



Century Road Club Association

May 2002

CRCA/New Zealander/Smiley/Think Racing Sets Individual TT Central Park Record

by David Wagener

To the uninitiated the Individual Time Trial appears dreadfully drab: no breaks or bridges, sport or sprint. To the initiated it's pure, it's pain, it's religion. Thus explains the appeal of the only club event that sells out: the April 20 affair reached its 120-person maximum before the 6:00 a.m. start on a day ordained for speed and records.

Capacity attendance, by the way, is new. As recently as the early 90's participation in a club ITT rarely reached 30. But under the guidance of new blood on the CRCA board, someone figured out how to clock lap times (kudos to official timers Gwen Bubb, Danielle Imperiale-Warner and Carlos Dall'Orso), jam 120 riders into one hour and, much to the consternation of first-timers, give everyone a holding start ala TdF.

28 mph Average Speed

The result in windless 68 degree conditions?: records, records, records. Let's start with The Man, and his absolutely unique racing regimen. Lest one forget, we're talking about 2001 Club ITT Champ Smiley Upton of Think Racing subteam, who crushed the two-lap 12-mile* course last September in an impressive 26:12.

Impressive but for the fact that Tim Hancock clocked a 26:09 in 1999. When I brought this to Smiley's attention last year, he countered with a toothy smile and New Zealand accent, "No problems." That's Smiley-speak for "fasten your seat belts."

Ready? 25:48. That, boys and girls, is a tad over 28 mph. As in flying. Having interviewed club ITT win-

ners for the better part of two decades, I can tell you that the best know their speed, time and heart rate at a dozen different checks during the race. Smiley, however, is a throwback. He rode the two laps with no clock, speedometer or watch. In his words, "I rode the bike hard." I guess so. An anachronism in a gadgety age. In the rest of the 39-man Category 1/2/3 field, Chris Rozdilsky measured out a 26:24 for second, while Stephen Badger hung onto his 2001 Club ITT bronze medal with a 27:04.

In a bizarre shift of demographics, everyone born in 1953 through 1962 showed up to grace a glorious day, as the 40+ field swelled to 31 strong. Head of the Class, Gerry Martinez, flatted, opening the door for Scot Willingham to crush the 28 minute barrier in 27:46, relegating the aging author to a second (28:04), with David Melchior rounding out the top three in 28:12.

In another unique game-day twist, 26 Category 4/5's decided to push around the big boys. John Podesta (Cat. 3) flew to 27:49, good enough for third. Third? That's what happens when our Cat. 5 strongmen Terri Kerrigan clocks a 27:27.

In the Women's field, Ann Marie Miller took advantage of Catherine Power's absence to defend her 2001 club ITT

(Continued on page 4 . . .)

Big Racing Guy in Italy

Finding a size 15 bicycle shoe

(Dan can be reached at danplitman@yahoo.com.)

I am sure you guys have had red oranges. They are unbelievable. I never had them until I came here. They are really cheap, I must pay \$2.00 for 20+ oranges. As I was eating them I thought the red dripping from the orange was their way of telling us that it hurts them when we eat them?

Franco

I met Franco the chief accountant from Mercatone Uno. He also works closely with the cycling team and has been on the board of the Italian Cycling Federation and so he knows all kinds of great inside stories, which I am sorry to say I can't tell you guys any because this email just goes to too many people. He is friends with the managers at a lot of the Div. I Italian teams and he has promised to make introductions for me with the teams.

Team Meeting

We had our first team meeting, well at least the first one I went to. My Director Sportif drives a Mercedes and is obviously loaded from his funeral parlor business. No one on my team speaks any English. These guys skipped English class in high school. It is like the team of misfits. But you can see that they are all the

strong men of the Peloton out here. We even have a current World Champion for his age group, plus the current Italian Champion. I actually got a lot of information for the upcoming races. I was trying to find out if anybody went motor pacing, but it was impossible since my Italian is not that great. I would

(Con'd on page 4 . . .)

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CRCA Coaching May Schedule

Tuesdays: May 7, 21, 28

Meet at Grant's Tomb, 122d St. & Riverside Dr.; 5:50 a.m. sign-in, 6:00 start, Sprints and Cornering. Dave Jordan (djcoaching@aol.com or 646-234-3579)

Wednesdays: May 1, 8, 22, 29

Meet at Tavern-on-the-Green, Central Park West at about 67th St.; Climbing and Strength Endurance, Intervals, including Pacelines, Solo and team/group efforts; 5:50 a.m. sign-in.

Thursdays, May 16, 23, 30, Deirdre Murphy,

6:30 p.m. NJ side of the GW Bridge, Hills or Sprints (to be decided based on group size/conditions). Bring a blinkie light.

- 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 for last minute changes.

Compiled by Beth Renaud

Have doubts about whether you are able to download the newsletter, even though you can receive e-mail? Now you can try it out.

Starting in May, the latest issue of this newsletter will be available for download at the beginning of each month on the club website www.crca.net under 'News'.

Postage is going up to 37 cents this summer. Save the club some money and get it faster.

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

Cancellation of Women's Criterium

Victor Vitelli announced the cancellation of the June 8 Women's Cycling Challenge Criterium at Grant's Tomb due to lack of sponsorship.

Women's Cat. 4 Series in New Jersey Area

If anyone would like more information about the Women's Cat 4 Series in the New Jersey area, contact Madeleine Cozine at themadcyclist@hotmail.com.

Also check out our schedule of 12 races for Cat 4 women only at: <http://users.tellurian.net/jeanp/njba/njbafram.html>. Click on "Women's 4."

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. ¶

The Second Annual Bicycle Film Festival

May 15-19 features, among other films, A *Sunday in Hell*, showing Friday, May 17, 7:00 p.m., Anthology Archives, 32 Second Ave. at 2d St., NYC. *Beijing Bicycle* will show the same evening at 9:45 p.m. More information at the website www.bicyclefilmfestival.com. ¶

One of Jackson Wandres' favorite books is the 70's classic, "The Man Who Loved Bicycles" by Daniel Behrman. In a recent crawl around the web he found it, in its entirety, online at: www.bikereader.com/BikeReader/contributors/behрман/behрман.html.

He also recommends www.BikeReader.com/BikeReader/BikeReader.html. ¶

Classified Ads

Giant touring, 64 cm, good commuter bike, asking \$100, Steve Anzell, 212.794.3603.

Cannondale CAAD 5 frameset, 53 cm., (top tube is 54), for sale; carbon fork & steerer tube, excellent condition, \$475. Contact Marc Mauceri 212.243.0600x20 or email marcm@firstrunfeatures.com.

2002 Colnago C-40 B-stay, 55 cm., New, in box, never built-up, with new 2002 Team Mapei Paint (LX-21), Colnago Star Carbon Fork, Colnago Stem, and Colnago Carbon Seatpost. Frame sells at Colorado Cyclist and CBike for \$3,800.00 I need to sell because I've been downsized and just can't keep the bike. Asking \$2,950.00, about a grand less when factoring in sales tax and shipping. Please email djstrause@yahoo.com. I can take paypal, certified check, money order. Photo is available.

