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# Skateboarding: Ramp Tricks

**Evan Goodfellow**  
Photos by **Tadashi Yamaoda**

Uncorrected proofs

## ***Skateboarding: Ramp Tricks***

By Evan Goodfellow

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### ***Summary***

Skate moves made on, over, or around wood ramps, cement bowls and half-pipes are a key, albeit challenging, component of skateboarding. Hundreds of captioned, sequential photographs demonstrate precisely how these exacting moves are safely made in this indispensable guide to 35 ramp tricks. Beginning with basic moves, including stalls, grinds, and slides, skaters gradually learn the particular positioning and balance needed to perform more advanced tricks such as flips and airs. A brief history of ramp skateboarding examines the birth of the genre as well as champions of the sport, including the pioneering Dogtown Crew and current stars Bob Burnquist and Tony Hawk.

### ***Author***

Evan Goodfellow is a sponsored pro skater and skateboard instructor. He is the coauthor of *Street Skateboarding: Endless Grinds and Slides* and author of *Street Skateboarding: Flip Tricks*. He has costarred in eight skateboarding videos. Originally from Saskatoon, Saskatchewan, Goodfellow and wife are currently teaching in South Korea.

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***Evan Goodfellow***



Photography by  
***Tadashi Yamaoda***

Tricks performed by Evan Goodfellow  
and friends

Tracks Publishing  
San Diego, California



Cover photo: Bruce Tucker  
Rider: Chris Kendall

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skateboarding tricks on ramps. Explores thirty-five  
tricks in sequential photographs with captions. Also  
discusses the history of ramp skateboarding and  
includes biographies of influential riders.

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I dedicate this book  
to my family and friends.  
Thanks for encouraging  
me to skateboard.





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**[www.metrofoundation.net](http://www.metrofoundation.net)**  
clothing and apparel





## **Preface**

Among the goals of this book is to give readers a little history of skateboarding as well as an appreciation for its current status. Ramps have played an important part in skateboarding and continue to do so. *Skateboarding: Ramp Tricks* attempts to equip the reader with a better understanding of how to ride ramps. We start out with basics and progressively explore more challenging tricks.

The introduction presents icons in ramp skateboarding including Tony Hawk, Bob Burnquist, Christian Hosoi and Gator. Most current skateboarding books do not discuss innovative skaters of past generations. Although young skateboarders may be unfamiliar with their names, it's important to take a brief look at the veterans who helped the sport evolve.

The great thing about ramps is that they are everywhere! With the recent popularization of skateboarding and in-line skating, more and more communities have built outdoor skateboard parks, which usually consist of halfpipes and various other ramps. This book will explain how to utilize properly the ramps at local skate parks.

The second part of the book breaks down each trick frame by frame so the reader can understand where his or her feet should be and how to position the body. Captions explain what the rider should be thinking before, during and after the trick. Through sequential photos and captions, readers will have the tools needed to expand their bag of tricks.



**Warning label**

Skateboarding can be dangerous. Riders should know and follow safe skateboarding procedures and wear appropriate safety gear at all times. Although the skateboarders in this book do not wear safety gear, this book, in no way, endorses riding without it.

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## ***Intro***

Ramp skateboarding has always defied the laws of gravity. Ramps allow skateboarders to get all four wheels off the ground. Ramps come in all shapes and sizes — from a jacked up piece of plywood, to somebody's empty swimming pool, to an elaborate halfpipe. They can be six inches or three stories high.

Ramp skateboarding has been pushed to new levels since its conception. Skateboarders continue to build bigger, steeper and crazier ramps in an attempt to break new ground and pull new tricks.

Like ramps, ramp tricks have progressed and become more challenging over time. Today's everyday tricks would not have been considered just 10 years ago. The evolution of ramps and ramp tricks has created considerable excitement and nurtured mainstream attention, thus helping to establish the legitimacy of skateboarding as a sport, not a fad.

## ***Dogtown and the Z-Boys***

The beginning of ramp skating took place in the mid '70s with skateboard legends Stacey Peralta, Tony Alva, Jay Adams and other members of the Dogtown crew. These individuals grew up in the Santa Monica, California area known as Dogtown. They were surfer kids who put surfing moves into skateboarding.

They took their boards to schoolyards and developed turns and carves on the cement and asphalt banks. As their ability

*Every new, crazy trick was something that had never been done before.*

increased, they sought more challenging terrain. The crew began jumping over fences and skating drained swimming pools. At this time there was a drought in California and pool owners were

ordered not to fill their pools. This provided ample opportunity for the Dogtown crew to begin experimenting. If the folks were not home, over the wall and into the bowl the skaters went.

Each session was an attempt to do something new on a skateboard. Every new, crazy trick was something that had never been done before. Stacey Peralta says that skateboarders who came after the Dogtown crew were fortunate to know whether a certain trick was possible. During the Dogtown days, if a trick had never been done before, they had no way of knowing whether it was possible until they landed it.

Many of the Dogtown crew members went on to start their own skate teams and companies and continued to be an influence in the skateboard industry. In 1979 Stacey Peralta gathered a bunch of up-and-coming skaters and built a team that changed the sport forever. This team was called the Bones Brigade, and one of the riders was Tony Hawk. You may have heard of him.

The Bones Brigade skated for Powell Peralta. Powell Peralta was owned by George Powell and Stacey Peralta. Many of the riders who rode for the Bones Brigade were hand selected by Stacey. This skateboard team was famous for its innovative tricks, contest winnings and, most importantly, videos.

**Powell Peralta**

<b>Number</b>	<b>Title</b>	<b>Date</b>
1	The Bones Brigade Video Show	1984
2	Future Primitive	1985
3	The Search for Animal Chin	1987
4	Public Domain	1988
5	Axe Rated	1988
6	Ban This	1989
7	Propaganda	1990
8	Eight	1991
9	Celebrity Tropical Fish	1991

**Powell**

10	Hot Batch	1992
11	Chaos	1992
12	Play	1993
13	Suburban Diners	1994
14	Scenic Drive	1995
15	Strip Mall Heroes	1998
16	Magic	1999
17	Bones Bearings Class of 2000	1999

Although other skateboard companies were making videos at the time, none compared in terms of skateboarding talent, quality and story line. The most notable video was *The Search for Animal Chin*. It features the Bones Brigade Team in a fiction plot seeking the founder of skateboarding. The founder is named Animal Chin who dates back to the time of Confucius. The team tours the world in search of Animal Chin to get back to the roots of skateboarding and to escape commercial hype. The video ends with the riders finding and riding a complex system of halfpipes that are all connected to each other.



**A roster** of the early Bones Brigade riders:

Blair Arnot  
Ray Barbee  
Chris Borst  
Pat Brennen  
Steve Caballero  
Adrian Demain  
Alan Gelfand  
Tommy Guerrero  
Kevin Harris  
Tony Hawk  
Frankie Hill  
Bucky Lasek  
Mike McGill  
Colin McKay  
Lance Mountain  
Rodney Mullen  
Ray Rodriguez  
Steve Saiz  
Chris Senn  
Steve Steadham  
Jim Thiebaud  
Chet Thomas  
Ray Underhill  
Mike Vallely  
Danny Way  
Per Welinder



[http://en.wikipedia.org/wiki/Bones\\_Brigade](http://en.wikipedia.org/wiki/Bones_Brigade)

Many of these pros continue to be great influences in skateboarding. Steve Caballero still rides for Powell and has celebrated his 25th year riding for the team. Ray Barbee rides for the Firm, which was started by Bones Brigader Lance Mountain. Tony Hawk and Per Welinder went on to form Birdhouse Projects, which is one of the most successful



skateboard companies in the world. Collin McKay and Danny Way built DC Shoes from humble beginnings into a major skateboard shoe company. Chet Thomas continues to ride professionally and has successfully reinvented himself to keep up with the changes of the sport.

### **Mark “Gator” Ragowski**

Mark Anthony Rogowski was born in 1966 in Brooklyn, New York. In the early '70s he moved with his older brother and mother to Escondido, California. In 1979 Gator made his first appearance on the skateboarding scene when he won a major amateur skateboard contest in Canada. In 1982-83 he began to collect sponsors that included Gullwing Trucks and Vans Shoes. Five years later, Gator won an important event called the Del Mar National Contest. After winning this contest he turned pro for Vision Skateboards. SkateVision released a video that featured Gator's amazing abilities. The performance elevated him to celebrity status.

Vision Skateboards had its own line of clothing called Vision Street Wear, which was very popular among skateboarders and non-skateboarders alike. Gator was awarded his own clothing line. He graced the cover of all the skate mags and continued to win or place in many contests. In the mid-1980s Gator had pro spotlights in the two big skate magazines, *Transworld Skateboarding* and *Thrasher*. He was continuously approached for sponsorship deals and demos. He hired an agent to keep from going crazy. It was a big change from being a grubby little skateboard kid rolling around at the park to being a celeb. One demo Gator did for Swatch attracted more than 10,000 spectators.

Gator's skateboarding skills were phenomenal. His specialties were vert ramp and bowl skating. Gator could do long boardslides around bowl corners and get huge air over the coping. His runs could last for more than five minutes. He would stop only to catch his breath. He never missed a

trick. His skating was always in control and cutting edge.

But things did not remain all glitz and glamour for Gator. He was unable to handle the fame and became arrogant and careless. At this time, vert skateboarding began taking a back seat to street skateboarding. Magazines and spectators showed a growing interest in curb tricks and freestyle street skating.

***His [Gator's] skating was always in control and cutting edge.***

Gator's demise did not end with car accidents and arrests. He committed a murder and is serving 31 years in prison. Fortunately, his case is unique among

legendary skate pros. Most kept out of trouble and found skateboarding to be a positive force in their lives.

### ***Christian Hosoi***

Christian Hosoi (Holmes) was born October 5, 1967. At the age of 5 he began skateboarding with Dogtown legends Shogo Kubo, Tony Alva, Stacey Peralta and Jay Adams. He grew up in the Venice Beach area where his style and skills were shaped. Christian was sponsored in the early '80s and his career took off.

His first sponsors were Dogtown Skates and Jimmy Z. Hosoi's glory days coincided with skateboarding's new popularity. Movies such as *Thrashing* and *Gleaming the Cube* capitalized on skating's raw image. Sponsors were paying big money for athletes to represent their products and both were featured in magazines nationwide. Hosoi's bank account overflowed from contest winnings and sponsorships.

Hosoi competed with top pros like Steve Caballero, Tony

Hawk, Natas Kaupas and Jeff Kendall. Many say that Tony Hawk's main competitor back then was Hosoi. Hosoi carved his fame through his legendary trick invention, the "Christ Air." Hosoi would get air on the vert ramp, and as he ascended, he would kick the board into his hand and make the shape of the cross with his body. As he descended he would place his board back under his feet and ride back into the ramp. Hosoi was legendary for the height he achieved above the top of the ramp.

Hosoi, like many other pros at that time, thought the money would never end. But a recession hit the sport in the early 1990s, and Hosoi found himself struggling to make ends meet. After changing sponsors several times, he disappeared from the skateboard scene. In 2000 Hosoi was charged with drug trafficking and sent to prison for four years. Since then Hosoi has reexamined his life and taken some positive steps. He has reemerged on the skateboard scene with Quicksilver and other sponsors.

### ***Tony Hawk***

Tony Hawk is the face of pro skateboarding. Tony has spent his entire life and career pioneering the sport and ramp riding in particular. He became famous at a young age, continued as a pro skateboarder well into his 30s and is still at it today. He is hugely popular and especially so with young riders. Kids love Tony Hawk because he loves skateboarding.

Tony Hawk was born May 12, 1968 in Carlsbad, California. His first sponsor was with Powell Peralta's elite Bones Brigade. Tony's first photos in magazines show a skinny, long-haired blond kid catching air four times his height. Tony Hawk turned pro at 16. His sponsors included Airwalk Shoes.

In the early 1980s it was very difficult to turn pro. It was even more difficult to do so for elite companies like Powell

and Airwalk. At the time there were two pros who had a pro model shoe, Natas Kapas for Etnies and Steve Caballero for Vans. Tony Hawk was only the third pro skateboarder to receive a pro model shoe in his name.

Many pro skateboarders came from broken homes or had parents who didn't take an interest in the sport. Tony Hawk's family was an exception. He had a very supportive father who found a way to get involved in his son's life and passion. Frank Hawk was instrumental in making skateboarding a legitimate sport, helped found the National Skateboard Association and actively supported early skateboard contests. He also helped build Tony's first halfpipe.

Tony Hawk is synonymous with skateboarding for good reason. He created many new tricks in vert skateboarding and is well known for the way he turns. In 1985 Tony Hawk landed his first 720, which is a spin of two revolutions. In 1999 he completed the most revolutions ever — a 900 — a spin of two and a half revolutions. He performed it at the 1999 X Games after failing 11 times. This trick won him first place and, of course, the skate world went crazy.

In 1999 Tony Hawk's status soared even higher with the release of his video game, *Tony Hawk's Pro Skater*. There have been seven sequels all meeting with great success. The video games include *Tony Hawk's Pro Skater 2*, *Tony Hawk's Pro Skater 3*, *Tony Hawk's Pro Skater 4*, *Tony Hawk's Underground 1* and *2*, *Tony Hawk's Underground 2 Remix* and *Tony Hawk's American Wasteland*.

In 2000 Tony wrote his autobiography, *Hawk: Occupation: Skateboarder*, which made *The New York Times* best-seller list. He has also written *Hawk* and another book titled *Between Boardslides and Burnout*, which is a road journal.

In January 1992 Tony Hawk and Per Welinder created the

***Kids love Tony Hawk because he loves skateboarding.***

skateboard company, Birdhouse Projects. The company produces quality products as well as featuring a top ranked team. His business ventures include Adio Shoes and Hawk Clothing.

Tony Hawk has been featured in numerous commercials, TV shows and movies. He has appeared in commercials for Apple Computer and Domino's Pizza. He has appeared in *Cyberchase*, *Rocket Power*, *The Simpsons*, *Max Steel*, *Sifl and Olly* and *CSI: Miami*. His movies include *Jackass: The Movie*, *The New Guy*, *Haggard*, *Max Keeble's Big Movie* and *Dogtown and Z-Boys*. He also has had acting parts in *Gleaming the Cube* and *Police Academy 4*.

[http://en.wikipedia.org/wiki/Tony\\_Hawk](http://en.wikipedia.org/wiki/Tony_Hawk)

### **Steve Caballero**

Steve Caballero was born November 8, 1964 in San Jose, California. He is a dedicated and committed skater who has been a positive agent of change. He started skating when he was 12 and was sponsored a year later by a skate park. In 1978 at the age of 15, Steve was sponsored by Powell Peralta. In 1980 Steve turned pro during the Gold Cup series at a Southern California contest.

Over the years Steve has collected many sponsors including Vans Shoes. He had a signature model shoe in the early '80s. In an interview with *Thrasher*, he was asked why he didn't start his own skateboard company like other top pros. He said other pros had to start their own companies due to not-so-generous skateboard sponsor checks. He was able to devote his time to skating because of the money he got from his shoe deal with Vans.

*He [Steve] is a dedicated and committed skater who has been a positive agent of change.*

Steve has invented a slew of tricks — tricks that are now commonplace in both ramp and street skateboarding. Among the most notable are the Caballerial and the half cab. He invented both tricks while riding a vert bowl. The

Caballerial was invented around 1980 in the 10-foot keyhole pool at Winchester Skateboard Park. The Caballerial is when you ride fakie and do a fakie 360 ollie. The half cab is a variation of this trick, but you turn 180 instead of 360. The frontside rock n roll slide, now usually called a frontside boardslide, is another of Steve's inventions.

Although Steve Caballero first became famous for his ramp skating, including launch ramps, bowls and vert, he was able to keep up when the focus changed to street. When asked if he found it easy to change from ramps to street, he said he found it very difficult. He said that he had always found skateboarding to be hard. But that was one of the reasons he found skating to be so exciting. He always felt challenged.

While some of the early pros got caught up with fame and fortune, Steve kept a level head. He practices Zen Buddhism and abstinence from drugs and alcohol. Steve Cabellero also enjoys being in a punk band, painting and motocross.

[http://en.wikipedia.org/wiki/Steve\\_Caballero](http://en.wikipedia.org/wiki/Steve_Caballero)

[http://secure.thrashermagazine.com/index.php?SCREEN=interview\\_cab&page\\_num=1](http://secure.thrashermagazine.com/index.php?SCREEN=interview_cab&page_num=1)

## **Colin McKay**

Colin McKay was born August 29, 1975 in Vancouver, B.C., Canada. He first made his appearance on the skateboard scene in the Powell Peralta video, *Public Domain*. He grew up skating in the famous skateboard parks of Vancouver. He learned how to ride vert ramps at the Richmond Skate Ranch. He skated with pros like Sluggo, Moses Itkonen and Rick Howard. Colin McKay was younger than many of the other vert riders. He was envied for his youth and amazing ability, which was comparable to other pros twice his age.

After riding for Powell, many of his teammates were moving on and starting their own companies. As Powell began to break up, Colin made the switch to the new up-and-coming company, Plan B. Many of the Bones Brigade members had chosen Plan B including Danny Way and Rodney Mullen.

Skateboarders around the world began to notice Colin McKay during his stint with Plan B. His diverse skating was demonstrated in Plan B's *Virtual Reality* video. In this video Colin showed that he was not only an amazing vert skater but also an accomplished street skater. This combination of skills is highly unusual.

Colin took his street tricks and applied them to vert. His tricks include the switch 360 flip, switch backside heelflip noseslide, and the most impressive, nollie flip backside tailslide revert. His overwhelming tricks, contest results and video parts helped launch Colin to a place of influence in the skateboard industry. Colin was instrumental in lifting vert skating to a place of prominence in modern skateboarding. Colin still skates professionally and has business interests in several companies including Red Dragons Skate Supply, DC Shoes and Plan B.

## ***Bob Burnquist***

Bob Burnquist was raised in Sao Paulo, Brazil. He began skateboarding at the age of 11 and turned pro at 14. At that time vert skateboarding was very big in Brazil and the contests intense. Only one skateboarder competed at a time while a panel of experts judged. This pressure to perform equipped Bob mentally for future contests.

In 1995 Bob Burnquist traveled to Vancouver, B.C. and competed in Slam City Jam, which is one of the largest pro contests in North America. Bob was virtually unknown on the pro circuit in North America. His runs were very complex and technical. Those watching had a hard time distinguishing what was switch stance and what was regular. Bob placed first at the contest and also won a few big-name sponsors. Bob's contest run in Vancouver received the highest score any vert skater had ever received in the history of pro skateboarding.

Bob Burnquist was instrumental in revitalizing vert skating in the late 1990s. In general, vert held little interest for most skaters (notable exceptions were Colin McKay, Tony Hawk and Danny Way). Bob is one of today's top vert pros. His sponsors include Activision, Hurley Clothing, Oakley, Nixon, Pro-Tec, The Firm Skateboards and Ricta. Bob Burnquist is a positive and powerful influence in skateboarding today.

## ***Danny Way***

Danny was born in 1974 in Portland, Oregon. He was rolling around on a skateboard at the age of 6 and frequented the Del Mar Skateboard Ranch, known for its cement bowls and gnarly vert ramps. By the age of 11 Danny had picked up two major sponsors, Hosoi and Vision. At 14 he was asked to ride for the famous Bones Brigade. He accepted, but after a few months, left the team to ride for H-Street, a famous skateboard company headed by Matt Hensley.



***Danny was the first person to jump the Great Wall without the use of a motorized vehicle.***

At the age of 17 Danny Way was awarded the prestigious Skater of the Year award by *Thrasher*. The magazine honors only one skater each year. It is very special to be selected due to the fierce competition in the world of skate-

boarding. Danny won the title again in 2004 becoming the only skateboarder to win the award twice.

Danny has suffered an array of injuries. In 1994 he broke his neck in a surfing accident. Between 1999 and 2002 he underwent seven surgeries — five on his knee and two on his shoulder. The night before his record-breaking jump in China, he fell during a practice jump. He tore a ligament and injured a bone in his foot. The foot was reportedly swollen to the size of a grapefruit, but Danny had his doctor inject a pain killer so that he could jump.

World records are Danny Way's specialties. In 1999 he achieved the largest recorded air — jumping out of a helicopter, making a 12-foot kickflip and landing in a vert ramp. In 2002 he conceived and built a gigantic ramp upon which he consequently set records for the longest jump, clearing 65 feet, and the highest air, 18 feet 3 inches. In 2003 he broke those records by jumping 75 feet and airing 23.5 feet above the top of the ramp. In 2004 he set a new long-distance record by jumping 79 feet while winning gold at the X Games in Los Angeles.

The most recent and greatest accomplishment of Danny Way's career took place in China in 2005. He constructed a \$500,000 mega ramp up to the Great Wall of China. Jumping

from this ramp was death defying. The drop in was more than six stories high. The gap he cleared was over 61 feet long. The speed reached after landing was 50 mph. Danny was the first person to jump the Great Wall without the use of a motorized vehicle. Most people would feel satisfied to have accomplished an eighth of what Danny has. But instead of sitting back and taking it easy, he promises that there is more to come.

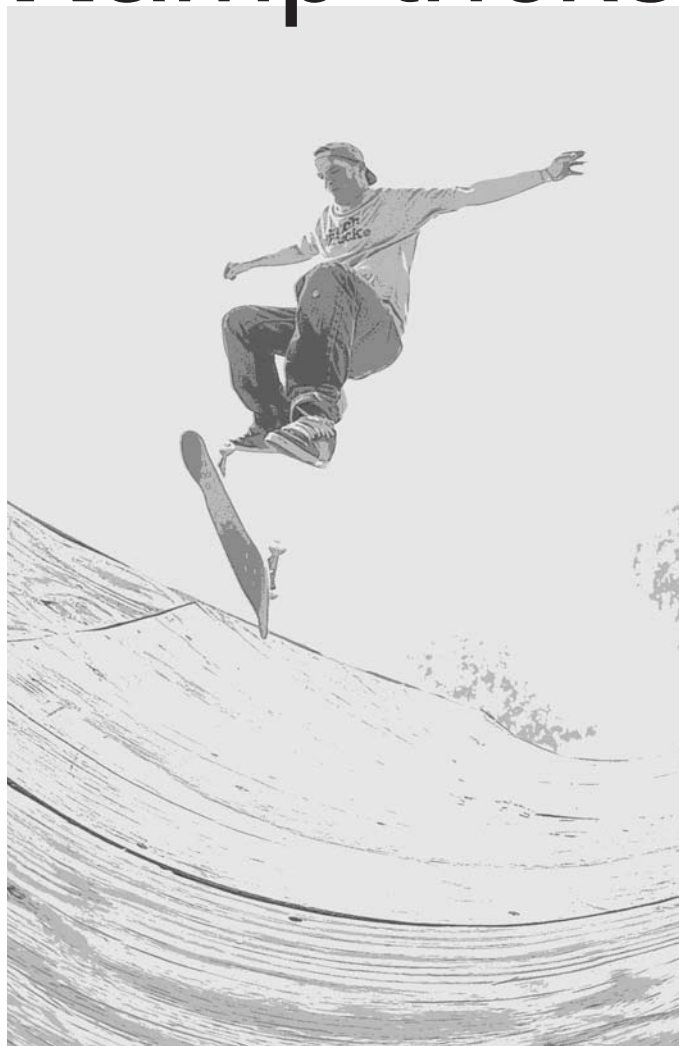
### ***Conclusion***

Ramp skateboarding has and will always play an integral part in the sport of skateboarding. Through their fearlessness and creativity, ramp riders have propelled skateboarding to greater heights. Their accomplishments have in turn spurred ramp technology and construction. Just as Danny Way has created ramps to achieve the highest airs and longest jumps to date, we can expect greater ramps, bigger airs and longer jumps in the future. Many thanks to all the pros who have risked life and limb to set new standards and prove that skateboarding has no limits.

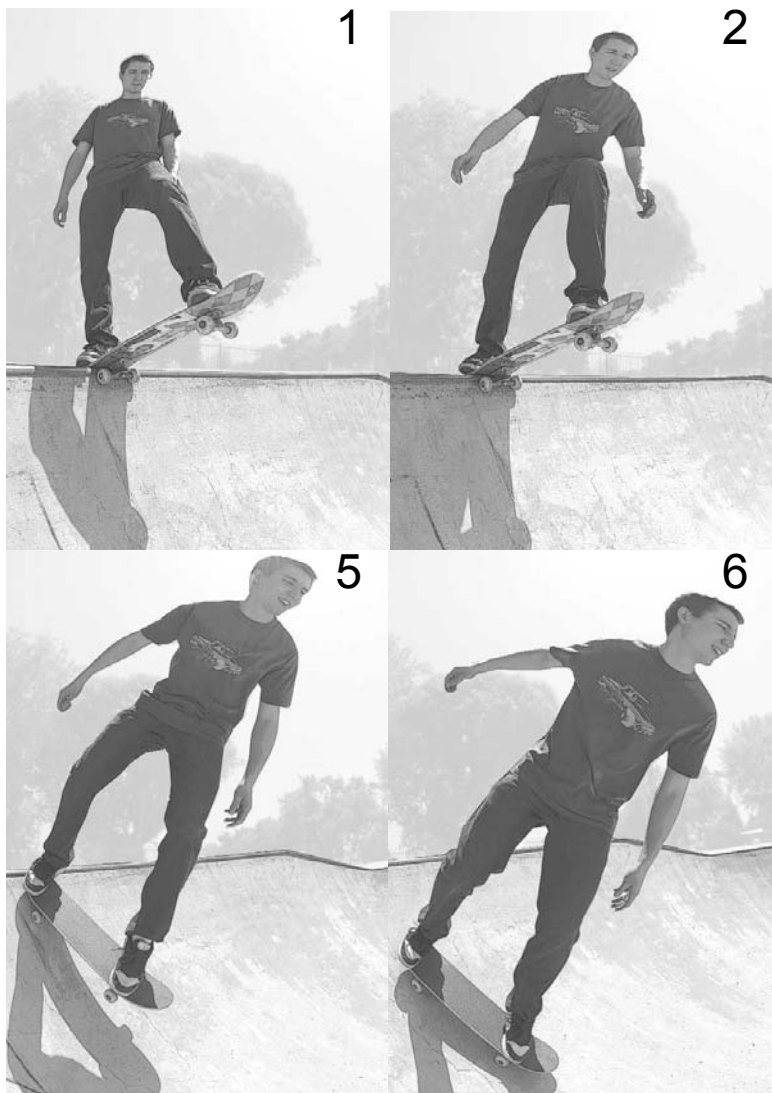
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# Ramp tricks

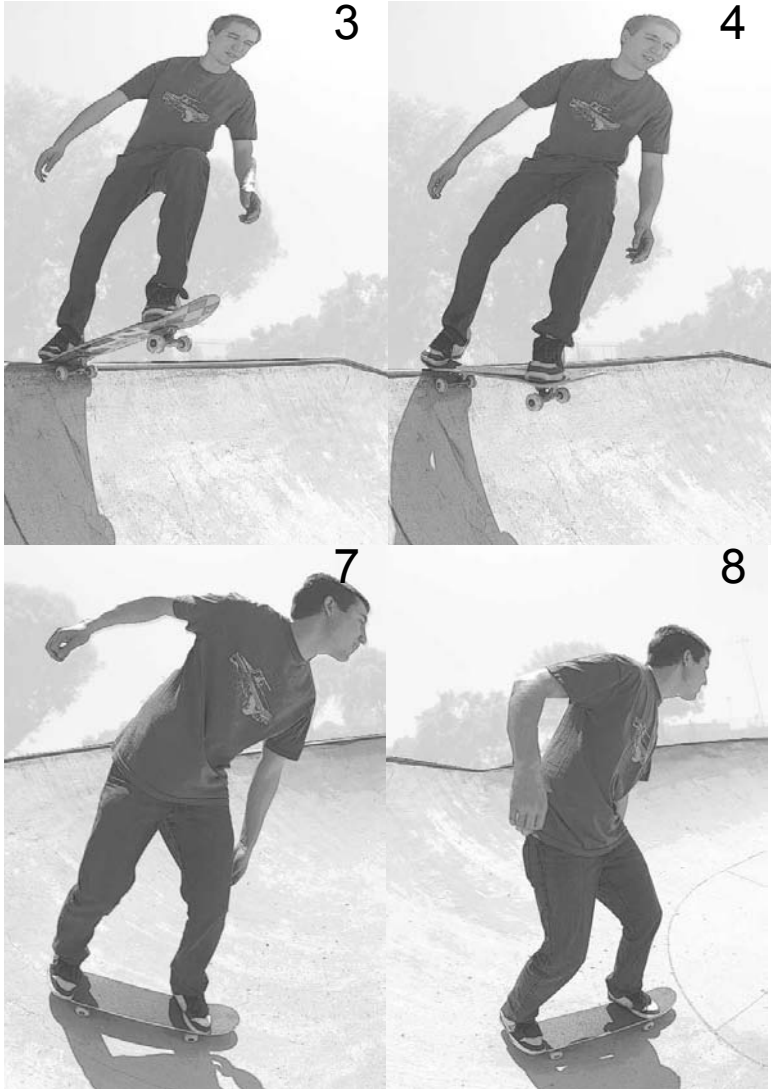


## Drop in



### **1. Drop in**

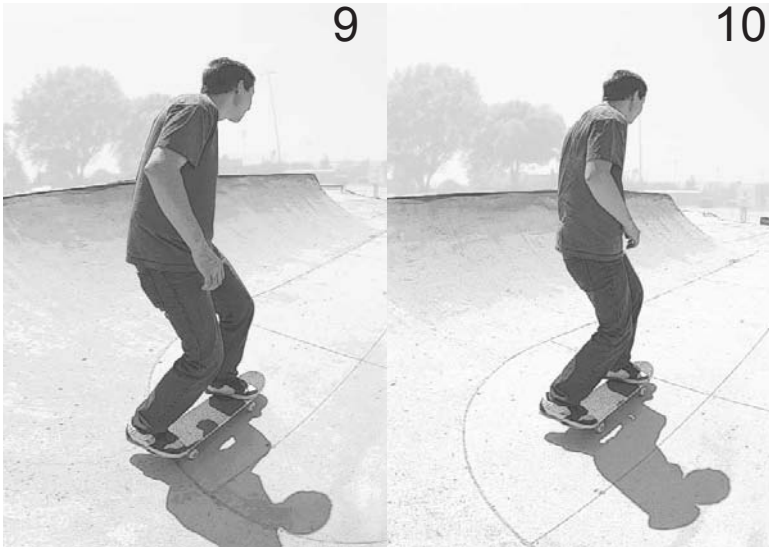
1. Place your back foot squarely across the tail. Your front foot should be across the bolts of the front truck.
2. The tail should be resting on the coping with the back wheels snug against the ramp.



