



Team Swift
Race Report #6
Ward's Ferry RR
Madera Stage Race
Corporate Center Criterium #1

Juniors age 14-15

1	Alexander	Wick	Davis Bike Club
2	Erich	Gebo	Team Swift
3	Mark	Anderson	Team Swift
4	Zachary	Wick	Davis Bike Club

Juniors age 16-18

1	Daniel	Holloway	SF Velosport
2	Eric	Riggs	G.S. Lombardi
3	Joseph	Iannarelli	Team Swift
4	Blake	Anton	Davis Bike Club
5	Bob	Harris	Team Swift
6	Matt	Mosby	Unattached
7	Nathan	Birnbaum	Team Swift

Category 2

1	Glenn	Fant	NorCal Velo
2	Adam	Switters	650 Racing/GS Lombardi-Foundry
3	Nathan	Miller	McGuire
4	Eric	Wright	NorCal Velo

Women's Pro 1/2/3

1	Lynn	Gaggioli	T-Mobile
2	Lauren	Franges	Victory Brewing
3	Laura	Charameda Dewar's	

Women's 4

1	Nicola	Cranmer	Village Peddler
2	Lia	Winfield	Team Swift
3	Courtenay	Brown	McGuire Cycling

Rider Reports:

Joe Ianarelli:

3rd Place Corporate Center Criterium Juniors 16-18

The junior race was just about the same as always. Holloway got off the front and we reeled him back and then the second time he got off and I made the mistake of sitting there. After that I put a series of attacks that were pointless but was good training I guess.

After my last attack, I was attacked two got away and I reeled one back in. After that I just won the sprint for third. The results for the 3's race aren't up yet but I was told somewhere around 10th, but I am not sure about that. Finally there was no crash which finally gave my wrist a rest (it's in a hard cast for a few weeks). The race as a whole was pretty easy except I was being lazy at the end when I was sitting in excellent position and didn't make the final jump to the top. Why I didn't I don't know.

Lia Winfield

2nd Place Corporate Center Criterium #1 Sr. Women 4

As always when there is a race at the Corporate Center, I am very excited; it always feels like my race in my city. I was a little nervous that morning. Even though I didn't race until noon, I woke up at 6:30 to make sure I could be at registration at 7:00 and ensure myself a place in the 4s field.

After a good warm-up and many positive thoughts, I was ready to go. There were about 45 women in the field, a combined 4s and 35+ field. The race started and I was in that all too familiar back position. I had to tell myself not to get discouraged early. I made my move to get up to the front, found a good wheel to follow and held my position. For the rest of the race I stayed in the top ten. When the lap cards showed 5 laps to go, I progressed closer to the front. With 3 to go, I was about the 5th rider from the front. I stayed in that position until the last corner when the sprint started. I came in third in the field sprint, but it turned out that the woman who one was in the 35+ category and since we were placed separately, I got 2nd in the 4s field.

I cooled down and enjoyed the rest of the races.

Bob Harris:5th Place

Corporate Center Criterium

Juniors 16-18

I had been looking forward to the corporate center crit for a while firstly because I really like the course and would consider myself reasonably familiar with it from racing there quite a few times. Nextly I have amped up my training significantly, it's still only about 200 miles a week but for crit racing that seems like a reasonable amount. I planned to race the Juniors, 4/5, and 3/4 races, a bit ambitious considering I'm on antibiotics for a throat infection, but sometimes you just have to go big :-). Of the three events, the Juniors race was my favorite. Daniel Holloway attacked on the first lap and no one really chased or went with him. Fortunately despite his teammate Eric Riggs being in our group we were still able to maintain a decent pace and keep his gap somewhat in check. There were a number of little attacks during this part of the race but no one really got a gap because of Eric. Around the 3rd lap I came to the realization that we weren't going to catch Daniel as a group, so I attacked. Unlike the previous attempts I attacked into the 1st corner so no one was able to match my acceleration until after the apex so there was my gap. I had a rather sizeable gap by the 3rd corner, and Daniel Holloway was not much further around the course. Heading towards the last corner I really started dying and I stopped making ground on him. Still I continued my chase for a little longer, but at that point there was no real chance of catching him so I just sat up and waited for the group. In retrospect, once the group caught me I should have told Joe to attack because the distance to Holloway was down quite a bit and Joe could pretty easily have bridged that gap. But because no one in the group attacked Daniel's lead went up quite a bit for a few laps, and then Eric Riggs went with Blake Anton. I'm not sure exactly what happened after this, but my speculation is that Daniel slowed to wait for his teammate and when Eric was pretty close he attacked Blake, and he and Daniel just sped off into the distance. Joe and I engaged in a pretty hard chase, but neither of us were really at our best (a big hand for Joe for racing with a cast on his wrist) so in the end we just caught Blake. Joe was able to take the sprint; it was a pretty good result, but kind of a bummer because there was definitely potential there for a better one because we know Joe can hold his own against Daniel in a sprint.

