

# SkateBoarder®

A SURFER PUBLICATION

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## **BRAD BOWMAN**

*A Tastefully Punk Interview*



## **BATTLING IN THE BADLANDS '79**

*The Heaviest Pro Bowl Yet*

## **SNOWBOARDING**

*A Perfect Winter Alternative*

## **THE STREET EXPERIENCE**

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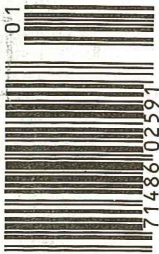
## **SKATEBOARDER OF THE YEAR BALLOT**

## **PLUS**

*Skating Japan*

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ALTERNATIVES:

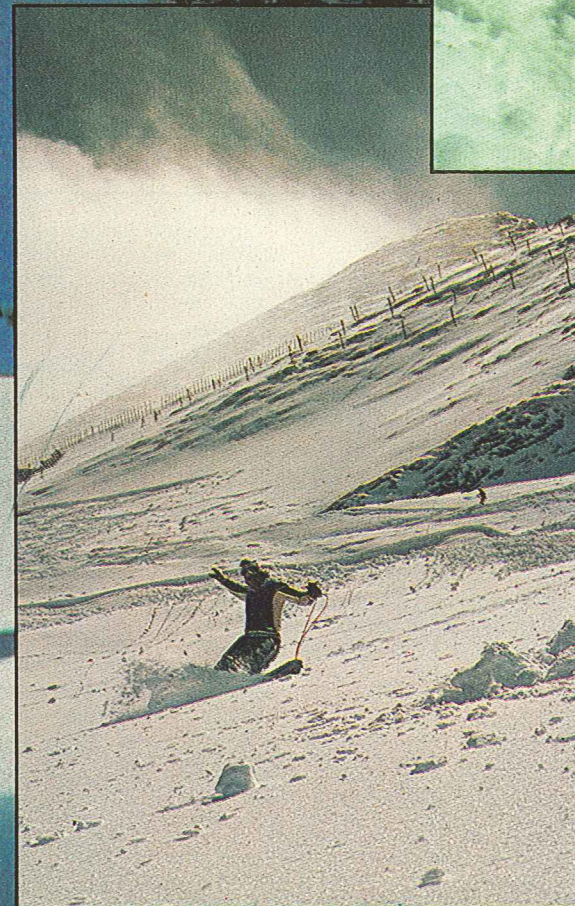
# SnowBoarding

## PART I

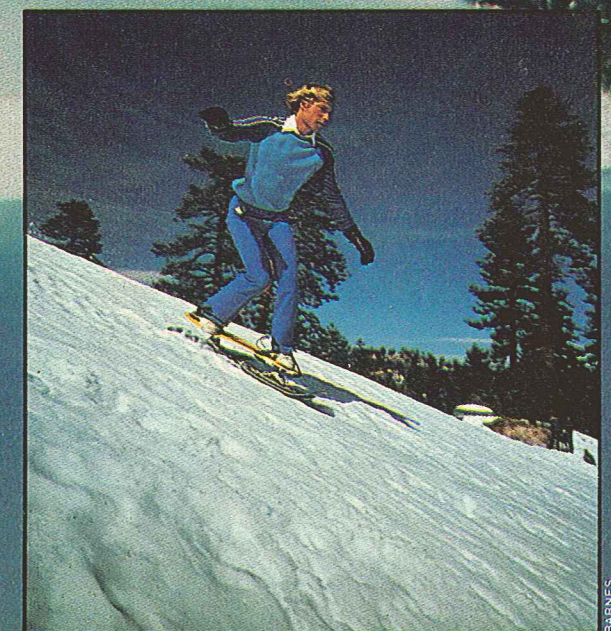
Even as Denis Shufeldt was pushing subtle fairings at La Costa, Ty Page was fashioning new freestyle moves on the banks of the Funnel and Jay Boy was laying down low berts at Paul Revere, there was another very similar kind of revolution beginning to happen in colder climes. In places like Vermont, Utah, and even the California Sierras, a handful of foresighted individuals were experimenting with a broad spectrum of

vehicles that would translate the surf/skate sensation to riding the white, frozen crystalline substance we call snow. Drawing from surfing, skating, snow skiing and even water skiing backgrounds, and working in such mediums as wood, fiberglass and exotic plastics, they brought forth creations of varying sophistication and a new winter sport which has generally come to be called "snowboarding."

