SPECIAL COMMEMORATIVE COLLECTION

¡Inline!

A *Manual* for Beginning to Intermediate Inline *Skating*

william nealy

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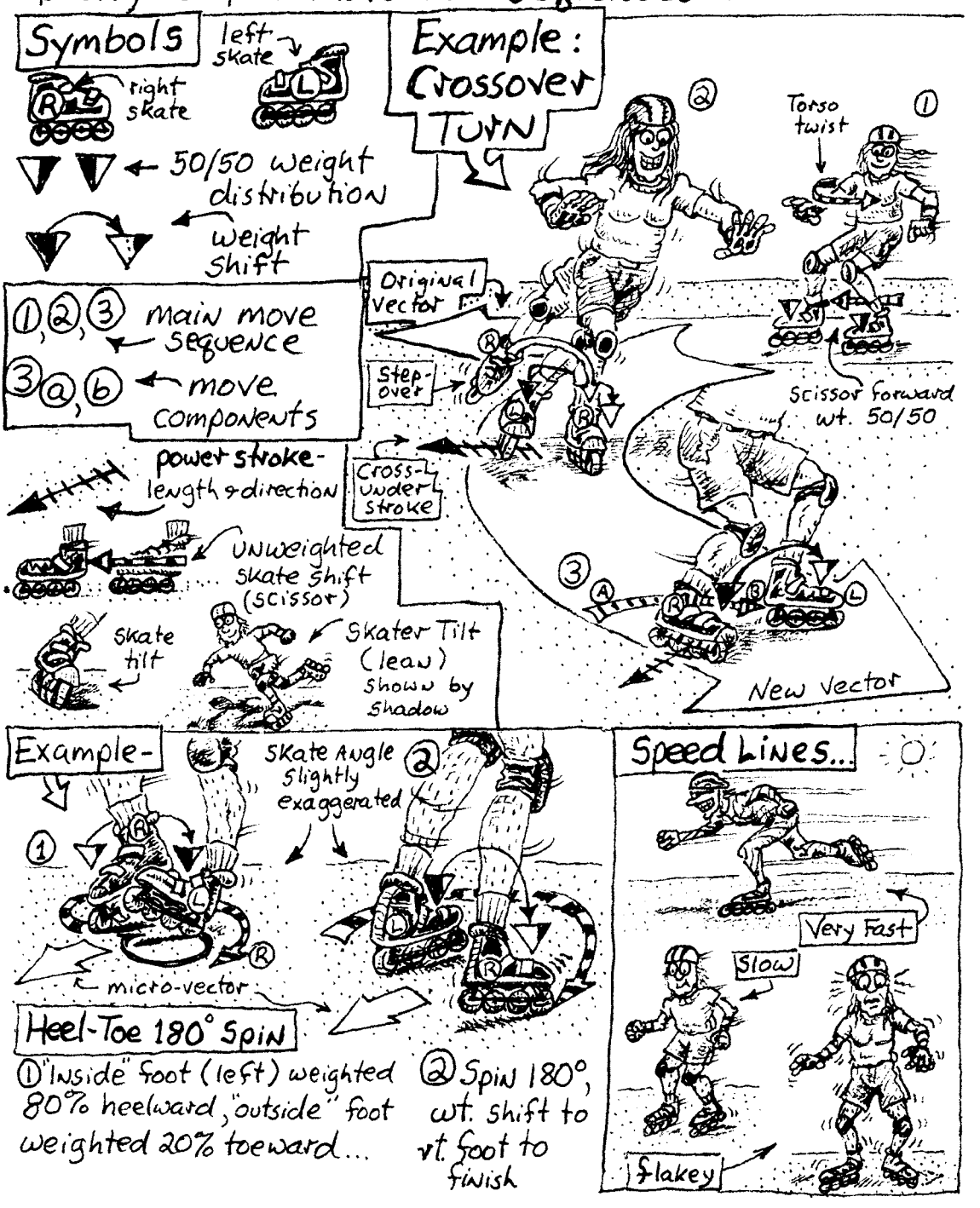
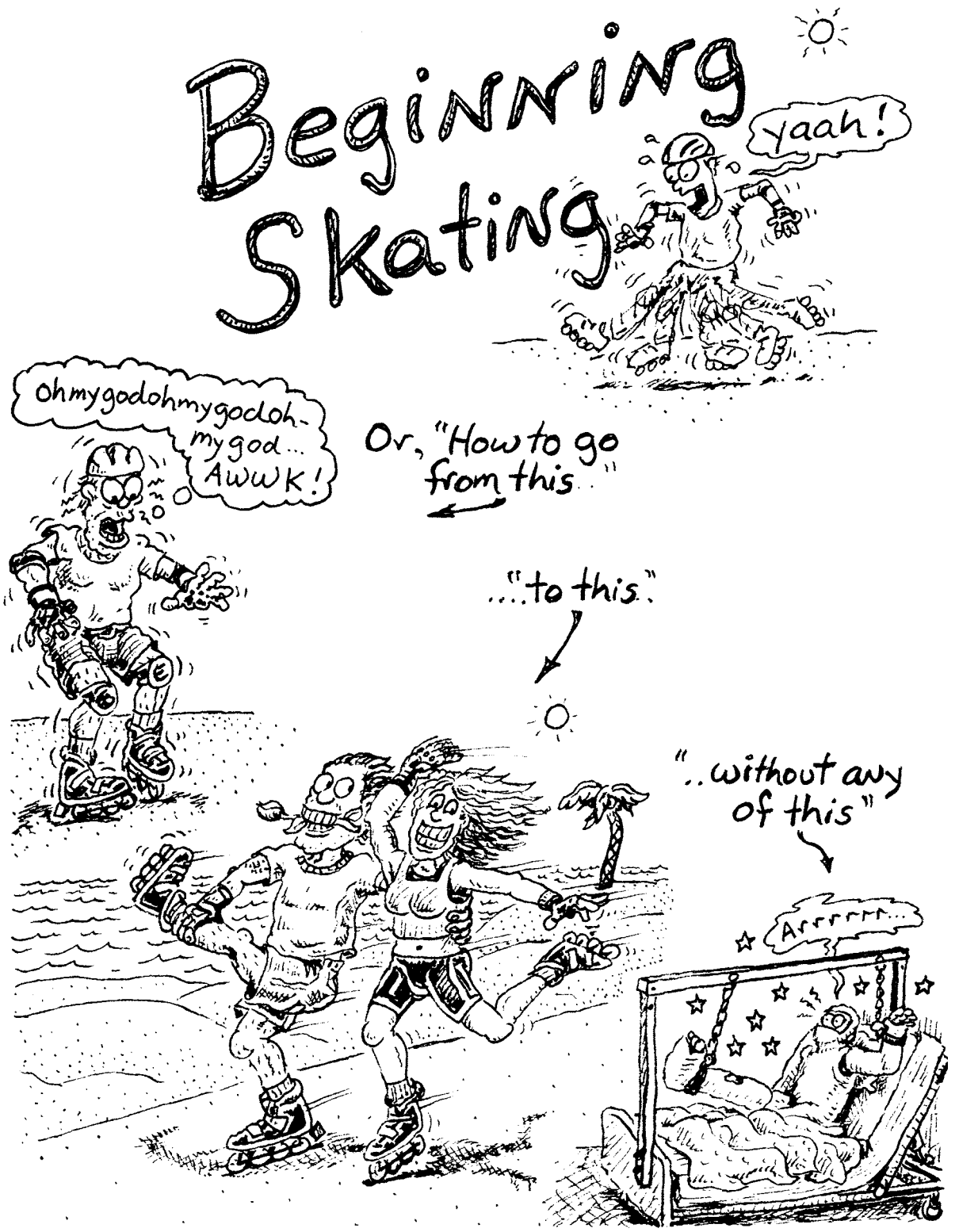
Introduction

