



# Century Road Club Association

April 2002

## FAQS about Attacks and Chases

by Scott Klion

Bicycle racing is a most unique and fascinating sport. In no other form of organized competition does the Mideast rule of politics—"The enemy of my enemy is my friend"—apply with such frequency and ferocity.

With every attack, new alliances form. Those who choose to join these sudden alliances know that, while it may improve their chances of success, it also imposes greater demands and obligations on them than at any other time during a race.

The purpose of this article is provide some guidance to those who find themselves participating in what is often the most thrilling and challenging part of bike racing—an attack or a chase. The advice given below is based in part on my interview with John Eustice. The use of the masculine pronoun is solely for stylistic convenience.

*I have attacked and am now in a break. What is my job?*

The "Prime Directive" for each rider in a break is quite simple — Do not under any circumstances impede the progress of the break. The two most effective methods for a break to maintain maximum speed are (1) a single paceline and (2) a double paceline. The method actually chosen by the group will depend upon a variety of factors, including the size of the break and each member's ability and level of commitment.

While you are expected to contribute to this effort as a member of the break, that is not an absolute obligation. It is always subordinate to your primary obligation of avoiding any action that might slow down the break, such as disrupting the smooth and orderly progress of the paceline rotation, be it single or double.

*What if I am in the rotation and feel myself blowing up?*

If you are in the rotation and find yourself reaching your physical limits, you must remember and observe the Prime Directive. The appropriate course is to sit out until you are ready to return and contribute positively to the rotation.

You should not allow yourself to get to the front of a double paceline rotation and be unable to pull through. That will impede the progress of the break by backing up riders behind you—a violation of the Prime Directive.

You should also not allow yourself to sit out a turn in a double paceline rotation without first announcing your intentions to the other riders. A simple but clearly-heard remark like "I'm out" or "Come in" will alert the riders around you that you are withdrawing from the rotation. That will avoid the creation of a gap—another violation of the Prime Directive.

If and when you have recovered, you can then re-enter the rotation. While not expected, you may wish to announce to the

(Continued on page 4 . . . )

## *Big Guy in Italy Starts Racing by Dan (pronounced Don) Plitman*

Parcel Ghost struck again last week. They delivered another box. Only one more to go. My confidence in them is returning.

You think that pedestrians get the right of way and that standard rules of driving apply in Italy. The reality is different. The order goes like this, entire packs of riders, individual riders, people going faster than you and then pedestrians. That's right, if you are walking do not expect a crosswalk to mean anything. You have to be on guard or you will come close to getting hit and probably drop dead from a heart attack. It is amazing how entire

(Continued on page 4 . . . )



Photo by Chung Chiang

*Who do we like on this lap in the points race? Old dogs pick their friends. Jim Boyd on the left with Carlos Dall'Orso, one of the best pickers (along with Paul Casino) since Lou Maltese, at start-finish line (about 79th St.) in Central Park, March 15. In the background a truck carrying pretzel stands.*

**Bring Your USCF License to Club Races**

## CRCA Board

### President

Mark Mariaschin  
917.359.0079  
President@crca.net

### VP of Rider Development

Beth Renaud  
212.274.9463  
RiderDevelopment@crca.net

### VP of Racing

Ann Marie Miller  
212.247.6531  
ClubRacing@crca.net

### Treasurer

Joe Mullins  
203.256.1005

### Secretary

Phil Simpson  
718.639.6264  
Fax212.956.2164  
Secretary@crca.net

### Director of Open Racing

(Open)

### Director of Teams

Marc Mauceri  
212.749.2685  
Teams@crca.net

### Communications Director

Jim Boyd  
212.222.8062  
Newsletter@crca.net

### Marshal Director

Ferdie Scharf  
212.222.8062  
Marshal@crca.net

### Director of Public Relations

Julie Walsh  
212.222.8062  
PublicRelations@crca.net

### Membership Director

Scott Klion  
212.222.8062  
membership@crca.net

Submission of material (except display advertising and photos) should be made via E-mail: JBoyd5@nyc.rr.com

Deadline for May 2002 issue is April 21

April 2002  
Volume 14, Number 4

CRCA News is published monthly by the Century Road Club Association (CRCA), a not-for-profit competitive cycling organization in New York City. Copyright © 2002 Century Road Club Association. Opinions expressed herein do not necessarily reflect the policies of CRCA. Address responses/material for review to CRCA, Box 20412, Greeley Square Station, NY, NY 10001-9992. We cannot guarantee the publication of everything received. Submissions are subject to change under editorial review. Display Advertising Rates for camera ready copy are: 4.75x3.5 \$50; 7.25x4.25 \$90, 7.25x9.5 \$150.

## CRCA Coaching April Schedule

The following sessions with Deirdre Murphy (Rainbow97@worldnet.att.net) meet 6:30 p.m. (evenings) at the bench across the road from Central Park Boathouse (just south of the start-finish line). For all levels; beginners welcome.

**Monday, April 8**, Race Preparation: Nutrition, warming up, having a plan.

**Monday, April 15**, Strategies: Learning to make the most of your engine.

**Tuesdays, April 2, 23, 30**, Hill repeats: Climbing techniques and suffering with your mates.

The following sessions with Todd Herriott (onerepmax@earthlink.net) meet at 90th St. and Fifth Ave. (Engineers' Gate), Central Park, at 6:00 a.m. (mornings) on **Wednesdays, April 3, 10, 17 and 24**. A power workout with hill repeats; learning a tactical approach to attacking and counter-attacking. All levels can benefit from these sessions.

