



Junior Cycling Development Program

P.O. Box 103 | Fulton, CA 95439 | www.teamswift.org

Team Swift Race Report #7

Copperopolis RR
Santa Rosa Twilight Criterium
Pilarcitos Stage Race



Team Swift rider **Mike Margraf** from Auburn, CA gets to go for a training ride with Professional riders **Trent Klasna** of Sierra Nevada and **Chris Horner** from Webcor.

Copperopolis RR

Milton, CA April 10, 2004

Juniors 17-18, Field 7

1	203 Adam Switters	Lombardi Sports/The Center
2	200 Clint Rogers	SF Velosport
3	204 Chase Renick	Team Swift
4	207 Daniel Holloway	SF Velosport
5	206 Matthew Obregon	SGW/City Bicycle Works
6	205 Aaron Woolsey	Team Swift

Juniors 13-14, Field 10

1	243 Alexander Wick	Davis Bike Club
2	245 Ethan Weiss	Team Swift
3	241 Bryan Larsen	SGW/City Bicycle Works

Rider Race Reports:

Aaron Woolsey

Copperopolis Road Race
Juniors 17/18 6th place

Let me tell everyone that Copperopolis is one brutal race, if you want to call it a race. It is more of a cyclocross race or a mountain bike of a race. The roads are so messed up. Anyway I was feeling pretty prepared and ready. I trained extra hard in preparation. Yet, I think that might have hurt my legs a little too. When we began racing right of the bat it slowly climbs to the feed zone and goes up from there. My legs were already in trouble. Mid- way up the first climb Adam Switters zooms off. Chase and I were able to attack too. Yet I was the one to let up and all of them got away. I managed to keep a good steady pace and catch the junior field at the bottom on the long straight away. This turn out to be the way I raced the rest of the race. I would hang on as long as I could on the climbs and then lose the pack and then get back on the flats again. This maneuver of mine always shocks the Lombardi team and SGW. So it was a weird race for me in that I couldn't hang on the climbs, but managed to make up for it on the flats and descents. The last lap I hung on till the final climb but by then I was worn out from fatigue and gripping the handle bars too tight. Great race, unusual and brutal-See you guys in a few days at SEA OTTER-

Tuesday Night Twilight Race Series Results:

Bob Harris

I raced the first and second races, both are excellent practice and training for the Cat 4 crits that I do on weekends. The first race is always really fun because the pace is not particularly fast so it's easy to attack and use a more acceleration oriented sprint for the primes. One of the problems a lot of people face in the second race is that we go into the sprints already at a very high speed, so heavier riders with more top end power and speed have an advantage. This week the first race was a lot tougher because of the wind. There was a pretty straight on head wind on the start / finish straight; this made the primes a lot more challenging because it was hard to judge when to make your effort.

My goal in this race was to stay near the front and be a part of the action on the prime laps and the finish. I was always in the top five or six on the prime laps, but I had a lot of trouble sprinting into the wind. After the about the third prime, I saw that we had about five guys with a pretty good distance over the field so I just kept going and the other guys joined in. We stayed off the front until the last prime, but unfortunately I just didn't have it in the sprint. After I had re-joined the main field I just sort of waited for the finish. I was really lucky to be about the 3rd guy on the last lap, with a decent pace that discouraged all but my own attack, which was really just an extended sprint. I jumped at one of the last light poles about 30 meters before the final turn (apparently Anton had been trying to tell me that for the last few laps, but great minds think alike :-)) I went through the last corner way faster than the field which gave me a good gap. Down the final straight I was sure everyone was just gonna blow by, but only one guy really came close. Just to be safe I lunged at the line although it really wasn't necessary. I was very happy with this result and it is very encouraging to see this kind of improvement in my form.

The second race had a lot of the same competitors but also some Cat 3s. The pace was a lot higher, but fortunately the wind had gone down a bit. I was able to stay near the front, although on one or two of the prime laps I lost a lot of positions. When the pace slowed I always tried to take advantage and move up. I was very upset with myself when Anton and Aaron broke away with some other guys and I did not have the legs to get to the front and block, but I realize that my form is still improving so I shouldn't be too worried. I did not contest the finish, which I now realize was dumb because I could have had a fair shot at the field sprint.

Anton Nicola

Race Report

Tuesday Night Twilight Crit.