Erich Gebo:2nd

Corporate Center Crit

Juniors 14-15 years old

When I woke up at 6:15 I was very confident that I would do good, I had trained so hard to improve my performance so I was hoping it would pay off. We got to the corporate criterium at a quarter till 7. As soon as we got there I got on my dads trainer and warmed up as he went and got me registered. I was ready for anything I was feeling good and I was ready to go.

After I warmed up I went and rode the course a couple of times, and went to the rollout. I think I need to take my bike to the shop because my gear ratio might be a little off because I just made it in the rollout. After the

rollout I rode the course two more times then went to the start line. When we started I got left behind with two other swift riders and we formed a pace line and went along for 10 minutes like that until the peloton caught us and we jumped on the back of it we went for 10 minutes and we started a pace line and we continued like that until 4 minutes until the end when the back of the peloton broke up and I got stranded and had to finish by myself. I was so worried when I could not catch up that I would be caught by the peloton. It was a great race and I went hard and took 2nd.

Chase Renick

Madera Stage Race: Cat 3

Stage 1: Time Trial

I woke up from a crummy nights sleep after driving for 6 hours to the apartment my mom stays at up north. We got in the car and drove to the nearest Denny's to have a bite to eat before the TT. When I arrived I decided I wanted to scope out the course, and luckily I had enough time to check it out twice. When I returned I talked to the Switters, Clint, Eric, and Holloway about what they thought about last years event. They gave their responses and I started to get ready. They had registered me for the Cat 2 and I had no problem with that because I wanted to race the 2's anyway but I mentioned it to the official as to not have my license taken away and he told me he would do it personally. As a result, my start time was messed up and I started ten riders back from the latest rider in the day. I was no big deal I just wanted them not to mess up my start time. When I started the time trial the cross wind was blowing from the West and I wanted to save a little for the finish because I new the back side of the course would be harder than the first. I caught my 30 sec man and was setting decent times but I was not one with the bike. During the last 5 k some guy two minutes behind me caught me, frustrated because I am not usually caught in a time trial I did everything I could to stay with him but in the last 1k I cracked and he opened some time on me. Not a good time trial for me because I knew I saved too much in the begging and therefore had too much in the end. Clint got 2nd and 4 months ago I was only 30 sec behind him now I was about a minute and my form is good now. No problem though because I never had done such a flat TT. Madera's TT is flat as a pancake and in southern cal. almost all the TT have some pretty decent undulating hills. Finished 18th but learned my lesson.

Stage 2: Criterium

Crazy day. I don't think I ever had so many emotions going into a race in my entire life. I know that the northern cal. people find their way around with no apparent problem, but Madera and the directions used by the race organizers were backwards. I drove with my Mom for a 1 hour and a half asking countless people where the race was with no success. It was the drunk with a beer belly and bottle of whiskey in the in his hand that gave me the best directions. I was dressed in the car and we arrived at the start line with 2 min. The riders were on the line. I went to the start with no race wheels glasses and the wrong number from the cat 2 race. When the race started I knew I needed to warm up but I had

so many emotions that I had a hard time holding it back. After a 10 dollar prime I attacked solo and one other guy from McGuire went with me. We built a decent gap but I new the field was still contemplating on whether to chase or not. Then a group of 3 came across and I started working harder. We built up a pretty good sized gap and all the guys were from different teams so I knew the field would not chase as hard. We built half a lap gap and I worked my butt off to keep the field away. During the last five laps I began to crack because I had not prepared properly to enter the race and of sure exhaustion. On the last lap they were chasing so hard and they caught us at the line. The break had five guys and some how they told me I finished 12th but my number was not on the right side and I had the wrong number for the cat 3 race. Anyways I knew I did a great job considering, but I needed some points to upgrade to a cat 2.