- Rain cancels.
  - Coaching is free to Racing members, and to Associate members who hold a valid USCF license that shows CRCA club affiliation. Bring this license with you. You are expected to wear your club or subteam jersey.
  - Check [www.crca.net](http://www.crca.net) for last minute changes.
- Compiled by Beth Renaud*

**First-class U.S. postal rates will go up three cents per ounce, to 37 cents, starting this summer. Even more reason to get your CRCA newsletter via e-mail. Save the club some money and get it faster.**

**Send me an e-mail JBoyd5@nyc.rr.com and ask for electronic delivery.**

It's the Night Ride again and it's still against club policy. The board voted unanimously at its February meeting to reiterate the club's stand against members participating in the night ride in Central Park. It is too dangerous for riders and for all others who use the drives, it is not good training and it gives a bad name to cycling. Don't do it. ¶

## Donations to CRCA

Instead of a donation to the club, you can help CRCA by giving to Central Park Conservancy or to Central Park Foundation and receive a tax deduction. See below.

## Donations to the Park

If you contribute to the Central Park Conservancy or to the Central Park Foundation, you can send the money through CRCA. You get all the tax deductible benefits and CRCA gets the credit. Call Julie Walsh, CRCA Publicity Dir., for more information.

CRCA has had in 2002 over \$21,000 given to the Conservancy in its name.

## Classified Ads (free to members)

**Klein Quantum 2 Road Bike**, 52 cm, Shimano Ultegra, Mavic rims, Stronglight headset, Look Carbon-Arc pedals, San Marco saddle, Profile aero-bars, exotic custom pain, bought in 1993 but hardly used. Absolutely mint, feels and looks like a Ferrari, \$1000, or best offer, 212.595.0305 (leave message).

**2002 Dura Ace crankset**, brand new, 177.5mm length with 39/53 chainrings. They are the new FC-7701 cranks and use a splined bottom bracket, \$170.00, Tom Mains, bikeguy1@ix.netcom.com.

### Special Discount for CRCA Members

ADMIT ONE

**SPECIAL SNEAK PREVIEW NIGHT!**

**THURSDAY MAY 2 ONLY**  
5pm - 9pm  
Pay just \$5 with this pass!

The New York City



**BICYCLE SHOW 2002**

ADMIT ONE

**DISCOUNT ADMISSION with this pass:**

**\$8**

**Friday May 3**  
11am - 9pm  
**Saturday May 4**  
10am - 9pm

Regular admission price **\$10** without pass:

Take the **ACEFNR 1 2 3 9** subways or the **PATH** train to: **PENN PLAZA PAVILION • 33RD ST & 7TH AVE**  
[www.nycbicycleshow.com](http://www.nycbicycleshow.com)

# Local Race Schedule

(CRCA club races in **bold face**: number of laps may be reduced because of weather. Fields may be combined if there are insufficient motorcycles. Sign-in opens 45 minutes before race start at Rambles parking field – by start-finish line on top of Cat’s Paw Hill. Call 212.222.8062 for latest race information.)

When	What	Where
<b>Saturday, April 6, 6:00</b>	<b>CRCA Scratch, A’s, 6; B’s, 5; C’s 4</b>	<b>Central Park</b>
* Saturday, April 6, 7:30 (Daylight Saving Time begins)	Floyd Bennett Field (fields listed below)	Floyd Bennett Field
* Sunday, April 7, 6:30	Spring Series (fields listed below)	Prospect Park
<b>Saturday, April 13, 6:15</b>	<b>CRCA Team Cup, A’s, 7; Women, 6; B’s, 5; C’s, 4</b>	<b>Central Park</b>
* Sunday, April 14, 6:30	Spring Series (fields listed below)	
<b>Saturday, April 20, 6:00</b>	<b>CRCA 2-lap Individual Time Trial, USCF Categories</b>	<b>Central Park</b>
* Sunday, April 21, 6:30	Spring Series (fields listed below)	Prospect Park
* Sunday, April 28, 10:15	St. George (right off the ferry)	Staten Island

\* Categories for Spring Series and for Floyd Bennett races are: *Pro, 1, 2, 3; 3 & 4; Masters 35+; Cat. 5*

There are no club races in May.

Saturday, May 11	Orchard Beach Criterium	Orchard Beach, NY
Sunday, May 12 (See flyer in this issue.)	Harriman Springfest	Bear Mt., NY

Kissena Twilight Track Series, Wednesdays, May 1 - August 28, Registration 6:00 - 6:30 p.m., racing from 6:30 until dusk at the Kissena Velodrome, Flushing, NY. Coaching on Saturdays: May & June, 3:00 p.m.; July & August, 5:30 p.m. Bikes can be rented if you arrive early. [www.kissena.org](http://www.kissena.org), 212.431.9732.

Below are dates given to CRCA by the parks department for which tentative fields and race formats have been planned. But a lot can happen in the meantime, so don’t schedule your honeymoon or the delivery of your baby around them.

Saturday, June 1, 6:00	Scratch Races
“ June 22, 6:00	Team Cup
“ June 29, 6:00	Scratch Races
Saturday, July 6, 6:00	Lou Maltese Memorial (open race)
“ July 13, 6:00	Scratch Races
“ July 20, 6:00	Scratch Races
“ July 27, 6:00	Scratch Races
Saturday, August 3, 6:00	Points Race
“ August 17, 6:00	3-lap Team Time Trial
“ August 24, 6:00	Team Cup
Saturday, September 7, 6:30	2-lap Individual Time Trial Championship
“ September 28, 6:30	GS Mengoni Grand Prix (open race)
Saturday, October 5, 6:45	Club Championships
“ October 19, 6:45	Points Races
Saturday, November 16, 6:30	Turkey Race

(Big Guy in Italy, . . .continued from page 1)

packs of riders get treated here and you rarely have a problem with any driver, but of course there are always exceptions.

