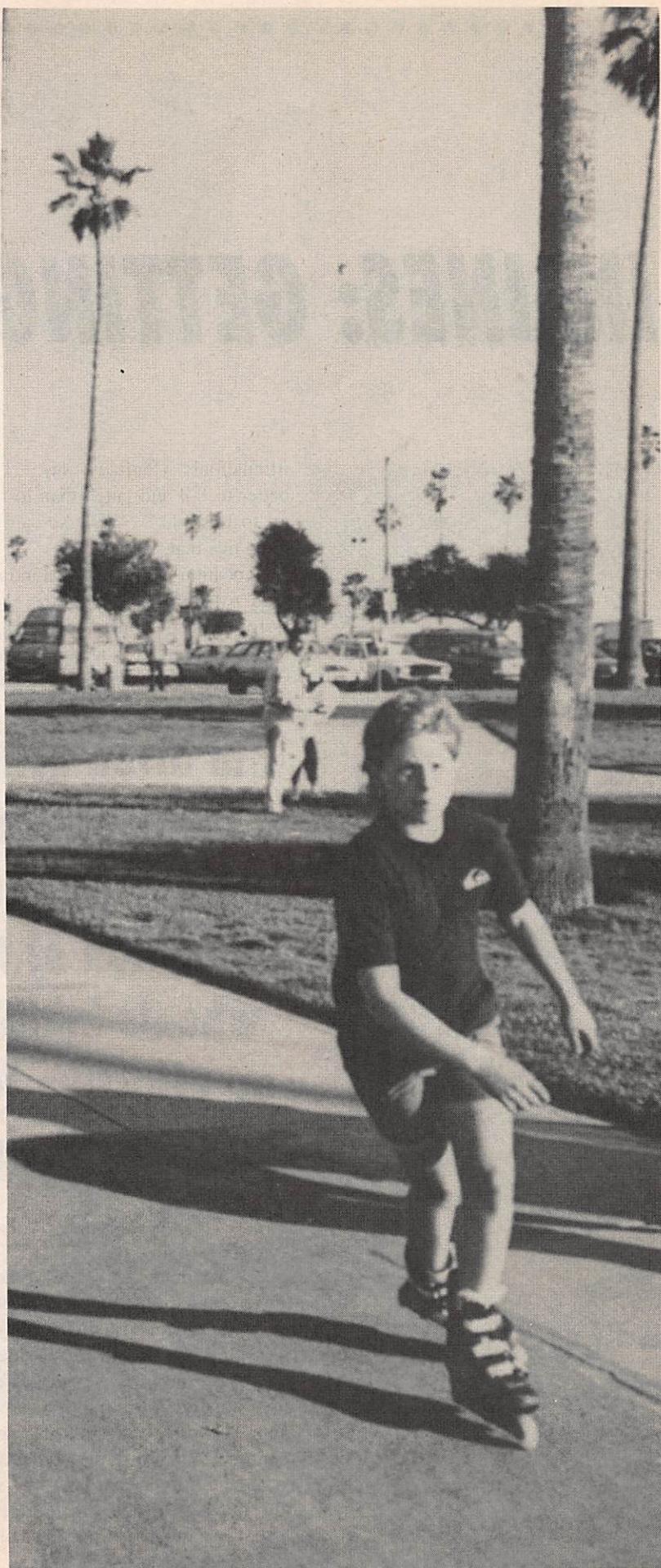
Turning in-line skates is a matter of edge control and angulation. Edge control and angulation are both ski terms and are appropriately used because turning in-line skates is similar to turning skis. When turning to the left, weight should be placed on the inside edge of your right foot. As weight is placed on the right, bend at the knee; this will increase the force on the edge, thus making it turn more quickly. Point hands and knees to the direction you

want to go, weight and angulate properly, and off you go into a turn. More advanced skaters will use a turn common to ice skating and conventional roller skating called a "cross over". As advancement is made, you will find you have inside and outside edges on each foot. Once you learn to control these edges you'll find all sorts of turning methods.

Stopping takes time to learn on in-line skates. I'm often asked, "why no toe stops?" The configuration of the wheels inhibit an effective toe stop from being used. So, conventional rollerskaters click your heels together and say to yourself, "there are no toe stops, there are no toe stops, there are no toe stops." The heel stop is very effective when properly used. First, bend forward at the waist. Scissor left foot back and right foot forward. Tilt your right foot up and exert pressure while bending your left knee. The more pressure you apply the easier it is to use. Exercise caution when skating near hills or traffic! Take time learning to stop well.

.....In-line skates are not all made alike, when buying a pair take time to compare and pick out a model that fits your ability and quality needs. From improving technique in your chosen sport to aerobic and muscular conditioning, the options for individualized use are endless; they may even become a mode of transportation for you. The common denominator for the wide variety of people that use in-line skates is the endless pursuit of fun, so treat yourself and go out and get some!

Chris is a former ski instructor now living in Southern California.

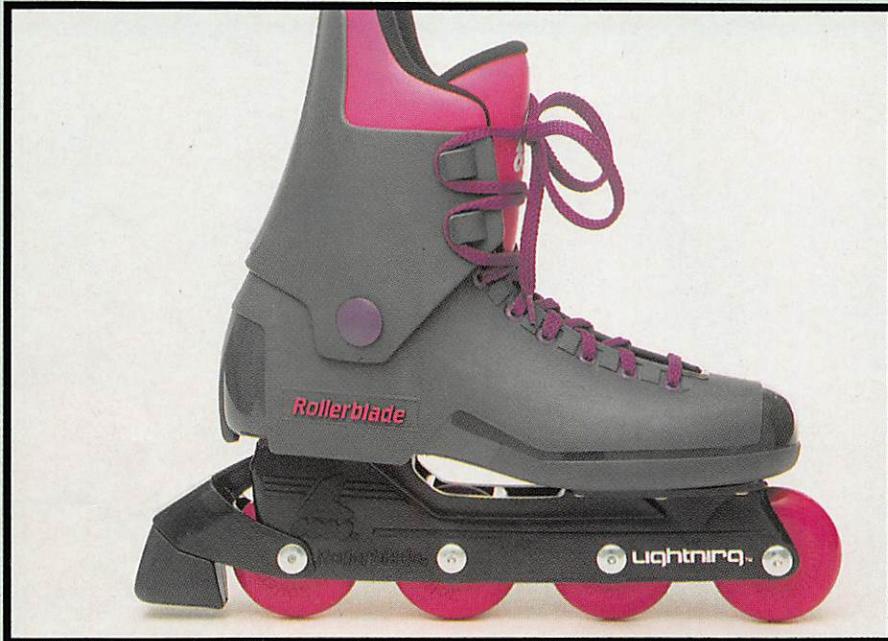
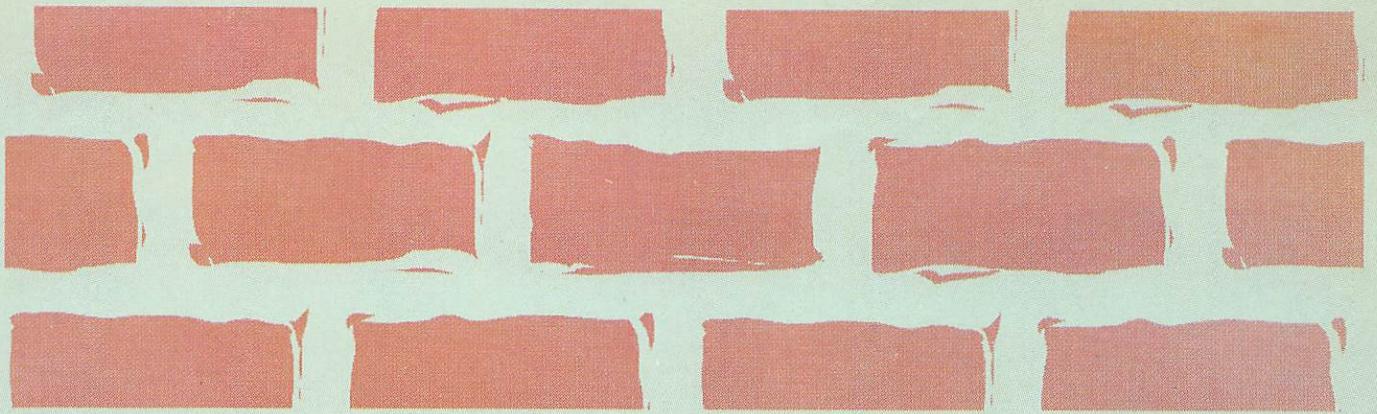


QUADS vs. IN-LINES

by Pat Parnell



Illustration by Warren Keating



Which is better? In any case, the issue has definitely brought attention to roller skating,



Trends come and go. Those that are strong enough and that have purpose, endure. Ideas conceptually weak, fail.

As an avid rat of the sport of rolling I've observed numerous crazes and crashes. Why it seems just like yesterday when the trails of Venice beach were cluttered with tube tops and sounds of "Funky Town". But now its the 90's and skating has found new signs of passion. Skatings second great awakening is upon us. In this awakening has arrived a new mode of wheeled transportation. This breed is none other than the exciting in-line skate. Though the in-line skate is in the same phylum as the conventional roller skate, in recent years it is closing in on its counterpart in popularity.

There are plenty of differences fueling the fire of controversy between the two camps. Variations between conventional and in-line skates range from differences in boot construction, and wheel alignment, to stopping, and technique applications.

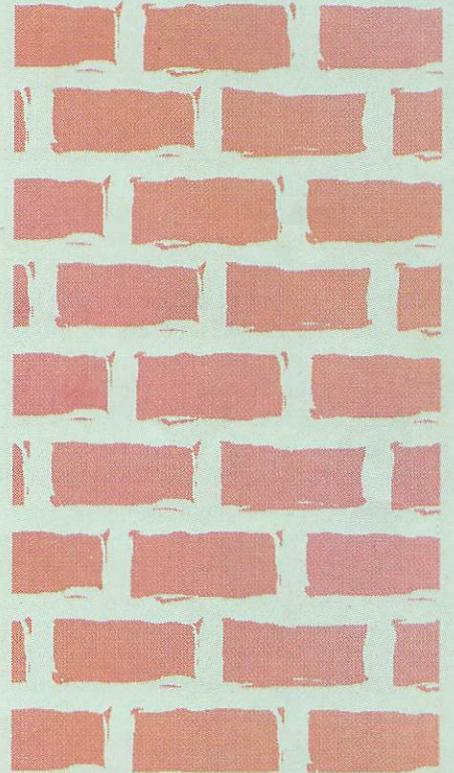
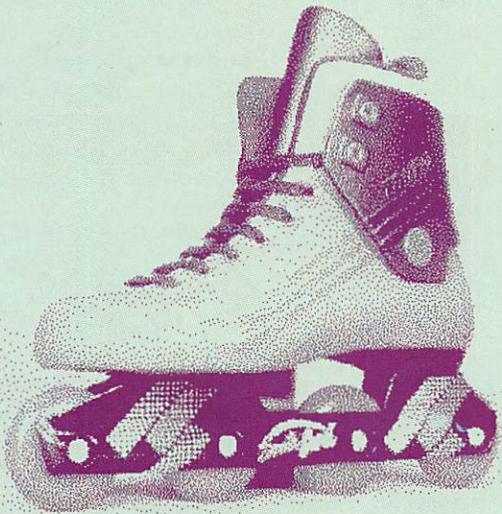
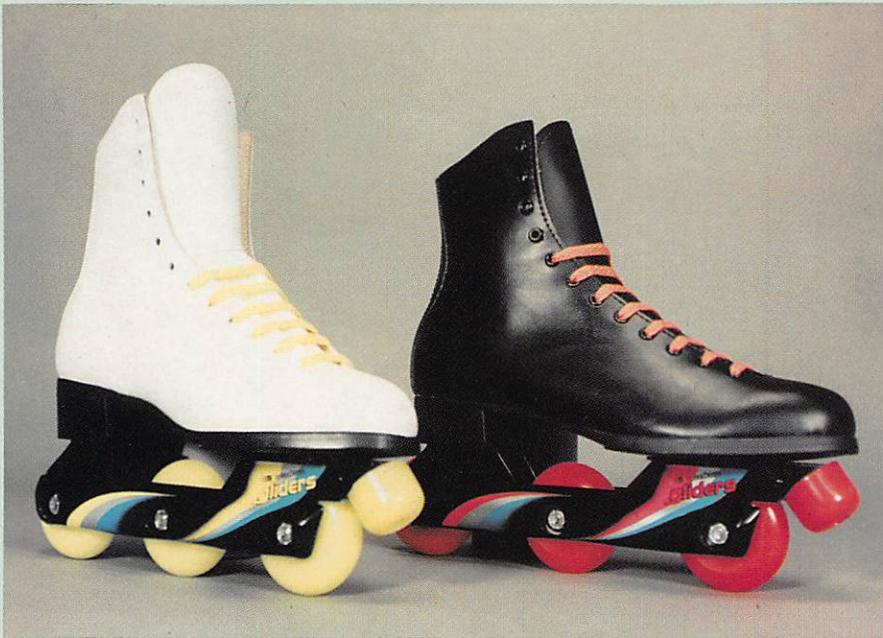
Although many think in-lines are the newborn of the industry, the principle is an old one; dating back to the early 1700's, when the wheels were constructed of wood. Fortunately for us tech weenies urethane was invented.

The shape of an in-line wheel compared to a conventional wheel is drastically different. Unlike the standard conventional wheel, the in-line wheel is shaped like a flat doughnut. Both conventional and in-line wheels have a durometer (hardness) range from 78A to 88A. The harder the wheel, the faster.

Differences in wheel shape are

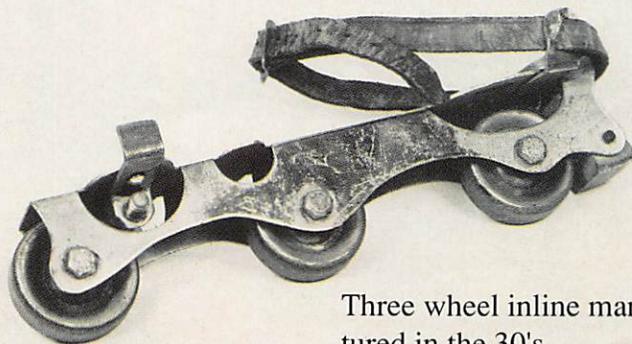
"...its the 90's and skating has found new signs of passion."

Quads vs. In-lines



due to the contrasting styles of frames or trucks. Because of the narrow blade construction of in-line frame systems, in-line skates demand tapered wheel designs. Whereas in conventional skates use a truck system which is jointed at the toe and heel. Getting just the right tension on a pivoting truck can be trying for some skaters, but with time and slight adjusting the steering becomes quite accomadating.

Proper adjustment of a skate is vital in obtaining a correct fit. What is considered correct, should be comfortable with out sacrificing performance. A



Three wheel inline manufactured in the 30's



skate boot that feels like a bedroom slipper is likely to skate sloppy and react unresponsively. Snug, yet comfortable is the key.

Boots will vary according to performance levels and desired uses. The low end of both in-line and conventional boots give minimum support and comfort when compared to the moderate and upper priced skates. In-line skates work off a support system which stems from ski boot technology. This style of boot is made of plastic and often utilizes a hinged upper cuff, allowing forward flex, yet remaining laterally stiff. This type of boot offers the veteran roller skater as well as the virgin the new alternative to skating. With increased lateral support all turning motion originates in the legs.

The ankle is where a good deal of turning motion is found with conventional skates. This is due to the softer style of boot; which is most commonly constructed of leather. In conventional boots you'll find leather of all grades used to create a very comfortable environment. Much like the fit of a fine leather shoe, this style of skating boot molds and conforms very easily.

