



The Oregonian
HOOD TO COAST RELAY
and
PORTLAND TO COAST RELAY

The 1990 Race

The 1990 version of the Oregonian Hood To Coast Relay is now history. Weather conditions this year were ideal. We experienced cool and occasional rainy weather throughout the race course and the welcome warmth of the sun and clear weather at the beach.

Because of the ideal weather, the times for the top teams were very fast this year. Taking into account the additional length of this year's course, new records were set in most of the Team Categories. The four-time defending Men's champion, Killer Bees, were dethroned this year. A new team from the Palo Alto/Bay Area, The Athletic Dept/Black Flag, shattered the Bees' course record with a time of 16:03:54. Six minutes behind in close pursuit was an elite team from Eugene, appropriately named Sport Hill-Eugene.

The women's competition saw a familiar battle take place. For the third year in a row, The Chicks That Crank from the Seattle area was able to hold off a great challenge by Portland's Coastline Cruisers. The difference between these two teams was a mere 3 minutes.

In the Mixed Open division, again, we witnessed a familiar dual. Prevailing over Nike Portland Road Crew was defending champion, Nike & Green's Express, in a record time of 18:28:57.

This year saw the inaugural running of the new Portland To Coast Relay. This event was created to help relieve some of the entry pressure on Hood To Coast. With Hood To Coast's maximum number of teams fixed at 750 teams in the future, hopefully, this new event can syphon off some of the less physically fit teams from HTC. The last Portland To Coast finishing teams completed this event more than two hours before the winning team in Hood To Coast. Neither event's participants ever

saw each other on the race course.

Unfortunately, traffic congestion was a major problem for a large number of teams in Hood To Coast. A few years ago we designed a computer model which established the ideal mixture of slow-medium-fast teams for each Start Wave so as to result in a smooth flow of teams throughout the race course. The starting wave which the slowest teams typically began in was several hours after the first start wave. Because of complaints from these slow teams each year, this year we placed these teams in the first start waves of the race. This turned out to be a mistake. A large percentage of the teams got stuck behind these slower moving teams in the stretch of narrow country roads from St. Helens to Seaside.

This Winter we plan on entering into the computer every individual leg time for every team which completed this year's race. These times were those noted on each leg of your Scoring Sheet. This data will indicate how many teams were at every exchange point at any given time throughout the 1990 race. From this starting point of analysis we will move teams around until we can establish a consistent, ideal number of teams at each exchange point. This analysis should result in what the optimum starting time for every team in the 1990 race should have been. This new computer start wave model will be the basis for placing all teams into their appropriate start time in 1991.

Next, we are going to enforce the use of the alternate routes by the second van along the section of the course from St. Helens to Seaside. Included within all teams' 1990 Race Packets, these alternate route driving guides were ignored by nearly all of the teams. In 1991 we are going to require that all teams place their first six runners (legs 1-6) in one van and their last six runners (legs 7-12) in their other van. Along the race course, ONLY the properly marked van will be permitted to proceed

ahead on the race course. County and State Police, which we will be hiring for traffic control, will direct all vehicles without proper identification onto the alternate routes. No exceptions. This will remove 50% of all of the team vehicles off the course as well as 100% of all of the teams trying to sneak extra vehicles onto the course.

The 1991 Races

Entry forms for the 1991 races are included with this publication. Hood To Coast filled up within three months in 1990 even though entry flyers were never distributed to athletic stores and other outlets. Because we have been asked to make these forms available to the "general public" this year, we anticipate that the 1991 race will fill up even faster. So don't procrastinate!

The Team Entry Fee is being raised this year. Primarily, this money will fund many of the improvements which runners have been requesting for the last several years. The reasons for this increase are as follows:

1. A portion of this increase will be donated to our two new charity beneficiaries: **UNITED WAY** and **HOLLADAY PARK MEDICAL CENTER AUXILIARY**.
2. 100% cotton participant t-shirts.
3. More porta-potties throughout the race course.
4. As mentioned above, we will be hiring County and State Police to help direct traffic along the course from St. Helens to Seaside.
5. Finisher Medals for EVERY team which finishes the race.
6. An expanded Finish Area Party along with other rising race expenses.

1990 HOOD TO COAST RESULTS

Men's Open

Table listing Men's Open race results with columns for rank, name, and time. Includes entries like ATHLETIC DEPT/BLACK FLAG, SPORT H'S, KILLER B'S INSPO...ATHLETICS EAST, etc.

Table listing race results with columns for rank, name, and time. Includes entries like BEACH BOUND BOUNCING BUNS, HOOD TO MERE, LARCHMONT TRACK CLUB, etc.

Corporate Men's Open

Table listing Corporate Men's Open race results with columns for rank, name, and time. Includes entries like KAISER PERMANENTE MEN #1, U.S. BANK - QUICK ASSETS, FREDDIE'S FLYERS, etc.

Table listing race results with columns for rank, name, and time. Includes entries like THE FLAMING SOLES, BONTOWN ATHLETIC CLUB, PGE SUPER GOOD CENTS RUNNERS, etc.

Ment's Submasters

Table listing Ment's Submasters race results with columns for rank, name, and time. Includes entries like THE 1515 FLYERS, GRATING HARES, COLUMBIA VALLEY ROAD RUNNERS, etc.