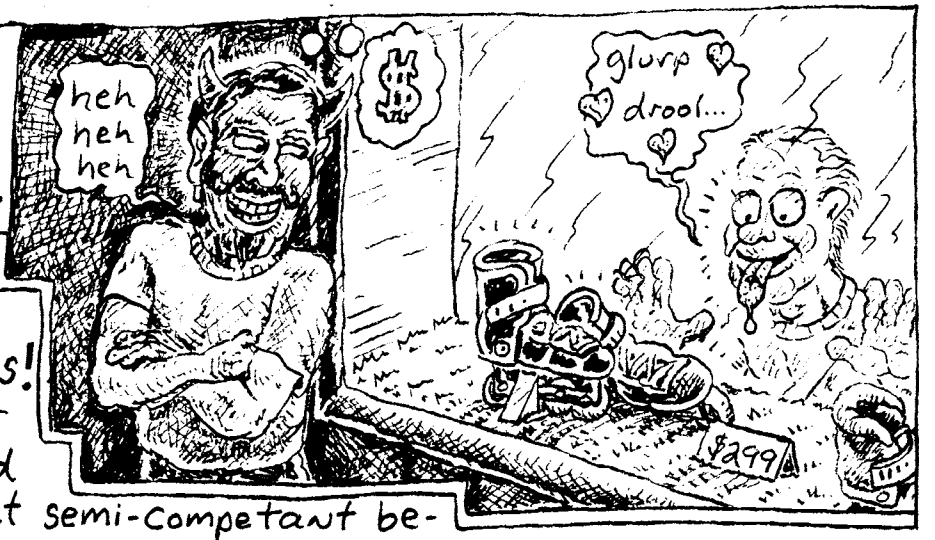
Key To Illustrations

To avoid ridiculously excessive technospeak, I've tried to depict in each drawing enough information for you to understand what's going on in some pretty complex movement sequences...



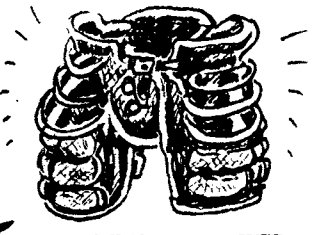

Beginning Skating
yaah!
Ohmygodohmygodoh-mygod... AWWK!
Or, "How to go from this..."
..."to this."
"...without any of this"
Arrrrrrr...

How to Start Skating...



Rule #1 Don't buy New Skates! Yet! Rent and/or buy used 'till you get semi-competant because... Ⓐ You don't know what a "good skate" is... & Ⓑ You don't know what a "bad skate" is. You will. If you rent you can try out a bunch of different styles & brands and, coupled with some skating experience you'll begin to get a real feel for what fits your needs.

Rule #2 - Wear a shitload of pads plus a real good helmet!! You will be falling a lot, occasionally on your butt, an area many beginners forget to protect. Used hockey girdles or concealable padded shorts work great!



Hockey Girdle

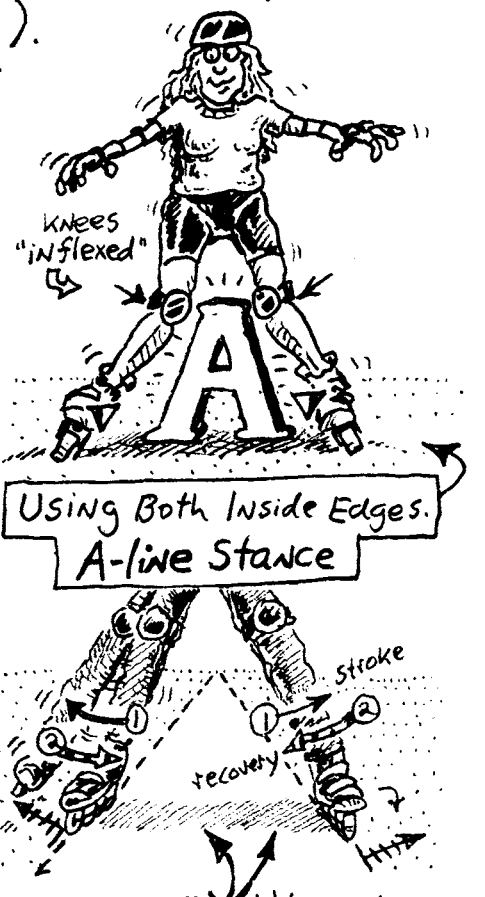
Rule #3 - Get some basic instruction from an actual human instructor. Books are great but nothing beats hands-on person to person skating experience!

Rule #4 - Find a smooth, relatively clean, relatively traffic & criminal-free parking lot and stay the ★!*?; off **Hills**... ramps, slopes, inclines, "itty bitty hills", etc. If you get smushed by a car or shredded on a hill you will then have to unlearn "crash phobia syndrome" **before** you can resume learning non-traumatic skating skills. Some fear (healthy respect) can keep you safe but **excessive fear** can keep you **off** your skates.

Getting UP ON Skates: The A-Line

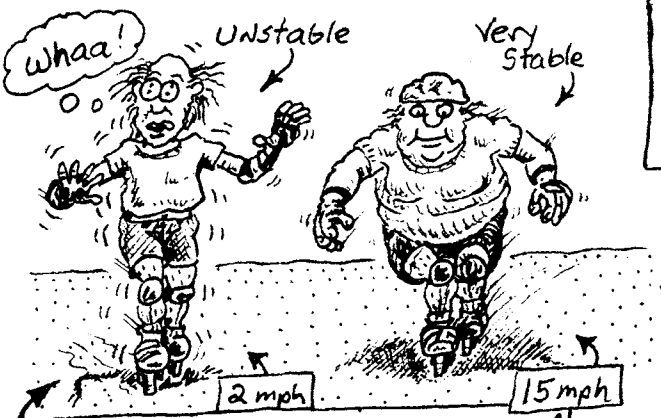
So, you've rented some skates (and Armor!) and you want to actually roll around some. You've found a relatively safe place to skate, familiarized yourself with "The Position" and you know how to fall correctly... it's time to learn Skating Survival Skill #2, the "A-line" (stance, shuffle, turn, etc.).

The Stance - Think of your knees as the peak of the "A". By inflexing your knees, you set your skates on their inside edges which translates into some major wheel-edge friction, keeping your speed low and overall control high. Remember: bent knees are the key to all forms of A-line technique!



