



Team Swift Race Report #13

Corporate Center Criterium June 8, 2003 Santa Rosa, CA

NCNCA Junior Crit Championships June 8, 2003 Livermore, CA

Two big races on the same day! Which to choose? The NCNCA championships are great to win. Not only do you get to be a district champion for a whole year but you also get your entry fees waived! A major incentive for sure. But on the other hand Team Swift also had the choice of racing their home town race: The Corporate Center Criterium right here in Santa Rosa. We had riders racing in both. The following are the results and riders that participated.

Corporate Center Criterium

Junior Race

| | | |
|-----------------|---------------|-------|
| 1 st | Mikey Slotten | SGW |
| 2 nd | Anton Nicola | Swift |
| 3 rd | Aaron Woolsey | Swift |

Senior Men 4/5

| | | |
|-----------------|---------------|-------|
| 3 rd | Anton Nicola | Swift |
| | Aaron Woolsey | Swift |
| | Ethan Weiss | Swift |

Women Cat 4

| | | |
|--|----------------|-------|
| | Lia Winfield | Swift |
| | Corinna Ripple | Swift |

Pro, I, II field

| | | |
|------------------|---------------|-------|
| 13 th | Nathan Miller | Swift |
| | Duke Schimmer | Swift |
| | Brady Harter | Swift |

NCNCA Junior Crit Championships

15-16 year old Junior field

| | | |
|--|------------|-------|
| | Bob Harris | Swift |
| | Rich Weir | Swift |

Race Reports

Corporate Center Criterium

Nathan Miller

Pro, I, II

We are now two weeks away from leaving for our trip and up until recently I was starting to get a little bit worried about what kind of shape I would be in. I was absolutely flying last month, but the last two weeks I felt burnt out everyday and never even wanted to do a rest ride. I had to force myself onto the bike each day and was struggling to try to contest races. The first week I just thought that I had been training a little bit too hard, but when I didn't start to feel better I began to wonder what was up. At last, I figured it out. While doing a one hour rest ride on the roller (I had been using every excuse I could think of to delay my ride all day, and had no choice but to ride the stationary trainer when it got to be 8pm, that's how bad it became) it hit me and I knew exactly what was wrong. Ever since school ended and I moved back into my parent's house, I had been eating nothing but garbage. I was also pretty dehydrated as well. So, I forced myself to drink three water bottles during the hour ride and swear off any bad foods. Immediately the water made me feel better. The next morning, I went back to the normal things that I usually eat for breakfast and didn't touch any candy all day. When I had my own apartment, I never had foods like that, because I couldn't afford them and the thought never even crossed my mind to buy such crazy foods. It's not like I would ever walk down the aisles at the grocery store and pick up a box of sugared cereal. But, when it's right there on the shelf next to the bowls, how are you going to pass up Cinnamon Toast Crunch?! It's embarrassing to say that I am working to be a professional athlete and here I am fueling up with that or Fruit Loops every morning! Then, throughout the day at various points, you find yourself digging through the huge pile of ice cream that the Schwa's man just delivered. Before you know it you've eaten three ice cream sandwiches and are going back for a sundae cone. When I actually stopped and thought about what I had eaten in the last couple of days it was insane. It was amazing that I could even find the energy to get on the roller for an hour. I had a really quick turnaround though. I started drinking a lot of water to flush everything out, ate a lot healthier foods, and took my vitamins and was feeling great by 3:30 the very next day, just in time for the race.

