



# Century Road Club Association

June 2002

## Points and Upgrades in USCF Categories

By Tim Nilson\*

The purpose of this article is to explain how to collect US Cycling Federation (USCF) points in order to upgrade your road racing category, and is geared towards riders relatively new to racing and to USCF upgrade procedures.

When you joined CRCA you were also required to join the USCF. As a new rider you are automatically classified as "Category 5" or "Cat. 5" in road and track racing categories. (Women receive Cat. 4 status.)

### How do I upgrade?

Every category upgrade has specific requirements. The easiest and most straightforward is the upgrade from Cat. 5 to Cat. 4: you must start in at least 10 mass-start races. (This excludes time trials.) All other upgrades require a rider to collect a certain number of points during a 12-month period or do a certain number of races (race experience). Additionally, upgrades from Cat. 3 to Cat. 2, and 2 to 1, require a support letter by a cycling authority, such as a racing club president or coach.

\*Todd Sammann, CRCA Open Race Dir., helped Tim put this article together.

To request an upgrade, send a photocopy of your USCF license, a cover letter requesting the upgrade, a race resume, and a self-addressed and stamped envelope to the regional USCF representative.

The local USCF representative for New York is: Judy Miller, 1605 Cardinal Drive, Bethlehem, PA 18015, 610.866.4051 Fax: (610) 867-1134, <moto2@ptd.net>, <www.usac-midatlantic.com>.

If your request is approved, you will receive a sticker for your USCF license, which indicates your new category. Judy personally reviews each upgrade request and follows closely the above guidelines. It takes about two weeks from mailing your documents to receiving your sticker.

### What's the 'race resume'?

The ideal resume contains all current rider contact information (address, phone, email), date of birth, license number, expiration date, category, club and racing age, at the top of the page. This should be followed by race results that show date, event name, location, category, number of starters, and place.

You can download a race resume form as a pdf file at <www.nilson.net/crca/raceresume.pdf>.

(Continued on page 4 . . .)

## Size 15 Trains with Pantani and Conti

by Dan Plitman

[Continuing with cycling's Walter Mitty]

In my last e-mail I forgot to mention that on April 16th all Italy went on strike. A few people could be seen working, but 95% of Italy was closed. Apparently new laws were enacted having to do with termination of employment and the workers did not like them. Here, when one union strikes, all others join the strike. In the U.S. just picket lines are honored. Imagine in the U.S. if the autoworkers at GM decided to go on strike and every other union in the country joined them. No bus service, banks, mail etc. That was what it was like here.

### 11th Race - Pezzolo di Russi

I woke up at 5:45 a.m. to find that the roads were still wet, but at least it was not raining and it looked like the sky was clearing up. I set off to my race, which was a 30-kilometer ride from Imola. On my way there it seemed like I was leaving the sunny roads for the very cloudy roads of Pezzolo. I could see rain in the distance, but it looked like just a passing shower.

I registered for my race and started to get ready when it started to rain and then pour. My legs were giving me mixed signals on the way to the race, but I came all the way here and I was going to race.

All the riders in my race stayed covered and out of the rain. I rode the course once, since I would be riding on drenched roads. The rain continued and it poured heavily at times during the race.

I lined up at the partenza area and waited for the start. As the only

(Con'd on page 3 . . .)

## Qualifying Races for each Category

Category	Class	RR in miles	Crit in miles	Time in minutes	Field Size # of riders	Experience, # of races
5 to 4	All	15	10	45	10	10
4 to 3	Men	25	20	60	30	25 w/10 top 10 finishes
4 to 3	Women	25	15	45	10	25 w/10 top 10 finishes
4 to 3	Junior	25	15	45	10	25 w/10 top 10 finishes
3 to 2	Men	50	20	60	50	—
3 to 2	Women	40	15	45	20	—
2 to 1	Men	80	35	90	60	—
2 to 1	Women	50	20	60	30	—

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

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# CRCA Coaching June Schedule

New waiver forms are printed. Everyone attending a coaching session should show up 10 minutes early with USCF license and club membership card to sign.

**Mondays: June 3, 10, 17, 24 - WOMEN ONLY**  
7 p.m. at top of Cat's Paw (start-finish), Central Park. Skills and awareness on the bike: pedaling, form, pacelining, climbing, cornering. NOT A FITNESS WORKOUT. We will cover different skills each week with emphasis on race preparation.

**Nina Strika <ninastrika@hotmail.com>**

**Tuesdays: June 4, 11, 18, 25 - 6 a.m.**

Grant's Tomb (120th St. & Riverside Dr.); sprints, cornering, bike handling skills.

**Thursdays: June 6, 13, 20, 27, 6 a.m.**

Tavern on the Green, West Side Drive @ 65th St. in Central Park for endurance pacelines, time trial and climbing intervals.

**Dave Jordan <djcoaching@aol.com>**

(Dave is also available for private coaching at the weekly track sessions at Kissena and at Trexlertown.)

**Wednesdays June 5 and 26, 6:30 p.m.**

Meet on Jersey side of GWB, Hills or sprints, to be decided based on group size/conditions. Bring a blinkie light.

**Deirdre Murphy <rainbow97@worldnet.att.net>**

**Wednesdays June 5, 12, 19, 26, 6:30 p.m.**

Meet on Jersey side of GWB. Training with power on the hills of River Road, hill repeats and tempo intervals. 1500+ base miles recommended if taking part.