First Forward Steps - To move forward, do the "A-Line Shuffle"; keeping your knees inflexed (wheels on inside edges) ① push outward a few inches ("stroke") with one skate, then the other, and ② after the outstroke, unweight your skate and slide it back to its original position ("recovery"). It's not necessary (yet) to actually lift your wheels off the ground during recovery... unweight and slide...

Staying UP On Skates...

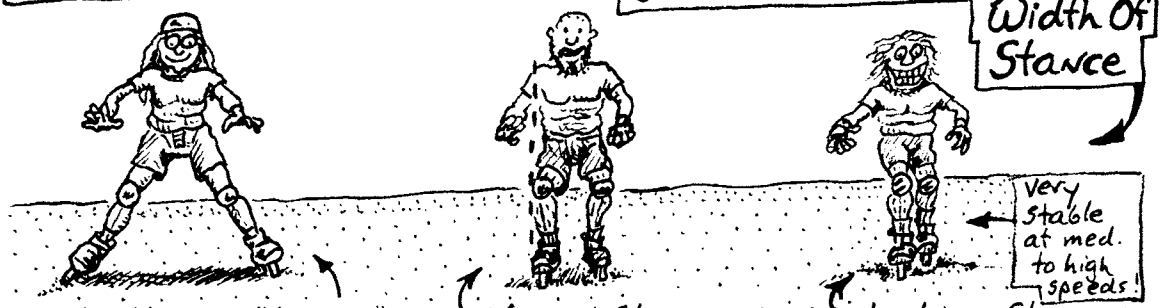


Velocity Increases Stability!

Stability On Skates; Where It Comes From, How To Get Some...

It's time to get a little mechanistic*: there are two types of Inline Skate Stability - "long axis" (front to back) and "short axis" (side to side)...

Short Axis Stability and Width Of Stance

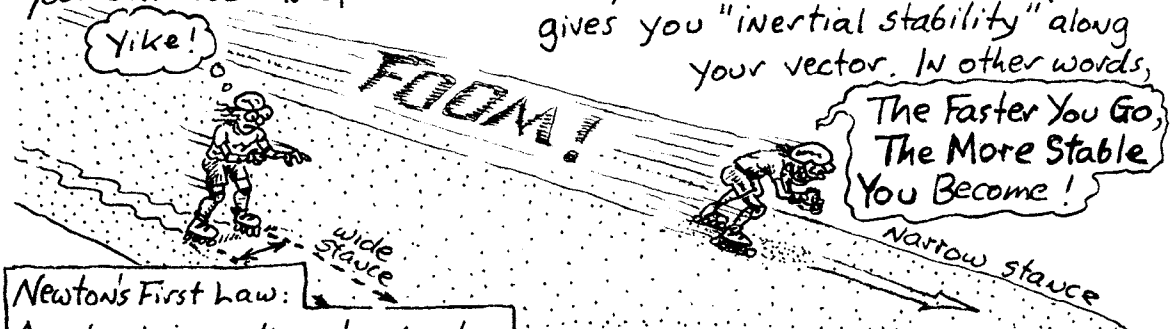


Wide Stance - "A-Line" very stable side to side, maximum edge friction; relatively slow...

Normal Stance Feet shoulder-wide fairly stable side/side, minor edge friction relatively fast...

In Line Stance Skates virtually in line - stance width 1" to 4"! minimum edge friction, very fast...

At slow speeds you need a relatively wide stance to keep your balance. As speed increases, kinetic energy increases, which gives you "inertial stability" along your vector. In other words,



Newton's First Law: An object in motion tends to move in a straight line (inertia). [Apologies to Sir Isaac Newton]

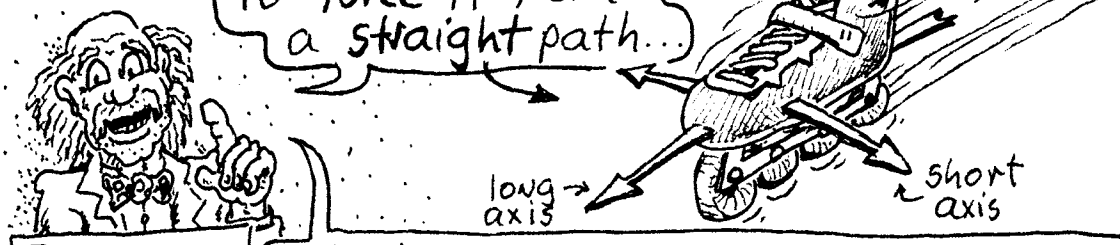
As velocity increases, energy increases, ∴ inertia increases...

* And "scientistic" as well!

Turning: Theory And Practice...

Introduction To Edges, Boot Weighting, and Dr. Spasm...

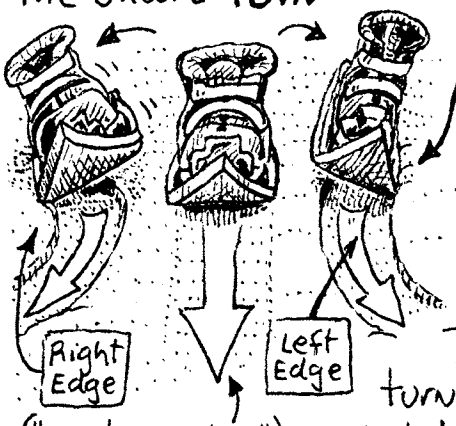
Inline Skates, technically speaking, vant to **move** in a **straight line**. Der "**rolling resistance**" of ze tiny vehicle is **least** on ze **long axis**; thus, it vill travel in a **straight line indefinitely**, until acted upon to **force** it from a **straight** path...

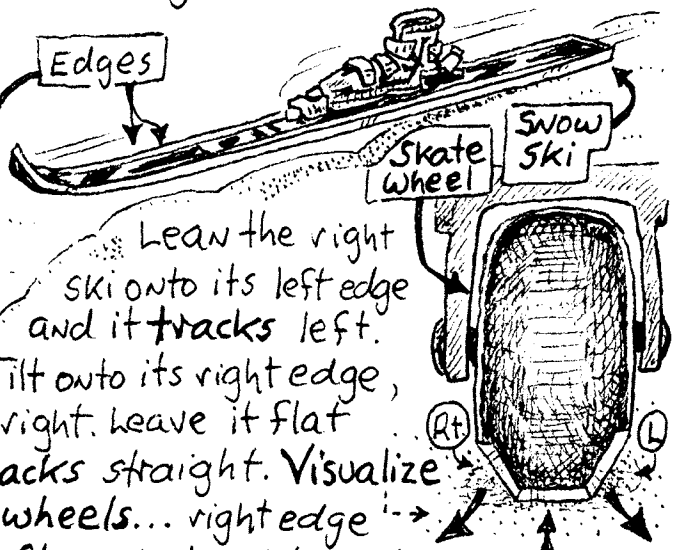


Dr. Spasm, PhD

...**but**, our skating universe is **curvilinear!** Zo, how de **heck** do ve go about making der **gott-dam** things **NOT go straight?!** Ze long answer involves a complex interwoven system of musculo-skeletal input, surface cohesion, velocity, centrifugal force, weight shifts, and skate wheel characteristics. **Ach!** Ze short answer iss **edges!**

Like snow skis, your **rounded** skate wheels have **edges**. Tilting the wheels on edge makes the skate **turn**...

