

THE NO STREET JOURNAL.

A PUBLICATION OF THE DALLAS OFF ROAD BICYCLE ASSOCIATION

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Super Duh!

By Wayne Haley

One of my favorite features in Mountain Bike magazine is the little side bar they have on occasion entitled Duh! It is basically just a statement of the obvious (hence the name), but sometimes these are things about which we badly need to be reminded. Since I am a very basic kind of guy, I thought I would share a few of my own Duh!s. Since these will go beyond the realm of normal simpletonhood, I am labeling these Super Duhs! Ready? Here we go . . .

Bike shorts are much more comfortable if you don't wear underwear underneath. Plus you avoid those embarrassing lines! You would think, however, that the manufacturers would wise up and stop putting those stiff labels inside their shorts.

Steel and titanium framed bikes do have a softer ride than aluminum, but the simple act of letting five pounds of pressure out of your tires makes a much greater difference than changing frames if you want to soften up a bit.

When riding the trail, focus your eyes on where you want to go, not on what you want to avoid.

Be aware of your pedal position when riding over or around obstacles. My latest, greatest endo was the result of a root - pedal interaction that stopped the bike cold but left me still going about 15 mph!

Spending 2 or 3 hours doing trail maintenance is much more fun than sitting around watching the Dallas Cowboys.

Don't worry if you are not an expert bunny hopper; by simply keeping your weight

(see Super Duh! on page 5)

DORBA Elects New Officers

At the December meeting, elections for year 2000 officers were held. New leaders are:

President - Zac Ramsey
Vice-President - Jeff Webb
Treasurer - Alice Welch
Secretary - Richard White

Many thanks to retiring officers Geoff Rogers and Jennifer Ragan for their hard work in 1999 as well in prior years. They both played big roles in our successes in 1999. For information on how to contact officers or board members, see page 2.

NEW! FREE! Kid's Expo/Training Camp

(see details - on page 11)

Tyler's Back!

Great news for all you racers out there - back by popular demand - Tyler State Park is once again on the Texas State Mountain Bike Championship Series Calendar! Many thanks to Dean Domingue for volunteering to move the Mamacita's Kelly Creek Classic to the fall to make room for this venue.

Promoter for the Tyler event is no other than James Ramsaur. Most of you know James from the AMBC races held in Ruston each year. What you might not realize is that James was the first promoter of races at Tyler State Park so in effect he's returning to his roots.

Look for this to be an outstanding event plus won't it be great to have another race that's only 2 hours from D/FW!

The Prez Report

If your reading this today all of our fears about the apocalypse and Y2K were unfounded as everything has worked to get this newsletter to you. I would like to start out by introducing myself to those of you who don't know me, my name is Zac Ramsey and I have been elected as your President for the next year. I look forward to seeing you at the races and on the trail in the coming year.

I would like to thank the outgoing DORBA officers, President Geoffrey Rogers and Secretary Jennifer Ragan for the time and effort they have put into the club during their tenure. I'm sure we could not have achieved the success we enjoyed without their dedication to DORBA and the mountain biking community. I also wish the best of luck to Kevin Locke, trail steward for Erwin Park, who is leaving on a work related transfer to Austin. Kevin is leaving his trail in the capable hands of Don Rowe, I hope everyone gives him as much help as we all gave Kevin.

With a successful year behind us we are now ready to embark on the mountain bike journey that is Y2K. For starters we are in need of volunteers for the 2nd annual Bar-H Bash, if you can

help with course marshaling, registration, or scoring give Richard White (rw@dorba.org, 972/475-5869) or myself (endo180@yahoo.com, 972/234-0946) a call. Remember that volunteers earn free access and camping at ranch on race weekend. We are still in need of a trail steward, preferably 2, for the Northshore Trail on Lake Grapevine, if you think you're up to it let either myself or Steve Mayo (Shmayo@aol.com) know. The trail has been in need of a steward for some time and could desperately use some TLC. The plans for Y2K also involve the resurrection of monthly beginner rides with the first one tentatively scheduled for Saturday, January 22nd. If anyone would like to help out and/or lead these ride please contact me.

I plan on carrying on the good work of those that have proceeded me, and with everyone's help I have no doubt that we continue to grow and prosper in the coming year. I, like Past President Geoff, plan on riding all of the DORBA trails in the next year and will report to you in the upcoming months. Until then, see ya on the trails.

Zac

DORBA Board of Directors



The Dallas Off-Road Bicycle Association (DORBA) is a non-profit organization whose purpose is to provide opportunities for extending the individual's knowledge and participation in:

- (1) Off-road bicycling;
- (2) Public recognition of the need for off-road bicycling areas and
- (3) Cooperation with public authorities in development and proper use of multi-use trails.

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(817) 577-3613; edhorn@attinet.net

The TNSJ is always looking for contributions from budding writers. If you want to comment about something, describe your latest accident and tell everyone what really happened to your bike then give Jeanne Patterson a call. We can accept contributions in pretty much any format (PC or Mac, typewritten or Cantonese). If you are on internet or one of the on-line services, you can send it by e mail to MTBIN@AOL.com. Articles for the next newsletter should be in by Jan 15th. Please try to meet this deadline. It makes life much easier for us.

Upcoming DORBA and Statewide Events:

DORBA Club Meetings are 7:30pm the First Tuesday of each Month & held at the Armory at Luna Rd. & California Crossing (by the L.B.Houston Trail).

