

❖ SPOKE'N'WORD ❖

The official newsletter of the Fairbanks Cycle Club
P.O. Box 83424, Fairbanks, Alaska 99708

Volume 1 Issue 2

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GREETINGS FROM THE PRESIDENT

95 FCC BOARD OF DIRECTORS

The 1995 board has charted a new course in some activities and it looks like an exciting season. Although every new Board of Directors looks for improvement each season, this year has focused on less events with more quality. Even though we have fewer events this year, we still have a full slate of events and hopefully the efforts by the volunteers can be focused to the individual events.

New this year will be a Youth Off-Road Series which hopefully will introduce more juniors to the sport and allow experienced riders to sharpen their skills. Rocky Reifentstahl and Gail Koepf are working on sponsorship and a flyer for this three event program but we are still looking for an organizer. Since adults will not be racing, it is a great chance for racers to help out. Give them a call at 455-6837 if you can head up this club effort.

The classic tours will return this year: the Chatanika Breakfast Ride, the Beaver Sports Fairbanks to Nenana ride and race, and the Delta Headwind Century.

The Breakfast Ride is a must for early season miles, scenery and pancakes. The Nenana ride reintroduced in '94 enlisted the help of the Fairbanks Lions and Dick Cummins driving the broom wagon (a.k.a. the Fairbanks Police paddy wagon). Ice cream from

Hot Licks and finish patches awaited finishers in Nenana on a picture perfect Alaska summer day. This is one ride to get prepared for as the hills make you aware of

**FCC SPRING
POTLUCK**
Sunday, April 2nd
5:00 PM
Alaskaland Blue Room
Come and make this a fun & delicious experience! The club depends on its membership for support & direction.

those dormant climbing muscles.

Also new last year was an idea I had back in the winter of '93; a tour to Delta. Keith (Woody) and Martha Woodworth stepped in at the appropriate time and organized a very good first effort for a tour with t-shirts and a meal at the finish. If you missed this one, you missed one of the best rides of the year. For the hard cores, you are free to turn around at Delta and return to Fairbanks. Mark these tours on your calendar if you haven't already. The board is currently working on the Chena Hot Springs race and

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President
Dave Kramer (479-2026)
Vice President
Fred Raymond (488-0653)
Treasurer
Christine Matson (488-0653)
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Peter May (479-2798)
Historian
Ray Boyd (488-1594)

Bicycle Advocacy:
Simon Rakower (474-8184)
Newsletter:
Gail Koepf (455-6837)
Sharon Schlentner
(455-6861)

Articles or items for the Spoke'n'Word are welcome. Deadline is the 15th of the month.

HOTLINE # 459-8008
Always call for the most up -to-date club information!

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looking into a return of the classic Chena Hot Springs ride (formerly put on by Campbell's Sports). We may have a licensed division or just times available at the finish for all. Let us hear from you as this effort will require a Herculean effort by the club. It would be a good service to the Fairbanks community.

Along with the return of our Monday and Tuesday night training rides, most of our popular road and mountain bike races will still be held. Note that the All Weather Sports Death Ride is now one week later than the Midnight Sun Run. You may participate in both and not **kill** yourself. Unless of course you finish the Midnight Sun 600K race from Anchorage in time for the next day's Death Ride. See, I told you it's going to be an exciting season.

Happy Training, Dave Kramer

considerably slower. Cole Carson has had the flu and decides that he is having no fun and turns around. The novice snow riders are floundering and reminded to lower their tire pressure by FCC's own Doug Burnside who rode out the first 10 miles of the race.

Many forget to eat and drink enough, or go out too hard in the excitement and optimism of the start. They pay for it dearly later. For some, dehydration causes stomach problems and they find it hard to hold anything down. Helena Edelson is one and withdraws from the race at Big Su. Others become more susceptible to frostbite and hypothermia. Bikers who arrive at Big Su in 4th and 5th place scratch from the race later that night.

Eaglesong, the second checkpoint, is a warm, cozy cabin; too early to linger for the leaders, but hard to leave for those arriving after dark. Rabbit Lake is nine miles further down an open, wind-swept trail through marshland and lakes. The temperature is falling and a brutal north wind blows directly in racer's faces. The wind-chill begins freezing exposed skin. Much of the trail is drifted-in and bikers are forced to push sections of it.

Rabbit Lake is but two tents with packed snow floors, not very inviting, and yet every year this is where many wearily give-in to the cold and dark and their tired bodies, and reluctantly unpack their sleeping bags.

Those continuing, face 23 miles of the worst section of trail before reaching the halfway checkpoint at Skwentna. John Stamstad has the

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IDITASPORT 95: RACE REPORT *by Gail Koepf & Rocky Reifentstuhl*

THE ENTRANTS

A close look at the entrants reveals a lot about the race. The bike division of Iditasport-'95 is the largest and most competitive; attracting over half the field, all but two of the 14 European entrants, and the only professional athletes. The rest of the 80 strong field is rather evenly split among the foot, ski, snowshoe and triathlon divisions. Women are greatly outnumbered, but not necessarily outperformed. This year women placed 2nd in both the foot and snowshoe divisions. The age of the racers ranges from 14 to 54 with the majority being pretty evenly spread over three decades; 20's, 30's & 40's. Over half the field come from outside Alaska.