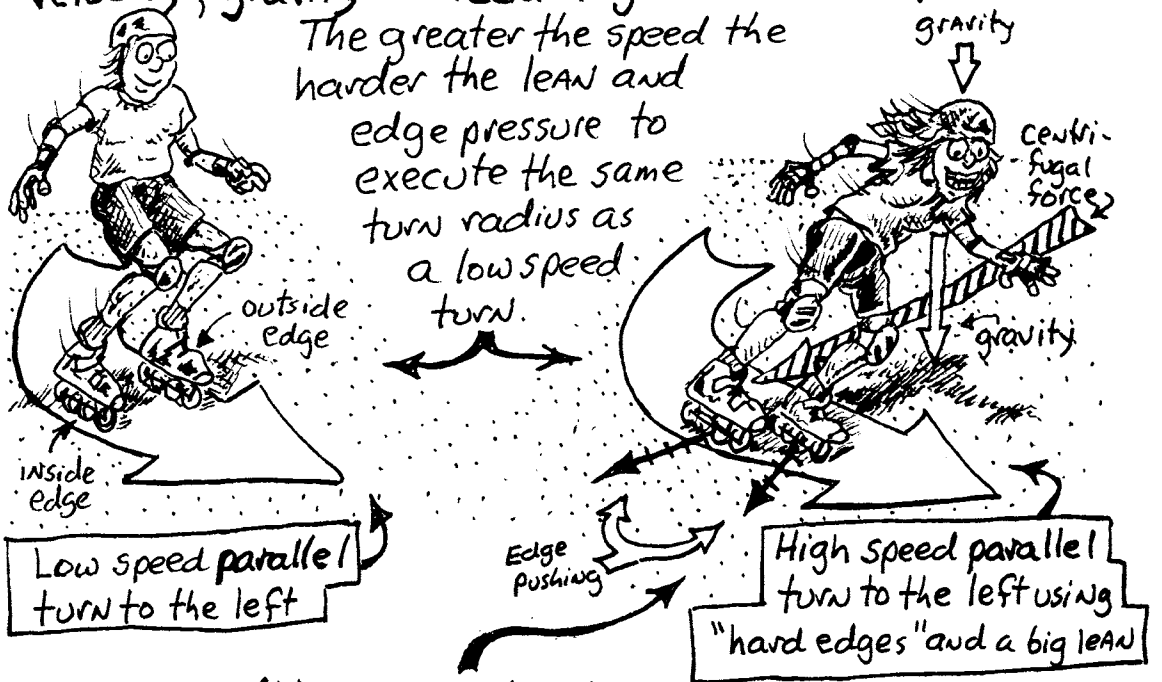




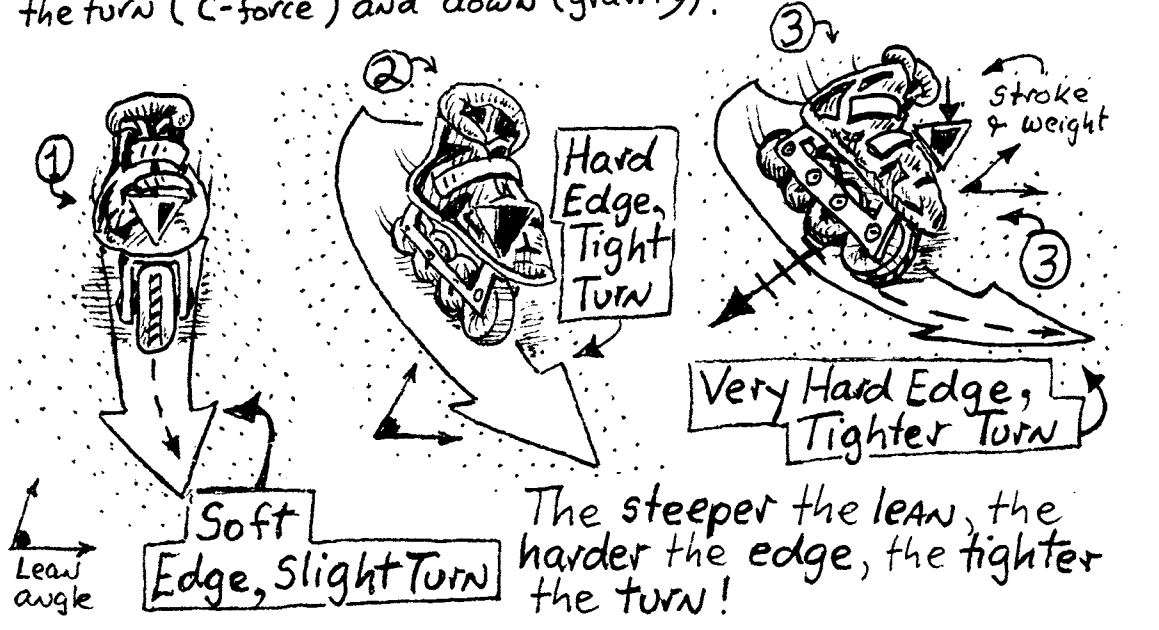
Lean the right ski onto its left edge and it **tracks** left. Tilt onto its right edge, turn right. Leave it flat ("center edge") and it **tracks** straight. **Visualize edges** on your **skate wheels**... right edge goes **right**, left edge **left**, and **straight** on the **center edge**.

Leans, Edges & Centrifugal Force...

Skating anything but a straight line requires the skater to balance edge use & body movement with velocity, gravity and centrifugal force ("C-force").