On Tuesday I went to Dr. Magnani to get myself tested to find out what my maximum HR is, as well as my anaerobic threshold. Well, I got there this time with Look cleats ready to punish myself. After he got me all wired up I got on his bike, which is obviously small for me [remember, he is 6'7", Ed.]. I started to pedal and increased my speed as the computer told me to and then at 150 BPM and 38 Kph I had trouble keeping the speed up and he stopped the test and told me to return when I was more rested. He said that I was not rested enough. I had taken Monday off hoping that I would have recovered enough, but I guess not. That plus the small bike caused the muscles in my thighs to burn from the new position and, as any of my riding buddies know, I need a longer time than most to warm up.

It has been a while since I had any wheel problems, probably because I did not ride for almost two months when I got here. My rear clincher that was brand new when I got here and was even tied and soldered broke a spoke after just 1500 miles. I took it into the bike shop to have them replace the spoke. Keep in mind they had to unsolder the broken spoke and then solder the new on. They only charged me 7.90 euros. That is \$7.11. Unbelievable. How do these guys make a living?

Roberto and I went out yesterday in shorts and arm warmers. It was 72 degrees. We did two mountains and then went home. We took it easy on both the climbs, but pushed it at the top. Plus on the first descent I really pushed it down the mountain in my 53x11 and I almost went off one of the turns. I had just a little too much speed coming into it. My descending is getting better and I actually dropped Roberto by minutes on the descent. On the way up the second climb I was hurting since I had raced the day before and I said, "I can't wait until I pass 200 pounds."

Roberto said, "What are you at now?"

"215, but I was 286 last year. It has just been coming off so slow."

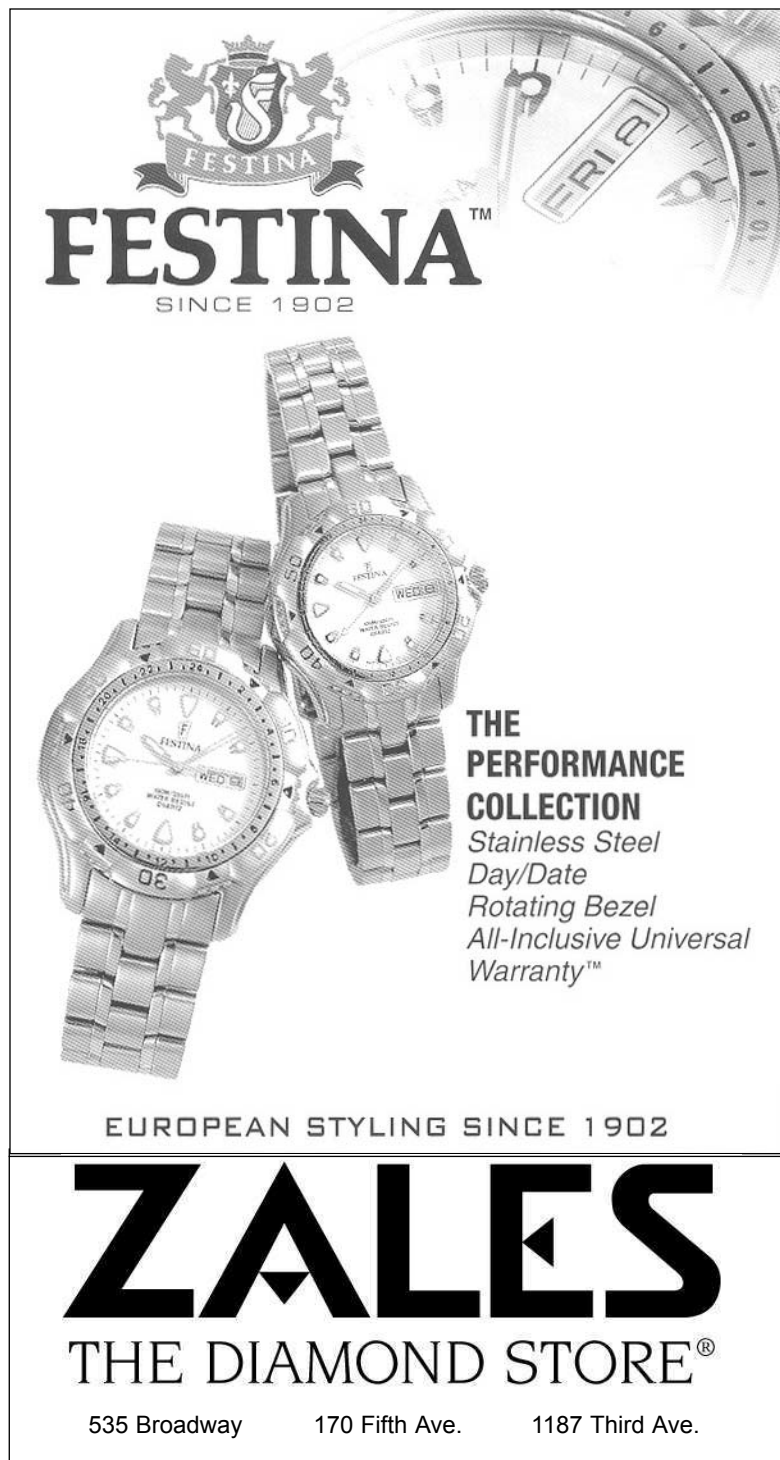
"Where do you want to get to?"

"190 or less."