Stage 3: Road Race

I had some problems finding this race too, but luckily I arrived 3 hours early on accident. Better early than late. The race was pretty interesting because it was a rolling start which I have only seen on videos but never experienced. When we took off I had no idea what to expect because I could not drive the course because of other races. I knew only half the course and the half I knew was not what made it hard. The race was flat but I could not feel the wind until I rode the first lap. CAT 3's DO NOT KNOW HOW TO FORM MULTIPLE ECHELONS. That made the race much more difficult because by the 3 lap I knew that if I did not get in the race I would pop. I large attack went and had a 3 min gap on the field and I thought I missed the move until I asked McGuire if they had a man in the break. They did not and they chased it back for a long time so on the last lap the race was still up for grabs. The race had a some what Copperopolis section of the course then some hills that led to the finish. On the last lap I knew that everyone was exhausted from the wind, chasing, the cobbles, and the hills and I felt that an attack would liven some things up. about 2 miles to go with about 500 ft. of cobbles left I gave a nasty attack, the one where you do not even look back to see if they are chasing. It took them until the second to the last hill the catch me where a group of nine made the junction. I suffered so hard to stay in contact and I did until the sprint where I as just wasted. I learned that there was still one guy solo up the road and that put me in eleventh. It was my attack though that created the winning break and I had almost won the field solo so I was really excited on my performance.

Redlands Criterium: 17-18 then Cat 3

I was feeling the nerves about winning my home town race because there were a lot of supporters their from my school and just the town in general. I left early in the morning to get a good 1 and 15 minute warm up because the junior race was only 30 min long. I road my favorite roads and the day was absolutely beautiful. When I road down town I road the course 5 times to help digest the turns before the race. When lining up the usual 5 Major Motion guys, my old team, and the 4 Excel riders were eyeing me to see what my tactics were on the day. Off the gun

major motion set a rider on the attack and I quickly followed. This process occurred consistently with a Major Motion rider attack then I was chasing. After the 7th attack I stopped counting because I figured it was useless at that point to figure out their tactics. Excel attacked but I never chased because I had no team and plus none of their riders could make it on their own anyway; they only have good sprinters. I GOT IN A BREAK WITH THE SECOND STRONGEST RIDER IN THE FIELD ON MAJOR MOTION BUT HE WOULD NOT WORK WITH ME BECUASE HIS DIRECTOR TOLD HIM HE DID NOT STAND A CHANCE AGAINST ME IN THE SPRINT. In essence the riders would not let me break away with myself or any other team; they did not want me to win. During the last 2 laps Major Motion became extremely frustrated because not even their counters were working on blowing me apart and they decided to wait. During the beginning of the last lap the weakest rider on the major motion attacked and Excel's best sprinter went with him. I knew major Motion would chase it back because they told me they were not going to let a good sprinter go against that rider. Unfortunately, the Major Motion team was too tired to chase back the break and therefore lost the race. I was so spent from chasing that I had no sprint left and finished in the top 10, but it was emotionally horrible for me to lose when so many people wanted me to win. I decided that I needed my team next year to show up to the race unless I wanted to chase a bunch of people who won't work with me. I was a hard day, but I raced insanely powerful. In the end the other teams admitted to me that although Excel won and Major Motion lost they both told me they thought I was the strongest rider in Southern Cal.