**Todd Herriott <onerepmax@earthlink.net>**

- Please wear CRCA or subteam jersey.
- Rain below 50 degrees cancels.
- E-mail questions to individual coaches.
- 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.
- Check [www.crca.net](http://www.crca.net) for last minute changes.

*Compiled by Beth Renaud*

## Classified Ads

*(Classified ads can be inserted here and are free to members. Send your ads via e-mail to <newsletter@crca.net>.*

It's the Night Ride again and it's still against club policy. 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 the club gets the credit. Call Julie Walsh, Publicity Dir., for more information.

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

## Ride Bike, Get Paid

Looking for six fit male cyclists to ride around New York City for two days (June 3 and 4) - six hours per day - as part of a promotion for Duracell. The riding will not be very strenuous and riders will each be paid \$150 per day for their efforts (plus meals and snacks and drinks and so forth). The riders will be given bikes, branded cycling outfits, and possibly some materials to hand out. Other than that, we're just looking for the riders to get out and get noticed.

Send picture and information to Dave Kornhaber, c/o Cyclist, 89 Fifth Ave., 4th Fl., New York, NY 10003.

**You are connected to the internet. You have e-mail. You're a modern person. And you're still receiving your newsletter by snail mail, i.e., US Post Office?**

**The CRCA newsletter is now available to everyone from our website <[www.crca.net](http://www.crca.net)> (under 'News') days before you receive it in your mailbox.**

**Get your newsletter early. Save the club some money. (First-class mail is going up to 37 cents this summer.) Ask for electronic delivery with a message to <[newsletter@crca.net](mailto:newsletter@crca.net)>.**

# 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 club race information.)

When	What	Where
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. <a href="http://www.kissena.org">www.kissena.org</a> , 212.431.9732.		
<b>Saturday, June 1, 6:00 a.m. start</b>	<b>Scratch Races; A, B &amp; C fields</b>	<b>Central Park</b>
*Saturday, June 15, 6:50 a.m.	Tour of New York, Scratch races, all USCF categories	Prospect Park
<b>Saturday, June 22, 6:00 a.m.</b>	<b>Team Cup races for A &amp; Women’s fields, also Masters 40+ &amp; B/C combined fields</b>	<b>Central Park</b>
*Saturday, June 22, 6:50 a.m.	New York Grand Prix, Scratch races, all USCF categories	Prospect Park
<b>Saturday, June 29, 6:00 a.m.</b>	<b>Scratch Races; A, B &amp; C fields</b>	<b>Central Park</b>
<b>Saturday, July 6, 6:00 a.m.</b>	<b>Lou Maltese Memorial (open race promoted by CRCA)</b>	<b>Central Park</b>
*Saturday, July 6, 6:50 a.m.	Big Apple Bicycle Classic, all USCF categories	Prospect Park
<b>Saturday, July 13, 6:00 a.m.</b>	<b>Scratch Races; A, B &amp; C fields</b>	<b>Central Park</b>
*Saturday, July 13, 6:50 a.m.	Brooklyn Grand Prix, all USCF categories	Prospect Park
<b>Saturday, July 20, 6:00 a.m.</b>	<b>Scratch Races; A, B &amp; C fields</b>	<b>Central Park</b>
*Saturday, July 20, 6:50 a.m.	Vuelta Prospect Park, all USCF categories	Prospect Park
<b>Saturday, July 27, 6:00 a.m.</b>	<b>Scratch Races; A, Women, Masters 40+ &amp; B/C combined fields</b>	<b>Central Park</b>
*Saturday, July 27, 6:50 a.m.	Brooklyn Cycling Classic, all USCF categories	Prospect Park

\* Promoted by Kissena Cycling club; information at [www.kissena.org](http://www.kissena.org).

(Size 15 in *Italy*, . . . *continued from page 1*)

rider from my team in this race, I knew breaking away would be difficult. The race official called the names of all the racers and we were off. One of the riders attacked right away. I knew he was strong enough to stay away and so I went after him. Another rider went after him too, right in front of me, so I let him do the work hoping to pull through and work with him to bridge the gap.

The course was flat with various s-curves and two hard corners. The rider in front slowed down so much for the s-curves that we were losing time to the lead rider. I dare not pass him in the s-curves because I would have risked crashing.

I finally managed to get around this overly cautious rider and started going after the lone rider. He was so near, but I just could not close the last 100 meters. The pack came up to me and I sat up. The guy up the road had a teammate blocking for him so his gap slowly increased as I and other riders attempted to close it. I must have attacked over 30 times during this race. I was feeling really good, but I

discovered that I could not keep my speed at 30 mph for long periods of time. My jump is good in comparison to others. I can jump right from the front of the pack and put six bike lengths on the pack before they start to get their act together. Surprisingly, I was more aggressive in the rain than the Italians. I also found that I seem to ride well in the rain. I guess the rain keeps me cool.

The teamwork at this level of racing is impressive. Riders really work together and sacrifice for their teammates. What I did not understand was that, instead of using their power in numbers and working together to bring the lone rider back, they would use tactics to try to get a rider off the front to bridge alone.

Just before the finish, I managed to get away from the pack again and I was motoring along at about 26-28 mph, but the pack managed to bring me back again. I decided to stay in the group to get ready for the sprint. There were a lot of people trying to get away and I closed gaps in order to keep position for the sprint.