### *My first race in Italy*

It can always go better. The day started with me putting on my new team kit, which is a little small. The Jersey would fit Burroughs York tightly. It is a size 48, but believe it or not I can wear it. Well my plan was to ride to the race and I gave myself two hours to get there, about 40 km. I had plenty of time. I was halfway there and I broke a spoke on my rear wheel. I called Roberto on my cell and asked him to bring me my clincher training-wheel. He showed up at 2:20 PM. I figured he would offer me a ride to the race now since I only had 40 minutes to get there but he didn't. I then proceeded to ride to the race and had to push it a little bit. It gave me a good warm up.

There were no signs for the town I was looking for and so I had to ask 3 people for directions. I finally got to the town at 2:53 PM. 7 minutes until race time or at least I thought. I then couldn't find the race. I finally found some guys riding to the race and asked them. I got to the race and I am told that registration is back in the town, but I am nervous that I



**FESTINA**  
SINCE 1902

**THE PERFORMANCE COLLECTION**  
Stainless Steel  
Day/Date  
Rotating Bezel  
All-Inclusive Universal Warranty™

EUROPEAN STYLING SINCE 1902

**ZALES**  
THE DIAMOND STORE®

535 Broadway      170 Fifth Ave.      1187 Third Ave.

will miss the race and so I head right to the start line and the official tells me that my race is after the one that is going on and that he will have them bring me up a number. Talk about being the outsider. It was so obvious that the onlookers were all talking about me, either because I am so tall or because my jersey was so small. I rode the course once and then waited for my race to start.

The start of the race was real relaxed. We started to ride at a walking pace and then about a kilometer down the road the attacks started and they never ended. It was unbelievable. These guys attacked all the time. Constant. One after the other. There was no time for sitting in. It was work, work, work.

Half the course was a slight uphill with a steeper hill at the top and then a very fast descent. There were three real corners and three

(Continued on page 5 . . .)

other riders that you are ready to return to the rotation (a simple "I'm in). That will avoid potential collisions and disruptions to the rhythm. Remember, any help you can offer, even if it is one pull every five turns, will be appreciated by the break ... just as long as it does not violate the Prime Directive.

*What if someone in our break is blowing up?*

If a rider in the break begins to slow down, it is not considered poor etiquette to move that rider out of the rotation, either by a simple suggestion or by affirmative action. Yelling "Pull Through!" does not accomplish much other than to annoy and embarrass the fading rider.

If that rider is directly in front of you, just pull around him. Once clear, you and the group behind you can then re-establish the paceline.

Alternatively, you can use this situation as an opportunity to attack, leaving the slower rider (or riders) behind. As circumstances will vary from break to break, the best course of action to deal with a fading rider can only be decided when the occasion arises.

*What if I am in the break but our team's sprinter is back with the pack?*

Remember the Prime Directive. You must not work yourself into the rotation to slow it down so that your sprinter can catch up. However, there is nothing wrong with sitting out completely and letting others do the work. Similarly, there is also nothing wrong with staying in the rotation and riding as hard as everyone else but less hard than you might be capable of riding. Either way, you may not make many friends, but in the end they will understand your obligation to your team.

*What if I am in the break with another team's sprinter or other rider who is clearly not doing his or her fair share of the work, possibly to conserve energy for the last 100 meters?*

Here is where things get really exciting. Each person in the break wants the group to stay away from the pack, but, individually, each wants a fair shot at winning.

The accepted response to this situation is to attack the offending rider. Others in the break should understand what you are doing and join in.

This way, you force the suspect's hand. He will have to choose between getting dropped or contributing to the break. Either way, the Prime Directive remains inviolate.

The same action (attacking or other attempts at gapping) is an accepted

response to anyone else sitting in or otherwise slowing down the break. Remember, this is a test of speed and endurance, not a training ride for the lowest common denominator.

*What if the break is not going as fast I think I can go?*

You have two choices in this situation. You can stay in the rotation and save yourself for the finish-line sprint or you can attack the break and try to stay away, either alone or with others, should any choose to join you. You should not simply muscle through your pull and create gaps in the rotation (unless you are purposely attacking). This disrupts the flow and so is a direct violation of the Prime Directive.

*I did not make the break, but I have a teammate in it and the chase is on. Should I try to block?*

It all depends. If a single team has formed a chase because they do not have a rider in the break, it is considered bad form to interfere with their effort. The proper course of action is to sit in and let them, if they can, bring you and the rest of the pack up to the break. If they succeed, you are fresh for a counter-attack.

If a composite group has formed a chase, there is nothing wrong with trying to counter their move, but it must be done the right way. The wrong way is to enter their rotation and sit up each time it is your turn to pull through. It is also wrong to jump around a chase group, move in front of them and then sit up. Both tactics are dangerous and considered bad form.

The appropriate method of "blocking" is to establish a false tempo. This means that you ride at a speed that is slightly faster than the usual pace of the pack so that they think you are chasing, but slightly slower than you believe the break is riding so that you do not actually catch them. Deception is all part of bike racing. Obstruction is not.

*What if someone tries to bridge to the break?*

The same rules apply. You cannot impede the progress of a bridge. You can latch on and let it pull you to the break, or you can join in and contribute to the cause. But you must not actively interfere with the effort to bridge, whether the attempt is being made by one rider or several riders.

Attacks are a natural (and in my opinion the most exciting) part of bike racing. Therefore, you should neither avoid them nor be intimidated by them.

Above all, whether you are in the break or in the chase, keep a cool head. Remember, this is supposed to be fun.

Now, go get 'em!

turns. One of the corners was after the descent and it had sand in it. They do not clean the course as they do in the U.S. The first time through the turn I got out of my saddle to jump out of the turn and my front wheel was really soft. It did not look flat and so I kept on racing and kept on eye on it. It caused me problems throughout the race and slipped out from under me a couple of times. I figured that I just needed to put more air in it next time.