3. Place all your weight on your front foot as you begin the drop in.

4. Press your weight onto your front leg and push the wheels down to make contact with the ramp.

Drop in



5. Throughout the drop in, it is important to lean forward so that your weight stays centered with the board.
6. Stay low to the board in order to keep your balance.
7. Most people do not lean forward enough and slip out causing pain to the buttocks.



**Key to remember:** This trick requires that you push all your weight onto your front foot. Hesitation will almost always result in falling. So just go for it!

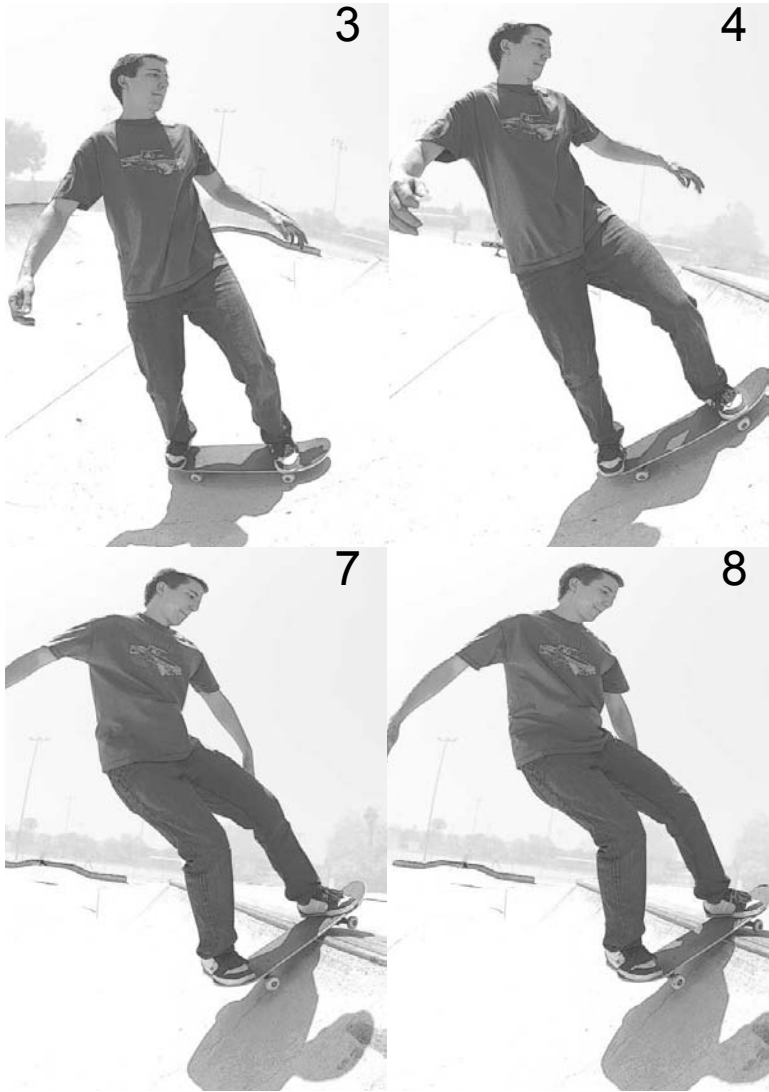
## Rock to fakie



### **2. Rock to fakie**

1. Approach the coping with your back foot flat on the tail and your front foot across the bottom bolts of the top truck.





2. Just before your wheels get to the coping, lift up slightly by putting weight on your back foot.
3. As your front wheels lift above the coping and you reach the high point, push the front wheels down on the deck of the halfpipe.

Rock to fakie



4. It is important that your wheels do not go by the coping but rather go farther onto the deck of the half-pipe.

5. When your front wheels touch down on the deck, immediately rock back on the tail to lift your front

11



12



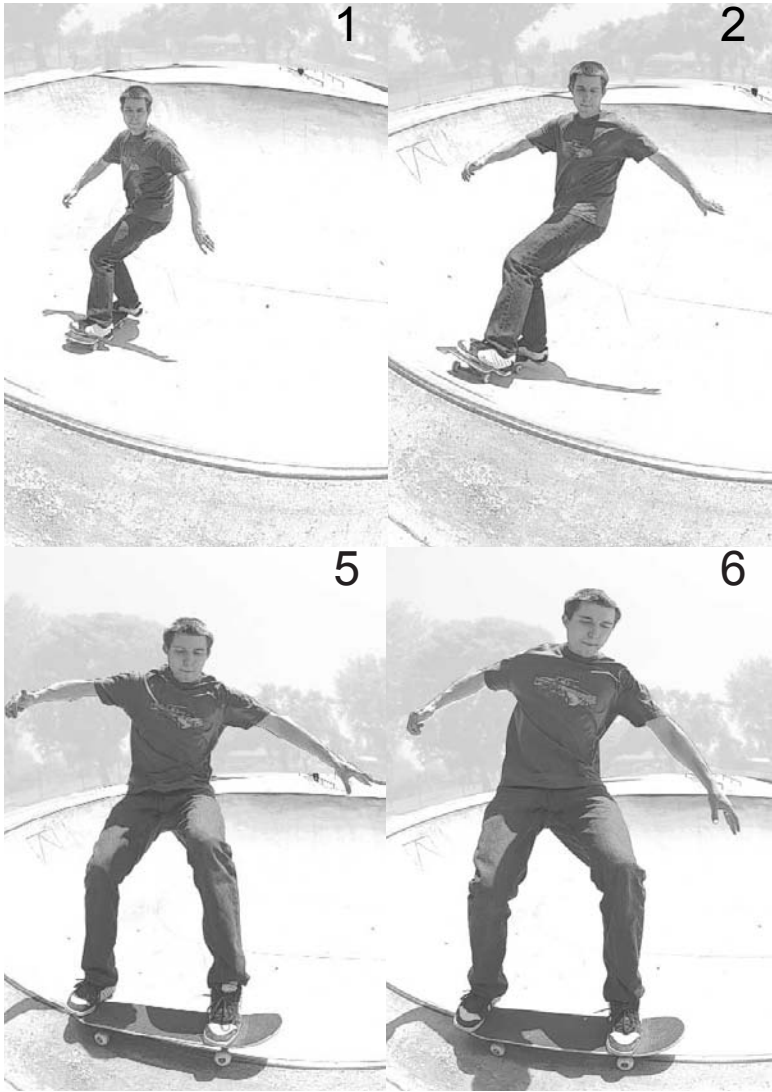
wheels. This action will take you back into the ramp.

6. Lean back into the ramp and keep your front wheels lifted until you clear the coping. Then press your front foot back down.

7. You want to have your weight over your back leg to avoid slipping out when your front wheels go up on the deck of the halfpipe and when you are coming back in.

Key to remember: Most skaters just hang their front wheels up on the coping and then unhook them thinking they have done the trick. It takes confidence to learn this trick the proper way and to not worry about hanging up on the coping when you rock back in.

Frontside 50-50 grind



**3. Frontside 50-50 grind**

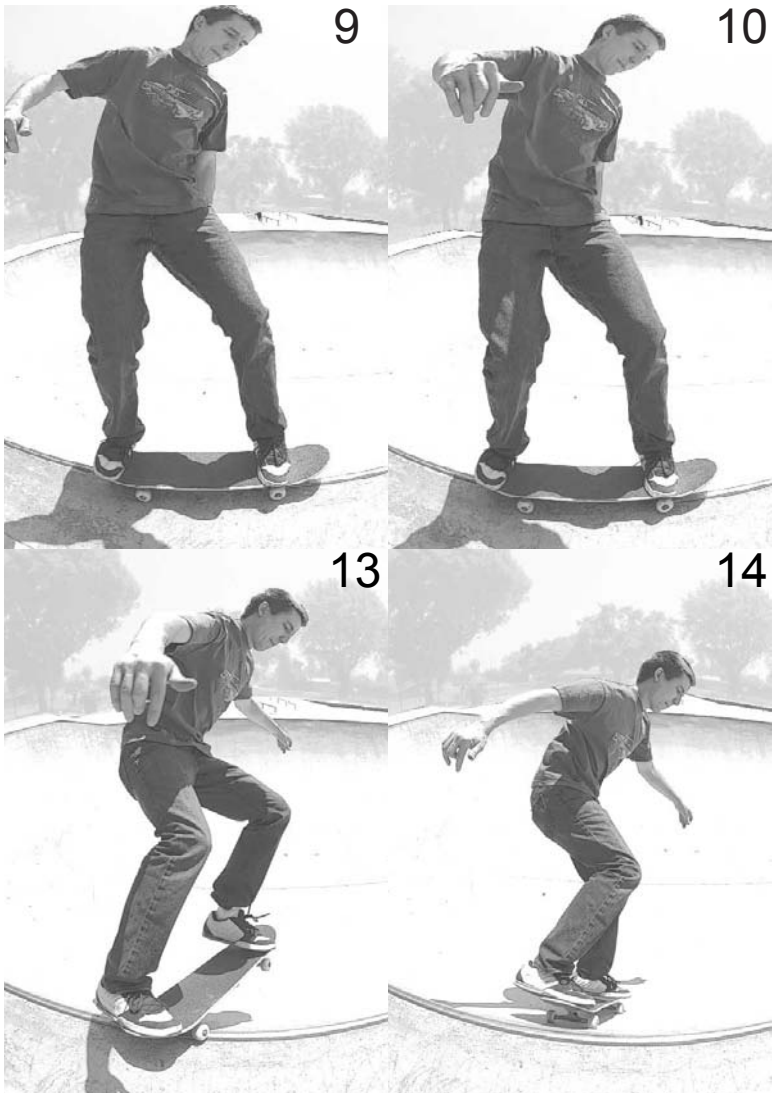
1. Approach the coping at a very slight angle.
2. Your board should follow the transition up causing your front wheels to go into the air.
3. When your front wheels leave the ramp and your



back wheels are within a few inches of the coping, turn your shoulders so that they are parallel with the coping.

4. Your back truck should lock into 50-50. Aim your front truck so that it lands on the coping as well.

Frontside 50-50 grind



5. When you turn your back truck onto the coping, be sure to stand up over the coping rather than lean back into the ramp.

6. The faster you approach the coping, the faster and longer you will grind.



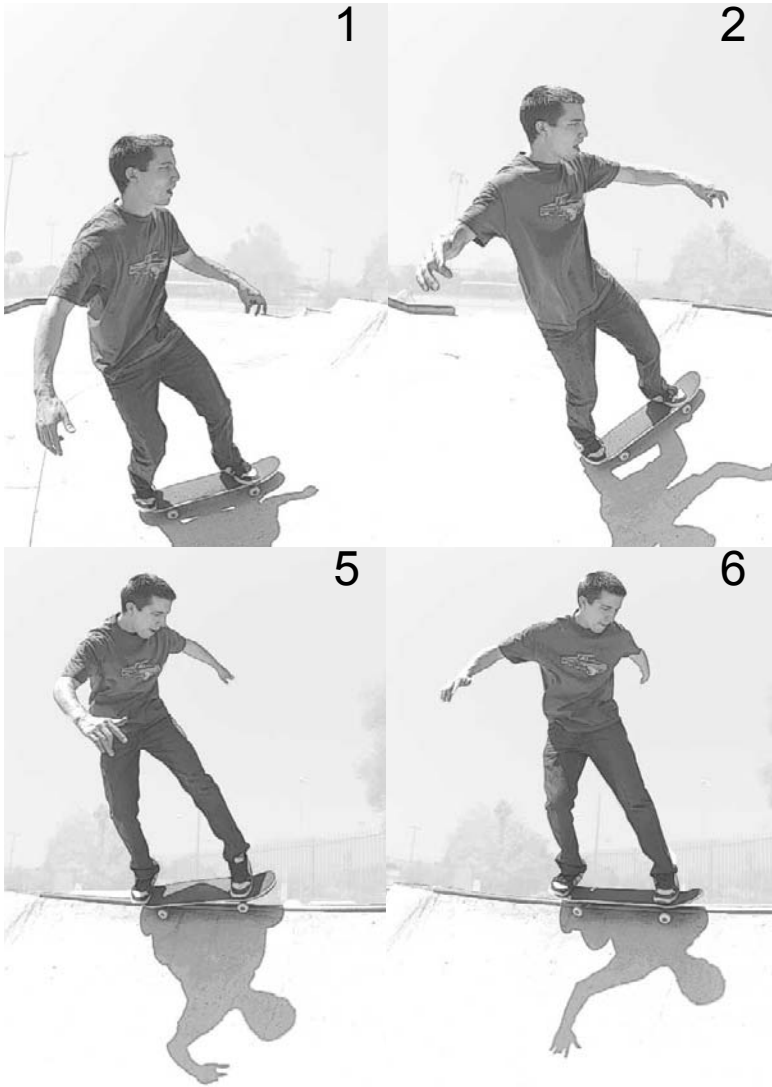
7. As your grind slows down, put pressure on your back foot and slightly lift your front truck.

8. As your front truck lifts, turn your shoulders back into the transition.

9. Be sure to put pressure on your front foot so that your front wheels touch down on the ramp.

10. Lean forward as you come back in.

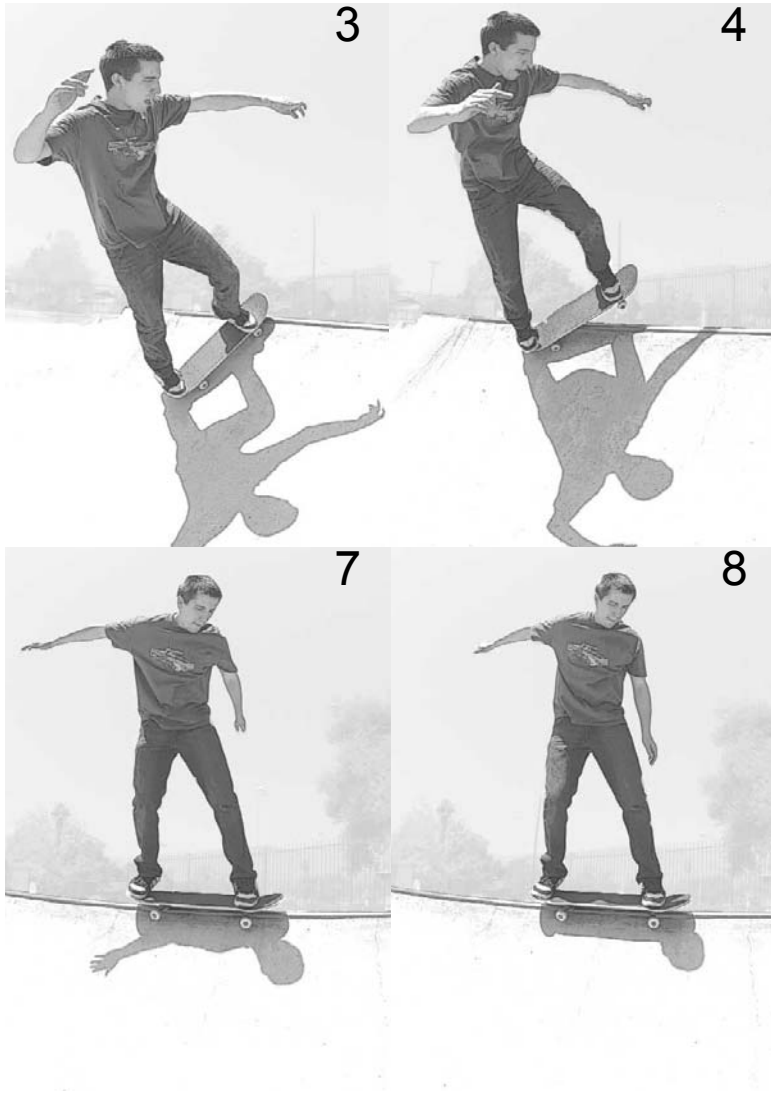
The key to this trick is to stand up over the coping as you turn into the 50-50 position.



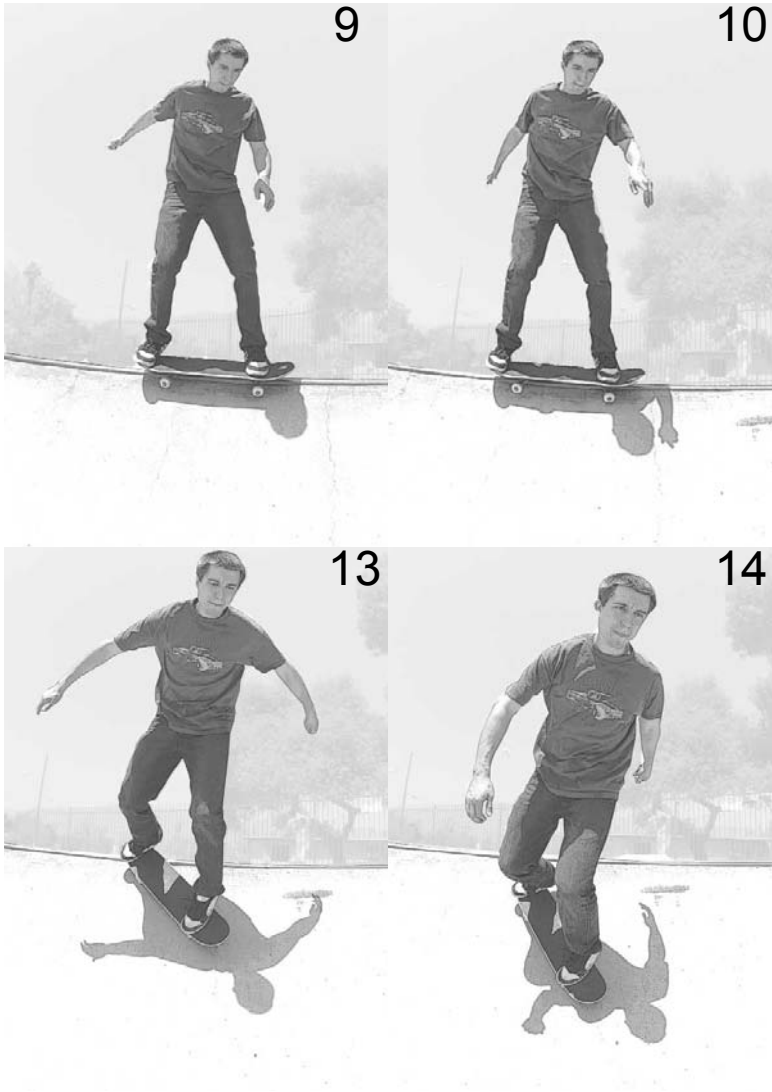
**4. Backside 50-50**

1. Approach the coping at a slight angle.
2. Place your front foot over the top bolts on the front truck. Your back foot should be flat across the tail.
3. When you near the coping, lift your front truck so





that your back truck can close in on the coping.  
4. When you feel the back truck touch the coping, turn your front foot so that your front truck lands on the coping. As your front and back trucks engage the coping, stand up on your board so that you are over the coping.



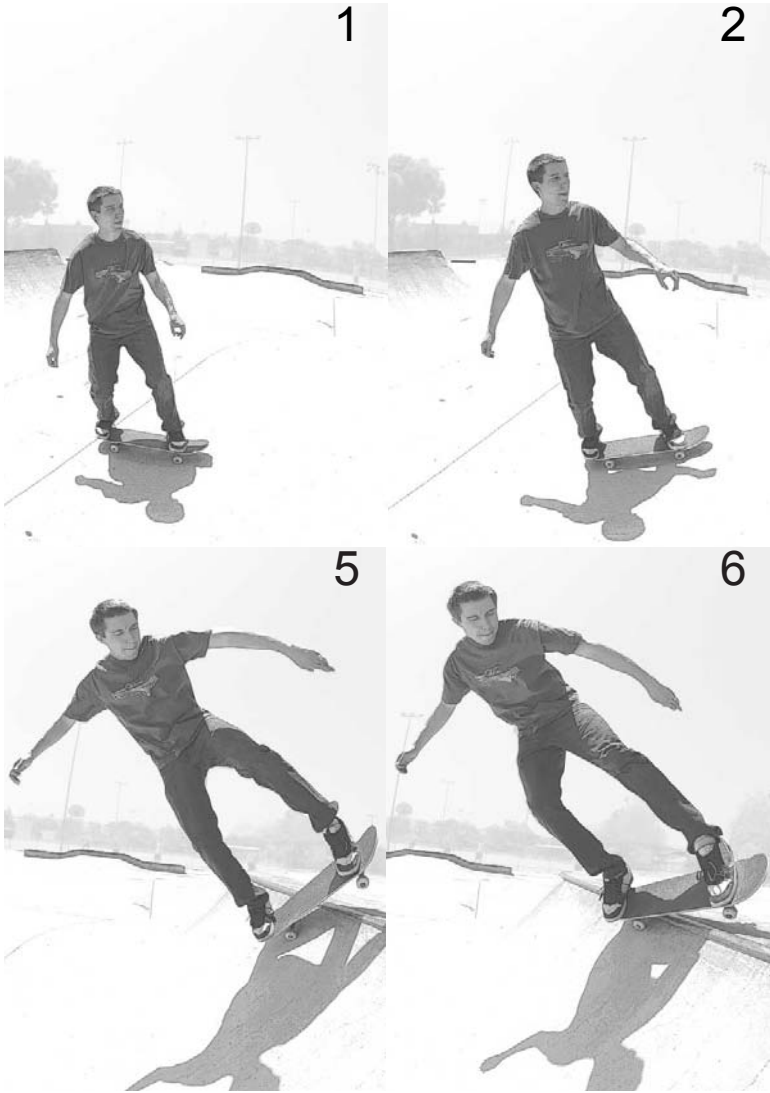
5. The faster you approach the coping, the faster and longer you will grind.

6. When you slow or stop, keep your balance and lift your back foot. Your front truck should lift and turn back into the ramp.



The key to this trick is to stand up while putting pressure on your heels in order to lock onto the coping and keep from slipping out.

Feeble stall



**5. Feeble stall**

1. Approach the coping as if you were doing a rock to fakie.
2. When your front truck nears the coping, lift slightly by putting pressure on your back foot.



3. As your front truck lifts, turn your shoulders 45 degrees and push your back foot so that your back truck stalls in feeble position.

4. When you are in feeble position, steady yourself and put pressure on your back foot. This will lift your front

## Feeble stall



truck and turn you back into the transition.

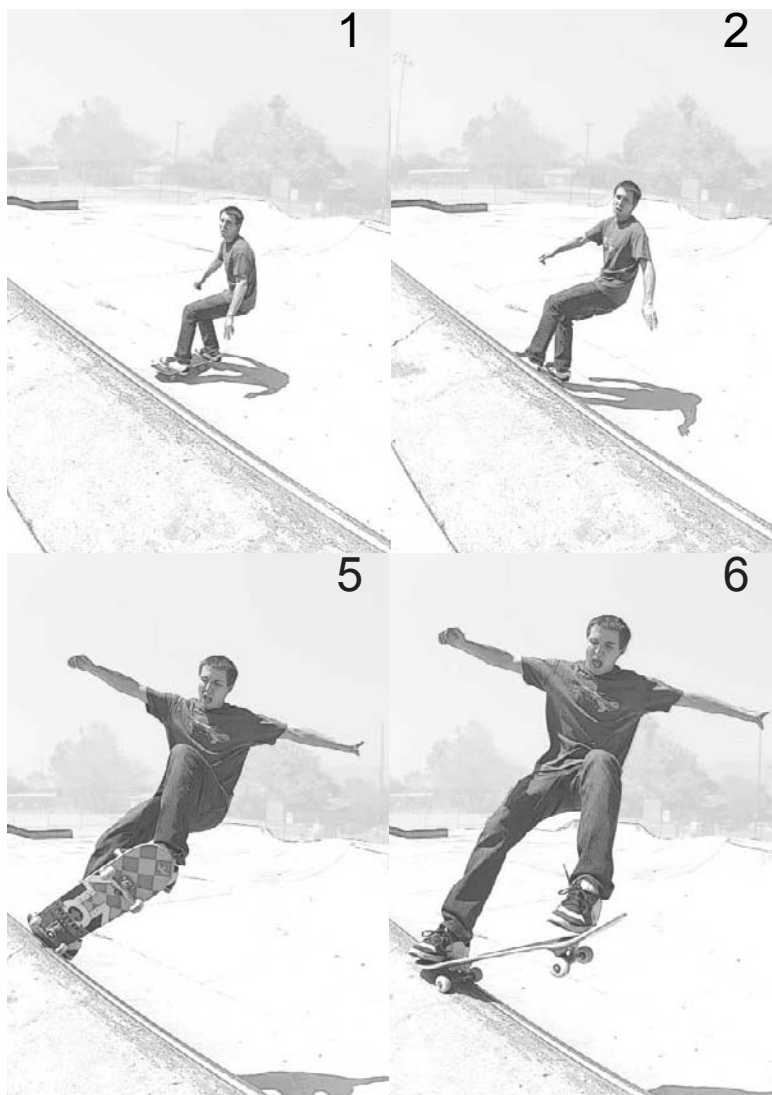
5. Push your front wheels down on the ramp and lean forward to ensure balance.



**Key to remember:**

This trick is one of the easiest stalls on halfpipe because you do not have to worry about hanging up. It is also quite easy to get into the feeble position.

## Frontside 5-0 grind

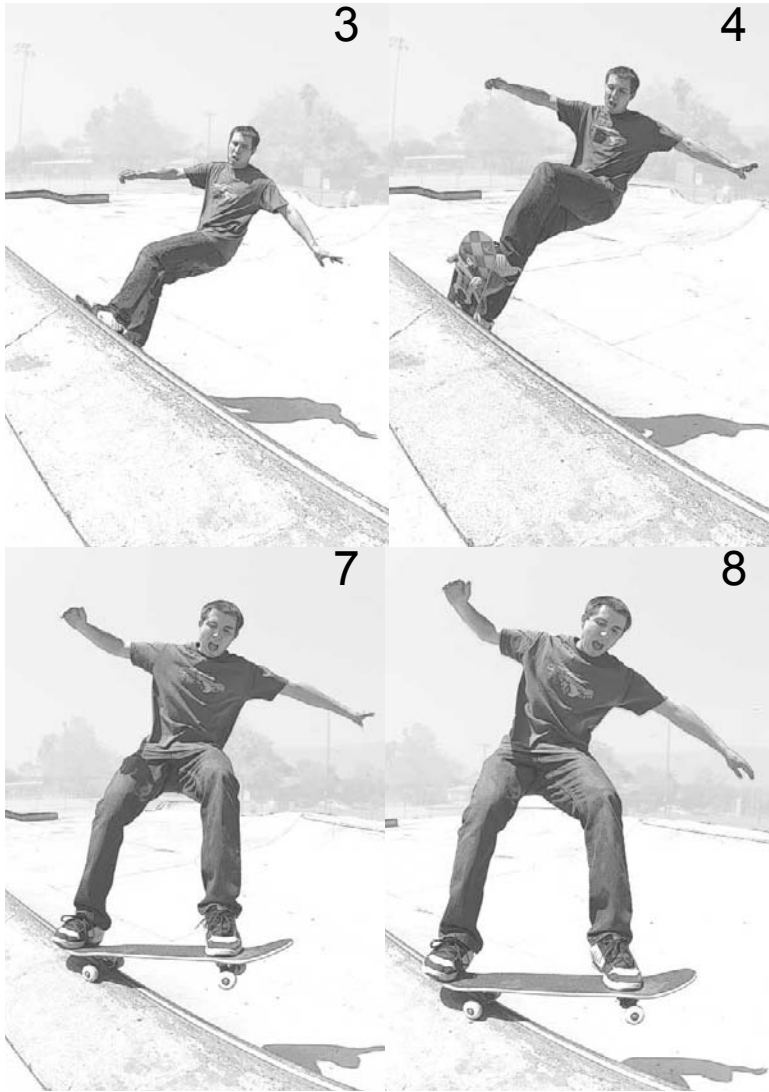


### **6. Frontside 5-0 grind**

1. Before attempting this trick, it is important that you learn how to do frontside carves near the coping.

2. Drop in. Your front foot should be covering the bottom bolts of the front truck. Your back foot should



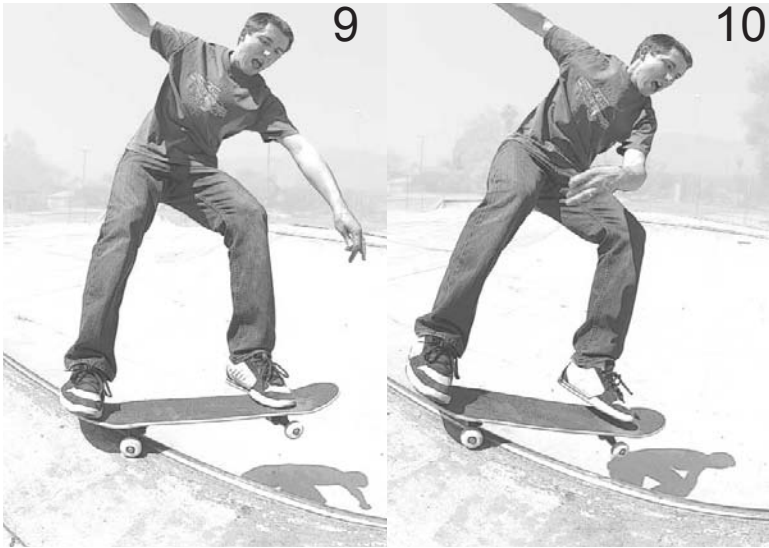


be placed flatly on the tail.

3. Approach the coping at a slight angle.

4. As you near the coping, your front truck should begin rising above the coping. As you feel the back truck near the coping, turn your front foot and

## Frontside 5-0 grind



shoulders sharply so that your back is to the ramp.

5. The turning of your shoulders and front foot should cause your back truck to lock on the coping running parallel with it.