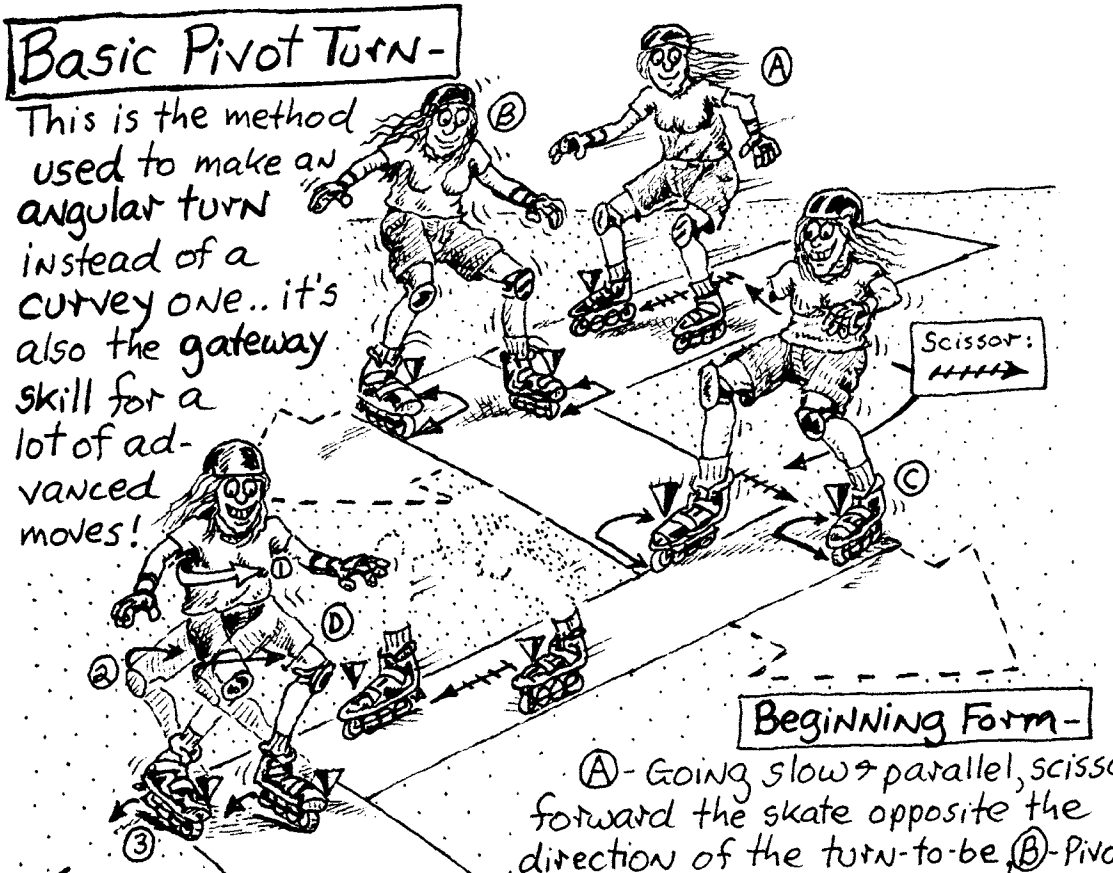
At higher speeds on a turn you're pushing hard outside on your edges for maximum friction & power to counteract forces pulling you outside the turn (C-force) and down (gravity).



The steeper the lean, the harder the edge, the tighter the turn!

Basic Pivot Turn-

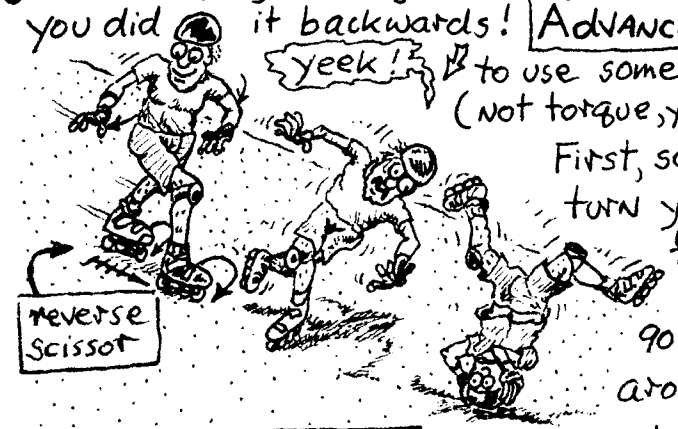
This is the method used to make an angular turn instead of a curvey one.. it's also the gateway skill for a lot of advanced moves!



① Preturn
②③ Rotate knees and pivot on toes

Beginning Form-

Ⓐ- Going slow & parallel, scissor forward the skate opposite the direction of the turn-to-be, Ⓑ- Pivot toe-weighted* 45-90° and make a "square" turn. Ⓒ- Scissor the other skate forward** and turn right (diagram). Note that the scissor keeps your legs untangled on the turn...unless you did it backwards!



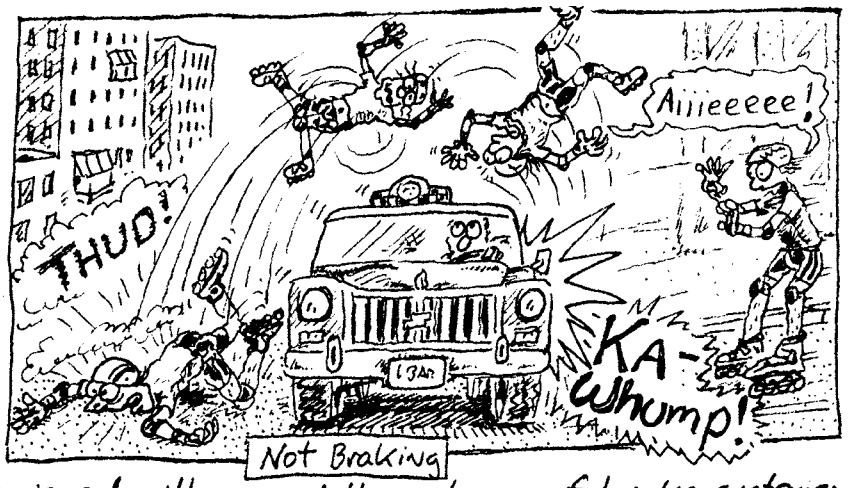
Advanced Form Here you begin to use some upper body movement (not torque, yet!) in the "preturn". First, scissor as usual and Ⓓ- turn your upper body so you're facing the turn direction(①), pivot up on your toes 45°-90° and swing your knees around(②→③) to follow your upper body around the corner. Add a little upper-body torque as you become better at doing the move.

*When learning, smear! Keep your wheels grounded.
**Always train new moves bilaterally

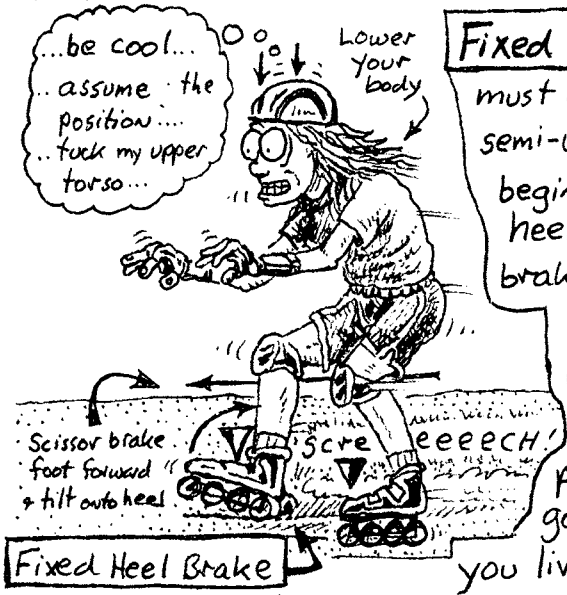

Braking
?
Aiiieeeee!
No Brake
OOF!
Fire!
Fixed Heel Brake
"F.H.B"
Thud!
Body Check +
Helmet Brake

Braking -

The best way to avoid high-speed wipe-outs is to always (!) stay in control of your VELOCITY.