Skiboard designer Chuck Barfoot slicing on a new prototype.

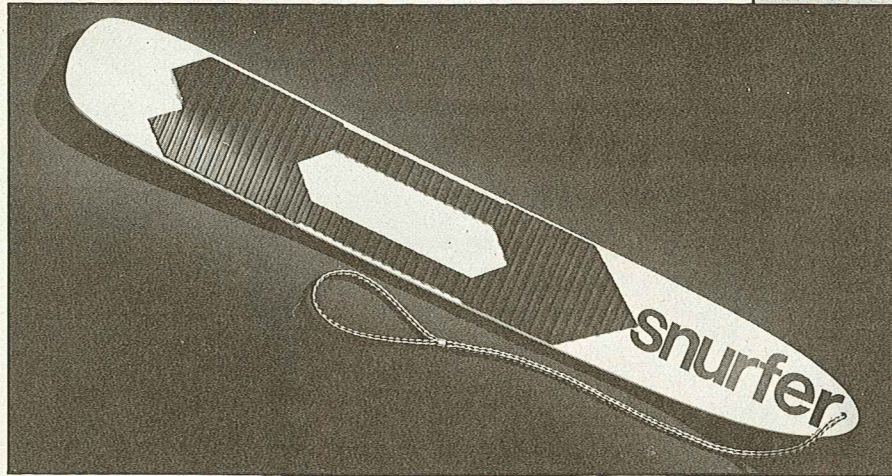


Burton Boarder having his way on a virgin slope.



Snow skating Skeeter.

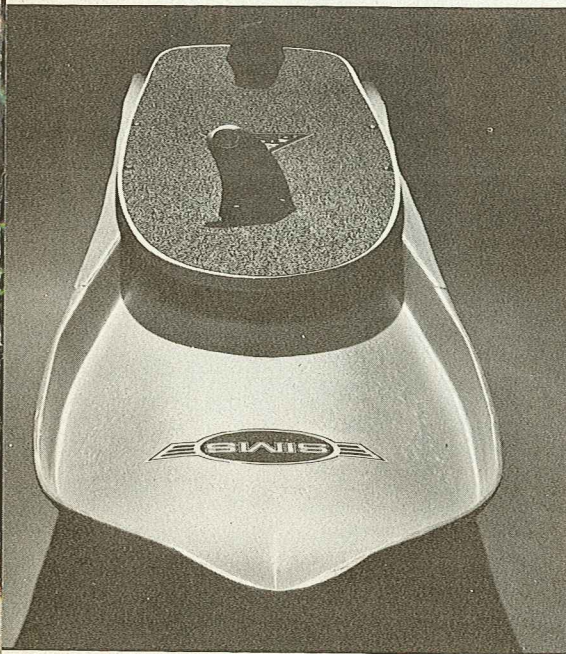
The Standard Snurfer resembles a water ski and actually has a nylon tether rope for balance and control. Significant aspects include a rubber foot tread on the deck, and "V" bottom tail. The "Super Racing Snurfer" (not shown) has molded foot tread and a 15cm. long aluminum skeg for extra stability.



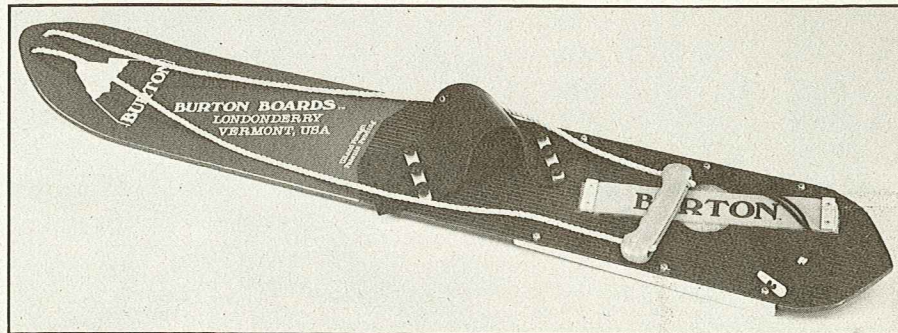
Snurfer off the crest.