It was only a 50 km race around a five km. loop. I was not ready for the constant attacks and so I ended up spending a lot of time toward the back of the field. There were a few times when I thought I was going to get dropped, but then I dug deep and stayed in there. I think a lot of the people watching had written me off a few times and were surprised to see me back in the middle of the pack on the following lap.

#### *Attack at three laps to go*

With three laps left there was an attack and the field split in half. I was in the second half. Everybody was trying to close the gap and couldn't. I was not going to let half the field have it so easy and so I ended up taking it over 40mph down the descent to close the gap. I was pushing my 53X12 all out. Boy did it hurt. Now the field was regrouped, but the attacks continued and I was trying to recover from my effort. On the final lap the rider in front of me caused a gap and I did not have the strength to close the gap and so I ended up finishing just behind the field.

So it could have been better and tell you the truth I believe that the next race will be significantly better. The rider who caused the gap came up to me at the end of the race to say he was sorry about causing the gap. I wanted to tell him that I should not have been in the back, but I did not know how to say it so I just shook my head. The race official gave me a big thumbs up. I think they realize that I will not be finishing in the back for very long.

Was the race over? Not for me. It was 5:20 PM and I had to ride 40 km before the sun went down. It starts to get dark at 6 p.m.. I had to hammer home. I managed to get home within an hour and before the sun was completely down.

At first I was disappointed with my first race, but then after I thought about it some more, I realized what I need to do next time and that it was a good learning experience. Plus I have added an after-

(Continued on page 6 . . .)

*(Big Guy in Italy, . . . continued from page 5)*

noon interval session to this week's training. I will be doing 1:30 on and :30 off to get used to the attacks.

Oh yeah, I checked my front tubular when I got home and it had 40 pounds of pressure in it. I did have a flat and only because it was a tubular did I get away with doing an entire race with a flat not to mention the ride home. With that in mind I rode pretty well. My bike handling skills aren't as bad as I thought since I did not go down in any of the turns, descent or when I was sprinting with my wheel slipping on me.

Well the last box has finally arrived from Parcel Ghost—four to six week delivery estimate—I have now been here for over three months. Roberto was away for the week and so I had to walk two miles to the main post office and then walk back with the box. Not much of a rest day.

My parents visited and on Sunday we went up to Verona, which is a really beautiful city. It also happens to be the venue of the world bicycle racing championships a couple of years ago and they will have it there again in 2004. We went driving up the hill that overlooked Verona and as we were driving I realized that it was the world's circuit because there was still faint writing on the ground from the race.

On Monday March 11 I went out for another epic ride. I would have been longer, but I was just getting over my cold and I got home late from Milan and so I needed to sleep in to make sure I got enough sleep. I went out for seven hours and went seven climbs, five of them 5.5-6 km long and the last two were ten km. and eight. My weight before the ride was 222 lbs. and 209 lbs. after. [*Dan carries his weight on a 6'7" height. Ed.*] If only it was that easy to lose weight. Don't be concerned my weight is not 222, it is 215 which is still way to high. It is spring in Imola and so the ride was beautiful with lots of plants starting to bloom and a U.S. Postal Pro sighting

With some research I found out that the one Italian Giampaolo Mondini who rides for USP team lives in Faenza, a town near by. The second time I saw him I was out on my seven-hour ride and he said 'hi' to me, which is very unusual because riders do not say hi to each other here because if they did, they would have to say hi every five seconds to someone.

On one of my rides I was coming up on a farmer who was spraying his field with

pesticides and when he saw me coming he stopped spraying and waited until I passed. I think it was Lance Armstrong who said that in Texas he passed a sign that said ban bikes not guns.

Since I am certified to teach spinning I went to watch a spinning class here to see how they do it in Italy. Veraldo was the instructor. He is an ex-sougnier from Mercatone Uno and he is best friends with Marco Pantani as well as Fabiano Fontanelli. We spoke a little after the class and he told me to call him to go riding sometime. I look forward to riding with him to learn from him and to meet the people he knows in the pro cycling world. Maybe I can even get a free massage.

### *Second race on Saturday*

I did my second and third races this past weekend. On Saturday I had a race in Cervia, a very nice coastal town. I rode my bike to the race and I was psyched. I was prepared to be more aggressive and my legs felt pretty good. My ride to Cervia was 80 Km. Some of you may think I am crazy for riding to the race but, believe it or not, I do not ride hard and it really gets me ready for the race. I am all warmed up.

My race was the last race of the day. The weather was beautiful all day and then when we neared my race the fog came from out of nowhere. My teammate, David, told me to forget about the race and to come back with him in his car. I told him that I was racing. He kept telling me not to ride home in the fog and to take the train. I told him not to worry.

It was finally race time. This time it was more formal like most Italian races. They call each rider by name and number to make sure that they are there before the race starts. The course was a flat circuit with one hard turn and two sweeping turns. The race went as expected with a lot of attacks. This time I made sure to stay near the mid to front of the pack. Things were status quo. All the attacks did not hold, but then with four or five laps left a small group of three to five riders got off the front. The fog was so bad we could not see them down the road.

One of the riders in the break had two guys blocking. I tried to get things going but the guy blocking kept screwing up any chase efforts.

At one point I found myself off the front and I was not even riding hard. I looked back and could see that the bunch was completely strung out and there were two guys trying to get on my wheel with

another guy trying to get on their wheel and then a gap to the pack. I still was not going hard and I was not sure whether to go for it or just keep soft pedaling. I did not want to do all the work and then be left out in the cold. I used the road to my advantage and rode the lip of the tar in all the bumps making it very hard for anybody to follow my wheel.

I made the wrong choice and I am still thinking about it over three days later. I did not commit and go for it. I should have gone for it, but I wasn't sure how big the gap was on the pack and I did not want to bring the whole race together for the other teams.