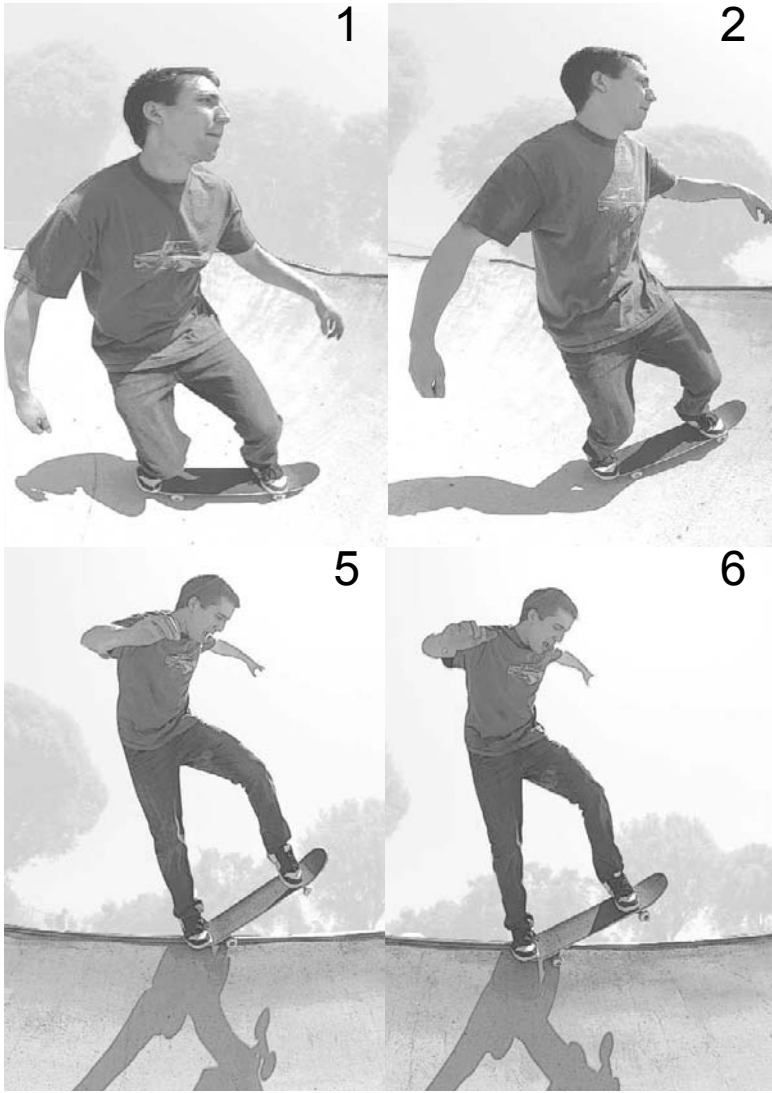
6. When your truck makes contact with the coping, place pressure on your back foot and hold your board in the 5-0 position.

7. Keep your weight centered over your back foot to ensure you don't slip out.

8. As you begin losing speed, turn your shoulder and feet in toward the ramp.

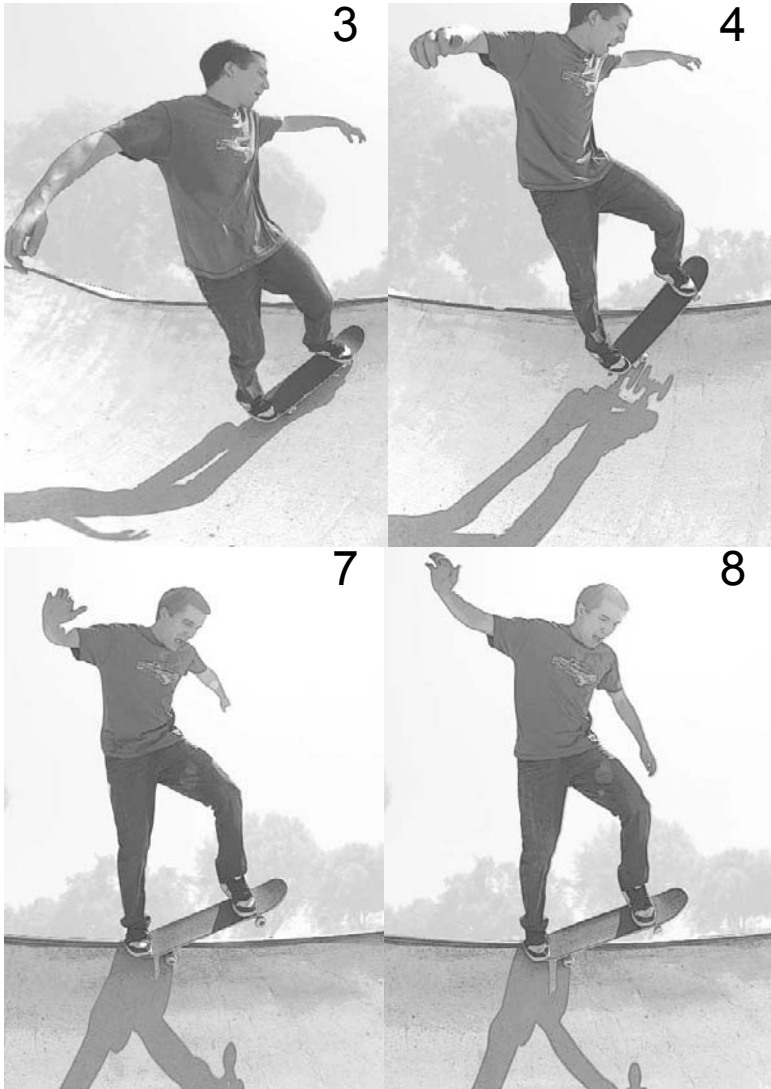
9. Drop your front foot and shoulder down into the transition for a safe ride away.





**7. Backside 5-0**

1. Approach the coping at a slight angle.
2. Have your front foot over the top bolts on your front truck. Your back foot should be flat across the tail.
3. When you near the coping, lift your front truck so



that your back truck can close in on the coping.  
4. When your back truck hits the coping, shift your weight to your back leg. This will keep your front truck from touching down.

Backside 5-0



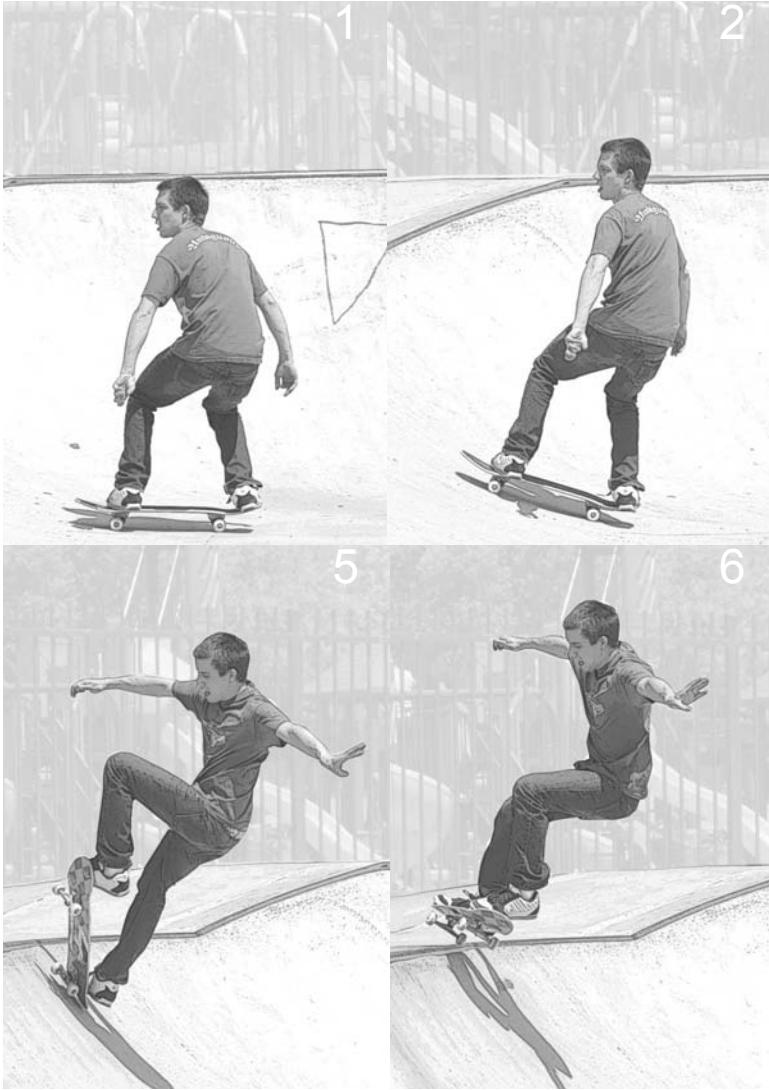
11

12



5. Put pressure on your back heel to bring the board up and level on the coping.
6. You should be grinding now or at least stalled in 5-0 position.
7. Begin turning your shoulders and front foot back into the ramp.
8. Transfer your weight to your front foot and bend your legs as the front wheels contact the ramp.

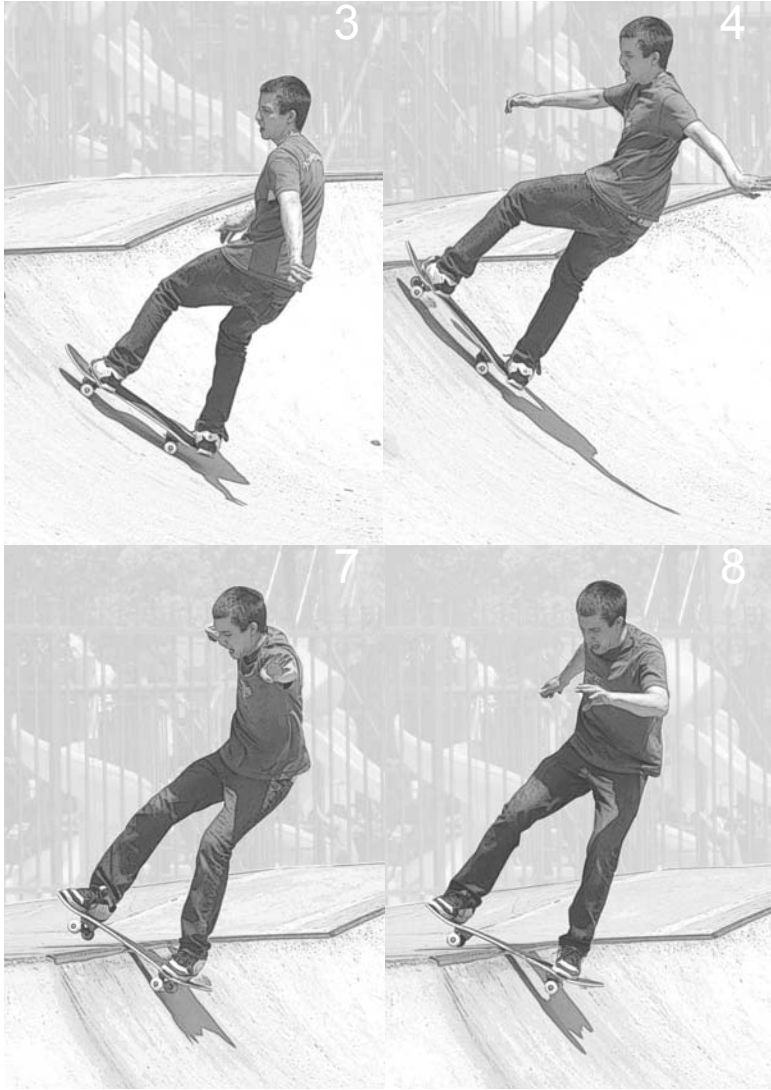
## Frontside lipslide



### **8. Frontside lipslide**

1. Approach the coping at an angle.
2. When your front wheels are within six inches of the coping, snap an ollie toward the coping.
3. As your board lifts off the ramp, suck up your feet





and bend your legs. Rotate your shoulders so the board will land in lipslide position.

4. Land with the middle of the board on the coping.

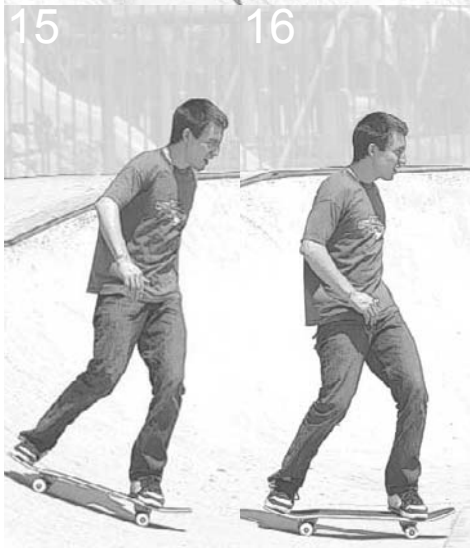
5. If you stall, you should approach the coping at a bigger angle.

## Frontside lipslide



6. When you land on the coping, your front foot should be near the top bolts and partially on the nose.

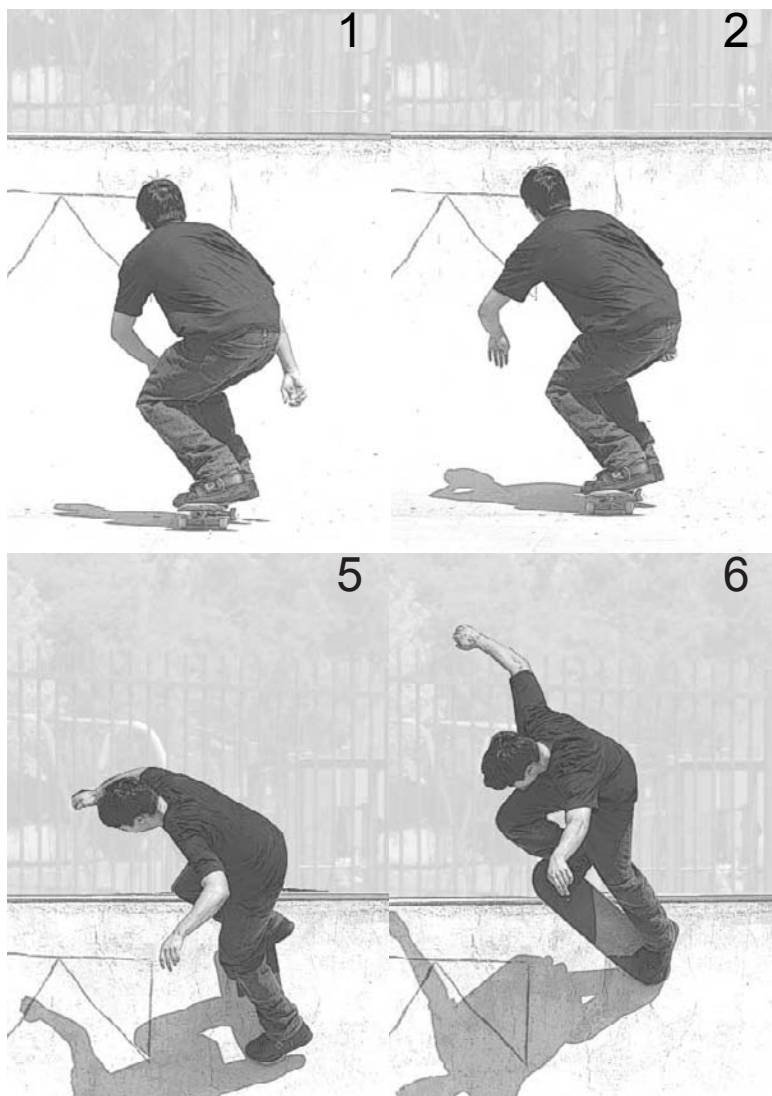
7. As your slide slows, lean forward and transfer weight onto your front foot.



8. As your front wheels touch down on the ramp, push down on the nose slightly so that your back wheels lift without hanging up on the coping.

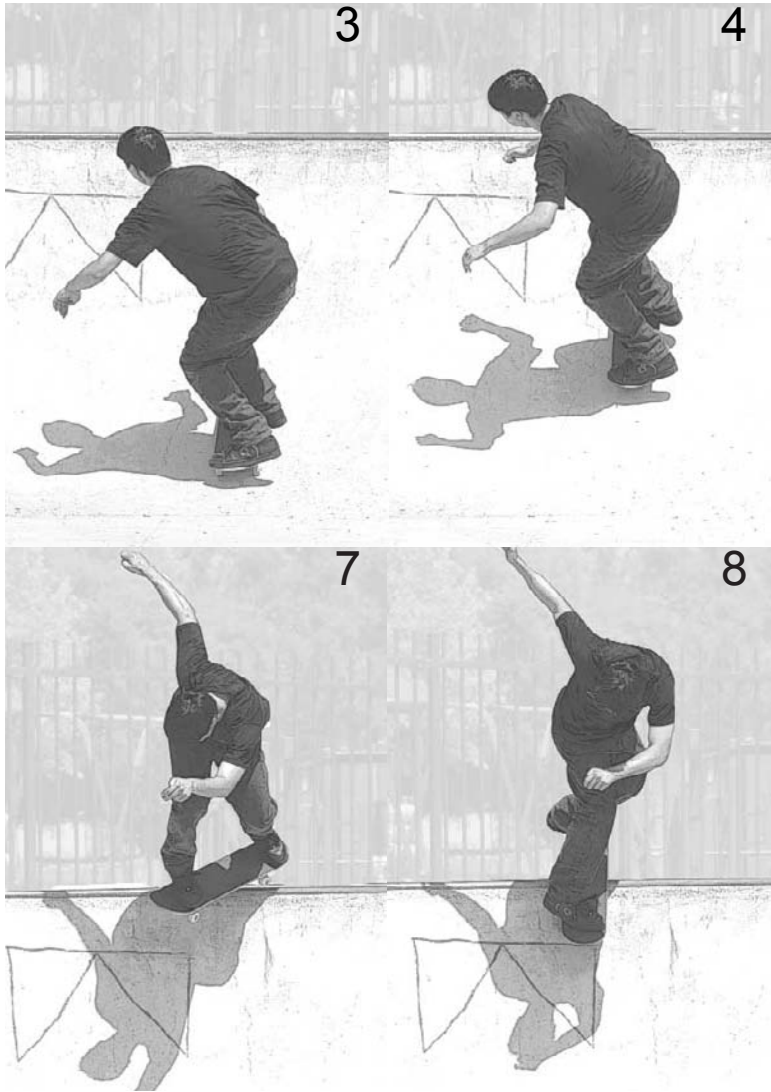
The secret to this trick is to sweep your shoulders and back foot around as you come up the transition so that you land in lipslide position.

## Backside lipslide



### **9. Backside lipslide**

1. Approach the coping at an angle.
2. As your front wheels lift above the coping, snap the tail on the ramp.
3. Swing your shoulders around so that your board



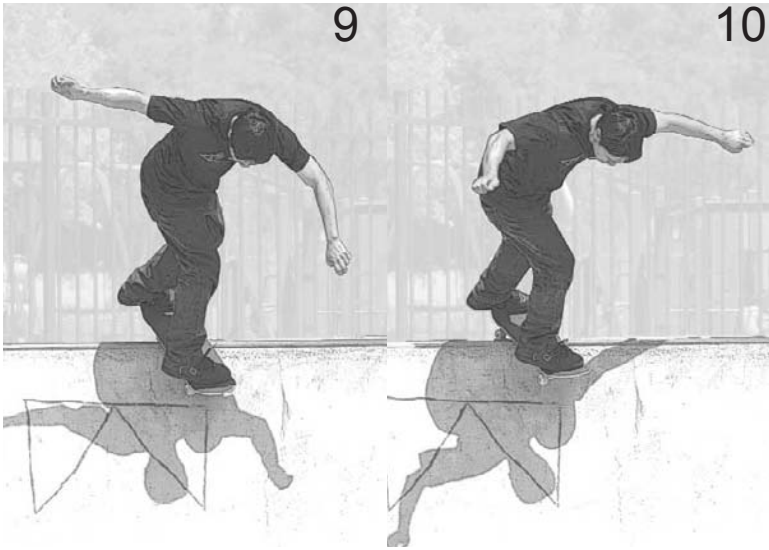
turns 180.

4. When you snap the tail and ascend the ramp, suck your legs into your chest.

5. Land with the middle of the board on the coping.

6. Extend your legs slightly as you slide.

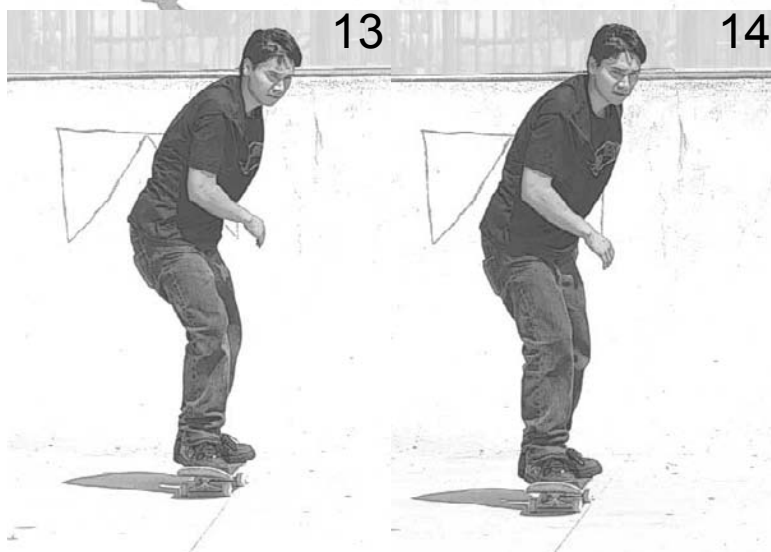
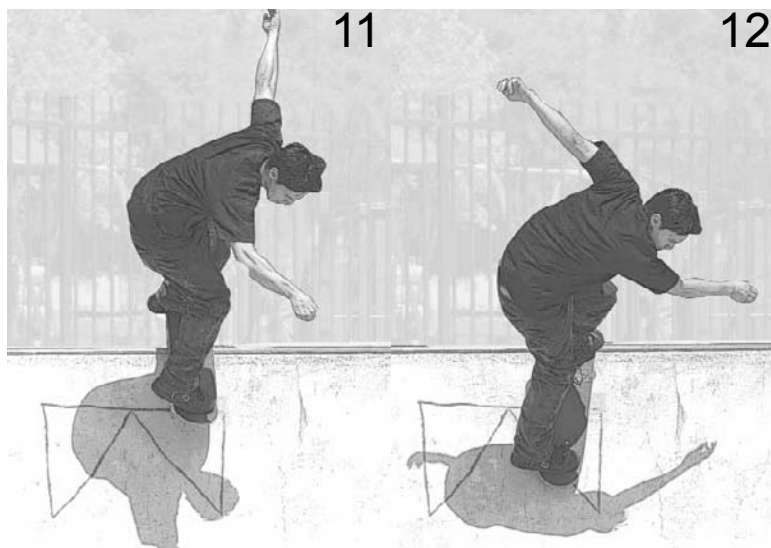
## Backside lipslide



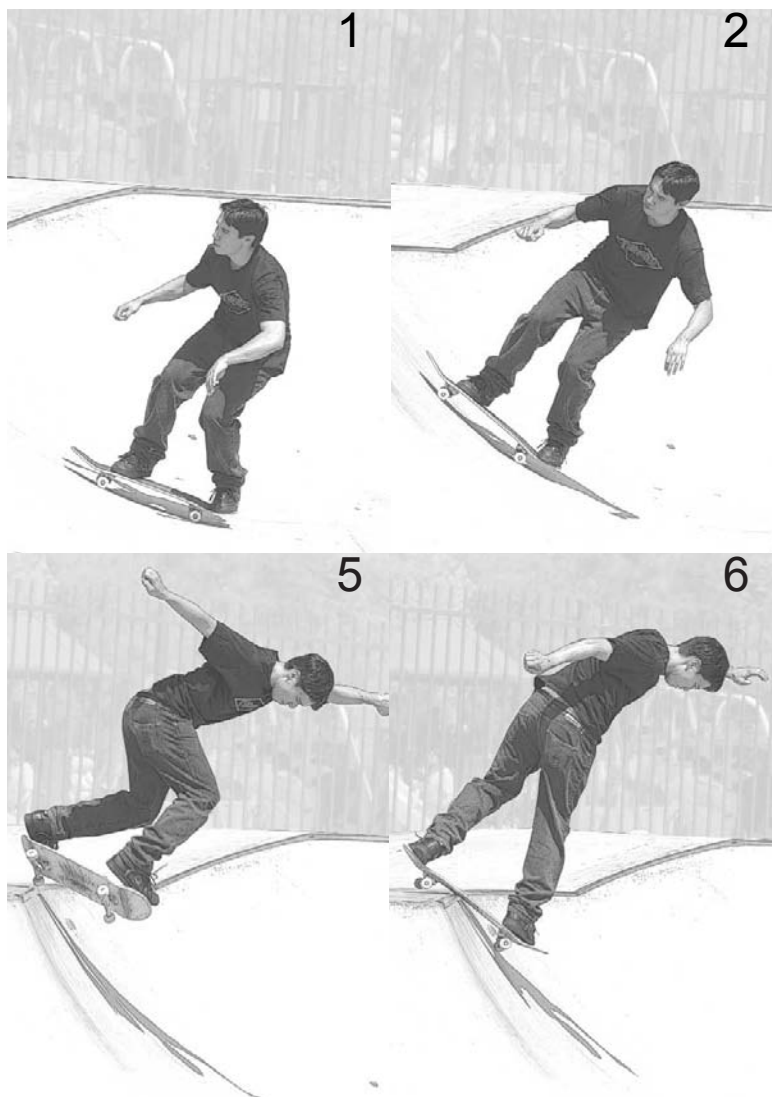
7. When your slide slows, lean forward and transfer your weight to your front foot.

8. As your front wheels touch the coping, push the nose down slightly so that your back wheels lift and clear the coping. Roll back in.

The secret to this trick is to keep your balance as you turn and land on the coping. Looking into the ramp helps keep your balance.



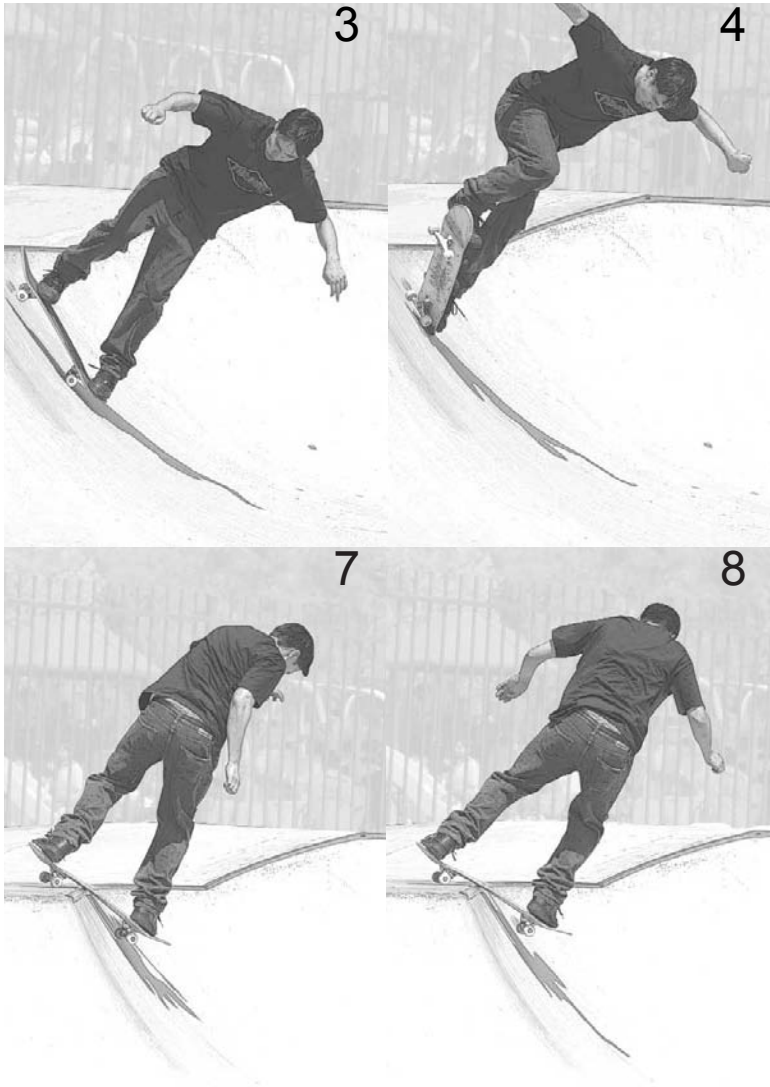
## Backside lipslide revert



### ***10. Backside lipslide revert***

1. Approach the coping at an angle.
2. As your front wheels lift above the coping, snap the tail on the ramp.
3. Swing your shoulders around so that your board



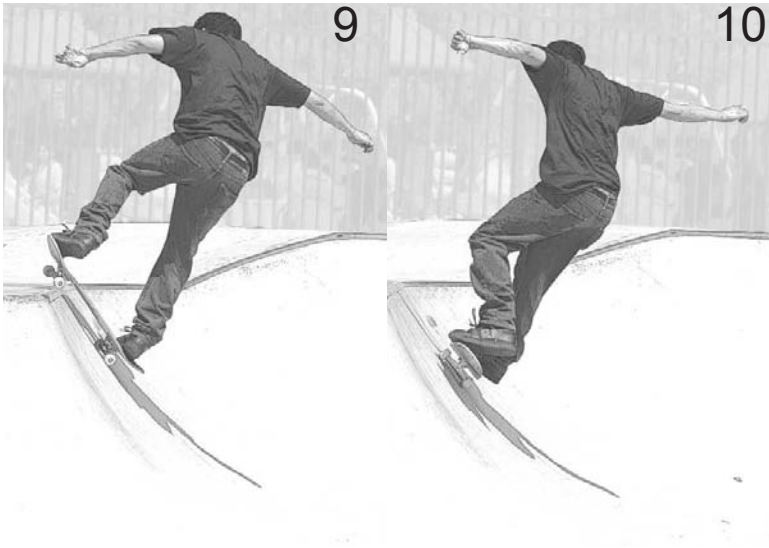


turns 180.