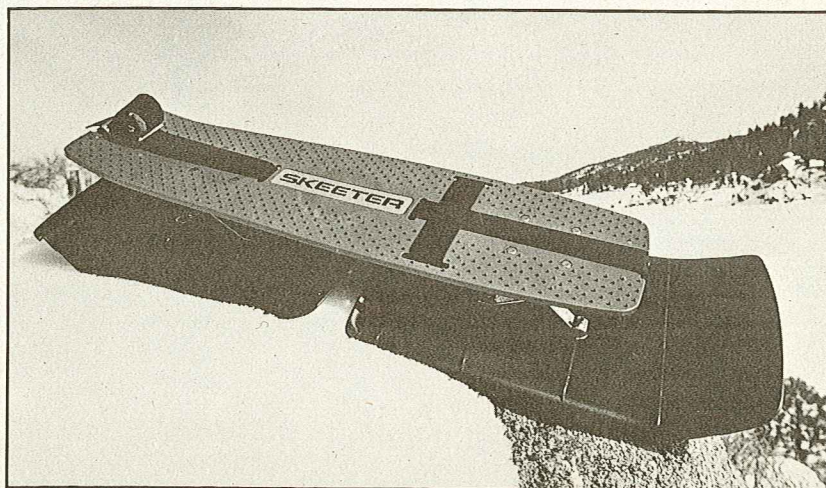
Sims' Standard Skiboard is molded in high-density polypropylene with an attached skateboard deck and a rubber strap system (replacing the original sky hook set-up).



The Skeeter operates on the same principle as a skateboard, utilizing heavy-duty skate-type trucks. Note fiberglass skis and deck, and Neoprene bindings.



The Blackhill model Burton Board is intended for all-around conditions, with anti-skid matting, Neoprene and gum rubber bindings (front and rear, respectively), a "power leash" and twin aluminum fins.

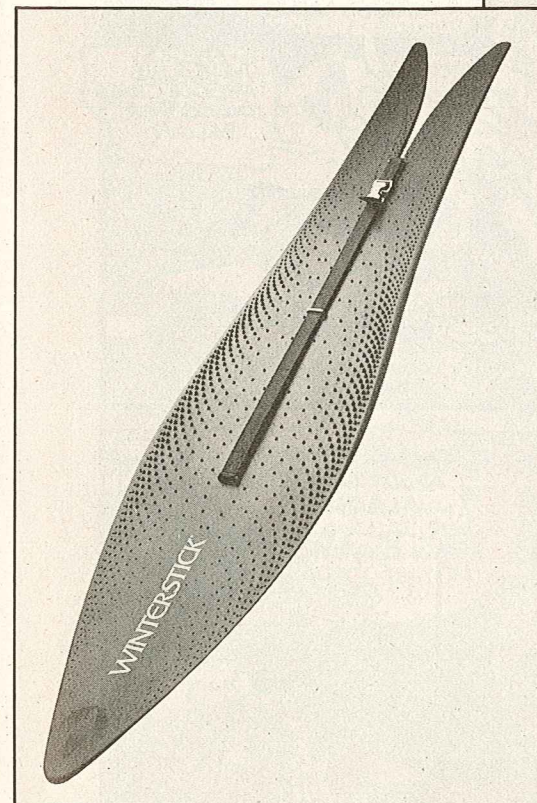


Today those vehicles have many trade names – Burton Boards, Skeeters, Ski Boards, Sno Pros, Snurfers, Wintersticks, et al. – and a growing legion of enthusiasts. While differing widely in size, shape, construction and price, they are all similar in certain respects. Most obviously, as on a skateboard or surfboard, turning occurs through shifting body weight from side to side and back and forth. Likewise, optimal performance is achieved in powder or at least snow with some

