

Harland said. "It took a lot of guts, but it needed to be said. It took a lot of pressure off of the other competitors. We've always known that we can drop out, but that always implied that we couldn't take it. When Weber dropped out, it opened the door for the rest of us to make that same decision if we had any doubts."

Does Harland have any doubts?

"No, not really," he responded. "Everyone thinks of falling, but I don't worry about it. There's just too much more going on during a run to worry about biting it."

What goes through a speed skier's mind at 120 mph? Does he talk to himself about maintaining form and control?

"It's not so much talking to myself to stay in control, but rather my brain telling my body what to do," Harland explained. "My body reacts to what my brain is saying. At speed, it doesn't take much movement to make adjustments."

Sometimes all it takes is just a slight movement of the head to make the necessary corrections, he said.

Training for speed skiing is limited. Harland runs and lifts weights to stay strong enough to take the pounding he must endure while speeding down the course. He does stretching exercises to develop flexibility and practices his skiing at Willamette Pass, where he's a ski instructor.

"But you just can't train for

what the wind will do to you at 120 mph," he said.

To get some idea of what it's like to ski at that speed, imagine walking on level ground during a windstorm. With the wind at 40 mph, you have to lean forward to make any headway. At 50 mph, you have to lean forward just to hold your ground. At 60 mph and above, you have to hold onto something to keep from blowing away. Now consider the wind turbulence a speed skier encounters at 120 mph. And that doesn't even take into account the chattering skis the speed skier must try to keep on the snow.

Some speed skiers train in wind tunnels if they have the opportunity. But this is expensive at \$100 an hour, and again

gives no feel for the instability of the skis on the snow.

"The skier can just sit in his boots," Harland said. "They end up perfecting an aerodynamic posture that would be impossible to maintain at speed."

Speed skiers have also been known to ride on top of cars, with their skis secured to the roof rack.

"It's common for the Europeans to do that," Harland said. "But I'm reluctant to do it — it's pretty risky."

Before the World Cup tour starts again next April, Harland is concentrating on building up his strength and flexibility. When Willamette Pass gets enough snow to open for the winter, he'll go back to work as

a ski instructor and use his free time to hone his skiing skills.

The ultimate goal for speed skiers is to go as fast as they possibly can. The one barrier that most often prevents them from going as fast as is physically possible is a mental barrier.

"All skiers have a speed threshold," Harland said. "Once they reach it, they don't want to go that fast again."

For all the training they go through, and all the specially designed equipment and courses they use, the sport of speed skiing isn't man against man or man against the mountain or environment.

It's man against himself and his self-imposed barriers.

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### INFORMATION TABLE:

Mon. Tues., Nov. 3-4  
9:00 a.m.-3:00 p.m.  
EMU Lobby

### AFTERNOON SEMINARS:

"Peace Corps in Jamaica"  
Tues., Nov. 4  
12:30 p.m.-1:30 p.m.  
EMU, Room 108

"Peace Corps Opportunities  
World Wide"

Wed., Nov. 5  
3:30 p.m.-5:30 p.m.  
EMU, Forum Room

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### EVENING SEMINAR:

"An Evening In Nepal"  
Mon., Nov. 3, 7:00-9:00 p.m.  
EMU, Room 101

### SCHEDULED INTERVIEWS:

Nov. 18-19, 9 a.m.-4 p.m.  
Hendricks Hall, Career Planning & Placement Office  
Sign up in advance, bring your completed application to the interview.

## Harland

Continued from Page 9

"Some friends who were watching were sure I was going to fall. But I knew that I was not going to fall," he says confidently. A wistful look comes into his eye. "If only I'd had a clean run."

By the time he'd recovered and was back into his tuck, Harland was already past the steepest part of the course. All he could do was sit back and hope for the best. He still logged a fast speed, 115 mph, but he had done 116 mph the day before, starting lower on the mountain. Until he betters that mark, he'll always wonder how fast he could have gone with a clean run, he says.

Harland will have a chance to see how fast he can go next spring, when he heads to Europe for the 1987 World Cup tour. His goals are to move up in the rankings, from 67th fastest in the world and 14th in overall World Cup points. Somewhere down the line he'd like to set a world record.

"I know I can do it," he says. "I just have to stay at it and wait for it to happen."

Harland has other short-range goals. He wants to get a sponsor. Last spring's experience on the European tour was another low-budget affair.

"I had to manage 240 pounds of equipment and luggage on the European railroads by myself," he says in an exasperated tone. "The top speed skiers have sponsors that pay airfare and lodging as well as provide support crews for the skiers."

Having a sponsor takes a lot of pressure off the competitors so they can concentrate on skiing, Harland says.

"The guys are spoiled. Someone carries their luggage, someone pays for the hotel, someone drives him around town, someone carries their skis," he says.

Another short-range goal Harland has is to make speed skiing popular in the United States. The problem is that

speed has a bad reputation here. "When you mention speed skiing to resorts, it's like talking to a brick wall," he explains.

"Reckless skiers and inflated insurance costs are killing the sport of recreational skiing.

In Europe they approach the sport differently, Harland says.

"I was skiing with some locals, and they just went bombing down this cat-track (a narrow, winding ski trail) whooping and hollering. All the beginners on the trail just pulled off to the side and stopped as we zoomed by. They were in the way of superior skiers, so they just moved over," he says.

On slopes in the United States, it's up to the advanced skiers to avoid the novices.

They also settle accidents differently in Europe, he says.

"If you cause an accident or make someone fall, it gets settled right there on the mountain. You may have to buy them dinner or," he says with a laugh, "you may end up getting a punch in the nose. But in the United States, it's assault and you get slapped with a lawsuit."

To get speed skiing going locally, Harland envisions an Oregon tour.

Harland admits it will take a major change in ski resorts' image of speed skiing before an Oregon tour can take place.

"We've got to convince them that the emphasis is on safe speed, and not reckless, out-of-control mayhem."

If anyone can do it, Harland can. Making speed skiing popular in the United States is Harland's ultimate goal.

What about becoming a legend, like Prefontaine or Decker, or like Kalevi Hakkinen of Finland, who still speed skis at age 53? (There's a statue of him in his hometown.)

"No, nothing like that," says Harland. "I'd like a world record someday, and I want the sport to take off in the U.S., but no statues."



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