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
<u>There are no CRCA club races in May.</u>		
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, 212.431.9732.		
Saturday, May 11 (See flyer in this issue.) *Saturday, May 11, 6:50 a.m. start	Orchard Beach Criterium (in the Bronx) Kissena Challenge, Scratch races, all USCF categories	Orchard Beach, NY Prospect Park
Sunday, May 12 (See flyer in this issue.) *Saturday, May 25, 6:50 a.m. start Sunday, May 19	Harriman Springfest Hammer Time RR, Scratch races, all USCF categories Housatonic Classic, elite teams, by invitation	Bear Mt., NY Prospect Park Danbury, CT
Saturday, June 1, 6:00 a.m. start *Saturday, June 15, 6:50 a.m. start Saturday, June 22, 6:00 a.m.	Scratch Races; A, B & C fields Tour of New York, Scratch races, all USCF categories Team Cup races for A & Women's fields, also Masters 40+ & B/C combined fields	Central Park Prospect Park Central Park
*Saturday, June 22, 6:50 a.m. start Saturday, June 29, 6:00 a.m.	New York Grand Prix, Scratch races, all USCF categories Scratch Races; A, B & C fields	Prospect Park Central Park
Saturday, July 6, 6:00 a.m. start *Saturday, July 6, 6:50 a.m. start Saturday, July 13, 6:00 a.m. *Saturday, July 13, 6:50 a.m. Saturday, July 20, 6:00 a.m. *Saturday, July 20, 6:50 a.m. Saturday, July 27, 6:00 a.m.	Lou Maltese Memorial (open race) Big Apple Bicycle Classic, all USCF categories Scratch Races; A, B & C fields Brooklyn Grand Prix, all USCF categories Scratch Races; A, B & C fields Vuelta Prospect Park, all USCF categories Scratch Races; A, Women, Masters 40+ & B/C combined fields	Central Park Prospect Park Central Park Prospect Park Central Park Prospect Park Central Park
*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.

More FAQs About Attacks, by Scott Klion

In last month's article I shared with you some insights into attacks and chases by speaking of your obligations in a race to other riders. This month I will address your obligations to yourself.

The opinions below are based in part on input from John Eustice, former pro rider and celebrated member of the CRCA, and Charlie Issendorf, an extraordinarily talented member of the G.S. Mengoni team who also writes a regular column for www.racelistings.com.

Why should I attack?

First, because in a field sprint, unless you have the *treno rosso** at your disposal, your chances of success are, in a typical race, about one-in-a-hundred, with all of those calendar-legged sprinters having a clear advantage. In a break, your chances

of a podium finish are infinitely better.

**The "red train" was the name given to Saeco's leadout riders for former team member Mario Cipollini. Ed.*

Second, because you would experience the joy of animating a race, if not controlling it. The race would no longer control you.

Third, because this is why you spent thousands of dollars on your equipment, why you got out of bed on countless dark mornings, why you watched what you eat and how much you sleep, and why you read all those books and magazines and, of course, club newsletters.

When should I attack?

That is a function of many factors—your role on your team, the dynamics of the race, the pace of the pack. Knowing when

to attack comes only through experience and observation. However, here are some rules of thumb about when not to attack.

Do not attack unless you have thought about it. Just because you are feeling strong at a particular moment in the race does not mean that the time has come to launch an assault. Remember, bicycle racing is all about energy resource management. So, before you go, you should be aware of how you feel, where you are, and who is around, and you should be convinced that an attack at that point in the race has a reasonable likelihood of success.

(But, on the other hand, do not withhold an attack because you need to think about it. As with most decisions in life, it is possible to over-analyze this one. To succeed in racing, and in any endeavor, you must learn to trust your instincts and not be

(Continued on page 10 . . .)

(Smiley sets ITT record, . . .continued from page 1)

crown with a time of 30:21, distancing herself from a larger than normal women's field of 13. Elizabeth Renaud bettered her personal best by two minutes, landing second at 30:54, while Sarah Sauvayre served notice with a 31:02.

Rob Gray proved that it's not all over when you turn 50. A number women, who could have been his granddaughters, were seen approaching him as he stood in the 50+ Winner's Circle with a 29:03. Dante Pryor, age 16, proved that youngsters need not ride like youngsters, won the Junior field in 29:00.

**One lap of Central Park measures 6 miles 37 yards at the inside curb. The distance measured at the double white line, which would be the true measure for a cyclist, is unknown.*

(Editor's notes:

He calls himself 'ein alter Knacker' but rides like a young man. At 30:48 Ferdie Scharf placed 65th overall, a number two years below his racing age.

She was attractive and slinky, dressed in black, midriff bared – she could have been a runaway from Cats – who walked unsteadily onto the course and, upon reaching the other side, said that number 77 was soooo sexy.

Jacek Lewandowski, former national Polish team rider, was the holder at the start. He recommends that riders unfamiliar with being held should practice a standing start with a holder before their next ITT. Some riders were out of the saddle and pressing hard on their pedals, like the start of an automobile drag race. Other riders shook like a leaf.

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

really love to get out behind a scooter; it would do wonders for my racing.

Training details, for Burroughs

Burroughs has asked a lot of questions in the past about training and so I thought I would give you guys my training for the past week.

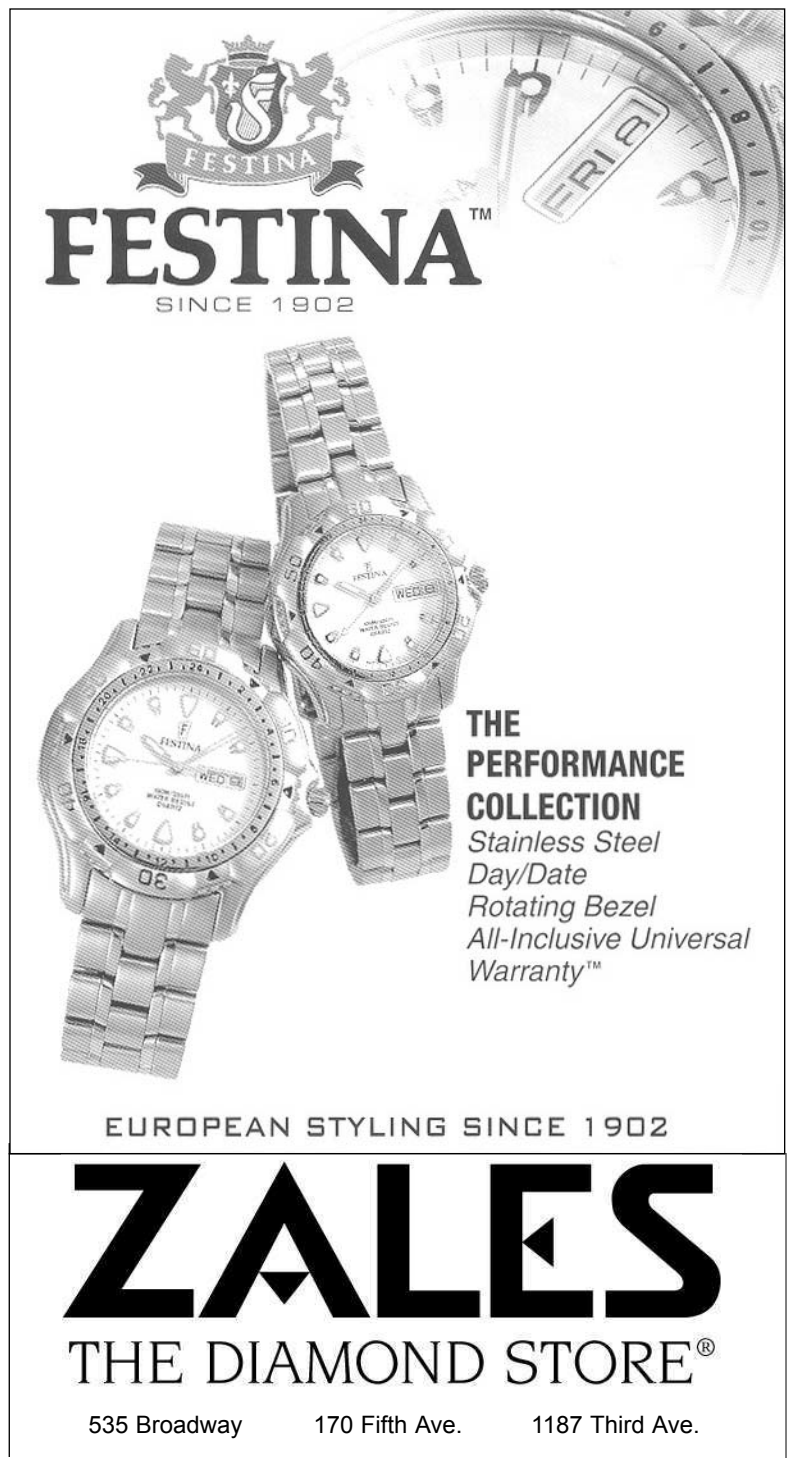
M - Rest Ride, went out for about two hours spinning, not feeling the pedals.

