

❖ SPOKE'N'WORD ❖

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

Volume 2 Issue 4

August 1996

RAMBLINGS FROM THE PRESIDENT

If you had the opportunity to read the president's column in the last issue of the Spoke-N-Word, you noticed that Gail Koepf was gracious enough to fill in for me as I took a little time off to enjoy the midnight sun. Thank you Gail. During my absence I took the opportunity to spend some time off the bikes and sea kayak down the Copper River to Cordova. It was a super trip with warm, sunny weather nearly every day. One of the most interesting aspects of the trip was the exploration of the old railroad line which parallels the Copper River. Due to some controversial clearing on the railine south of Chitina in the early 1990's, a great forest road/trail exists south of Chitina for approximately 40 miles where the Tiekel River is encountered. The existence of a couple stream crossings (one of which is the Urantina River which is fairly substantial) many autos including 4 WD's cannot make the complete 40 mile trip creating a great mountain bike and hiking trail. If you haven't had the opportunity to visit this area when you're in Chitina/McCarthy area, you may wish to check it out. Also check out the great mountain bike riding around McCarthy. The Fairbanks Cycle Club had the opportunity to show some support for one of their major sponsors on July 6 when FCC members paced the runners for the MAPCO Santa Claus Half Marathon. Thanks go out to Linda Heck, Bill Ulrich, Doug Burnside, John Arambarri, Christine Matson, and Pete May for helping out with this event. We had a great time pacing the runners and enjoying the barbecue afterward. On the eccentric side, Doug Burnside showed up to pace the runners on his Kona Ti road

bike and proved again that you can ride a high dollar techno road bike anywere a mountain bike goes. Remember we need to recognize our sponsors for funding FCC, so mark your 1997 calender now so you can plan on helping out with the Half Marathon next year.

Thanks to the efforts of Doug Burnside and All Weather Sports, The Death Ride claimed 69 victims this year, although fortunately none of them left in ambulances. The weather was great (gray, cool, and raining at the finish), the pace was easy (leg-burning granny-gear climbs), and there was not a mosquito in sight (although there were numerous small birds landing on my exposed skin trying to poke me with long skinny beaks). Thanks to the new improved "Skull and Crossbones" course markings, nobody got lost this year, al-

FALL MEETING & potluck

Sun. Oct. 6th
5:00 PM

Alaskaland, Pioneer's Hall

Agenda: Potluck/Awards
'97 Elections

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96 FCC BOARD OF DIRECTORS

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Articles or items for the Spoke'n'Word are welcome. It will be published 7 times a year with issues in March, April, May, June, July, August and October. Editor will pay \$5 for short pieces published and \$15 for feature articles published.

HOTLINE #
459-8008

RAMBLINGS cont.

though Doug did deviate from the course later that evening when picking up signs. He decided to try out the new 4WD on his front wheel drive station wagon and conveniently got stuck. Then, Fred Raymond showed up to help out and was nice enough to properly show Doug how a 4WD drive is supposed to get stuck. But anyway, everything worked out and the race was a great success. Thank you Doug.

The Adolf Stock Memorial Downtown Criterium also witnessed some gray and damp weather on July 14 as rain slickened corners slowed the pace significantly. However, with some hard work by Greg Stock, Marcia Burnside, and Bill Ulrich, the race saw an increase in the number of young riders participating in the Lance Armstrong Series. Congratulations to all the riders and thank you Greg, Marcia, and Bill for making this race possible.

Additionally, thank you Kay Kindt, Bruce Gard, and Sue Thompson for directing races on the spur of the moment. Also, thanks Kay for initiating and directing the Wednesday Evening Women's Rides. These rides are an important part of the club event schedule and it's great seeing the participation.

The FCC Board has voted to recognize the hard work of those individuals who have directed FCC events this year. \$300 will be set aside and a drawing will be held. The race director's name will be written down on a piece of paper and placed into a "pot" (one name for each race - one chance to win. If a person directs two races, their name will be written down twice and placed in the pot - two chances for winning). At the Fall Banquet ending the race season, a drawing will be held from this race director "pot." The first name drawn out will receive \$100; the second name drawn will receive \$75; the third name drawn will receive \$50; and the last name drawn will receive \$75.

The Fairbanks Cycle Club Board of Directors has voted to continue the support of the Nordic Ski Club by contributing \$500 to their organization. The FCC would like to thank the Nordic Ski Club for the work they do on the Fairbanks Area Ski Trails and the support of bicycle access to the Birch Hill Recreation Area. In addition, a large percentage of the FCC membership crosstrains or races on skis during the winter months and directly benefits from this support. Thanks again.