4. As you snap the tail and ascend the ramp, suck your legs into your chest.

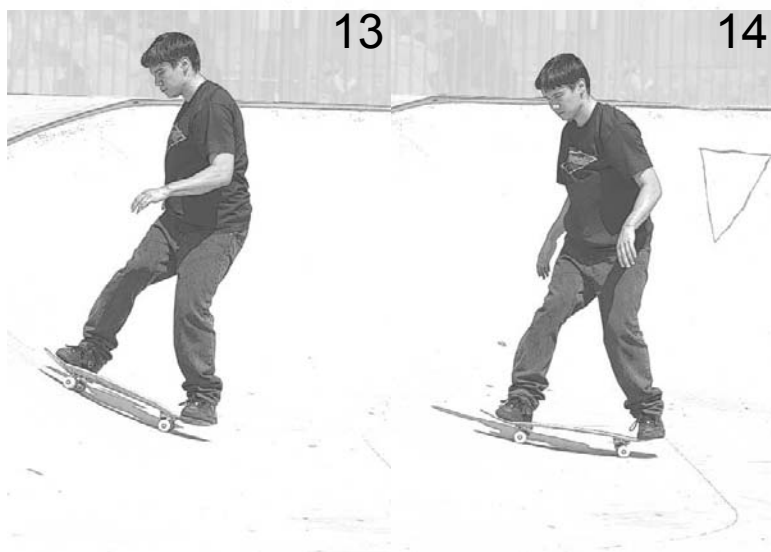
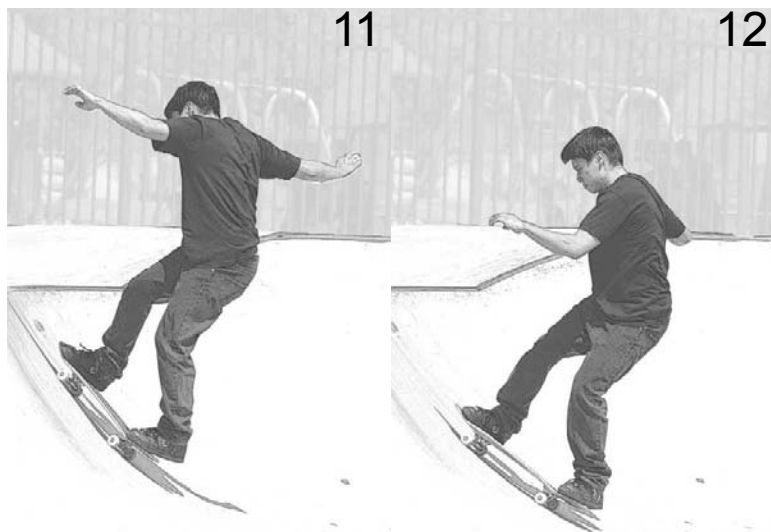
5. You want to land with the middle of the board on the coping.

## Backside lipslide revert

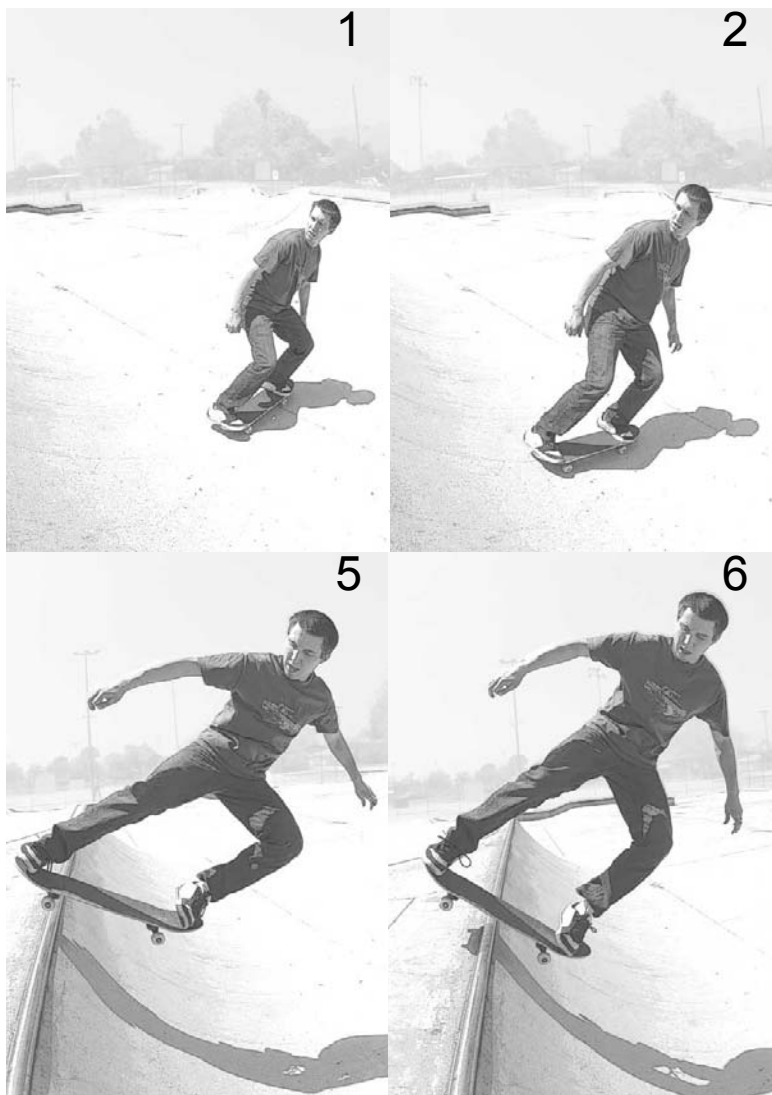


6. When you land on the coping, extend your legs slightly as you slide.
7. While your slide is coming to a stop, lean forward and transfer your weight to your front foot.
8. As your front wheels touch the ramp, push the nose down slightly, turn your shoulders and body and pivot on the front wheels so that you turn 180.
9. When you have completed the turn, push down on your back wheels and ride away fakie.

The secrets here are to pivot on the front wheels and to keep your weight leaning into the bottom of the ramp as you turn.



## Fakie lip



### **11. Fakie lip**

This trick looks really cool and it's easy.

1. Approach the coping riding fakie.

2. As your back wheels near the coping, bend your knees and shove the board and your feet against the coping.



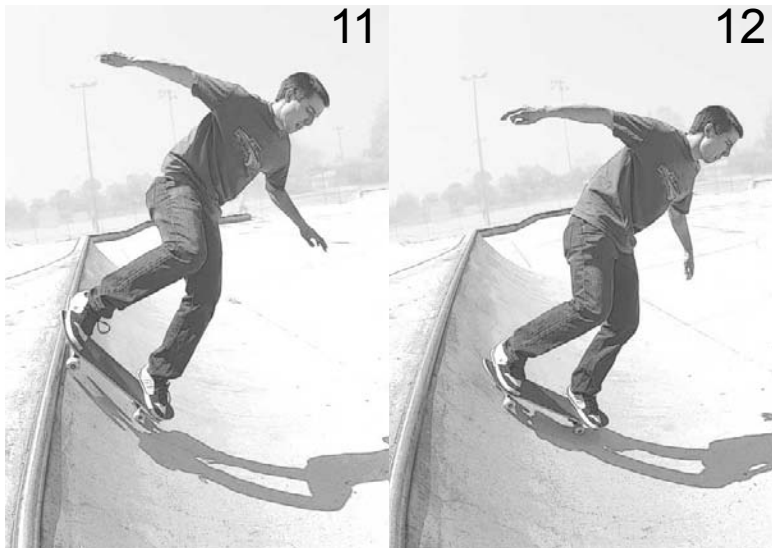
3. The quick shove or push of your feet should cause the wheels to bump the coping.

4. When you feel the back wheels bump the coping, suck your feet up.

5. The bump should cause your board to pop in the air.

Fakie lip





6. When your board pops up, push it down toward the coping so that the middle of your board lands on it.

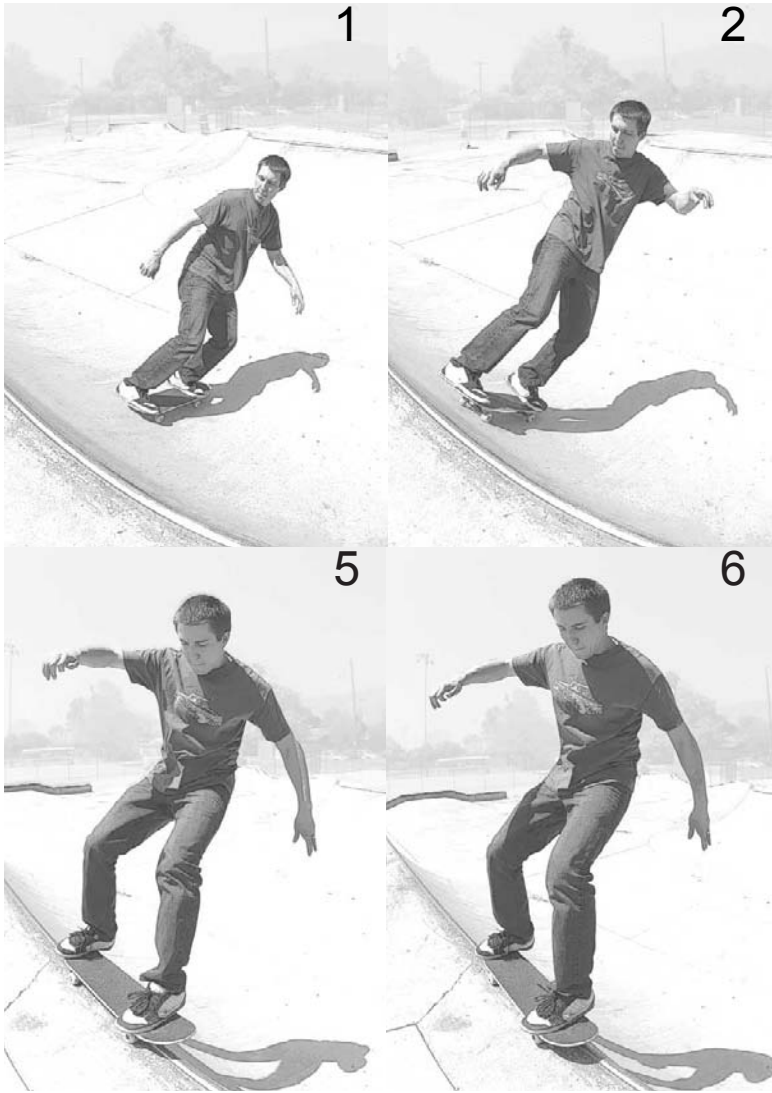
7. Land in fakie position with your front foot near the nose and your back foot on the tail.

8. Place weight on the nose so that your back wheels lift. Lean forward and ride back in.

9. Weight on the nose and leaning forward should allow your back trucks to clear the coping.

The key is to be very loose when you bump your back wheels into the coping. And be sure to bring your legs up with the bump.

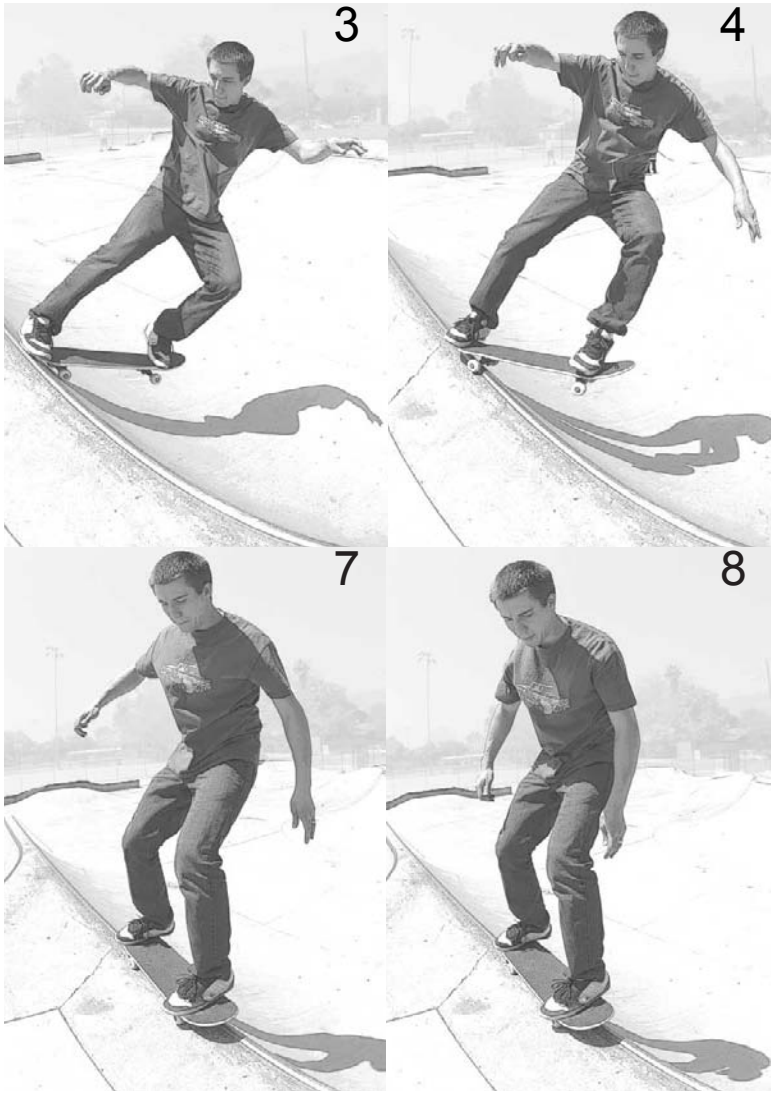
Half cab 50-50 stall



**12. Half cab 50-50 stall**

1. Approach the coping fakie.
2. When you feel your back wheels just about to touch the coping, put weight on your back foot and turn your board 45 degrees.



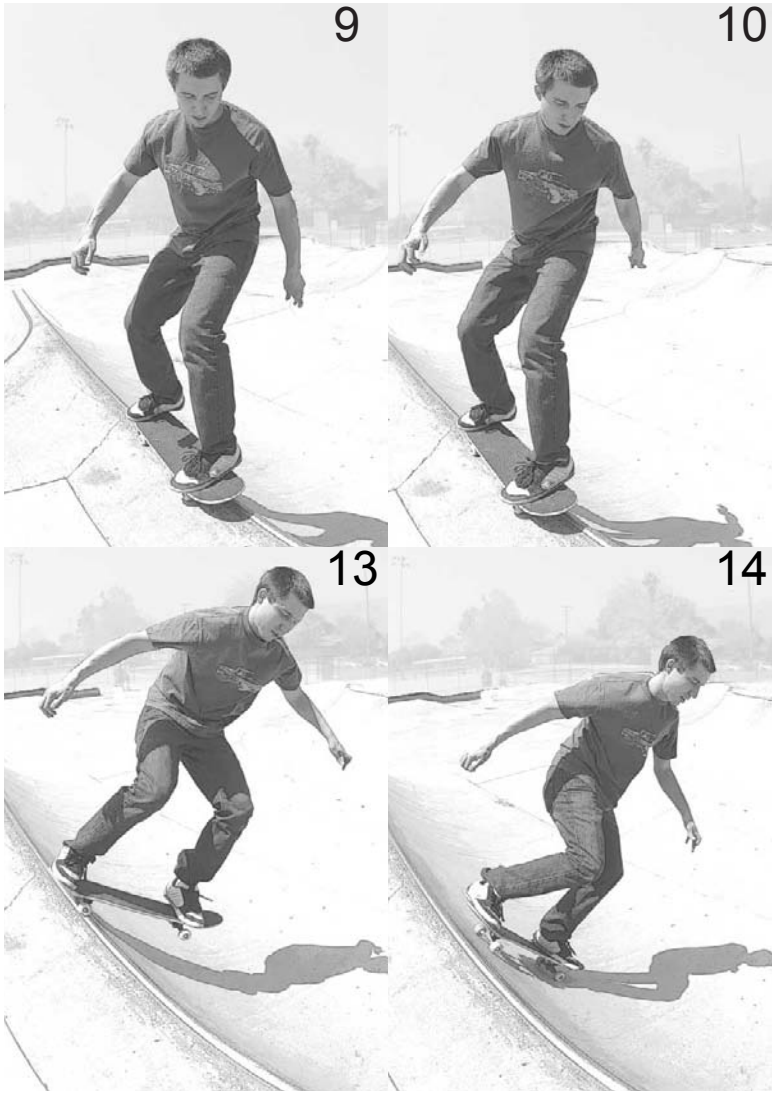


3. After turning, your back truck should end up on the coping.

4. Stand up on the board over the coping.

5. The front of your board should be in the air as you turn. When you lock your back truck, place your front

Half cab 50-50 stall



truck on the coping.

6. You should now be stalled on the coping in frontside 50-50 position.

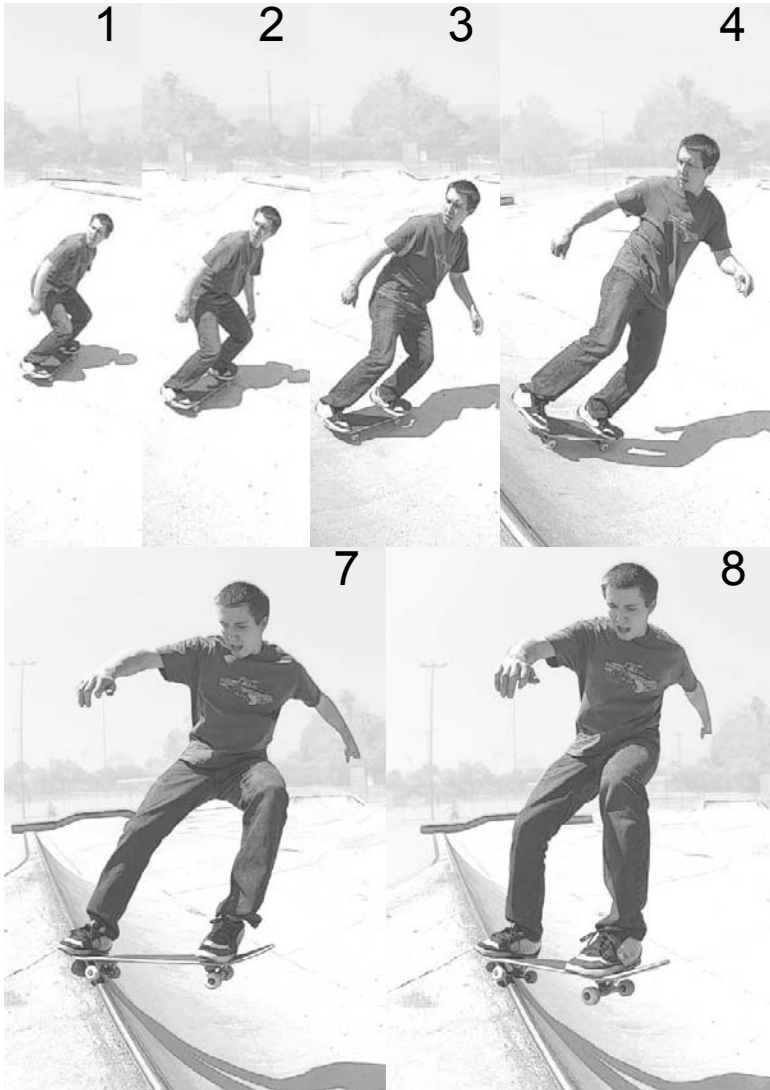
7. Put weight on the tail and lift your front truck a bit, then turn back into the ramp.



8. Place weight on your front foot and push your front trucks down on the ramp.

The key is the timing of your turn.

Half cab fakie 5-0 stall



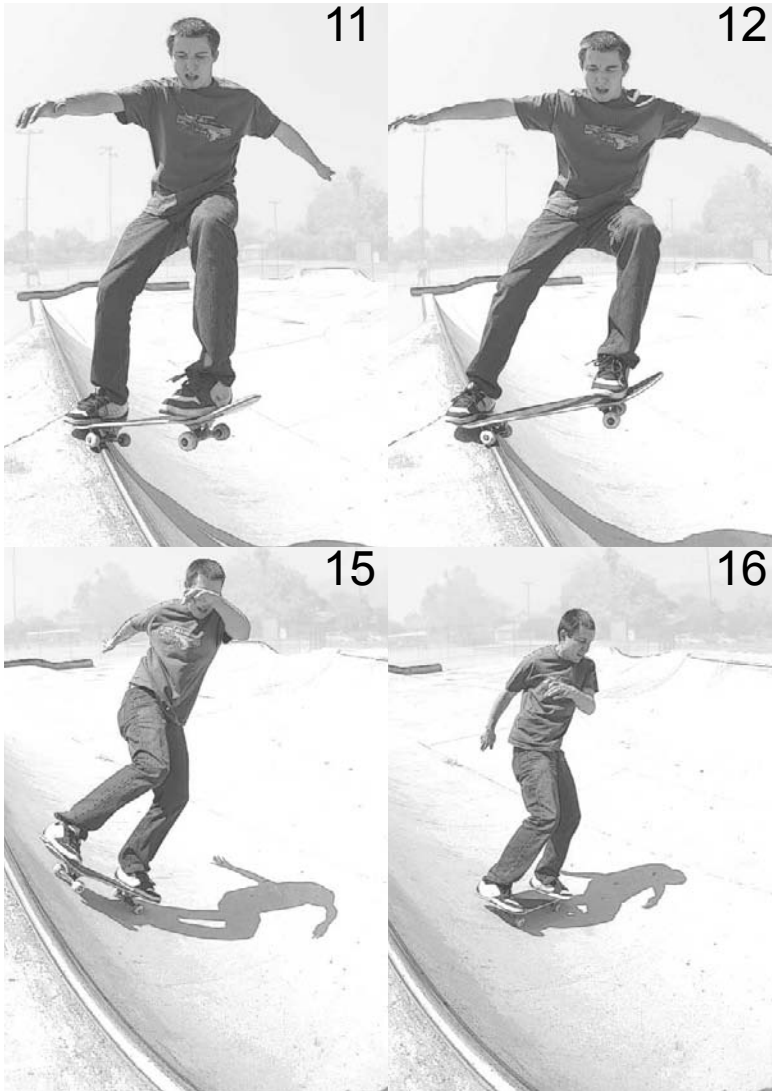
**13. Half cab fakie 5-0 stall**

1. Approach the coping fakie.
2. As you feel your back wheels just about to touch the coping, put weight on your back foot and turn your board 45 degrees.



3. Your back truck should end up on the coping.
4. Stand up over the coping and put all your weight on your back foot so that your board is in the 5-0 position.
5. You should now be stalled on the coping in frontside 5-0 position.

Half cab fakie 5-0 stall



6. Turn back into the ramp.

7. Place weight on your front foot and push your front truck down on the ramp.

The key is the timing of your turn as you ride fakie.

13



14



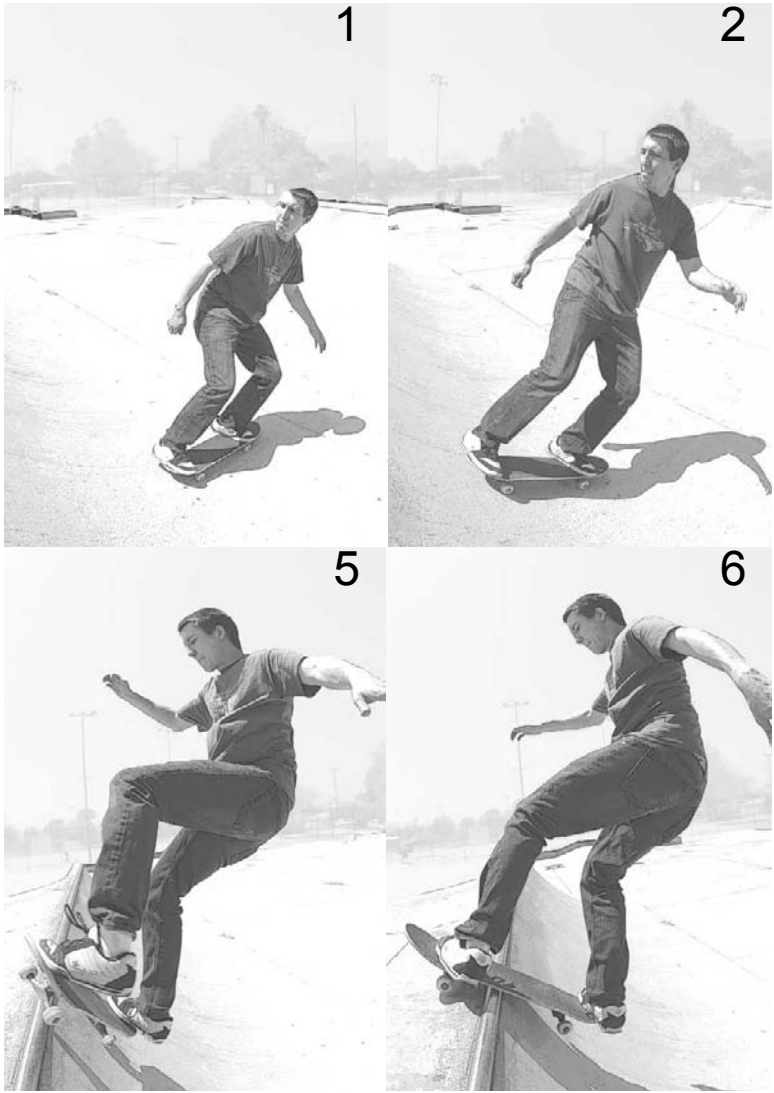
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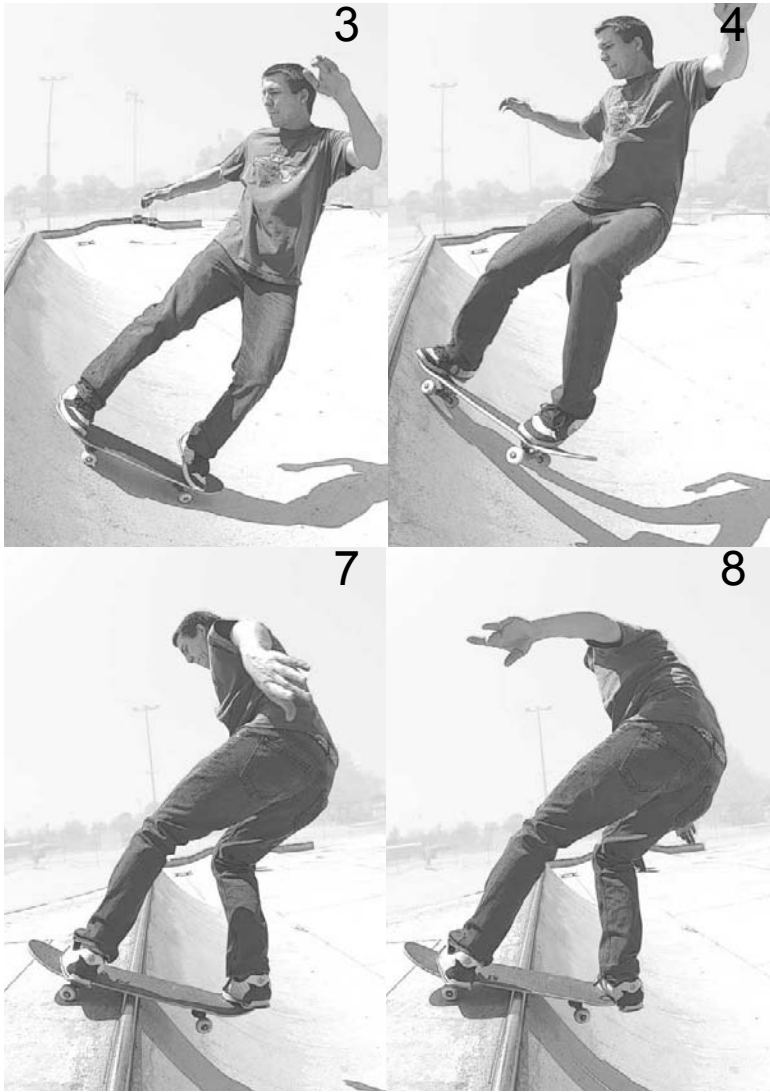
Half cab rock to fakie



**14. Half cab rock to fakie**

1. Approach the coping riding fakie.
2. Your front foot should be across the bottom bolts on your front truck, and your back foot should be on the tail.

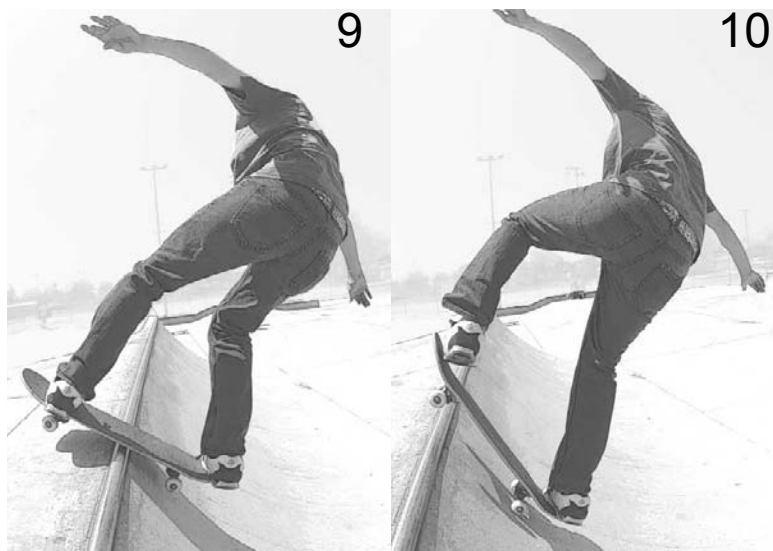




3. When your back wheels are about eight inches from the coping, lean back slightly.

4. You want to lean back to lift your front wheels but not enough for the tail to touch the ramp.

Half cab rock to fakie

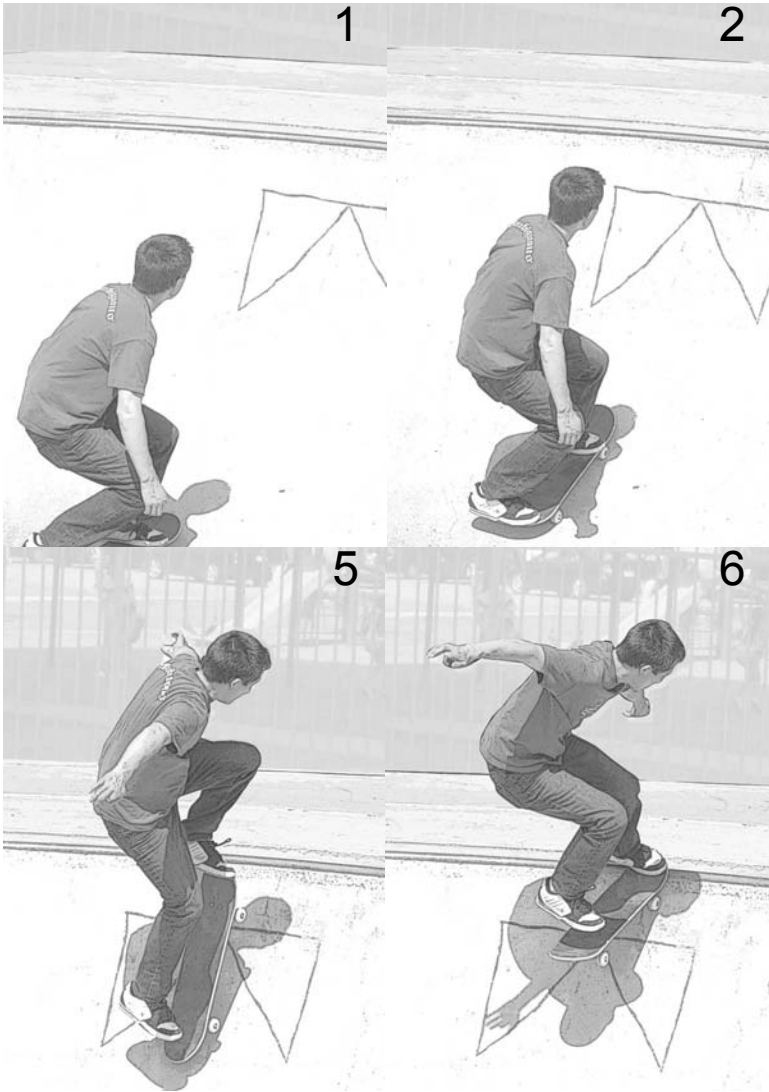




5. As your front wheels lift, turn your shoulders 180 degrees. Your board and body will follow.
6. After completing your 180, push your front wheels down on the deck of the halfpipe.
7. Lean back on the tail and lift your front wheels.
8. As your front wheels lift, lean back into the ramp. Push down on your front foot once you have cleared the coping.