I finished with the pack sprint and I was disappointed because the course was great and I had my opportunity and did not take it. You can bet your life that will never happen again. The racing here is real relaxed, unlike in the U.S. What I mean by relaxed is that the courses are partially closed and not really cleaned or repaired. All the things that can happen during a race are just part of the race. If a car gets on the course you ride around it, if there is dirt in a turn you better be careful and so on.

After the race I took the train home, which took me a few hours and so I did not get to sleep until 11 PM and my race the next morning was at 10 AM.

### *Third race on Sunday*

On Sunday I did my third race. When I woke up in the morning the fog that came in from the sea last night was out in full force in the morning. It did not help motivate me to go out and race, but I told myself that after the race I could rest for the rest of the day. It was 46 degrees and I had one and half hours allotted for my ride to the race. The fog was really bad and I had my little red light on my back, but I do not know how helpful it was to cars that were coming from behind me.

The course was small farm roads, which are narrow and have big ditches on either side. Every race before ours had a crash. We had to do eight laps of a circuit with eight turns and then we would go straight at the last turn and head for the sprint finish. I had a hell of a time getting around the group. I just could not move up and I was too scared about being pushed into the ditch and so I was working like a dog in the back part of the pack. The road was flat, but we were doing speeds as high as 33+ miles per hour.

*(Continued on page 9 . . .)*

# Century Road Club Association presents : 2002 Bear Mountain Spring Classic

HARRIMAN STATE PARK  
Bear Mountain, NY  
**Sunday, May 12th, 2002**  
Start Time **10AM**

Category	Distance	Entry Fee	Prizes	Field Limit
Senior Men Pro 1/2/3	98 miles	\$35	\$1500	150
Senior Men 3	70 miles	\$30	\$500	150
Senior Men 4	56 miles	\$30	\$200	125
Senior Women Pro 1/2/3	56 miles	\$30	\$500	75
Senior Women 4*	42 miles	\$20	\$200	75
Master 35+	56 miles	\$30	\$500	100

\* Women Cat 4 will start with Pro 1/2/3 field, but have a separate finish and places  
Category 3/4 Women results count for The Cycle Loft New England Women's Race Series.

- Start time is 10am for all categories.
- Registration is from 8AM-9:30AM
- 14 Mile hilly loop. Roads are open to cars, but traffic is light.
- Feed zone is a short walk from Start/Finish.
- No parking along the feed zone - this will be strictly enforced.
- This course has seen numerous district and national championships and is considered one of the best all-around road courses in the country.
- Road surfaces are clean and well paved.
- We strongly advise arriving early to familiarize yourself with the route prior to the race.

**\* THE YELLOW LINE RULE WILL BE STRICTLY ENFORCED \***



SPARTA

## General Information:

lr@spartacycling.com

www.crca.net

or "Sparta Cup Races" at [www.spartacycling.com](http://www.spartacycling.com)  
for maps and information

**NO PHONE CALLS**

### Travel Directions:

Palisades Interstate Parkway to exit 16. Follow  
Lake Welch Parkway to entrance to parking area.

On-line Registration <http://www.bikereg.com/>  
or **by mail**

Send a standard USCF Release form to  
Sparta Cycling, Inc.  
920 Broadway Suite 905  
New York, NY 10010

Make Check Payable to **Sparta Cycling, Inc.**  
*Entries must be received by May 6th, 2002 or pay \$10  
late fee.*

Helmets must be worn at all times while riding

**NO PARKING ANYWHERE EXCEPT DESIGNATED PARKING AREAS**

**\* THIS WILL BE STRICTLY ENFORCED \***

In Association with the Kissena Cycling Club



SPARTA  
CYCLING, INC.



USCF Permit Pending



## 2002 Team Cup Points Rules

Races counting toward the Team Cup Trophy are: the Team Cup Scratch Races, the August Individual Time Trial and the Team Time Trial.

Each men's subteam will be allowed six riders Cat. 3 or above in the A Team Cup races.

Points will be awarded to the top 10 places, however only the top two places from each team count toward team points in Team Cup Scratch Races and in the Individual Time Trial. Points won by riders wearing the blue and gold jersey will go to the 'CRCA' team.

In the Team Time Trial, Men's subteams may enter more than one team, but only one team will count toward Team Cup Points. Mens' "A" Teams consist of four men, all of whom must be Cat. 3 or higher. Additionally, if a men's subteam enters more than one team in the Team Time Trial, only those teams with riders Cat. 3 or above will be eligible for Team Cup Points.

For the Women's Team Time Trial, a team will consist of two women and only the top two teams will count toward Team Cup Points.

The maximum number of points awarded to a single team in one race will be 225.

Places and points in men's races: 1. 125, 2. 100, 3. 80, 4. 65, 5. 55, 6. 45, 7. 40 8. 35, 9. 30, 10. 25.