...The age of the racers ranges from 14 to 54.... (Come on Gar Pessel and John Murphy - show them Fairbanks is full of TOF's!)

This year the Fairbanks contingent were bikers Rocky Reifentstuhl, Cole Carson, Laurel Drews, Helena Edelson, John Tragia, & Fred Raymond; Triathletes Chris Davis & Sue Corkutt; and Runner Gail Koepf.

THE RACE

February 18th is cold and bright at race start. Mount Susitna looms above the trail. The massive white slopes gleam in the harsh light, drawing racers into an ever-thinning line down the snow-covered, 5-mile long lake. They spread out along this first 28 mile leg of the journey.

Rocky Reifentstuhl and John Stamstad, the top two bikers the last few years, are again in front with Jorg Krasser from Austria. They make it to the Big Su checkpoint in 3 hours, but many find parts of the trail too soft to ride and are

IDITASPORT 95 (continued)

double advantage of being first over the trail and being the lightest. He makes it in 4-1/2 hours. Most others take six, seven, or eight hours, and two abandon their bikes on the trail.

The temperature has dropped to nearly twenty below, but the moon has finally risen and washes the lands enough light for even diurnal creatures like us. Jorg rests in Skwentna and leaves 3-1/2 hours behind Stamstad. Rocky is sick and

'The more miserable, the more memorable'

Iditasport Entrant

remains in Skwentna recovering while 8 riders pass him. Fred Raymond and John Tragis from Fairbanks take over third and fourth place and fourteen year old Jason Millas from Connecticut is right behind!

Skwentna is indeed the turning point in the race. Only two of the thirteen bikers who drop out do so after Skwentna. The trail turns south and greatly improves as it follows frozen rivers for the next 55 miles. The north wind is now an ally, daylight has returned for most riders, and the next two checkpoints are wilderness lodges.

The hard trail on the river doesn't help the skiers who find little glide on the cold snow. Sue Corkutt who was in 2nd place in the Triathlon division drops out at Riversong.

Stamstad arrives at the final checkpoint unable to hold down food, rests there several hours and

still finishes in 25 hours 39 minutes, 5 hours ahead of Jorg. Jorg, in his second Iditabike, is the highest placing non-American in the 9 year history of the race. John Tragis from Fairbanks, who celebrated his 22nd birthday on the trail, finishes in third place, just 18 minutes ahead of Rocky who made up 7 hours and all but one place, after recovering in Skwentna. Fred Raymond lost the trail for a bit but finished as top placing rookie at fifth. Jason lost the trail on the last leg and bivouacked for 9 hours before a race snowmachine found him and returned him to Big Su. He was tough enough to overcome the setback and complete the race in 13th place.

The first women biker was Laurel Drews, who returned to Big Lake in

63 hours. Gail Koepf finished the running division in 22 hours taking 2nd place overall and only 10 minutes behind the winning male. Chris Davis finishes the Triathlon in 4th place in 64 hours.

This value of a newsletter is measured by the information it communicates. Please help us make this a great newsletter by submitting articles, cartoons, art, notes, or whatever others in the bicycling community might enjoy. Or let us know what you would like to see covered!

SIMON SAYS:**Legislative progress on Bicycle Safety**

John Davies bill, HB64, is waiting to be voted on. Passage seems likely. It would forbid DOT from banning bikes from any road unless an acceptable alternate route exists. A lot of work will probably have to go into defining acceptable alternate routes. I'll be looking for help with this down the road.

Simon Rakower

FOR YOUR INFORMATION:**FCC EVENT FEE
STRUCTURE****USCF Events:**

- ◆ **Season Pass** . . . \$60.00
(does not include NORBA events)
- ◆ **Club Races:**
 - 15 yrs & up \$ 4.00
 - 14 yrs & under . . \$ 2.00
- ◆ **Road Races:**
 - USCF members . \$ 5.00
 - non-USCF \$10.00

NORBA Events:

- ◆ **Priced individually**

FCC TRAVEL MONEY

Rocky Reifentuhl and Holly Edelson will both receive \$100 from the club for travel. Rocky will compete in the Kodiak Stage race, and Holly in the Midnight Sun 600. Don't forget to apply if you are racing away from Fairbanks. Only one application per individual will be considered during the year. **The requests must be submitted to the board, in writing, no less than 30 days prior to the event to be considered.**

The application should contain your name, and the name, date and location of the race you plan to enter.

The only other requirements are that the applicant be a member in good standing and that a FCC jersey be worn during the event. For any additional information, contact Dave Kramer.

Mail requests to:

Fairbanks Cycle Club
Board of Directors
P.O.B. 83424
Fairbanks, AK 99708

**USCF AND NORBA 1995
RACE LICENSES
(repeated from Feb. S'N'W)**

USCF Fees seem to change every year and our club race fees change to reflect this. A common fee structure has been adopted for the 1995 season by the USCF, NORBA and NCCA. The program is designed to provide a discount fee structure for holders of multiple licenses, and to standardize the fees charged for similar licenses.