Most inline skates come equipped with one of three types of brake systems: ① Fixed Heel Brakes ("F.H.B.'s"), ② "active" brakes, or ③ power brakes*



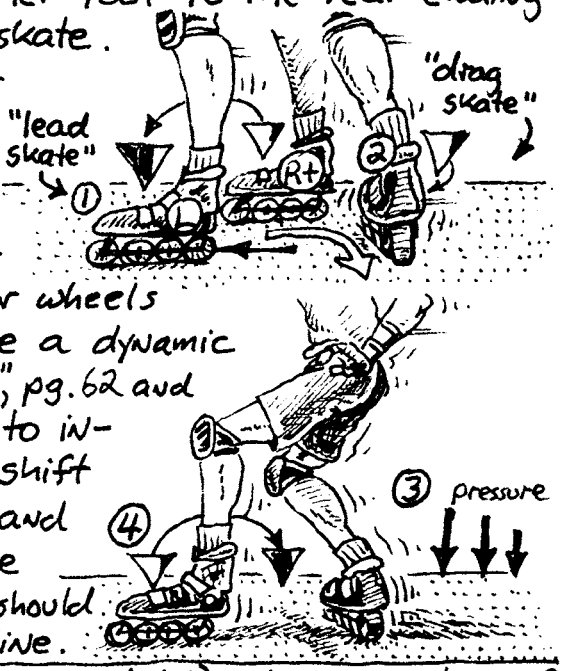
Fixed Heel Brake

Fixed Heel Brake - To operate it you must scissor the braking foot forward semi-unweighted, raise the toe and begin shifting your weight onto the brake heel. Before applying pressure onto the brake do the usual **pre-crash procedure**: ...bend knees, scissor, semi-tuck the upper torso, bring up your hands, put on your helmet (just kidding) & pray... Actually, F.H.B.'s work just as good as their operator *is* (you)! If you live in flatland, F.H.B.'s are great! But... if you're learning to skate in a hilly environment, you will probably find that raising your **boot toe** to **brake** in a critical **high-speed** situation is a **problem**: ① raising the front three wheels reduces the length of your stance, subtracting stability when you need it most! ② going fast with your forefoot on the rearmost wheel can feel *real* squirrelly when you're concentrating on surviving a deteriorating situation (a runaway, for example), ③ Your brain will become **paralyzed with fear** and will **not allow your leg muscles** to **lift** your toe & **ground** the brake pad.. oof! Once you've gotten some experience with them, F.H.B.'s are adequate for anything.

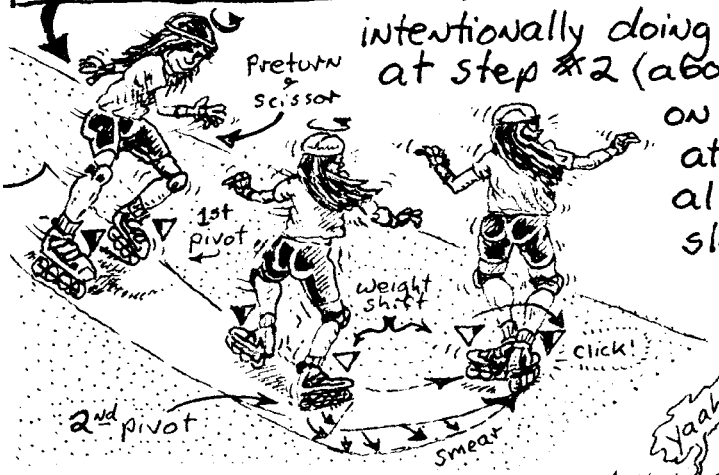
*I've never even *seen* "power brakes" so we'll just skip 'em, okay?

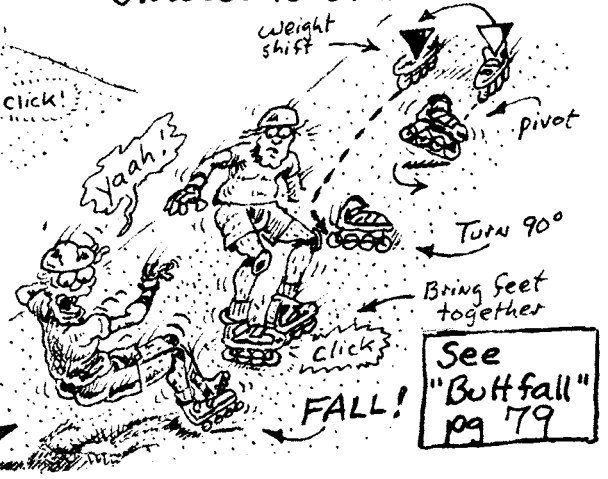
Elementary Brake-less Stopping...

T-Stop - ① Scissor one skate forward (left, usually) and ② pivot the other foot to the rear ending at a right angle to the lead skate. ③ Using the inside edge of the wheels of the "drag skate", begin applying pressure to the pavement to slow you down. Caution - if you don't apply pressure evenly on all four wheels of the drag foot you'll execute a dynamic spinout (see "toe drag turn", pg. 62 and "toe drag spin", pg 62, too) Finally, to increase your stopping power, shift weight onto the drag skate and tilt it more forward. If you've done the move correctly, you should slide to a stop in a straight line.

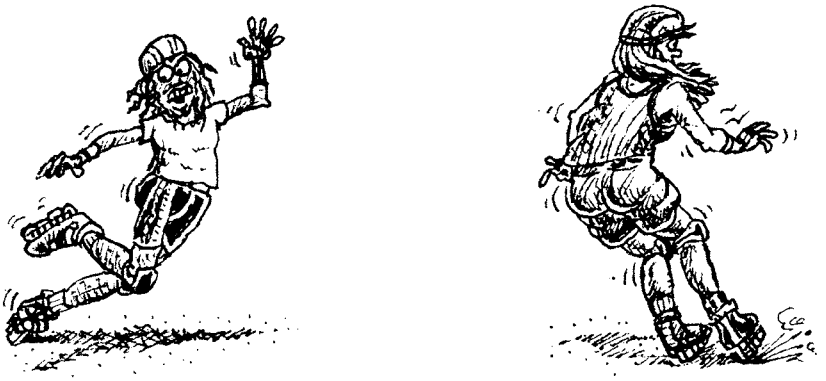


Spinning T-Stop ("Junior Powerslide") - This variation of the normal T-stop (above) involves intentionally doing a controlled 90° spinout at step #2 (above), then powersliding on the "lead skate" (now at a rt. angle to its original position. After you've slowed to almost a complete stop, bring your skates together at a rt. angle to finish. Slow speeds only!! If you attempt this going too fast... wipeout!