Places and points in the women's races: 1. 125, 2. 100, 3. 80, 4. 65, 5. 55, 6. 45, 7. 40 8. 35 (picked eight deep). ¶

## March Club Race Results

### Saturday, March 2 Scratch Races

#### A Field, 6 laps

1. Brent Greenberg, CRCA/Dash/Renaissance
2. Jason Priest, CRCA/Dash/Renaissance
3. Steven Badger, CRCA/Remax
4. Paul Carbonara, CRCA/Axis-Furniture
5. Salvatore Abbruzzese, CRCA/MoneyGram

#### B Field, 5 laps

1. David Taylor, CRCA/Dash/Renaissance
2. Scott Klion, CRCA/Kaplan
3. Richard Song, CRCA/Axis-Furniture
4. Robert Guatelli, CRCA/Metro/Sanchez
5. Sarah Sauvayre, CRCA/Setanta
6. Greg Fiore, CRCA/Kaplan

#### C Field, 4 laps

1. Aaron Pomeroy, CRCA
2. David Smith, CRCA
3. Andy Shen, CRCA
4. Tim Nilson, CRCA
5. Michael Aya, CRCA

### Saturday, March 9 Scratch Races

#### A Field, 7 laps

1. Anthony Alessio, CRCA/Remax
2. Ray Diaz, CRCA/Gap
3. Eric Min, CRCA/Dash/Renaissance
4. Sean Marvel, CRCA/Axis-Furniture
5. Todd Herriot, CRCA/Think Racing

#### B Field, 6 laps

1. Stephen Harvey, CRCA/Dash/Renaissance
2. David Taylor, CRCA

- Dash/Renaissance
3. Pablo Castro, CRCA/Gap
  4. Torrey Lincoln, CRCA/Axis-Furniture
  5. Tony Pechenik, CRCA/Miya Shoji
  6. William Adams, CRCA/Kaplan

#### C Field, 5 laps

1. David Smith, CRCA
2. Craig Goodstein, CRCA
3. Mike Aya, CRCA
4. Joseph Brazil, CRCA
5. Brett Cleaver, CRCA
6. Ross Galitsky, CRCA

### Saturday, March 16, 2002

Points races in A's, Women's and Master's fields. Points awarded to top three places beginning at lap two finish, double points on the last lap First place: four points; Second: two points; Third: one point.

#### A field, 8 laps

1. Eric Min, CRCA/Dash/Renaissance, 18 pts
2. Leon Moser, CRCA/Soho Capital, 8
3. Ralph Hassard, CRCA/Axis-Furniture, 7
4. Todd Herriott, CRCA/Think Racing, 6
5. Gerry Martinez, CRCA/Gap, 4

#### Women, 6 laps

1. Ann Marie Miller, CRCA/Dash/Renaissance, 20 pts
  2. Sarah Sauvayre, CRCA/Setanta, 15
  3. Frances Harrison, CRCA/Setanta, 3
- tied for 4th place with 2 points each  
Kirsten LaSasso, CRCA/RLX Polo and Ann Mullen, CRCA/SBCG

#### Masters 40+

1. Chris Wilkes, CRCA/Axis-Furniture, 16
  2. Chris Griffin, CRCA/MoneyGram, 15
  3. Rich Bernardi, CRCA, 5
- Tied for 4th place with 4 points each  
Pascal Sauvayre, CRCA/Setanta and Chris Ryan, CRCA]
6. Lance Leener, CRCA/SBCG, 3

#### B & C Fields combined, scratch race

1. Dante Pryor, CRCA
2. Joseph Ahearn, CRCA
3. David Smith, CRCA
4. Paul Castro, CRCA/Gap
5. Todd Sammann, CRCA/Dash/Renaissance

### Saturday, March 23

Scratch Races for Team Cup Points in the A's and Women's fields.

#### A Field, 7 laps

- (Team eligibility for men still has to be determined. When that is done, points will be listed.)
1. Inson Wood, CRCA/Team Nutrition
  2. Christopher Ryan, CRCA
  3. Rob Rigg, CRCA/Dash/Renaissance
  4. George Suter, CRCA/Think Racing
  5. Nate Kokinda, CRCA/Remax
  6. Basil Moutopoulos, CRCA/Dash/Renaissance
  7. Anthony Alessio, CRCA/Remax
  8. Eric Min, CRCA/Dash/Renaissance

9. Ray Diaz, CRCA/Gap
10. Anthony Canger, CRCA/Miya Shoji
11. Chris Rozdilsky, CRCA/Remax

#### Women, 5 laps

1. Sarah Sauvayre, CRCA/Setanta 125 points
2. Ann Marie Miller, CRCA/Dash/Renaissance, 100
3. Nina Strika, CRCA/RLX/Polo Sport, 80
4. Jane Moloney, CRCA/Axis-Furniture, 65
5. Ann Mullen, CRCA/SBCG, 55
6. Cindy Ma, CRCA/Metro/Sanchez, 45
7. Frances Harrison, CRCA/Setanta, 40
8. Elizabeth Renaud, CRCA/Setanta, 35

#### B Field, 5 laps

1. Yann Blindert, CRCA/Dash/Renaissance
2. Thomas Pennell, CRCA/Think Racing
3. Eric Wegweiser, CRCA
4. Chris Wilkes, CRCA/Axis-Furniture
5. Dante Pryor, CRCA

#### C Field, 4 laps

1. Aaron Pomeroy, CRCA
2. Andy Shen, CRCA
3. Jaime Garcia, CRCA
4. Mike Aya, CRCA
5. Mitch Rosen, CRCA

(Big Guy in Italy, . . . continued from page 6)

The thing that killed was slowing down for the turns. Europeans do not dive into turns like Americans. Instead, they slow down to as low as 13 mph and then jump out of the turn like maniacs. I finally cracked with three laps left to go and was dropped. I just couldn't handle the slowing down for the turns. I think next time I will let my speed carry me up the inside and move up in the turns instead of slowing down.

### Team wins without my help

At least my team won even though I was no help. I was so annoyed because when I saw that I had an entire team there I wanted to get to the front and work for my team and help block, I just couldn't move up. During the race a dog came chasing after our pack and I only worried what would happen when we came back around and he was still free running in the road. Loose dogs seem to be the biggest obstacle to deal with in Italy. Even in the first stage of Tirenio-Adriatico this past week a dog ran right out into the peloton and took down a couple of riders. Of course the dog seemed fine.

Next Saturday the race is in my hometown, Imola, and so I am going to place in the Top Ten or I better have crashed.