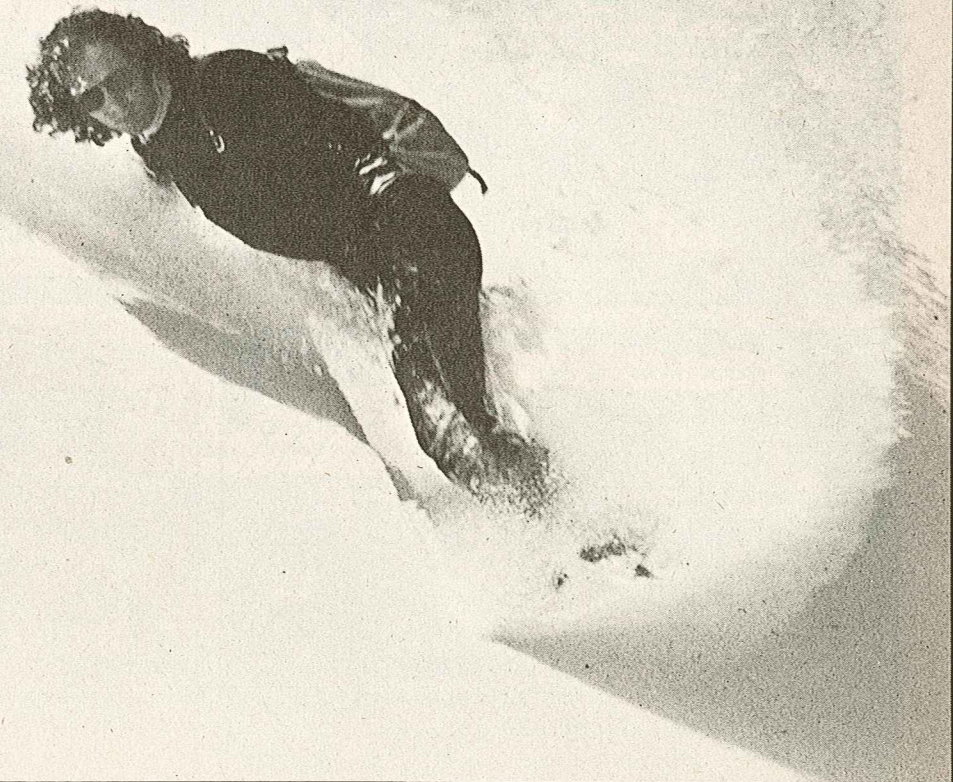
degree of "give." The majority employ simplistic foot bindings to enhance control and allow jumping maneuvers. A few provide rope tethers to facilitate the turning action. And almost always, snowboards aren't allowed on ski slopes, or at least not on lifts or rope tows. But like skateboarding, it's worth a little walking for a good downhill rush.

As skaters like Lonnie Toft, Eddie Roberts and Brad Bowman would agree, the snowboarding revolution has finally arrived . . .

The deceptively simplistic Winterstick design features a bulging center and split tail. The fiberglass/foam deck also includes elastic bindings and an aluminum skeg.



Dimitrije Milovich, Winterstick innovator, cuts a tight arc in fresh Utah powder.

