



Official Newsletter of:

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Who We Are

The National Museum of Roller Skating is a 501(c)3 non-profit organization located in Lincoln, Nebraska and the only dedicated roller skating museum in the world. We are committed to the preservation of the history of roller skating. With over 50 display cases, the museum educates the public on all aspects of roller skating, which dates back to the first patented skate from 1819.

Curator's Corner

Online Payment Now Available

Membership Levels

	1 Year	2 Years
Benefactor	\$500.00	\$950.00
		
	  VISA   	  VISA   
Patron	\$250.00	\$475.00
		
	  VISA   	  VISA   
Associate Patron	\$100.00	\$185.00
		
	  VISA   	  VISA   
Donor	\$50.00	\$90.00
		
	  VISA   	  VISA   
Individual/Family	\$35.00	\$65.00
		
	  VISA   	  VISA   

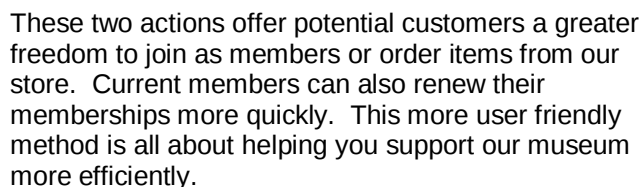
The museum is pleased to unveil two new features on our website. Since information sharing continues to rise in the digital world, our museum now offers the ability to join the museum online.

By visiting our site at www.rollerskatingmuseum.com/join prospective and current members can sign up for memberships by choosing one of the five categories.

Selecting one of the options then brings the user to PayPal, a free and secure online pay site. This payment can be made totally online by filling in the necessary information. No credit card information will ever be sent via email to the museum, it is all done through PayPal.

The new member's address and type of membership is then sent to the museum for processing. As usual a quick turnaround is met and membership begins after a few days.

Secondly, the online payment feature is also available for museum store purchases. By visiting the page www.rollerskatingmuseum.com/store anyone can add the specific items desired to a shopping cart and pay online afterwards via PayPal.



Art Show.



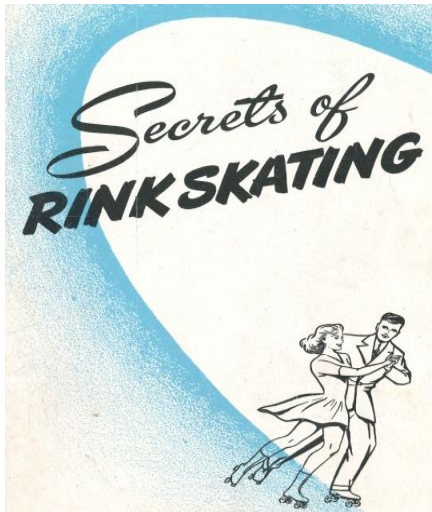
"Things Speak: Storied Objects from Lincoln Collections" opens today at the Sheldon Art Museum in Lincoln, NE.

The exhibition will feature items arranged with the stories about each object presented. The exhibit is designed to be a diverse and unique presentation that conveys the importance of storytelling while also showcasing the cultural depth of Lincoln's public collections.

Museums represented include the International Quilt Study Center and Museum, Kruger Collection, Museum of American Speed Smith Collection, **National Museum of Roller Skating**, Nebraska Capitol Collections of the Office of the Capitol Commission, Pioneers Park Nature Center, and University of Nebraska State Museum.

"Things Speak" is open through Feb. 8. More details and pictures will be included in our next newsletter.

Secrets of Rink Skating



In an instructional pamphlet copyrighted 1948 titled *Secrets of Rink Skating*, the Chicago Skate Company attempted to educate the public on the mechanics of roller skating.

The purpose of this pamphlet is to present a few highlights in the primary phases of roller skating which may be of help to the beginner or anyone desiring to learn.

Walking Versus Skating

Under the heading *Plain Skating* Chicago discusses the mechanics behind walking versus roller skating in learning how to properly perform on a pair of skates.

It is a well known fact that the human body is in complete upright balance only when standing with both feet side by side and the body weight equally distributed on both feet. Likewise body balance can be obtained on one foot by shifting the weight to one side. In walking, the body leans forward or backward while one foot is being placed ahead or behind it, and is "off balance" until the striding foot and prop foot are brought side by side to re-assume original balance position. If either prop or stride foot were taken away, the body would fall- because it is not in true balance.

In roller skating you have an entirely different principle of propulsion, just the reverse to walking. Both feet- all eight wheels must be on the floor, with the body in an upright position at the time your weight is transferred from one foot to the other. You no longer step out ahead of the body as in walking, nor do you lean or bend forward or backward. Only a slight side lean or rocker motion in the transfer of body weight is necessary to give momentum. Your feet are to be alongside each other and the unused or "balance foot" is going to the rear. The immediate transfer of your weight from one foot to the other is call "parallel takeoffs." This action enables the skater to glide forward smoothly and almost without effort.

