



RACE REPORT #9

Wente RR & Criterium

April 26 & 27, 2003

Livermore, CA

Team Swift Results for the Road Race:

9th Nathan Miller 17-18 yrs old Racing in the Pro, I, II field
2nd Rich Weir 15-16 yrs old Racing in the Sr. Cat 3 field
6th Aaron Woolsey 17-18 yrs old Racing in the Junior field
* Lia Winfield & Corinna Ripple Both raced in the Cat 4 women's field
* Coach Laura volunteered to mentor the women's Cat 4 race

Team Swift Results for the Criterium:

4th Rich Weir Racing in the Junior field
11th Nathan Miller Racing in the Pro, I, II field

Laura:

Being a Junior and also having a Senior equivalent license offers the riders a choice of racing either category. The decision on which category to race on a given day depends on the strengths of the riders and their experience on that particular course as well as what type of events they are training for. One has to be more selective to pick the right race for a couple reasons. Entry fees have become so expensive you don't want to throw your money away. And for training purposes you wouldn't want to be out there in too easy of a race and gain nothing or too hard of a race you are riding alone the entire time.

Team Swift riders have been doing a good job in choosing their events and in which categories they race. At this RR both Nathan and Rich did fantastic in such tough fields and made a good choice to race with the Senior Men. They have both been climbing well and were able to be a factor in the men's fields. I would like to make a note about the juniors that are racing the senior fields and are still using only junior gearing. All Junior events sanctioned by the USCF (and all international UCI races) have gear restrictions for juniors. In some countries they even have different gear restrictions for different categories. In the United States the largest gear combination a junior can use is approximately 100.3 gear inches which is 52x14. The juniors are allowed to use bigger gears in the senior races (where there are no restrictions). But by continuing to use the junior gears the riders race harder, increase their leg speed, it's better on their growing joints, and teaches better pedaling techniques. When Team Swift trained and raced in Italy we learned that the 15-16 year olds can only use a maximum gear combination of approximately 52x16. You should have seen how spun out they were on the downhill, tailwind finishing sprints!!!!

I thoroughly enjoyed taking some newer racers to the event; Aaron, Lia and Corinna. They showed a lot of team spirit in the travels, warm-up and after the races. Northern California is fortunate to have so many new junior programs and to also have a mentor program for Cat 4 women. The

mentoring is done through the volunteer efforts of ex-elite women racers. I have been helping as much as I can over the past three years. As I am involved with a major Junior Program and through the involvement of the mentoring I am proud to be a part of the two fields which have shown such tremendous increases in participation. There were 100 cat 4 women out there just for the RR. I am absolutely happy to impartially help each and every new rider learn about the sport and keep the riding safer. These women in return were very kind to the two new Team Swift junior girls. Riding with this group was more productive in helping develop these two girl riders than having started the race with the Junior Boys. Soon maybe there will be a junior girl category too!

Lia Winfield

Cat 4 women (17 yrs.)

Hi All-

The day had a great start when I awoke to blue skies clear of rain. I felt good in the morning having had plenty of sleep despite my nervousness that threatened to keep me up all night. I was glad to be able to drive down to the Wente Road Race in Livermore with Laura, Corinna and Aaron, as being able to talk with teammates was fun, helpful and eased my nerves. Arriving at 9:30 and racing at noon, gave us time to warm up without the pressure of time. Because of the extremely small junior woman's field, I raced with the Category 4 woman, a 34 mile 2 lap race, such a big field (around 100 woman), that two groups with different start times were made. I expected the race to start out quickly and I was surprised when the first few miles were slow.

The attitude in the pack was really friendly and supportive with some riders giving advice to others and everyone warning each other of obstacles on the road. As soon as the road turned right and the biggest hill of the race began the field began to break up. Right away a group of about 8-10 women pulled away up the hill. Between me and that group there were about 3 or 4 riders. As the hill's steepness decreased, I caught up to the wheel of one of the women between me and the lead group. For the next few miles I was riding with one other woman but as soon as the descent came, she dropped me. That's the point in the race that I would most want to improve on, staying with her on the downhill. By then I had lost sight of the lead group, but knew that there were still many riders behind me. For the rest of that lap and the entire next lap I was riding alone, not exactly sure how many were in front of me or behind me. The highlight of my race came at the end, about 5 miles from the finish when a group of 4 women caught me. I rotated in with their pace line until the base of the last big hill to the finish. Two of the women sprinted off up the hill, one was climbing about my speed and the other woman was in the middle. As the climb progressed I ended up catching and passing the 4 women that I had rode with for the last part of the race. It was little race within the race and it felt good to finish that way. One of the best parts of the race was having Corinna racing there as well. It was so awesome to have a girl teammate at the race.