Shawn Stratton

ANNOUNCEMENTS

FCC BOARD MEETINGS

FCC monthly meetings are held the first Wednesday of the month. Contact Bill Ulrich for location and time. All club members are welcome to attend and bring their interests to the attention of the board members.

MONDAY JUNIOR RIDES

Sean Kennedy is leading group road rides for juniors on Mondays at 6:00PM beginning at "Images Salon" in the West Valley Plaza. There is no age limit but you should be able to ride for an hour at a moderately fast pace.

JACKET DESIGN CONTEST

Exercise your artistic muscle and submit a design for an FCC club jacket. **Winner receives \$100.00!** Contact Bill Ulrich for design size and specifics. Deadline Oct. 2, 1996.

ELECTIONS AT FALL MEETING

Elections for officers to serve on the 1997 FCC Board of Directors will take place at the Fall Meeting on October 6th. If you have participated in FCC events this year, please consider running for office. It takes a lot of time and effort to run such an active club so everyone needs to contribute in any way they can. Call Shawn Stratton if you are interested or wish to nominate someone.

Denali Classic

Talkeetna, Alaska - The parking lot at the beginning of the Friday evening time trial was full of cars, people, and titanium bicycles. In one sentence I could describe my weekend experience at the Denali Classic, and I would not be selling you short. I will give you that sentence - titanium, titanium, Tim Lamb.

Why? What does this mean?

Well everyone in Anchorage has titanium bikes. This isn't so bad for me because a lot of these people aren't very good riders with too much girth, emotionally and physically. Well, I'm not very good either but, the closest metal I have to titanium is - well - steel. It should be noted that I plan to lose some weight negating the benefits of titanium.

Tim Lamb. His name in Alaska cycling, is a sentence in itself. Though he is not as good looking as John Stroeble and he has somewhat of a bulbous head; he is the best road cyclist in Alaska. He proved this on the Friday night time trial where he established a course record on the 10 mile time trial which ended in a mile long hill climb. In the process he established close to a two minute lead, not

"...Tim Lamb beat me by five solid minutes but I was in his head, he knew the name SEAN KENNEDY..."

over me but over Jonn, who did the best of all Fairbanks riders in this stage. Tim Lamb beat me by five solid minutes but I was in his head, he knew the name SEAN KENNEDY; it was something he obviously feared.

The next day was set to have two stages - and it did. Congratulations race organizers. The first stage was an eight a. m. Time trial, ten miles long. Once again Tim Lamb and his titanium bike destroyed the field, he finished close to one and a half minutes ahead of his closest competitor, which was not me but Jonn. This was quite an accomplishment for Jonn who admitted to not having enough titanium. Sean Kennedy did not finish last, as he did the night before, he came in seventh place beating the pre-pubescent, titanium-free Sam Newberry and a basketball player.

RACE REPORTS

by Sean Kennedy

So - prior to the first of the two road races Tim was in first and John was in second. Mark Knowles, another Fairbanks rider, had shown well in the first two stages and stood in fourth place. In third place was a boy named Brent or Brett, his name I am not sure of, however, he had very smooth legs and a gorgeous tan. I, Sean Kennedy was in ninth place, maybe it was eighth ; there were only nine riders.

The two road races had a consistent theme - let's not make the road race fun for Sean; instead let's attack every four minutes. The objective of the Anchorage riders was clear: let's take the top six places. The first road race went well for the riders from Fairbanks. Every attack was covered and I was not dropped. Jonn and I finished within sight of the first place finisher that guy Be(n)t (t)(?). Mr. Knowles showed his potential by finishing within a bike length of that guy. Good job Mark!

That afternoon Mark and Jonn and I hung out at the camp site and we discussed how we were going to protect his one minute lead over that guy. We knew that Tim would do what he could to get him there. So we had a plan and that plan was based on the idea that all three of us would cover attacks. Well, the inherent problem in this plan was that it required me to be around.

Sunday, the final day; the final stage. Six miles in I'm dropped alone. Even the basketball player stuck with the group (as he got away I could hear him singing accolades praising the Almighty titanium God - heathen!). I wish I could tell you more about the final and decisive stage but I wasn't there. My view was this: about two miles before I reached the turn around I saw Tim and that Guy alone and moving swiftly. A minute or so later I saw the other six guys not looking as fast - obviously the Anchorage folks wouldn't assist Mark and Jonn. The race ended with that Guy winning his second stage and vaulting into second place (I was told that the Guy was heard singing

accolades praising the Almighty Tim - heathen?) My race went well I finished a half and hour back in the final stage and close to an hour back overall. All was not lost: Tim Lamb learned the name: SEAN KENNEDY. At the very least I will slash his automobile tires at the Tour of Anchorage.