Cat 3

There isn't much to tell about this race other than it was extremely hard and I was tired. This was my fourth cit in 2 days and I was trying to not to bonk or falter with so much intensity. There were so many crashes in the race even my best friend, someone with great positioning crashed at the front. I was very fortunate not to have any issues like that so I raced the whole race in the top 15 guys. Some races you can hang back a little and others you just can't. This was one of the races you couldn't hang back. There were about 7 crashes in the race and in the last lap they were just about to catch a break away which had been gone for 5 laps. The sprint to the line was insane and I just watched because I did not want to crash a ruin my amazing form for Sea Otter or the rest of the season. I think mentally I was not as aggressive because I was so tired from all the racing but in the end I was happy to finish in the field because I really did not want to crash with so much at stake. I get more aggressive when I ride the track a little bit more which I start this next week.

Mike Margraf

I'm back!!!

Since I broke my arm I have been riding the trainer everyday for 1 to 2 hours. This was really tough mentally (on a trainer one minute feels like one hour). However, my coach, Bruce Hendler, had me doing some really hard but

great workouts (thanks, Bruce!) with high intensity. These workouts would make the time go a little faster but they were tough suffer-fest workouts. The doctor told me that after 3 weeks if my arm looked like it was healing she would take the cast off so I could start thinking about training on the road. (The doctor really wanted to wait for four weeks to take the cast off, so I had to do a lot of begging). I went to the doctor and it was healing up nicely, so she took off the cast and told me I could start riding on the road in one more week. So it was back on the trainer for once again another week, however, this time I had a little extra motivation since I knew I had only one more week to go.

This past Saturday I went out for my first ride on the road in four weeks. Man, it felt so good to feel the wind and the sound of my tires on the asphalt again. My first ride back was with Trent Klasna and Chris Horner and these guys do not go easy. However, I did not care how fast we rode or how many climbs we did - I was just so excited to be riding again. One thing I was relieved to feel (it has been nagging me since I broke my arm) was that I had not lost any fitness. I actually feel stronger than before I broke my arm. My legs are feeling really strong and rejuvenated and mentally I feel like anything that is thrown at me I can handle. I even dropped Chris Horner...well, maybe not, but mentally I did. So I am now back on my usual training routine. I have been wearing a splint 24 hours a day and I have to keep doing that for another 5 days. Then I just have to wear it during rides. My arm is still pretty sore (especially over the bumps, ouch!) So I have been favoring it which is making my left arm really tired from putting the extra weight on it. I am glad to have 2 more weeks of healing before my first race back which will be the Sea Otter Classic.

I would like to give a big thanks to The Bike Peddler and Specialized Bike for their roles in getting me back out on the road. In the crash, my brand new bike got pretty mangled up so I had to replace the frame, fork and bars. They were able to get my bike back together in record time. Also I would like to thank Coach Laura for giving me encouragement and reminding me to be patient - Also that things would work out for me later in the season.

Aaron Woolsey

Ward's Ferry Road Race
Cat 4

I was excited to race in Sonora because of how hilly it is. Yet my legs would have no part in the excitement. I really didn't have a good training week prior which was my fault. So the race went a little like this I felt good for the first few laps. There were at least to good short but hard climbs on the course and a fast smooth decent that was fun. In the middle of the race I just ran out of gas and couldn't make it up with the pack. I thought I could catch the pack on the rollers, but I didn't quite make it. So the next few laps I ended up riding with one of Laura's teammates Ben. We road the next couple of laps together as a training

ride. The moral of the story come well prepared and rested otherwise its one hell of a training ride.

Corporate Crit 1#

Cat 4/5

Cat 3/4

It was unfortunate to not be included in the normal juniors 17/18, so I did an extra cat 3/4 race. I really didn't feel mentally all there that morning. I didn't have my race face on I managed to move through the field and pull to the front for awhile and start a little break but it didn't last. I ended pulling out at the end

The cat 3/4 race was great. I had recovered and put my race face on. I had Bob Harris and Joe with me. Bob and I were like guests in Joe's race. The field for the most part was really smooth and fast. I felt great and went early for a prime which I was caught by former teammate Brian O'Grady. The race was a lot of fun and good preparation for the Tues night crits, so you guys out there.