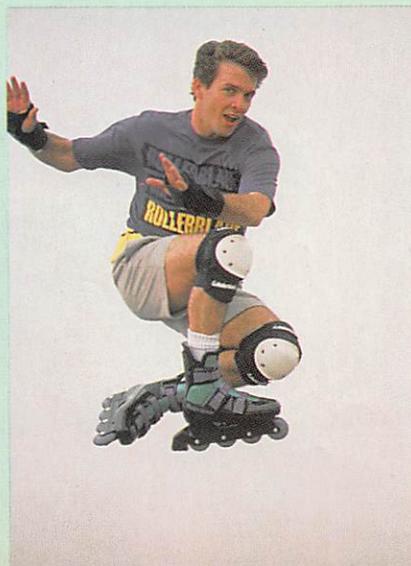
For added comfort, support, and better technique, I recommend custom footbeds; called orthotics. These orthotics are specially molded to the shape of your arch, heel, and entire plantar side of the foot. Using orthotics can often solve the predictable skaters'

laments of pain. Custom footbeds can be installed in either in-line or conventional skates.

Skaters alike tend to be a diverse sporting group. Even though the desire and need to be able to stop is universal. Using Parnells' law of motion:

A skater which in motion, (in-line or conventional) must eventually find the need or desire to stop. This can be achieved by using two choices of procedure.

- a. A moving mass must collide into a non moving mass to stop.
- b. A moving mass is able to apply friction when braking device is present. This enables mass to reach a motionless state.

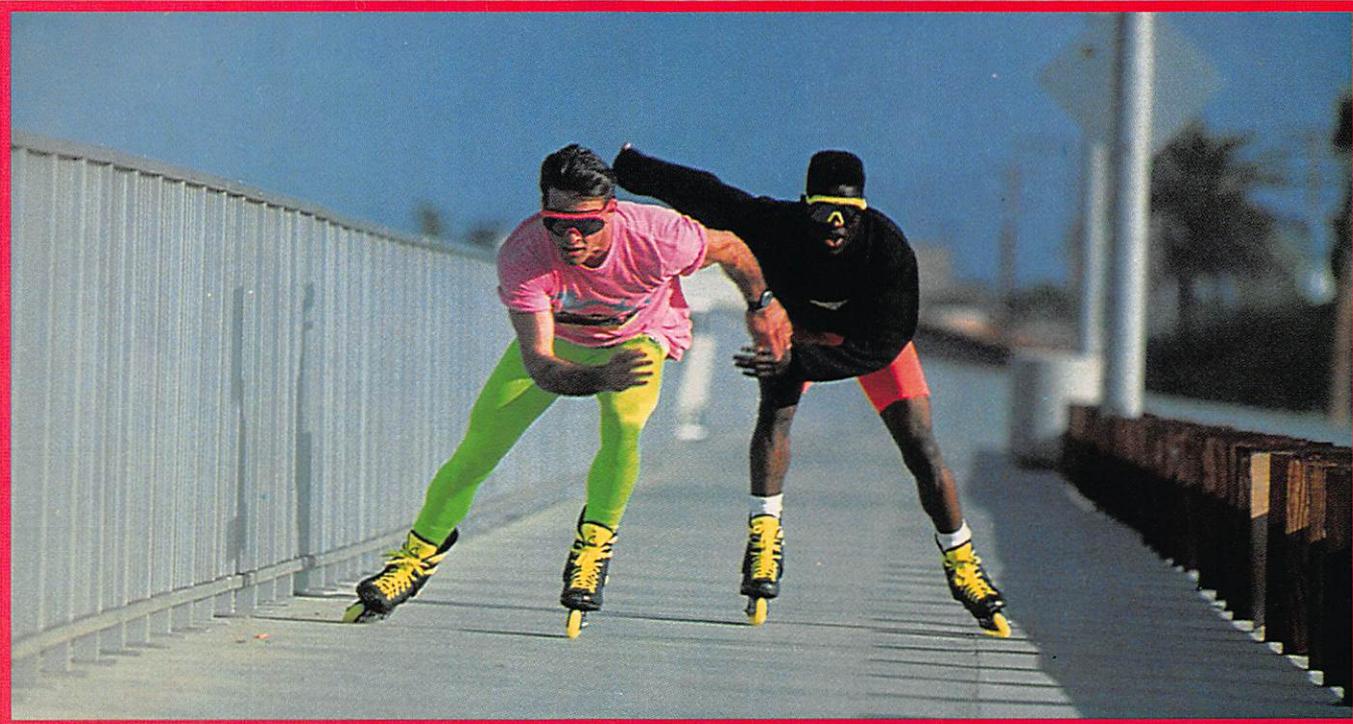


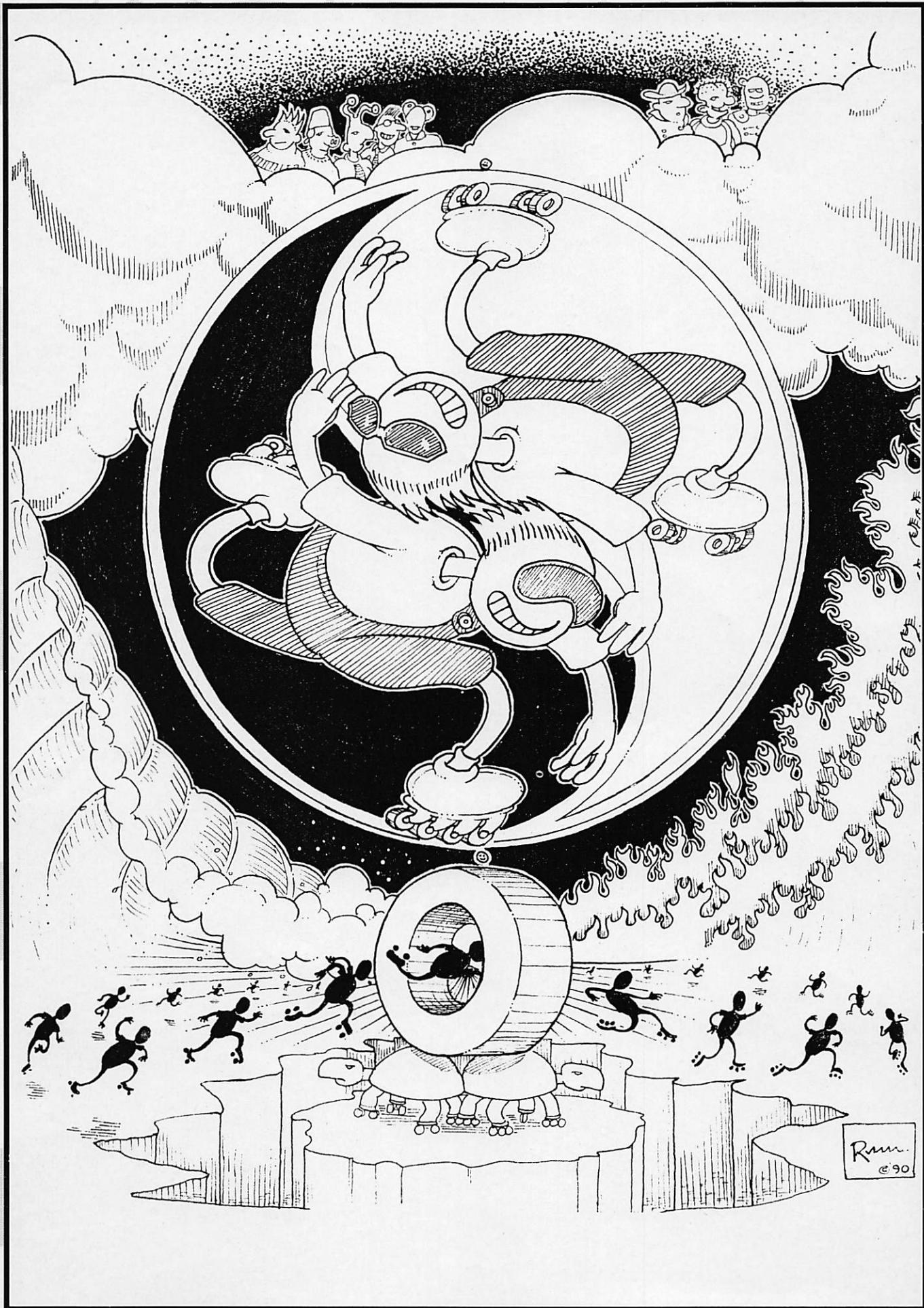
I'm far from a masochist so I always choose "b". You don't have to be a poly-chemist to figure out that "a" hurts. Stopping is a major concern of skaters. Skates will either be equipped with a toe or heel brake. Practically all in-lines use toe brakes. The choice is yours.

Although both forms of skate use different types of brakes, they primarily work the same muscles. But as previously mentioned the in-line does rely more heavily on angulation for turning. Angulation is a method of turning that simulates the specific movements in any genre of ice skating (hockey, figure, speed), and any style of skiing (alpine, nordic, and telemark). It's possible that this carving of turn attributes to the in-lines popularity.

Despite the differences between in-lines and conventionals, both are amazing tools for cross training. Skating's overall popularity is feverently rising. Why is this? The price of gas? I think not! The U.S. has experienced a fitness boom for the past several years. People are still concerned about staying fit, but gyms can become boring and smelly. Skating provides the hot alternative. It's low impact, cardiovascular inclined and can be done outdoors where most of us want to be. Whether you like the feel of a leather boot or the glide of an in-line, it's okay. The love of "la glisse" is universal.







CROSS TRAINING

by **Debbie Hendrickson**

Why did you select in-line skates for cross-training?

I originally selected skating because I needed an alternative way to get a good aerobic workout other than riding a bike. Confining myself to a room full of women in leotards and dancing to lousy music just doesn't motivate me. Now I have found that I have not only increased my aerobic fitness level, but created many opportunities to develop other skills that directly relate to my sporting activities. When I skate, I can really push myself so I reach my maximum heart rate, and work on balance, and enjoy the scenery all at once. You see, cross-training is meant to enhance your athletic performances not just physically, but also mentally. For me skating seems to accomplish both. But what's really nice is that every time I skate I believe I am taking another stride forward in reaching my personal fitness goals.

When did you first start using skating as a part of your training?

It was about a year and a half ago. A group of skaters were in a parking lot playing hockey and it looked like a lot of fun. As I watched, I noticed that these guys were really breathing hard and that's when it clicked. I related that game of hockey to a couple of top cyclists that have spent their winter seasons on ice, speed skating competitively. So I picked up a pair of Rollerblade in-line skates and have been using them ever since.

Do you feel that in-line skating has helped your cycling performances?

Well, it's really simple. I compete in a sport that requires tremendous balance, explosive power, and strength. All of which you can simulate during a hard-

Editor's Note -

Debbie Hendrickson was once a high-powered business executive complete with personalized Mercedes, penthouse suite, breakfast croissants, and secretarial staff. A handful of years ago, she abandoned the lifestyle for alternative pursuits. An example of personal dedication, Debbie committed herself to sprint cycling. Aside from becoming the winningest racer in her age group, she's also taken up extreme skiing, speed skiing, skating, and snowboarding. This change, and her success, has opened the door for new opportunities and brought the sponsors a knockin'. She answers some common Q's for us:

skate session. The extra edge that I need for winning has a lot to do with stamina and that's where skating can play a big role. Since I have seriously cross-trained on in-line skates, I have increased my distance and pace during road rides on my bike. In addition, I have developed new muscles that allow me to push heavier weights during my circuit training sessions in the weight room.

At first I was a little reluctant to believe that the skating was responsible for the physical improvements, but the more time I spent on skates the more I improved in other areas of training, primarily on my bike. I can see quick results and that is really encouraging.

What advice do you have for beginners?

I think that most people are worried about how they look. Wearing knee pads and elbow pads may not be real attractive at first but after your first fall you will forget about your appearance and be grateful you had them on. So I advise using protective gear. I guess the other comment I could make would be to start off in moderation. Don't go for the distance record in your first week. Just go out for short periods at a time. A sore body will just discourage beginners from continuing on.

What exactly is it you do during a training session on skates?

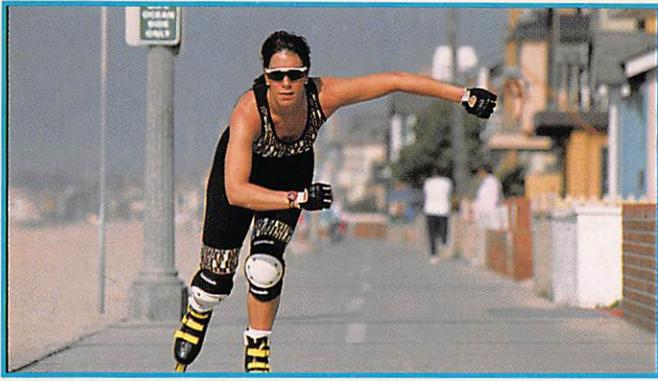
First off, I select a variety of areas to work out. That way I don't become bored plus the scenery can help take my mind off the pain when I start to fatigue. I usually begin my routine just like anything else. I stretch for at least 15 minutes. I do this with skates on, making slow movements to protect any tight muscles. After I'm warm, I hit the trail gradually increasing the pace until I reach a speed that I can hold for a 10 to 15 mile skate. The length of the ses-



sion is determined by the terrain. I always train on bike paths because they are usually kept clean and have a few gradual climbs and mellow downhills. I rarely skate along the beach boardwalks because of the large amounts of people—they slow me down. When I'm on the flats I typically position my body as a speed skater or cross-country skier in an aerodynamic form. My technique may not be the best and my form may not be picture-perfect but I'm seeing good results and that makes me continue. Following a hard workout it is just as important to stretch, so I casually play around attempting to learn new tricks. Actually I have found that learning new tricks has helped me to build confidence at skating at higher speeds because I feel I have more control.

What do you do when you're on the road travelling?

That's the true luxury of skates. They're easy to pack and you can skate just about anywhere. Once you get it down, sidewalks, streets, parking garages, or empty parking lots become an overwhelming adventure. Everything becomes an obstacle, and once again that keeps it interesting. The other thing is that I can see other parts of the cities that I travel to. I would normally never see these areas because the skates take me there. Frequently, I will use them as a means of transportation if I'm stuck at a hotel without a car. You would be amazed at how effortless it is



"Any active adult that doesn't give it a try will just be giving up that chance for a good time"

to get a few miles when you have skates

As they say, "Why walk when you can roll?" It's true!

So basically your saying that skating isn't just for kids?

