

Cruiser in Wolves Clothing: The Sinema "Cruiser"

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Sinema Skates developed quite a following in SoCal before they closed shop and packed up to the far-away lands famous for hobbits and "Dead Alive". One of the last things they did before they left was to send out a "Cruiser" drop-through board. Now, it may be an oxymoron to combine those two things, but Sinema being heavy on the DH were sure to make it very obvious that this deck was not their speedboard. After much terror testing by the gravity daemons of the NBS we are happy to bring to you this review of the Sinema "Cruiser";

Length: 44";
 Width: 4" at truck mount: 7" at thinnest deck point: 9";
 Thickness: 3/4"; 10 Ply
 WB: 37";
 Height: 4";
 Trucks: Force DH, Randal 150's
 Wheels: Flywheels, Pink Powerballs, Tunnelrock 95a
 Bearings: Sin System Steels, Sin System Ceramics, Biltins, Reds
 Grip: Black

Appearance: When we first received the deck, it had an awesome shamrock tripping Sinema logo on it and a very generous top coat of gloss that really gave the deck some depth to it. The mount holes are in good order and the deck was gripped then trucks dropped in making it a nice clean look. The deck has tapered nose and tail, with a wide placement area for the feet and a narrowed middle. On first appearance I, as well as many people on the "fish, questioned how sturdy the deck would be. Appearances can be deceiving, but we will cover that later. The deck is not nearly as pretty after months of rigorous testing and I have a feeling the deck we got for testing was a window model, as much of the clear coat has cracked leaving deck exposed. I had not heard of this happening to any other Sinema decks and so far any damage to the deck has been purely cosmetic, affecting the look of the board and not how it rides.

The Ride: This deck quickly became one of my most oft' brought for sessions and a testing bed for much of the gear I would be trying out. It had a part in many testing sessions for many reasons; the most important to me would be the drop through. Riding a drop through has one huge advantage: ease of pushing. When you're running a deck through the paces, a deck such as this with a drop becomes much easier to push and henceforth a much easier time is had when riding with less strain on both the foot and knee from the push.

It became very apparent early on that this deck was not fragile in any way. Time and time again it took to curbs and never was there any issue with the mounting space cracking or in any way becoming less structurally sound. The only damage that the deck really incurred while being in the testing pits were that the grand majority of the clear coat on the deck flaked off. Not a structural issue and it doesn't affect the ride.

Another reason I really enjoyed the deck, due to its drop through, was the ease of high speed drifting. With gumballs in 78a this deck was a drift machine; having a similar affliction to many drop decks, its swanky back end would just drift around. When needed, this was a huge benefit for reduction of speed. Although it never did drift away from me when it wasn't supposed to, I can see how it could be a bad thing. Rolling with the Tunnel Rocks in 95a on it, the Sinema became a high-speed garage beast. Losing no speed on the drifts by pylons, the big hard lips of the TR wheels just picking the line up again, actually it was this deck that really changed my mind about those wheels.

Other riders had opinions about the deck, as well. Some of the comments were good, some bad. The most common criticism was regarding the small amount of space for foot placement. Although the deck does have wide foot placement areas, it is a really specific stance you are forced to take. Those with big feet or wider/smaller than this deck allows might find it a bit uncomfortable. I honestly found it just right, once I warmed up to the deck. The most common positive comment was about the original shape used for the Sinema. It's very uncommon to see a deck of this shape, that's for sure.

Although the deck looks in most respects like a speed deck (and it was tested as such with the Force DH trucks), its primary intended function was as a cruiser. It's hard for me to look at this deck and think cruiser, only. However, as I said before, the lower the deck the easier the push. Not much else about it really implies cruising. It's a flat, oddly shaped

deck with mild flex. At speed, the deck was rock solid and neither I nor any of my friends had any problems with it at speed.

Conclusion: It may matter little now that the Sinema boys packed up to New Zealand , are herding sheep (last I heard) and you can no longer get these handmade, top notch quality decks. However, I found the time I spent on the Sinema and testing other gear with it to be very enjoyable. To use the term hybrid in a different sense, I found this to be a great “hybrid” deck capable of fully molding to what I needed by how I set it up and it played the parts perfectly. It's unfortunate you can't add these great decks to your quiver. Come to think of it, though, if you come to the next Silverfish session, you can ride ours! [Editors Note: I strongly apologize for shredding the deck and not taking pictures of it BEFORE the ninjas got to it. It won't happen again I promise.]