Two of the s-curves were right before the finish and so I kept back a little concerned that they might take the turns a lit-

tle too fast. Coming into the sprint I was sitting pretty far back in the pack but I went for it and managed to pass quite a few and even threw my bike at the line to take 9th place.

My good friend in NY, Lauren, would say that I am too hard on myself because at first I was happy with ninth, especially since I worked hard and rode aggressively without team support, but then I thought how I held back in the sprint and if I hadn’t I might have gotten into the top five.

I was lucky to get a car ride so that I did not have to ride home in the rain. My ride was from a really nice guy called Manuel. His pick for Liege-Bastogne-Liege was Lance Armstrong. I asked him about his training and when I described my Tuesday workout he said I must be Lance’s brother. He was really surprised that I spend seven hours on Tuesdays doing all kinds of anaerobic workouts.

You might wonder what 9th place gets you: A Pannoteca cake, three different bags of cookies, four juices, a bottle of tomato sauce, a kilo of pasta and some

(Continued on page 4 . . .)

## Summary of May Board Meeting

The monthly meeting of the Board of Directors of CRCA was held May 6; present were Jim Boyd, Julie Walsh, Ferdie Scharf, Ann Marie Miller, Scott Klion, Marc Mauceri, and Phil Simpson.

As a result of a \$21,000+ donation by CRCA and by CRCA members in the name of the club, the Central Park Conservancy has offered to place plaques June 22 on two benches—across from the Boathouse—in a ceremony after a club race. This date was selected to attract a good CRCA turnout. It was resolved to have one plaque worded in memory of Nancy Morgenstern.

A proposal was made to provide funds to riders who attend Elite and Masters Nationals. A committee consisting of Marc, Ann Marie, Ferdie, and Beth (ex officio) was formed to report on this proposal.

Ann Marie reported on club racing. The Women's Clinic will be held July 28, 2002, put on by Renaissance and WS&F teams. The Men's Clinic will be held June 29, under the auspices of MoneyGram.

Scott reported on his investigation of the corporate status of CRCA. The club is registered as a not-for-profit corporation, incorporated in 1899. (1899 is not an error.)

Marc reported on teams: Three teams have not yet chosen a team duty. He will encourage them to do extra marshaling.

Jim noted that, while he will be present for the June 1 and June 22 club races, he would no longer be serving as race director. Jim was asked to prepare a checklist of duties for a club race. ¶

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**RLX/Polo did a great job** May 11 at the Orchard Beach registration table. Liz Seward, Robin Read, and Tara Parsons were the ladies having fun there all day. Also to be thanked is Chung Chiang who made a chivalrous appearance to let one of us enter the women's race—he did this directly after racing the Cat. 1/2/3 race and directly before the Cat 3 race. (Reported by Tara Parsons.)

**Gap/Strictly Bicycles** manned in early May the CRCA booth at the NYC Bicycle Show and reports are that they did a great job. However, the only name I have of someone who was definitely there is Todd Stodolski. ¶

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**(Big Guy in Italy, . . . continued from page 3)**

crackers. Since I am trying to lose weight, I gave almost all of it away. I believe the first three places also received medals, flowers for first, a ceramic vase, potato chips and a soap dish. There were plenty of chances this week to improve on ninth place. I hope I can win a soap dish.

The next day I went to see my Director Sportif to ask for directions to a race and to inform him that I took 9th. He already knew and said that I attacked a lot. I was glad he had heard about my good ride. Apparently, I had taken eighth and the official made a mistake when he gave me my prize package.

I guess every town has its resident bicycle freak. Coming from New York City, nothing really fazes me. So when I saw this person in the winter, I did not bother to write about him. Now that I have seen him again I figured, why not. This guy

(Continued on page 5 . . . )



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### Who belongs in what field? Guidelines for CRCA club races.

A field: Men USCF categories Pro,1,2,3; Women 1,2.

B field: Men Cat. 4, Women 3,4. (An exception is during Team Cup points races. Only six members of a team are permitted in the A field. As a result, some A riders will be in the B field.)

C field: Men Cat. 5, Women 4.

Upgrade to the next higher field can be made by coaches, race director or VP of Racing and is based on ability, which usually means good skills and good performances in races.

Downward migration (downgrading) is, for the most part, at the discretion of the rider. Depending on condition, health, etc., a rider may decide to enter a field lower than their category would entitle them. However, no ringers! For example, a Cat. 3 rider will not be permitted to 'win' a C race. ¶

(Size 15 in Italy, . . . continued from page 4)

rides around on a mountain bike that he modified so that he pedals with his hands and feet. He always wears shorts and a t-shirt and no shoes or socks in the dead of winter. I was told that he used to be a philosophy professor at a Bologna university.

### *12th Race - Bologna*

Another great race, but my team was not at this one either. When I realized that, I decided that I would sit in and not work too much. Let the other teams work their butts off; I would wait for the sprint. To add to the fun there was a strong headwind and not a single race before ours had ended in a break.

Before the race, officials call out each rider by name and number. It is funny because every name in Italian ends with an "i"; Zanetti, Salvaderi, Zannotti, Fiumi, Morini, Lazzari, Plitman, Felisatti and so on. My name always causes a pause.

This particular race was part of a points series and the current points leader was wearing a leader's jersey. The race started and went easy for about 100 meters and then the attacks started. The course was flat with the exception of one long overpass and it had two hard turns and two roundabouts.