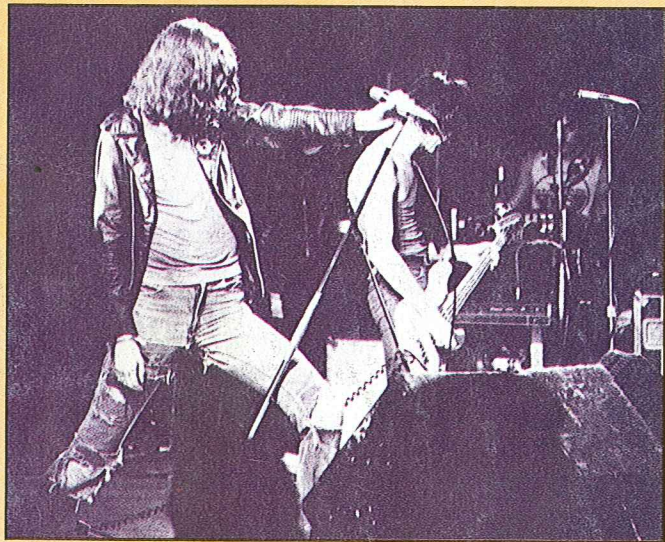
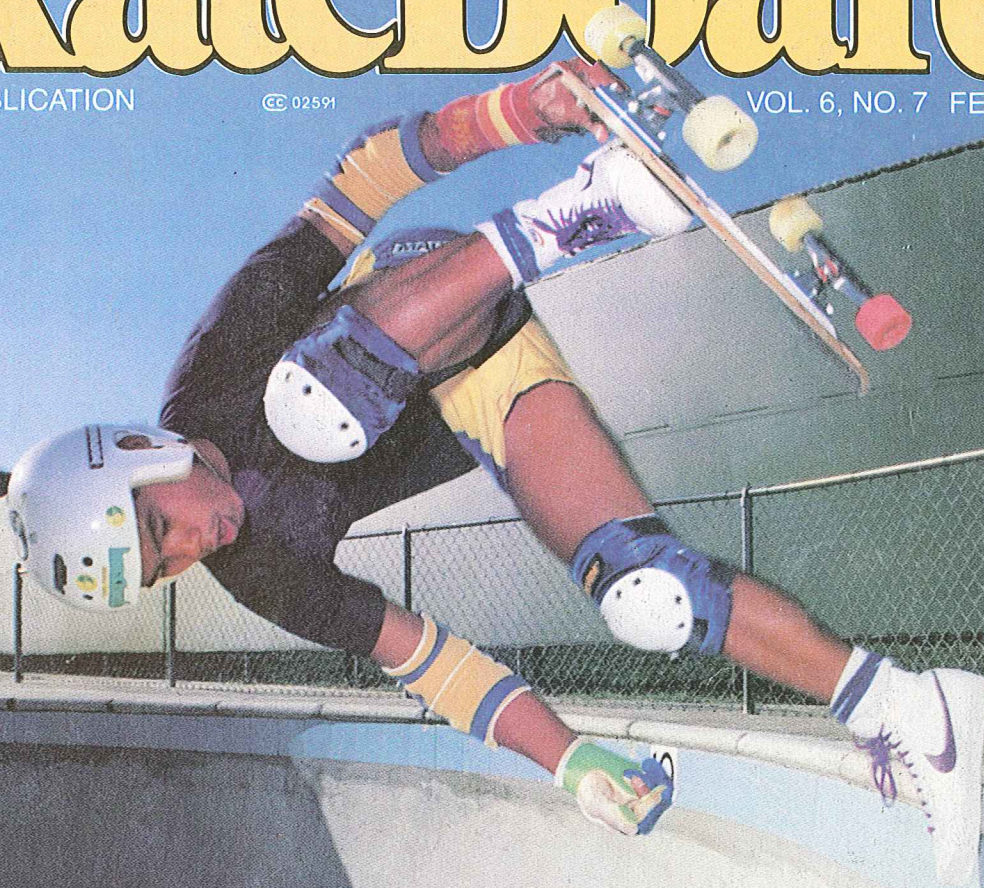


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## THE RAMONES

"We Gotta Have Integrity"



## DOUG SALADINO INTERVIEW

*"Low Riding Is An Art Form"*

## SNOWBOARDING

*Tips From Test Pilots*

## WINCHESTER OPEN

*A Day For Amateurs*

## TWO WHEELING INTO THE '80's

*Radical Park BMX*

## PLUS

*Mellow Cat  
Clearwater Pro  
Canadian Nationals*

ALTERNATIVES:

# SnowBoarding PART II



Made of hardwoods or exotic plastics, with skegs or without, teathered or teatherless, snowboards parallel the surf/skate experience quite unlike any other downhill vehicle. To varying degrees, they glide, carve, cutback, slide and get air. Already, there is good reason why Utah — Winterstick country — is being called the Hawaii of the snow world. Why Steve Alba and other Badlanders have recently purchased Skiboards and are hiking up Mt. Baldy. Snowboards are happening.

Last issue we touched briefly on the history of these relatively new snow vehicles, examined recent product developments and pointed out their similarities as well as differences. Inasmuch as many of you will be trying your first snowboards in 1980, this article will take our discussion a step further by delving into the actual practice. Toward this end, SKATEBOARDER talked with a few of the test pilots for the various manufacturers — Burton Boards, Skeeter, Skiboards, Sno Pro, Snurfer and Winterstick — specifically inquiring as to how the learning process and general riding experience may be enhanced.

The following tips are not intended to be profound or all-encompassing. Rather, they are simple insights which will help you to better adapt your skate technique to the realm of the white stuff. Like one rider confided of his snowboard, "If you can ride a skateboard, you're 70% of the way there." As for the other 30%, read on . . .



## Jake Burton — Burton Boards

In the east, we've found golf courses and that type of hill to be excellent for learning to ride our boards. In California, the switchbacks on the roads going up to ski resorts sometimes are good. Someone just drives up, drops you and your friends off and picks you up down below. The kind of snow which generally works best is sloped hard pack or any kind of powder.