2000 Tentative Schedule:

1/22	Beginner Ride - Contact Zac (972)660-5724
1/29	Texas Advocacy Summit - Austin - contact Jeanne Patterson (972) 233-0861 wk
1/30	Annual SuperBowl Ride - check website
2/6	Bar H Bash II - St. Jo (see flyer pg 7)
2/18-20	Lajitas (see page 8)
3/5	The Warda Race (see page 8)
3/18	Schlotsky's Flat Creek Challenge - Austin (see page 8)
4/2	BikesandFitness.com Tyler Challenge - Tyler SP (see page 8)
4/16	Waco Outback Blowout - Cameron Park (see page 8)
4/30	2000 Rocky Hill Rally - Smithville (see page 8)
5/7	Alamo Mountain Bike Festival - San Antonio (see page 8)
5/28	TSCS Finals - Sparta Mountain Challenge - Belton (see page 8)
5/27-28	Annual DORBA Clearfork Festival - Hot Springs - details to be announced
8/11-8/13	DORBA's Annual Women's Clinic/Retreat - Bonham SP - details to follow soon.

Weekly Activities:

Tuesday:	L.B.Houston at 6:00pm
Wednesday:	Rowlett Creek @ 6:00pm & Arbor Hills @ 6:00pm
Thursday:	Erwin Park @ 6:00pm
Friday:	White Rock Lake @ 7:45pm - leaders Joe Stokes, Laura Lauda Meet at Tom Thumb parking lot at Skillman & Abrams. Lights required.
Sat & Sun:	Check with the Trail Stewards listed to the right concerning trail workdays.
Sat Evenings:	Amateur Racing at the Frisco Velodrome - Admission Free

2000 Texas State Championship Series Schedule

2/6: Saint Jo (DORBA - Bar-H Ranch)
2/20: Lajitas
3/4 & 3/5: Warda (Bluff Creek Ranch)
3/19: Austin (ARR - Flat Creek Ranch)
4/2: Tyler State Park
4/16: Smithville (Rocky Hill Ranch)
4/30: Waco (Cameron Park)
5/7: San Antonio (Flat Rock Ranch - Comfort)
5/28: Ft Hood

This is a nine race series with 3 drops (or six races that count)!

Attention All Members On Line!

If you would be interested in receiving your copy of *The No Street Journal* by email as a PDF file, please email Jeanne Patterson (Mtbin@aol.com) your name, address and email address. This will not only save the club money in postage and printing, but will help us get the latest news to you quicker!

Trail Stewards & Regularly Scheduled Workdays

Northshore Trail - Grapevine Lake:

Steward(s) (2) Needed
2nd. Saturday 9:00am

L.B. Houston - Dallas:

Joe Stokes
(972) 620-0435
4th. Sunday as needed

Boulder Park - Dallas:

Joe Warner
(214) 331-1003
3rd. Sunday 9:00am

Cedar Hill State Park:

Steve Mayo
(972) 291-2142
4th. Saturday 9:00am

Horseshoe Trail - Grapevine:

Roy Robertson
(817) 481-7901
As Needed - Call for details.

Sister Grove Park Trail - Collin Cty:

Geoff Rogers
(972) 712-2483
4th. Sunday 9:00am

Rowlett Creek Preserve Trail - Garland:

Earl Hammond
(972) 475-2984
2nd. Sunday 11:00am

Windmill Hill Trail - DeSoto:

Paul Dyer
(214) 296-3983
3rd. Saturday 9:00am

Knob Hills Trail - Coppell:

Dave Wilkins
(817) 430-8342

Arbor Hills - Plano:

Tobin Behling
(972) 304-9522

Johnson Branch - Ray Roberts SP:

Jeff LaQuey
(940) 387-1414 (wk)
Next: Sept. 18th 9:00 am

Erwin Park - McKinney:

Don Rowe
(972) 542-9301

Dinosaur Valley State Park:

Tim Wideman
(817) 237-9616



1999 - DORBA's 11th Anniversary Year!

Hotline: 972-579-5540 Home Page: www.dorba.org



A Reflection of Rowlett Creek Preserve Trail, the Early Years

by: Jack Sparks

Many would say, “the way things were...ahhh, that was the good life”. With a New Year, let alone the new Millennium, fast approaching reflective thinking is a common thing. Most, if not all, things change over the years and trail evolution, as with all other aspects of life, is a normal occurrence. From a personal standpoint, whether these changes are for the better or for the worse is mainly a matter of perspective. Check out the most recent discussions on “Rumors of Paving???” in the DORBA Forum on 22 Nov 99, to see the many sides of a volatile issue. In truth no matter what your perspective is, change does include some good and some not so good things. What follows are my observations on some of the evolution that the Rowlett Creek Preserve has experienced over the several years I have been riding and working this wonderful (my home) trail. For some sense of order, let’s start with comments on Loop 1 and proceed, down memory lane, through the rest of them increasing numerically. You may want to check out the RCP trail maps on the DORBA web site (<http://www.dorba.org>), if you are not familiar with the way in which they are numbered.

1. With Loop 1, you will notice that the trail [and in fact most of the entire system] has widened. This is an unavoidable conscience when the joys of any trail are discovered and shared with friends and the masses, which results in heavier traffic. RCP is not unique, most of the other area trails have widened as well. An example of one that has not been as affected and has kept most of its “tight turns” is Erwin Park. As an extension of Loop 1, Loop 1A has fared fairly well over the years with the exception of the elimination (destruction) of some riding obstacles at the creek crossing between Loops 1 & 1A. There used to be a major root on the north bank which once wet was all but impossible to get over. As tough as it was, I always looked forward to this challenge. Also another 50 yards further up the trail, there used to be another major root sprouting from a 2 1/2 foot diameter tree on the left. Both of these rooty obstacles, I believe, were pruned or cut out to make it easier for the very first race held at RCP.

2. Loop 2 hasn’t changed a whole lot from its inception, except the transition into Loop 3 is now so transparent that the return turn, back onto Loop 2, is all but forgotten. No harm done here, most want a longer loop to ride anyway.

