



Century Road Club Association

January 2003



Holiday card send to CRCA by Breakaway Courier Systems; the artist is Reid van Renesse. CRCA wishes everyone a Happy New Year!

Membership, Renewals

Renewals were mailed out December 9 and about 100 have already come back. Leon Moser, our new Membership Director, is busy at his computer entering information in the club database.

If anyone has not received a renewal, let Leon know: membership@crca.net, or telephone the CRCA Hotline, 212.222.8062. You might have moved and not given us your new address. Subteam captains should make sure everyone on their team has received a renewal.

Two renewals came back at the Donor level. These guys don't want the hassle of marshaling, or even of hiring a marshal.

A number of people have rejoined as dinosaurs—prepaid registration for 2003 club races. If you do a lot of club races, this option at \$120 could save you money. Registration for club races in 2003 has been raised to \$10 per race. It certainly saves a person the trouble of having to take out a wallet and fork over cash on a cold or wet morning.

In the next season, it will be easier to register. Just show your number to the registrar, pay your fee or show your dinosaur card (more likely, the information that you are a dinosaur will be printed next to your name on the registration sheet). No sign-in, no initialing. We plan to give each racer a small sticker (different for each race) to place on the race number that will indicate the person is registered.

If you're still in the giving mood, please include with your renewal a contribution to Central Park Conservancy (separate check). See page 2 of this newsletter for details. With NYC budget cuts looming, the park needs our help more than ever and the club is recognized as one of the largest contributors per member.

Jim Boyd

Norwegian Club Trains in Crete, Other Riders Welcome

by Anastasia Theodoropoulos

While working (for CSV) in Oslo, Norway, February 2001, I joined the Baerum og Meegn Cykleklubb (BOC) and took indoor spinning classes to prepare for the summer cycling season. With 500 members, BOC is the largest bicycle racing club in Norway (population 4+ million), and offers training rides and amateur races. The members are an easygoing

group of serious cyclists who accepted me despite my less than stellar riding abilities, and I felt comfortable saying 'yes' when they invited me to join their April training ride on the Mediterranean isle of Crete.

I was assured that the ride would be divided into three groups based on ability. What I did not know at the time I booked reservations is that western Crete is very mountainous. Nonetheless, I kept up with the spinning classes and felt

ready to go by the time April rolled around.

The BOC uses the Crete trip as a training ride for the Trondheim-Oslo race, also referred to as the "Great Trial of Strength". It is a 540km (336 mile) race from Trondheim, located on a fjord in central Norway, directly south to Oslo. The total climbing in the race is 4304 meters (14,121 feet). Top finishers—among them BOC members—in 2001 finished in less than 14 hours; that is just over 24 miles an hour for 14 hours. These

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

Deadline for February 2003 issue is January 20

January 2003
Volume 15, Number 1

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The traditional CRCA New Year's Century ride will be held again in 2003. Meet at East 90th St. and Fifth Ave. in Central Park — at Engineers' Gate — at 6:45 a.m. Jan. 1. Pick up a card from me.

The ride will begin at 7:00 a.m. Two laps around the park and then north. Have your cards signed at the Bear Mt. Inn and return to Engineers' Gate. Mayor Bloomberg has promised a welcoming band playing traditional songs and hot coffee for early finishers. JB

Thanks from Dave Jordan

[In appreciation of his contributions, CRCA sent him a gift. After Italy, he went to Turkey.]

To the entire CRCA membership, thank you for the generous and warm winter cycling jacket, truly unexpected and appreciated. Great Timing!

Cycling here in Tuscany is marvelous, should be experienced by all personally! Think of Perkins Drive, as many times and in as many different characteristics as the best wines here in Chianti! Hope you all have the best of holiday cheer and Buon Feste!