13th Annual Tour of Anchorage

Anchorage, AK. - I stayed at a friends house with cable television. I watched a lot of cable television, mostly MTV, which really sucks, but all I had to do was listen. Aside from that, I saw a movie, bought some books and a CD - L. L. Cool J's Bigger and Deffer containing the smash single, "I'm Bad." All this ties in so well to my intended purpose for going to Anchorage - getting a tattoo - but that didn't work out, so I will digress...

The bicycle race - five stages, four days. I was looking to pick myself up from the gutter in this race. Fortunately for me, it was easier than I thought it would be - a bunch of people who were worse than me entered the "A" division. After the first stage, a mass start hill climb which was won by Tim Lamb in an incredible time of 7 minutes 56 seconds, I was not in last place. My time of 9' 22" was good enough for tenth or eleventh, ahead of at least two people, one of them being former Fairbanks rider Robert Adair. *(cont'd)*

Race Reports (cont.)

Yeah, I beat him by 15 seconds. After the race Robert assured me that he would vindicate this loss by trouncing me and the entire field of riders by "one minute" in the next day's time trial. That night I slept little (HA!). Well, I beat Robert and another guy in the time trial. Wait, I actually got ninth place in this thing! Tim Lamb beat everyone with his usual trouncing. Things were looking good for me.

Saturday - road race, 74 miles - 20 laps - Kincaid Park. This is a really popular circuit race, the length is just under four miles and it has one major hill on the course. Last year I only had to do 14 laps, and cramped up at lap 10. This year I had to do 20 laps. I cramped once at lap 14 and once at lap 20. I was dropped from the main group on lap 14. I rode with a guy named Clyde who we call "Ed." With two laps to go we saw Robert Adair who had dropped behind us on lap 14. Ed thought it would be a good idea to wait for him. I didn't, but liked Ed enough to not argue with him. Well, when Robert caught up to us at the base of Chinaman's Hill, he immediately became our coach. "You gotta pace yourself up this hill, Sean." I was thinking how in every lap I had dropped Robert on the hill.

"Thanks," I said. He should have simply asked us to wait for him, we did it once. On the final lap, Ed started to cramp up (this guy is as tall as a small basketball player). I slowed things down for him. Robert wanted to speed things up; Robert wanted to sprint for the finish. I suggested we all go in together. Afterall, it was Ed who told me to wait for Robert. But, Bobby Adair wouldn't have it. So I said sure, let's sprint. On the final hill, I sprinted, beating him to the crest by five seconds hoping to exercise the idea that I would beat him on the slightly up-hill finish. Well, he didn't get it. When we turned the corner to the finish line, Robert picked up the pace, albeit from a slow pace to a medium slow pace. I looked over my shoulder and Ed wasn't there, poor guy, nice guy, I liked Ed. I let Robert go and waited for Ed. Earlier in the day Ed told me he hated finishing alone. Right when he caught up to me Robert crossed the finish line and looked over his shoulder - assuming that I had chased him (HA! again). At that very instant Ed put his arm over my shoulder and said thanks. I almost cried. Thank god I had my sunglasses on. Ed rode the rest of the way with his hand on my shoulder. We tied for eleventh place. Bobby Adair got tenth - way to go!!
Sunday morning - 42 miles - along the Pacific Ocean. Today was a

good day, a fast race. I averaged 21 mph, others were faster. Things were going fine - Robert Adair was on a 100 yard breakaway for about ten miles. I got a flat and was dropped. Earlier that morning Tim Lamb had told me that the group always waits for a guy with a flat, I guess that didn't include me. It was cool though. I rode the last 26 miles alone along the coast. I enjoyed watching the sights and not the other guys wheels. I knew that I would be dropped down to last place though. There were some goats on the road and I had to pass through the resulting mess of cars, busses and people stopping to sight see.

Alone, I felt like the last place finisher in the Tour of Anchorage. When I crossed the finish line I had conceded 9 minutes to the field. I was dead last again. The moral of this story is, always rely on the possibility of people with less ability entering the same division as you.

Thanks to Sean for these race reports. He does a great job showing how racing can be just as challenging for those in the back of the pack as for the top few places. In fact, sometimes you learn more about yourself and your limits and have more fun than those focused on the number one spot.

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ATTENTION ALL PAST AND FUTURE RACE DIRECTORS

In order to coordinate the 1997 Race Schedule, the Fairbanks Cycle Club is requesting input on races that are directed by you, or races/events you would like to direct. Besides filling out below, please indicate any changes in your race, or ideas you may have to make your race better. This information will be used by the race scheduling committee.