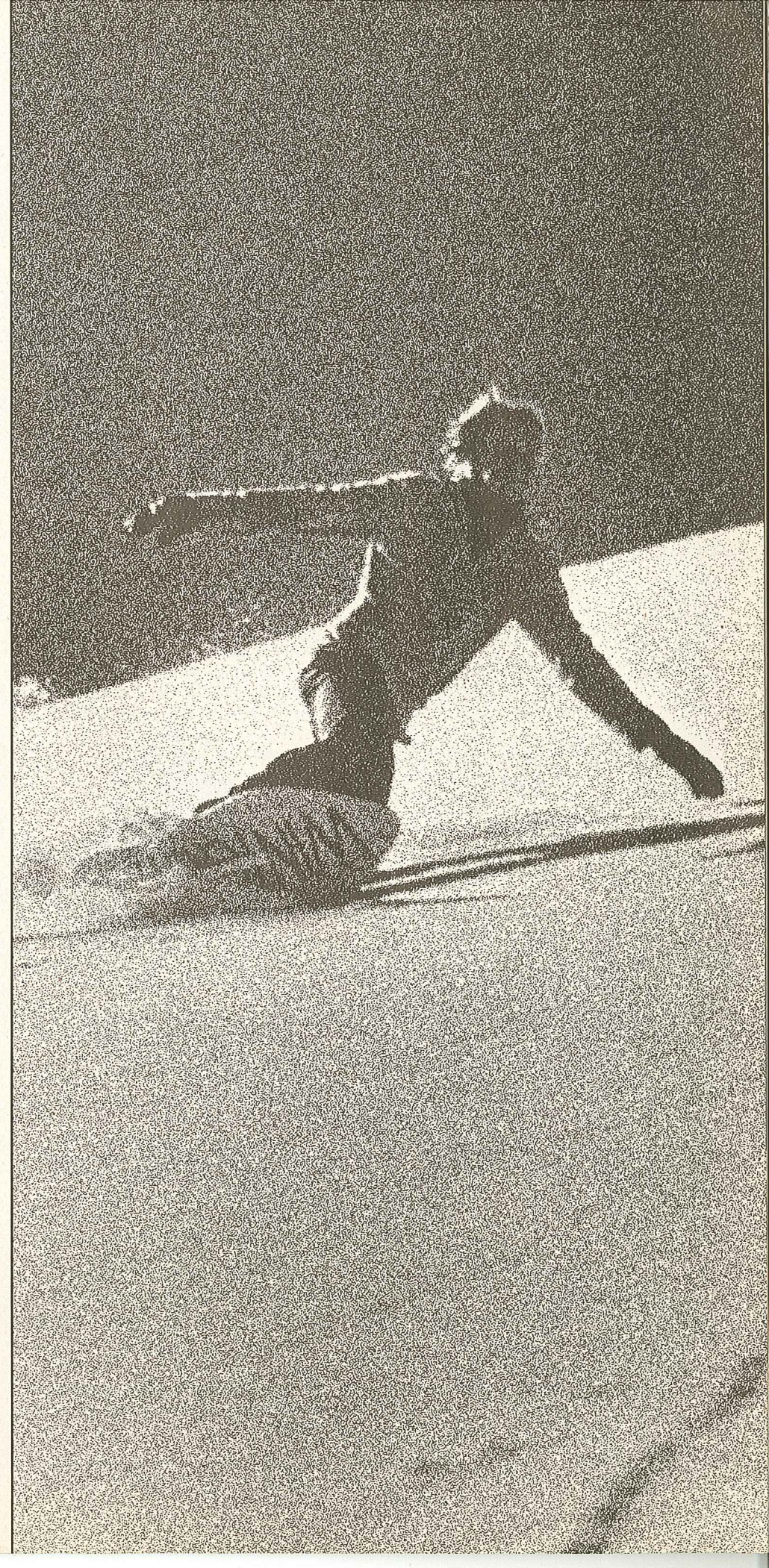
When first learning, the best thing to do is get on and ride straight. The hill shouldn't be too steep because you really want to get a feel for the board, which is more important than turning at

(Left)

Early Skiboarder Lonnie Toft shows off his modified model (note double fins and split tail) on a bank jump in the Sierras.