Sitting in is a difficult. You get sucked into the action. You have to, otherwise you will be dropped. The pace stayed pretty high the entire race and I made a few attempts to go with other people's attacks, but they kept getting caught. With two laps to go my friend from another team, Manuel, told me I should attack and so I did, on the downhill off the ramp. I opened up a huge gap. I flew down and kept going, but eventually the group came up to me.

It seemed to me that when I attacked the riders tried extra hard to bring me back. I guess it is one of the bad things riding for the number one team in the region. One other thing I noticed in this race is that I no longer have to use my body to get my position in a paceline. Riders let me in now, since they know I will not cause gaps. That is a nice change.

On one lap I got stuck in the back of the pack and gaps opened up all the over the place. I was forced to close all the gaps and move to the front. The most annoying thing about people who cause gaps is that they then try to get back into the thick of things. When I knew that I was not strong enough, I always kept back so that I did not cause gaps for other riders. I had to give a few guys a helping push to close the gaps. I was really surprised that there

were so many weak links in the group. This was a 2nd serie race and I am licensed to do 1st serie races. As I mentioned in the past, the difference I was told was that the 1st serie riders are stronger. Now I can confirm it

A break of three guys managed to get away, which was surprising, but still all right because the placings went 10 deep. Another group of four riders got away, but they never opened up a big gap and I expected the team defending the points leader would bring them back, but that never happened.

With one lap left to go, Manuel attacked and the points leader went with him. I did not counter because, although Manuel is not on my team, he is a nice guy and I was hoping he could stay away.

The peloton was left to sprint for 10th place. I positioned myself pretty good and was ready for the sprint. The guy in front of me sat up. I was forced to hesitate and then a rider came by my left, fast and close. I immediately went after him and then came around him. I only managed 12th place. *C'est la vie.*

I then proceeded home against a headwind for 45 kilometers. It was a good workout.

### *13th Race - Voltana*

Another beautiful day, sunny and near 80 degrees. I arrived in town over an hour early and I had plenty of time to get ready. The nice thing about this town is that they put signs out on the road directing you to the race. My entire team was present; we had nine guys plus me in this race. It seemed kind of unfair to the other teams. Even the other young guy was there, the guy I mentioned earlier who reminds me of Cipollini. Well, apparently I am not the only one who thinks that because a couple of people who came to see the race called him Cipollini. Now, we call him that because he is so into his looks rather than his racing, which is unfair to Cipollini since he has proven to all of us that he is a great rider. The other people might have been calling him Cipollini because there is a slight resemblance.

The racecourse was a triangle with a serious U-Turn, not quit a hairpin. There was a small hill and a descent. The race started and I attacked from the start with another rider. Two more riders, as well as one of my teammates, joined us. Some of the riders did not working and so we got caught. The pack was pretty big and the roads narrow and so it made it difficult to get around but I managed. I am definitely

improving my moves within the pack on small roads.

The race was pretty status quo, many attacks and finally one group got away. There was a very strong headwind on the finishing straight. Another small group got off the front. I was going with many attacks, but I was just not lucky to get on the ones that stuck. With three laps to go, I attacked on the descent. I had a huge gap and finally got some company. We were a four- to five-person chase group, but none of the others wanted to work or had the energy left to work. I ended up doing most of the work to keep us away and guys in the break attacked causing the break to fall apart. I bridged up to the two guys that attacked but then the pack came up on us again.

One lap I was forced to bridge a serious gap on the headwind section and I was happy to see that I was doing it at 50 kph. My ability to push 50 kph for a time is getting better.

With two laps to go I was riding up front after just getting caught from my attempted break and as we were descending a rider came screaming by out of his saddle. I was tempted to jump and go with him, but I just watched him go by. After he passed, we all realized that he was not in our race. He turned out to be a US Postal rider or, should I say, the recently fired US Postal rider Giampaolo Mondini. He was flying. It was pretty impressive. He bridged right up to two guys just up the road. When we all realized who it was we started to chase. He exited the course and watched the rest of the race from the side. We got the bell for the last lap.

A lot of riders had quit since all the placings were accounted for, but I kept going for the training, plus I wanted to practice a pack sprint. But some of the riders in front slowed and I had to wait a few moments for a gap to appear so that I could go after the sprinting group. I bridged up to them and was sitting in third place for the sprint. With about 300-400 meters to go they started. I was in my 53x12 and I started to wind it up behind the lead guy as the second guy started to come around the lead guy. I kept winding and started to come around the second guy. I was getting faster and faster and the guy had nothing left. I beat him by about four bike lengths. It was great. One of my teammates yelled encouragement as I came by.

Campana, a teammate who had not been racing because of a broken finger,

*(Continued on page 6 . . . )*

(Size 15 in Italy, . . .continued from page 5)

came up to me and congratulated me on a great race. That was better than placing. He is one of the strongest riders on the team and the last time he saw me race I was sick and having trouble sticking to the back of the pack. I told him that I took ninth and twelfth in my past two races. He said Bravo! Bravo!

### *Training with the Pros, Roberto Conti, Fabiano Fontanelli & Marco Pantani*

As I mentioned somewhere earlier, I had met Fabiano Fontanelli and one day we made arrangements to meet for a ride. I was told to meet him, and whoever else he brought, on Via Emilia, a stretch of road between Imola and Toscanella at around 9:30 a.m. I knew that the Mercatone Uno team stayed at Monte del Re when they were in town, since the owner of the team also owned the hotel. There are quite a few roads to get up to the hotel and so I positioned myself on one in the middle and waited.