1996 Race/Event _____ Preferred Date (1997) _____
Type of Race/Event _____
I am interested in directing this race/event in 1997 _____ Yes _____ No
Changes I would recommend for 1997 _____

_____ No Changes recommended.
Your Name _____ Phone # _____
Please clip & mail this form to the Fairbanks Cycle Club or drop it off at Images Salon.
Thank You for helping make 1996 a successful racing year!!!!

SPRINT TRAINING FOR CYCLISTS

By Fred Raymond

One of the most common questions I am asked on the subject of training and racing is; "What can I do to improve my sprinting?" Despite the desire for a quick fix or magic/ secret cure for poor sprint performance, the only way is PRACTICE. No amount of equipment changes or Titanium widgets will help as much as a moderate amount of sprint training.

There are several top local racers who have gone from never winning sprints, to being a real threat at the finish, after introducing sprint practice into their training. Training books and articles in bike racing literature will recommend sprint practice for all aspects of bike racing from road to mountain. I've even seen articles extolling the virtues of sprints for tourists. Hey, those dogs are fast!! For this article; however, we'll look at road sprinting, but mountain bikers can use it as well to help not only with the finish but also as an aid to improve bursts of power for short periods in the middle of a race.

So now that we've established a need for sprint practice, let's talk about what constitutes a sprint workout. First let's divide sprints into two parts; the "jump" and leg speed. Obviously the faster you get started the quicker you get to speed and the harder time everyone has catching up and coming around. Secondly, the faster you can turn over a given gear the faster you'll go. Get to the point you can whip out 120 RPM in 53x12 and you're going to be pretty tough at the finish.

To start out a sprint workout first be sure you're well rested. Don't do sprints the day after a hard workout. I typically do sprints on Tuesday after a rest on Monday. You need to have fresh legs if you're going to get the most from your efforts.

Start out with big gear sprints. Early in the season or if you're just starting sprint training, use 53x14 on the flats or very slight uphill. If this feels too

big try a smaller gear, don't be afraid to customize your workouts for your given fitness level and strengths. From an almost complete stop; be just barely moving then go all out, concentrating on a full, round, even stroke using all the muscle groups in the legs, back, and arms to get the bike moving. Things should really creak and groan, including you. Go hard for 8 to 12 seconds, then roll easily for 4 to 5 minutes to allow for full recovery. Start out with only 2 to 4 of these and gradually increase each week. If the jump is your weak point these should make up about half of your practice sprints.

After your big gear sprints do legs speed sprints. I like to do these on a flat or slight downhill. We're not looking for resistance here but pure leg turnover rate. Start out in a lower gear. If you used 53x14 before, use 53x17 or 18; roll at an easy pace then go for 12 to 20 seconds; you should be completely spun out for at least half of the effort. Try to be smooth and steady. (This will be hard at first, but when things start to smooth out you'll know you're getting there!) Early in the season do 3 to 5 of these. To some of you this may not seem very tough and for some, maybe it's not, but my experience has shown me that it's better to start early and be conservative than to start late and try to make it up by doing a lot and then injuring yourself.

Total sprints should be somewhere in the 5 to 7 range at first, slowly building to 10 to 12. If you're weak in leg speed do proportionally more of the leg speed sprints, but practice both types to become a good all around sprinter. Don't be afraid to develop your own style. Some riders always sprint standing up in the pedals, while others mostly sprint seated. My advice is to find what works for you then use it during competition and analyze your results.

Even after these workouts you may still not be the fastest around, but against those who haven't done their sprints, you'll have an advantage. You may even surprise some of the "Fast Twitch" guys who aren't expecting your slow twitchers to go so fast.

BIKE BYTES

Many FCC members probably wonder how long the club has been around. Club records show it was originally an affiliate of the Amateur Bicycle Club of America, the predecessor of the USCF, starting in 1973. The first race the club has on record was The Clean Air Classic held in 1976 near Growden Park. The race was won by Art Shepard of Fairbanks, with Joe Darrow of Anchorage in 2nd. A young Mike Norum won the Jr. event. Mike went on to become the dominant racer during the late 70's and early 80's.

Simon Rakower of All Weather Sports will attend "Outerbike Expo 1996" at the NORBA National Championships to sell his 44 Magnum rims and 19" Trials Wheels. All Weather Sports currently sponsors Mark Brant & Mark Brooks, top 10 U.S. trials riders. Simon will also give seminars at the Chicago and Montreal Industry bike shows on "Retailing Winter Bicycling."

The Green Party in Albuquerque, New Mexico is giving away bikes painted green to anyone who would rather pedal than drive a car.