3. Loop 3, it too remains the same with two (2) very minor differences: A. As generally stated above, the trail is slightly wider with several small “tree causing tight turns” purposely removed and B. In the area of the new South Garland to North Wylie 60” diameter water pipe construction, a 100’ section of the trail near the creek has completely disappeared. This is a consequence of progress and as such unavoidable.

4. In the beginning, on Loop 4, there used to be a very difficult/technical dip (12 - 15 ft deep), known to some of us as “Terry’s bathroom”, to negotiate. At the bottom of it, there was always a surprise as to what would be there: nothing but a sharp “V” shaped ditch, thick mud hump, a pile of gravel over several plastic drain

pipes, flat stones, or several cinder blocks. Whatever was present it would require techniques from all your skill sets to get successfully to the other side of the ditch without dabbing or cracking one’s skull. For this very reason, an “official” 8 ft bridge was added to the bottom of dip. A very good thing, yes...but I sometimes wonder what it would be like to still be faced with this old challenge.

5. There is a small hill to climb just before you reach the train trestle on Loop 5 which has had its approach changed several times over these last few years. This short climb is one that is a 10 -12’ high knoll with three (3) very large diameter trees on the top of it and is preceded by three similar small knoll climbs. At first the trail went off camber to the right of the first large tree requiring one to almost stop before making a 90 degree left turn to thread the bike between two of those large trees. For me, this was about a 30% success rate for clearing this climb without dabbing. The approach was then moved slightly to the left, making the climb a straight shot. Which again was done as a result of an upcoming race. With enough speed clearing this climb was no longer a problem, except it was dangerously close to the left side drop off into the creek. A hazard here later developed as the climb drew more traffic, exposing some roots (perpendicular to the trail) about one bike length from the top of the knoll. If one spun the rear tire on the root before clearing the top with your weight leaning slightly downhill, a fall into the creek resulted and its a long way down, speaking from experience. Before the race this year, Earl moved the approach once again back to the right (away from the creek) threading through the spacing between the first two (2) trees, but with almost a straight shot (no 90 degree turn needed). At this same time, similar hill modifications were made to the very next ridge. This is the one that drops off just south of the train trestle and before the Loop 5 return cutoff. Both of these changes were made for the better from a safety standpoint. Moving the trail ever so slightly, to the right in both cases, left the original line intact for those that still prefer the more difficult route.

6. The trail at the very bottom of Loop 6 used to cross the small...sometimes dry, sometimes wet...stream that runs North to South and empties into Mill Branch Creek close to the steel walk bridge. It got to a point one year, that this crossing was more wet than dry, remaining very muddy for a long time after the rains had gone. Sticks, logs and railroad ties were used to try to bridge this small stream area, without much long term success. Earl’s plan all along was to by pass this crossing. And when enough volunteer man hours were available, the result was the additional 1/3 -1/2 mile of trail, first running North and then turning South in a large “U”. The nice thing about this section of the trail is that it was a “NEW bumpy, twisty-turney, through the woods with lots of new logs to cross” addition. What some didn’t like about it was, it was a “bumpy, twisty-turney, through the woods with lots of new logs to cross” section. There were many who would by pass the new section to avoid it by continuing to use the muddy stream crossing. Finally with underbrush over grown in this area, it has become an accepted part of the trail. It is still a little bumpy and with time “this too will pass”. *(Continued on page 5)*

(continued from page 4)

7. And what can I say about our Expert Loop (Loop 7), the prize section to many, if not most, area riders. There have been at least two (one at the beginning of the loop and one at the end) large diameter logs cut down with a chain saw. What was disturbing was the fact that these were very doable log crossings. Granted initially they appeared very hairy; however, once you developed the required technique they were a “piece of cake” to hop across. Another large downed tree, at the midway point of Loop 7, is still there. In an attempt to make this log crossing easier for some, this one was doctored (or should I say BUTCHERED) with a chainsaw by adding a “V” notch in it. Further up this loop, on a more positive note, Earl has put in a small bridge and an awesome off camber climb around an impossible narrow deep stream crossing. This is just before the famous, some would say infamous, drop into a creek crossing (a.k.a. The Drop, Jeffie’s Demonstration Hill, Suicide Hill...or I’m sure a number of other names). This “Drop” has changed some over the years...mostly for the better. My first encounters of it were as follows: A. The same steep, “take your breath away”, off camber initial drop. B. however once you reached the creek, there was an additional 8-10" step into it with... C. another 8-10" step out of it on the other side. D. and a narrow again off camber climb out to the ridge top. Over the years there have been concrete slabs and crushed stone added to each side of the creek which now makes it a “piece of cake” in the creek bed...if you can just LET THE BIKE GO over that first “take your breath away” drop. Keep telling yourself, “its all in my head...I can do it”.

The next obstacle is the 12' dip, now just behind the new housing construction on the return of Loop 7. For the longest time there was no bridge at the bottom of this dip. And for some, clearing this dip was more nerve racking then previously talked about “Drop”. Then an 8' bridge was put off to the left still allowing some the original line. And finally the present “10 footer” bridge replaced the 8' one which was required when the house construction crews re-landscaped this area to provide street drainage for the new houses. The opposite bank was made too high to be able to take the old line without a smooth transition at the bottom.

The last obstacle on Loop 7 is the concrete culvert crossing just west of the Centerville Road bridge. Similar to “The Drop” there used to be a 8-10" step into the creek. What makes this crossing so difficult is the slick moss on the concrete under the water and the climb out of the creek on a concrete wall, with large rocks embedded, that is higher than the entrance. And to successfully clear the top of the far concrete wall, it must be ridden diagonally. It was made easier when the entrance was shaped, eliminating the step and one of the embedded rocks removed. It took me two years to get up the courage and develop the skill to clear this obstacle before the modifications and now its “not a problem” for many. Oh for the good old days.