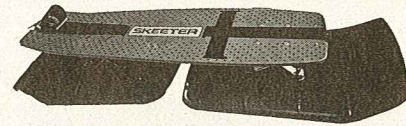
(Right)

"The snow moves like water past your board . . ." Wintersticker carves gracefully in Utah powder.



the beginning. You really can't expect to get on and turn hard right away.

Our emphasis now is on our Blackhill model with bindings. Use the front binding first and skate along slowly and get into turning before taking on any challenging hills. You can get plenty stoked just learning.

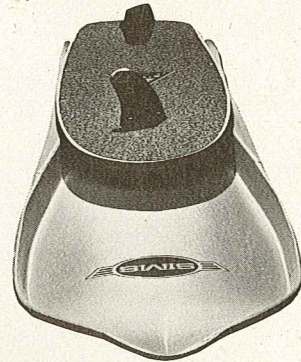


#### Mark Voll — Skeeter

If you can ride a skateboard or surf, you can ride a Skeeter . . . oftentimes in one day. Ride it like a skateboard. Look for walls of snow from 20-45° for a good launch. Then small 90° banks to do off the lips. The ideal is a ravine with swimming pool type shape.

To maximize your speed, use ski wax or hot wax on your runners. Also, I've added small steel blades in the front of the pontoons to cut ice.

If you haven't done much skating or surfing, start out on a bunny hill, about a 20-25° slope, and just go straight at first. A Skeeter will work well on anything but icy snow — packed powder, powder and slush.



#### Chuck Barfoot — Skiboard

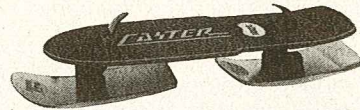
The conventional Skiboard may be ridden either surf or ski style, that is, weighting and unweighting. Our newest prototype, on the other hand, is for surf style riding exclusively.

The prototype, our fourth one, is made of hand laid-up fiberglass with a graphite strip. It's designed as three skis combined into one, each having camber and an unlifted nose. When the outside edges are engaged, the board automatically goes into its turn . . . it's real positive. We intend to produce and market our prototype design this winter/spring.

(Left)  
Winterstick innovator and prime practitioner, Dmitrije Milovich, bursts off a lip in the high Rockies.

(Right)  
Skiboard designer Chuck Barfoot finds solitude and fresh powder among the trees at Angelus Crest.

The new Skiboard works as long as the snow has some "give." It starts moving the best with six inches of snow, but it will work in one inch depending on density.



#### Debbie Markwardt — Snow Pro

It's easy to learn to ride a Snow Pro. Start off like you're skateboarding. Find a gentle slope and mount one foot in front while pushing with the other.

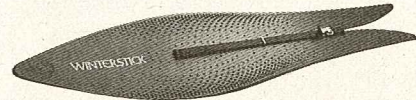
Once you progress a bit, you should look for powder and a steeper hill. Ski wax will add a lot of speed. Also, as in skateboarding, you should experiment with the trucks to find the best adjustment for the hill and your weight and technique.



#### Gary Schwenn — Snurfer

Snow, especially powder, acts a lot like water, and riding a Snurfer is much like surfing or waterskiing. The control is in the tail like a surfboard or waterski, and as in surfing, you stand sideways, free-footed, move about and shift weight. The best snowboard bindings are still loose.

We began modifying the original design a few years ago by adding the skeg on the Super Racing model. More recently, I've been using double angled skegs and channels for tracking. Since the standard board is inexpensive, you can treat the Snurfer like a skateboard blank, experiment and make changes.