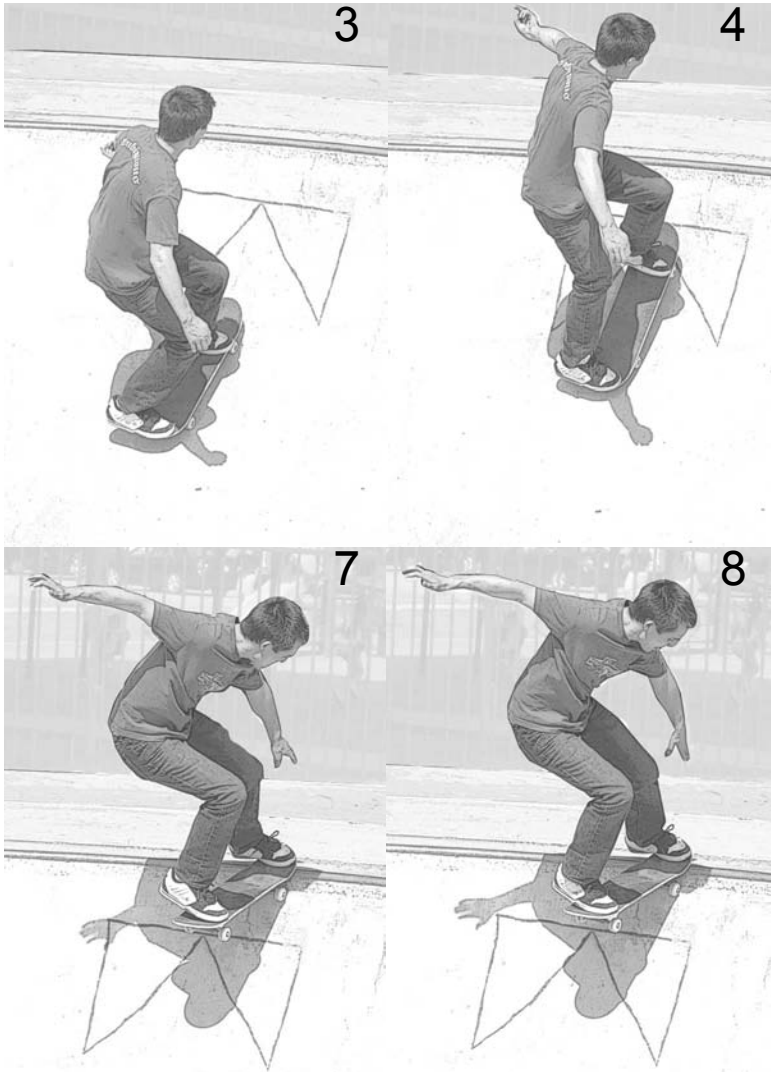
The keys are to push your front wheels down on the deck and rock back in without hesitation.

## Nose stall



### **15. Nose stall**

1. This trick can be performed by ollie-ing into nose stall (which looks better) or by pressuring in.
2. When your front wheels are about a foot away from the coping, pop an ollie.

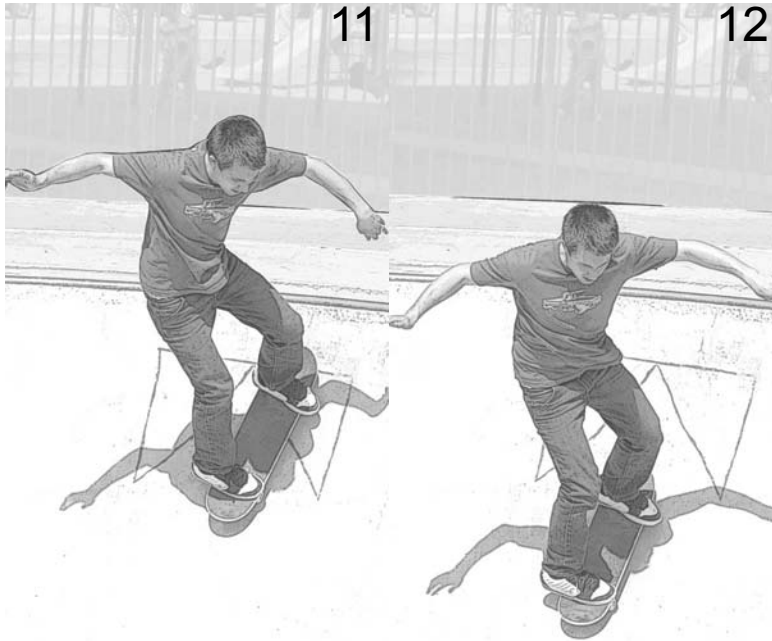


3. As you snap the tail and ollie, be sure to suck the tail up and push your front foot down to level the board.

4. When you ollie, move your board and weight toward the coping.

Nose stall

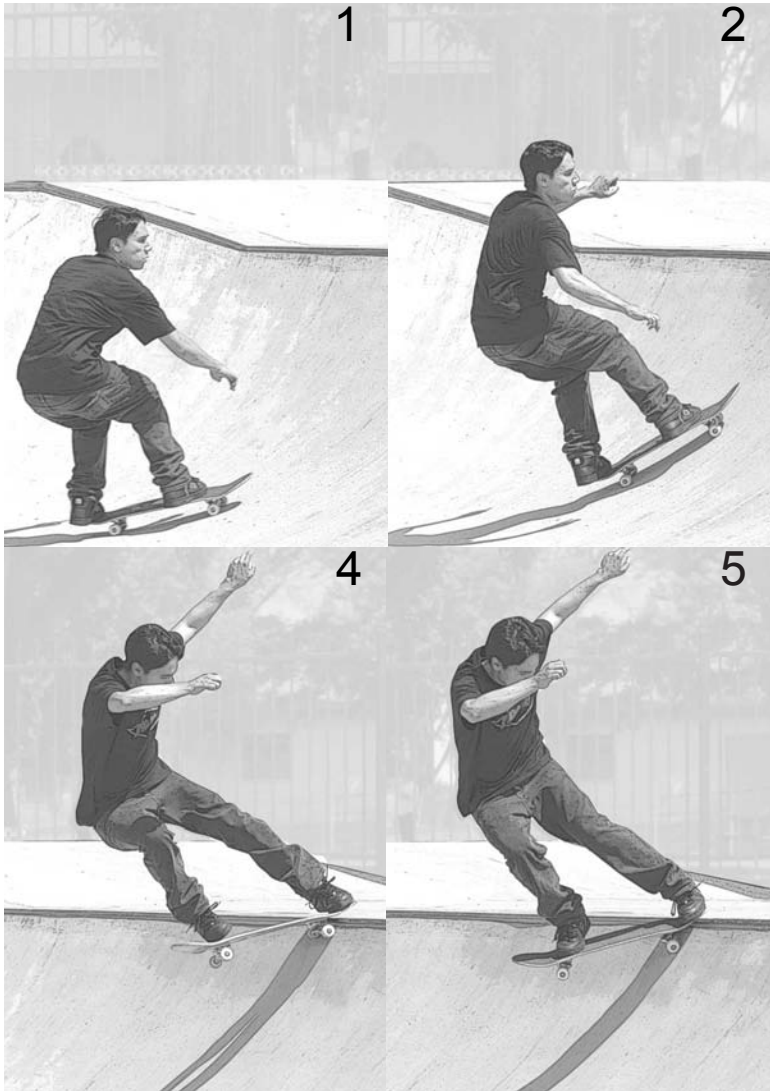




5. When the nose nears the coping, extend your front foot so that your board locks into nose stall position.
6. As you land with your nose on the coping, shift your weight to your front foot, which should be on the nose.
7. When you are in stall, push your back foot down and transfer your weight back into the ramp.
8. Push the back wheels down against the ramp so that you do not slip out.

The key is to ollie into the coping. This requires that you ollie before you reach the coping so that your weight is going into the lip.

Frontside tailslide



**16. Frontside tailslide**

1. Approach the coping at a slight angle.
2. Your front foot should be placed slightly behind the bolts of your front truck, and your back foot should be placed in ollie position on the tail.





3. When your front wheels are eight inches away from the coping, snap the tail and ollie up toward the coping.

4. Turn your shoulders and body so that the tail is in place to land on the coping.

# Frontside tailslide



5. Push the tail and back wheels into the ramp so that you stall in tailslide position.

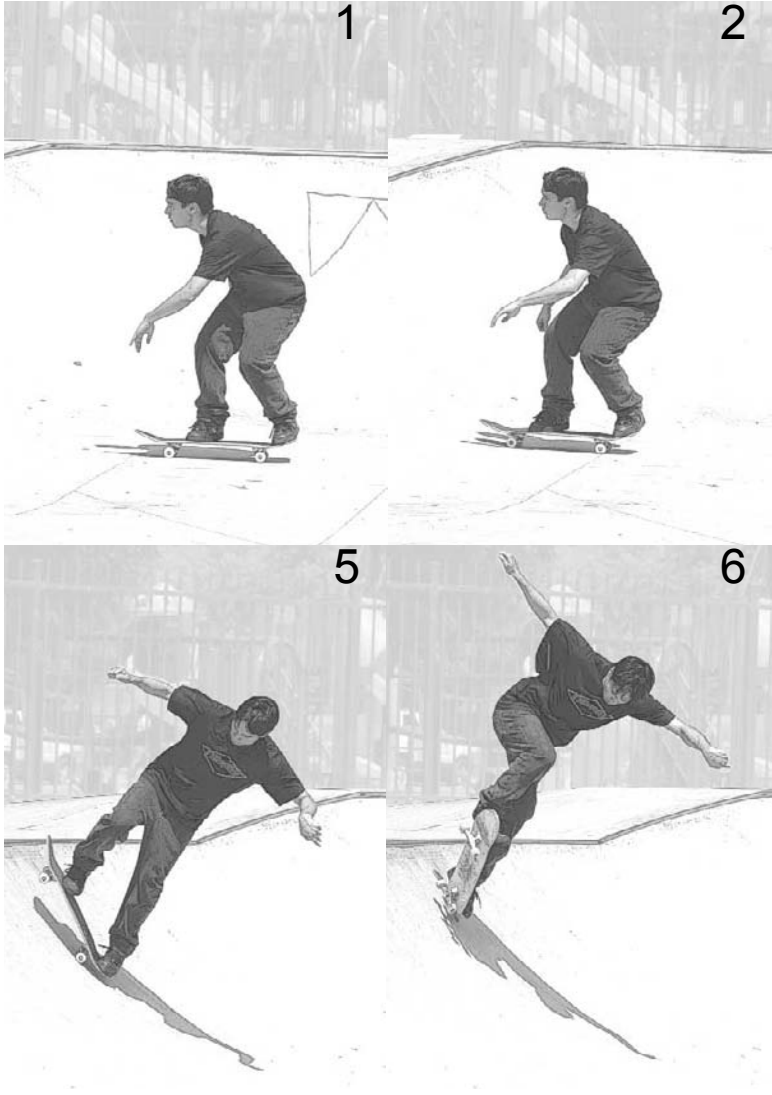
6. The angle and speed you approach the coping will determine how far you slide as well as the amount of pressure you'll need to hold the board in tailslide position.

7. When you slow down, put your weight on your front foot and lean back into the transition being sure to push your wheels to the ramp.

The keys are to turn your shoulders as you begin your ollie and to lean back on the tail as you near the coping.

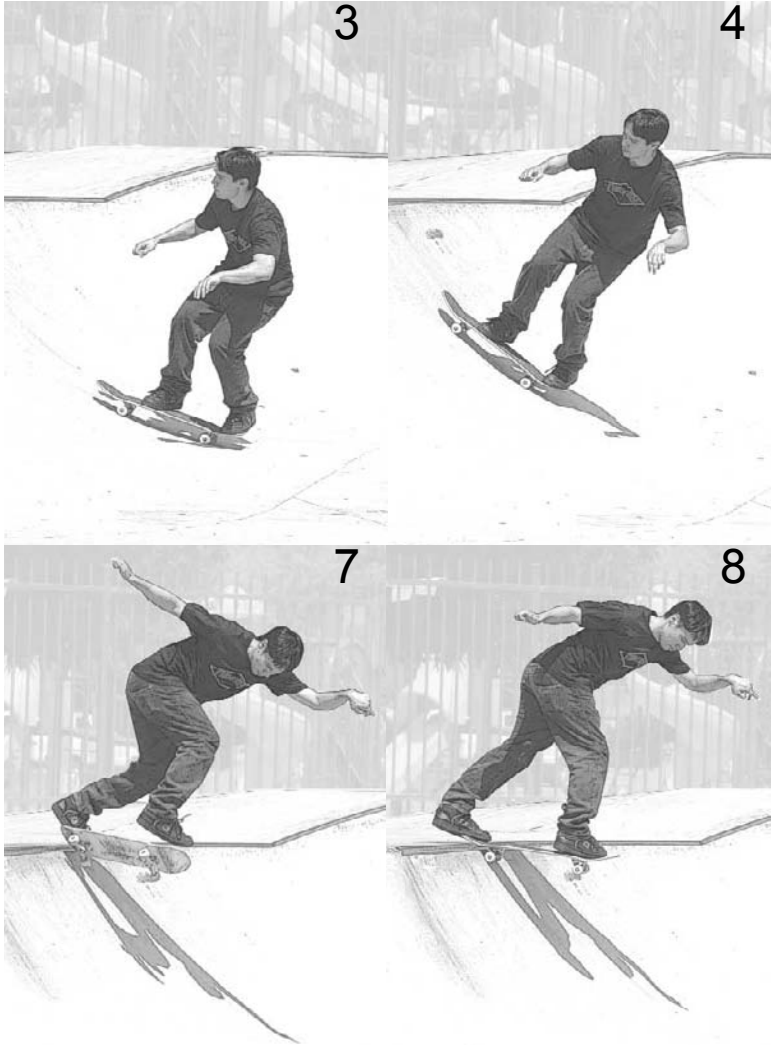


Backside tailslide



**17. Backside tailslide**

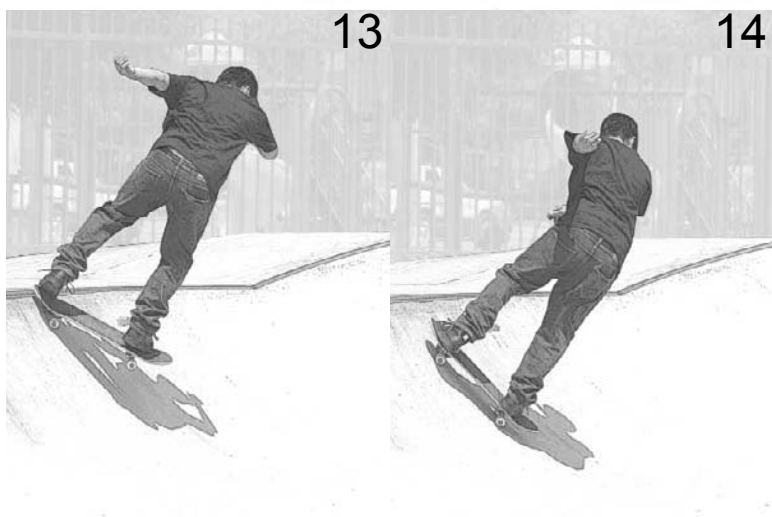
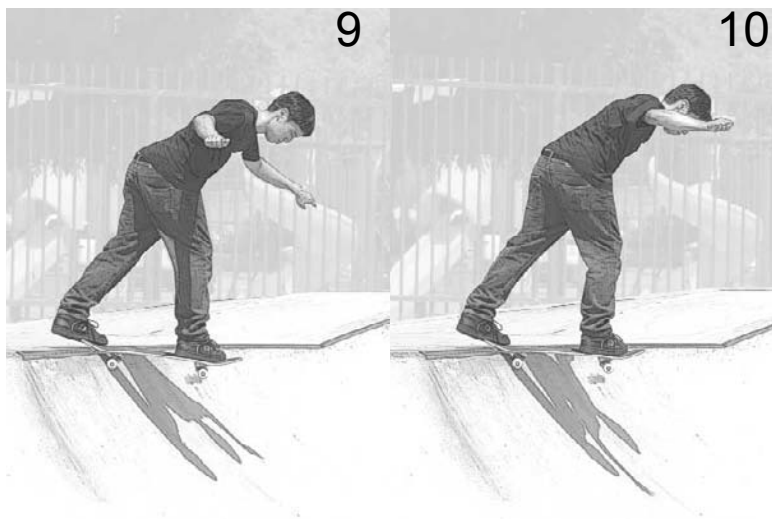
- 1. Approach the coping at a slight angle.
- 2. Your front foot should be placed slightly behind the bolts of your front truck, and your back foot should be placed in ollie position on the tail.



3. When your front wheels are eight inches away from the coping, snap the tail and ollie up toward the coping.

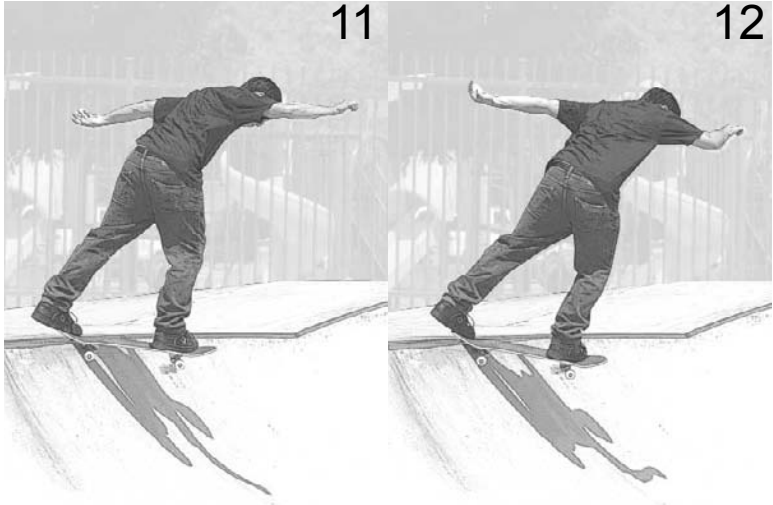
4. As you ollie begin turning your shoulders and body so that the tail is in place to land on the coping.

## Backside tailslide



5. Be sure to scoop the tail and ollie back into the coping.

6. As you ollie up toward the coping, push the tail and back wheels into the ramp so that you stall in tailslide position.

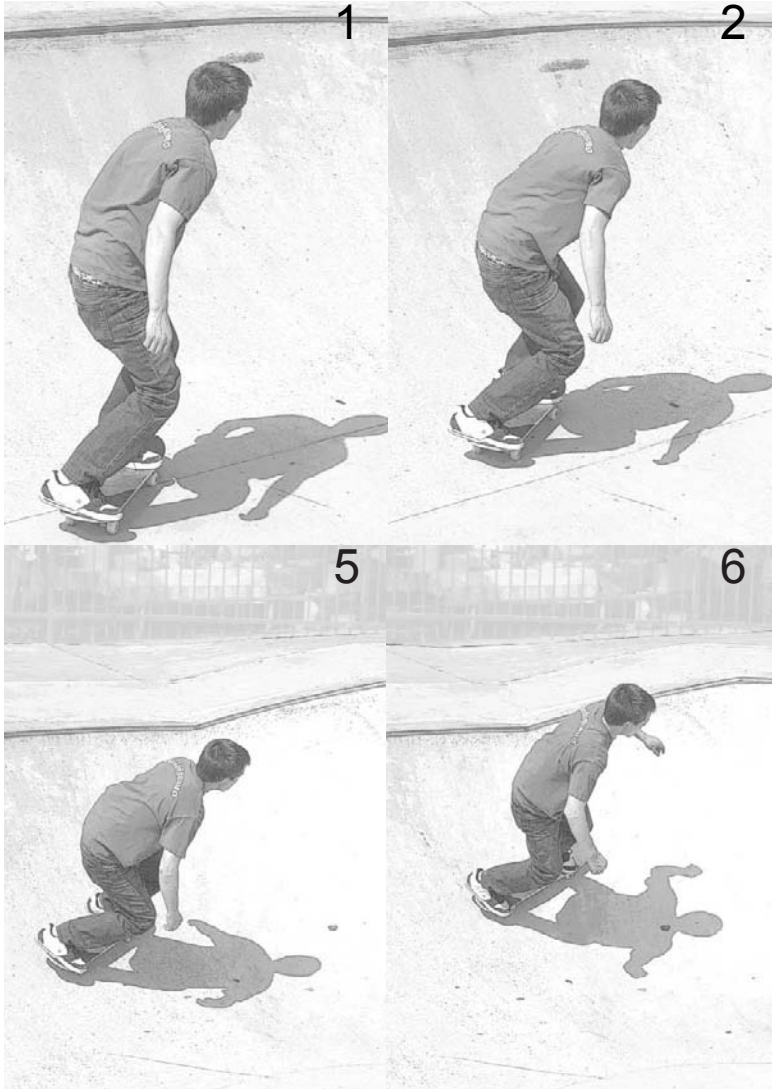


7. The angle and speed you approach the coping will determine how far you slide as well as the amount of pressure you'll need to hold the board in tailslide position.

8. As you slow down, put your weight on your front foot and lean back into the transition being sure to push your wheels to the ramp.

The keys are to scoop the tail around and to lean your body back so that you are able to stand up on your tailslide.

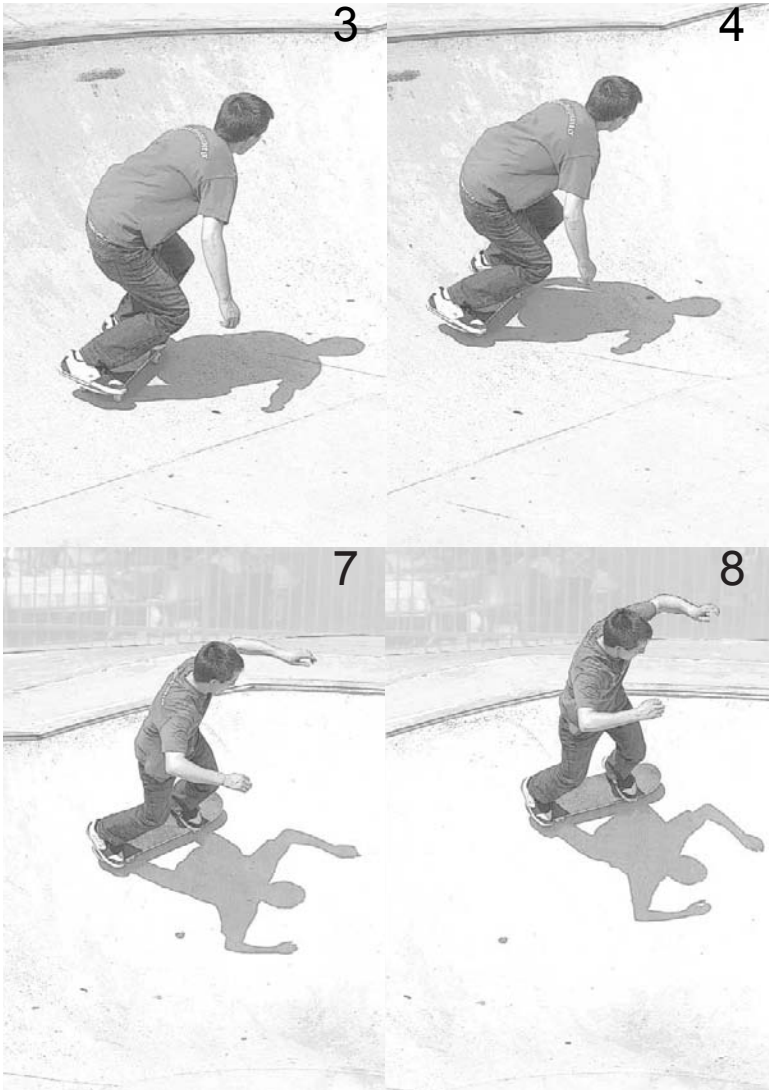
Backside carve



**18. Backside carve**

- 1. Approach the bowl corner with a fair amount of speed.
- 2. As you round the corner of the bowl, keep a straight line.

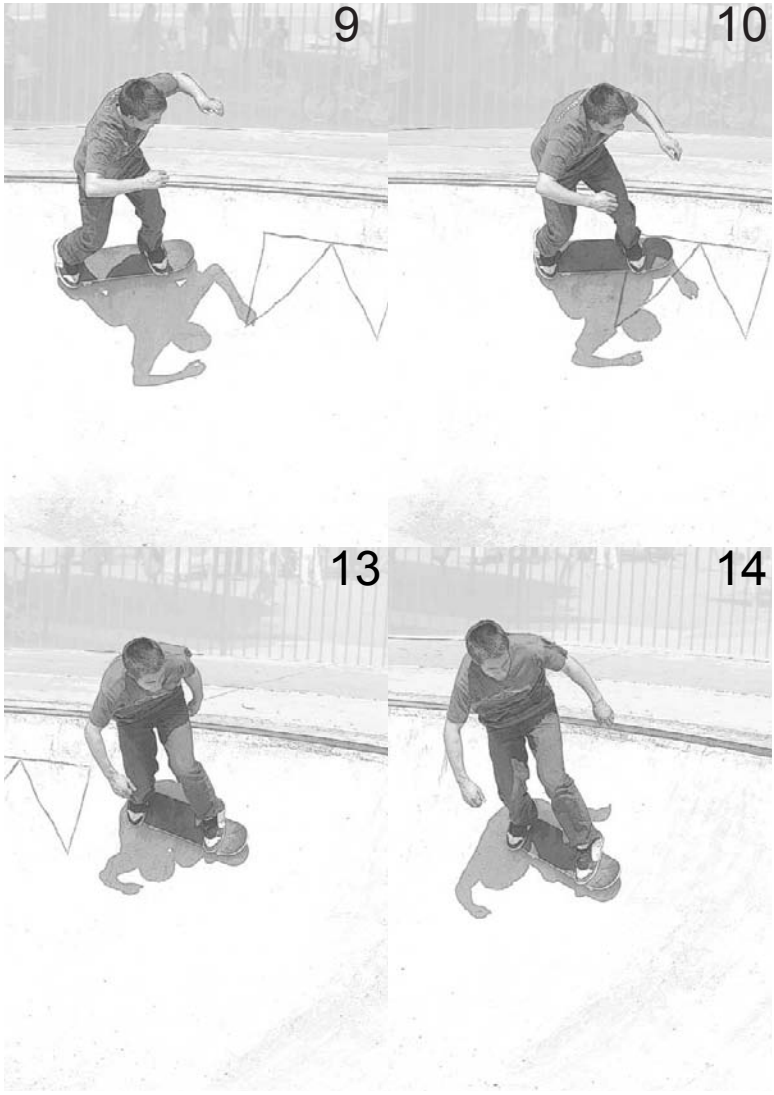




3. When you approach the first corner, suck your weight up by standing up. When you leave the corner, push all your weight down into your legs and push your body and board forward.

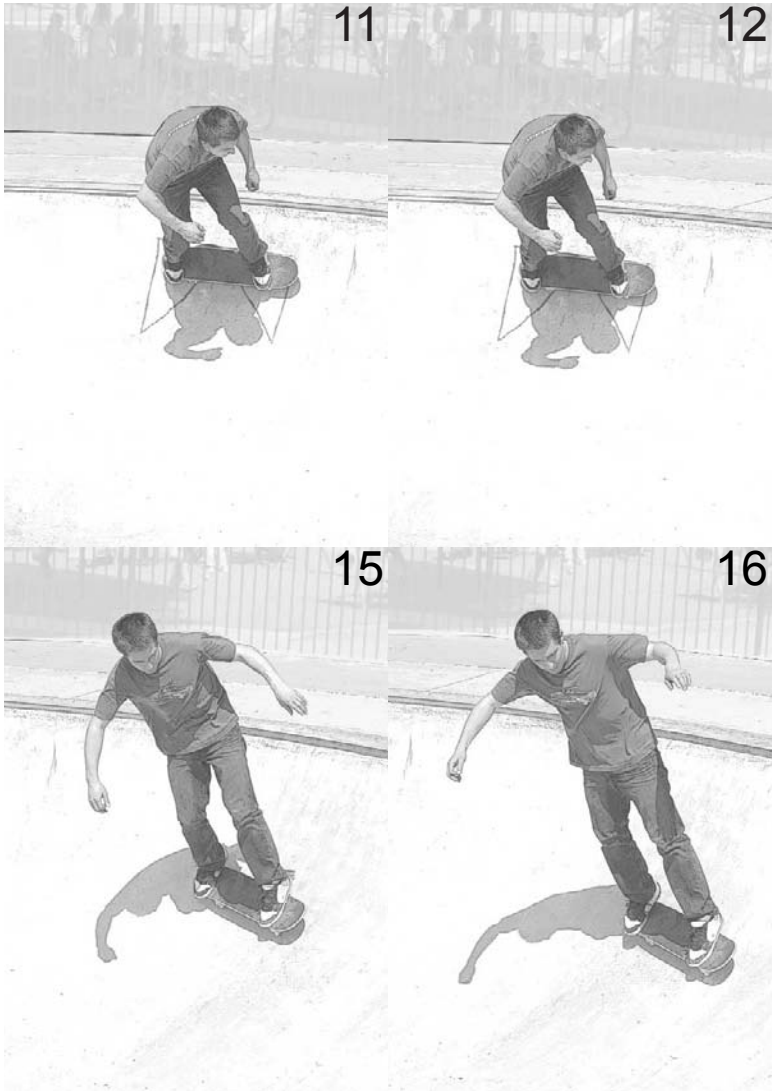
4. The feeling is the same as swinging, that is when you

Backside curve



were a kid on a swing set. You extended your legs as you went up and bent your legs as you came down, thus creating a pumping motion.