T - Morning: One hour warmup, then five sets of five jumps (12 revolutions of the pedals) with one min. recovery between jumps and five minute recovery between sets. Concentrated on putting everything into the pedals with nice circles and getting the pedals turning as quick as possible.

Then I rode for 30 minutes Tempo (53x19,18, HR 120+) to an overpass that I do hill sprints on. These are done by sprinting up a hill of about 4% grade. Starting on the flat and then going up the hill. All out using a marker on the hill as a finish line to surge for. Do these six to nine times with five minute recovery between each. I did nine of them in my 53x14 spinning out at the marker. I then did short intervals, which are one minute hard and 30-second recovery. I did 15 of them, 10 of them against the wind and five with the wind. (two hour rest at home with food)

Afternoon: I warmed up for one hour on the flats then did long intervals up the valley. Normally I do these on the flats, but I decided to do them up the valley that my race is on this Sunday. four minutes hard with a four-minute recovery. No

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The advertisement features the Festina logo at the top, which includes a crest with a crown and two lions, and the text 'FESTINA' in a bold, serif font, with 'SINCE 1902' underneath. Below the logo, two stainless steel watches with metal bracelets are displayed. The watch in the foreground has a white dial with a date window at 3 o'clock and a rotating bezel. The watch behind it is similar but with a different dial design. To the right of the watches, the text reads: 'THE PERFORMANCE COLLECTION', 'Stainless Steel', 'Day/Date', 'Rotating Bezel', and 'All-Inclusive Universal Warranty™'. At the bottom of the advertisement, the text 'EUROPEAN STYLING SINCE 1902' is written in a smaller font. Below this, the 'ZALES' logo is prominently displayed in a large, bold, sans-serif font, followed by 'THE DIAMOND STORE®'. At the very bottom, three addresses are listed: '535 Broadway', '170 Fifth Ave.', and '1187 Third Ave.'

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.

(Big Guy in Italy, . . . continued from page 4)

more than eight intervals. I did four intervals. I jumped all out at the beginning and then I settled into as fast a speed that I could hold. After two minutes I clicked to a harder gear and concentrated on still keeping the cadence over 90. With one minute left I clicked to another gear. Usually I ride tempo for an hour after, but I met up another rider I know and so we pretty much hammered up the valley to Castel del Rio and then I hammered us back to Imola.

W - The plan was to ride hard two days in a row and do mtn. intervals, but my legs were just way too tired from Tuesday's hard work. My mountain. intervals usually consist of a warmup of riding for an hour to Zattaglia (a six km. climb) and climbing it. I then descend down to another climb, Prugno, which I do my actual mountain. intervals on. I ride up as hard as I can for ten minutes trying to keep the cadence over 80. I then recover for ten minutes. Up till now I have only been able to do three of these. I then ride home, which takes an hour.

What I ended up doing was a steady ride for over two hours with one mountain climb in it. It was a climb I had never done before and it was ridiculously steep, but very beautiful at the top. I can't wait to take my friends Jaime and Andy up there when they visit.

Th - Easy ride for two hours. I stayed in my little ring and rode Sunday's racecourse up the valley to Castel del Rio and back to Imola.

F - Pre-race ride for under two hours. I rode my bike with my race wheels testing all gears and overall bike on flat roads spinning.

Sa - Race day. I rode for two hours before the race tempo in my 53x19 warming up my legs and body. Fully covered legs and arms. I then went to the race and registered. Put on my number changed my base layers and put SportsBalm start oil on my legs. I had one GU before and one GU during the race as well as Accelerade. After the race I rode home spinning. When I got home I drank Endurox R4 (which I swear by, the best recovery drink in the world) and sat with my legs up against the wall for 10 minutes. I then gave myself a self-massage with SportsBalm Muscle Recovery.

Su - Race day. I rode to the start town, which is up the valley about an hour and fifteen minutes. I registered and prepped for the race changing and lubing my legs. I then rode home after the race and did the same regimen as Sa.

M - Race day. Monday was a double race day. I raced in the morning and in the afternoon. I put in an hour warm up to the morning race and then after the race I went home for a quick snack and then I rode to the other town where the second race was being held. I concentrated on spinning to keep my legs good for the afternoon race. That night I put in the same regimen as Sa.

Total Time ridden M to Su: 22:10:03

Total Distance ridden M to Su: 594.50 km (373.35 mi)

Total Time for M: 7:49:59

Total Distance for M: 221.76 km (139.27 mi)

FYI Total Distance since Jan. 28th (1st day on bike after injury) 5025.86 km (3156.24 mi)

Total time since Jan. 28th 193:47:03

In addition I try to stretch three times a day and work out my abdominals morning and night.

Ride to Firenzoula, Finally, and Fourth Race

If you remember every time I have set out to ride to Firenzoula I had some kind of mechanical disaster in torrential weather. Well, finally I decided to ride to Firenzoula and believe it or not I made it with no problems. The day started out sunny and beautiful, but windy. As I was riding up the valley I could see rain clouds scattered to my left and right of the valley I was on, but it looked like the wind would keep them away from my path.

This race was a UISP sanctioned race. In Italy there are two racing federations UISP and UDACE. It seems to me that UISP has more money because their events are more elaborate and have better prizes for the winners.

No I did not crash and I did not place, but I think I rode a great race for my six teammates. On Saturday my legs felt great. I went out for an hour ride before the race and then I spun around the race circuit about 4 times before my race. My legs were fresh and spinning at over 120 RPM's with ease.

On the race flyer there were two groups listed for my age. The Second Group went off at 2:48 p.m. The First Group, First Series went off at 4:16 p.m. It turns out I am licensed for the First Series, which is all I could get from anybody; the difference is that the First Series is harder and faster and has all the stronger, serious riders. I was wondering how I got into this group because you have to be ranked to race with them. But I was glad that I was racing with them because it would only make me stronger.