And so I waited and started to wonder if somehow I had missed them. But around 10 a.m., two riders, decked out in their team-issue clothing, came down the road. It was Fabiano and Marco Pantani. I said, "Ciao". Fabiano said, "Ciao." I mounted my bike and rode up to them. I said, "Sono Dan," and Fabiano said, "Buon Giorno" and we were off.

The two of them were deep in conversation and I was just riding behind them with a smile I could not hold back. I was riding with Marco Pantani! I also was thinking about what might be in store for me. As we headed towards Imola three riders approached. I could see the familiar zebra-patterned clothing and so I knew they were meeting us. It was Roberto Conti and two other riders who I presumed were either on pro teams I never heard of or they were amateurs.

Roberto rode on my left in our little line of riders and I asked him how he liked his Specialized. He said he liked it a lot. I asked him where we were going and he said he did not know, but that he was not going to ride with us the whole time because he had a race the next week. We proceeded at steady 35+ kph.

Roberto and Fabiano switched places so that Roberto could talk with Marco. Fabiano and I talked a little and he said we were going to do four hours. At this point we had been cruising along on the fairly flat road of Via Emilia. Along the way, people yelled out Roberto! or Marco! Riding with Marco is like riding with a

cycling God. The people in Italy love him and everywhere we went people cheered or came up to him. It was pretty wild. I guess it would be the equivalent of walking around with Michael Jordan in the US, except the passion people have for Pantani is different. He is like their child. They truly love him and wish him only success.

We arrived in Faenza and took a right, which meant we were heading up into the mountains. It was starting to get hot and so I proceeded to remove my leg warmers and, of course, something broke. The front of my left Time pedal came off. This had happened to me twice before and so I knew I could still ride with the pedals, since the front part is just a guide to help you get into them. I said nothing and just kept on riding.

Fabiano asked me how big my feet were and I said size 52. He laughed and said that I should be a swimmer. All the other riders turned around to look at my feet.

We stopped for moment while Fabiano switched some chips on Roberto's Stream TV cards. Mercatone Uno used to be sponsored by Stream TV and so I guess Fabiano has become the pro peloton's supplier of Stream TV chips. Marco was busy fidgeting with his saddle, which he did every time we stopped. He asked me what I weighed and then what my body fat was. I told him and I said that I need to lose 10 kilos still. He told me that he gets to one percent body fat. My weight became a topic of conversation a few more times.

We proceeded up the valley. They kept saying Brisighella, which is a climb I have done, and so I snuck a GU while they were not looking. I would need all the help I could get. We arrived in Brisighella and, instead of going up the climb, we continued in the valley up an incline. One of the other riders left us; we were now four. Fabiano and Marco led the way and things started to get a little harder. I had never been up this valley and found it difficult.

The valley was uphill the whole way, but it was rolling too so there were little rises in the road we had to go over and most of the towns were one lane two-way traffic. I kept my cadence high to keep my legs fresh. Marco was spinning pretty fast too. Fabiano is a power rider who can spin but likes the big gears. We were coming up to this hill and Fabiano shifted and increased the speed. I just kept spinning faster and faster and then he and Marco were out of the saddle sprinting over the hill. I was gapped a little. They continued

this over many hills and it was painful. They made it look so easy. I realized that my legs were not at their best, so it was extra hard.

We reached a town and stopped to get water. Marco fidgeted with his saddle. Fabiano then pointed to a switchback and told me to go ahead and they would catch up. Here was a climb I had never done. Later I learned that it was Mt. Sambuca, which is one of two 10-km climbs in the area. I felt I was climbing badly, but I just kept pushing along. I kept looking back to see when the inevitable would happen and then finally Fabiano and Marco came spinning by me with big smiles on their faces.

I reached a spot where the three were waiting for me. I felt bad about their waiting. They gave me a look as if to say, What did you expect. We then proceeded down the descent. The two of them rode side by side with one hand on the bars as they talked, looking at each other and not the road. Plus they would bump into each other every now and then. It was pretty amusing to watch how comfortable they were on their bikes.

After the descent, we stopped at bar where Fabiano bought some food. Marco and I talked and I explained to him how I have put in over 4000 miles this year, but my weight just stopped going down and I couldn't seem to get it to go down any more. Fabiano came out of the bar with sugar all over his face and a cream-filled croissant stuck in his mouth. He asked Marco if he wanted anything, but he said no. Then he came back with a chocolate bar and asked again. On his final foray into the bar, he came out with a can of coke. Talk about doing everything we are taught not to do.

Conti left and the three of us proceeded up Mt. Faggiola, the other 10-km climb in the area. I tried to stay on Fabiano's wheel, but that quickly became a non-option. I was really hurting up this climb and wanted to stop at times, but I kept on pushing. When I reached the top, I found they had already started down. I decided I would kill myself to get back on. I proceeded to ride like a mad man. At one point I was smoking into a turn, which I did not realize until the last minute was a hairpin. I put on my brakes hard and realized that I was about to brake in gravel. I had to pump the brakes and managed to slow down enough to make it through the turn.

I continued my descent and then came into another gravelly turn. I would have

*Continued on page 7 . . . )*

**How many points?**

In a 12-month period you will need to collect the following number of points to upgrade your category. A Cat. 4 to Cat. 3 upgrade is also possible if you do 25 qualifying races with a minimum of ten, top ten finishes.