Mark Anderson

3rd Corporate Center Crit Juniors 14-15

It was my first race ever and really didn't know what to expect out of a criterium. When we lined up it all started really fast I had trouble with my clips and was not able to sprint right from the start. Eventually I caught up with two other guys from team swift and we rode as a group for about one third of the race. Unfortunately I got a side ache and was forced to fall behind so I could try to ride it off, but I was never able to. Thus I did not catch up with my group again. The good news was that I finished and that was really my only goal, and soon I plan to race more competitively and not just to get a feel for races. Overall I thought the race was very confusing I never knew how many laps were to go nor did I ever know how many laps I had done. It was a lot of fun and I can't wait for another race.

Anton Nicola

**These are Anton's comments on racing at the opening night at the Santa Rosa Tuesday Night Races. There are three races based on Categories. The first race is more for beginning categories and finishes with the Third Race (known to sometimes be very fast). Anton finished 2nd in the middle race and then went on to do his first 3rd race.

Dang the third race is fast. I learned 2 things tonight: 1.) don't look back when I'm making a move to win. 2.) Don't ride at the back of the third race. I thought I was going to just rest in the back. I learned that there are riders back there that are barely hanging on that lose the pack every corner, and barely get back on the straight ways. I got stuck behind one of them, had to actually use my brakes, and when I finally got around her, it was too late, and the pack was gone. So that was the end of my race. I didn't have the legs for it. Oh well. My goal is to finish the third race this season. Those guys are good.

Thanks a lot. I learned a lot in just the first night tonight.

Alumni Report:

Nathan Miller

McGuire

2nd Wards Ferry RR Pro, I, II field

This last weekend I decided to follow the "Tour de Velo Promo" all the way out to Sonora to race at Wards Ferry and Tuolumne. Wards ferry is one of my favorite courses, and road races are just more fun in general, so this report will only cover Saturday's race. I competed in the Men's Pro 1,2 category. The count at the line showed only about 30 riders. I was hoping for a lot more, but this race is about 3 hours from any population known to contain cyclists. The race was six laps (72 miles). Each lap started with the biggest climb. It was about 1/4 - 1/2 of a mile long and a steady grade of about 6-8%. The rest of the course was just one small hill after another, with one more descent sized climb coming a little bit after half way through the race. The finish line was right after a very tough sequence of rollers and on top of a small 300 meter climb. Not the biggest hills in the world, but all-in-all it was a good course for me.

The first two laps brought quite a few attacks; most of them coming from the Healthnet-Maxxis rider, Jason Lokkesmoe. He would always attack on the first big climb and we ended up big ringing it a few times. I guess that after staying off the front for so long at the SF Grand Prix last year these hills weren't steep enough! I went with him every time, but nothing rolled away. I was finally able to get a break to stick on the third lap, even though it was by accident. I rolled through hard after making the right hand turn at the top of the feed zone and got a gap. Jason was the only one on my wheel and we just looked at each other, shrugged our shoulders, and decided to go with it. I don't know why everyone let us roll away. I guess that they must have been too tired and figured we wouldn't go anywhere. Adam Switters and a Webcor rider bridged up to us a minute later, right at the bottom of the big hill. We ended up dropping the Webcor rider on the hill. He said that his chain skipped for a second and then he blew up from bridging the gap. So, it became a group of three.

We kept the pace high for the remainder of that lap and picked up 2 1/2 minutes on the field. The next couple laps we just rotated nice and easy and increased our lead to over 7 minutes. On the last lap we picked up the pace again and Jason attacked me and Adam on the hill right after the descent. He sprinted up the hill and was pulling away very quickly. I said, "Hey Legs, you see that guy? Can we follow him?" Their reply: "Uh, that's a negative boss!" I wondered whether the lactic acid had threatened them with its pH bomb and forced them to say that... I was pretty sure they were right though! So, we didn't really attempt to follow him, because we knew that we weren't going to catch him anyway. He was super strong!

After that I pulled most of the way in to the finish, because Adam was hurting and he had said on the fourth lap that he wouldn't

sprint me anyway (he was put into a bit of difficulty on the hills and we had to slow down and wait for him once). So, after a 50 mile breakaway, I got to roll across the finish line to take 2nd place.