Corinna did a great job and we both agreed that we need more Team Swift girls!!!! Also coming up the hill for the second time I heard someone cheer for me, that was very inspiring and appreciated! The entire day down in Livermore and at the race was a good experience. Riders were friendly and helpful. I was happy with my race and am ready to work hard and race more races!

-Lia Winfield

Corinna Ripple

Cat 4, Jr. Women, (age 16)

Today, the 26th of April, I did the Wente road race. Lia and I entered the Cat 4 women's category (age 16) which started at 12:05. The race started out slow but compared to some Jr. races I have done in the past it was nice because I wasn't straining myself to keep up. The women's Cat 4 was very big about 100 people, so they split it up into two groups, Cat 4 A and Cat 4 B. The A's had 600 numbers and the B's had 900 numbers. Lia and I were with the Cat 4 B group which was smaller than the A group. In some ways, this group was nicer to ride with than riding with the jr.'s; because the women were friendly, and they would help each other out by pointing at pot holes or bumps in the road. The race course had a little bit of everything: flat, hilly, and some nice descents toward the middle of the course. The first part of the race course is moderately flat, until it gets to the hill; which leads to the finish. I stayed with the group a little bit after that hill then I got dropped. I could have stayed with them, they were really close, but my legs hurt and I just didn't really try. I should have though. If I had kept up with them, I probably would have gotten dropped on the down hills. After the hill, the road slightly slops downwards, (by then I was by myself) then it flattens out with some rollers. On the rollers a woman caught up with me who had also gotten dropped on the first hill. We rode for a while taking turns pulling before another lady caught up with us, and we all rode for not quite five minutes before they lost me on the down hills, mostly because they were heavier, and because I'm not really fond of down hills. This time I enjoyed the down hill part more because it cooled me off and I could go faster. After the down hills there were more rollers, then a steep short climb descending to some flat, then more descents. By then I was going fast. I never had any other women from my group pass me, but I'm sure that there were other women (maybe five or six) behind me who had also gotten dropped on the first hill. The last part of the course was flat, and then a long up hill that leads you down into flat ground where you pass the start line, and then it's all flat until you hit the hill that passes the finish line. On the second lap, it felt like it took longer to get to certain parts of the course I remembered from the first lap. Basically it was all the same, except I ran across a ground squirrel of some kind crossing the road in front of me. On this lap which was the last lap, fewer people passed me and I kind of started feeling like I was the only one out there racing. The last hill up to the finish really hurt, but I made it. The race was really fun though I got dropped; I enjoyed having Lia and Aaron to talk to and to ride with before and after the race. If I did this race again, I would have eaten sooner before the race, and wormed up more efficiently, but most of all I would have tried harder to stay with the pack. Corinna.....

Aaron Woolsey:

Wente Race Report by Aaron Woolsey.
Juniors 17-18 6th place.

I woke up Saturday morning looking foreword to the race. To my surprise I found the weather in Livermore to be pleasant. I road down with Laura and Corinna, and Lia. I felt pretty strong warming up, but at first I really wanted to ride some of the climbs in the race so that I cold have a feel for the difficulty. My first mistake was that I didn't do a long enough warm-up.

The beginning of the race I found myself in the front of the pack where I wanted to be. The beginning was nice and easy, but there were a few attacks. A few guys tried to pull and make attacks at the front of

the long climb, but I managed to always be able to be consistent and stay in the front. At one point I pulled through and pulled a little, but also I was trying to keep the pack from accelerating to fast up the climb.

At the top of the climb there were some serious attacks and we lost two guys off the front, and we did everything to try and catch them. I soon found myself riding next to Nathan Miller. Nathan led some awesome attacks, especially on the descents. I was able to ride close to Nathan throughout the attacks we lead to try and catch the guys off the front. Unfortunately I lost Nathan on the second lap during the climbing. Nathan had already raced earlier in the Pro race and got 9th place. But it was fun to work a little bit with Nathan.