5. The key to carving in a bowl is to create a pumping motion as you go through each corner.

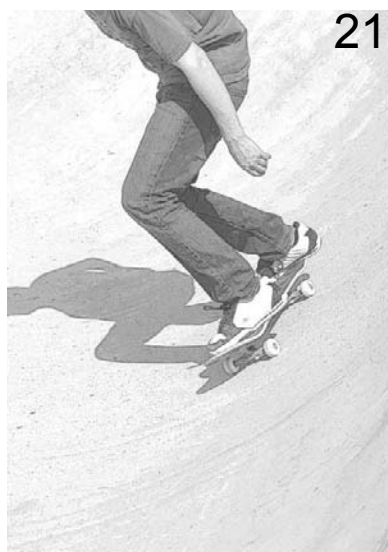


6. Keep all four wheels on the ramp at all times in order to maintain speed.

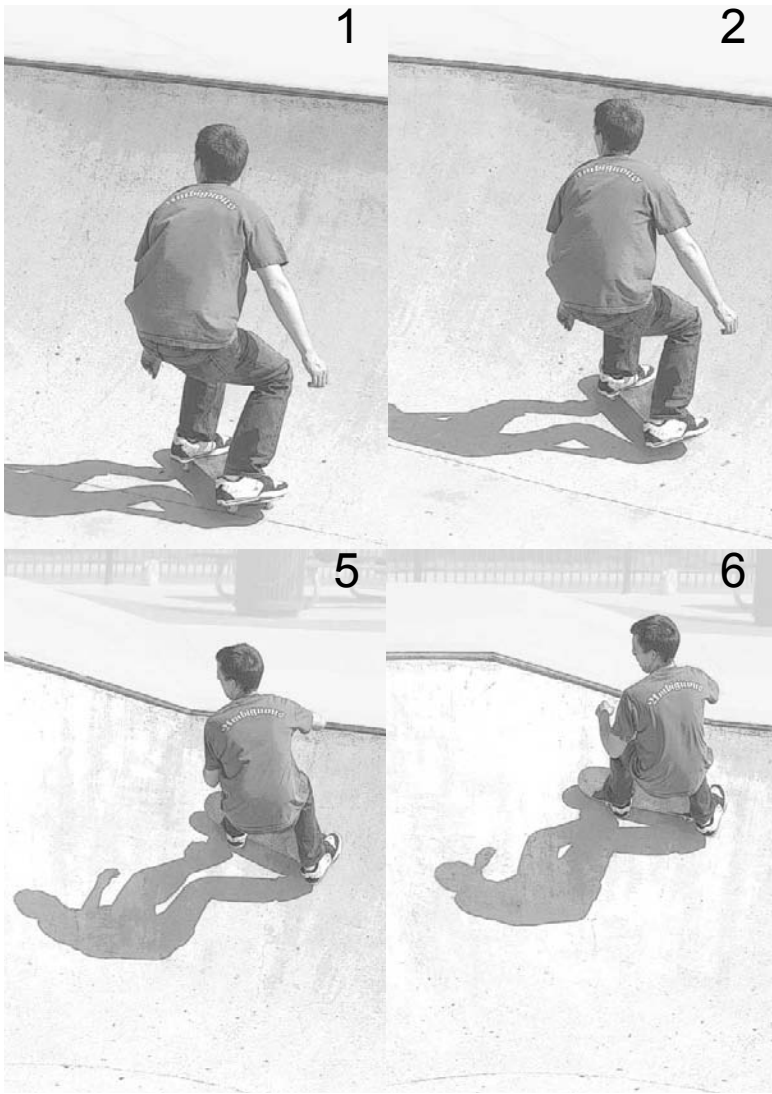
The keys are to stand up and to keep a straight line as you hit each corner.

Backside carve





Frontside carve



**19. Frontside carve**

This trick is much the same as the backside carve.

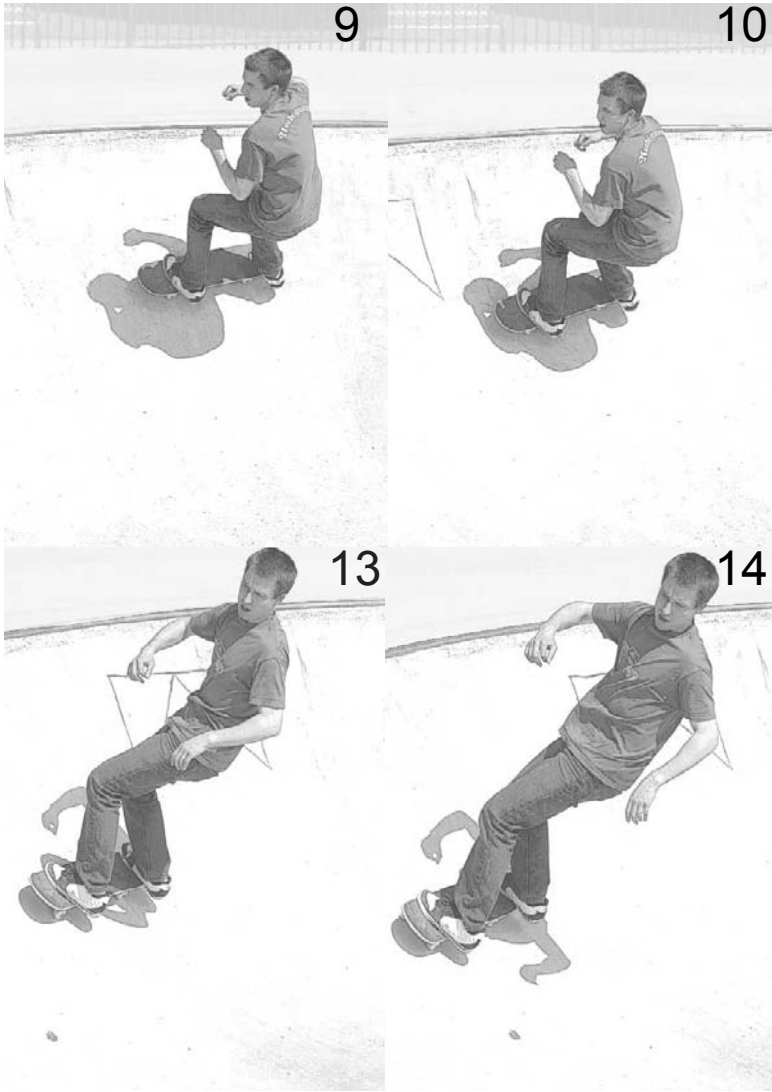
1. Approach the bowl corner with a fair amount of speed.



2. As you round the corner of the bowl, keep a straight line.

3. When you approach the first corner, you want to suck your weight up by standing up, and as you leave, push all your weight down into your legs to push body and board forward.

Frontside carve



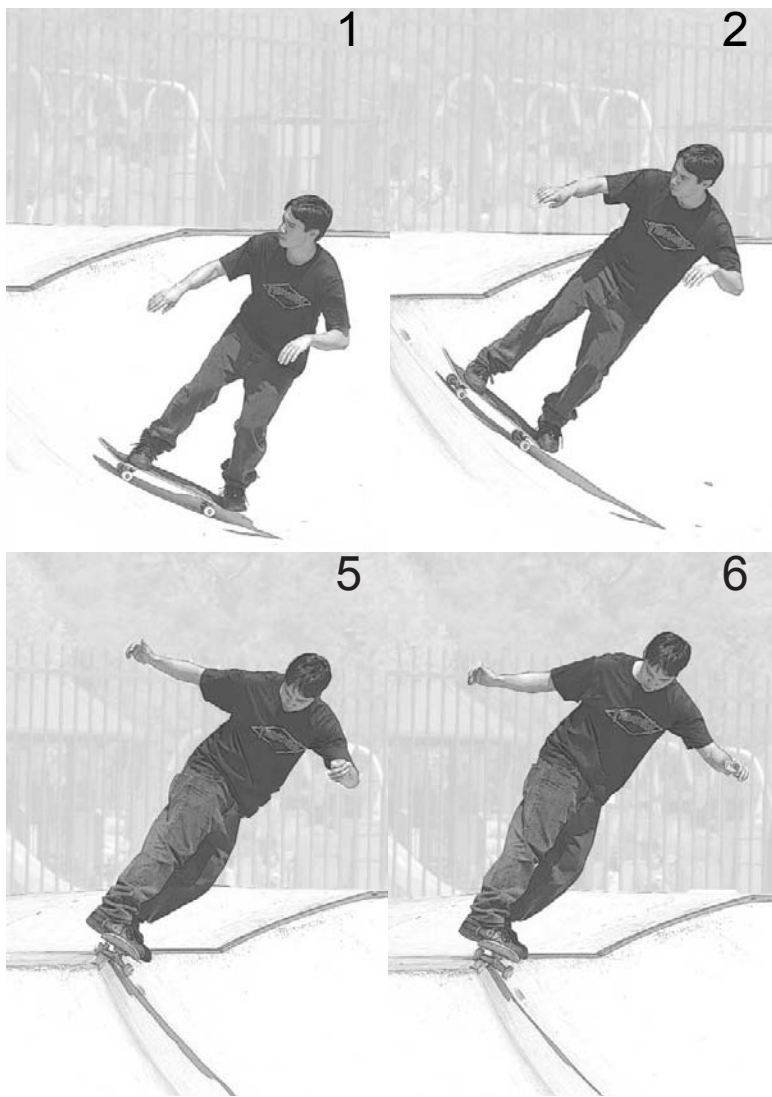
- 4. Like swinging on a swing, you pump your legs.
- 5. Creating pumping motions as you go through each corner is vital.
- 6. In order to keep your speed, keep all four wheels on the ramp at all times.





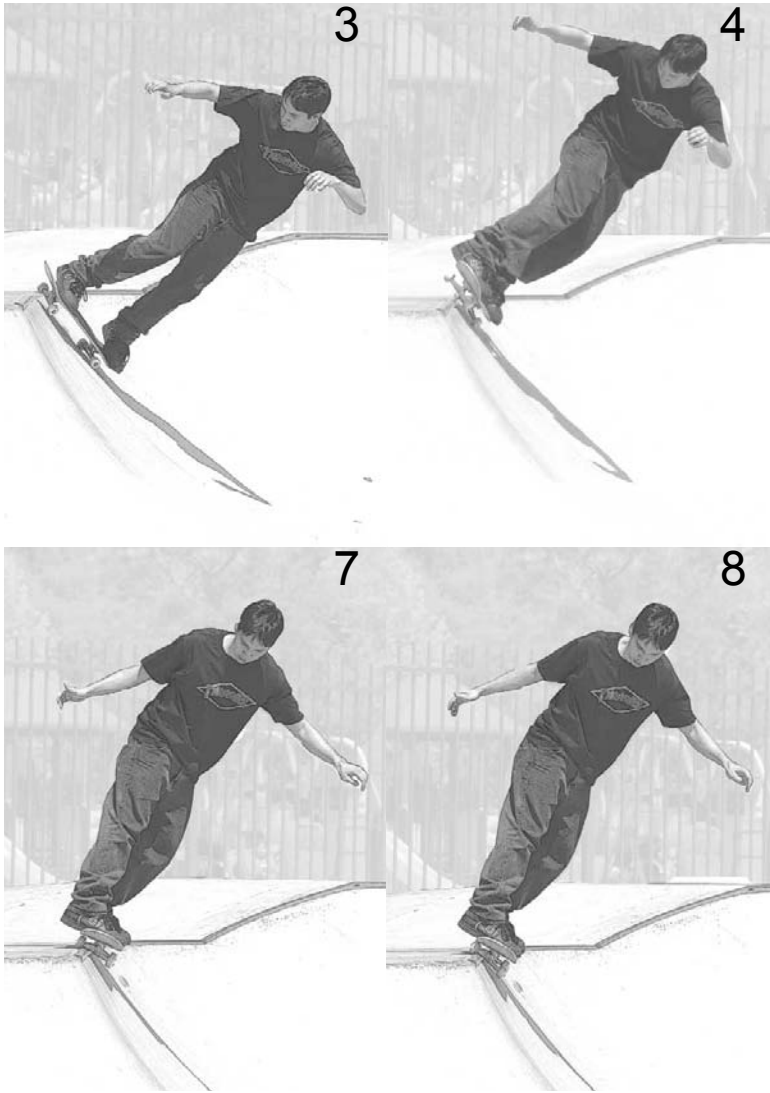
The key is to stand up going into the corners while keeping a straight line.

## Backside 50-50 revert



### **20. Backside 50-50 revert**

1. Approach the coping at a slight angle.
2. Have your front foot over the top bolts on your front truck. Your back foot should be flat across the tail.
3. When you near the coping, lift your front truck so

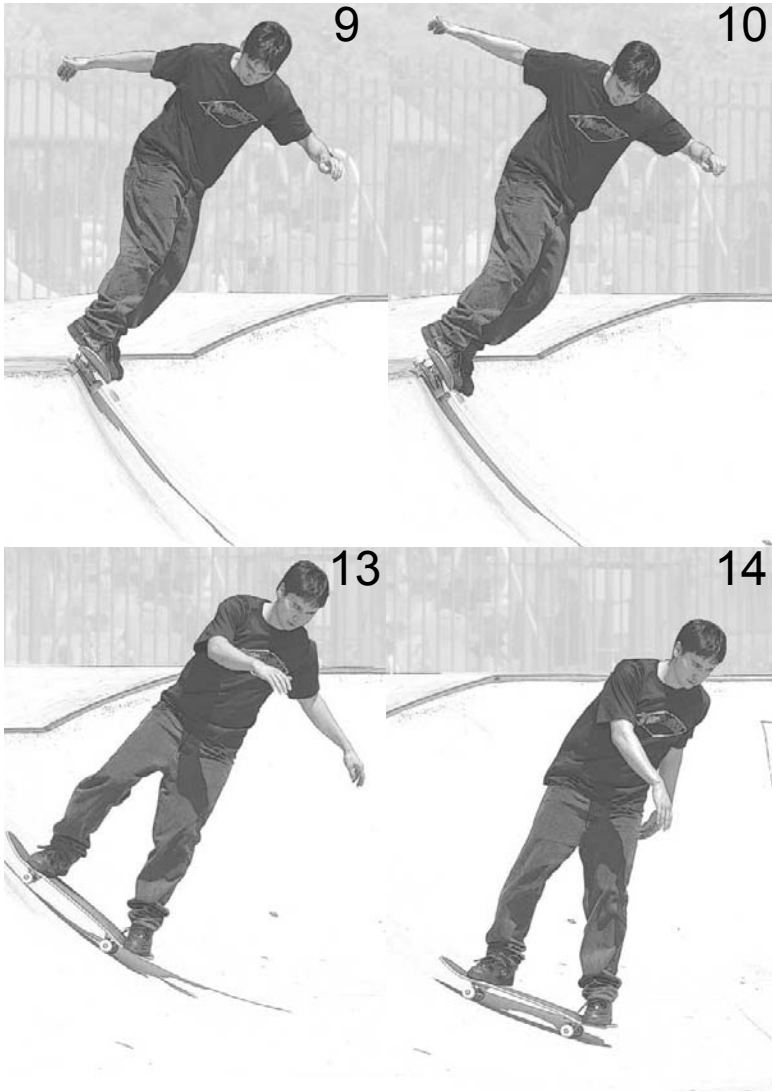


that your back truck can hit the coping.

4. As you feel your back truck touch, turn your front foot so that your front truck lands on the coping.

When your front and back trucks engage, stand up on your board so that you are over the coping.

Backside 50-50 revert



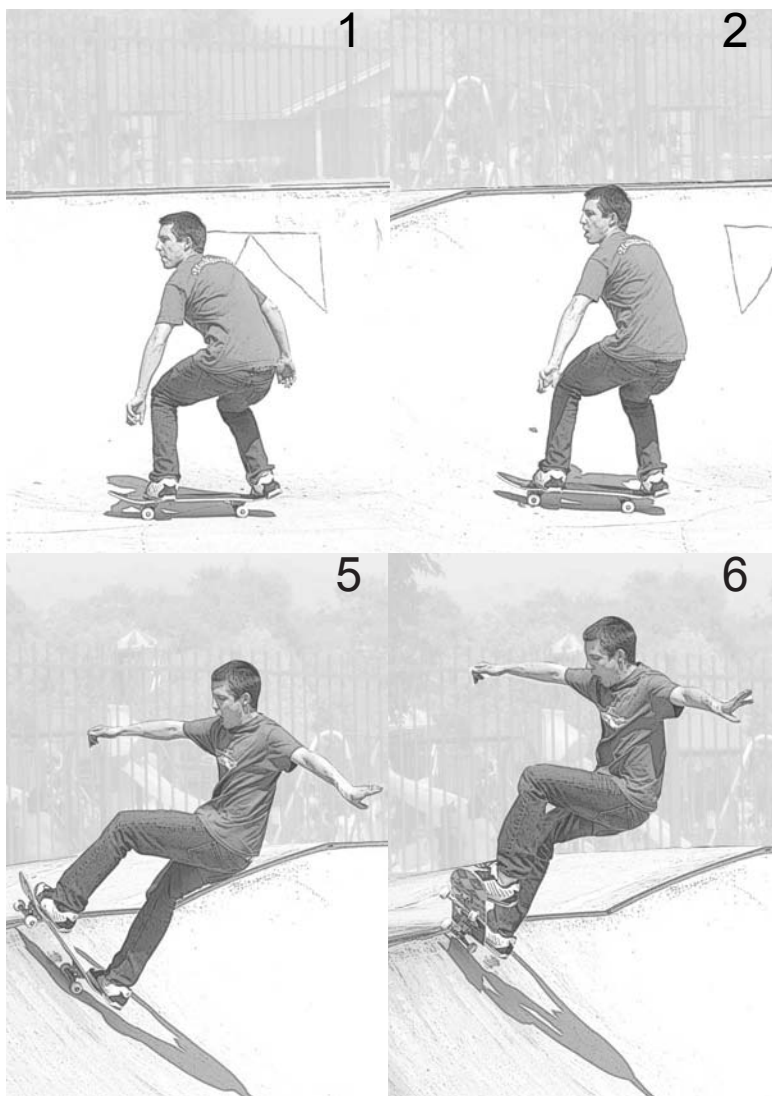
- 5. Your approach speed will enable you to grind.
- 6. When you slow down, lift up your front truck slightly and turn your shoulders back into the ramp so that you are lined up riding fakie.



7. While you are still on your back truck, turn so that it disengages and your back wheels land on the ramp. Be sure to hold your front truck up until it clears the coping.  
8. Lean over the back truck to center your balance as you come back in.

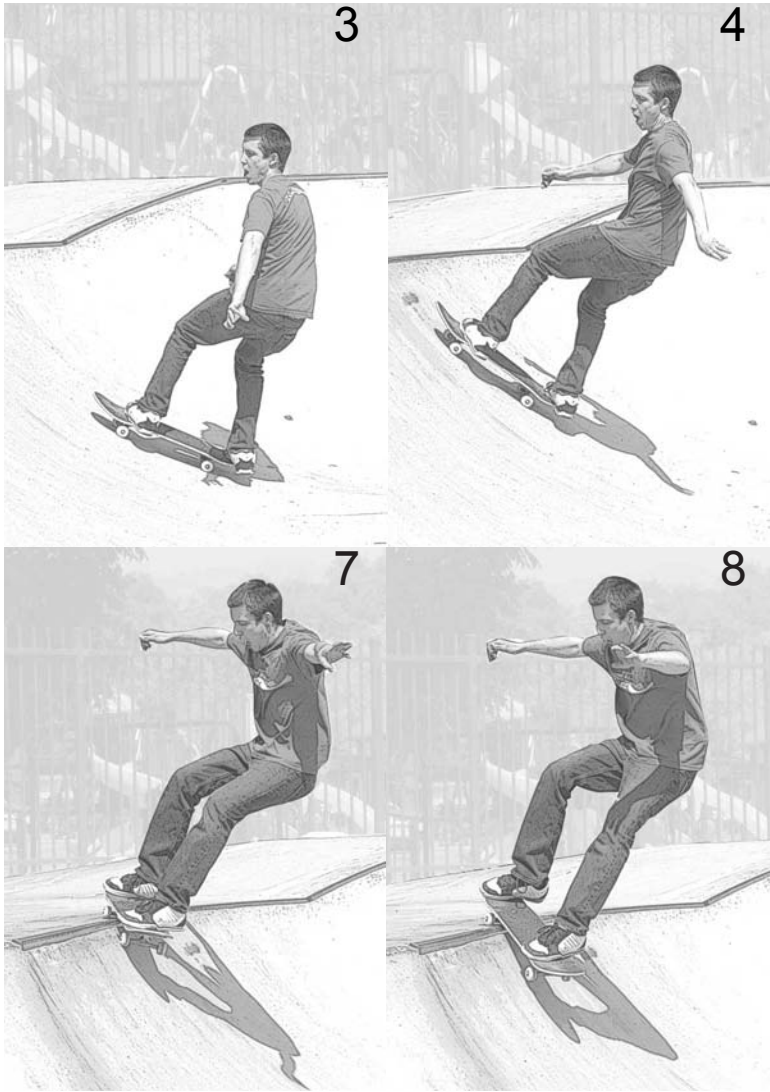
The key is leaning back over your back truck when you roll back in.

## Frontside smith grind



### **21. Frontside smith grind**

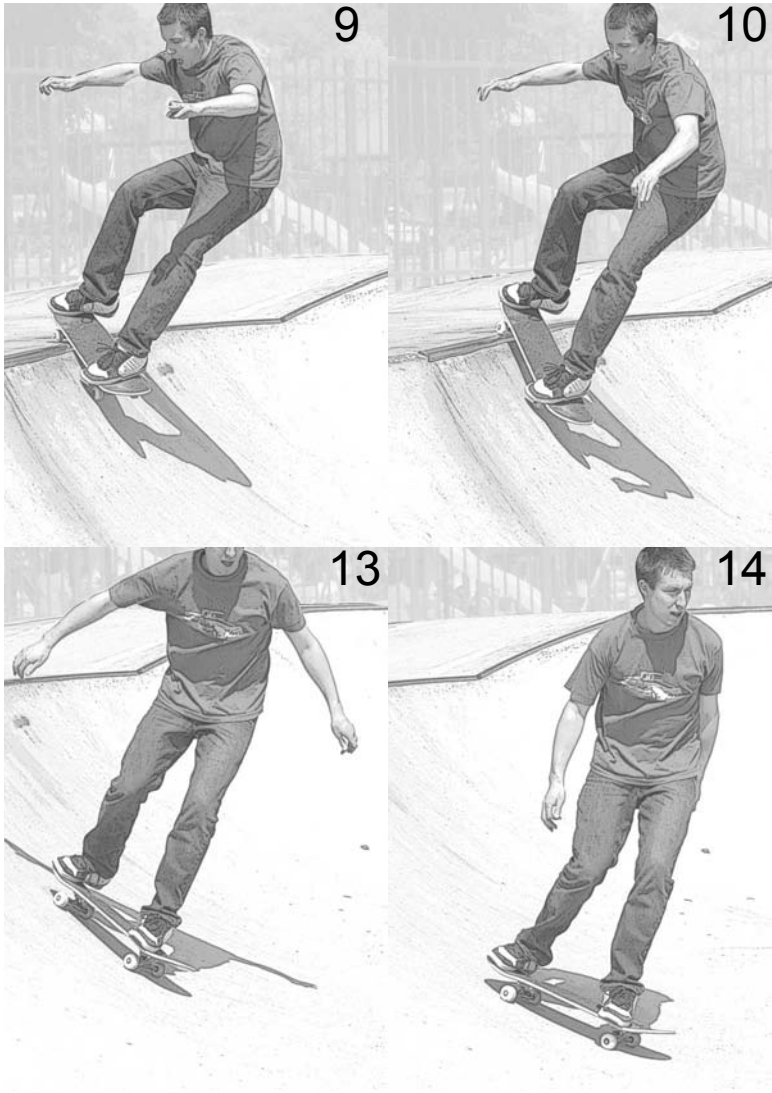
1. Approach the coping with lots of speed.
2. Come in at a slight angle. As you near the coping, put pressure on the tail and lift your front wheels.



3. Push your back truck into the coping and into grind position.

4. When your back truck locks into grind position, push the nose down so that your front truck goes below the coping.

Frontside smith grind



- 5. While pushing your front truck down, be sure to keep your weight centered on your back leg.
- 6. Your grind will depend on how much speed you approached the coping with and how locked into the smith position you are.

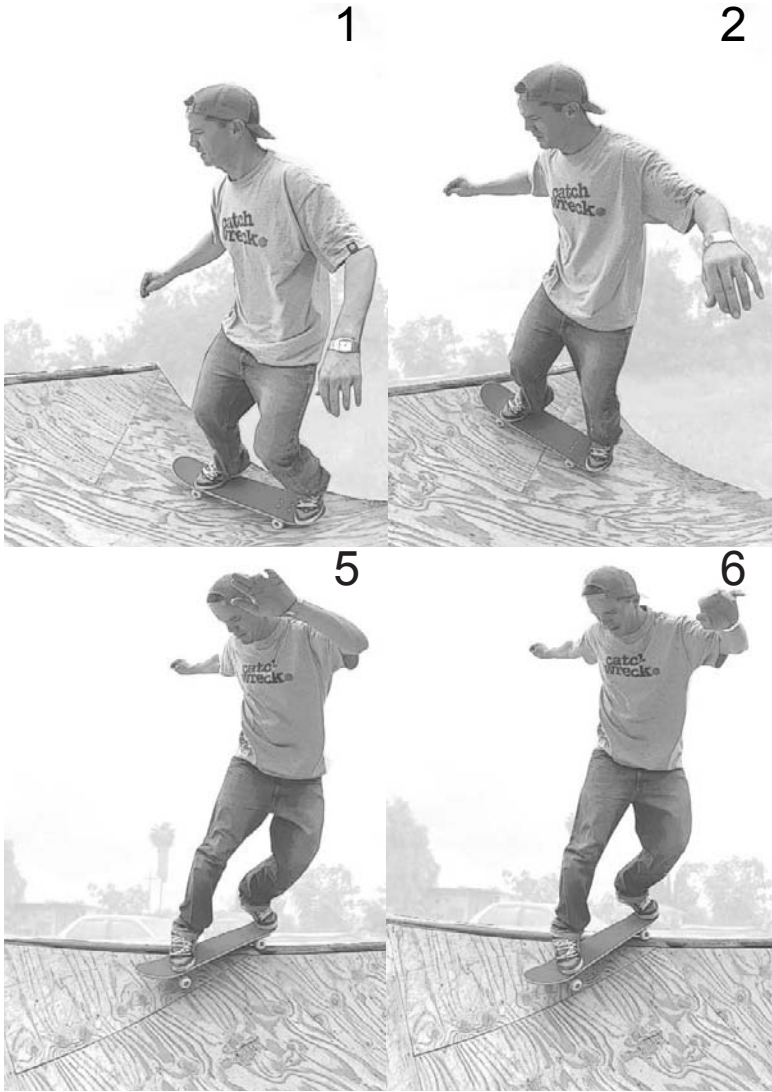




7. When your grind begins to slow, put slight pressure on the tail and turn back into the transition. Be sure to lean forward as you roll back in.

The secret to this trick is making the swooping push in order to get your back truck into the smith position.

Backside smith grind



**22. Backside smith grind**

1. Approach the coping with speed and at a slight angle.
2. As your front wheels near the coping, make a large carving turn so that your front truck turns over and



past the coping and your back truck hits it.

3. When you feel your back truck nearing the coping, give your board a push so that your back truck hits with force.

4. When your back truck hits the coping, slam it into

## Backside smith grind



grind by pushing your weight over and into the coping. Your front leg should be holding the front part of your board in smith grind position.

5. When you feel the board slowing, simply turn your board into the ramp, transfer your weight to your front wheels and roll away.

The keys are the carving turn into the coping and pushing your back truck hard into the coping in order to create the grind.

11



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Pivot fakie

1

2



**23. Pivot fakie**

1. Approach the coping as if you were going to do a backside 50-50 stall.
2. As you ride up to the coping, press down slightly on the tail and lift your front wheels.

3



4



7

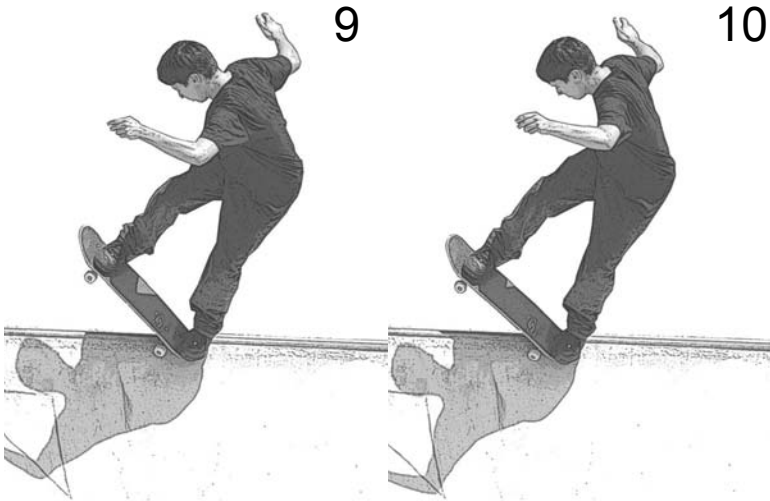


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3. As your back wheels approach the coping, push your back wheels up and turn or pivot so that your back truck locks into a stall on the coping.

4. Keep your weight against the tail and hold your front foot up as it rests over the top bolts.



5. Lean back into the ramp and turn your front foot back so that your board is straight again.
6. Roll backward into the ramp. Be sure to keep your front wheels up so they do not hang up on the coping when you ride back in.
7. Stay low and keep your balance over the back truck so that you do not slip out.
8. As you ride back in and your front truck clears the coping, push down to make contact with the ramp.

The keys are to keep your balance when you ride back in and to be confident when you lean back into the ramp.