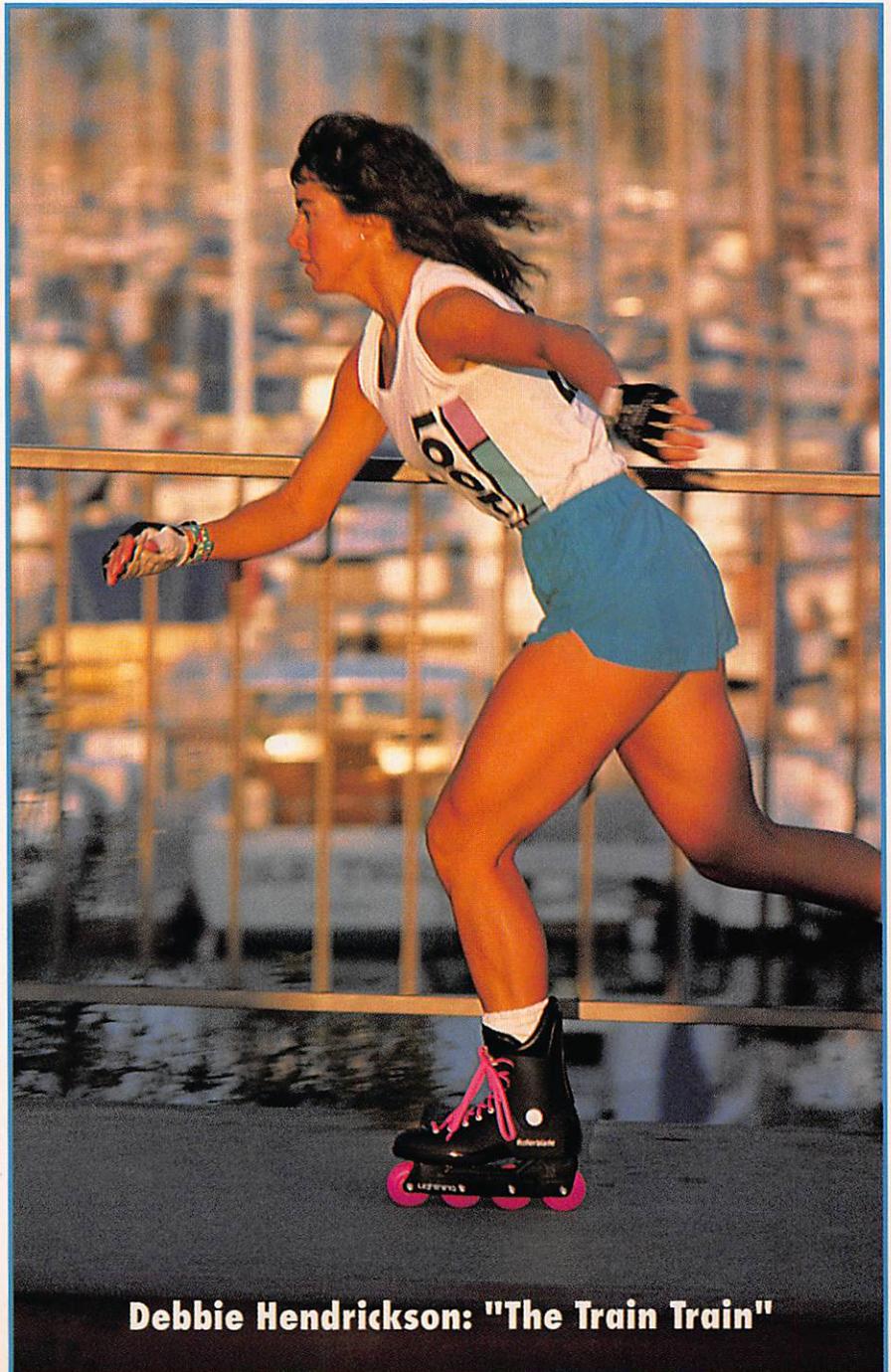
Right! The funny thing is that most of the people that stop me or make some kind of comment are adults. Typically a family will be walking and spot me on my skates and the parents point me out to the kids saying that they themselves would like to give it a try. I think the kids get excited to hear their parents talk like that. I'm thirty one and have been for almost two years. I've skated in races, tucked steep downhill, skated quarter pipes, and launch ramps. I'm not saying I'm any good but that gives me something to work on! Any active adult that doesn't give it a try will just be giving up that chance for a good time.

So what's next for you? A career in skating?

I'm finishing up the speed ski season with a World Cup race in Oregon, then It's off to bike racing training camp here in California. As far as a career in skating, well there is a racing series that Rollerblade will be sponsoring this spring and if I can fit the races in my schedule, I will definitely plan on making it to a few of those.

Is there anything else you would like to tell the readers?

Yes. If you are worried about projecting the image of a roller skater, than I say stop your worrying. In-line skates are for everyone. You can train as an athlete or just go skate for fun alone or as a family. You can make it as intense or relaxed as you want. Just do it. Get outdoors and get in-line!



Debbie Hendrickson: "The Train Train"



OLYMPIC ROLLER HOCKEY

by John Murray

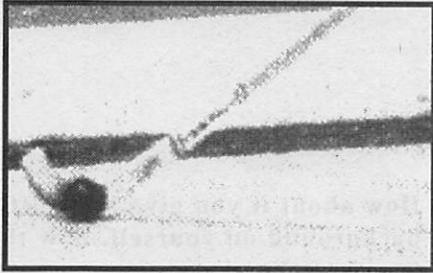
special with **Dennis Huckaby, U.S. Roller
Hockey Head Coach** Photos Courtesy USAC/RS

How about if you give me a little background on yourself, how the team is coming along...

Well, I'm an electrical engineer and mathematician by education. I work as the operations manager of an oil refinery, I work for Mobil.



We formed a standing national team, I believe, in 1982. Prior to that, when we went to the world championships, the team was formed by taking whoever was the current national champion.



How did you get into coaching hockey?

I began skating competitively in high school. I went to work in a skating rink, and from that I became interested in competitive skating and I skated competitively through high school. The year I graduated from high school, our

professional at the local rink decided to leave the rink. I needed some financial help to make it through college and the rink operator offered me an opportunity to turn pro. So I did that. I taught professionally for five years.

Which rink was that, Dennis?

It was called "Playground Roller Rink",



USAC/RS Photo



We don't need to spend a lot of time on fundamentals. You assume that these skaters have excellent fundamentals when they arrive.

USAC/RS Photo



USAC/RS Photo

in Beaumont. But it's long since been torn down. But during this period of time, it took me five years to get through college — well actually, I got a double-degree, one in electrical engineering and one in math. I still did not have competitive skating out of my blood. So about 1958 I organized a hockey team at our rink because it was the only thing you could participate in if you were a professional. We had a

club in our area since 1958.

Were there other hockey teams in the country at that time?

There were a number of teams that had been in existence for years when we became interested in the sport. The RSROA really did not officially recognize hockey as a competitive sport, I believe, until 1961. Hold on a minute, let me get some records... ..yeah, the first National Championship that we

had was sponsored by the RSROA was in 1961. There was some other organizations that had championships prior to that but I really don't know that much about those prior organizations. Anyway, we've had a national championship program going, sponsored through the RSROA, and now, USAC, since '61.

For our readers, can you tell us how the rules and equipment differs from ice hockey?

Yes. I'd say that there are two very significant differences between this and ice hockey. First, is that you're not legally allow to check anybody that has the ball. As a consequence, it's not nearly as rough as ice hockey — and, of course that has a big impact on defense. The very important factor is that you do not have off-sides (infractions) in roller hockey like you do in ice hockey so that there tends to be more passing in roller hockey than in ice hockey because you don't have the problem of skating the ball across the line before anybody else gets into the attacking territory.

You also in roller hockey have the equivalent of a half-court violation that you have in basketball. So once you get into the attacking area, you are required to stay, otherwise you have a turn-over.

The ball itself is not a puck, it is a ball, correct?

It's a ball — it's essentially the same size as a baseball. It's a very hard ball, I mean you can drop it on the skating surface and it doesn't bounce at all. If you have a bouncing ball it really impacts on the quality of play. The ball is a hard plastic covering with a cork center.

How is our team coming together, how are the players selected, how do you practice?

Our team is a 15 man squad. We're really trying to accomplish two things with this national team. We've tried to identify those players who are the very best talent at a younger age and then, of course, on the top end, we like to have the older players that make up the top four, five, six players in the nation. We trying to have the best we have in the U.S. and the best athletes that have the potential to become the best when they are good enough to make it on the team. The age span on this 15 man squad varies from 16 to 35 years old. A person tends to reach their prime in this game



OLYMPIC ROLLER HOCKEY

**"I really believe that the U.S.
is the fifth best team in the
world"**

USAC/RS Photo



at the age of 24 or 25 and if they keep themselves in really good shape, they can maintain their peak into their early thirties.

Have we had a national team since the sixties, or is this a recent thing?

We formed a standing national team, I believe, in 1982. Prior to that, when we went to the world championships, the team was formed by taking whoever was the current national champion and taking five players off of that team and five players selected by that team to join with them, and they would represent the United States.

Have you been the coach of that team since then?

The first time I coached a team was in 1968.

Is the team as it is now, is it drawn from all over the country?

Yes. Here is a run-down of where our current group is from: we have three from Lubbock, one from the Los Angeles area, four members on the team are from my local club, we have two team members from a club in Boyertown, Pennsylvania, one from a club in Remerton, Washington, two players from Modesto, California, and then one from Cumberland, Maryland.

How do you get all these guys together for practice?

Well, this Friday, we will fly into Fort Worth. We are set-up to have two three-hour practice sessions Saturday and then we'll have a five-hour practice session on Monday morning. Then

everybody will go back home. We try to do this once a month throughout the course of a year except during June and July, we take those months off because that's when our regional and national championships are conducted. We are attempting to have ten training sessions a year. This year we are trying to find some competition to take the team to internationally. We have not found one that we thought was suitable yet but whatever month we take the team to an international event we won't have a practice, naturally.

What happens in a practice session?

All of these are good-quality hockey players. We don't need to spend a lot of time on fundamentals. You assume that these skaters have excellent fundamen-

OLYMPIC ROLLER HOCKEY

"I really believe we're a notch above every- body else."

tals when they arrive. What were trying to do is to develop a series of set plays and team strategies that will build teamwork. Most of our activities are centered around doing those kinds of things that will make it easier for the team to function as a team when they get together at competitions and play.

Does 1992 mean anything to you?

Oh, absolutely.

What kind of strategies will you employ in Spain?

Well, the format that I just gave you in terms of how we train the team, we started that this year. Prior to that we had a much bigger group, we varied from 20 to 36 players on the national team. We used to bring about 20 people to a location either two or three times a year and train for a week at a time. When it was a 36 man team we did the same thing but we only brought 24 players to the camp. At the most, people were only getting to play together two or three weeks out of the year.

I really believe that the U.S. is the fifth best team in the world. Our performance at the last world championships did not reflect that. We fell off to about seventh place. I'm confident that we're better than the two teams that we allowed to beat us. The four teams that are ahead of us, nearly all of their players are professional. Most of them play professionally in Europe. Prior to a world championship, they will assemble they're national teams at least six months prior to the competition, and they will live together and practice together every day for like, six months prior to a world championship.

What countries are those?

Spain, Portugal, Italy, and Argentina.

The other team that is very, very close to us at this point is Chile. I really believe were a notch above everybody else. I think were slightly better than Chile, but we didn't demonstrate that on the floor at the last championships. That was in Argentina. One of the things that hurt us there in Argentina was the skating surface. In South America, the skating surfaces are very slippery. We never get an opportunity in the United States to skate on surfaces that are that slippery. I mean the skating rink floors in this country are just great. So whenever we go anywhere internationally and have to play on slippery surfaces, it really hurts our performance.

You're bringing extra sets of wheels?

We had all that and we were holding as good or better than the other players but whenever you practice on slippery floors all the time, you know how to play on it. They have slippery surfaces in Europe, and they also have some very good services in Europe. But if you go to South America, just about everything they play on there is slippery.

So when we go to Spain, what's our strategy?

Our objective, of course, is to qualify for the Olympics. There will only be four teams that qualify. There will be a play-off prior to the Olympics and only four teams will be selected to actually participate in the Olympics. We think that if we were fortunate to qualify for the Olympics, it could do great things for roller hockey in the U.S. We also recognize that it is certainly a big challenge to move up to one of the top four places. If you look at the programs ahead of us, all of the other four teams

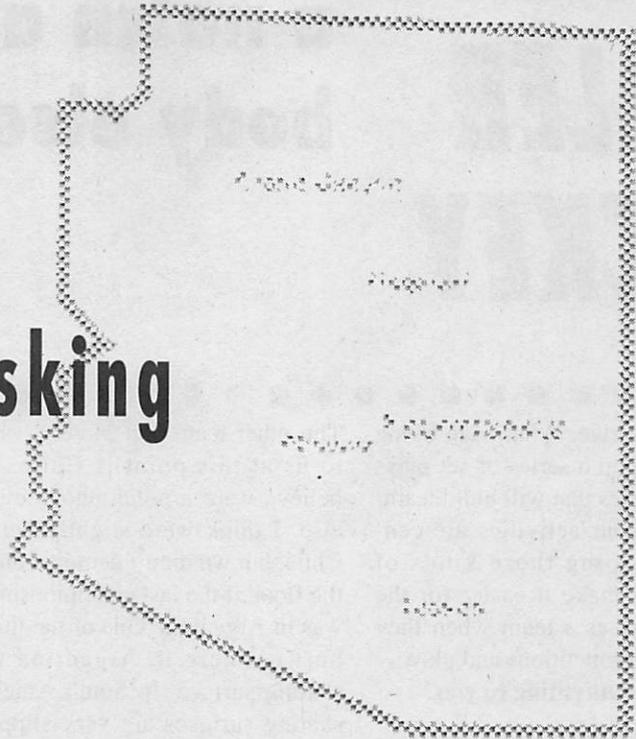
can recruit from several thousand players in each of their respective countries. The United States can only choose from a couple hundred players for world-class recruits. Volume builds quality. They have people who make a living coaching. Certainly, in Italy, Spain, and Portugal — those countries have all kinds of opportunities to make a living playing hockey. If somebody's a professional, he's going to spend 20 or 30 hours a week on the floor playing hockey. Were very fortunate in this country to get enough floor-time to spend 8 to 10 hours a week. So we have some severe handicaps to overcome. Having said that, I don't want to imply that we don't think that we have a reasonable opportunity to make the Olympics. we've demonstrated many times that we can play competitively with the best teams. For us to qualify, we are going to have to perform at the two of our capabilities and we'll have to get the breaks.

Are you going to employ a really strong defensive strategy to keep the scores down?

Historically, that's been the strength of our game, the defense. I'd have to tell you that our defense is as good or probably better than any other country in the world. Where we are behind is on offensive skills. Our ability to ball handle, pass, and shoot is not up to the same level as the four teams ahead of us. But, I'll tell you this: we have seen big improvement in this area in the last few years.



ARIZONA: miles for the asking

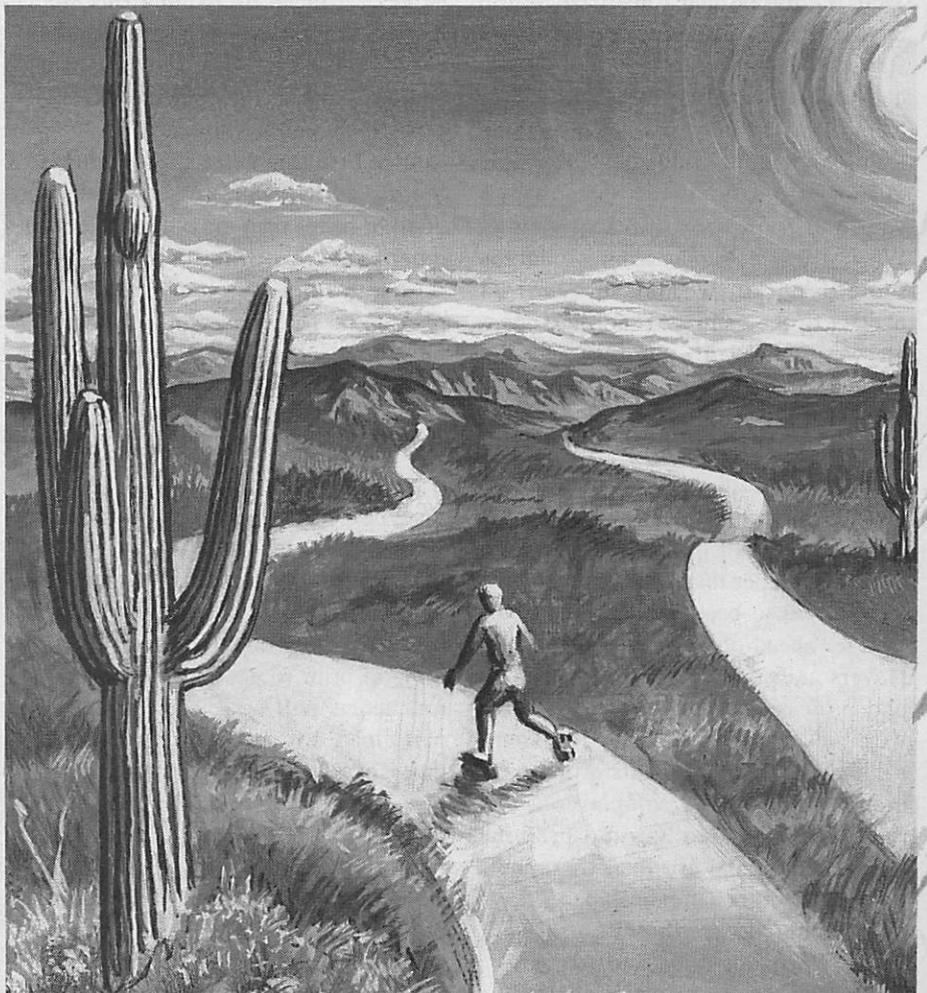


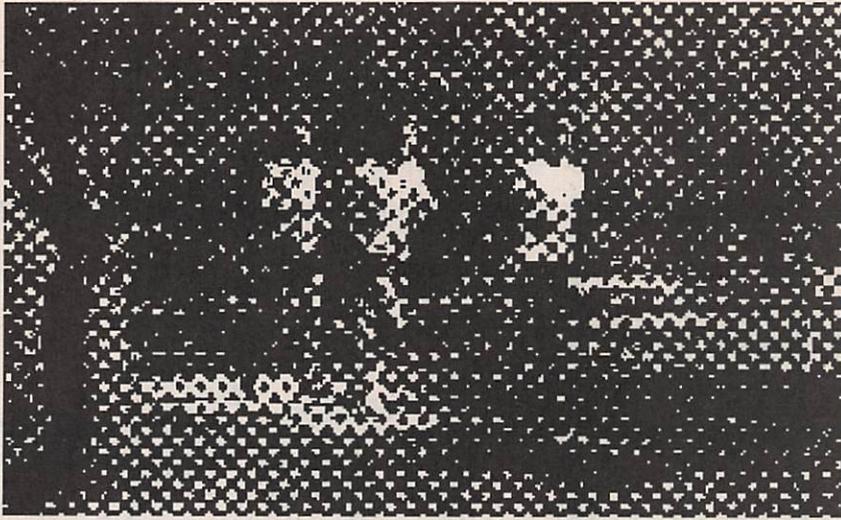
Skating Scene in Arizona

Arizona, The Greenbelt.. Scottsdale's Roll Model

by
Steve Clauter

With the advent of in-line skates, Scottsdale, Arizona is witnessing an explosive outdoor skating revival. Some might say this newfound skating activity is an offshoot from the oceanside boardwalks in California. A closer look





reveals that of all things, a flood control project named the Indian Bend Wash, turned out to be the perfect skating catalyst. The Greenbelt, as it is locally referred to, has accommodated both ice skating and indoor roller skating rinks. But...the really interesting aspect of the current fancy for fast-paced outdoor skating activity was never envisioned, planned, or actively promoted...it just happened. And some would say it couldn't have happened in a better place.