I started to lose a lot of energy during the second lap and lost some of the main group. I tried several times to catch the group, but they had already made it down the fast descents. I ended up with a guy from Sacramento Wheelmen and we road together for the rest of the race. I guess for the finish I learned to not push a huge gear for the up hill sprint. I ended up not losing too much ground on the main pack because I pulled off a 6th place in the juniors 17-18. It was a really fun race and I learned a lot. Till next time Aaron Woolsey

Rich Weir:

Wente RR 2nd place Cat 3 (16 years old)

Last weekend was great! We managed to catch a break in the otherwise sketchy weather. Saturday turned out to be perfect. I did not know how well I would race since the week before I wasn't riding well and felt tired. It turned out well though. It was the Cat. 3 race of 63-miles with lots of hills and it was also my home course. I ended up sort of accidentally off the front for the whole first of the four laps on the 15 mile loop. On the second lap I relaxed and waited for the rest of the field. It had shrunken considerably by the time they caught me. Then for the next three laps it stuck together for the most part. On the last hill attacks went one after another. I found that I could not respond immediately but I brought my self back towards the head just before the line and when we hit the flatter part I put it into my big ring and went as hard as I could. I managed to get second on the day and was quite pleased. The next morning I did the junior crit and the cat 3 crit. The Junior crit field was about 20. It was 40 min. There was plenty of attacking and strategic games being played. It was fun. I got 4 in my age group and 5 overall, but that's okay because it is really not my kind of course at all. The cat 3 race was fast and fun. It was a 50 min crit. I just wanted to do the race for a good workout and I got one. I was chasing breaks and getting in some for a good part of the race. But, the last 5 laps were really sketchy and I am very glad there were no crashes. I have no idea what place I got but again, it doesn't really matter that much. I would like to congratulate Nathan on his awesome ride in the pro/1/2 race. 9th is awesome. Well until next time... thank you and good night!

Rich Weir

Nathan Miller:

Wente Vineyards Road Race

I wasn't sure quite what to expect going into this race. The field at Copperopolis completely exploded the week before. I guess that a lot of the top pros had left to do the Tour of Georgia though, so there was nobody there that was strong enough to tear my legs off. This worked out well, because I felt awful the first two laps. My legs were so stiff that I couldn't do anything but sit on the field and hope that I started to feel better. Luckily I did, but only after a field of four managed to slip off the front. Nobody was inclined to put in an effort to chase, because Healthnet had a rider in the break and Lombardi either did as well or didn't want to chase. (Healthnet, Webcor, and Lombardi were the only pro teams present) With one lap to go I felt amazingly better and felt I could go with anything that went away. I stayed at the front over the main climb, but nothing happened. I didn't expect anything to get away on the descent, but three guys ended up doing just that. At first, I didn't think that they would make it very far, but still nobody seemed to want to chase. I attacked once on the final hill as we began to approach the top of it. I figured that if riders were allowed to slip away without any resistance on a descent then why wouldn't they let me go on the small hill. One Lombardi rider went with me, but he was reluctant to work until he realized that I had

opened up a sizable gap of about 10-15 seconds. For once, the field decided to chase. After we were caught, Mark from Webcor pulled all the way to the base of the climb. He kept it completely strung out so that I could remain third wheel at the start of the climb. Just as we were about to turn the corner, I miss shifted and dropped my chain. I thought that I had just blown the race after failing once to re-set it. Luckily, Skyler Bishop from Healthnet gave me a quick push and I got the chain back on. That little scare gave me a shot of adrenaline, so I decided to see what everyone in the now only twenty man field had left. I put in a hard effort for about only fifteen seconds and then looked back to see that only two riders were able to follow me. All of the remaining Healthnet and Lombardi riders were nowhere to be seen. The three of us raced up the hill going as fast as I could possibly go. When we began to approach the line, they sprinted away and I wasn't able to keep the pace. I still had plenty of time left before anyone else even came close to me though. We ended up catching one of the riders from the original break of four, so only six breakaway riders finished about 30 seconds ahead of us. I was third out of the field, so this gave me a very respectable 9th place finish. I couldn't have asked for anything more, considering how I felt during the majority of the race.