It had six teammates and so I immediately changed my game plan. I decided to work hard for the team, to put in a good show for my teammates and earn their respect, since the last time we raced together I was off the back with three to go and was nowhere to be found during the race.

From the gun there was an attack. One of my teammates and another guy jumped to bridge up to the attack. I then took my place up front ready to block and chase any attempts of bridging or escaping. The attacks just kept on coming and I would jump after one and catch it the next one would come right away. I just kept on jumping after each one. I think my teammates might have been surprised that I was able to keep jumping one after the other. I had taken a breather for a split second and there was an attack. My teammate on my left yelled at me "Chuida!" which literally means you close or in our terms chase that break down. I immediately went into TT mode and had the whole Peloton strung out on my wheel. I caught the break in no time.

At one point while the break with my teammate was still out front a couple of riders tried to start an echelon to chase them down, but every time they were done with their pull I would come through and sit up ruining any attempt they made. The rider turned to me and yelled at me in Italian. I had no idea what he was saying and so I just smiled at him. He was a feisty little guy because he attempted to chase them again and again I sat up.

He must have been happy when the break fell apart up ahead and now it was time to bring the last rider in. The course was a flat triangle with three hard turns and one stretch of rode went zigzag. We were on the zigzag section and I was riding all out to bring back the final straggler from the break. I was coming into a right turn that would turn me right into the 20+mph head wind. It was a strong head wind. I was in chase mode and so I came into the turn in full speed and I ended up using every centimeter of the rode. I was a little impatient and jumped out of the

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

turn a little early scraping my pedal and lifting my rear wheel into the air, but I still kept things moving. I was motoring. My computer and it said that I was doing 30mph. I could not believe that I was going that fast against the wind. I knew now that I was finally getting fit. The straggler looked back and saw me coming and sat up, the wind was too much for him to go it alone.

The pace really kicked in now and I moved to the back to recover from my efforts. When I did I realized that half the peloton was gone. I was wondering where they all went. I was so busy up front that I never realized that half the field got shelled.

I called it a day and ended up riding with the rest of the peloton when they finally came by minutes later. My team took 1, 2, 4 and 7th. Not bad. All the work in the beginning of the race really set things up for my team, because after the two guys broke away no one had anything left to chase and let them go.

After the race I was a little angry with myself for not sticking it out and at least getting a place. I was happy that my team won, I was still annoyed at myself. When the winner came up to me and patted me on my back and told me that I did a good job it made me feel a little better. It made me feel appreciated and I was glad that someone recognized that my hard work helped them win.

Fifth Race in Mordano

What a race! I went to the race with the plan of getting some glory for myself and so when the race started I just sat in at the front and tried not to work too much.

I have finally managed to work out the slowing down for turns. I normally come through on the inside or outside passing people and not having to use too much brake, or else I am the first through.

The course is a flat circuit with four corners. One of the corners had obstacles in the middle of the road that you had to avoid or you would definitely go down. Another turn went from a nice wide road to a narrow farm road with ditches on each side. On the first lap I realized that this section was where the attacks would go, and stick. The road was so narrow it made it difficult for the pack, but not for a small breakaway group.

On the second lap there was split in the field. I was in the second group with two other riders from my team. One of the riders is one of our strongest riders and so I knew that they would attack on the farm road to bridge up to the 1st group and so I worked to block anybody from going after them. It helps to be big. You would be amazed how much of the narrow road I can take up. My group tried desperately to bridge back on to the action up ahead, but I rode at the front and refused to let anybody go and every time they tried to get an echelon going to bridge as a group I was always the guy who sat up and never pulled through making it impossible for them.

I was getting a real kick out of blocking and the other riders were getting so annoyed. They could not believe that no matter what they tried I was always there. I felt great. It felt like I was riding with inexperienced kids, but there were some real strong guys who tried to attempt solo bridges. I always bought them back.

At one point I thought we would catch the lead group because they slowed a little, but I kept blocking and in the end the lead group finished many minutes ahead of us. For the last two laps I decided to train a little and so I pulled the group around the circuit until the finish. On the last lap I attacked to see if I could hold them off.

I was motoring along, but I guess after all the hard time I gave them during the race they were not going to just let me ride off and finish solo. They must have dug deep to bring me back, because I knew they were tired. When I got caught another guy attacked and I immediately went on his wheel and then took advantage of my criterium training from the US and took the turn before the finish at full speed. As I went through it, another rider who managed to get my wheel almost lost it in the turn. I thought he was going to ride into the wall on the left of us. He was using the entire road. Watching him made me hesitate a little and so I lost the sprint. It was fun any way.

After the race everybody was talking about how I had shut down the second group. My Director Sportif had a grin on his face. I think he was feeling real good about putting me on the team. My team took 1, 2, 3 and other places too. I told my teammates that Sunday (sixth race) I wanted to place and not just work.

I really enjoyed this race it felt great to be so strong that I was in total control. The car that follows the back of the race was behind our group and I think he enjoyed watching me work considering he normally does not see much from back there. The riders who were in my group actually congratulated me on a job well done. I got a lot of those from people I did not know.

Now lets get a win!

I think in order to succeed here you have to attack relentlessly until a break sticks and hope that you have good company. Considering I have a strong team I would be guaranteed that they would block for me and so I will see how my races goes tomorrow. Now I just hope my legs still have form tomorrow. I will try and be more aggressive.

Eighth Race in Bologna

After a late return, I had only 45 minutes at home and so I drank some Endurox R4 and ate 150 grams of plain pasta. I then set out to Bologna. I was like a zombie. I was only doing this race for training and had no intention of doing anything else. The race was near the Ducati factory. I was so tired that I did not ride the course. I just stood by the staging area and waited for my race to start.

Our race started late and so I was concerned about my ride home. We finally started. The pace was unbelievable. We had to do 10 laps of this circuit and we were strung out forever. I was thinking gee, it has to slow down at some point. Someone has to crack up front; they can't just hammer at this pace forever. On one the laps I decided to take a turn wide to move up a little and there was another rider in front of me who was doing the same thing. As we went through the turn the rider in front of me slipped on gravel, but did not go down. I went over the gravel next and my bike slipped pretty good, I steered to counter it and was lucky not to go down.

However the slip put me in the back of the pack. One of the old men on a moped saw what happened and came by me and gave me a helping push, sending me into the middle of the group again. On another turn I smacked my pedal real hard into the ground while pedaling through the turn, sending my rear wheel into the air, and again I did not go down, but I decided to call it a day since I was obviously tired and not focused. I also still had to ride 50 km home.

I stopped racing and changed for my ride home. I went to the registration to return my number and get my license back. The lady at the registration asked me where the rest of the team was

(Continued on page 9 . . .)

Century Road Club Association presents : 2002 Orchard Beach Criterium

Orchard Beach, Bronx NYC

Saturday May 11, 2002

\$1100 in Prizes

Registration Opens **11AM**

Category	Distance/Laps	Start	Prizes/Places	Field Limit
Men Pro 1/2/3	35 miles/70	12:00	\$400/10	100
Women	20 miles/40	1:30	\$300/6	100
Men Cat 3	20 miles/40	2:15	\$200/5	50
Men Cat 4	20 miles/40	3:00	\$200/5	50

Entry fee: \$20*, Juniors pay \$5,
If less than 15 register, category will be canceled
Teams of five or more pre-registering together for the same event pay \$15 per rider

Registration Opens 11:00 at the Oval near Orchard Beach Facility

Course: Flat, smooth, oval approximately 0.5 mile. All events will be run as points races.