8. On another very positive note, Loops 8 & 9 were added only a year ago, so reflective discussion isn’t really appropriate.

Except to say that their addition has given us a few more delicious obstacles to ride and enjoy. To take this one step further, plans are underway to add yet another section, Loop 10. This new section will be north of Loop 9. Check out the aerial photo map posted on the DORBA Trail Description page for RCP for the overview. Preliminary scoutings have uncovered some potential drops that will rival the ones on Loop 7, “so stay tuned to this channel” for news of further developments.

The best part of Rowlett is that it is ever changing, not always for the best, but changing none the less. Our trail steward Earl Hammond postulates, “If it is a HAZARD remove it; if, on the other hand, it is an OBSTACLE...LEAVE IT.” Extremely good words to live by. Obstacles come in many forms: rocks, roots, logs, sand, mud, and the like. When in doubt as to whether its a “HAZARD” or an “OBSTACLE”, leave it and then talk to Earl about it. If on the other hand, you are one of those that believe the Smoother, the Faster, the Better the Trail...my suggestion is to ride a trail, like Duck Creek, that is PAVED. Leave the Rowlett Creek Preserve Trail, with all of its OBSTACLES, for the ones of us that continue to want a difficult and challenging workout.

(Super Duh! - continued from page 1)

back and the front-end light, you can roll over pretty sizeable stuff if you keep your speed up.

Full finger gloves aren’t really that much hotter than fingerless gloves, but they offer a lot more protection and your hands don’t tend to get numb as badly from cut off circulation where the fingerless gloves bunch up. At least this has been my experience.

Rather than spend 9 bucks on a dryer-hanger for your camelback bladder, just stuff the hose down in the opening and hang the bladder by the hole in the center-top. This props it open and it dries out rather nicely.

On tight, twisty trails, concentrate on keeping your knees tucked in. This not only allows you greater steering control with your hips, it will prevent you from banging your leg on a tree!

On a negative camber curve (trail slopes away from the inside of the curve), take the inside line. On a positive camber curve, take the outside line. On a curve with no camber, shoot straight down the middle.

Buy a helmet that breathes well, that fits you properly, that adjusts easily, and WEAR IT!

Wrap around glasses keep a ton of dust out of your eyes.

Keep your eyes and ears open to learn as much about biking as possible from as many sources as possible.

Only believe about 10% of what you hear or read!

Happy Pedaling!!

New Mountain Bike Club in Houston

The Greater Houston Off Road Biking Assoc., (GHORBA), was formed in September from a merger of the Houston Area Mountain Bike Riders Assoc. (HAMBRA) and the Memorial Park Mountain Biking Assoc. (MPMBA). Membership consists of approximately 500 people from all age and economic groups. The typical member owns an \$800 to \$3,000 mountain bike, and riding abilities vary from beginner to expert. Many members are also road-cyclists, runners, etc.

Houston's most notable mountain bike trails are located in Memorial Park, the second largest metropolitan park behind Central Park in New York City. Over 15 miles of trails of varying difficulty were built in the early 1980s in an area replete with ravines and steep drops upwards of 70-80 feet. In 1994 the Houston Parks and Recreation Department announced its intentions to close the trails to mountain biking. In response, HAMBRA organized area mountain bike riders to help prevent closings of all mountain bike and hike trails. The main rationale for the trail closures in the Park has been the belief that bikes cause severe damage, visible in the form of deep ruts and exposed tree roots on bare trails. Erosion in all areas of the park is a notable problem exacerbated by the substantial amounts of rain received in Houston and the soft soils associated with a river bottom. Exposed roots and erosion are visible throughout the park, but are most easily seen on the trails used by mountain bikers.

In December of 1996, after two years of intense discussions, HAMBRA, the Houston Parks Department, and the Memorial Park Advisory Board drafted a written agreement to eventually close some of the trails directly next to the bayou and visible to River Oaks residences that border on the bayou. However, the Parks Department did not implement the terms of the agreement until June of 1999 and did so without any notice, written or otherwise, to the mountain bike community. Trail closures were facilitated by installing over 200 white barricades with decals similar to "No Smoking" signs placed on each sign. Maps showing the trail closures were/are not posted.

The abrupt trail closures rekindled the passions of 100s of local riders. In response, a group of ex-HAMBRA members and new riders quickly formed the MPMBA in an effort to confront the Parks Department and Advisory Board about the closings and to attempt to reopen some of the trails. The trail closures sparked a tremendous amount of interest from assorted groups, both in support of the closures and in opposition, and involved many of Houston's top officials, socialites, interest groups, and media.

After some emotional, but successful meetings between the Parks Department and the heads of HAMBRA & MPMBA, some compromises were finally reached with the city. The compromises included a connection trail between two areas that became somewhat isolated after the trail closures and the merging of HAMBRA and MPMBA under one organization as GHORBA.

(see GHORBA on page 8)

24 Hours of Racing Fun?

by Patrick Murray

Hey 'yall. Here's an update on our 24 hour race this past fall. It's kinda long but hey, it was a 24 hour race.

The more time that passes the more fun it seems like we had. If someone would have asked me at 3 am the Sunday morning of the race if I was having fun, I probably would have said "a little". Anyway, we had a four man team and our original plan was to race in the sport vet category. However, one of the original members of the team dropped out 2 weeks before the race so we had to find a last minute replacement. Fortunately, we were able to find someone. Unfortunately, he has a valid expert category NORBA license. Unfortunately, he had broken his ribs 3 months ago and hadn't been on his bike for a while. Unfortunately, the rules state that the team must race in the category of their highest licensed team member. So, unfortunately, we had to race in the expert race. And, unfortunately, there was no distinction in age in that category like in sport. So just who was that team, well it wound up being myself, Allen Weaver, Chip Kelsey and Mike Fox.