**Category 5 to 4:** Experience in 10 mass start races.

**Category 4 to 3:** 20 points in any 12-month period; or experience in 25 qualifying races with 10 top ten finishes; 30 points in 12 months = automatic upgrade

**Category 3 to 2:** 25 points in any 12-month period; 60 points in 12 months = automatic upgrade.

**Category 2 to 1:** 30 points in any 12-month period; 60 points in 12 months = automatic upgrade.

**What is a qualifying race?**

So which races actually count towards your 10 races when upgrading from Cat. 5 to Cat. 4 and towards collecting points for other upgrades? The USCF requires a minimum distance for road races (RR) and criteriums (Crits). Sometimes, Crits are measured in time instead of miles, which is indicated in the "Time" column. See table on page 1.

**How do I collect USCF points?**

You collect points by finishing in the top 6 of a qualifying road races or crit. Each placing gives you a certain number of points: (SR = Stage Races award points for the to first 15 places).

**USCF points from CRCA club races?**

Until recently, the USCF did not recognize CRCA races as qualifying races. Our new Director of Open Races, Todd Sammann, has been working with the USCF to change that. In April CRCA sent

the USCF a proposal based on the proposition that while club races are limited to CRCA members the sheer size of fields and presence of subteams, which race independent of one another utilizing team tactics, ensures a level of competition equal to or higher than Cat. 4 and 5 open races. Currently, the USCF is considering accepting CRCA race results as qualifying races, at least for an upgrade from 5 to 4, and hopes are high that it will go through. If the proposal is approved by the USCF, you will be able to do 10 CRCA C field club races to fulfill your Cat. 5 to Cat. 4 upgrade requirements.

The proposal also included a request to collect points for upgrades from 4 to 3 for those racing in the A and B fields. Given the stricter requirements, it seems certain that upgrades to 2 or 1 will not be permitted.

**USCF Categories vs CRCA fields**

The CRCA race fields of A, B, and C have officially nothing to do with USCF categories. Most CRCA riders pick which field they would like to race in by their fitness level and strength compared with other riders in the field. However, it is strongly suggested by the CRCA that all Cat. 5 riders race in the C field until they've completed 10 races and can therefore upgrade their USCF category to Cat. 4. The CRCA A, B, and C fields loosely correlate to the following USCF categories:

**Downgrading?**

It is possible to request a category downgrade with the USCF. This would apply, for example, if you were a Cat. 3 rider, but have not raced in the past 12 months and feel more comfortable racing as a Cat. 4. In this case you can request a downgrade. A downgrade to Cat. 5 is not possible.

**More info about upgrades?**

When you registered with the USCF you should have received the small "USCF Rule Book". It describes upgrades and also has a lot of useful information on race type definitions. The booklet also describes upgrade requirements for Track Racing. The USCF web site at <www.usacycling.org> also contains USA Cycling's 2002 Rule Book available as a PDF files.

Good luck on your hunt for points!

CRCA Fields & USCF Categories	
CRCA Field	USCF Category
A	Pro, 1, 2 and 3
B	3 and 4
C	5
Women only field	All categories

(Size 15 in Italy, . . . continued from page 6)

lost it if I had tried to make it. I straightened the bike and tried hard to slow down. When it became apparent that I was going off the road, I looked to see what was in store for me. Things looked good; all grass. As I got closer, however, I saw the grass was covering a ditch. I laid down my bike and jumped over the ditch rolling in the grass. I immediately got back on my bike and proceeded. As I was flying down the rest of the way I passed Fabiano and Marco filling up with water and so I stopped and waited for them.

We then proceeded down the valley back towards Imola stopping at Castel del Rio where they both ate a panini. When we pulled into a town, school was letting out and one of the kids yelled kiddingly at us, "Pantani! Pantani!" When he realized that it really was Pantani, he started jumping up and down. It was pretty funny.

While they waited for their sandwiches, Pantani looked over the sports section of the newspaper. He had not been aware of Michele Bartoli winning Amstel Gold. I almost said that Fassa had a great day – because the the team also took the Giro del Trentino with Casagrande – but then I realized that he would have known that. He had been in the race and finished over 20 minutes back. On the same page there was an article about the additional investigations into Pantani. I only spent a few

*Continued on page 8 . . . )*

**Points Awarded in Road Races**

Category	Race Type	Points	Places
5 to 4	RR or Crit	7-5-4-3-2-1	1 - 6
4 to 3	RR or Crit	7-5-4-3-2-1	1 - 6
3 to 2	SR/GC	20-17-15-13-11-10-9-8-7-5-4-3-2-1	1 - 15
3 to 2	SR/RR	10-8-6-5-4-3-2-1	1 - 8
3 to 2	RR	10-7-5 3 2 1	1 - 6
3 to 2	Crit	7-5-4-3-2-1	1 - 6
2 to 1	SR/GC	20-17-15-13-11-10-9-8-7-5-4-3-2-1	1 - 15
2 to 1	SR/RR	10-8-6-5-4-3-2-1	1 - 8
2 to 1	RR	10-7-5 3 2 1	1 - 6
2 to 1	Crit	7-5-4-3-2-1	1 - 6

(Size 15 in Italy, . . .continued from page 7)

hours with him, but I could see the pressure he was under.