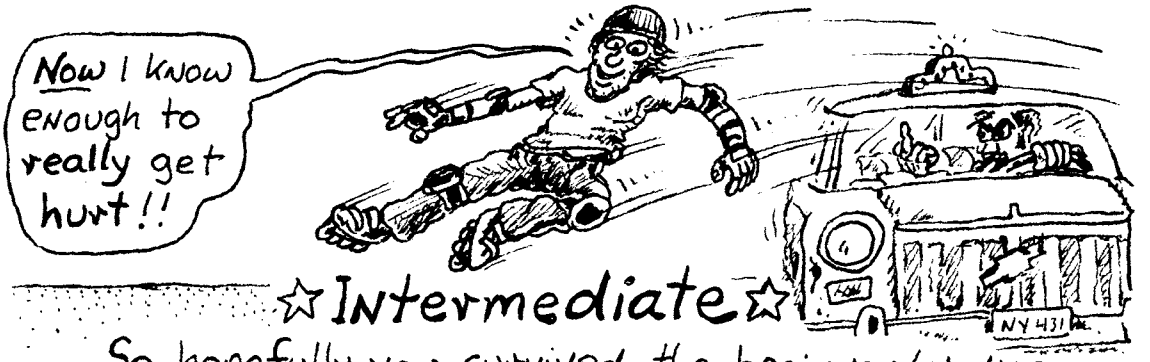




See "Buttfall" pg 79



Intermediate To Advanced Skills...



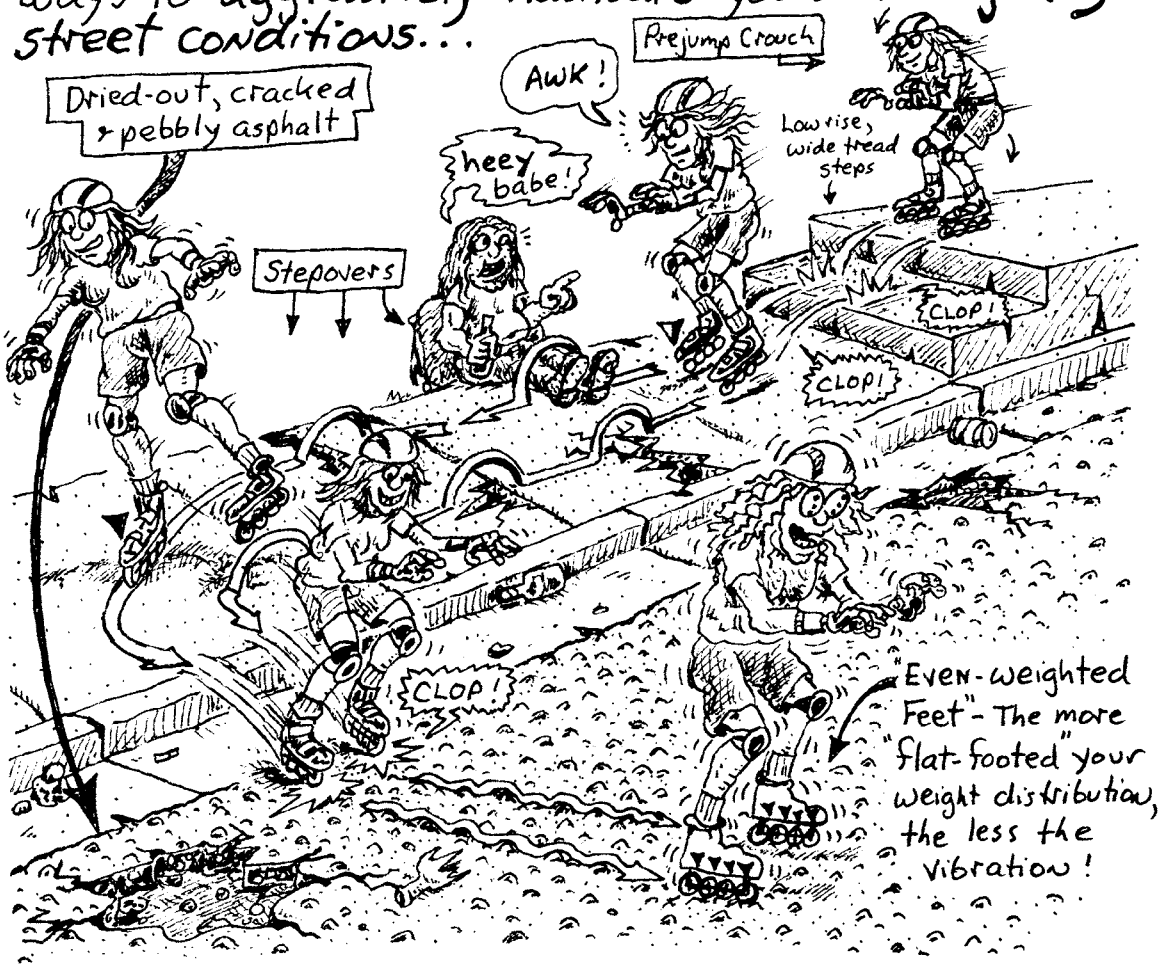
☆Intermediate☆

So, hopefully you survived the beginner/novice stage without too much brain and/or body damage... you can skate forward and backward (a little), stop, turn, etc. etc.. Going upward and onward from the novice level is **mostly** a matter of putting a lot of miles on your skates, expanding on the techniques you already know, and learning from other skaters via the age-old process of "**hangin' out** and **mucking around on skates**". The following 6 pages are an outline for learning plus some additional skills & tips needed on the **intermediate path**, followed by detailed drawings of **some** of the more complex moves. Many of these skills have been covered in the beginner section and your job is mastering & polishing them in order to become a solid intermediate skater. Remember- this is only **one path** among many leading to your becoming an **advanced recreational street skater**. Most skaters are **hardcore individualists** and it is guaranteed that your goals, learning speed, and physical abilities will be way different from mine! Perhaps by studying my **thrash-and-burn** experiences you'll avoid serious injury and maybe even find a short-cut on the rocky path to **True Inline Skating Enlightenment!**

And now, some actual new skills...

Introduction to Bumps, Drops And "Air"