The basic idea of the Greenbelt was to construct a series of recreational urban parks to channel the flash flood waters. The water is stored and released by a system lakes and streams which run the length of the Greenbelt. Nearby golf courses, baseball fields and picnic areas are designed to provide additional water routes during especially severe storms. It is truly amazing, that damage and cleanup is so minimal even after a major storm. In short the concept works exceedingly well. A paved bicycle trail or recreation bikepath, connects the entire system together. This is where skating got its foothold, even though to this day, recreational roller skating is not officially mentioned once as an activity accommodated by the Greenbelt. Other attractions include: an amphitheater, community centers, public swimming pools, the nation's first urban campground, fishing, tennis, volleyball, basketball, fishing, paddleboats, shuffleboard, and horseshoe pits. Best of all, almost everything is free. No paying for parking or closed private beaches here.

On weekend afternoons in particular, skaters outnumber and outpace most other forms of recreational activity. The skating throng's appearance range from

Robocop to Jane Fonda's followers to hard core skater bums with ski poles. Some perfectly normal people become freestyle showoffs, dancing fools, fitness fanatics, and even adrenaline addicts once fitted with skates and pointed towards the Greenbelt. At times it seems that Arizona's Ragtime Cowboy Joe might show up sporting chaps (they're great for protection) and skates instead of stirrups and a horse. With that same glimmer in everyone's eye, roller fever must be contagious. Could it be?

A travelogue going upstream through the entire length the Greenbelt follows and explains the terrain so many skaters have found to enjoy. Refer to the attached map.

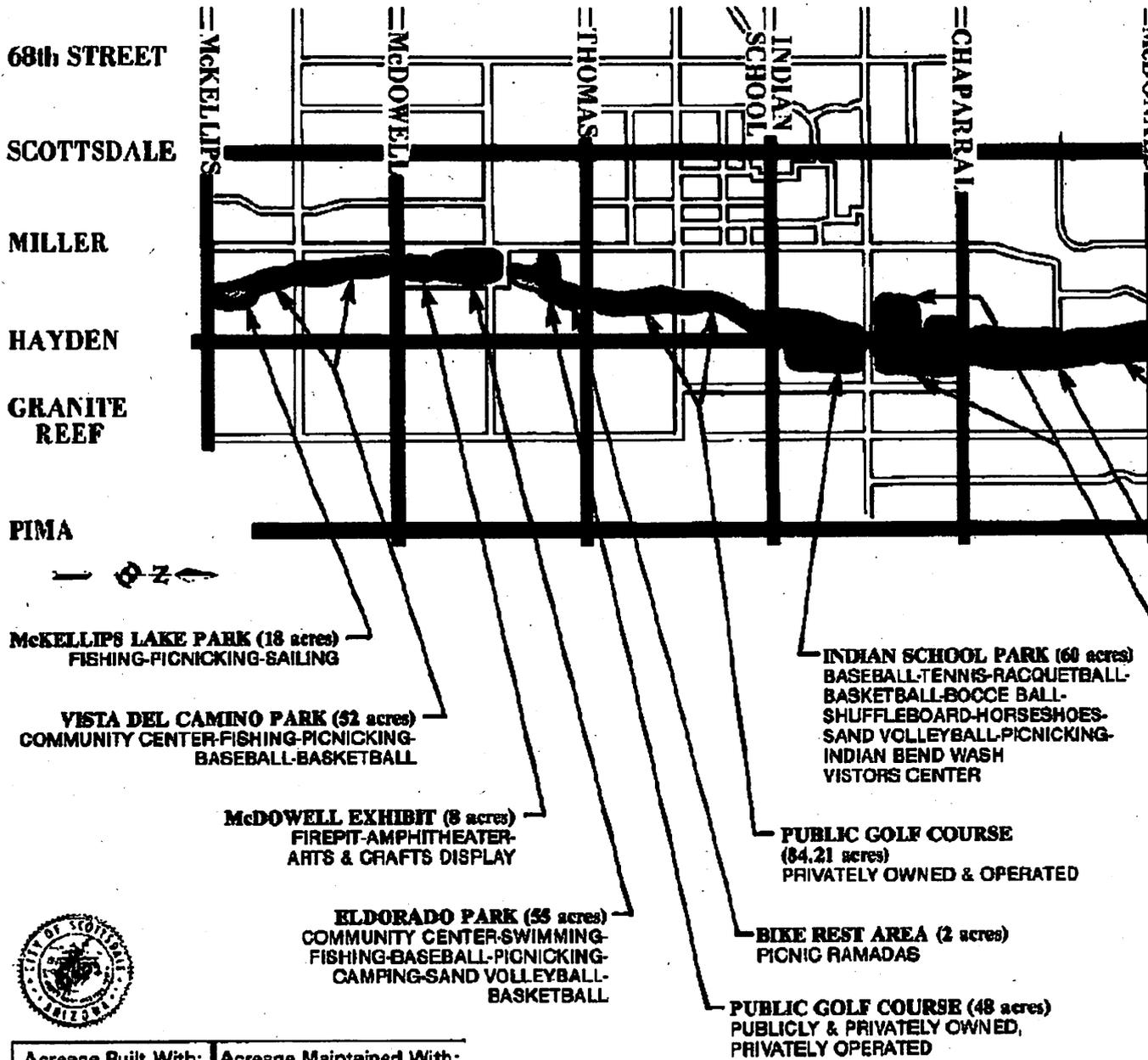
The starting point will actually be just south of McKellips Road at the bottom of the map. Nearby, off Hayden Road there are two skating rinks. Oceanside Ice Arena provides a full schedule of ice skating activities including ice hockey, skating lessons, and public skating hours. On a hot summer day ice skating is certainly a cool and refreshing experience. Within a quarter of a mile to the south, indoor roller skaters flock to Skateland. This rink has been popular for years and equipped with the latest tunes, lights and lots of skaters. If the weather turns foul or just for a pleasant change, stop by for a skating session. Back on the Greenbelt's bikepath

"The skating throng's appearance ranges from Robocop to Jane Fonda's follower's to hard core skater bums poles."



(skatepath?) heading north is found McKellips Lake Park. The bikepath makes a complete circle of the lake. Desert Devils Gymnastic Center is nearby where a number of world class olympic gymnasts train. Farther north, that's upstream, there's a 18 hole official Frisbee golf course. Skating is fast and wide open along this section.

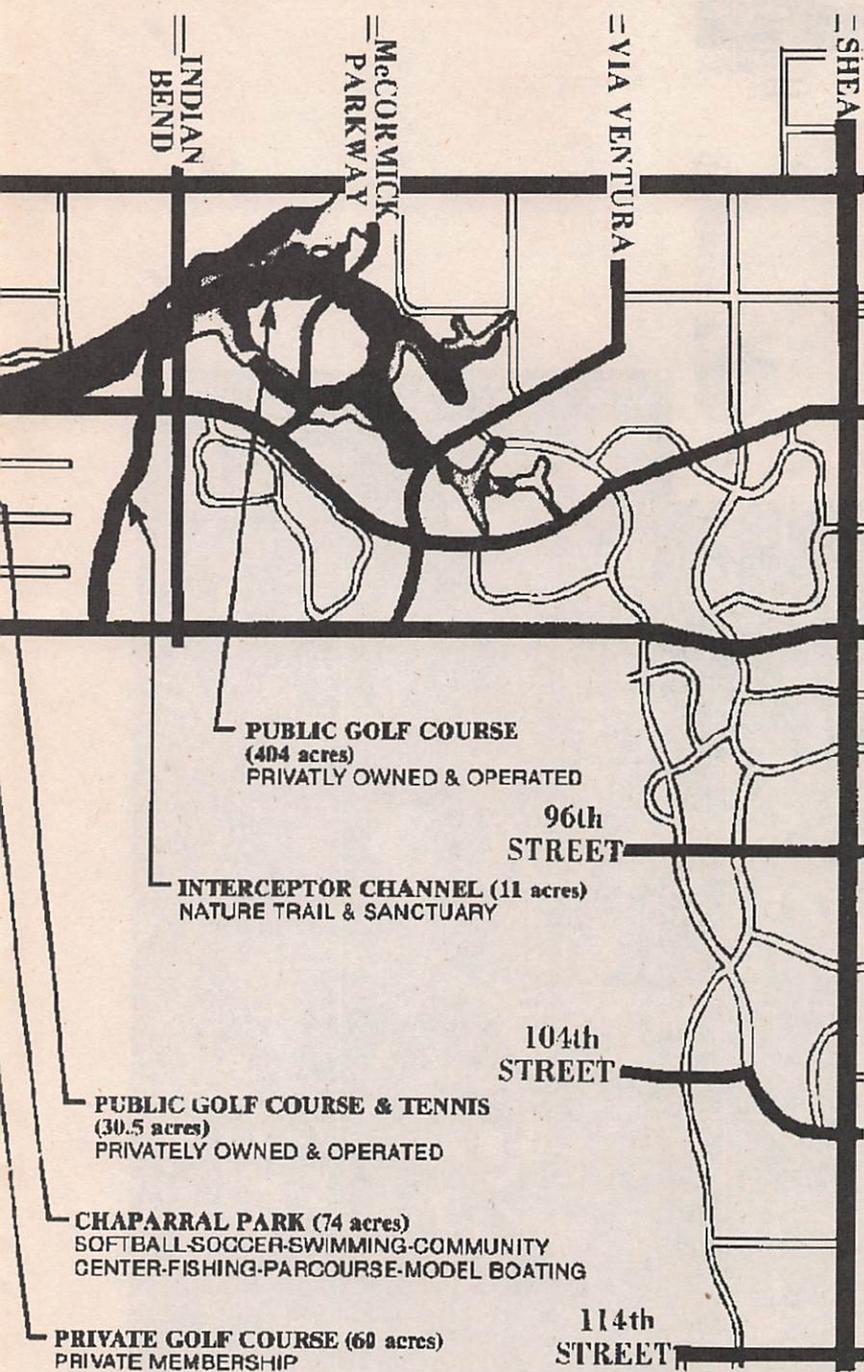
At the McDowell Road Bridge that long concrete ridge with sloping sides is called THE WEDGE. No skating trip is complete without spending time here. Watch the acrobatics...some claim aerobatics...of both skateboarders and skaters. World class ski jumpers use roller skates here and practice jumping completely over the flat top portion of The Wedge. It's not uncommon to find a hundred or more skaters bobbing and weaving under the bridge on the smooth concrete. Overcrowding though isn't a problem, there's still plenty wide, open spaces. To the east, adjacent to the Wedge, is the Cold Wave refreshment



Acreage Built With:		Acreage Maintained With:	
Public Funds	Private Funds	Public Funds	Private Funds
408.43	685.71	379.39	714.75



Acclaimed as an engineering wonder of the world, the Indian Bend Wash greenbelt is one of the nation's most outstanding flood-control projects. Once an eroded, seven-mile stretch running north-south through the center of the community, the wash created an ongoing problem for Scottsdale. During the rainy season, water rampaged into nearby residential areas, barricading people from critical emergency services and places of employment. Even in dry times, the wash was an eyesore, overgrown with weeds and mesquite.



ARIZONA: miles for the asking

A look at the wash today shows quite a contrast: seven and a half miles of lush park-land providing lakes, golf courses swimming pools and miles of skateways. Annually, more than one million people take advantage of the numerous recreational amenities. Residents and visitors alike can be found playing tennis, basketball and racquet ball. The greenbelt also provides opportunity for soccer, shuffleboard, horseshoes, jogging, golfing and fishing. Indian Bend Wash boast the nation's first urban campground, biking, hiking, picnic and playground facilities.



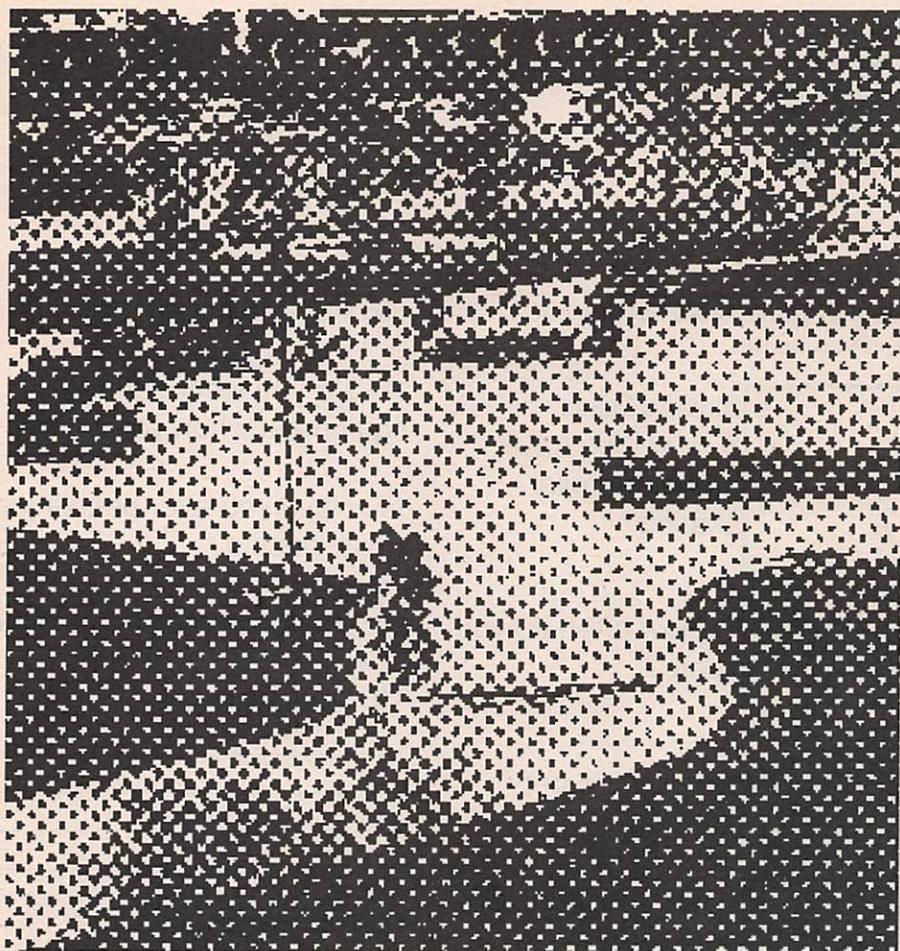
stop. Skaters are welcome.