Directions

Car: New England Thruway (I-95) to Hutchinson River Parkway, Follow signs to Pelham Bay Park, Orchard Beach. Free Parking in large lot beside course.

Subway: Take #6 train to last stop, ride north to Pelham Parkway, follow east approx. 2 miles to traffic circle, turn right at stop sign, follow signs to Orchard Beach.

Bicycle: From The Bronx, go east on Pelham Parkway or from Westchester, go south on Shore Road, until you enter Pelham Bay Park, follow signs to Orchard Beach.

Mail Registration to:

Sparta Cycling
920 Broadway Suite 905
New York, NY 10010

Questions to lr@spartacycling.com



*\$5 day-of-race registration fee

Helmets must be worn at all times while riding



SPARTA
CYCLING, INC.



Event held under USCF race permit pending and in cooperation with NYC Parks and Recreation

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
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

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

and I told her that we raced in the morning. I told her that I was very tired and was heading home. She asked me where I lived and I told her Imola. She was amazed that I was going to ride home now and offered me some biscotti for the road.

My ride home was interesting. I kept it at a respectable speed in my 53x19,17, but I knew that I would end up riding in the dark. Once it is dark, it is dark. There are no streetlights between towns. I was lucky that people were coming home from Easter weekend and so there was traffic all the way from almost Imola to Bologna, which kept the road lit for me. I made it in one piece.

Now I am looking forward to next Sunday's race, because I know all the racing I did this past weekend has made me even stronger.

My Trip to the Sidi Factory

As you all know I am 6'7" and I wear a size 15 shoe. I have been getting my cycling shoes custom-made for years and last year I got a new pair of shoes from Rocket7. I used to get my shoes from Lamson, but he went out of business. The Rocket7's at first seemed great, but then they broke three sets of Time pedals because the cleats were not spaced properly and one day, after a seven-hour ride, my feet hurt like crazy. I decided to go back to my Lamsons that I kept just in case. The Lamsons were still not great and I needed a new pair of shoes and so I contacted all the Italian shoe companies asking them if I could get a pair of custom shoes. The one non-Italian company, Look, just wrote back with a one-word answer, No.

SIDI who started making large sizes for the American market wrote back and said they would let me try on the large shoes they make because they would rather not make me a custom shoe if they did not have to. I explained to them that their large sizes were actually too wide for me and so they invited me up to their factory in Masser. Roberto and I drove up there on the 10th since he had to be in Verona that night, I would take the car back to Imola from Verona.

Now for those of you who do not know, SIDI is probably the number one Cycling shoe manufacture in the world. They have a long history and they are a pretty large company. The only people who go to their factory for fittings are the pros and so this was a real rare treat. When we arrived we were greeted by the owner's daughter. We were taken into their conference room that had every shoe they make and lots of signed photos of sponsored riders. There was also Franco Ballerini's shoe still full of mud in a glass case from the Paris-Roubaix race he won.

I proceeded to try on three shoes, size 51, 52 and 51 narrow. As I was trying them on, the daughter called her dad, Dino, on the phone and asked him to come down. Dino came down and proceeded to feel my feet in the different shoes. I could not believe that Dino himself was helping me with my shoes. Here I was a nobody and I had SIDI treating me like a king. Roberto was amazed too and it was all we talked about for a few days.

Dino finally said, "the shoes were no good and we have to make him a pair." It was decided that Roberto and I would go to lunch and after lunch we would go to another building and meet with a bunch of people who would measure me for shoes. Another funny thing was when I showed Dino my custom shoes from the US he said that whoever made them should be put in prison.

Roberto and I went to this really nice restaurant in Masser and ate like kings. We had a liter of wine, a bottle of water, we both

had pasta and a main course and it only cost us 45 euros (\$40).

After lunch we went back to another building where the actual factory was located. This place was unbelievable. I took a picture of the wall of photos signed by riders. Apparently Miguel Indurian comes every year to get a new pair of shoes. Roberto and I figured that the topic of discussion during Dino's lunch was my custom shoes from the US. He asked me to show them to a bunch of people and they all had a great laugh about them.

Dino recommended that I first go and get some insoles made for me in Montebeluna and after they were ready I should come back and get the shoes made. He even called home and asked his wife to bring in his shoes so that he could show me his insoles.

So now we had two people from the factory, Dino, his daughter and his wife helping me out. I told them I could not afford the insoles and so we proceeded to work on the shoes. I was there for at least 2+ hours as they discussed and argued on what to do. When it was all done I took a photo with Dino. They said the shoes would be ready in a week and, since I was not a pro, they could not give them to me and I would have to pick them up in Bologna from one of their distributors. They are going to cost me less than a pair of shoes from the store. Pretty unbelievable.

Visit to Pinnarello

After SIDI we drove to Treviso to visit Pinnarello. Treviso is such a beautiful town. My favorite area of Italy is the Veneto region. This is the same area that Bill Andrew's Ideal Cycling camp is located. We were hoping to see the actual factory, but they do not let people back there. There is a counter area up front that has signed jerseys from Miguel, Jan, Zabel and many more riders. Plus the shelves are just filled with Campy, Shimano, and expensive wheels. If only we could have a few minutes to ourselves in there, just kidding.

Pinnarello also has a store in town and so we went there and met Pinnarello's dad who must be in his 80's and is 100% still there, flirting with the women and still riding his bike. He used to be a pro and his wool jerseys are on the walls. One of them is the black jersey that they used to give to the last placed rider in the Giro. Miguel Indurian's hour record bike is there too. A rep. from Castelli was there and so I asked him what the story was with Mario riding Nallini clothing at Milan San Remo, when Castelli was the official sponsor a week before. He laughed and explained how there was a dispute that he believed Castelli would win. They had the contract first and apparently Nallini slipped the manager a little grease to have the team switch clothing in the middle of the season.

He mentioned that this happens often in Italy. I said to him that it was a pretty expensive undertaking by Nallini considering if they lose they will be stuck with all these clothes they can't sell. Pinnarello also has a children's clothing store in the back. Don't ask me why. His wife was working there too. A real family business.

Afterwards we drove to Verona where Roberto stayed and then I drove Roberto's car home. For starters I have to take my shoes off to drive his car. Second when you get on the Autostrada you get a ticket and to use to pay your toll when you arrive at your destination. Roberto's car does not have a radio and when I got my ticket I placed it in the hole not realizing that it had no back. The ticket fell down and I could not get it. Good thing it happened at the ticket machine because if I would have arrived at my destination without a ticket I would have had to pay some outrageous toll as if I drove the entire highway. I got

(Continued on page 13 . . .)

(Faq, . . . continued from page 3)

afraid of taking risks.)

Also, do not attack simply because the pace is slow and easy. As indicated above, when to go depends upon many factors. If you attack while everyone is feeling fresh, no one may join you or everyone may join you. In fact, sometimes, when the race is hard - on a long climb, while the pace is hot, after a long chase, that is the best time to go because many in the pack will then be tired. An attack at that point can and will be joined only by the strongest riders in the peleton, which for obvious reasons are the ones you want on your side.

To reiterate an earlier point, you have to be aware of what is going on around you. If the pace has become slow and easy, and the reason is because everyone is catching their breath from a furious chase or a ferocious climb, that may be the best time to go.