While eating their sandwiches the owner of the bar asked them and me for autographs. I made a gesture like, Me? What for? I'm a nobody. But he insisted, and so there was my name right beside Fontanelli and Pantani. I do not know what the bar owner was thinking. Maybe he thought he was being polite by not leaving me out, but I had not expected to be included in the first place.

We continued down the valley towards Imola. I stayed with them on the hard hills on the way back. We then got to the long climb up to Monte del Re where Marco was staying. Fabiano actually lives in Imola. I knew this climb. I had caused others to hurt here, and so I was confident that I could stay with them. We proceeded up and I could tell Fabiano was surprised that I was hanging on. We hit the steep section and I was out of the saddle side by side with Marco. We made a left turn for the finishing stretch to the hotel and I do not know why, but I blew up major. My HR was only at 180 something but I could no longer take in all the air I felt I needed.

Marco was dropped off and Fabiano and I headed down to Via Emilia to get to Imola. Fabiano was pushing his 53x12 or 11. I stayed with him on the descent. On Via Emilia he decided to test me again and brought the speed up. We were doing 48 kph up a hill into the wind. I was sucking his wheel and digging deep, but I started with a little too much of a gap between him and me and I couldn't hold his wheel. I should have clicked to another gear and jumped out of the saddle a little but I didn't. Hopefully I will do better on my next ride with them.

As we all know, pros are supposed to use their sponsor's equipment. But they also have opinions. In my short survey of four pros, they said they prefer Campy over Shimano. They like the Ergo levers better and they said that Campy was built better. It lasted longer. Shimano did not have the same resilience as Campy. I don't mention names or teams, and it is only the opinions of four experts.

Ci vediamo!



## Team Cup Standings as of April 13

<u>Women</u>			
Subteam	3/23	4/13	Total
Setanta	155	165	320
Dash/Renaissance	100	200	300
Axis-Furniture Co.	65	70	135
RLX/Polo Sport	75	-	75
SBCG	55	-	55
Metro/Sanchez	45	-	45

<u>Men</u>			
Subteam	3/23	4/13	Total
Remax	95	110	205
Think Racing	65	125	190
Axis-Furniture Co.	-	135	135
Gap	30	100	130
Team Nutrition	125	-	125
Dash/Renaissance	125	-	125
CRCA	100	-	100
Miya Shoji	25	25	50

Bring USCF license to CRCA club races.

## Open Race Results

Axis-Furniture Co.

Axis, cont's

April 27: Palmer RR

Men, Cat. 3/4

4. Keith Ryan

March 30: Grant Tomb's Crit.

Women, Cat. 3/4

5. Randy Sharp

6. Jane Berger

Men, Cat. 4

2. Chris Wilkes

April 28: Monson RR

Women, Cat. 3

5. Randy Sharp

March 31: Spring Series

Men, Cat. 3/4

1. Torrey Lincoln

Men, Cat. 3/4

1. Jason Bremer

4. Ralph Hassard

6. Marc Mauceri

Apr. 20: Branch Brook Circuit Race

Women, Cat. 3/4

4. Randy Sharp

May 4: Jiminy Peak RR

Men, Cat. 3

1. Ralph Hassard

### David Kliger Results

April 27, Palmer RR

2., Masters 55+

April 28, Monson

2. Masters 50+ (still freezing).

CRCA subteam members are expected to register at open races like this:

CRCA/(subteam name)

### Confirm Your Place in Club Races

If you think you placed in a club race, check with the pickers after the race.

In Team Cup races, ten places in the men's field are picked and eight in the women's. Team managers should require team members to confirm their placings.

On April 13, pickers could not identify sixth through tenth places in the men's field, although the camera helped us pick teams by their colors. Three riders telephoned later to identify themselves, but we are still missing the names of the eighth and tenth place finishers.

## 2002 Team Cup Points Rules

Races counting toward the Team Cup Trophy are: Team Cup Scratch Races, August Individual Time Trial and 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. Thus, 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. 75, 4. 65, 5. 55, 6. 45, 7. 30, 8. 25 (picked eight deep).

**Saturday, June 1  
Scratch Race  
Start: 6:00 a.m.**

Niklas Anderson  
Dean Brizel  
Brian Carolan  
Stephen Chang  
Brett Cleaver  
Andrew Cooper  
Frank Curry  
Josh Davison  
Ray Diaz-Granados  
Steven Eick  
Brad Foster  
Adam Friedman  
Mike Gacki  
Robert Guatelli  
Christopher Henze  
Stephen Jamison  
Daniel Jenkins  
Lars Klove  
M. Justin Lubeley  
David May  
Mike Moran  
Patrick O'Donoghue  
David Ottavio  
Thomas Pennell  
Rafael Polanco  
David Pollack  
Alvin Rodolfo  
Jay Rosen  
Michael Sherlock  
Mike Stone  
Burroughs York

**Saturday June 22  
Team Cup Points  
Start: 6:00 a.m.**

Mark D. Albertson  
Anthony Alessio  
John Bundy  
Robert Calandra  
William Canon Jr.  
David Collins  
Brad Cronk  
Rodney Cutler  
Brandon Eifrid  
Michael Fisch  
Devin Flaherty  
Stephen Flynn  
Bruce Friedman  
Ross Galitsky  
David Glass  
Waclaw Godycki  
Robert Gray  
Brent Greenberg  
Zui Hanafusa  
Petr Huppert  
John Idone  
Leslie Jennings  
Nate Kokinda  
John Kuhn  
Robert Lattanzi  
Norman Lu  
Gerardo Martinez  
Scott Phillips  
Angel Santiago  
Ross Stevens  
Aubin Sullivan  
Kara Verhoorn  
Luke Williamson  
Andrew Witten