The race started at 12 noon on Saturday. It was a Le Mans (pronounced mahns not mans like it looks like) style start which meant everyone that was starting for their team lined up 50 yards from their bikes and had to run up to the bikes and get on to start. It was pretty crazy. People falling down other people tripping over them and just general mayhem. There's not much worse than a bunch of cyclist trying to run. Fortunately, I didn't have to start for our team. Unfortunately, the guy that did got behind some people who had fallen and had to start pretty far back. But, the race got underway none the less.

I went second. We each did one lap which was 10 miles. (I did mine in 55 min. which I thought was not embarrassing until I heard about an expert girl that turned a 48 min. lap on a single speed bike.) Then we would go back to camp eat and drink a bunch of water and wait for the next time to go race. It was kinda neat during the afternoon. It was like going camping; hanging out with your friends around the fire and then going and riding your bike really fast every three hours or so.

It wasn't quite so neat once it got dark. Fortunately, NiteRider was at the race with these super charged battery chargers to charge everyone's batteries. Unfortunately, they didn't get there until after dark on Saturday (they were supposed to be there the day before). So, by the time they did get going they were way behind. Next, we had two lanterns that decided not to work the night of the race. So, we only had flashlight light in camp to fix out bikes, make dinner etc....I did my first "darkie" at 9 pm. When I got in I immediately took my battery over to get it charged. This is at 10 pm. They said it would be done in 2 hours. I have 3 hours until I ride again, that should be fine. As it turns out I had nearly 4 hours (because you tend to ride slower in the dark). So, at just before 2 am I go to the charging station to get my lights. They hadn't even put them on the charger yet. YIKES! I got back up to camp and got my back-up (I thought I was pretty smart for bringing) battery. *(continued, 24 Hours on pg 9)*



2000 Texas State Championship Series Race #1

Huffines Subaru "Bar H Bash II"

Sunday, February 6, 2000 - Rain or Shine!

Presented by Dallas Off Road Bicycle Association - Promoting Texas Racing for 12 Years



Where it is, Where to Stay & Who to Call

Location: The Breaks at Bar H in St. Jo, Texas. Located 80 miles north of D/FW
 Directions: I-35 North to Gainesville. West on Hwy 82 to St. Jo. North on FM 2382 4.5 miles.
 At bikes on fence, go left on County Rd. 433 (gravel). Down the hill one mile & look for old 1942 fat tire bike on the left.

Lodging: Camping: Breaks at Bar H (940) 995-2309 - \$5 per tent/Call for RV prices.
 Muenster (11 miles): A-OK Motel (940) 759-2268
 Nocona (15 miles): Nocona Inn (940) 825-8800; Sands Motel (940) 825-3161;
 Nocona Hills Motel & Resort (940) 825-3161
 Gainesville (22 miles): Best Western (940) 665-7737; Budget Host (940) 665-2856;
 Comfort Inn (940) 665-5599; Days Inn (940) 665-5555;
 Gainesville Motel (940) 668-1051; Holiday Inn (940) 665-8800.

Race Director: Geoffrey Rogers (972) 497-4335 or (972) 712-2483 DORBA: Hotline (972) 579-5540
 email: kona42@earthlink.net Website: www.dorba.org



Helmets are required whenever you are on your bike.

Schedule of Events

Don't Miss the FREE Kid's Expo/Training Camp on Saturday from Noon until 4:30!

Class	<u>Expert/Pro/Elite</u>	<u>Sport</u>	<u>Beginner</u>
Start Time	9:00 am	11:15 am	1:30 pm
Distance	27 +/-	18 +/-	10 +/-
Prizes	100% Cash Back	\$2000 in Merchandise Top 5	\$1500+ Prize Raffle plus Plaques & Ribbons

Registration

Registration opens at 7:30am and ends 30 minutes prior to the start of each race. Registration also open Saturday, February 5th, from noon to 5:00 pm at race site. **NORBA LICENSE REQUIRED** (licenses available race day).
 All racers are required to sign a Standard Liability Waiver the day of the event, including pre-registered racers.

Entry Fees: \$25 Pre-registration post-marked by 1/14/00. \$30 Race Day Registration
 Land Access Fees: \$5 per person

Entry Form

(Please note - water is available on site, but taste is not very good)

TMBRA ID # (if known) _____ NORBA License: one day _____ or annual _____ Number _____
 Age as of 12/31/00: _____ Category: Beginner Sport Expert Sex: Male Female Birthday _____
 First Name: _____ Last Name: _____
 Address: _____ Telephone: _____
 City: _____ State: _____ Zip: _____
 E-mail: _____ Team: _____
 Emergency contact name: _____ Emergency contact's phone number: _____ Are they at race? Y N
 Entry Fee Enclosed: _____

Make checks payable to: DORBA Pre-registration deadline: 1/14/00
 Mail entry and check to: DORBA, 18484 Preston Rd. #102-106, Dallas, TX 75252
 For additional information contact: Geoff Rogers at (972) 712-2483, the DORBA Hotline at (972) 579-5540
 or the DORBA website at www.dorba.org

2000 Texas State Mountain Bike Championship Series Calendar

FEBRUARY

6th: Texas State Championship Series Race #1 "Huffines Subaru Bar H Bash II", The Breaks, Bar-H Ranch, Saint Jo, TX. XC. Geoffrey Rogers, 972-497-4335, kona42@earthlink.net, Entry Form and race info at www.dorba.org