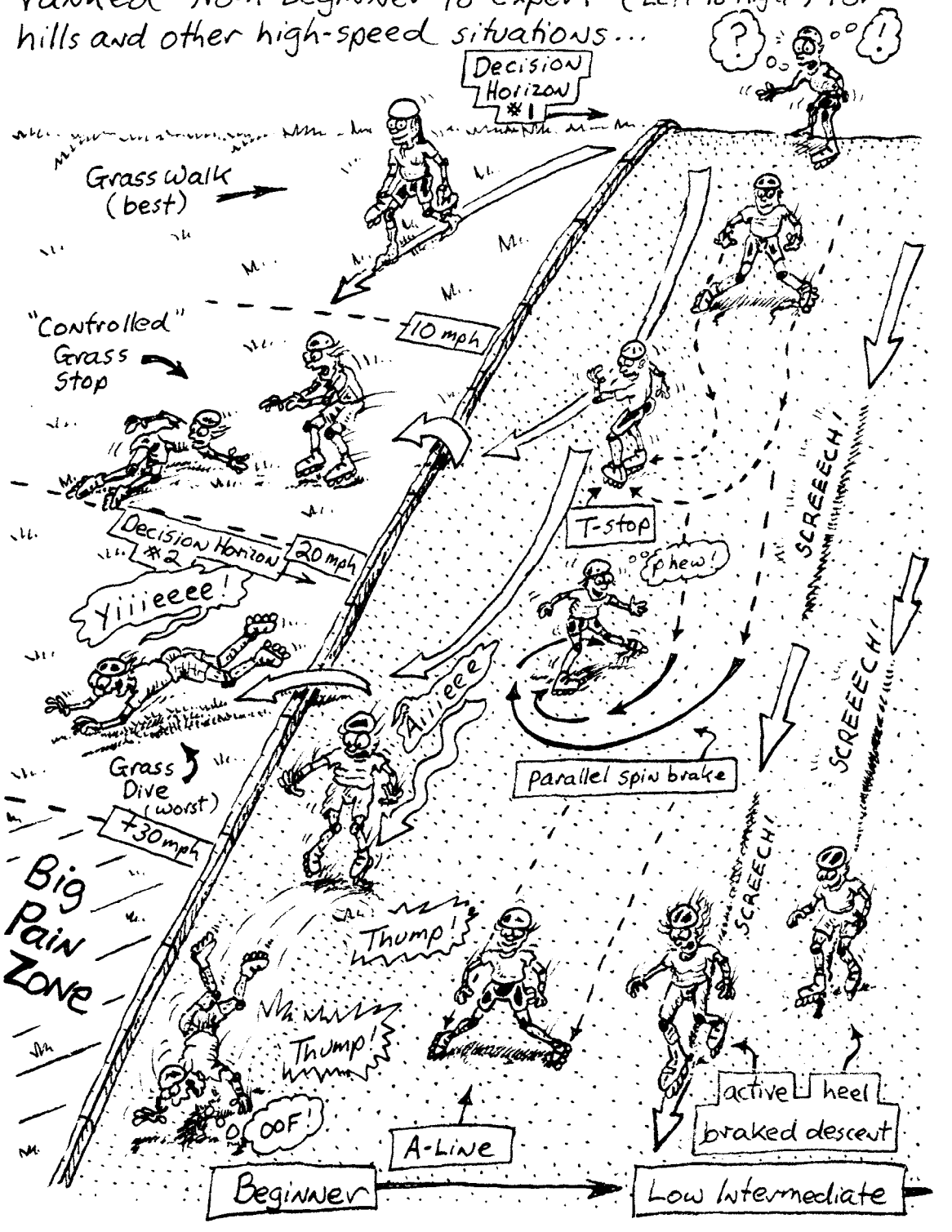
Whether or not you actually **want** to skate over bumps and off drops, **if you skate on the street, you will do bumps and drops!** Since it's always preferable to do the really tricky stuff intentionally & under semi-controlled conditions, here are a few ways to **aggressively habituate** yourself to **gnarly street conditions...**



Once you've mastered a small drop, instead of going to a bigger drop, try the small one **again**; faster, backward, one-footed, etc. The main thing is to learn to react correctly and instinctively to a **stream** of mixed surfaces, drops, and bumps so that, when you're skating unfamiliar ground, you won't fall and bust your **ass!**

Descending Hills In Control

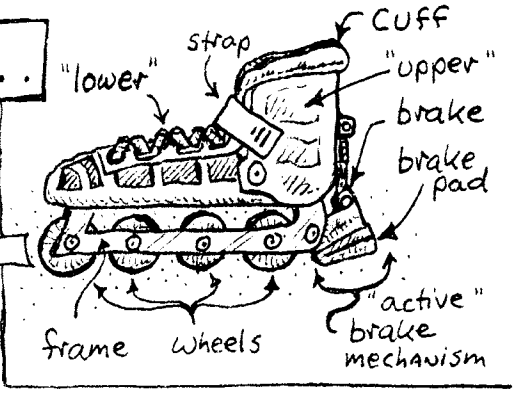
Below is a summary of slowing/stopping options ranked from beginner to expert (Left to Right) for hills and other high-speed situations...

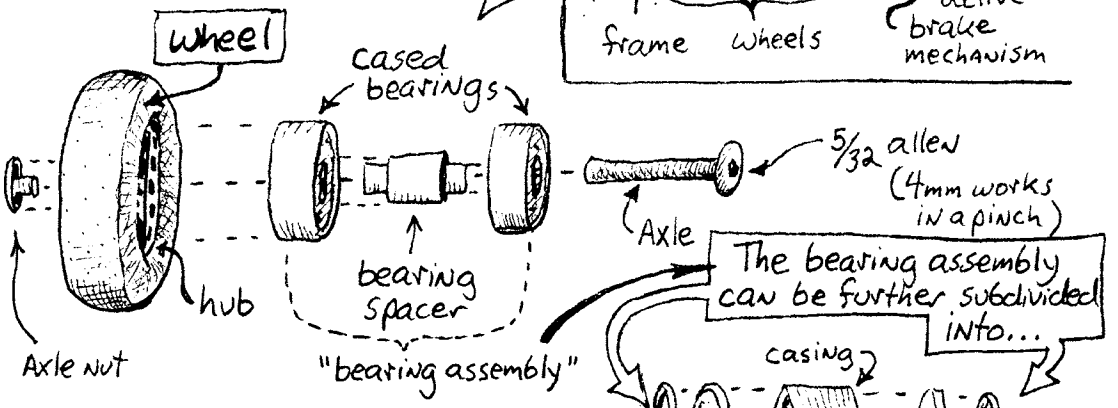


Basic Mechanics...

Basic Mechanics...

Learning to be your own **mechanic** saves time and $$! It's so **easy** a **klutz** like me can master it...





To service wheels and bearings you will need: two 5/32 allen wrenches, cleaning (degreasing) solution, oil and an assortment of rags, Q-tips and such. A notebook is useful for diagramming disassembly steps so you'll be able to put it all back together correctly. Skates also have brake sub-assemblies, rocker spacers, etc. that go flying everywhere when the wheels come off (see below). A fairly clean work area is good for recovering **flying parts** more easily. In short, **don't** take your wheels apart in the **grass!** A few clean utility bowls can come in pretty handy for keeping parts together at various stages of the **procedure...**

* Do not attempt to remove bearings from casing!! Trust me on this...

Inline!

Whether you're a rank beginner or a skating pro, William Nealy's *Inline!* will educate and entertain you like no other how-to manual you've ever read.

Nealy used hard-earned crash-and-burn skating experience, four-dimensional drawings, and his twisted sense of humor to give you the most comprehensive, easy to understand, and detailed book on skating ever written.

Inline! will teach you everything you need to know to become a seasoned blader, from taking your first baby steps on blades to more advanced techniques such as getting air, descending stairs, and expert turning techniques. You'll also learn about skate maintenance, safety, and how skates work.

Finally, *Inline!* will teach you the many ways to stop, or safely fall, while you're climbing the learning curve. All of this is delivered in Nealy's hilarious, accessible cartoon style that makes learning fun.

William "Not Bill" Nealy was a wild, gentle, brilliant artist and creator turned cult hero. The subjects of his many maps and books included paddling, mountain biking, skiing, and inline skating. His hand-drawn, poster-size river maps of the Nantahala, Ocoee, Chattooga, Gauley, Youghiogheny, and several other rivers are still sought after and in use today. Learn more about William and his art at thewilliamnealy.com

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