**Saturday, June 29  
Scratch Races  
Start 6:00 a.m.**

Joseph Ahearn  
Steven Andrews  
Cindie Baker  
Mete Basakinci  
Len Battifarano  
Ann-Marie Brady  
James Brennan  
Nancy Camp  
William Canon  
Pablo Diaz Castro  
Jessica Cherry  
Vincent Cintron  
Chad Davis  
Willie Espinal  
Robert Fineberg  
Stuart Gillespie  
Mihael Gingham  
Christopher Griffin  
Andrea Grossman  
Frances Harrison  
Eddy Hernandez  
Ruben Hurtado  
Robert Kincaid  
Rebecca Koh  
Benjamin Longstreth  
Basil Moutsopoulos  
Dan O'Donnell  
Sean O'Hearne  
Jason Priest  
Eric Prosnier  
Randy Sharp  
Mark Siega  
Zack Vogel

**July 6, Open Races  
Lou Maltese Memorial  
Start: 6:00 a.m.**

Stephen Badger  
Yann Blindert  
Jason Bremer  
Sylvie Burlot  
Horace Burrowes  
Frank Curry  
Chad Davis  
Brent Greenberg  
Eileen Harrington  
Stephen Harvey  
Todd Herriott  
Justin Holmes  
Stanley Labanowski  
Harris Lonergan  
John Luisi  
Gerardo Martinez  
David Melchior  
Conrad Meyer  
Lee Moser  
Patrick O'Donoghue  
Rolando Ocampo  
John Olsen  
Earl Osborne  
John Podesta  
Phil Rogio

**July 6 cont'd**  
Kristi Roberts  
Alex Rodriguez  
Chris Romero  
Chris Rozdilsky  
Nathan Sta.ana  
Aubin Sullivan  
Craig Upton  
Christopher L. Wilkes

**Saturday, July 13  
Scratch Races  
Start: 6:00 a.m.**

Mark D. Albertson  
Jack Angevine  
Julie Baxter  
Nathan Brauer  
Joseph Brazil  
Dean Brizel  
Nancy Camp  
Jessica Cherry  
Darren Crupi  
Ira Drogin  
Steven Eick  
Willie Espinal  
Tristan Fausto  
Steve Fife  
Douglas Freimuth  
Rikki Furman  
Mihael Gingham  
Scott Gregoire  
Zui Hanafusa  
Christopher Henze  
Petr Huppert  
Paul Kiefer  
Ira Krell  
Kira Krenichyn  
Robert Lattanzi  
Benjamin Longstreth  
Robert Neal  
Thomas Pennell

**July 13 cont'd**  
Jason Priest  
Richard Reyle  
Michael Sherlock  
Charles Vigna  
Victor Vitelli

**Saturday, July 20  
Scratch Races  
Start: 6:00 a.m.**

Stephen Badger  
Cindie Baker  
Doug Bixby  
John Bundy  
Sylvie Burlot  
William Canon  
Pablo Diaz Castro  
Vincent Cintron  
Brett Cleaver  
Brandon Eifrid  
Mike Gacki  
Jaime Garcia  
Waclaw Godycki  
David Greenberg  
Christopher Griffin  
Frances Harrison  
Todd Herriott  
Richard Hong  
John Idone  
Nicholas Kello  
Robert Kincaid  
Rebecca Koh  
Stanley Labanowski  
Norman Lu  
James M. McDade  
Lee Moser  
Norbert O'Reilly  
Kristi Roberts  
William Roden  
Chris Romero  
Ross Stevens  
Andrew Witten  
Burroughs York

**Saturday, July 27  
Scratch Races  
Start: 6:00 a.m.**

Jack Angevine  
Len Battifarano  
Julie Baxter  
Yann Blindert  
Nathan Brauer  
Joseph Brazil  
Jason Bremer  
Todd Brilliant  
William Canon Jr.  
Andrew Cooper  
Darren Crupi  
Ray Diaz-Granados  
Ira Drogin  
Tristan Fausto  
Steve Fife  
Devin Flaherty  
Douglas Freimuth  
Rikki Furman  
Scott Gregoire  
Robert Guatelli  
Paul Kiefer

**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.**

**July 27, cont'd**  
Ira Krell  
Kira Krenichyn  
John Kuhn  
Robert Neal  
John Podesta  
Rafael Polanco  
David Pollack  
William Roden  
Alvin Rodolfo  
Chris Rozdilsky  
Charles Vigna  
Victor Vitelli

**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.**

**SUBSTITUTE MARSHALS FOR HIRE**

Jenny Alexander, 212.744.7863  
Gary Bennett, 718.956.3539.  
Marie DeRosa, 212.799.5064,  
<mastermdr@aol.com>  
Andy Elder, 646.486.2642, ajce31@att.net  
Abdone Estrada, 201.868.4640.  
Dan Finton, 212.489.6980  
Mary Foti, 212.534.0935  
Jill Gordon, 212.932.9776,  
<Jill@jillGordon.com>  
Lee Gorman, 718-376-8368,  
<LeeBikes@msn.com>  
Russell Jensen, 718.387.5715.  
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.

## 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).)

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*June 2002*

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