The Pro 1,2 race didn't turn out as great of a result as I had hoped it would, but I felt better then I could have ever imagined I would. I knew that the race would be tiring since it was 1 1/2 hours on a Tuesday night course and just tried to ride at the front and not get too ambitious early on. About five or six laps into the race there was quite a bit of disorganization and a large slow down in the field that gave me the perfect opportunity to attack. I didn't feel like it would be a winning break or anything, but the set up was so perfect that I had to do it. We came out of the final corner and onto the finishing straightaway when the field slowed and swung all the way across the road into the wind. There were about five or six guys ahead of me at that point. I saw the first guy sit up and start to pull off. When the second guy stayed on his wheel and wouldn't pull through I knew that there was going to be confusion and a slow down. The lead rider ended up going all of the way across the road and taking the other five guys on his tail with him. In one quick swoop the whole pack whipped around behind the leaders like a snake's tail. Instantly, almost before it happened, the video clip flashed into my head, "Oscar Friere attacks with three-hundred meters to go to win the 1999 World Championships." I definitely consider this to be one of the three best timed attacks of my life. One of the other ones was also under the exact same conditions during a Tuesday night crit, where I won my first prime in the third race last year. Then, I didn't have any speed, but the timing was so good that nobody could do anything about it. This time, I had an instant 10-15 second gap. The field was gone! If only a few more people had watched the '99 Worlds we could have had a good break going. I still had a big enough of a gap to soft pedal a lap

around the course and take the prime though. The rest of the race was faster than any race I've done on that course. After about thirty minutes I thought that I was doing a good job of spinning during the race. I looked down at my gears and saw that I was most definitely spinning quickly, but I was still in a 52x15. Honestly, this race got boring after a while and I wanted to try to conserve everything that I had since it was a long race anyway. So, I sat in for a little while and ended up missing the winning break. I saw it go and knew that I had just lost the race. I moved up as quickly as I could and got in a small chase group, but we didn't make it to them. Right when we got caught, a group of five attacked and also ended up staying away. I had just missed the second break! So, I decided that instead of bridging with a group I would work with the field to pull them back. After being at the front working and covering moves for about 20 minutes I looked back to see that the field was absolutely shattered. Somehow I ended up in the third group on the road, with four other riders, without ever attacking. It wasn't like we quickly picked up the pace and rode off the front of the pack either; there simply wasn't a pack anymore! All but 5-10 riders behind us had dropped out. I won the sprint out of my group of five to finish in 13th place. If any of the younger Team Swift riders are reading this, which I hope they are they should pick up two things. 1) Every person has about 10 staple foods in their diet that they eat a lot of. One of them is most likely the cereal that you eat every morning. Maybe another is pasta or some sort of meat. You should make sure that your staple foods are good for you. If you want to have a treat then make it a snack. As long as you have a good base of nutritious foods you will be okay even if you throw in a small ice cream sandwich every now and then. The point is-- Cinnamon Toast Crunch should not be a staple in your diet! 2) Watch as many cycling videos as you can. (Especially '99 Worlds) Whenever a breakaway succeeds, rewind the tape and watch the moment when the riders attack and the break forms. Notice the terrain, wind, and what the peleton were doing. Did the field just finish pulling in another group and sit up to rest, or had it been slow all day? Watch as many of Cippolini's lead outs as you possibly can. Look at the mileage markers for exactly when each rider pulls off and when Mario starts his sprint based on the road and wind conditions. Watch Lance on the climbs during the tour too. Every time he ever attacks on a hill nobody responds, not even for a second. He hits people right when they can't possibly do a thing about it. So, watch as many tapes as possible and try to find out when these moments are. Whenever I attack, I am basically doing the same "play" each time, but just in a different race. I watch the pros to see how and when to execute each attack and then copy them in races. Really it's pretty simple.

Good Luck,
Nathan Miller

Anton Nicola

Corporate Center Criterium

06/08/03

Senior 4/5

3rd Place

Juniors

2nd Place

Senior 4/5

When I awoke this morning I wasn't even sure what day it was and almost turned off my alarm. When the thought came to me that I was supposed to race today, I quickly got out of my bed, ate a quick breakfast, packed up, and went into my dad's bedroom, who was still sawing logs, and got him out of

bed to take me to my race. I get to the race, and it is miserably cold. I don't want to race, and I am not feeling that competitive.