Eldorado Park begins immediately to the North. Here is where the Greenbelt concept was born and first tested. The bikepath cruises through many different areas including a grove of indigenous Mesquite trees. Farther north the bikepath passes by the first of several golf courses. Just before Thomas Road is found the state's most established skate shop, Scottsdale's Sidewalk Surfer. Skate rental, equipment and advice, if needed, is available. On either side of the Thomas Road Bridge, the bikepath becomes more challenging with steep grades and switchbacks. It's obvious that novice bike riders and skaters were not considered when this section was designed, be careful. It's lots of fun for experienced skaters though. The bikepath continues north along another golf course towards Indian School Road. The lush green grass of the golf courses provide plenty of cooling especially at night. By the way, most of the Greenbelt's parks and bikepaths are lighted for nighttime skating activities. How romantic!

Upon reaching Indian School Road a tunnel leads under Hayden Road to Indian School Park. The Visitor Center is open weekdays from 8 to 5. Almost any recreational activity imaginable is here. Spend some time and investigate. There is even a flat raised roller skating area. Skaters sometimes practice roller hockey here too. Major league baseball teams practice on the baseball fields. Return back through the tunnel and continue north.

At Chaparral Park the bikepath circles Chaparral Lake with a 1 mile loop. There's the state's largest freeform public swimming pool. Last November Scottsdale's voters approved a \$2 million bond issue to continue improve-





ments in the Greenbelt from roughly Chaparral Road north to Indian Bend Road. Up north past Chaparral Park at McDonald Road is the brand new PGA Family Fun Center with restaurants, a driving range, video games, and a super miniature golf course. Continuing north, the bikepath runs along Hayden Road into McCormick Ranch. At first the Greenbelt may seem to disappear, but stay along Hayden Road and turn west on McCormick Parkway. The bikepath again takes off north along lakes and grassy hills. Several outstanding bikepaths through Greenbelt areas can be found in the McCormick Ranch area. These interceptor channels, as they are called, provide additional miles of bikepaths in both desert and lush grassy settings. At the intersection of Hayden and Mountain View Roads, another skate store, Pure Energy Action Wear in the Mountain View Shopping Center, can offer further directions.

The total distance is over 8 miles one way. The bikepath avoids most intersections by splitting off and tunneling under the roads. Be careful around oncoming bicycles, pedestrians, or other skaters. As in all warm sunny climates, wear sunblock or protective clothing and drink plenty of fluids.



Illustration by Warren Keating

Background Information

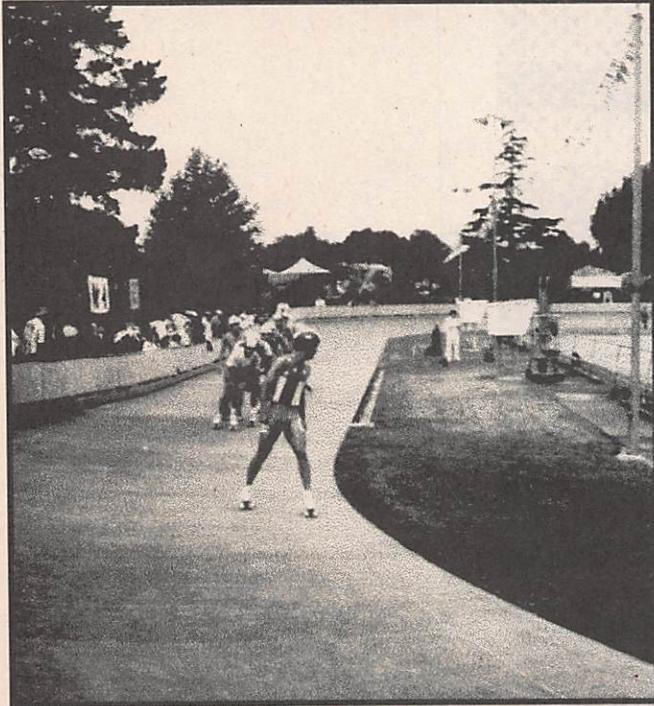
Scottsdale's dry, sunny climate has provoked many to envy. With over 300 sunny days a year and only about 6 inches of annual rainfall, it's population bulges with winter visitors, or "Snowbirds" as they are called. Even considering the dreaded hot summer days, one can expect 210 days with an average high temperature BELOW 90 degrees. But when storm clouds loam over the horizon, things really begin to happen, or at least they used to. The severe, sudden cloudburst of just an inch or two of precious precipitation can release literally miles of flash floods cascading down otherwise dry riverbeds, called washes.

Scottsdale developed on either side of one of these wide rambling washes. Each flash flood would cut the city in half and brought increasing damage. In the end, foresight, insight, and common sense solved the problem. Instead of the conventional giant concrete aqueduct (a monstrosity sure to permanently scar all adjoining neighborhoods), Scottsdale cultivated the Greenbelt flood control concept. Selfless efforts by many concerned citizens and government officials alike finally persuaded the Army Corps of Engineers to begin construction during the mid 1970's, using the Greenbelt concept. In effect, the groundwork was literally being laid for the awakening of outdoor roller skating some 15 years later.



SURVEY:

Here we go, trying to get more information out of you! Please help us out by completing this reader survey. Simply tear out and mail when complete. It will help us serve you better.



Skating Data

6 How long have you been roller skating?

7. How often do you skate?

8 How long per session?

9. Do you own your own skates?

10. How much did you pay for them?

16. Do you wear safety equipment when you skate?

17. Have you ever been injured while skating?

18. Do you skate competitively?

19. If so, what type?

Miscellaneous

20. What would you like to see in future issues of Skater Mag?

Personal Data

1. What's your age?

2. Male or Female?

3. What city do you live in?

4. What's your occupation?

5. What's the approximate gross annual income in your household? (circle one)

under \$10,000

10,000 - 20,000

20,000 - 30,000

30,000 - 45,000

45,000 - 60,000

60,000 - 75,000

over 75,000

decline to state

11. When was your last skate-related purchase?

12. What brands do you prefer? _____

12. Do you skate in roller rinks?

13. If no, why not?

14. Is there a rink in your city or nearby?

15. What's the name of it?

21. Will you buy Skater Mag on a regular basis?

22. Do you think you'll subscribe?

23. If no, why not?

24. Where did you get this magazine? (circle one)

rink

convenience store

newsstand or specialty store

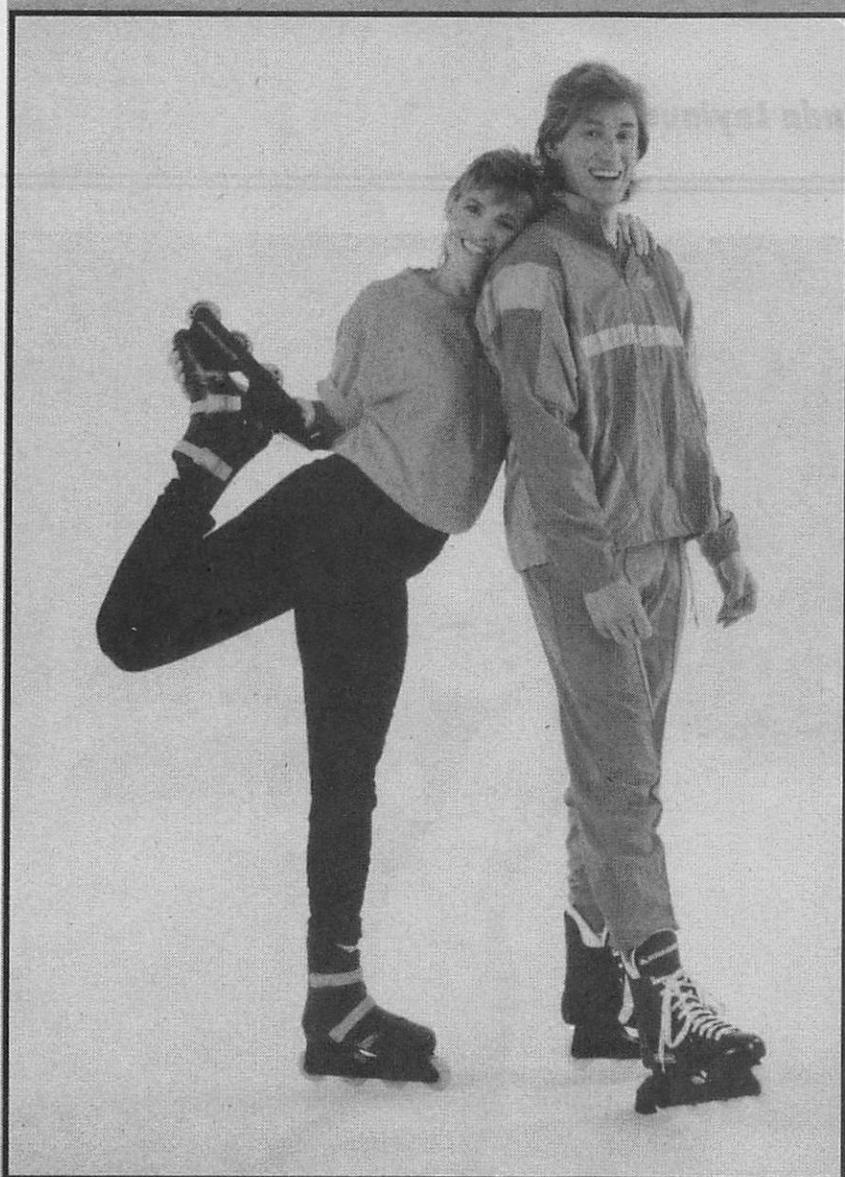
supermarket

friend

Thank you!

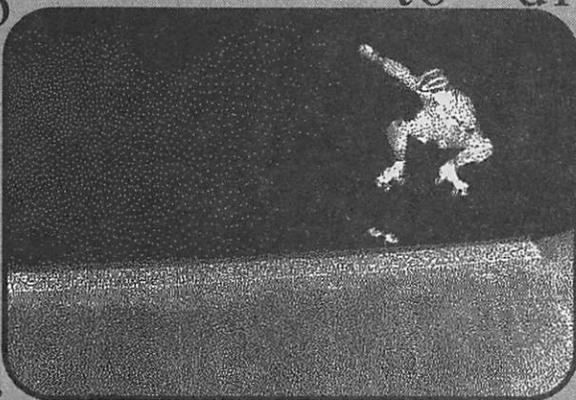
Gallery

A collection of photos for you to scope and contemplate. Send more...



usually, at least in rural areas, you will find a group of people that have gotten together to complete the project. When success is obtained, it becomes a celebration of the efforts of human existence. You can do the same... Return to sender, the journey is complete. Remember to dispose of properly, the ozone is in danger.

In order to complete the journey from here to there, one must consider the obstacles inherent to the job at hand. Ergo, consider the construction of any major hospital:



Dave Cooper Profile

On the line with D.C. by Amanda Leyland

State your name.

Last time I checked my driver's license I was Dave Cooper, Dearborn, Michigan.

How old are you?

I'll be thirty-one on April 30th.

You used to work in a kit shop?

Yeah, that was in 1979. A long time ago. I was much younger and much funnier back then. That was the year that I started skating. We had to do something after work so a bunch of us got some outdoor skates and started to do some boppin' around the downtown area.

What is your training regime?

Right now I'm out about five days a week. Somewhere between one and three hours, maybe two to three hours a day this time of year with lots of races happening. I head out for long distance skates somewhere between 20 and 40 miles; I rarely do less than that. I'm out on the road with traffic. I try to pick those times of day when the least amount of cars are out. We just cruise two-and-a-half lane roads. The ones with two lanes and a shoulder are the best. Anywhere a bicycle can travel, we can travel — we're going about the same speed.

You have some training partners?

Just bicyclists. Actually what I end up doing is flying to other cities to train. In '87 and most of '88, I trained down in Atlanta. I've since started training in New York and I've switched my team affiliation from the Peach Tree Road Rollers to the Big Apple Road Rollers.

What are you looking forward to in 1990?

To see the sport grow and get more people involved just so that we can get a larger fraternity of folks to associate with around the country. I'd really like

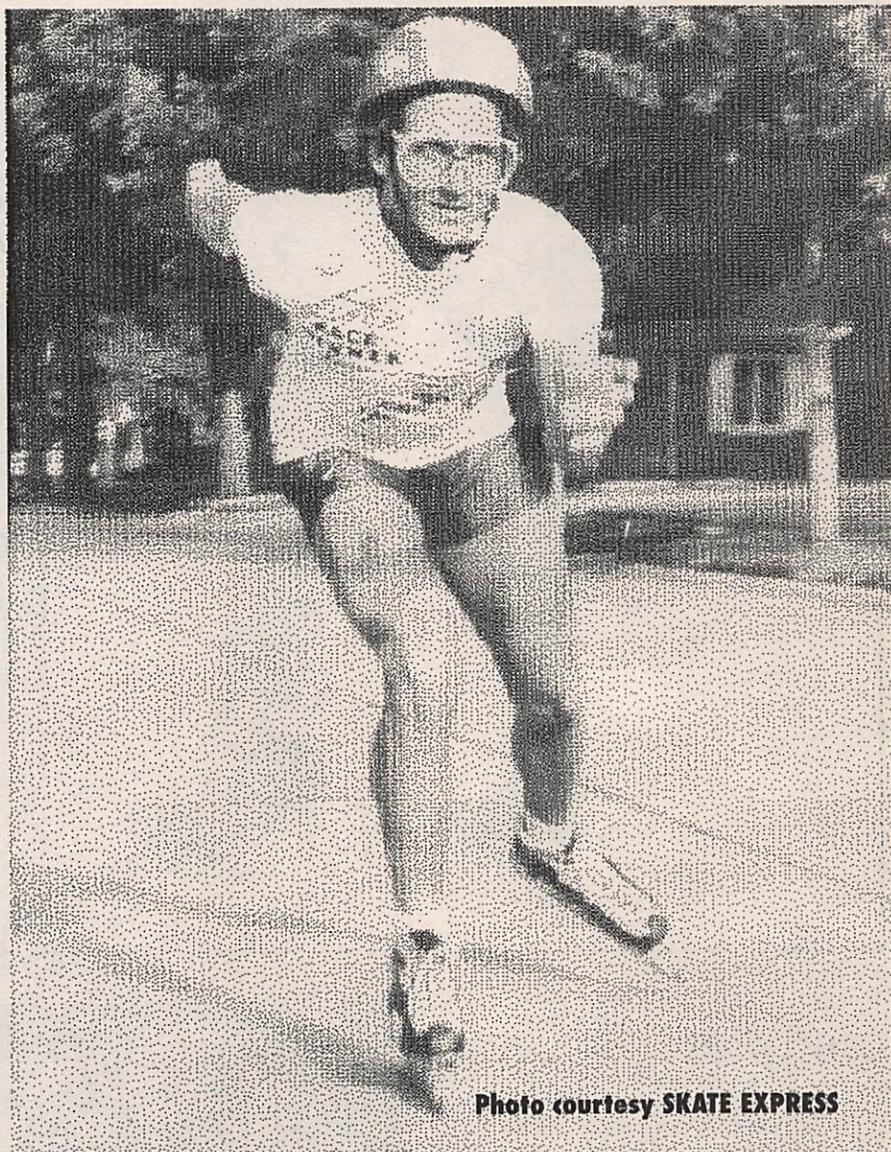
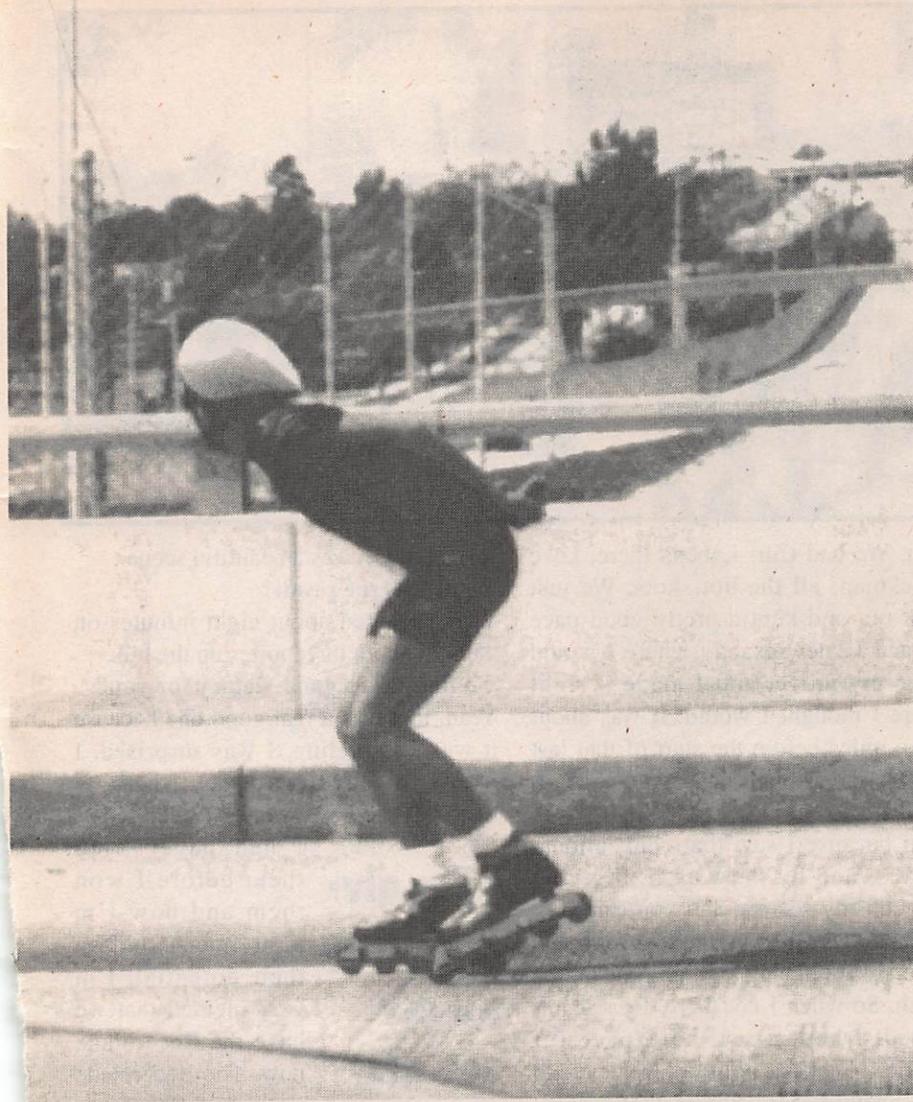