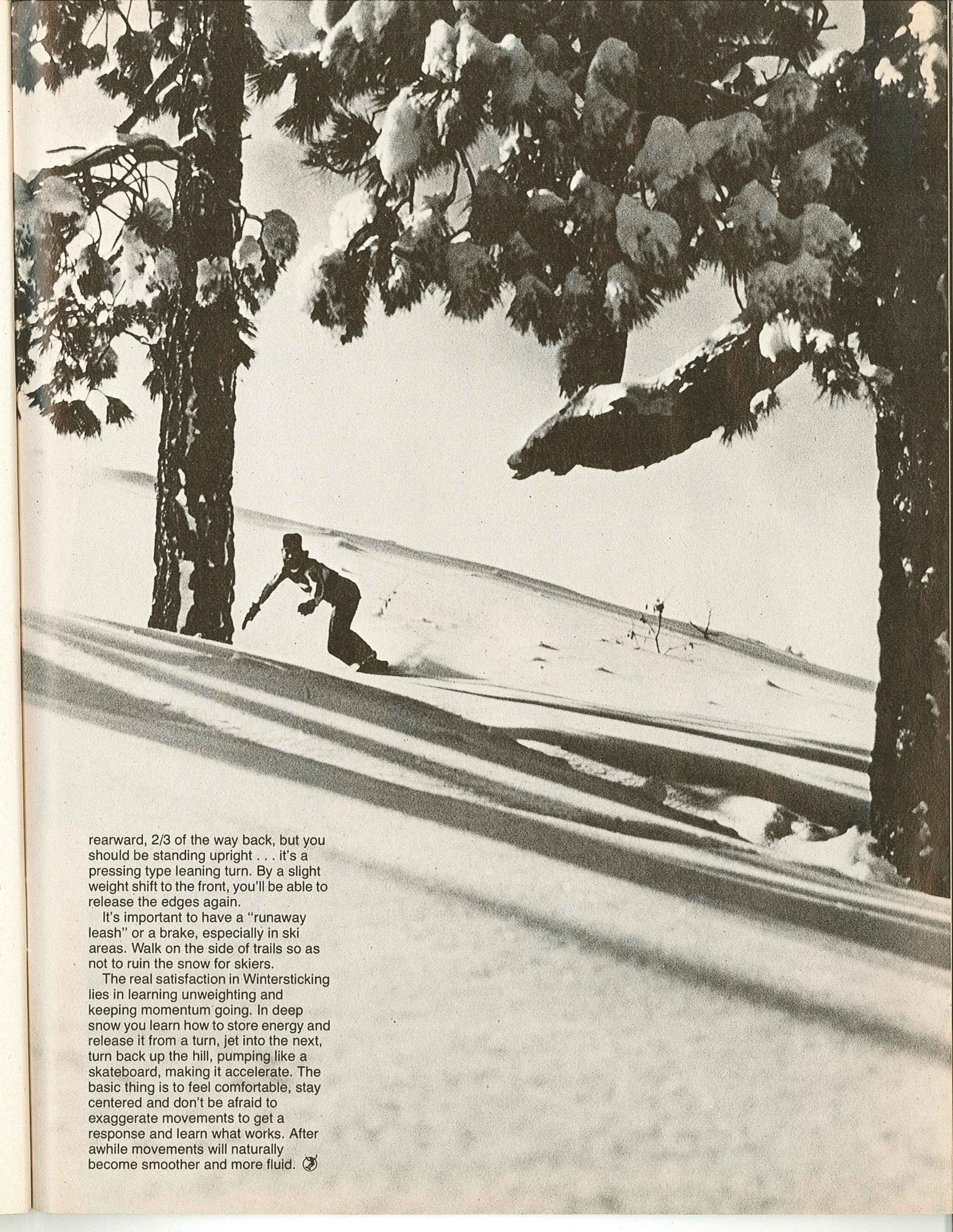
#### Dmitrije Milovich — Winterstick

Riding a Winterstick is similar to surfing, skateboarding or waterskiing.

It's easier if it's not overhead your first day out . . . four or five inches of wet snow is best for learning. The hardest part is stabilizing the board before taking off. In order to do so engage edge, put your back foot in the binding first, then the front foot. Do a mash potatoes to get the snow off your feet then tighten down the binding straps.

Find a fairly gentle slope — a beginner's ski slope or golf course type hill. Go straight to get a feel for the board. Stay over the board and follow the hill down.

It's a lot like riding a skateboard with really tight trucks . . . you need some speed to be able to turn. Basic turns involve pressing down on one rail or the other. Weight should be slightly



rearward, 2/3 of the way back, but you should be standing upright . . . it's a pressing type leaning turn. By a slight weight shift to the front, you'll be able to release the edges again.

It's important to have a "runaway leash" or a brake, especially in ski areas. Walk on the side of trails so as not to ruin the snow for skiers.

The real satisfaction in Wintersticking lies in learning unweighting and keeping momentum going. In deep snow you learn how to store energy and release it from a turn, jet into the next, turn back up the hill, pumping like a skateboard, making it accelerate. The basic thing is to feel comfortable, stay centered and don't be afraid to exaggerate movements to get a response and learn what works. After awhile movements will naturally become smoother and more fluid. ☺