Lastly, do not attack when it violates racing etiquette. If a large group in the peleton arranges for a "rest stop" or slows down to get around a crash, don't get cute. And while attacks may be "cricket" when passing through a feed zone, if you make such a move, you should be prepared for, not six or seven anxious riders, but sixty or seventy angry riders chasing after you.

How do I attack?

First, psychologically commit to the attack. You have to tell yourself that, when you light the fuse, your boosters are going to burn. And they cannot and will not be shut down until after the race is over.

Second, surreptitiously shift into the gear you want to use. If you suddenly bang into your big ring or click down three cogs, you will telegraph your intentions to those around you and ruin the important element of surprise.

Third, properly position yourself in the pack. Do not attack from the number one spot. You want to catch as many riders as you can off-guard by exploding past them from behind. And do not attack from an inside position. Trying to cut through the pack at full tilt is both extremely dangerous and counter-productive.

Finally, take a good deep breath, look for your opening, and then ... GO, GO, GO! Not straight ahead. Off to the side. (That immediately creates distance between you and the pack). And don't look back. Don't let up to see who has joined you. Just GO! In an all-out, take-no-prisoners sprint.

(Continued on page 11 . . .)

April 20 ITT Results Listed by Category

Overall Place, Subteam, Time

Senior Men, Categories 1, 2 & 3

1. Craig Upton, Think Racing, 25:48
 2. Chris Rozdilsky, Remax, 26:24
 3. Stephen Badger, Remax, 27:04
 4. Jason Bremer, Axis-Furniture, 27:10
 5. Paul Albert, Think Racing, 27:15
 6. George Suter, Think Racing, 27:25
 8. M. Justin Lubeley, Kaplan, 27:28
 9. Thomas Pennell, Think Racing, 27:29
 10. Roger Aspholm, Think Racing, 27:31
 12. John Podesta, Dash/Renaissance, 27:49
 13. Inson Wood, Team Nutrition, 27:53
 14. Rob Rigg, Dash/Renaissance, 28:02
 14. Keith J. Ryan, Axis-Furniture, 28:02
 16. Paul Carbonara, Axis-Furniture, 28:04
 18. Igor Misicki, Team Nutrition, 28:07
 19. Eugene Boronow, SBCG, 28:11
 23. Marc Mauceri, Axis-Furniture, 28:25
 24. Yann Blindert, Team Nutrition, 28:26
 25. Basil Moutsopoulos, Dash/Renaissance, 28:27
 26. Chad Davis, Think Racing, 28:30
 27. Sean Marvel, Axis-Furniture, 28:32
 31. Ralph Hassard, Axis-Furniture, 28:48
 32. Tom Kleinberger, Bennetts Bikes, 29:00
 35. Daniel Schmalz, Think Racing, 29:02
 37. Ira Krell, MoneyGram, 29:10
 39. Chung Chiang, Metro/Sanchez, 29:27
 40. Anthony Canger, Miya Shoji, 29:30
 42. John Olsen, Bennetts Bikes, 29:34
 43. Daniel Byrne, Metro/Sanchez, 29:39
 46. Stephen Jamison, Miya Shoji, 29:51
 48. David Jordan, Think Racing, 29:54
 49. Kevin Molloy, Dash/Renaissance, 29:55
 55. Brad Cronk, Axis-Furniture, 30:10
 62. Mihael Gingham, Remax, 30:37
 80. Lee Moser, Soho Capital, 31:32
 84. Cliff Saper, CRCA, 31:45
 88. Andres Piedrahita, MoneyGram, 32:09
 100. Zui Hanafusa, Miya Shoji, 32:45
- David Cavallo, Axis-Furniture completed the ITT but officials did not see him finish. The split time was 14:10 and we are estimating a final result of 28:45.

Women

60. Ann Marie Miller, Dash/Renaissance, 30:21
66. Elizabeth, Renaud Setanta, 30:54
68. Sarah Sauvayre, Setanta, 31:02
73. Hanna Vazquez, Setanta, 31:17
80. Jamie Nicholson-Leener, SBCG, 31:32
86. Julie Walsh, RLX/Polo Sport, 31:51
101. Jaimie Epstein, Dash/Renaissance, 32:48
102. Sylvie Burlot, CRCA, 32:51
105. Regina Hammond, Miya Shoji, 33:09
106. Andrea Grossman, Dash/Renaissance, 33:16
107. Lynn Faulhaber, Dash/Renaissance, 33:17
112. Robin Read, RLX/Polo Sport, 34:22
115. Ann-Marie Brady, CRCA, 35:46

Juniors

32. Dante Pryor, CRCA, 29:00
57. Michael Aya, CRCA, 30:14
78. Frankie Celenza, CRCA, 31:27
82. Zack Kamen, CRCA, 31:38
118. Richard Kowalczyk, CRCA, 39:37

Masters 40+

11. Scot Willingham, Metro/Sanchez, 27:46
 16. David Wagener, CRCA, 28:04
 20. David Melchior, CRCA, 28:12
 21. Christopher Ryan, CRCA, 28:20
 22. Lance Leener, SBCG, 28:24
 27. Christopher Griffin, MoneyGram, 28:32
 38. Chris L. Wilkes, Axis-Furniture, 29:14
 44. Robert Stern, Miya Shoji, 29:43
 47. Frank Hannibal, FHM Racing, 29:53
 50. Ross Galitsky, CRCA, 30:05
 51. Corey Pendleton, CRCA, 30:08
 53. Gregory Hagin, CRCA, 30:09
 53. Thomas L. Kempner, CRCA, 30:09
 55. Mete Basakinci, Miya Shoji, 30:10
 63. Gregory Lee, CRCA, 30:43
 71. Timothy Claudio, Chelsea Bicycles, 31:11
 74. Lars Klove, CRCA, 31:19
 77. Danieleaver, FHM Racing, 31:22
 79. Dean Brizel, CRCA, 31:29
 82. Scott Gregoire, CRCA, 31:38
 89. Christopher Choa, CRCA, 32:11
 91. Charles Hanson, CRCA, 32:15
 94. Ruben Hurtado, MoneyGram, 32:30
 95. Vinny Vicari, Metro/Sanchez, 32:34
 97. Mark Curley, CRCA, 32:40
 97. Cindy Ma, Metro/Sanchez, 32:40
 99. Mike Stone, CRCA, 32:42
 104. Conrad Meyer, Setanta, 33:03
 109. Philip Simpson, Kaplan, 33:27
 111. Ira Drogin, CRCA, 34:07
- DNF Gerardo Martinez, Gap

Masters 50+

36. Robert Gray, MoneyGram, 29:03
58. Scott Phillips, CRCA, 30:20
65. Ferdinand Scharf, Miya Shoji, 30:48
90. Alan Resnick, CRCA, 32:12
92. David May, CRCA, 32:18
117. Christopher Teague, CRCA, 36:27