18th -20th: Texas State Championship Series Race #2 "Chihuahuan Desert Challenge" in Lajitas, TX. OT, CR, TT, XC, Fun Rides, Kids Carnival and Festival Events. Mike Long, 915-371-2727, email: info@desertsportstx.com. Entry form and race info at www.desertsportstx.com

MARCH

4th. & 5th.: Texas State Championship Series Race #3, "K2 Bikes Presents The Warda Race", Bluff Creek Ranch, Warda, TX. XC and youth races. Scott Schaefer, 713-864-9657, email: tmgps@flash.net. Entry Form and race info at www.tmbra.org

18th. -19th.: Texas State Championship Series Race #4 "Schlotsky's Flat Creek Challenge", Flat Creek Crossing Ranch, Austin, TX. XC and youth races. Diane Uhl, 512-360-4950, email: niteride@smithsys.net, Entry form and race info at www.io.com/austinridgeriders

APRIL

2nd.: Texas State Championship Series Race #5, BikesandFitness.com Tyler Challenge, Tyler State Park. Entry form and race info at www.tmbra.com

16th.: Texas State Championship Series Race #6, "Waco Outback Blowout", Cameron Park, Waco, TX. XC. Larry Lenamon 254-772-2453, email: bikeout@swbell.net, Entry form and race info at www.tmbra.org

29th. & 30th: Texas State Championship Series Race #7 "2000 Rocky Hill Rally" at Rocky Hill Ranch, Smithville, TX. TT, XC and youth races. Diane Uhl, 512-360-4950, email: niteride@smithsys.net, Entry form and race info at www.tmbra.org

MAY

6th. & 7th: Texas State Championship Series Race #8 "STORM Hill Country Mountain Bike Festival III", Flat Rock Ranch, Comfort, TX. OT, CR, XC and youth races. Gary Duncan, 210-333-0256, email: vtperforma@aol.com. Entry form and race details www.storm-web.org

27th. & 28th.: Texas State Championship Series Final, Sparta Mountain Challenge, Belton Lake Outdoor Recreation Area (BLORA), Ft Hood Trailblazers Mt Bike Park, Ft Hood Texas, XC, Joey Roper, 254-939-3170, 254-287-2523, email: fhtmbcjr@vvm.com. Entry form and race details www.tmbra.org

(GHORBA - continued from page 6)

Numerous meetings followed with the actual location of the connection trail remaining virtually unattainable until Jan and Mike Riter, Trail Care Crew #1 from the International Mountain Bicycling Association, visited Houston on November 15th and 16th for a two-day trail maintenance class. On the second day of the class, a connection trail was marked in a coordinated effort between Parks Department maintenance personnel (who attended the Dallas trail maintenance class the weekend previous), GHORBA board members, and the Ritters. The acceptance of this route remains uncertain.

New chapters of the saga continue to unfold daily. Within the last week, an environmental study focusing on the impact of mountain biking on the trails was issued for review and consideration by all interested parties. A local environmental consulting firm initially

completed the study for the city of Houston, however, GHORBA was recently granted copies for its board members. The impact of the study on the trails will likely be rerouting of certain sections to exclude many downhill, installation of bridges, soil recovery, and correction of other existing problems.

GHORBA has already completed some trail maintenance using many of the techniques (i.e., debarment, contouring, etc.) learned at the trail classes in Dallas and Houston - the most recent trail work party was attended by 41 mountain bike riders. A tremendous amount of work lies ahead, both politically and in physical labor, but it is our hope to eventually reach a point where GHORBA is viewed as a trusted set of experts on hike and bike trails and maintenance required on the trails is at a minimum.

See www.ghorba.org for more information.

It don't hurt to be nice on the trails.

by Jim Hasenauer - IMBA Board Member

We humans are social animals. We identify with our groups and sometimes that identity is drawn in opposition to other identifiable groups. That's at the root of all kinds of national, ethnic and racial conflict and that's at the root of trail conflict. We stereotype others; exaggerate their differences, sometimes we fear them. Heck, sometimes we hate them. It doesn't take too much of this to polarize us. Then, the very sight of the other arouses fear, anger, and the rest of our human underbelly. It seems like the only relief comes when the other isn't around at all.

Certainly, we mountain bikers have been cast as the other often enough. I was recently at a meeting where riders were accused of almost every kind of criminal and dangerous intent. The capper came when an anti-bike realtor claimed that cyclists would drive down property values. Geesh.

All this points to the fact that it's difficult to build a community, and harder yet if there are already bad feelings. Still, we human beings have to share this planet and there are some things that make a difference. Since we're trying to heal here, let's not forget the first tenet of the Hippocratic oath, "first, do no harm." The number one hiker complaint that I hear is about speed especially when the hiker is startled. We have to do everything we can to anticipate others and act accordingly. Signaling that we're coming (I use a bell), slowing down and establishing communication is at the very heart of yielding to other users. Not doing this is just selfish. We'll probably keep up our pace and keep the trail, but we'll leave bad feelings behind and anyone who's been to an access meeting knows that bad feelings come back to bite us.