We cannot overstress the importance of weight distribution and posture, which is so essential to maintaining true balance. Reference has been made to walking and "off balance" when leaning the body forward with one leg being placed out ahead to catch its weight. However, in roller skating the skating foot does not stand still when attached to a moving mechanism, neither does it grip the surface as in walking or ice skating. Therefore the transfer of body weight must be quick and always centered over the skating foot in order to retain true balance and prevent the unnecessary falls due to "off balance."

Proper Care of Your Skates

Adjustments are concerned primarily with the adjustment of full type bearing wheels. There should be a very slight amount of shake or play between the bearing, cone, and bushing to take care of the expansion of the bearings when in use. If this play is not allowed, the bearings will expand and bind between the cone and bushing, thereby scoring either one or the other or both of them and rendering the skates unsatisfactory. The adjustments of the action screw to correspond to the type of skating desired by the individual is another point which is frequently overlooked by the casual skater. By increasing the amount of tension against the action rubber, the skater can reduce the amount of action available in the skate so that if he or she is particularly heavy, the skate can be made to give just the amount of action desired. Or, if the skater is a very light individual, the tension can be released on the action rubber and a soft rubber inserted if necessary, so that the lighter skater can get the same amount of action from the same equipment that the heavy skater enjoys.

Flat wheels can be prevented by stopping with "four wheel brakes." Flattened and irregular wheels on the front truck can be eliminated by being careful not to drag the toes at the end of a stroke. If, in normal skating, the front wheels tend to become worn more rapidly than the rear, the entire truck can be removed and place in the rear position, the rear truck being placed in the forward position, thereby crisscrossing the wheels on your skates just as tires on a car are crisscrossed to give longer and more even wear.

When it comes to **grinding worn wheels** or to general overhauling, this work had best be done by the skate man at the local rink. Better traction can be obtained from wheels which are kept true by occasional grinding and if the equipment is watched so that any irregularity in wheels is take care of immediately, the wheel will not have to be ground down any great amount in order to correct the condition. If on the other hand, flats are allowed to go for some time or the wheel is allowed to wear egg shaped, a great portion of the wearing surface must be sacrificed to the grinder in order to get the wheels into shape again.

Featured Exhibit: Evolution of the Wheel



The evolution of the roller skating wheel started in the 1760s when John Joseph Merlin, an inventor took his first stride on an inline roller skate on the floor. The materials used for his roller skate wheels have changed greatly over the years. Through the early 1800s, the inline skate remained the only style available with wheel choices of wood, metal, or the deluxe ivory.

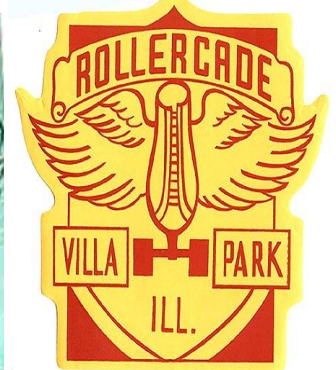
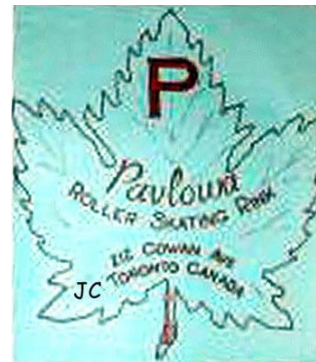
In 1852, the Woodward Skate Company introduced a rubber wheel, and while many used the rubber wheels, most wheels of the latter part of the 19th century were made of boxwood or flowering dogwood tree. After James Plimpton invented the modern quad roller skate in 1863, wooden wheels became the preferred material. These wheels were made from the hard, fine grained, dense wood that became the most popular, although metal and rubber remained in use also.

In 1884, Levant Richardson of Milwaukee, Wisconsin first inserted ball bearings into a skate wheel, allowing skate bearings to roll more smoothly. Using these ball bearings meant less friction resulting in less strenuous movements, and this feature attracted more people to the sport. Metal wheels became popular with the growth of street skating in the 1920s; however, they were later banded from use in roller rinks in the 1940s due to damage they caused to the wooden floors. In the 1950s, composite wheels made of clay, rubber, and some early plastics started the development of the modern wheels, culminating in the current use of polyurethane plastics.

In 1938, two skaters from England named Jim and Joan Lidstone popularized precision bearings in the United States. The Lidstones used precision bearings made to accept the skater's weight straight downward and maintain a silent and even roll. Figure and dance skaters changed to precision almost immediately, while speed skaters stayed with loose ball bearings well into the 1970s.

Rink Sticker Collection

The museum has an extensive collection of roller skating rink stickers. Many skating rinks used to produce stickers as both an advertisement and fun way to for skaters to interact with one another, comparing the different location in which they skated. These were even traded as collectibles both informally and formally, under the Universal Roller Skating Sticker Exchange founded in 1948. Each newsletter, we will feature different rink stickers. Here are a few examples of the numerous stickers in the collection and on display at the National Museum of Roller Skating.



Thanks for supporting the museum!



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Thanks to everyone for your support of the museum!