Summary of Nov. CRCA Board Minutes

The following measures were approved:

1. Ten dollars as the price of the new club bicycle caps;
 2. Race director (club race starter) have a club-supplied cell phone to receive information from marshals who happen to carry a cell phone;
 3. Require attendance sheets at club coaching sessions;
 4. Fees for motorcycle pacers and sign/cone setup person are raised from \$60 to \$75/race;
 5. New fee structure for membership (appearing now in renewals and in new membership applications).
- JB

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 your check—made out to the Conservancy or to the Foundation—to CRCA. The club collects the checks and passes them on to Central Park. You get all the tax deductible benefits and the club gets the credit. Call Julie Walsh, Publicity Dir., for more information.

In 2002, CRCA passed on to Central park over \$16,000 from member donations and has given \$5000 from club funds.

Norwegians in Crete (. . .cont'd from page 1)

were a part of the group of guys I went to Crete with! It is a good thing I did not know the full extent of their abilities in advance because I might not have gone. Regardless of their prowess, they were always friendly and made the slower Group 3 riders feel welcome and even encouraged us. Needless to say, we had a wonderful time and it helped me to get prepared for the Lillehammer-Oslo race, a shorter event of 190km.

We arrived in Crete in April, before the tourist season. Temperatures were in the high 60's to low 70's. It rained one day but only for a few hours — not enough to ruin the day's ride. However, the rain combined with a sandstorm from the Sahara desert and the winds became so strong that they knocked me off my bike. We were there for a total of seven days. The daily rides were from 70 to 120 miles in length with climbing on two consecutive days between 4000 and 5700 feet. We went through charming little villages with hardly any tourists and were often the only customers for lunch at the local restaurants.

One day we ate delicious seafood in the southern coastal town of Sfakia, which is known for its rugged, mountainous landscape and history. It is one of the few places in Greece that was able to resist the occupying forces of both the Venetians and Turks. Here is a web link: <http://www.interkriti.org/visits/sfakia.html> in case you want to get a sense of the look and feel of the place. Service at the restaurants was excellent.

[Located south of Greece in the Mediterranean, it is a province of that country. It is

(Continued on next page . . .)

Letter to the Editor, Marshaling

I agree completely with Jim Boyd's view on the double standards of marshaling rule violations. Imagine if one of the "good guys" falls and gets seriously hurt due to another marshal, (being the one who follows the rules or not), gets distracted or does not take his job as seriously as he should? Wouldn't that be a penalty against CRCA or against that marshal?

Let's say that we have been lucky by not having any incidents thus far. People start thinking that it won't happen, but it will at some point. Because at the same time as our races there are other users of the park: dog walker, runner, recreational cyclist, skater, and even parks department employees, who also at times do not take the necessary precautions.

Jaime F. Lopez-Santini, MD

Classified Ads
(free to members)

long, about 160 miles east to west, and from above looks like a badly squeezed sausage with a width ranging from eoght to 38 miles. At 3,218 square miles, it is somewhere in size between Rhode Island and Connecticut. There are three major mountain ranges with heights around 8,000 feet. It was the center of Minoan civilization 2600-1100 BC. Ed.]

Our starting and ending point was the northern coastal city of Rethymnon. The hotel had a pool and we were next to the sea. It was a bit too cold for me to take a swim, but some of the Norwegians – who are accustomed to more extreme weather conditions – actually found some time to sunbathe at the end of the day's ride. [Checking hotels on the websites, prices seem quite reasonable.]

Compared to Majorca

We basically rode in double pacyline formation regardless of which group we were in, 1, 2 or 3. We stopped when necessary but usually just kept riding, enjoying the beautiful scenery and the car-free roads. Once outside the city limits of Rethymnon, the roads were pretty much empty. I had been to Majorca the summer before and was struck by the large number of cyclists and cars on the road. Not so in Crete, and it made the trip truly enjoyable.

I am back in the U.S. and considering another bicycle vacation that will be both fun and challenging and I could not help but reminisce about my trip to Crete. So, I decided to write this article and invite anyone out there who is interested to join us.