(24 Hours - continued from page 6)

So, I took off for my one lap. Fortunately, I rode well and didn't crash. Unfortunately, when I came to the start finish area, at 3 am, at the end of my one lap none of my teammates was there to take the next lap. So, I waited around for a few minutes. When no one came I panicked, logged in and started another lap. (Hey, it was 3 am, so maybe I didn't use the best judgment.) Anyway, about 10 minutes in I started to wonder if the batteries for my light would hold up for the rest of the lap. That's pretty good incentive to ride a little faster than you normally would. Guess what? About 3 miles from the finish my battery went dead. Boy, am I glad I didn't go see the Blair Witch Project. It was dark in those woods. And I mean dark. Luckily, after a few minutes, and a few prayers, I got passed (as I was pushing my bike) by a girl and I got back on my bike and rode right behind her the rest of the way in. My teammate that wasn't at the start area at the end of the last lap was there this time. Apparently his batteries weren't charged either so he was making other arrangements when

Small talk is a social lubricant. Slowing and saying hello goes a long way in breaking down anonymity and fear. If it seems appropriate, comment on what's blooming. If you're stopped, and time allows, talk about some upcoming workday or pro-trail political work. Compliment their dog or their horse, their pack or their walking stick. This way, they'll see that you share their values. We can treat each other nicely on the trail and then be on our way.

I'm not advocating haranguing our fellow trail goers and when trails are crowded, continuous greetings may be intrusive, but if we act like strangers, we'll be treated that way. Patience and humility come into play here too. Most of us have had the experience of having our friendly greetings met by scowls or silence. It's easy to get resentful, but that's their problem. If we focus on our side of it, do the right thing, sooner or later we'll break through their defenses. Being human is contagious.

Research says that the best way to overcome conflict is to work toward goals that require cooperation. Working together requires us to join other group's activities or invite them to ours. It's great that mountain bikers have been so amazingly proactive in trailwork and other programs, but it's better yet when we're working shoulder to shoulder with non-bikers. That builds community.

It sounds too simple, but being nice helps overcome stereotypes, quell fears and builds community with other trail users.

I came in the first time and he had forgotten to sign in on the log sheet. (Hey it was 3 am, so maybe he wasn't using his best judgment).

That's about all the exciting stuff that happened. Oh yeah, at one point one of our guys had a flat tire at the top of the first hill and had to come back and get a wheel off another bike. Then another of our guys crashed pretty hard, cut his knee up, and broke his shifter so he and another teammate had to trade off riding the same bike (Note to self: Bring more spare parts next time). Changing the seat height before a lap will tend to slow you down.

Fortunately, we got 4th place in the sport vet category. Unfortunately, we got dead last in the expert category (which just happened to be the one we were racing in). We rode 22 laps in 24 hours. That's 220 miles for all you mathematically challenged folks. I rode 60 miles of that.

Fortunately, we learned a lot about how to race a 24 hour mountain bike race. Unfortunately, we're all having trouble sitting down today.

Congratulations 1999 SuperDudes

162 DORBA Volunteers Logged 1,738.3 Hours in Trail Work in 1999

LOCKE, KEVIN	185.0	MARTIN, JON	17.0	BOX, RUSSELL	10.0
ROWE, DON	136.0	STUBBS, STEPHEN	17.0	BRACKET, TYLOR	10.0
SPARKES, JACK	81.5	ERBSKORN, LARRY	15.0	DAVIS, KENNY	10.0
ROGERS, GEOFF	64.5	HARGIS, MARK	15.0	DIETZ, DON	10.0
LAQUEY, JEFF	63.0	FOX, MIKE	14.5	DIETZ, JONATHAN	10.0
MAYO, STEVE	39.5	CRAWFORD, JIM	14.0	DURYEA, KATHY	10.0
HAMMOND, EARL	38.5	JOHNSON, KYLE	14.0	GOLD, JOE	10.0
HETZEL, ALLAN	36.5	HARVEY, JOHN	13.3	HENNING, CHRIS	10.0
BROGDON, BRANDON	28.0	FISHER, JOHN	13.0	HORN, ED	10.0
STOKES, JOE	27.5	PRICE, LARRY	12.5	MILLER, RICH	10.0
DILLON, CURTIS	24.0	RAMSEY, ZAC	12.0	PATTERSON, JEANNE	10.0
JOHNSON, ALAN	23.0	BRANDT, BRIG	11.5	PATTERSON, STEVE	10.0
CHRISTILLES, CINDY	22.3	BURPO, PAUL	11.0	PEACH, ANDY	10.0
DIVINS, GLEN	21.5	HENSON, BJ	11.0	ROMA, FRANK	10.0
BEHLING, TOBIN	19.5	LANKFORD, KENNETH	11.0	SOLLENGERGER, PAUL	10.0
McGUIRE, MAT	19.5	MOSLEY, MATT	11.0	STRICKLAND, DANIEL	10.0
ROYAL, KEN	19.0	MOSLEY, TONY	11.0	STRICKLAND, LYLE	10.0
HALEY, WAYNE	18.0	JOHNSON, KATHY	10.5	TUCKER, KEATON	10.0
ROBERTSON, ROY	18.0	BISBALLE, JEFF	10.0	TUCKER, SCOTT	10.0
BERRY, JOHN	17.0	BONAVITA, KRISTI	10.0	WALLACE, BOYD	10.0

RockShox Supports IMBA Clubs' Work in 1999

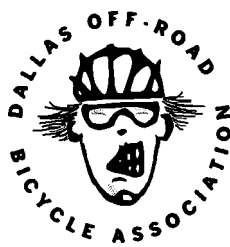
DORBA as well as more than 100 IMBA-affiliated mountain bike clubs around the world received new McLeod trailwork tools in November thanks to a \$10,000 grant from RockShox, Inc. Manufactured by Zac Tool Manufacturing of Simi Valley, California, the 240 tools were prepped at no charge by Precision Deburring Services (PDS) of Santa Fe Springs, California, and painted RockShox SID red by Crest Coating of Anaheim. Cardinal Paint, of City of Industry, California, donated the custom SID paint.

Mountain bikers will put the tools to work building and maintaining trails from Miami, Florida to Vancouver, British Columbia, and from northeast Maine to Los Angeles. Tools will also improve trails in Switzerland, the Netherlands, France, Germany and the United Kingdom.