Senior Men, USCF Categories 4 & 5

7. Terence Kerrigan, CRCA, 27:27
29. Adam Seidman, CRCA, 28:33
30. Aaron Pomeroy, CRCA, 28:47
32. David Taylor, Dash/Renaissance, 29:00
41. Todd Stodolski, Gap, 29:32
45. Nathan Brauer, Gap, 29:47
51. Andy Shen, CRCA, 30:08
58. Ernie Paredes, Chelsea Bicycles, 30:20
60. Toby L. R. Crane, Gap, 30:21
64. Steve Fife, CRCA, 30:44
67. Richard Song, Axis-Furniture, 30:56
69. Michael Sherlock, Bennetts Bikes, 31:08
70. Craig Goodstein, CRCA, 31:09
72. Tristan Fausto, Miya Shoji, 31:13
74. Justin Holmes, CRCA, 31:19
74. Charles Vigna, Turner, 31:19
85. Gregory Ahnert, CRCA, 31:47
87. Charles Jordan, CRCA, 32:07
93. Benny Ma, Bennetts Bikes, 32:29
96. Ross Stevens, CRCA, 32:35
103. Jason Parkin, Chelsea Bicycles, 32:55
108. Rich Fleischer, CRCA, 33:21
110. Alvin Rodolfo, Chelsea Bicycles, 33:52
113. Leandro Germosen, CRCA, 34:39
114. Jaime Lopez-Santini, CRCA, 34:41
116. Paul Casino, CRCA, 36:14

April 20 Individual TT, Listed by Time

Legend: S123: Senior 1, 2, or 3; S45: Senior 4 or 5; W: Woman; Jr: Junior; 40+: from 40 years through 49, all categories; 50+: 50 years and over, all categories

Overall	Category	Time	(Race #)			
				(tied for 60th place)		
1.	Craig Upton, S123	25:48	(110)	60. Toby L. R. Crane, S45	30:21	(115)
2.	Chris Rozdilsky, S123	26:24	(65)	60. Ann Marie Miller, W	30:21	(14)
3.	Stephen Badger, S123	27:04	(64)	62. Mihael Gingham, S123	30:37	(39)
4.	Jason Bremer, S123	27:10	(94)	63. Gregory Lee, 40+	30:43	(80)
5.	Paul Albert, S123	27:15	(116)	64. Steve Fife, S45	30:44	(92)
6.	George Suter, S123	27:25	(108)	65. Ferdinand Scharf, 50+	30:48	(91)
7.	Terence Kerrigan, S45	27:27	(83)	66. Elizabeth Renaud, W	30:54	(56)
8.	M. Justin Lubeley, S123	27:28	(60)	67. Richard Song, S45	30:56	(22)
9.	Thomas Pennell, S123	27:29	(8)	68. Sarah Sauvayre, W	31:02	(95)
10.	Roger Aspholm, S123	27:31	(69)	69. Michael Sherlock, S45	31:08	(84)
				70. Craig Goodstein, S45	31:09	(51)
11.	Scot Willingham, 40+	27:46	(13)	71. Timothy Claudio, 40+	31:11	(104)
12.	John Podesta, S123	27:49	(35)	72. Tristan Fausto, S45	31:13	(100)
13.	Inson Wood, S123	27:53	(118)	73. Hanna Vazquez, W	31:17	(26)
	(tied for 14th place)			(three-way tie for 74th place)		
14.	Rob Rigg, S123	28:02	(38)	74. Justin Holmes, S45	31:19	(2)
14.	Keith J. Ryan, S123	28:02	(30)	74. Lars Klove, 40+	31:19	(98)
	(tied for 16th place)			74. Charles Vigna, S45	31:19	(72)
16.	Paul Carbonara, S123	28:04	(9)	77. Daniel Weaver, 40+	31:22	(29)
16.	David Wagener, 40+	28:04	(33)	78. Frankie Celenza, Jr	31:27	(119)
18.	Igor Misicki, S123	28:07	(89)	79. Dean Brizel, 40+	31:29	(53)
19.	Eugene Boronow, S123	28:11	(4)	(tied for 80th place)		
20.	David Melchior, 40+	28:12	(75)	80. Lee Moser, S123	31:32	(101)
				80. Jamie Nicholson-Leener, W	31:32	(74)
21.	Christopher Ryan, 40+	28:20	(15)	(tied for 82d place)		
22.	Lance Leener, 40+	28:24	(77)	82. Scott Gregoire, 40+	31:38	(70)
23.	Marc Mauceri, S123	28:25	(59)	82. Zack Kamen, Jr	31:38	(120)
24.	Yann Blindert, S123	28:26	(63)	84. Cliff Saper, S123	31:45	(18)
25.	Basil Moutsopoulos, S123	28:27	(7)	85. Gregory Ahnert, S45	31:47	(32)
26.	Chad Davis, S123	28:30	(68)	86. Julie Walsh, W	31:51	(109)
	(tied for 27th place)			87. Charles Jordan, S45	32:07	(88)
27.	Christopher Griffin, 40+	28:32	(16)	88. Andres Piedrahita, S123	32:09	(45)
27.	Sean Marvel, S123	28:32	(66)	89. Christopher Choa, 40+	32:11	(3)
29.	Adam Seidman, S45	28:33	(107)	90. Alan Resnick, 50+	32:12	(40)
30.	Aaron Pomeroy, S45	28:47	(17)			
				91. Charles Hanson, 40+	32:15	(31)
31.	Ralph Hassard, S123	28:48	(44)	92. David May, 50+	32:18	(28)
	(three-way tie for 32d place)			93. Benny Ma, S45	32:29	(76)
32.	Tom Kleinberger, S123	29:00	(62)	94. Ruben Hurtado, 40+	32:30	(61)
32.	David Taylor, S45	29:00	(46)	95. Vinny Vicari, 40+ SUSPENDED	(6)	
32.	Dante Pryor, Jr	29:00	(90)	96. Ross Stevens, S45	32:35	(111)
35.	Daniel Schmalz, S123	29:02	(86)	(tied for 97th place)		
36.	Robert Gray, 50+	29:03	(10)	97. Mark Curley, 40+	32:40	(57)
37.	Ira Krell, S123	29:10	(87)	97. Cindy Ma, 40+	32:40	(11)
38.	Chris L. Wilkes, 40+	29:14	(21)	99. Mike Stone, 40+	32:42	(48)
39.	Chung Chiang, S123	29:27	(52)	100. Zui Hanafusa, S123	32:45	(103)
40.	Anthony Canger, S123	29:30	(50)			
				101. Jaimie Epstein, W	32:48	(43)
41.	Todd Stodolski, S45	29:32	(42)	102. Sylvie Burlot, W	32:51	(24)
42.	John Olsen, S123	29:34	(67)	103. Jason Parkin, S45	32:55	(106)
43.	Daniel Byrne, S123	29:39	(114)	104. Conrad Meyer, 40+	33:03	(36)
44.	Robert Stern, 40+	29:43	(85)	105. Regina Hammond, W	33:09	(37)
45.	Nathan Brauer, S45	29:47	(117)	106. Andrea Grossman, W	33:16	(5)
46.	Stephen Jamison, S123	29:51	(19)	107. Lynn Faulhaber, W	33:17	(12)
47.	Frank Hannibal, 40+	29:53	(25)	108. Rich Fleischer, S45	33:21	(112)
48.	David Jordan, S123	29:54	(27)	109. Philip Simpson, 50+	33:27	(99)
49.	Kevin Molloy, S123	29:55	(105)	110. Alvin Rodolfo, S45	33:52	(71)
50.	Ross Galitsky, 40+	30:05	(34)			
	(tied for 51st place)			111. Ira Drogin, 40+	34:07	(112)
51.	Corey Pendleton, 40+	30:08	(47)	112. Robin Read, W	34:22	(93)
51.	Andy Shen, S45	30:08	(23)	113. Leandro Germosen Jr, S45	34:39	(97)
	(tied for 53d place)			114. J. Lopez-Santini, S45	34:41	(20)
53.	Gregory Hagin, 40+	30:09	(49)	115. Ann-Marie Brady, W	35:46	(96)
53.	Tom L. Kempner Jr., 40+	30:09	(54)	116. Paul Casino, S45	36:14	(1)
	(tied for 55th place)			117. Christopher Teague, 50+	36:27	(79)
55.	Mete Basakinci, 40+	30:10	(102)	118. Richard Kowalczyk, Jr	39:37	(78)
55.	Brad Cronk, S123	30:10	(55)	David Cavallo, S123	28:45	(81)
57.	Michael Aya, Jr	30:14	(41)			
	(tied for 58th place)			(See explanation for D. Cavallo in USCF categories list.)		
58.	Ernie Paredes, S45	30:20	(82)	DNF Gerardo Martinez, 40+	(58)	
58.	Scott Phillips, 50+	30:20	(73)			