It was a pretty good result even though the field was so small, and I felt stronger than I have ever felt before. My fitness was good at McLane, better at Pomona, and great here. I have been getting a lot stronger every week this year and I know that when I reach my peak during Superweek and Nationals I will be absolutely flying. I also picked up a bunch of upgrade points at Pomona (Stage 1: 5th Place, Stage 2: 4th Place, Stage 3: 20th Place, Stage 4: 9th Place, Overall GC: 12th Place) and some more here, so I am very close to upgrading to a Cat 1 and should hopefully get the rest of the points at Copperopolis or Wentle.

This is definitely going to be my best season yet and I'm looking to get my first win in a pro race. Any race with the words, hill, Mt., canyon, gap, or pass in the name (and none of the words Wohlberg, Klasna, Horner, Mitchell, or Lokkesmoe on the start sheet) are my best chances. I'll see everyone at Santa Rosa this weekend. Good luck and thanks for reading.

Nathan Miller

Steven Cozza



Jelly Belly/US National Team

Le Triptyque des Monts e Chateaux 2.7.1

Hello everyone. My legs are finally starting to feel fast again. My goals this year are definitely baby steps but I was really proud to finish my first U-23 stage race feeling pretty strong and confident while doing so. Le Triptyque des Monts et Chateaux was my first u-23 stage race so the goals were definitely small. Like to just finish was my first and main goal.

The first stage out of the four was a 170 kilometer road race with lots and lots of wind and rain. Over here it is the wind that makes the racing so hard. If you are not in the front echelon during extreme cross wind sections you get put in the gutter and go like hell until you take a turn out of the cross wind. The race in this case is to be in the top 20 before each cross wind section of the race. If you don't make the top 20 there is a huge possibility of getting gaped off the race either because you weren't strong enough or the rider in front of you wasn't and he opens a gap. (Blown off a wheel by the wind) That is why being in the top 20 before these cross wind sections is so crucial. Thankfully our director Noel is constantly telling us through our radios to move up before hard sections, but sometimes even that isn't enough because the roads are only so big and only so many racers can make it into good positioning before the cross wind sections. I learned a lot from this stage and was able to finish with the front group. I even tried to go with some attacks but none of them managed to ever stick.

Stage two was an 8 kilometer individual time trial so I was quite happy about that. My favorite kind of race is a time trial because it is just you and the bike and all you need to depend on is yourself. It's an all out aerodynamic effort all the way till the finish line. (If you go to my cycling photo gallery you can find some pictures of me in the time trial.) Being the first time trial of the year I wasn't so confident but ready to give my legs a true test of their condition. My goal for today was a top 20 out of 150 and I managed to do that with an 18th place so that was pretty cool. After doing the time trial I know I can do much better in the time trials to come. We have one in a week from now so I will be shooting for a top 5 in that one. Later on in the day we came to stage three a 130 kilometer road race with quite a few short climbs at the finish. I survived the day but definitely didn't win. With like 15 kilometers to go of the race I attacked out of the second group and worked on bridging up to the group in front of me but wasn't able to. Oh well it was a good workout. Every race I am getting stronger and stronger, so if I keep doing that my condition as a racer later in the year will be really good.

Finally we came to stage four a 165 kilometer road stage consisting of lots of wind and a lot of short climbs 3 being cobbled. Being the last stage the race went from the gun and immediately shattered in the cross wind sections. I missed the first group of 40 riders and hung in with the second group. With a 105 kilometers to go I decided to get a good training workout in so I attacked and raced the rest of the way by myself passing dropped riders from the front group of 40 or so. I have never gone so hard for such a long time. It was pretty much a 65 mile time trial. I never gave up and went as hard as I could till the finish so that was a great achievement for the day. I was so fired up and so used to being in my zone that when I crossed the finish line after 4.5 hours of racing and 2.5 hours of going all out by myself. I felt like not stopping. When the races are that long and hard your body just kind of goes numb and you begin to feel know pain. I felt better the last hour of the race than I did the first hour. Roughly only 40 guys

finished this stage out of the 150 that started. It was a very hard race ☺ and they all are in Belgium. I know will be getting ready for a road race on Wednesday and then another stage race Easter weekend.

Happy Easter and thanks for your support and taking interest in what I do.
Peace in the Middle East *** Steven