Wente Vineyards Criterium

I arrived at this race over 2 1/2 hours early so that I could get in a lot of riding before the start. I was completely worked over from yesterday and wanted to spin out my legs. After getting to spin for over an hour and getting a really good warm-up I arrived at the line ready to go. The field was 80 riders strong and the race started out very fast. The course helped raise the speed as well, because it had sweeping corners, smooth, wide roads, and a tailwind on the back stretch. I figured that it would be negative racing all day, with no groups being able to stay away. Everyone seemed too eager to chase for anything to stay away. Also, with how fast and open the course was, a breakaway group would be given no advantages. I decided to just sit near the back for the first couple of laps until everyone calmed down. This proved to be a mistake, because the field split at the middle after only about 7 or 8 laps. I grabbed Justin's (Healthnet) wheel as he jumped across the gap. It didn't take much effort to close the gap which was only about five seconds at that point. I am pretty sure that the rest of the field ended up making it back on, but I wasn't going to the back of the field again to check. I stayed at the front as much as possible, although it was hard to do. With the wide roads, riders could swarm up around the sides whenever they wanted to. Duke, Steve, and I all went with several breaks, but it was obvious that nothing would stick. The real race didn't begin until about five laps to go. Duke showed up behind me and asked me to take him to the front. So, on the backside of the course I spun out my 52x14 as fast as I possibly could with the help of a tailwind and managed to get Duke to the front. I ended up getting cut off as the field swung to the right though and didn't make it quite to the front. I came up on the next lap, but was swarmed and pushed back again. I was a little over thirty riders back going into the last lap, which gave me just enough time to get to the front for a last minute lead out if I hurried. This plan was quickly thrown out though, because Duke used up his mighty sprint with one lap to go. (It's okay, he's still a Cat 5-joking) So, I pushed my way up as much as possible and entered the last corner in about 20th, thinking only of a high placing for myself. The straight away to the finish was about 350 meters into a straight headwind. This gave me enough time to squeeze through a gap in the middle of the field and gain about 6 or 7 more positions. What happened was that the lead-out man from Lombardi dropped off right through the center of the pack and cut the field in half. I was able to slip around him and up through the hole that he created. Then, of course, the field closed up around me and blocked other riders from doing the same. After that it was just all out to the finish. As juniors we race even in the Senior fields with our junior gears. That means our largest gear is a 14. If I would have had a 12 tooth cog like the Pro's in the back I would have been able to catch several other riders, since the top ten were all very close and I was incredibly spun out. Still though, I was able to finish in 11th place. I missed catching rider 10, the last prize placing, by less than a foot at the line. I did very well this weekend and realized how much it pays off if you are patient enough to wait during a lot of the race and conserve energy while everyone else burns up. I don't have the fastest sprint, but I am in excellent shape right now, and will have a major advantage if I am well rested at the end. Nathan

Duke Schimmer (17 yrs old) in the Pro, I, II field of the Wente Criterium:

The Day **Not** to be Remembered -(except his coach made him write about it).

Well, I keep this report short and simple. Throughout the race I felt good and chased a few breaks and even made a few attacks myself but it all came down to a bunch finish. When I see the 5 laps to go sign I begin to count the laps down in my head. At what I thought was the last lap there was a guy off the front who I bridged to and started my sprint. I looked back and the group wasn't doing anything. I thought that was odd but I kept my head down. As I was about to win my first Pro 1,2 race I looked up just in time to see the one lap to go sign and hear the bell ring. I am an official idiot. I think that I get the prize for the bonehead move of the year.

*Hey Duke, this mistake has happened to more experienced riders than you.....but I bet you won't let it happen again!!!

http://usacycling.org/?juniors/junior_road.htm

Check out the Team Swift Picture on the USA Cycling website with Fast Freddy!

From USA Cycling:

Junior Gear Update for 2001

Updated March 26, 2001

1J6. Junior Gears.

For Junior Men & Women, the authorized maximum chaingear ratio allowed in any road event is 7.93 meters (rollout 26). Blocked gears will be allowed, except in National Championships and State Championships. [45x12 or 52x14 chain ring teeth]

z,b.Gear Development Charts

The charts below give development (distance covered in one revolution of the cranks) for various combinations of chain ring and rear sprocket, assuming 26.5 inch wheels. Note that other wheel sizes are widely used. For example, 27 inch wheels have a development about 2% larger than the figures listed below. The formula for development is: (wheel diameter) x pi x (chain ring teeth)/(sprocket teeth) where pi is about 3.14.

These charts are provided only for general guidance in selecting gears. Do not depend on calculations or charts to determine whether a particular bicycle satisfies gear restrictions - use the roll-out test (distance traveled by the bicycle in one revolution of the crank with the tires inflated to racing pressure).