(Faqs, . . . continued from page 10)

Then, after 60 seconds or so, throttle back. Settle into a strong time-trial pace. At that point, you can assess the damage you have caused and begin to organize a paceline with those who were smart and strong enough to join you.

What if our gap is only ten seconds?

For Pete's sake, keep going! Pick up and read any issue of VeloNews or Cycle Sport. See how many breaks succeed with a gap of less than a minute.

Consider this: in a break, you have no idea of what is going on in the pack behind you. The chase may be led by just two riders who, in another minute, may decide to either give up or bridge up. You never know. Only if the pack is at your side should you then fall in, recover and plan your next move.

The point is that you should not immediately sit up after an attack just because your gap did not turn out to be as big as your dreams. If the pack sees you do this, the next time you go, those other riders whose support you may need will not take you as seriously.

I see an attack—go with it or chase?

See the answer to question number one. No individual racer worth his or her salt plans a race around chasing. Chasing is a response, not a tactic. Attacking is a tactic.

If you are mentally and physically strong enough, and the timing of the attack is right, then go with it. The rewards of a successful attack are far greater than the rewards of a successful chase. Besides, pulling the pack up to the break will only serve to tire you out while setting up others for a counter-attack, leaving you once again out of the action.

Seize the moment

Now, of course, if your team's strategy dictates another role for you, then you should not initiate or join an attack. But, in all other cases, seize the moment.

In conclusion, attacking is not a guarantee of success; it is a guarantee of pride in yourself and respect from others. And with time and experience - both watching and doing, you will know when and where to make the winning move. And that you will remember for the rest of your life.

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Team Cup Standings as of April 13

Women

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

Men

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

April Club Race Results

Saturday, April 6
CRCA Club Race Results

A Field, 7 laps

1. Anthony Alessio, CRCA/Remax
2. Ralph Hassard, CRCA/Axis-Furniture
3. Josh Davison, CRCA/Dash/Renaissance
4. Brent Greenberg, CRCA/Metro-Sanchez
5. Chris Ryan, CRCA
6. Chris Rozdilsky, CRCA/Remax

B Field, 6 laps

1. Vinny Vicari, CRCA/Metro-Sanchez
2. David Smith, CRCA
3. Torrey Lincoln, CRCA/Axis-Furniture
4. Stephen Harvey, CRCA/Dash/Renaissance
5. David Taylor, CRCA/Dash/Renaissance

C Field, 5 laps

1. Aaron Pomeroy, CRCA
2. Mitch Rosen, CRCA/Chelsea Bikes
3. Andy Shen, CRCA
4. Tim Nilson, CRCA
5. Craig Goodstein, CRCA
6. Jeff Terosky, CRCA

**Saturday, April 13
Scratch Races.**

Women, 5 laps. Team Cup points

1. Ann Marie Miller, CRCA/Dash/Renaissance, 125 points
2. Beth Renaud, CRCA/Setanta, 100
3. Catherine Powers, CRCA/Dash/Renaissance, 75
4. Sarah Sauvayre, CRCA/Setanta, 65

Women's field, cont'd

5. Frances Harrison, CRCA/Setanta, -
6. Jane Moloney, CRCA/Axis-Furniture, 45
7. Hanna Robson, CRCA/Setanta, -
8. Randy Sharp, CRCA/Axis-Furniture, 25

A Field, 6 laps. Team Cup points

1. Leon Moser, CRCA/Think Racing, 125
2. Ray Diaz, CRCA/Gap, 100
3. Keith Ryan, CRCA/Axis-Furniture, 80
4. Anthony Alessio, CRCA/Remax, 65
5. Sean Marvel, CRCA/Axis-Furniture, 55
6. John Idone, CRCA/Remax, 45
7. Chris Rozdilsky, CRCA/Remax, -
8. _____, CRCA/MoneyGram, 35
9. Carlos Rivera, CRCA/Metro/Sanchez, 30
10. _____, CRCA/Miya Shoji, 25

B Field, 5 laps

1. Chris Wilkes, CRCA/Axis-Furniture
2. David Smith, CRCA
3. Paulie Castro, CRCA/Gap
4. Vinny Vicar, CRCA/Metro-Sanchez
5. Rich Bernardi, CRCA

C Field, 4 laps

1. Mitch Rosen, CRCA/Chelsea Bikes
2. Tim Nilson, CRCA
3. Ernie Paredes, CRCA/Chelsea Bikes
4. Jeff Terosky, CRCA
5. David DeVries, CRCA

**Bring USCF license
to CRCA club races.**

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).

(Big Guy in Italy, . . . continued from page 9)

another ticket and was off.

The drive was fast. I kept it at 160-170 km the whole time. At one point I came up on a cop and I slowed down, but when the other cars kept passing him at high speeds and he did not do anything I continued to speed a long back to Imola.

Grand Fondo's

Besides the races I do there are these events called Grand Fondo's. Depending on the event they sometimes have thousands of people taking part and the guys in the front race. There is a trophy awarded for the first person and there are even championships. These races are reported in the Italian cycling magazines. There are also medium fondos, which are usually 50 miles in length with the grand fondos are over a 100 miles. They normally go over few mountain passes too. Could you imagine if we had these every weekend in the States?. I would compare these to a ride like Ride the Rockies, except here people are serious about them and they are races.



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>
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.
We need more substitutes. Call 212.222.8062 to register.

Marshal assignments

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

June 1
Niklas Anderson
Dean Brizel
Brian Carolan
Stephen Chang
Brett Cleaver
Andrew Cooper
Frank Curry
Josh Davison
Rafael Diaz-Granados
Steven Eick
Tucker Elliott
Brad Foster
Adam Friedman
Mike Gacki
Robert Guatelli
Christopher Henze
Stephen Jamison
Daniel Jenkins
Lars Klove
M. Justin Lubeley
David May
Anthony Mazella
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

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.

June 22 cont'd
Norman Lu
Gerardo Martinez
Scott Phillips
Angel Santiago
Ross Stevens
Aubin Sullivan
Kara Verhoorn
Luke Williamson
Andrew Witten

June 29
Scratch Race
Start 6:00 a.m.
Joseph Ahearn
Steven Andrews
Cindie Baker
Mete Basakinci
Len Battifarano
Daniel Bernard
Ann-Marie Brady
James Brennan
Nancy Camp
William Canon

June 29 cont'd
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

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
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Oyster Bay, NY 11771-2319

(Also see clothing order form on www.crca.net.)

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