“This is the third year that RockShox has generously backed IMBA's tool grant program,” says IMBA executive director, Tim Blumenthal. “The improvements made possible by these tools provide a priceless benefit to mountain bikers and other trail users.”

RockShox Communications Director, Steve Boehmke says that “RockShox is pumped to be able to help out IMBA clubs with custom-painted McLeod tools. The sport of mountain biking is nothing without trails to ride on, so maintenance and development of riding areas is key to the success and fun aspects of our support. IMBA should be commended on their efforts to provide organization and guidance to trail crews across the globe.”

In 98, IMBA member clubs and individuals volunteered more than 150,000 hours of trailwork. Thanks to the continuing support of IMBA corporate sponsors like RockShox, IMBA clubs will surpass this figure in 99.



Member Benefits & Programs

Superdude Program

Each year, DORBA rewards trail maintenance volunteers Superdude status if they complete the following criteria: Complete 10 hours of trail maintenance at an organized trail workday; or by completing 10 hours in trail maintenance assigned by one of the trail stewards.

Superdude's are awarded a prize after 10 hours. In 1998 Superdudes picked prizes, donated by local bike shops, in order of volunteer service completed. Superdudes are announced and prizes are awarded at the DORBA Holiday Party in December.

Discounts Available

Most area bicycle shops offer DORBA members discounts on parts and accessories. Offers vary from shop to shop and we hope to include a listing in the next issue. Please support your local shops - a number of them have been very generous to DORBA over the years and they deserve your support.

PayDirt Program

TMBRA has again agreed to include a trail maintenance/construction component as part of the points calculations for naming the overall winners of the 2000 Texas State Mountain Bike Championship Series.

The Paydirt(c) Program will give racers first place points for completing a minimum of 10 hours in trail maintenance/construction. Qualifying dates for the 2000 Championship Series are May 4, 1999 until May 1, 2000. The form to submit your hours can be printed from the DORBA website (www.dorba.org); at your local bicycle shop; or by calling the DORBA hotline and requesting one be mailed to you.

Participants are just required to complete 10 hours, but are encouraged to do more. Race promoters have secured over \$2,000 in prizes to be awarded by raffle to all participants of the program. For every 5 hours over and above the minimum of 10 your name will be entered an additional 1 times in the raffle. For additional information on this program, please contact Jeanne Patterson (972) 377-2316.

Members Classified Ads

1999 17" Trek 8900 with less than 200 miles on it. Bike has Hayes Hydraulic brakes, Rolf wheels, Kore stem (added), XTR drivetrain, Continental tires, etc. Kept in immaculate condition.

Selling for only \$1300.

Call John McCauley @ (817) 980-9480 or email me at Bike707@aol.com.

New! Free! Kid's Expo/Training Camp

New this year, TMBRA and TBC (Texas Bicycle Coalition) are proud to present the Special, Kid's Thing - a Junior Mountain Bike Expo. Okay, maybe we can't come up with a great name...but, we've definitely got a great Program to attract Beginner to Expert Junior Riders.

From noon to 4:30, Saturday preceding every TMBRA 2000 Series race, kid's will be invited to this "hands-on" area featuring: 4) different obstacle courses; 2) age/distance appropriate courses (a slow race & a fast one!) Plus an Expo area where kids can learn to change a tire and put a chain back on, find out about further off-road riding, even what "hazards" to greet and which to avoid. It's a must for all Beginner and Experienced riders.

Under this new program spearheaded by TBC and TMBRA, Kid's Thing Promoters, Diane Uhl and Jeanne Patterson, plan to turn young heads towards the pleasures of mountain biking. There will be plenty of familiar faces and lots of fun. We're hoping to attract local clubs and bike shops to volunteer expertise to this new exciting event.

For more information: Diane Uhl (512) 360-4950 or e-mail: ride24more@yahoo.com; or TBC Chair, Jeanne Patterson (972) 233-0861 or e-mail: mtbin@aol.com.

Check the Website: WWW.TMBRA.ORG for the schedule.

DORBA APPLICATION

Single (\$20/yr): _____ Family (\$25/yr): _____ New: _____ Renewal: _____

Name: _____ Age: _____

Address: _____ City: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____ E-mail: _____

If Family Membership, names & ages of other family members: _____

Would you like to volunteer to help and if so how? _____

Please tell us how you heard of DORBA: _____

WAIVER OF CLAIM - (Must be read and signed)

In consideration of membership in the Dallas Off Road Bicycle Association (hereinafter referred to as DORBA), I, for myself and my minor child/children, heirs, executors, administrators and assigns, hereby agree to forever release and discharge any and all rights, demands, claims and causes of suit or action, known or unknown, whether arising now or in the future, that I may have against DORBA, any other participating sponsors, its officers, directors, employees, representatives, agents and volunteers for any and all injuries, including death and any property damage in any manner arising or resulting from my participation or my child/children's participation in any activity conducted by or in conjunction with DORBA.

I attest and verify that I have full knowledge of the risks involved in mountain bike riding and in all DORBA activities, that I assume those risks, that I will, without limitation, assume and pay any and all medical and emergency expenses incurred on my or my child/children's behalf in the event of an accident, injury, illness, or other incapacity while participating in any DORBA activity, regardless of whether I have authorized such expenses.

I further agree that in the event I require medical or surgical treatment while under the supervision of DORBA or any of its representatives, such DORBA representative may authorize medical treatment for myself. I have read and agree with all terms of this waiver.

Signature: _____ Date: _____

Signature: _____ Date: _____

Return to: DORBA, 18484 Preston Rd. #102-106, Dallas, TX 75252.

DORBA
18484 Preston Rd. #102-106
Dallas, TX 75252