The website for the BOC with pictures from the trip and link is: <http://www.boc.idrett.no/tur/kreta2001-dagbok.htm>. More information and links are available from <http://www.boc.idrett.no/tur/kreta2002.htm>. I have already spoken to the ride organizers and they said that they would be happy to allow a NY group of cyclists to join them. Their only concern is a person's ability to ride a double pacyline. But I don't think that this will be an issue. I took part in some CRCA coaching rides back in 1999 and know this should not be problem for CRCA riders.

I found it a great way to train for the season and a cultural opportunity to meet serious racers from another country who are fluent in English. The riders meet in Crete in April. You can attend the first week April 12-18; the second week, April 19-25, or both weeks.

If you are interested in the trip or have any questions, please contact me: antheodor@yahoo.com; or , 917.971.0033.

Nostalgia: From the January 1993 CRCA Newsletter

ROLLER RACING IN 1993: NEW EVENTS, NEW TECHNOLOGY, NEW ROLLERS by Brian Hoffman

The CRCA Roller Races are being radically modified for 1993 to improve them for both participants and spectators. Starting Jan. 14, a variety of new events will be held at a new venue, using new technology, and on new rollers.

The races are moving uptown to Sports [A sports spectator bar – the building is still there. Ed.] on Broadway, between 77th and 78th streets. This location is easier for many riders and spectators to get to than last year and the competition area is bigger. Large bleachers give spectators prime viewing, and a full menu of refreshments is offered.

What are roller races?

Rollers are like bike treadmills; a set of three cylinders, two for the back wheel and one for the front, that the cyclist rides on. Unlike wind-trainers, there is nothing holding the bike up except the rider's balance. Roller races are usually held as match sprints, two riders sprinting head-to-head, with progress being shown on an external display device. Since there is no wind resistance or weight to move around, race tactics rely on smooth pedal technique and stamina more than raw power.

New Technology

After much debate, the vintage rollers and clock setup used in the past have been retired. They will remain as warm-up rollers, but competition will take place on new Kreitler rollers.

This is to accommodate a computer system that can clock up to six contestants at

a time. A key benefit of the new setup is being able to handle a larger field. In 1992 we held single repechage eliminations, and took all night running 30 races among 21 riders. Now with up to four riders at a time, we can follow USCF rules for double repechage, which allow us to race with up to 32 entrants in fewer heats. The computer also eliminates one of the most time consuming steps in the old mechanical system – getting the clock hands in sync.

New Events

Another benefit of the computer hookup is that we are no longer tied to one mile match sprints. Although the final schedule is not set yet, in 1993 we will be mixing up kilometer with mile match sprints. A night of 5k pursuits is planned, and possibly a handicap race. Additionally, a flying 200 meter time trial may be held as an extra event on one or more nights.

Each event will be from a rolling start, but with a starting speed limit. Every night there will be a prime for peak speed attained during a match (which we expect to be up around 65 or 70 mph). If we get enough interest (12 or more entrants), we will also hold a separate Women's field, or a Masters' field. Having more than one field will actually improve the event for spectators because races can be run almost nonstop. By alternating events, especially in the later rounds, we have less dead time between races but still allow riders to adequately recover between semifinal and final heats.

Rollers are the ultimate demonstration of 'going nowhere fast'. Wheel speeds reach up to 60 mph and pedals spin in excess 200 rpm.

Races Dates:

Thursday, January 14,
Tuesday, January 19,
Monday, January 25,
Tuesday, February 9,
Monday, February 15,
Monday, February 22
Registration at 6:30 PM
Races start at 7:00 PM.

Entry fee is \$7.00 per night, which includes the \$1.00 USCF insurance. surcharge.

[It goes to show that some things really were better in the old days. Brian was the marshal Director in 1993 and the driving force behind roller races. Ed.]



Traffic in Crete

CRCA Clothing

Jerseys (xs-xxl)	\$45.00
Shorts (m-xl only)	38.00
Kids T-shirts (sz 34-36)	6.00
Skinsuits (s-m-l)	90.00
Kids Jerseys	10.00
(old design size s)	
Bicycle Caps (New!)	10.00
(shipping incl. for caps)	
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.)

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January 2003

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