Photo courtesy SKATE EXPRESS



friendly rivalry between Uwe Brockman and myself. Uwe is a die-hard conventional skater. Probably one of the strongest conventional outdoor long-distance skaters in the world — maybe that's ever lived. Uwe and I began training together in '87 on conventional skates and we were always neck and neck. Uwe beat me in '87 in the Athens to Atlanta race. He pretty much held on to the title. Next year, I was out with a broken leg — I broke it skating, but you might not want to print that. The Alabama race saw us pitted against each other again, and in fact we were alone after about 65 kilometers. Instead of going out and racing, we decided we were going to have a good, old-fashioned old-time skate. But we knew that the inevitable would happen. We talked about how we thought the race would end and who would make

to see those parts of the country that have never been turned on to in-lining or any kind of outdoor skating really because I do both conventional and in-lining although I've been doing more in-lining lately since this Racerblade came out. I'd like to see the pockets that are currently void of any kind of skate activity — I'd like to see them move.

I'm not so interested in racing believe it or not. Racing is just kind of an activity, kind of a way to get you going, to get out there and skate and train so I just use it to fool myself. I believe I have to do well in a race so I'll get out and skate.

How was the Alabama race — how did it go?

The Alabama race was real good, it was a fine race put on by John Skelton. One hundred kilometers on a 10K closed track. It was a very interesting race in that it was the return of a traditional,

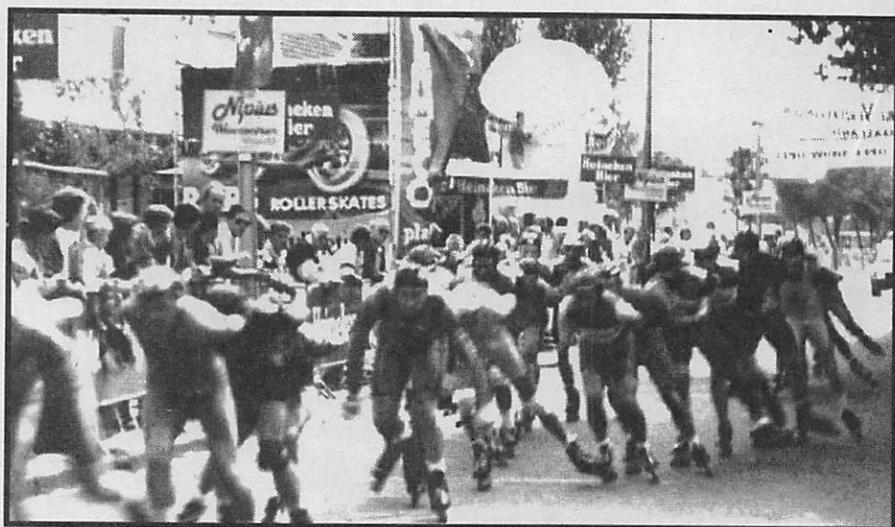


(Left to Right) Keith Slater Jonathan Suetter

Photo courtesy of SKATE EXPRESS

Skeeler racing in Holland

Courtesy SKATE EXPRESS



the move and where... As you were skating? As we were skating. In fact I told Uwe that I thought the race would end in a sprint and that he would win it because I thought that conventional skates still sprint better than in-lines. But that I was obligated to just let him win, as he says, and that I was obligated to make a move. I showed him where exactly I was going to make the move and told him that I would make two moves, one at the eighth lap and one at the ninth lap if the eighth lap move failed. At the eighth lap, when we got to our appointed rounds, I said, "Well, Uwe, here we go, time to make a move" and I did. He didn't keep up. We find that in long-distance skating, the tactics haven't really developed and aren't nearly as important as shorter-distance indoor track skating and more than that the people that are competing are really good friends. You have to be friends because were out there on the road, pretty much trusting each other with each others' lives.

Tell me about the Malibu race?

Last year's Malibu?

Yeah.

Intense competition. Probably the race that I am second-most proud to have won — if I'm proud at all. The course itself was very well layed-out. It was also very cruel. We had some of the best skating names of all time there: Tom Peterson was coaching a Hyper team that consisted of Alfonso Canoe, Danté and Tony Muse; some of the finest conventional skaters and some of the best athletes around right now, in fact they're much finer athletes and much better skaters than me — or pretty much any of the people that I skate

with. We had Curt Labeda there, Uwe Brockman; all the hot-shots. We just went out and kept a pretty good pace up, and I knew exactly where I would make my move, and I made it right where I thought I would. It was about seven miles before the start of that last hill, on some rough pavement. I decided to make the move on rough pavement because I saw that conventional skaters, and by the way, I'm giving away all my secrets, and you can print them, anyway... I saw that conventional skaters were having a tough time on the rough. So when I got there, I just hammered, I kept a real hard pace for awhile. I make a policy never ever to turn around. My idea is that I can't skate any faster, so what's the point in looking behind you. But I did hear somebody and next thing I knew I felt somebody on my rear. And it turned out that it was Danté and Tony who were able to, amazingly, bridge the gap. No one else was able to go along with them. Danté, Tony, and I got to the hill — the start of the big 2,200 foot climb, together and I told them that I thought the race was going to end in a sprint and that they would win because they were on conventional skates and we thought that in-lines, especially long blades couldn't climb hills. About a mile up the hill, I felt like I wanted to skate alone. I found that it wasn't much fun skating with just us three. It was going to be a much better skate for me if I was alone.

Were they bothering you?

They had different ideas on what they were there for, that's all. They're damn good people. So I just wanted to skate alone. I wanted to skate and smell the

sage, and... it was a beautiful scene.

What was the result?

Well, I gained about eight minutes on them in about three miles up the hill.

So that was a good victory for you?

Yeah, that was a real good one because it was so grueling. I was surprised. I won a pair of Rollerblades. That was the first time I ever skated Rollerblades.

"I'm giving away all my secrets, and you can print them..."

I had never tried them before I won them and now I'm pretty much sold on their potential. I'm very pleased that we have the Racerblade now. The Racerblade — in fact I'm working on a brand new set of them right now as we talk — they're made by the

Rollerblade company and they're the first commercially available and American-produced in-line racing skate.

How high is the boot?

It's a little lower than the lightning. It has a new cuff on top with a ratchet mechanism that's absolutely dynamite. It has a great liner, a nice, comfortable liner, and probably the biggest feature about it is that the wheels are tall. They're brand new, three-inch Kryptonite wheels with a really big drilled-out core that cools the interface between the urethane and the core. The wheel is really the first significant new technology for in-line wheels since in-line wheels came out, I think. They're significant because they are so tall and we believe that tall wheels are really going to afford us an advantage. So I'm



Atlanta Peach Tree Road Rollers

Cooper once had an affiliation with this legendary club, but has since developed a relationship with the Big Apple Road Rollers. He admits his training partners are still "just bicyclists."

Photo courtesy of SKATE EXPRESS

pleased. I've been testing these skates for about three weeks now. I entered a time trial in New York on Saturday, which consisted of one lap around central park. It's about ten kilometers. The old record was 20 minutes, 11 seconds, on a five-wheel Dutch skate. The new record is 18 minutes, thirty-five seconds, set using a pair of Rollerblade Racerblades and Kryptonik three inch wheels.

What's your schedule for the upcoming year?

Well, tomorrow I fly to Las Vegas and go to a 10K S.I.A. (skiing trade-show), kind of like a run and roll, not exactly my forum so I don't expect to do very well. Then I go on to San Francisco for a 50K race, the S.O.H. Challenge, put on by David Miles of the Outdoor Roller Skating Association of America.. Then to Mexico City April 8th for a 100K race. We call it a revenge race because we lost last year. Uwe and I versus three Mexican teams. That was the last race that I did not win so I would really like to go back there and make a good showing and have a good time because it's a good group of people. Then Houston, Malibu, New York, and finally in the early fall I'll be traveling to Holland to lose against the Dutch. The Dutch are so far ahead of us, it doesn't even seem funny. Then, at the end of the season, it's the grandfather of all races, the Athens to Atlanta race. It's 85 miles and in its 9th consecutive year. That will be in October.

Why are the Dutch better?

It's a long legacy and history of ice speed skating, which helps in technique, although I believe the techniques are not identical. They also have the

mind-set and the national fervor for this kind of thing. They are real athletes. There's also quite a bit of sponsorship and money. This makes it easy for people to do races. It's really expensive. It's expensive to travel all over the place and to afford equipment and the Dutch are able to get the money.

How do you afford to travel so much and compete in these events?

Well last year I spent, I figure, about ten thousand dollars of my own money traveling. But it was just really a labor of love because I got to see a lot of my friends who are skaters around the country. This year I am sponsored. I get my expenses covered to go to races. I do take money, I am not an amateur.

Who are your sponsors?

Kryptonics, this year. I am negotiating with Rollerblade. I choose those two companies not because they would give me the money, but because I believed in the product. I had other sponsorships of equal value and I went with the companies who's products I was currently excited about. I think we pay a lot of attention to equipment — probably too much attention to equipment.

Do you have a clothing sponsor?

No, no clothing sponsor. But I do have a food sponsor called Ultra-Energy. It's a predigested carbohydrate that we eat in long-distance races and I can honestly say, no lie, there's no way that anyone can win these long-distance races without using it.

Do you carbo-load prior to a race?

I carbo-load the entire week before a race. I'm a reformed vegetarian so I

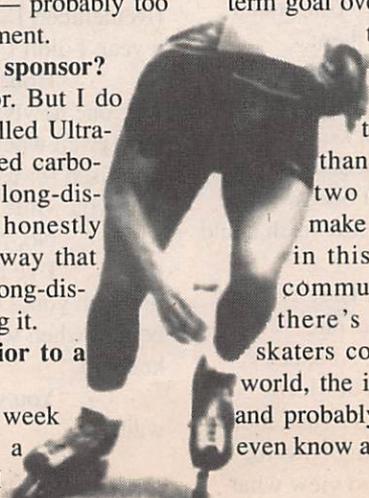
have a propensity to want to eat that carbo/starchy stuff anyway. The week before I'll take in quite a few calories. By the time I get to the race, I'm sitting pretty plump and ready to burn some calories. Then I'll drink about five bottles of Ultra at about 500 calories a bottle during the race. It's the only thing that will really digest when you're working that hard.

Where does Uwe live?

He lives in Atlanta. He picked that as the "optimal place in the world to skate." He's from West Germany and he considered a number of conditions like overall temperature, terrain, road conditions, number of bicyclists and he came up with Atlanta as a good place to train. Uwe, right now, is in professional training. He will not compete any more this year except for the Athens race. He'll continue to train as if he was racing, but, like me, he finds the fun is in the training and that's where the real joy is.

Anything else you want to say?

Just that the goal we're really trying to work towards, the long-term goal over the next two years, is to try to field an American team to compete in Europe against the Europeans. More than anything to bring the two cultures together. To make another "skate contact" in this kind of global skate community. We believe that there's going to be a lot of skaters coming from the bicycle world, the ice speed skating world, and probably from worlds we don't even know about yet.





HUMOR:

by Dennis C. Blackwell



"Skates, my wife Maresea had Said. "When I graduate from college, I want a pair of skates for my gift."

The search seemed endless. I began to wonder aloud how many pairs of skates one set of human feet could try on. At night, in my sleep, I began to see big wheels chasing me.

The pair - no, wait: The Pair - finally called to my wife months later as we strolled through Morrie Mages sporting Goods in Chicago. I didn't exactly approve - hey, they looked like blue tennis sneakers with doughnuts attached - but they'd caught my wife's fancy and I wasn't about to argue with that. Besides, they only cost \$60.

Imagine: the search for the Holy Grail had ended.

For \$60.

That night, I dreamed of skates with big smiles on their faces, beaming their collective approvals.

Maresea dreamed of big wheels chasing her.

In the morning she told me the bad news. "These aren't the ones for me, Den. I'm taking them back."

"But you can't! You skated around the apartment in them."

"That's OK. The sales clerk said I could try 'em out if I stayed on carpet and wore fresh socks."

Desperation flooded me. "But ... but those socks hadn't been washed for almost three hours. How fresh could they have been?"

"Nice try, Den. They're going back. Another pair awaits me."

Indeed, another pair did. At exactly twice the cost. The clerk at Morrie Mages didn't even put up a fuss about the exchange, the sniveling coward.

I couldn't bear to view what

I'd bought my wife.

So she held them in my face.

Pure, light-colored leather — not a scuff or a mark anywhere. Sturdy, high-grade metal reinforcing. A rubber bumper in front for stopping on the dime I had left after buying the skates. Wheels made of some durable space-age material.

Ah, well. At least my involvement with all this is at an end. (Remember, I'd been married less than a year. I didn't yet know my wife well.)

"Honey, she said one night, the way one newlywed will say to another newlywed when great things are promised for romance, "I'd like to skate with you while you jog."

"No. No. No."

"I've always wanted to work out with you, Den, but you leave me behind when we go for a run. Now I'll keep up."

"You won't, Maresea. Just - wait."

"Just - just wait, Maresea," I

gasped to my wife, a quartermile ahead. You — you won't. I'm trying hard, but you're ..."

"I'm what? Slowing you down?"

Oh, what a wicked grin. I'd have tackled her if I could've caught her.

That evening, I offered a truce.

"Look, Maresea, when we run together, I'm ahead of you and you're unhappy. When I run and you skate, you strain me to the point of cardiac arrest. Plus, you outpace all the big dogs that chase you, and the disappointed mutts turn around to joyously face me chugging behind you."

"So?"

"So we've got to work something out. Either you slow down, I speed up, or we work out separately. I'm through being dog bait."

"Fine," she says, leaning forward. "Here's my idea."