Beginning with the issuing of the 1995 memberships, the licenses will cover a twelve month period from date of issue (except for those requiring an international license).

All members aged 15 or older will pay a basic membership fee of \$20.00. Racing licenses are an additional \$10.00 and all coach, official and mechanic licenses are an additional \$5.00. A USCF **or** NORBA racing license will therefore cost \$30.00. Obtaining both USCF and NORBA licenses will cost \$40.00, which is a \$21.00 savings from last year!! Each organization will issue you a distinct license.

A junior racing license does not require payment of the \$20.00 membership fee, so those under age 15 may obtain a USCF or NORBA license for \$10.00 or both for \$20.00!!

Since both NORBA and USCF events will be held in Fairbanks during the 1995 season, we urge you to join both NOW if you are interested in racing!

The surcharge the club has to pay for unlicensed riders necessitates charging them more per race. Therefore, if you plan to do more than a few races it is cheaper to become a member of USCF. The process can take a couple of weeks, so don't wait until the race you want to do is here to join. It will be too late. Pick up applications at the sport shops.

FEATURED CLUB MEMBER: Ray Boyd

NOTES

If you attended this year's NORBA State Championship Race, you undoubtedly noticed Ray's whole family involved. Ray helped mark and sweep the course on his four wheeler, wife Bobby helped register the racers, sons Cory and Nick, aged 12 & 10, raced one lap of that hilly and challenging course, and son Raymond cheered everyone on. It was a great event and a great effort on their part.

Ray grew up in Minnesota and Washington but moved up to Anchorage after high school and in time for the earthquake. He moved to Fairbanks in 1971 and married Bobby in 1979.

Ray somehow manages to hold two jobs, spend time with his family and still finds time for volunteer work. He works as a Special Education Teacher Aid for the school district and for the borough Parks and Recreation Department as a therapeutic recreation specialist. He coaches for Special Olympics for and just

returned from Anchorage where Raymond won several medals at the Winter Special Olympics State Championships.

He has time to race, too! His boys got him involved in BMX four years ago and he has been racing ever since. They added mountain biking to their schedule two years ago after Cory had Bruce Gard as a 4th grade teacher.

Ray is serving on the FCC board as historian and helps the newsletter editors greatly by doing all the copying and mailing out in a very timely fashion. He would like to see the club encourage more young people to get involved in cycling and is helping achieve this goal by bridging between the BMXers and the mountain bikers.

Ray and his family are a very special team and we are fortunate to have them as club members.

- ◆ The FCC Spring Social is your chance to sign up as a volunteer for one of the club events. Everyone needs to share in the effort required to put on these events or they are poorly run which reflects badly on the club and bicycling in general.
- ◆ The FCC Annual Bike Swap needs volunteers. It is a big job handling the number of bikes and accessories that change hands that day. We need people to keep the paperwork moving, a couple to answer questions about the bikes and equipment, and a few to just stand at the doorway for security. This requires most of one Saturday, but is well worth the effort.
- ◆ The BMX club would like to invite everyone to their weekly races. It is a great spectator sport and a lot of fun for the kids. They are held at 7 pm on Wednesdays at the BMX track Call Denis Werner at 456-5529 for more information.

BIKE SMARTS

excerpted from 'Bicycle USA'

Helmet use is important! Here are the reasons why.

- Of all cyclists killed, approximately 75% die of traumatic brain injuries. Up to 85% of these fatalities could have been avoided through the use of a helmet.
- Most bicycle crashes involve falls and impacts with the roadway, not motor vehicles, so wearing a helmet is important for every ride.
- A bright helmet can increase your visibility to motorists
- Bicyclists wearing helmets are often given more respect from motorists than those without.

But is your helmet really protecting you? Only if you are wearing it correctly. From observations, as many as 60% of all riders wear their helmets in-

correctly.

A bicycle helmet, like any piece of protective equipment, is designed to be worn a certain way. When it's not, the manufacturer can't guarantee that it will protect you.

So what is the correct way to wear a helmet? Follow these instructions.

1) Start with the smallest size helmet that fits your head. With foam padding removed, try on different sizes and brands until you find one that fits. It should cover the majority of your forehead, with only an inch or so of skin exposed above your eyebrows.

2) Now put in the foam pads to "custom fit." Try both thick and thin ones.

3) There are really five straps that need to be adjusted for a proper fit. The ear straps are first, with each section of the strap (front and back), and each side

(left and right) done separately. When adjusted correctly, each ear strap should

meet at a point at your ear lobe, with no loose play in the straps. **Make sure you base your adjustment decisions on the helmet being worn correctly, level on your head!** Only after these straps are adjusted should you try adjusting the chin strap. The chin strap should be snug.

4) Check your adjustments by rocking your head from side to side and back and forth. Also take the palm of your hand and try to push the helmet up on your forehead. There should be little movement in any of these actions.

Following these steps, making sure your helmet meets the Snell, ANSI, and/or ASTM standards and wearing it every time you ride should greatly help safeguard that brain. Use It Or Lose IT!

SPOKE'N'WORD

FAIRBANKS CYCLE CLUB

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