11



12



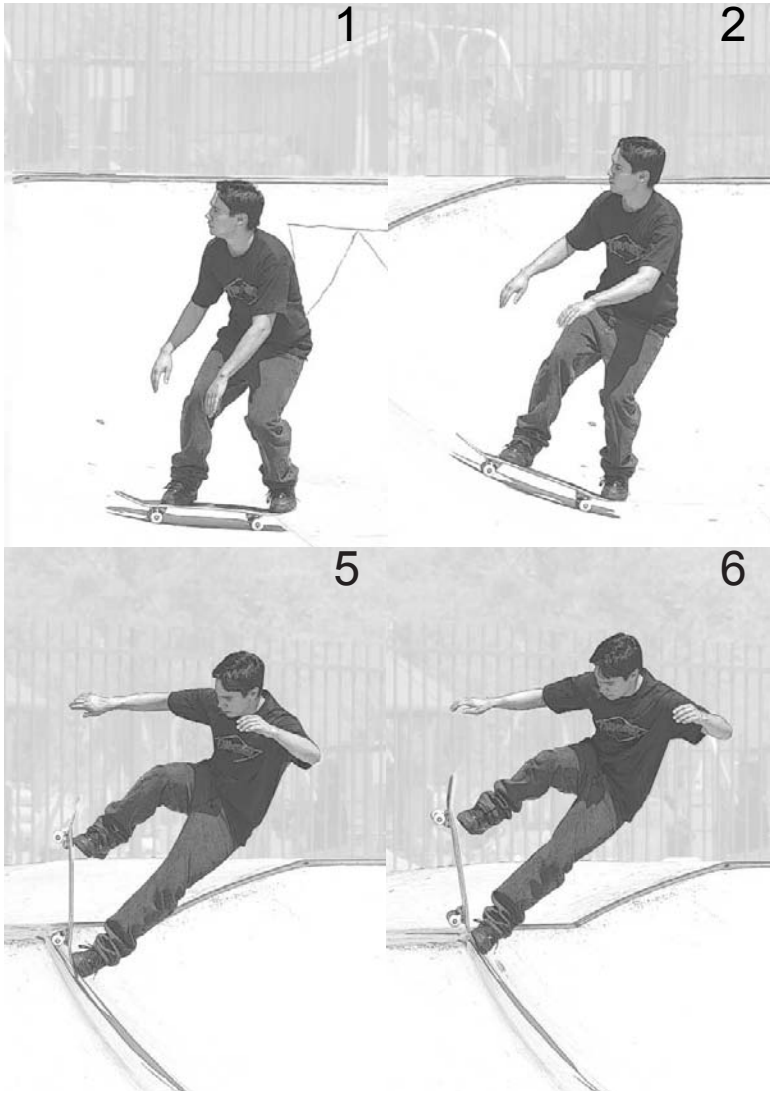
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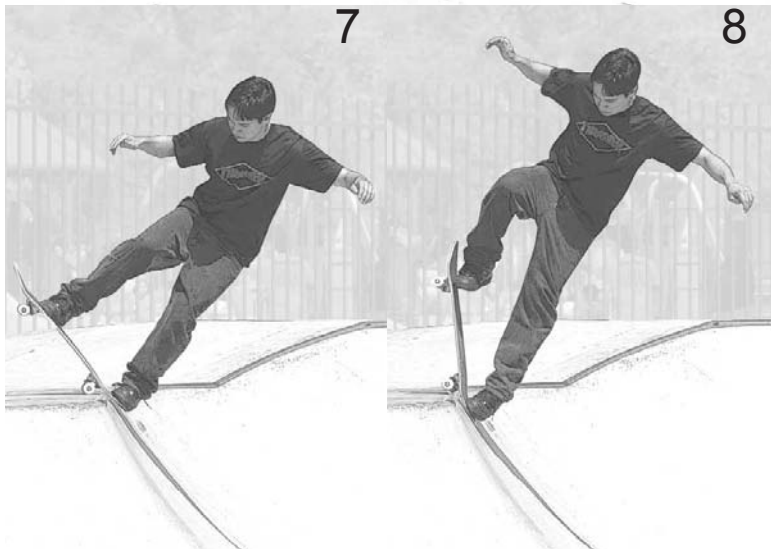
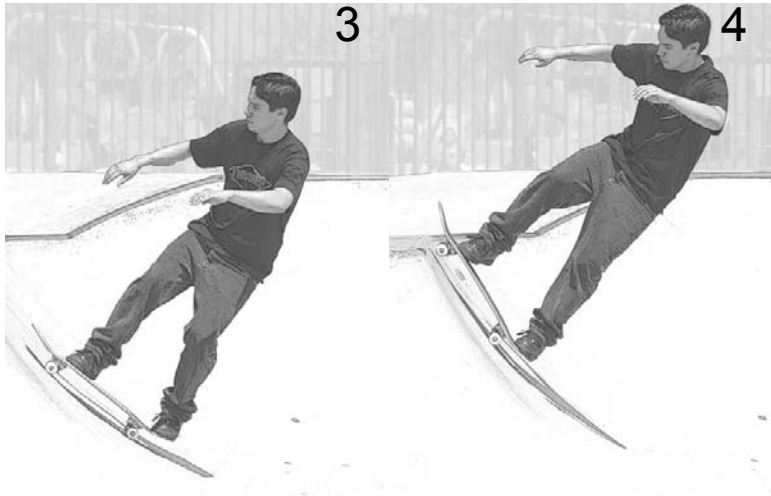


Blunt to fakie



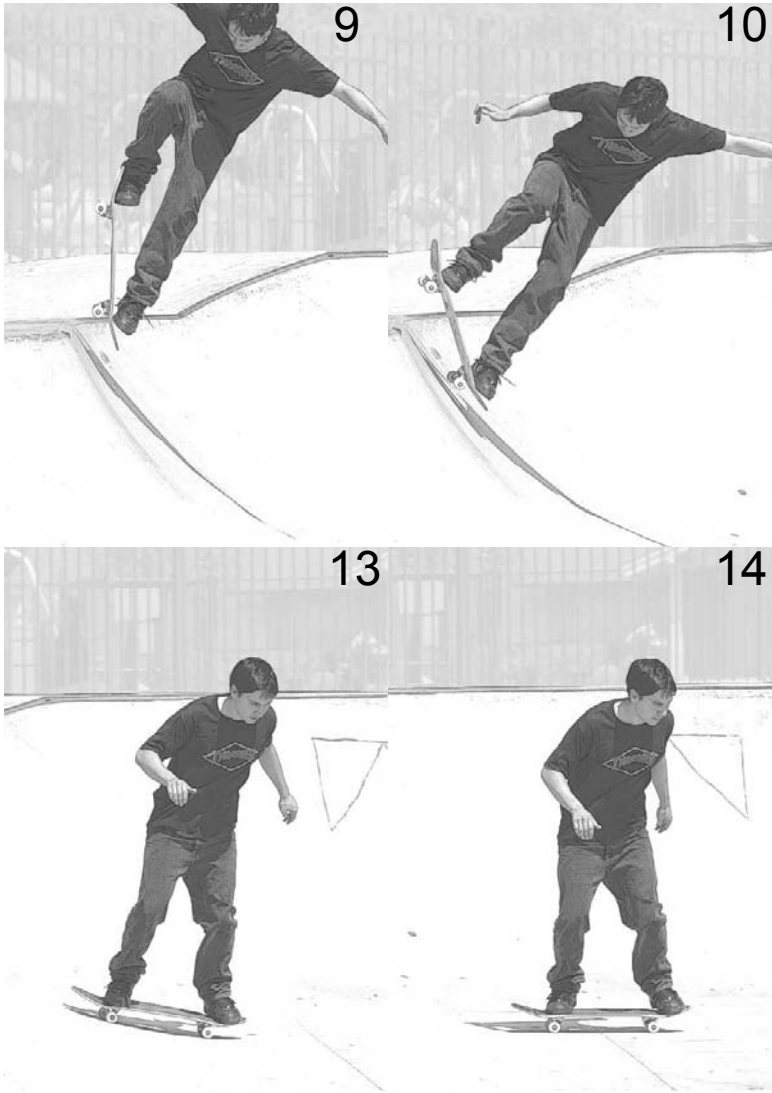
**24. Blunt to fakie**

1. Approach the coping straight on. Place your front foot over the top set of bolts and your back foot flat across the tail.
2. When your front wheels near the coping, lift slightly



- and allow your back wheels to ride up to the coping.
3. As your back wheels near the coping, push your back foot up slightly so that your back wheels ride over the coping.
  4. Push firmly against the coping. You should be in

Blunt to fakie



blunt position.

5. As soon as your board gets in blunt position, push down very slightly on your front foot and snap the tail back against the ramp.

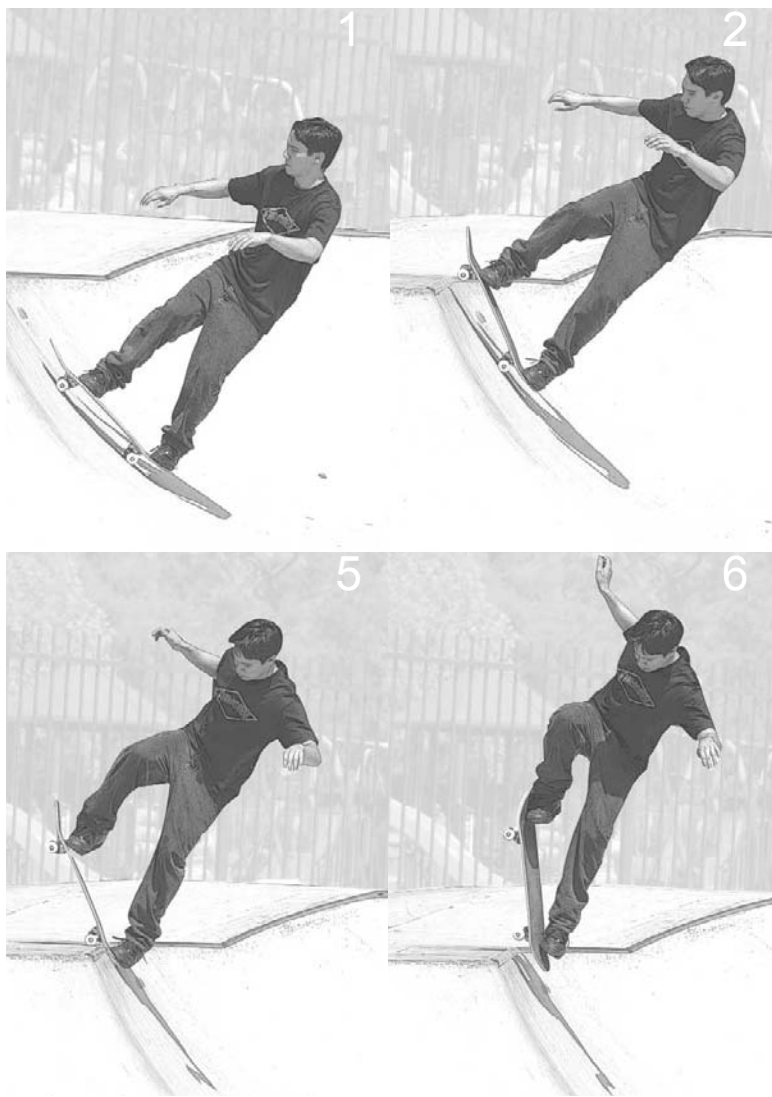
6. Bring your front foot back and hop backward into the ramp.



7. When you feel your back wheels near the coping, push your back foot against the ramp so that your wheels touch. When you feel your front truck has cleared the coping, push your front wheels down as well.
8. Bend your legs as you hop back into the ramp.

The key to this trick is to snap out of the blunt as soon as you get into it. Hesitation will cause you to lose momentum and freeze up.

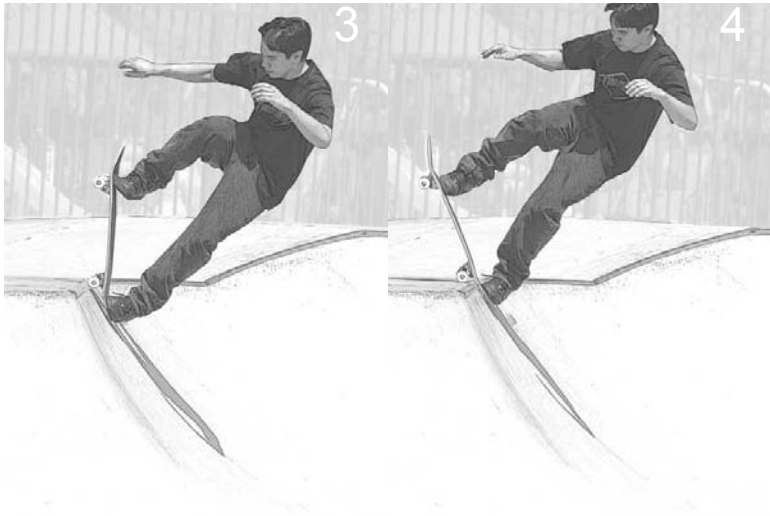
## Blunt to rock to fakie



### **25. Blunt to rock to fakie**

1. Approach the coping straight on. Place your front foot over the top set of bolts and your back foot flat across the tail.

2. As your front wheels near the coping, lift them



slightly and allow your back wheels to ride up the rest of the transition.

3. As your back wheels approach the coping, push your back foot up slightly so that your back wheels ride over the coping.

## Blunt to rock to fakie



4. Push firmly against the coping. You should now be in the blunt position.
5. As soon as your board gets in blunt position, push down very slightly on your front foot and snap the tail back against the ramp.
6. As you snap the tail, bring your front foot back, hop backward and back into the ramp.
7. As you feel your back wheels clear the coping, level out the board and push your front wheels down so that you land in fakie position.
8. When your front wheels touch down on the deck of the ramp, rock back into the ramp by pushing down on the tail and lifting your front truck up.
9. When your front truck has lifted above the coping and you are riding back in, push your front truck down so that you are able to ride away.

The key is to push the nose down when you snap out of the blunt so that you level out.





## Frontside noseblunt



### **26. Frontside noseblunt**

1. Approach the coping with speed and at a slight angle.
2. As your front wheels near the coping, snap the tail and begin to slide your front foot up the board as you



would for an ollie.

3. When you reach the highest point of the ollie, turn your shoulders, body and feet 180 degrees.

4. Aim the nose of your board for the coping.

5. As you come down, extend your front leg so that the

Frontside noseblunt



nose locks into noseblunt position.

6. Your back leg should be bent while your front foot extends to hold the slide.

7. As you land in the noseblunt position, your front foot should be pushing the board so that you slide.



8. Now comes the difficult part. Be sure to slide straight across the coping so that you are in line to come back in.

9. When you begin to slow, push down quickly with your front foot and create a pop. Push back with your back foot so that the board does a nollie and your front truck clears the coping.

10. Pop hard enough to get your front wheels back into the ramp. Push your weight down over your front wheels and your back foot, once your wheels have cleared the coping.

The secret to this trick is to pop back into the ramp while you are still sliding so that you have momentum to come back in.

## Frontside hurricane

1



2



5



6



### **27. Frontside hurricane**

1. Approach the coping backside at a slight angle.
2. Ride up as if you were going to do a backside 50-50.
3. When your front truck nears the coping, turn your board so that you are doing a frontside 180 turn.

3



4



7



8



4. As you turn, tilt the board back a bit and slam your back truck into the coping.

5. Your weight should be against the back truck.

6. As you slow down on your grind, turn back 180 and put your front wheels back into the transition.

Frontside hurricane

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The key is slamming your back wheels into the coping so that you lock into hurricane grind.



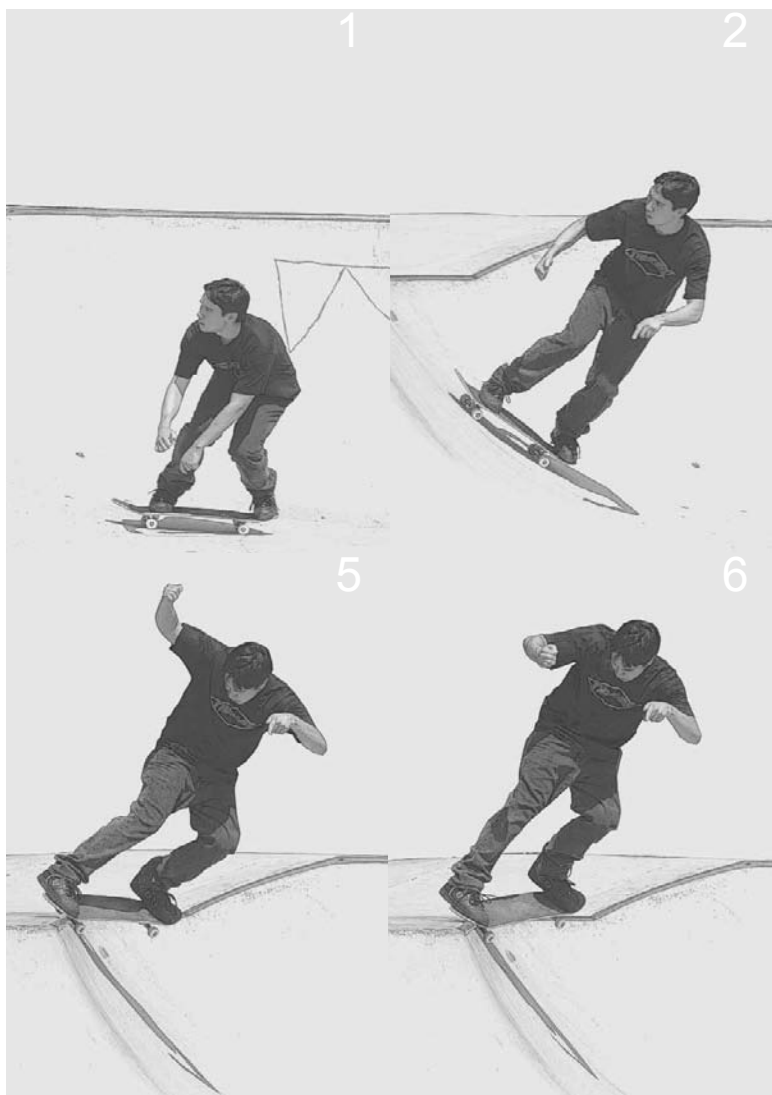
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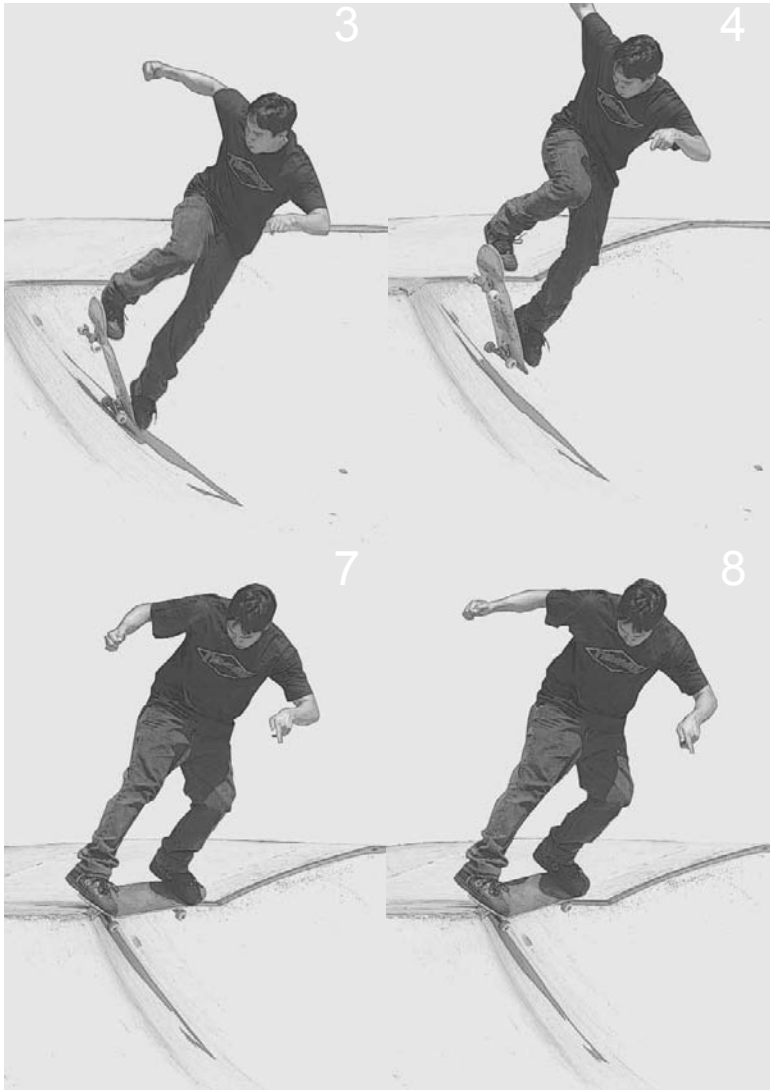


## K grind fakie



### **28. K grind fakie**

1. Approach the coping at a slight angle.
2. As you near the coping with your front truck, snap an ollie.
3. When the tail hits the ramp, drag your front foot up

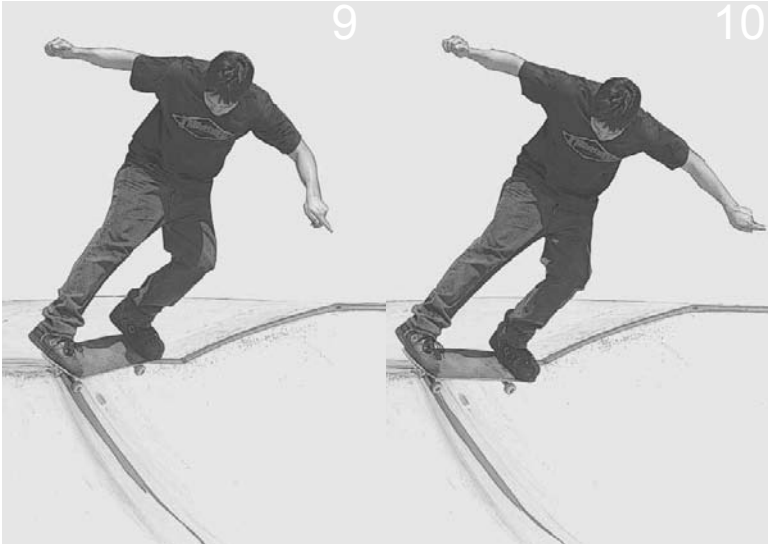


on the board and aim the nose for the coping.

4. Your front truck should hit the coping. When it hits, push your weight down on your front truck and hold your board in K grind position.

5. As your grind begins to slow, turn your board so that you are facing fakie into the ramp.

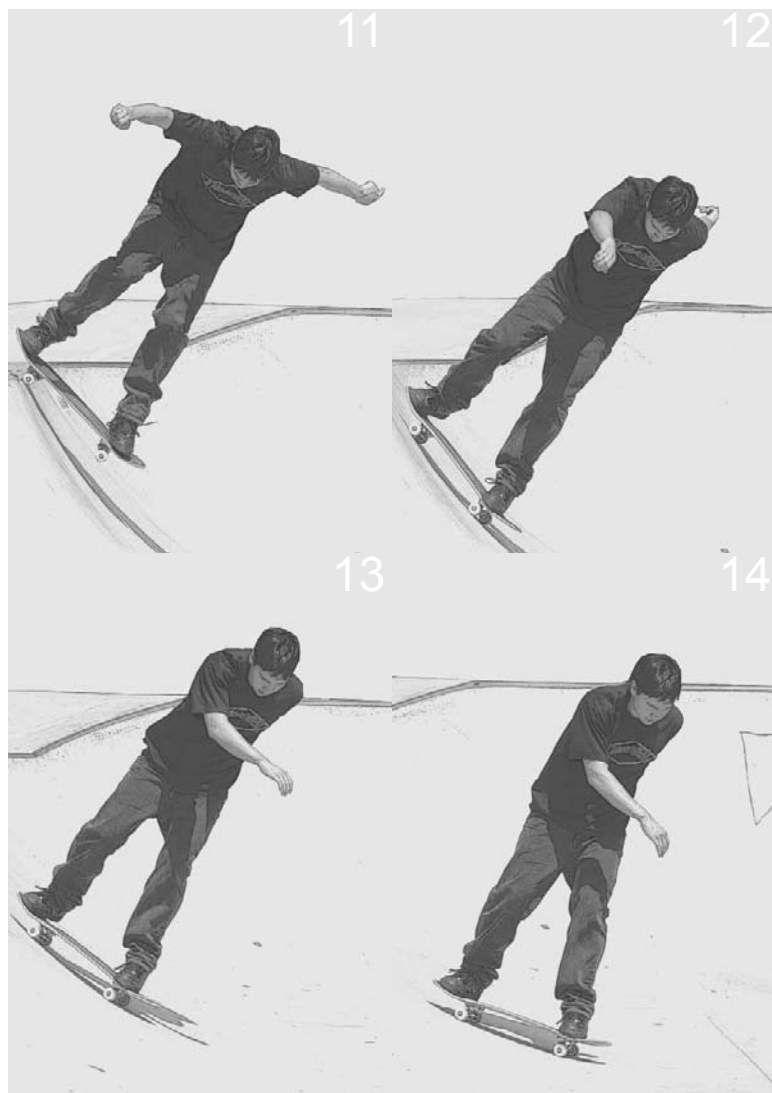
## K grind fakie



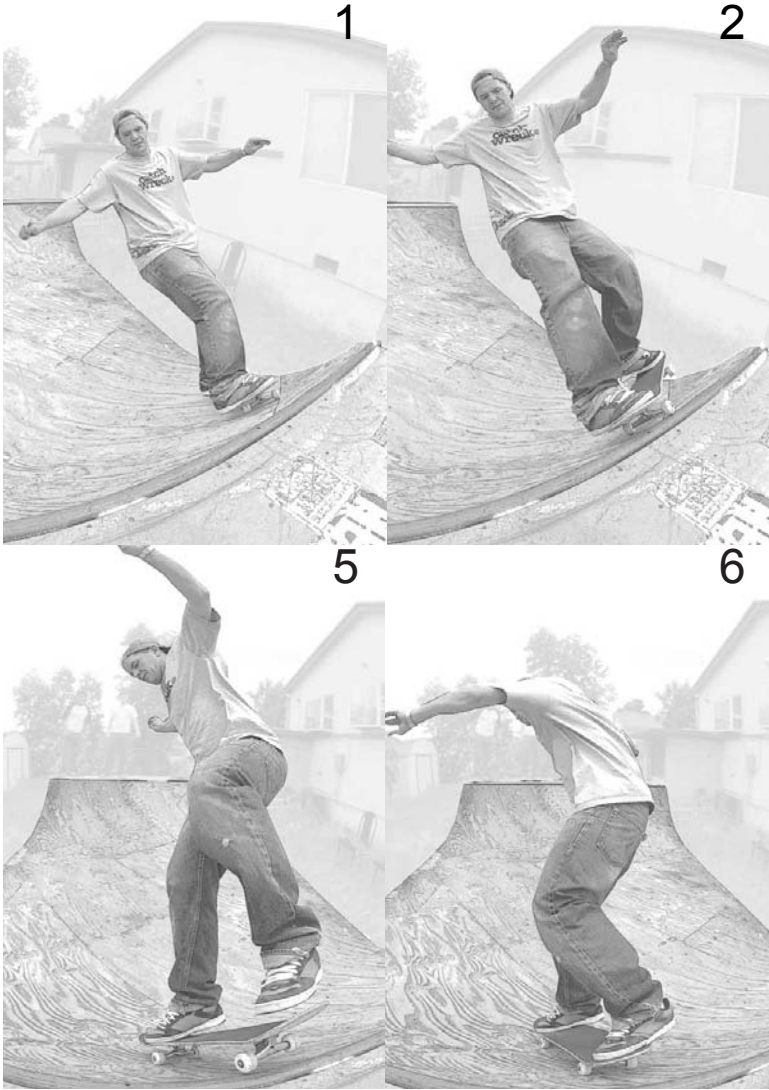
6. When your board lines up to ride back in fakie, push down on your back foot.

7. Be sure to lean back into the ramp as you push down.

The keys to this trick are to ollie and aim the nose for the coping. Also be sure to lean back into the ramp to ensure a successful ride away.



# Nosegrind



## **29. Nosegrind**

1. Approach the coping at an angle, as if you were going for a 50-50.
2. When your front truck is nearing the coping, snap the tail against the ramp and ollie.



3. Drag your front foot up the board and aim the nose for the coping.
4. When your front truck is over the coping, extend your front leg so that you land in nosegrind position.
5. You should be grinding.

9



6. When you begin to slow down, swing your back leg around over the deck of the ramp.

7. Lean back into the ramp and keep your weight over your front leg.

8. When your back truck has cleared the coping, push your back leg down so that all four wheels are on the ramp.

The key to this trick is coming back into the ramp. It requires balance as you lean forward on your way back into the ramp.







### **30. Ollie**

1. Begin learning this trick with minimal speed.
2. As you ride up the transition, pop an ollie.
3. Snap the tail and drag your front foot up.
4. As you ascend, push your front foot down slightly so



that your board levels out in the air.

5. When you come down, make sure both sets of wheels land at the same time. Or have your front wheels land a split second before your back wheels.

9



10



6. As you land on the ramp, be sure to keep your knees bent and your weight over your back foot a bit so that you don't slip out.

The key to this trick is to push down slightly on your front foot so that your board levels out in the air.

11

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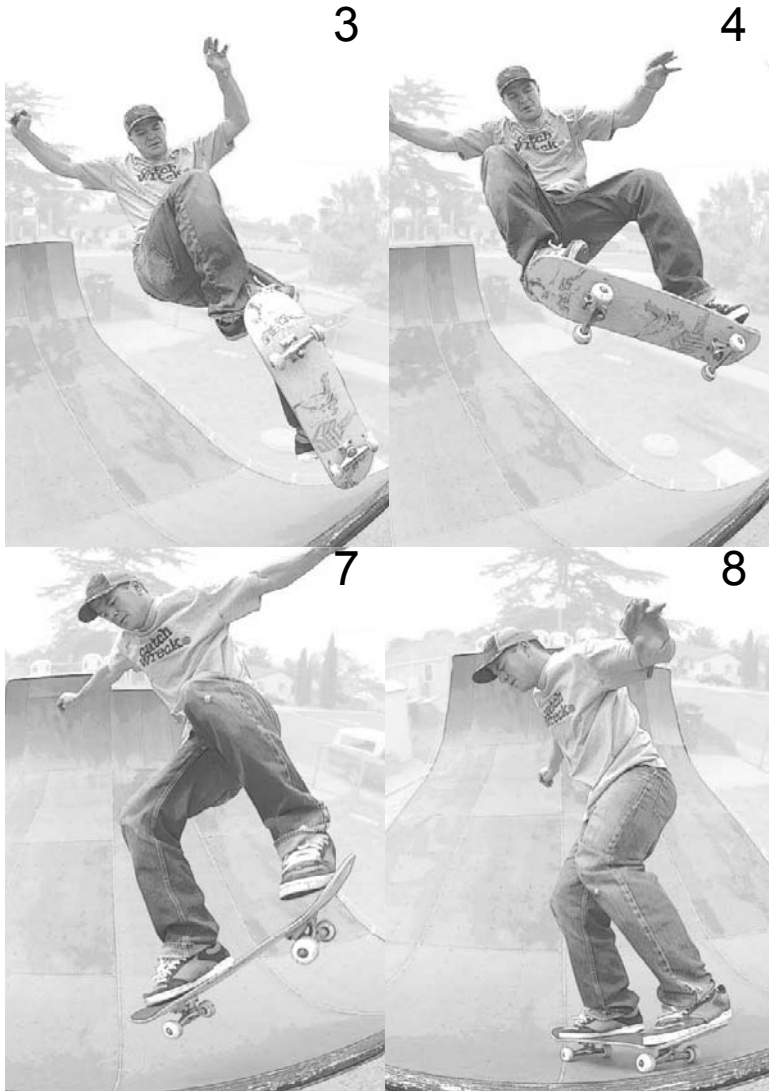


Frontside ollie



**31. Frontside ollie**

1. Approach the transition with enough speed to get your board above the coping. Make sure you do not go too fast and lose control.
2. Approach the coping at a slight angle.