"Is anyone looking?" I whispered.

"No more than half the free world," Maresea called back. "Come on, you big baby - get out here!"

I wobbled into view. She couldn't contain her mirth. "You're the first pigeon-toed skater I've ever seen."

"It's not funny," I barked. "You said this would be easy."

"And it's not?"

"And it's not. My feet go where they want. There's an absolute disregard for what my brain is telling them."

Maresea smiled. "It isn't so bad. Grab that post over there and - Den! I said grab it, not ram it!"

Nursing my just-banged knee, I clung to an antique lamp post in the middle of Lincoln Park and surveyed the area. Beyond lay several outstanding (read: super smooth and 0° incline) trails for cyclists and skaters, some stretching alongside the chilly waters of Lake Michigan.

"Skater found drowned" headlines flashed through my mind. I shook of the thought and tuned my wife back in.

"... And then I'll meet you at the bottom," she said.

Huh? At the bottom? I peered down the steep grade. The hill wasn't very long, but so steep — I'd gain enough steam to blow through a bank vault.

I sneaked a peek at my wife. She was starting down the same hill. I sighed heavily, took a deep breath, and pushed off toward the middle of the hill, just as she spoke again.

"Don't be offended, Den. It's just you haven't skated before. You'll be safer taking off your skates and walking down while I — Dennis! Dennis!"

I looked back at my wife's face.

I looked forward again ... into the Face of Death.

A frantic shout caught my

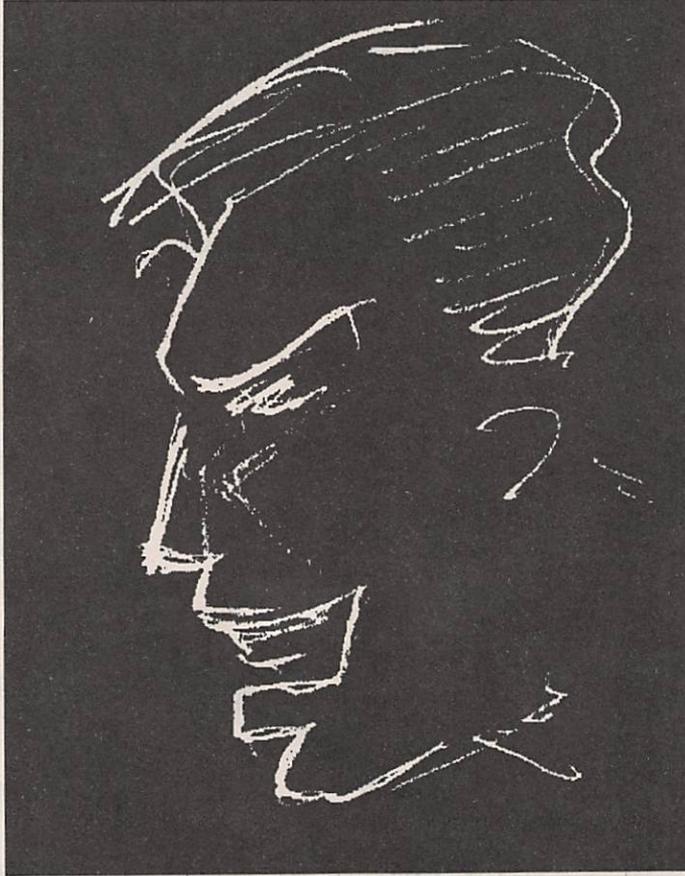
ears. "Oh, no - slow down! Slow down!"

Sage advice. Kinda like yelling, "Swim! Swim!" to a drowning man.

I stood fully erect, stiff with fear. Not even the rushing winds could cool me. I was going to die.

"Crouch, honey, crouch! Get close to the ground!"

Get close to the ground? That's what I wanted most to avoid. But I did crouch - and picked up horrifying speed. No wind resistance, not even



from opening my mouth wide and screaming.

Suddenly, I became a human calliope: crouch, stand, crouch, stand. Which would hurt less? Do skaters go to heaven?

As I hurtled unforgivingly toward the bottom, I saw my next obstacle: rock paths.

Big rocks. Little paths.

My skates hurriedly flipped aside one rock after another, while I unwillingly accompanied them, bumpily hopping from one razor-sharp surface to the next. Why didn't my speed lessen? Why didn't the space-age materials in my wheels disintegrate from the

heat?, why didn't I die as a child?

And then it began: The Flip.

The cruel gods of skating slapped my head down and threw my feet up behind me from the back. The skates didn't feel nearly as heavy as I thought they would, spinning crazily overhead.

My Olympus camera - in my backpack! I had to protect it!

I threw my legs with purpose, with style, with spasms. I was going to make the flip - the camera would be safe. Instead, ha ha, I'd be coming down on my - augh! - on my buns.

Belatedly, I tried to arrest my motion.

But the deed was done. The fates were sealed. The buns were shot.

I bounced twice, neatly sizzling each lower cheek, and ground to a halt.

A young couple zipped up to me. "Wow!" said the man, "That was incredible. You awright?"

My wife rolled up at the same moment, her face etched with fear and concern. She cradled my own face intently.

"Uh, yeah," I said. "I - I guess I am O.K."

The intensity of the stress overcame my wife. She burst into gales of laughter, tears streaming down her face. Poor thing, seeing her husband charge toward certain extinction.

She never did regain her composure. She laughed when other skaters remarked on my black-streaked and torn white pants. She laughed when we turned in our skates to the shop and the owner asked if we had been mugged in the park. She laughed in the car on the way home. She laughed most of that night and the next day.

That's why I'm asking you to do me a favor. Don't let her see this article. Oh, sure, I'm a pretty good skater now, and we enjoy our share of spins around the rink.

But I think seeing this story would just cause her to flash back to that horrible experience, and the resulting stress would make her break out in laughter again.

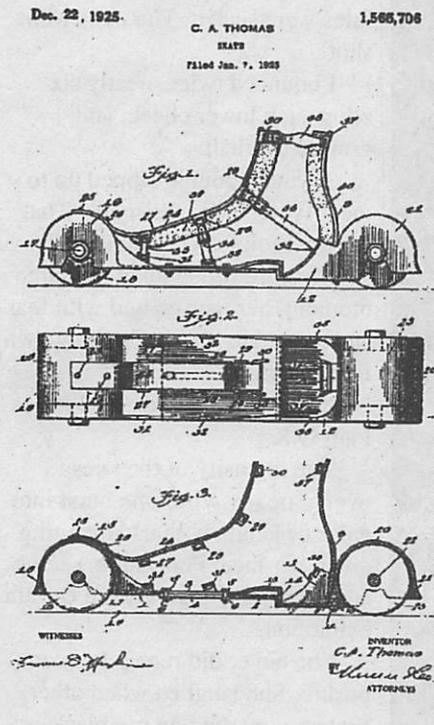
Poor woman. What a sensitive type.



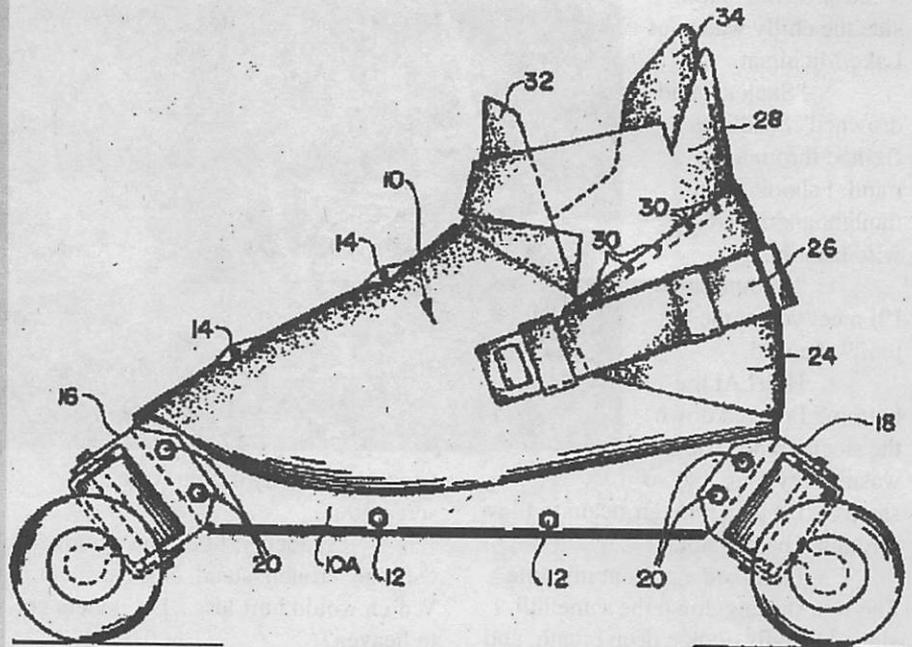
FUTURE SKATES OF YESTERDAY

by W. Keating Thanks to Chester Fried and Barb Sorenson

Few realize that the first inline skate was created over a hundred years ago



20's ▲ This skate, invented around 1925, was a futuristic, low to the ground, inline. It had an extensive system of supports and clamps that were designed to secure the skate around the wearer's shoe. In fact, it had several adjustable areas that enabled it to fit the skater's shoe with almost no leeway including an adjusting clamp for different insoles. Notice the thick wheels (middle view), how low to the ground it sits, and the "fenders" over the wheels. Surely these design elements make this skate unlike anything we see today.



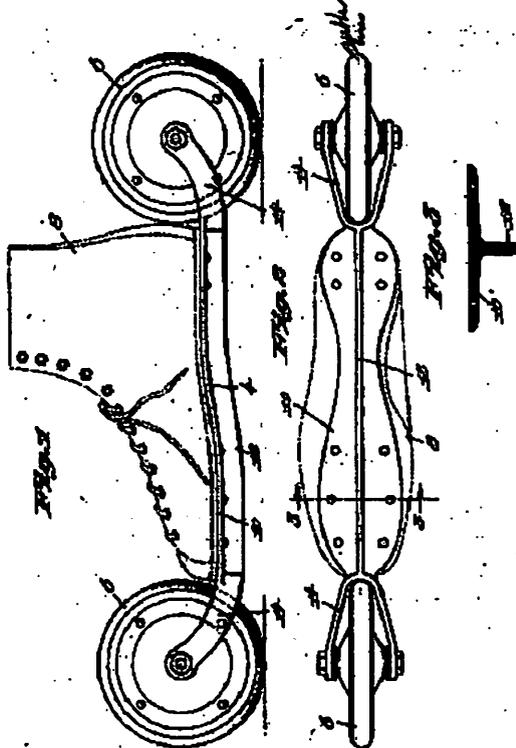
▲ The skate above was invented in the 70's for the outdoor road skater. Designed for maximum speed and maneuverability, this "inline" type uses the laws of geometry and physics to create a skate that has a low center of gravity, but has enough clearance to work great on the real streets. This two-wheeled inline has a functional, comfortable, and up to date rear-entry boot design with form-fitting adjustments. The position of the wheels lengthens the traditional wheel-base to reduce the center of gravity 35%.

Aug. 12, 1930.

B. G. PRESTON
ROLLER SKATE

1,772,564

Original Filed Nov. 27, 1926



Inventor
Burnham G. Preston
New Haven, Conn., U.S.A.

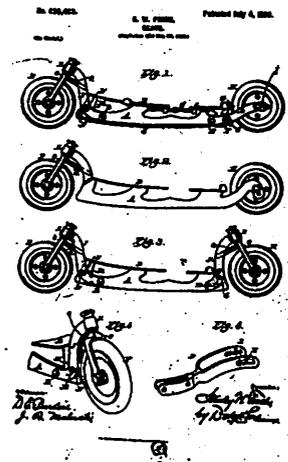
20's This baby, invented around 1925 by Burnham G. Preston, is another low riding inline. Designed to be riveted to a shoe, it has an "unyielding" integral frame which lies below the center of the wheels. The wheels are attached to a front and rear yoke, "bicycle style". They are very large and very rubber. Truly this is another uncommon inline unlike anything we see today.



Turn of the Century

Patented July 4, 1899, S.W. Finch's skate is truly innovative. It is one of the first examples of an inline we have with its two rubber wheels attached "bicycle style" to front and rear forks. But this skate has many features that make it one of a kind.

First, the front wheel swivels, - that's right- swivels. Secondly, it can be converted so that both wheels swivel. And thirdly, it converts to an ice skate. Remove the wheels and your ready for the winter. Unbelievable! again, this is one of those really low riders, which makes me wonder what kind of perfect sidewalks they had back then. This is a great skate.



CALENDAR OF EVENTS

Calendar of Major Roller Skating Events

March 9-11, 1990 USAC/RS Hockey Coaches Seminar U.S. Olympic Training Center Colorado Springs, Colo.

March 10-16, 1990 Advanced National Caliber Hockey Training U.S. Olympic Training Center Colorado Springs, Colo.

March 17-24, 1990 National Caliber Hockey School U.S. Olympic Training Center Colorado Springs, Colo.

March 24-25, 1990 USAC/RS Meet Directors Certification Lincoln Hilton Hotel Lincoln, Neb.

May 24-29, 1990 6th U.S. Outdoor Speed Championships 7-Eleven Velodrome Colorado Springs, Colo.

July 1990 TBA 26th U.S. Puck Hockey Championships San Diego, CalH.

July 6-15, 1990 U.S. Olympic Festival '90 Mariucci Arena Minneapolis-St. Paul, Minn.

July 21-28, 1990 30th U.S. Ball Hockey Championships Modesto, Calif.

July 27-Aug. 4, 1990 54th U.S. Artistic Championships Pensacola Civic Center Pensacola, Fla.

Aug. 5-9, 1990 54th U.S. Indoor Speed Championships Pensacola Civic Center Pensacola, Fla.

Aug. 30-Sept. 3, 1990 4th U.S. Junior Olympic Championships Interskate of Texas Lewisville, Texas

Oct. 8-14, 1990 4th World Roller Hockey Championships Group B Macau

Oct. 14-21, 1990 35th World Artistic Championships Gross-Sporthalle Hanau, West Germany

Nov. 14-18, 1990 24th World Speed Road Championships Bogota, Colombia

May 24-29, 1991 7th U.S. Outdoor Speed Championships 7-Eleven Velodrome Colorado Springs, Colo.

July 12-21, 1991 U.S. Olympic Festival 91 Los Angeles, Calif.

July 1991 TBA 31st U.S. Ball Hockey Championships Venue TBA

July 1991 TBA 27th U.S. Puck Hockey Championships Venue TBA

Aug. 2-10, 1991 55th U.S. Artistic Championships Philadelphia Civic Center Philadelphia, Pa.

Aug. 11-15, 1991 55th U.S. Indoor Speed Championships Philadelphia Civic Center Philadelphia, Pa.

Aug. 12-16, 1991 11th Pan American Games Patinodromo Havana, Cuba

Oct. 5-12, 1991 36th World Artistic Championships Sydney, Australia

Oct. 8-16, 1991 30th World Roller Hockey Championships Group A Lisbon, Portugal

July 27-Aug. 6, 1992 25th Olympic Summer Games Barcelona, Spain

Oct. 1992 TBA 37th World Artistic Championships United States, Venue TBA

1990 Official State Championships

Wisconsin-Art & Speed

Butler Skateland
12400 W. Custer St.
Butler, WI 53007
Speed.....May 20
JO Speed.....May 20
Art.....June 10
JO Art.....June 10

Michigan-Art

Rollhaven Skating Arena
5315 S. Saginaw
Flint, MI 48507
Art & JO Art.....May 31 -June 3

Ohio-Art & Speed

Ohio Skate Findlay
Hancock County Rd.
Findlay, OH 45840
Speed.....JU ~
JO Speed.....June 3
Art.....June 9-11
JO Art.....June 12

Indiana-Art & Speed

Skate Away
Skate Center 3333 N. Commerce Dr.
Muncie, IN 47303
Art.....June 9
JO Art.....June 9
Speed.....June 10

United States Amateur Confederation of Roller Skating

1500 South 70th Street
P.O. Box 6579
Lincoln, Nebraska 68506

Phone: (402) 483-7551
Fax: (402) 483-1465
Telex: 438 040 ROLLERASSN LCN

JO SpeedJune 10

Kinston, NC 28502

JO HockeyJune 10

Michigan-Speed

Skatin' Station
8611 Rhonda Drive
Canton, MI 48187

~peeaJune 9-10

JO SpeedJune 11

Northeast-Art & Speed

Riverdale Roller World
700 East Ave.