I line up for the Senior 4/5 race ready to start, pop a Clif Shot in my mouth, and take a swig of water to wash it down. The whistle blows, and we're off to race for the next 40 minutes. I did what I do every race, and that's to stay up near the front. About 2nd, 3rd place in the pack. My plan was thoroughly ruined by an Alto Velo guy that got pretty upset with me for not pulling. No more sitting in for me. After a couple of laps of not pulling my share, his teammates were coming to the front, and attacking, probably to weaken me. Aaron, my other teammate in that race, was hanging in the middle of the field, and not feeling up to par either. I then decided that one Team swifter against four Alto Velo grown men was not going to be a pretty sight. So I decided to cooperate, and do my share of bridging, pulling, and suffering. With 3 laps to go, the speed picks up, and I drop back to about 6th place. With 1 more lap to go, the speed picks up very nicely. I know that at the speed that we were going, no one was going to attack. I'm in 4th place. Not the ideal place to be, but too late to move up. I also knew that the guy in front of me would be a very nice lead-out. The first two guys go around the corner, and sprint right out of it. I know that my chances of getting first or second are shot. So I conserve energy for 3rd. The guy in front of me takes the corner hard, and starts to sprint out of it with me on his wheel. Like I had anticipated a wonderful lead-out. I was pretty satisfied with my placing for that race.

Juniors

With a field of 3 racers, this was my second race of the day, and I was a bit worn out from the first race. Mikey Sloten from SGW decided that he would attack about 3 laps into the race on the prime bell. My legs said "uhhh, no." And so did Aaron's legs. So both of us just Mikey kind of slip away. So then Aaron and I work together to reel him back in. We got close, but I made the mistake of not just going by myself to reel the rest of him in. I hung with Aaron, but then later on in the race decided to just go for it myself, because I wasn't feeling as bad as my teammate. So I rode the last half of the race time trialing to try and catch Mikey. I didn't catch him, but I felt good about not getting too far behind.

Lia Winfield

Corporate center crit cat 4 women

I was particularly excited about this race because it was local and I felt a certain pride racing on what is close to our "home course." I was also looking for another good finish like I had last week in Folsom. I had slept well that night and felt good while warming up. At the start line I realized I was in my small chain ring and knew that that was not where I wanted to be. I was going to just move it up to my big ring while I was standing there...but for some reason I did not do this. When we started I took a few peddle strokes and shifted up to my big ring. That's when I dropped my chain. This has happened to me before and I tried to remedy it by peddling and getting the chain back on track. This failed and Aaron ran over to help me out. (thanks Aaron). A dropped chain did not qualify as a mechanical so I was not granted a free lap. Though I tried, I couldn't catch the pack and decided to wait for them to come around so I could be in the race even though I was a lap down. I was glad I did this because I raced well and learned a lot...especially to start in my big ring. I was disappointed, but that feeling went away as soon as I was back in the race, where my focus shifted to holding good position throughout the race and continuously moving forward through the pack. Above all I was happy with

how I did and excited for next time.

-Lia Winfield

NCNCA Junior Criterium Championships

Report by Bob Harris: Well this was a FUN race!! It was really fast, with numerous attacks on each of the one kilometer laps. I felt really strong and my goal was to keep the race together, so that hopefully I would still have a chance in the end, or at least Rich would be in a good position to take it. I spent quite a bit of time chasing breaks, although as with most junior races, that pack responded immediately to most of the attacks. A little before half way one guy attacked and I wasn't sure if he was a lap down or not. After about 5 laps I heard one of the officials yelling that he was actually off the front, so I took it upon myself to chase. With a little more than 10 laps to go there was a solo break and Daniel Halloway bridged to it, I was sure that it had the potential to be the winning move. Once again I began to chase, but it was quite frustrating because SGW had a guy in the break, so they were blocking anyone from helping with the chase. I made a few small accelerations to keep the field moving, and we were gaining ground on the break. Then with about 6 to go I felt my rear wheel step out in a corner, and immediately knew that I had flatted. I was really frustrated as I pulled off of the course, because the free lap rule was no longer effective (last 8 laps) and there was no way I could have gotten to line, change a wheel and caught back up. I'm not sure exactly what happened after this point, but I know that Halloway's break stayed away. I'm really frustrated about my end to this race, I think that I would have caught the break, if it weren't for the flat, and maybe I would have even had a chance in the sprint. Also, I'm not sure that it was smart to get rid of the free lap rule for the last 8 instead of the conventional 4 or 5. But hey "it" happens. I still learned a lot, and it was a tremendous improvement over my last 15-16 race. And there's still next year!