3. Before your front wheels go above the coping, snap an ollie.
4. As you snap the tail, turn your shoulders so that your body and board turn back into the ramp.
5. While turning keep your knees bent so that your board stays with your feet.

## Frontside ollie



6. After you complete your turn, lean your front shoulder back into the ramp.

7. Extend your legs to absorb impact.

The key to learning this trick is to practice near the bottom of the ramp doing small airs. You will get the feel of taking off and landing in the transition of the ramp.





# Kickflip



## **32. Kickflip**

1. Start learning with minimal speed.
2. As you ride up the transition, have your front foot in the kickflip position.
3. Snap the tail and drag your front foot up and across



the board.

4. As you ascend, keep your feet up so that your board can flip.

5. When the board has flipped the right amount, extend your legs to stop its flipping.

Kickflip



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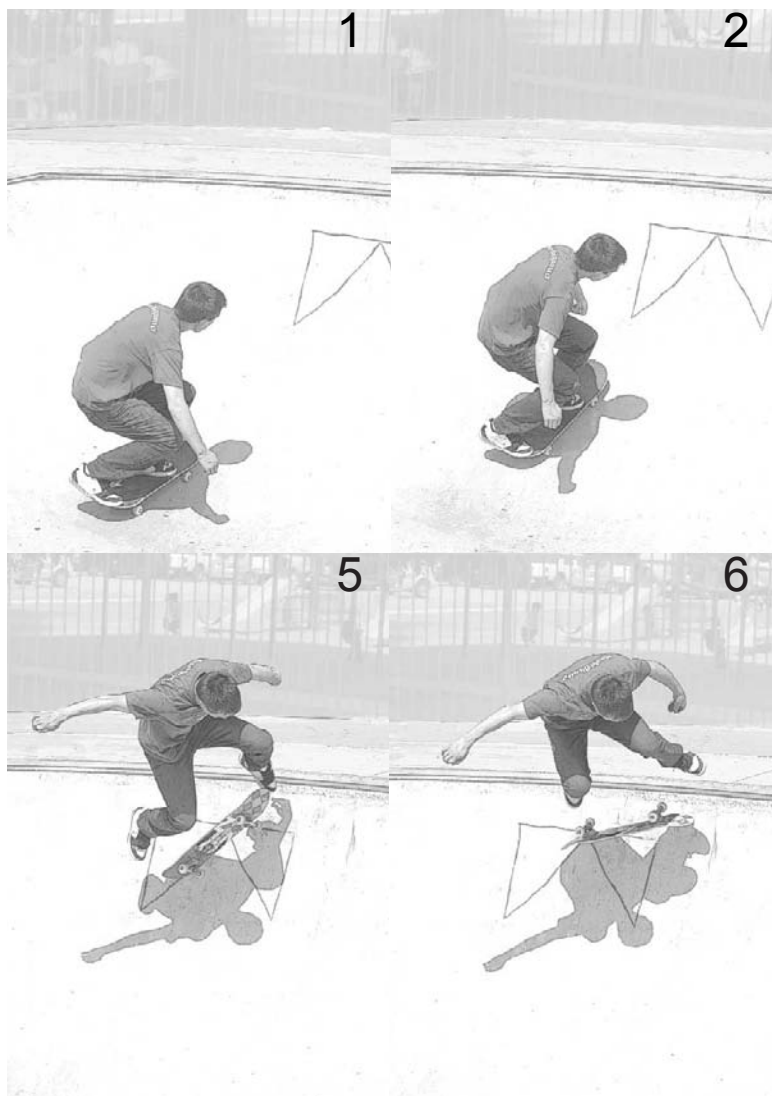
6. Push your front foot down slightly so that your board levels out in the air.

7. When you come down, make sure that both wheels land at the same time. Or have your front wheels land a split second before your back wheels.

8. As you land on the ramp, keep your knees bent and your weight over your back foot a bit so you don't slip out.

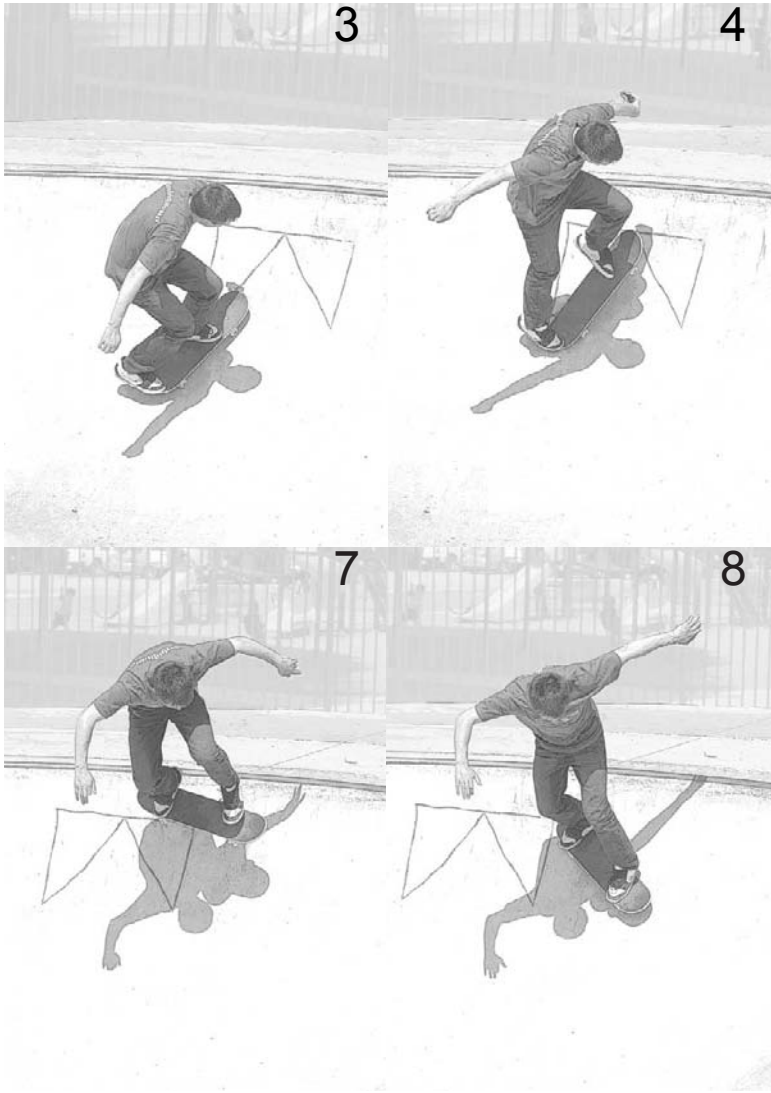
The keys are to do a nice kickflip, suck your legs up as the board flips and extend them once the board is nearing the end of the flip.

## Backside flip



### **33. Backside flip**

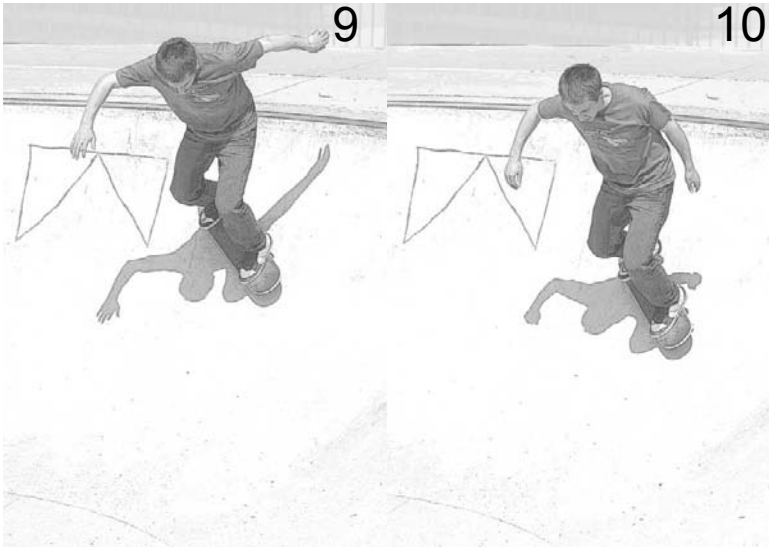
1. Approach the coping at a slight angle.
2. When you snap the tail will determine how high you go. Here the front wheels are about 10 inches from the coping.



3. Your front foot should be at a 45 degree angle and your toes a little past the center line of your board. Your back foot should be in the middle of the tail.

4. When you're about 10 inches from the coping, snap the tail and flick your front foot out and around so that

## Backside flip



your board flips and turns 180.

5. Turn your shoulders and body as you flick the board around.

6. When you feel the board complete the flick, lean forward into the ramp and put your feet down.

7. As you land, bend your knees and keep your balance by leaning forward.

The key is flicking your foot so that your board kick-flips 180.





Frontside flip



**34. Frontside flip**

1. Approach the coping with your front foot slightly below the front truck in kickflip position.
2. When your front truck nears the coping, snap the tail as you would for a frontside 180.



3. As you snap the tail, rotate your shoulders and kick your front foot straight off the side of the nose and around as you would for a frontside flip. Be sure to suck your legs up as you kick and rotate.

4. When you have turned 90 degrees, you should feel

## Frontside flip



that the board is near its flip and under your feet.

5. Look down to see if the board has flipped correctly and is ready to land.

6. Extend your legs as you finish the 180 rotation so that your board touches down at the same time.

7. Bend your knees to ensure a safe ride away.

The key to this trick is flipping the board by the time you get 90. The rest of the turn will come naturally.

11



12



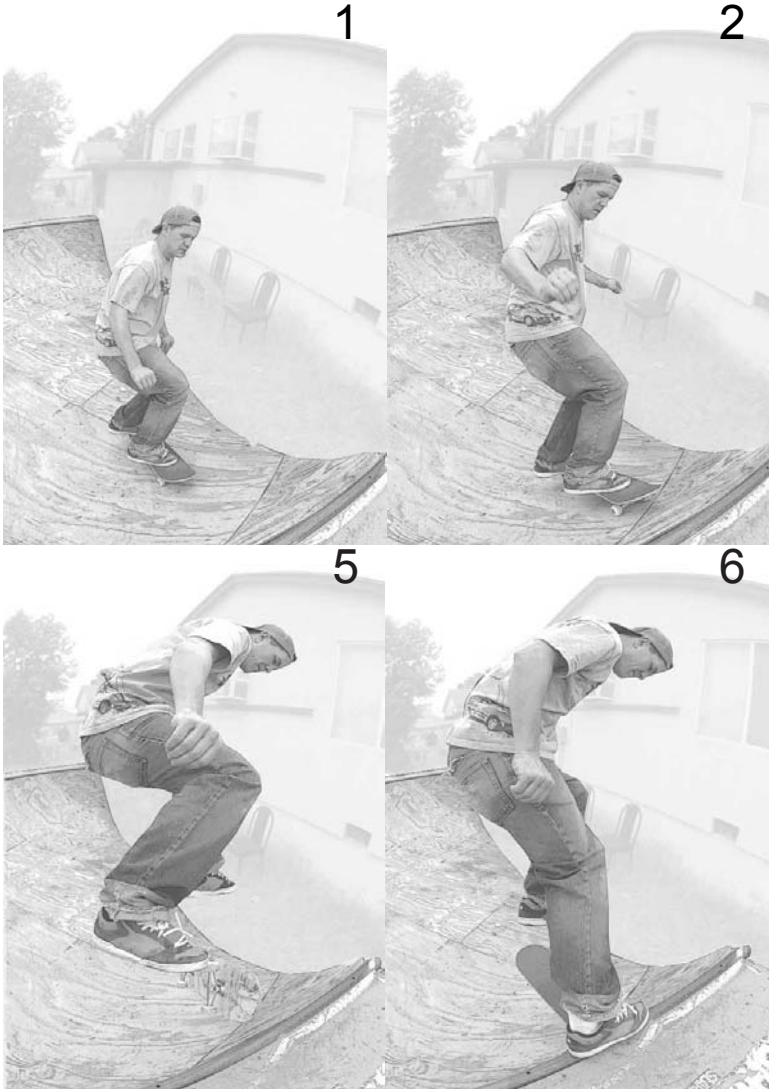
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14



## Kickflip nosestall



### **35. Kickflip nosestall**

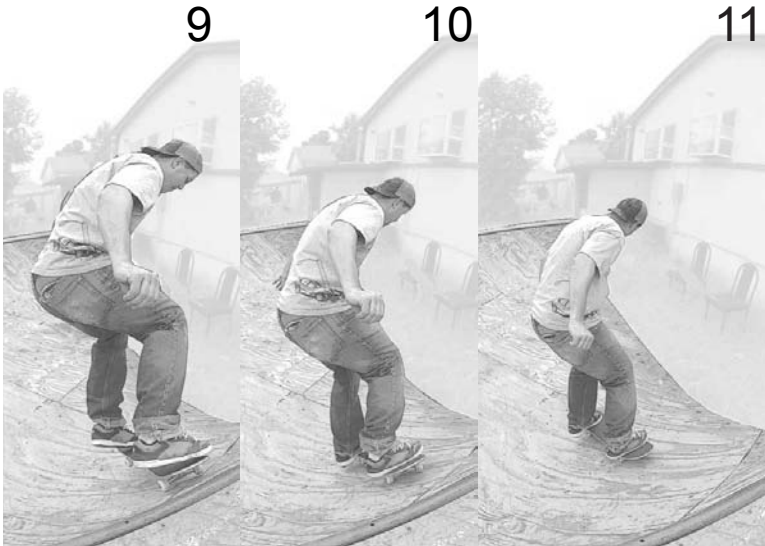
1. Approach the coping straight on.
2. Your front foot should be behind the bolts and in kickflip position.
3. When your front truck is about six inches from the



coping, snap the tail as you would for an ollie. Flick your front foot up and to the side of the board causing it to kickflip up.

4. When you feel the nose has gone past the coping, place your front foot on the board and begin to push

## Kickflip nosestall



down slightly so that your back truck levels out with the front.

5. As your board is leveling out, push your front foot down so that the nose lands on the coping.

6. As you are kickflipping, try to land with your front foot on the nose.

7. Aim the nose toward the coping and land with your weight over the nose of your board.

8. When you land in nose stall position, push down on your back foot so that you ride back into the ramp.

Transfer your weight to your back leg to avoid slipping out.

The key is to level out your kickflip in the air so that you can land in nose stall position.



## **Resources / Evan's picks**

### **DC Shoe Co USA**

DC Shoes has been around for quite some time and has some of the best riders in the world.

Their Web site hosts recent skateboard news as well as some awesome skateboard footage.

[www.dcshoecousa.com](http://www.dcshoecousa.com)

### **Metro Clothes**

Evan has started his own clothing company called Metro Clothes. Check out the Web site and buy some shirts off it.

[www.metrofoundation.net](http://www.metrofoundation.net)

### **Skateboard Village**

Skateboard Village is a Web site dedicated to posting chat rooms for skateboarders and snowboarders. Skateboarders can post their glory shots for the world to see.

[www.skateboardvillage.com](http://www.skateboardvillage.com)

### **Slap Magazine**

*Slap Magazine* is another skateboard magazine like *Transworld* and *Thrasher*. It can be found in skateshops and convenience stores.

[www.slapmagazine.com](http://www.slapmagazine.com)

### **Thrasher Magazine**

*Thrasher Magazine* features Northern California skateboarding and special articles devoted to both punk and hip-hop music. This magazine is

sold at most skateshops and convenience stores.

[www.thrasher magazine.com](http://www.thrasher magazine.com)

### **Transworld Skateboarding Magazine**

This is a great magazine for those wanting to stay current with skateboarding news, tricks and culture. It's available at almost every book store and convenience store.

[www.skateboarding.com](http://www.skateboarding.com)

### **United Riders Clothing**

United Clothing is a skateboard clothing company that sponsors many top skateboarders. Check out there Web site and watch mayhem and skateboard footage.

[www.united-riders.com](http://www.united-riders.com)

### **Zero Skateboards**

Zero skateboards is home to some of the best upcoming amateurs and pros. The Web site has interviews with riders, pictures and footage.

[www.zeroskate.com](http://www.zeroskate.com)

### **Zion Skateboards**

Zion Skateboards is a skateboard company based in Vancouver, B.C., Canada. Evan currently rides for them and recommends their skateboards because of the quality and price. Check out there Web site and watch footage of Evan.

[www.zionskate.com](http://www.zionskate.com)

## Resources / comprehensive

For a quick fix go to **[www.skateboarding.com](http://www.skateboarding.com)** — an informative (but not the only) portal into the skateboarding galaxy.

### Books

Discovered on **[amazon.com](http://amazon.com)** and **[barnesandnoble.com](http://barnesandnoble.com)**.

Baccigaluppi, John. *Declaration of Independents*. San Francisco, California: Chronicle Books, 2001.

Bermudez, Ben. *Skate! The Mongo's Guide to Skateboarding*. New York, New York: Cheapskate Press, 2001.

Borden, Ian. *Skateboarding, Space and the City*. New York, New York: Berg, 2001.

Brooke, Michael. *The Concrete Wave: The History of Skateboarding*. Toronto, Ontario: Warwick Publishing, 1999.

Burke, L.M. *Skateboarding! Surf the Pavement*. New York, New York: Rosen Publishing Group, Inc., 1999.

Davis, James. *Skateboard Roadmap*. England: Carlton Books Limited, 1999.

Gould, Marilyn. *Skateboarding*. Mankato, Minnesota: Capstone Press, 1991.

Gutman, Bill. *Skateboarding: To the Extreme*. New York, New York: Tom Doherty Associates, Inc., 1997.

Hawk, Tony. *Hawk*. New York, New York: Regan Books, 2001.

Powell, Ben. *Extreme Sports: Skateboarding*. Hauppauge, New York: Barron's Educational Series, Inc., 1999.

Riggins, Edward. *Ramp Plans*. San Francisco, California: High Speed Productions, 2000.

Ryan, Pat. *Extreme Skateboarding*. Mankato, Minnesota: Capstone Press, 1998.

Shoemaker, Joel. *Skateboarding Streetstyle*. Mankato, Minnesota: Capstone Press, 1995.

Thrasher. *Insane Terrain*. New York, New York: Universe Publishing, 2001.

### Camps

Donny Barley Skate Camp  
1747 West Main Road  
Middletown, Rhode Island  
02842  
401-848-8078

Lake Owen  
HC 60 Box 60  
Cable, Wisconsin 54821  
715-798-3785

Magdalena Ecke Family YMCA  
200 Saxony Road  
Encinitas, California 92023-0907  
760-942-9622

Mission Valley YMCA  
5505 Friars Road  
San Diego, California 92110  
619-298-3576

Skatelab  
Steve Badillo Skate Camp  
4226 Valley Fair Street  
Simi Valley, California 93063  
805-578-0040  
vtaskate@aol.com

Snow Valley  
PO Box 2337  
Running Springs, California  
92382  
909-867-2751

Visalia YMCA  
Sequoia Lake, California  
211 West Tulare Avenue  
Visalia, California 93277  
559-627-0700

Woodward Camp  
Box 93  
Route 45  
Woodward, Pennsylvania 16882  
814-349-5633

Young Life Skate Camp  
Hope, British Columbia, Canada  
604-807-3718

### ***Magazines***

Big Brother  
www.bigbrothermagazine.com

Skateboarder  
Surfer Publications  
PO Box 1028  
Dana Point, California 92629

Thrasher  
High Speed Productions  
1303 Underwood Avenue  
San Francisco, California 94124  
415-822-3083  
www.thrasher magazine.com

Transworld Skateboarding  
353 Airport Road  
Oceanside, California 92054  
760-722-7777  
www.skateboarding.com

### ***Museums***

Huntington Beach International  
Skate and Surf Museum  
411 Olive Street  
Huntington Beach, California  
714-960-3483

Skatelab  
4226 Valley Fair  
Simi Valley, California  
805-578-0040  
www.skatelab.com

Skatopia  
34961 Hutton Road  
Rutland, Ohio 45775  
740-742-1110

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League (CASL) and PSL  
Amateur and professional  
contest organizer  
909-883-6176  
Fax 909-883-8036

The Canadian Cup  
416-960-2222

Extreme Downhill International  
1666 Garnet Avenue #308  
San Diego, California 92109  
619-272-3095

International Association of  
Skateboard Companies (IASC)  
PO Box 37  
Santa Barbara, California 93116  
805-683-5676  
Fax 805-967-7537  
iascsk8@aol.com  
www.skateboardiasc.org

International Network  
for Flatland Freestyle  
Skateboarding  
Abbedissavagen 15  
746 95 Balsta, Sweden

KC Projects  
Canadian amateur contest  
organizer  
514-806-7838  
kc\_projects@aol.com  
5148067838@fido.ca

National Amateur Skateboard  
Championships  
Damn Am Series  
National amateur contest  
organizer  
813-621-6793  
www.skateparkoftampa.com  
www.nascseries.com

National Skateboarders  
Association of Australia (NSAA)  
Amateur and professional  
contest organizers  
61-2-9878-3876  
www.skateboard.asn.au

The Next Cup  
Southern California amateur  
contest organizer  
858-874-4970 ext. 114 or 129  
www.thenextcup.com

Real Amateur Skateboarding  
Amateur contest organizer  
619-501-1341  
realamateurskateboarding  
@hotmail.com

Skateboarding Association of  
America  
Amateur contest organizer  
727-523-0875  
www.skateboardassn.org

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USA (SPAUSA)  
Resource for skate park  
planning/operating  
310-823-9228  
www.spausa.org

Southwest Sizzler  
Southwestern amateur contest  
organizer  
918-638-6492

Surf Expo  
East Coast trade show  
800-947-SURF  
www.surfexpo.com

United Skateboarding  
Association (USA)  
Skate event organizer  
and action sport marketing/  
promotions  
732-432-5400  
ext. 2168 and 2169  
www.unitedskate.com

Vans Shoes  
Organizer of the Triple Crown  
skate events  
562-565-8267  
www.vans.com

World Cup Skateboarding  
Organizer of some of skating's  
largest events  
530-888-0596  
Fax 530-888-0296  
danielle@wcsk8.com  
www.wcsk8.com

Zeal Skateboarding Association  
Southern California amateur  
contest organizer  
909-265-3420  
www.zealsk8.com

***Public skate parks /  
information about building  
and starting up***

Consolidated Skateboards  
(see *The Plan*)  
www.consolidatedskateboard  
.com

International Association of  
Skateboard Companies (IASC)  
PO Box 37  
Santa Barbara, California 93116  
805-683-5676  
Fax 805-967-7537  
iascsk8@aol.com  
www.skateboardiasc.org

Skatepark Association of the  
USA (SPAUSA)  
310-823-9228  
www.spausa.org  
  
www.skatepark.org

***Public skate park designers  
/ builders***

Airspeed Skateparks LLC  
2006 Highway 101 #154  
Florence, Oregon 97439  
503-791-4674  
airspeed@airspeedskateparks  
.com  
www.airspeedskateparks.com

CA Skateparks, Design/Build  
and General Contracting  
273 North Benson Avenue  
Upland, California 91786  
562-208-4646  
www.skatedesign.com

Dreamland Skateparks,  
Grindline, Inc.  
4056 23rd Avenue SW  
Seattle, Washington 98106  
206-933-7915  
www.grindline.com

Ramptech  
www.ramptech.com

SITE Design Group, Inc.  
414 South Mill Avenue,  
Suite 210  
Tempe, Arizona 85281  
480-894-6797  
Fax 480-894-6792  
mm@sitedesigngroup.com  
www.sitedesigngroup.com

Spectrum Skatepark  
Creations, Ltd.  
M/A 2856 Clifftop Lane  
Whistler, B.C.  
V0N 1B2 Canada  
250-238-0140  
design@spectrum-sk8.com  
www.spectrum-sk8.com

Team Pain  
864 Gazelle Trail  
Winter Springs, Florida 32708  
407-695-8215  
tim@teampain.com  
www.teampain.com

John Woodstock Designs  
561-743-5963  
johnwoodstock@msn.com  
www.woodstockskateparks.com

### ***Shops / skate parks finding one close to you***

Two (among quite a few) that  
will help:  
www.skateboarding.com  
www.skateboards.org

### ***Television ESPN***

X Games  
espn.go.com/extreme

### ***NBC***

Gravity Games  
www.gravitygames.com

### ***Web sites***

www.board-trac.com  
Market researchers for skate-  
boarding industry.

www.bigbrother.com  
A comprehensive site by *Big  
Brother* magazine.

www.exploratorium.edu/  
skateboarding  
Glossary, scientific explanations  
and equipment for skating.

www.interlog.com/~mbrooke/  
skategeezer.html  
*International Longboarder*  
magazine.

[www.ncdsa.com](http://www.ncdsa.com)  
Northern California Downhill  
Skateboarding Association.

[www.skateboardiasc.org](http://www.skateboardiasc.org)  
International Association of  
Skateboard Companies (IASC) is  
one of the leading advocates of  
skateboarding progress and pro-  
vides a wealth of information.

[www.skateboard.com](http://www.skateboard.com)  
Chat and messages.

[www.skateboarding.com](http://www.skateboarding.com)  
Every skater's site by  
*Transworld Skateboarding*  
magazine.

[www.skateboards.org](http://www.skateboards.org)  
Find parks, shops and  
companies.

[www.skatelab.com](http://www.skatelab.com)  
One of Los Angeles area's  
largest indoor parks and world's  
largest skateboard museum.

[www.skater.net](http://www.skater.net)  
Skate parks and ramp plans.

[www.smithgrind.com](http://www.smithgrind.com)  
Skate news wire.

[www.switchmagazine.com](http://www.switchmagazine.com)  
*Switch Skateboarding*  
*Magazine*.

[www.thrasher magazine.com](http://www.thrasher magazine.com)  
A comprehensive site by  
*Thrasher* magazine.

### **Videos / Instructional**

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First Step*.

411 Video Productions. *The  
Next Step*.

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Tips Volume I: Skateboarding  
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Hawk, Tony. *Tony Hawk's Trick  
Tips Volume II: Essentials of  
Street*. 900 Films, 2001.

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California: High Speed  
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Thrasher Magazine. *How to  
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Francisco, California: High  
Speed Productions, Inc., 1997.

Transworld Skateboarding.  
*Starting Point*. Oceanside,  
California, 1997.

Transworld Skateboarding. *Trick  
Tips with Wily Santos*.  
Oceanside, California, 1998.

Transworld Skateboarding.  
*Starting Point Number Two*.  
Oceanside, California, 1999.

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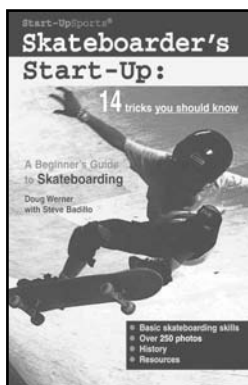
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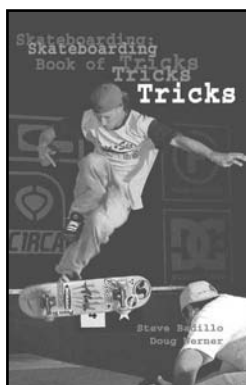
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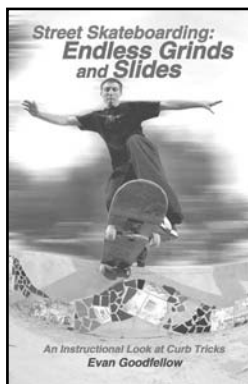
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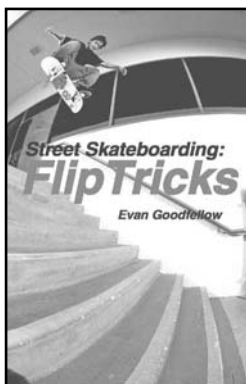
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## About the author



**Evan Goodfellow** is a lifelong skater and skateboard instructor. He is the author of *Street Skateboarding: Endless Grinds and Slides* and *Street Skateboarding: Flip Tricks*. Evan has also appeared in eight skate videos.

His sponsors have included Vans Shoes, Ambiguous Clothing, Zion Skateboards and Ninetimes Boardshop. He earned a master's degree in education from Biola University, La Mirada, California in 2004.

Evan is starting up a clothing company with a few friends. Check it out.  
[www.metrofoundation.net](http://www.metrofoundation.net).

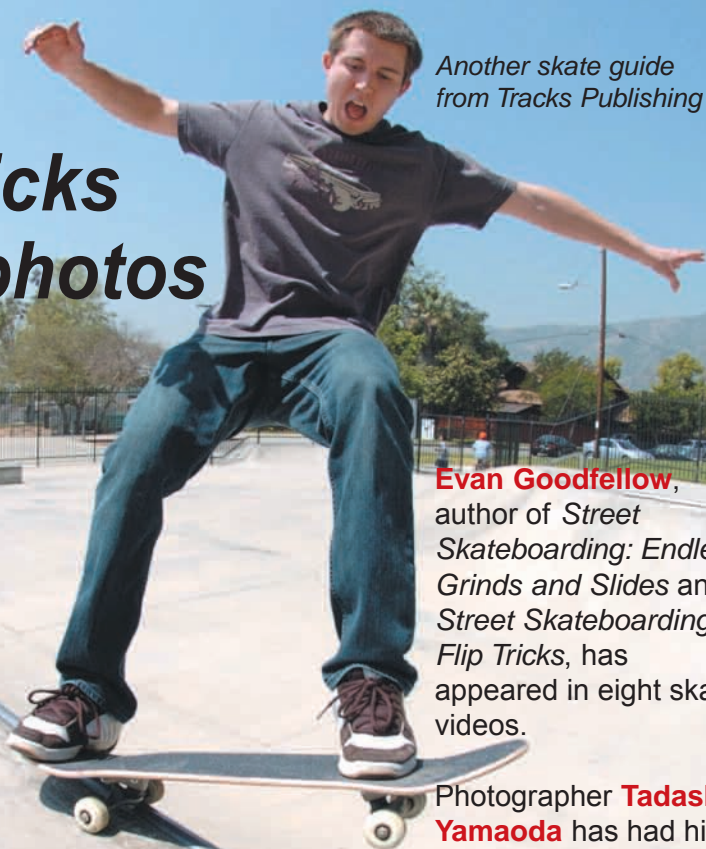
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