W. Warwick, RI 02893

Speed.....June 23-24

JO Speed.....June 25

ArtJune 30-July 3

JO ArtJuly 4-5

1990 U.S. Regional Championships

North Central-All Events

Pershing Auditorium
226 Centennial Mall South
Lincoln, NE 68508

Speed.....June 16-18

JO EventsJune 18-20

ArtJune 20-24

South Central-Art & Speed

Will Rogers Coliseum

1 Arnon Carter Sq.

Fort Worth, TX 76107

Speed.....June 24-26

JO Speed.....June 26

ArtJune 27-29

JO Art.....June 29-30

Eastern-Art & Speed

Olympic Skating Center
60 Shady Lane
Enola, PA 17025

Speed.....June 16-17

JO Speed.....June 17

ArtJune 30-July 2

JO ArtJuly 2-3

Phone: (402) 483-7551

Fax: (402) 483-1465

Telex: 438 040 ROLLERASSN LCN

South Central JO Hockey

Waxahachie Skate Center

1826 W. Main

Waxahachie, TX 75165

JO HockeyJune 29

Southwest Pacific-Speed

Skating Plus
1720 Mesa Verde Ave.
Ventura, CA 93003
Speed|JO Speed June 23-25

Great Lakes-Art & Speed

Roxy Wheels

647 Eight St.

West Dundee, IL 60118

Speed.....June 28-30

JO SpeedJuly 1

JO ArtJuly 2-3

Art.....July 4-8

Southeast-Art & Speed

Skateland
200 Stagecoach
Greensboro, NC 27419

ArtJune 23-25

JO Art.....June 26-27

Speed.....June 29-July 1

JO SpeedJuly 2

Southwest Pacific-Art

Bakersfield Civic Auditorium

1001 N. Truxton Ave.

Bakersfield, CA 93307

ArtJune 30-July 6

JO ArtJuly 7-8

Southeast JO Hockey

Galaxy Skating Center
P.O. Box 6007

Northwest Pacific-All Events

Oaks Park Rink

Oaks Park

Portland, OR 97202

Speed.....June 21-23

JO SpeedJune 22-23

JO HockeyJune 22

ArtJune 24-26

JO Art.....June 25-26

Southern-Art & Speed

Pensacola Civic Center

201 E. Gregory

Pensacola, FL 32593

JO Art.....June 19-20

ArtJune 20-23

JO SpeedJune 23-24

Speed.....June 24-27



							Month	
			1	2	3	4	5	
6	7	8	9	10	11	12		
13	14	15	16	17	18	19		
Calendar			23	24	25	27		
			30					

1990 United States Ball Hockey Championships TENTATIVE SCHEDULE

Saturday, July 21, 1990
Midget, Freshman, Sophomore, Women

Sunday, July 22, 1990
Midget, Freshman, Sophomore, Bronze, Women
Awards for Midget Division

Monday, July 23, 1990
Freshman, Sophomore, Bronze, Women
Awards for Freshman, Sophomore, Women

Tuesday, July 24, 1990
Bronze, Junior, Senior Gold

Wednesday, July 25, 1990
Bronze, Junior, Senior Silver, Senior Gold
Awards for Bronze Division

Thursday, July 26, 1990
Junior, Senior Silver, Senior Gold

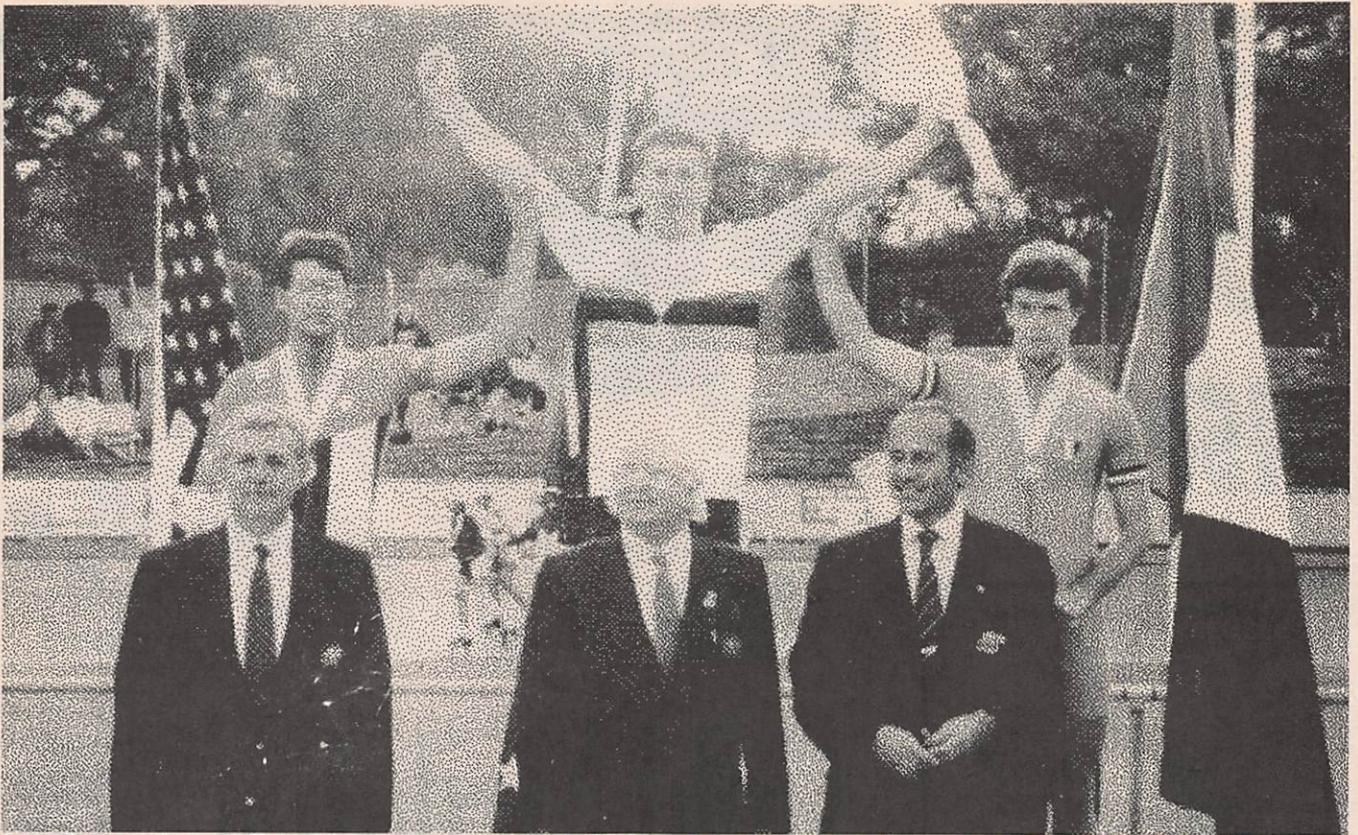
Friday, July 27, 1990
Junior, Senior Silver, Senior Gold
Awards for Junior, Senior Silver, Senior Gold

Saturday, July 28, 1990 Games scheduled if needed.

The United States Amateur Confederation of Roller Skating is recognized by the Federation Internationale de Roller Skating and the United States Olympic Committee as the National Governing Body for Amateur Competitive Roller Skating in the United States



Tony Muse wins another Speed Championship



Muse, Parker win overall

Australia, USA battle at Hastings

The action was hot and heavy "down under" as the top roller speed skaters in the world met to battle for titles at the 18th World Speed Track Championships in Hastings, New Zealand, Nov. 16-19.

The competition was close among the perennial powers of Italy and the United States. But, despite a strong challenge from the Australian men and women which made the event even more exciting than usual, the United States and Italy collected nine individual medals each. The Americans claimed the overall champions in both the men's and women's classifications.

American Tony Muse captured his second consecutive overall title and teammate Doug Glass claimed the silver. Stephen Whyte, a talented Australian speed skater, claimed the bronze with a strong performance in which he scored three medals and a pair of fourth place finishes among the five races completed.

Whyte may well have collected another medal in the 5000m distance, but was

Australia's Stephen Whyte celebrates his victory in the 10,000m race. Whyte is flanked by American Dante Muse and Italian Marco Giannini. CIC President Dr. Giuseppe Matranga presented Whyte's gold medal.

disqualified from the race along with American Dante Muse and Italian Oscar Galliazzo. With the Muse brothers leading the contest with just 300 meters remaining, Tony pulled away to let Dante take the lead in a try for the gold. With the lead pack a full 10 meters in front of the rest of the field, Muse and Whyte became tangled together.

Muse and Whyte tried desperately to get their bodies untangled, but with just a few meters remaining, both were disqualified, allowing Italian Marco Giannini to win the gold in 8:42.54. A pair of Australians, Neil Spooner and Tony Hanley, finished second and third.

That race, perhaps as much as any other, set the tone for the championships, as the Australian national team broke into the elite group of roller speed skating. A contender for titles at last season's championships at Cassano D'Adda, the Aussies have come on strong led by skaters such as Whyte, Tony Hanley, Neil Spooner, Desly Hill, and Tamara Martin.

In 1989, the men placed a close second to the United States, while the women won the overall title among their combatants and powered the Oceanic nation to an impressive first place in the national overall standings. Aside from Whyte's third place in the overall, Tony Hanley placed fifth, while Cheryl Begg, Tamara Martin, and Desly Hill placed second, sixth, and ninth among the women.

Parker claimed the top spot while leading a resurgent American women's team to a third place finish overall. She claimed just two medals, but put together strong showings in the remaining four distances to win the title, which places a strong emphasis on consistency in all races. Luana Pilia of Italy won three medals—including golds in the 500 and 1500m distances—to finish third in the overall standings.

CLASSIC DISPLAYS

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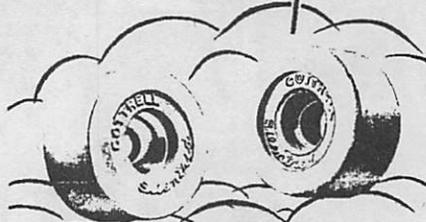
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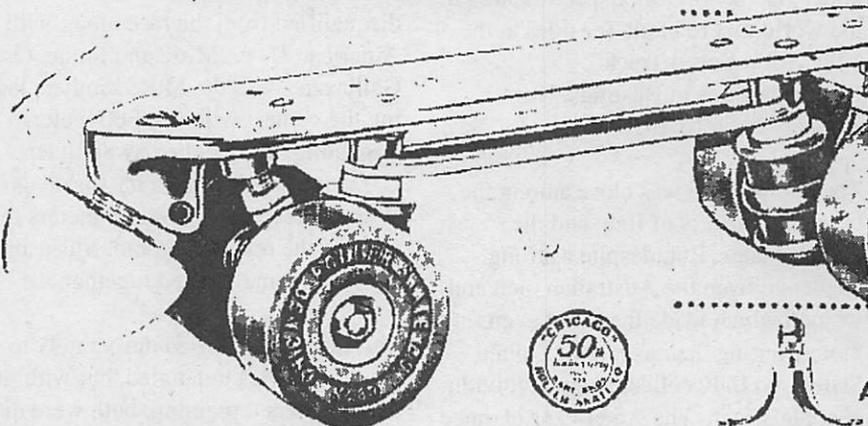
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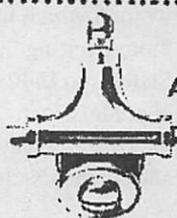
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LOOKING for old roller skates, photos, accessories, and other goodies. Also interested in old skateboards, t-shirts, and accessories. Any older patent information on skates and skateboards is also useful. Please send a list of what you have to OLD STUFF, Skater Magazine, Drawer S, 531 Main St., Suite 422, El Segundo, CA 90245

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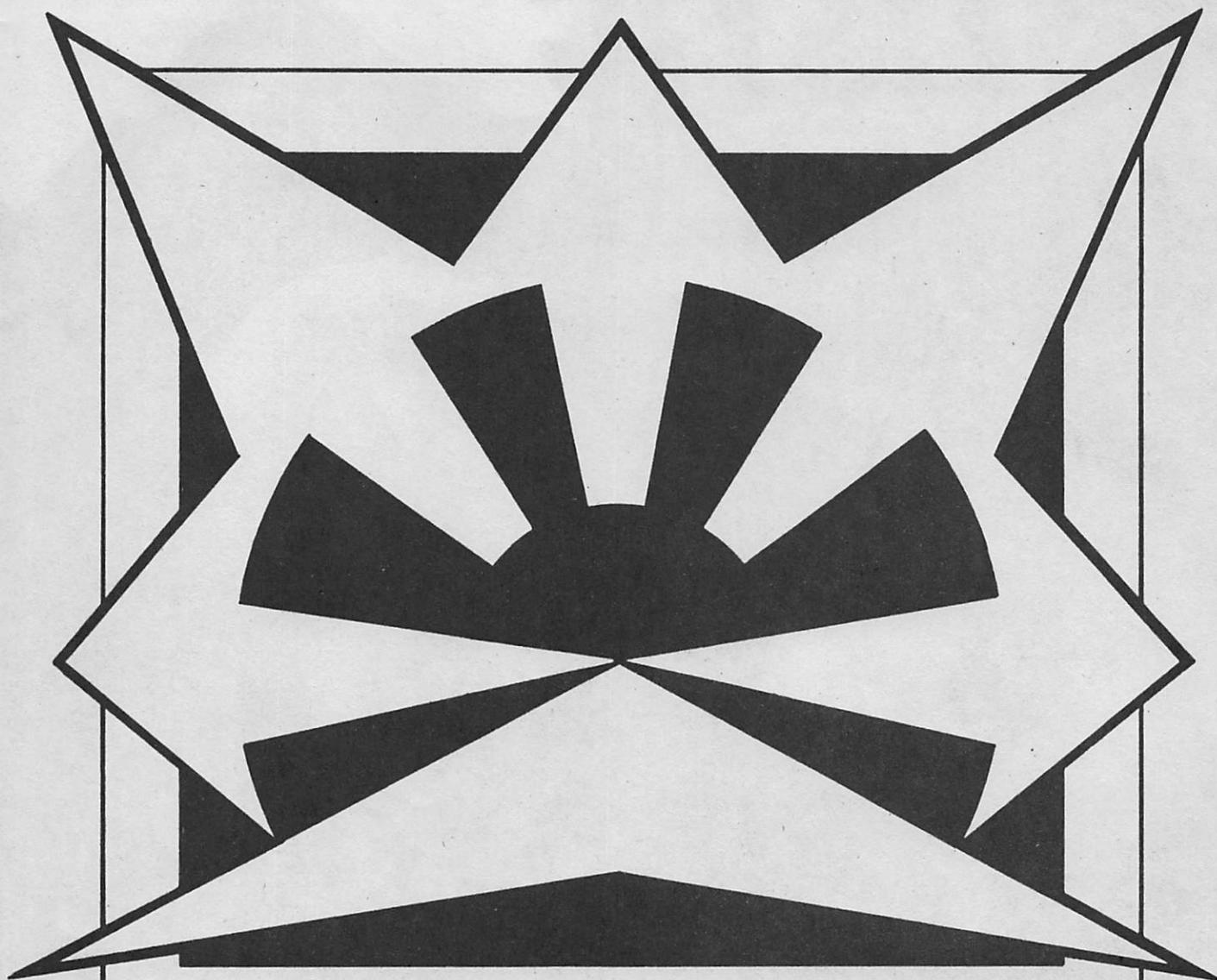
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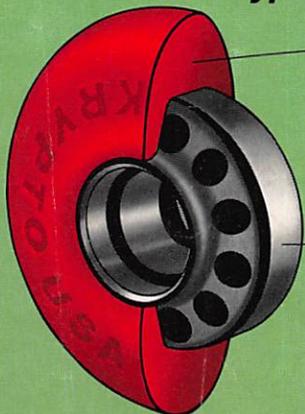
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