A restaurant in Massachusetts is offering valet parking for bikes. For a \$3 fee, cyclists receive a free appetizer and know their bicycles are locked and insured.

Sri Lankan postmen are threatening to strike unless they get new tires for their bicycles.

Madison, Wisconsin is placing unlocked red bicycles around town for anyone to use. Bike shops rebuilt old bicycles and volunteers painted them red. The idea is to show people how useful the bike is for short trips.

Kona Mountain Bikes is offering a \$2000 college scholarship and a Kona racing bike to one active NORBA or NCAA mountain bike racer this year to make it easier for mountain bikers to continue racing while attending college.

FEATURED CLUB MEMBER: Jesse Carlstrom

If you have been to any of the races this year you know we have an awesome group of juniors turning out. Not only are they great competition for each other, but they also encourage each other and are good sports.

Jesse Carlstrom is 13 and entering 8th grade but you wouldn't guess that from his race performance or his 6' frame. I first noticed him when he beat me in a hill climb up Chena Ridge this spring. Anyone that size who can climb hills impresses me. He had one of the fastest bike times in the Beaver Sports Triathlon, won two of the NORBA Youth Series races and recently won the state championship road race for his age group.

Q: Any pressure to play basketball?

A: Yes, plenty, my dad, my mom and my gym teacher. But I don't like to play.

Q: What about school and other interests?

A: School sucks. I got a 4.0, but it still sucks. I like to play the electric guitar. Right now I am working on a Smashing Pumpkins song.

Q: Why bike racing?

A: I like going fast.

Q: What did it mean to you when you purchased your first bike?

A: It was special because I had to earn all the money myself. I came up with 375 dollars and bought a Cannondale.

Q: Give us a bike story.

A: OK. One time when I was a kid I biked out to Skinny Dicks. I forgot all my water and didn't realize this until I got there. I was too afraid to go into the bar so I just turned around. A little while later I became dizzy, so I stopped my bike and took a nap on a guard rail. I woke up a little later and biked home.

Q: What are your cycling ambitions?

A: To improve & become the best that I can be.

Q: Are you a Shimano or Campagnolo man?

A: Definitely Campy.

Q: What kind of bike would you like to have?

A: A Trek Carbon Fiber.

Q: Where would you like to vacation?

A: Switzerland. I like the mountains.

Q: O.K. What about Jesse Bear?

A: My mom is an author. She wrote some children's books with a character called Jesse Bear. She named him after me so I would feel special .

Sean Kennedy (again?) took me up on my offer and submitted this interview with Jesse. It was conducted with tongue firmly in cheek, but after checking with Jesse on some of the surprising conversation, the editor had to take a major axe to it. Thanks anyway, Sean.

THE COUGAR CHALLENGE

Rocky Reifenstuhl and your editor, having teenage girls who wanted to explore the malls of Anchorage, and having very little free time this summer due to a mental lapse a few months ago which resulted in a decision to build a new home, decided a family vacation to Anchorage was in order. The Anchorage race calendar was checked and a date chosen to take advantage of a new event: a mountain bike duathlon.

The Cougar Challenge is a fund raiser for the Service High School Cross Country Ski Team and takes place on the school's ski trails which run into those at Hillside. It was a 5K run/20K mtn bike/3K run and had solo and team divisions. It had an unusual start: a time trial with 30 second intervals. Whether this was for safety sake or because it was run by a ski team, I don't know. It was additionally odd in that people were given their starting order in accordance to the order in which they registered. This resulted in having no idea where or who your competition was or how they were doing.

Despite this, Rocky managed to finish in first place overall. I came in first for women over 35 and 2nd overall woman. The race drew about 40 participants and was well organized. Prizes were ribbons with donated gifts raffled off among racers and volunteers alike.

Rocky, a truly addicted racer, followed this with a 36 mile stage of the Iron Moose mtn bike stage race! I was even a greater glutton for punishment, though, as I followed the race with a 5 hour enduro shopping-for-school-clothes event the same day and then repeated the event at another mall the next day. (Whew! And I thought I was out of shape for racing!)

In July, Rocky and his brother, Steve, were the first of 20 finishers in the annual Alaska Wilderness Classic in a record time of 60 hours. The route traverses the north side of the Alaska Range from Donnely campground to McKinley Village. They reluctantly gave up their bikes for this one!

USCF NEWS

Marcia Burnside would like to remind all club members to wear their FCC jersey at all USCF races. This shows that you are representing FCC at the race and is also a courtesy to our club sponsors. Club jerseys are still available for sale.

Look for complete results of the 1996 USCF State Championship Races on next page.

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

SPOKE'N'WORD

FAIRBANKS CYCLE CLUB

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