---

### Women, points 3/25

Setanta	165
Dash/Renaissance	100
RLX/Polo	80
Axis-Furniture	65
SBCG	55
Metro/Sanchez	45

---

### SUBSTITUTE MARSHALS FOR HIRE

Jenny Alexander, 212.744.7863  
Gary Bennett, 718.956.3539.  
Marie DeRosa, 212.799.5064, <mastermdr@aol.com>  
Abdone Estrada, 201.868.4640.  
Dan Finton, 212.489.6980  
Mary Foti, 212.534.0935  
Jill Gordon, 212.932.9776, <jill@jillgordon.com>  
Don Lathrom, 212.229.2350  
Dominick Montgomery, 917.416.8511  
Catherine Parry, 212.534.7861  
Mitchell Rosen, 212.504.5288,  
<mitrosen67@yahoo.com>  
Rebecca 'Sami' Sargent, 212.877.0503,  
<StarSami3@aol.com>.

Prices start at \$30 and go up, way up.

We need more substitutes. Call 212.222.8062 to register.

# Marshal assignments

## Saturday, April 6 Scratch Race Start: 6:00 a.m.

Umberto Arpaia  
Lance Ball  
Arthur Berger  
Paul Carbonara  
Toby L. R. Crane  
Louis Debattista  
Thomas Egan  
Joseph Feintuch  
Rich Fleischer  
Jon E. Gautier  
Stephanie Gould  
Charles Hanson  
Ralph Hassard  
Reem Jishi  
Patrick Kehoe  
Jane Kenyon  
Benny Ma  
Patti O'Brien  
Corey Pendleton  
Dexter Richards  
Pascal Sauvayre  
Sarah Sauvayre  
Jeffrey Shandel  
Andy Shen  
Todd Stodolski  
Kam Tai  
Trevor Taylor  
Vinny Vicari  
Bruce Weyman

Steve Anzell is marshal captain 212.794.3603. If your substitute is late or doesn't show, YOU are suspended. Show up on a bicycle or blades. If you can't get to your location, you will not be accepted.

## Saturday, April 20 2-lap Individual Time Trial Start 6:00 a.m.

William Adams  
Steven Andrews  
Lance Ball  
Edward Bennett  
Arthur Berger  
Johan de Muinck Keizer  
Louis Debattista  
Joseph Feintuch  
Stephen Flynn  
Bruce Friedman  
Todd German  
Eddy Hernandez  
Frederick Horwood  
Reem Jishi  
Ron Kahn  
Jane Kenyon

## . . . April 20 cont'd

Nate Kokinda  
Torrey Lincoln  
M. Justin Lubeley  
Benny Ma  
David May  
Leon Moser  
Dan O'Donnell  
Sean O'Hearne  
David Ottavio  
Andres Piedrahita  
Eric Prosnier  
Hanna Robson  
Andy Shen  
Mark Siega  
Todd Stodolski  
David Taylor  
Trevor Taylor  
Vinny Vicari

## Saturday, April 13 Team Cup Race Start 6:15 a.m.

Salvatore Abbruzzese  
Chris Agostino  
Tyler Bertram  
Joe Coleman  
Brad Cronk  
Enrique Cubillo  
Mark Curley  
James Curry  
Robert Fineberg  
David Glass  
Craig Goodstein  
Stephen Jamison  
Thomas L. Kempner Jr.  
Lars Klove  
Kristen LaSasso  
Tom Laskey  
Gregory Lee  
Kevin Molloy  
Glenn Muscosky  
Michael Nitabach  
Jack O'Connor  
Aaron Pomeroy  
Catherine Powers  
Mitchell Rosen  
Christopher Ryan  
Elizabeth Seward  
David Smith  
Philip Soroka  
Christopher Yack

---

## Notes from the Marshal Director

**15-minute cut-off time:** Marshals are asked to appear 45 minutes prior to race start. We need help at the registration table and you'll get the choice assignments. If you (or your substitute) are not on the line to register as a marshal at least 15 minutes before race start, you may not be accepted if we have reached our quota of marshals.

**New members** will not be assigned marshaling dates and cannot race in a club race until they marshal once. **New members** may show up at any CRCA race to fulfill their first marshaling obligation. You may race if you get a substitute. Juniors are exempt from marshaling.

**Suspended members** will not be assigned until the suspension is made up. You may use substitutes to make up your missed date(s). You cannot race in a club race until you have made up ALL your missed dates.

**Using substitutes:** The Marshal Captain and the Marshal Director cannot find you a substitute. You may use friends, relatives or a paid substitute—an adult. If you use a substitute, you don't have to notify anyone in advance. The substitute must give your name for you to get credit. Make sure the substitute tells the Marshal Captain why he/she is substituting, e.g., **new member** or **getting off suspension**.

### CRCA Clothing

Jerseys (xs-xxl)	\$45.00
Shorts (m-xl only)	38.00
Kids T-shirts (sz 34-36)	6.00
Kids Jerseys	10.00
(old design size S)	
Shipping	4.00

**Total**      \$      \_\_\_\_\_

Send checks, payable to CRCA, to:  
Kristi Halpern  
106 Summit St.  
Oyster Bay, NY 11771-2319

(Also see clothing order form on [www.crca.net](http://www.crca.net).)

**BREAKAWAY  
COURIER SYSTEMS**

*Support the Companies  
That Support the Sport*

**212.947.4455**

**335 West 35<sup>th</sup> St.  
New York, NY 10001**

Century Road Club Association  
P.O. Box 20412  
Greeley Square Station  
New York, NY 10001-9992

*April 2002*

212..222.8062  
[www.crca.net](http://www.crca.net)

FIRST CLASS MAIL