Senior 3/4

5th

I got to the race Tuesday night not really wanting to race. My stomach was

giving me grief, and my head wasn't really up for playing with people's minds tonight. To make it worse, I got there late which made me kind of irritable. So I warm up on my trainer so I could watch the 1st race and all of its excitement while I talk to some of my friends. I roll up to the start/finish line, and stare off into space as Jim is giving us the instructions for the race. He says "go" and we were off before I knew what was going on. Like always I go to the front and pick up the speed to mid 20's to just get the pack riled up. I drop back into the back after the 2nd corner to rest up for the rest of the race. That is until someone attacked. Being myself, and towards the front, I nail it and get the wheel. Along with some other bikes that followed, we managed to get quite a big gap. The group however was not very organized which ended up not keeping the break smooth, which then led to the field running down the break. A little bit frustrated about giving up a great chance in keeping it away, I sit back in the pack to rest. When another attack goes. I tackle it, but not as powerful as I did the first one. I was beginning to get a little tired, and wondering where all of my teammates were to help me cover some attacks. So a few more attacks were put in, and then finally one stuck. It got far. The reason? There were about 10 of us sitting up at the front wondering what to do next, while the break was going further up the road. When finally someone takes up the chase, and then another attack was made to bridge it, I get into the attack once again, and WE get a gap. I was finally shot, and all I could do was just draft the guy in front of me. I wasn't really sure if I wanted to give it my all to bridge the break, or let the pack catch us and have more guys chase down the break. I decided that my best tactic was to let the pack catch us. I get back in, and this time I was going to actually get a rest. Almost exhausted from chasing everyone down, I finally get a little breather. A few minutes later coach Laura rides up next to me, and tells me to get into any chase group that goes off the front. In other words, "Anton, no rest for you tonight." 3 laps to go, an attack was made, and I missed it. 3 guys off the front. I was frustrated, in a tired way, that I wasn't able to spot it. Just then Coach Matt was motoring up to the fast chase trio. He was tired also, he was about to give up, but looks back to see that his teammate is on his wheel, and gives it all he has to just make it just a little bit closer to the 3 guys, and then I took it from there. All I could do was just barely hang onto the chase group. Only one more guy latched onto the back, and we all were closing in on the break. By the end we weren't able to catch the break, but we were able to stay away from the hungry pack. By the last corner on the last lap, I was in no shape to sprint, but I ended up getting 2nd out of the 5 of us chasers. Thanks to my teammates for blocking for me back in the field.

Senior 1/2/3

This race is so fast. I feel that it is a privilege to race with "The Big Guys" when I'm still learning a lot about cycling. My goal was to get over 4

laps without dropping out. To beat last weeks results would satisfy me. As it turned out, I actually finished this race. I was really happy when I came across the finish line with the pack. (at the back) I enjoyed this race because it was so smooth. If you could hang on through the fast surges, you had it made. It was just "gotta make it one more lap" that got me to the end. There were times where I would be Red Lining to catch the wheel I lost, and giving it just a little bit more to catch up that got me to the end. I learned one thing in this race, when you lose a wheel, and you're at your max, don't give up, because you will get a feeling of satisfaction, accomplishment when you catch back on it.

These races really teach me a lot. I want to congratulate Bob Harris for his win in the 1st race tonight. He showed awesome aggressiveness in the final quarter lap which I think, maybe intimidated his rivals. Good job. For all of you other Team Swifters that may be new, hang in there. You're all doing great.

Pilarcitos Stage Race

Reno Garcia:

The first stage was a mountain TT and I knew that it wasn't going to be easy for me to place well in it, and that there was a flat TT for the second stage. I started out with a horrible cramp and it went away half way through the second climb. I had a strong start overall and the climbing started within the first mile or so. I was kind of glad to know the courses for the TTS were all roads that I ride on the way to what I consider to be difficult climbs. anyway I had a slight mechanical towards the end of the first stage, I forgot to check the chain ring bolts and one came loose(towards the frame) and started shaving away; and metal from my frame, so for every pedal stroke I took I got a little piece of my soul away. I decided to stop and see what the noise was and by the time I figured it out I had been passed by about 5 people, so I knew I was out of the placings for that stage and just did my best to catch the last person to pass me

The second stage was a semi flat to rolling TT, and a nice tail wind. I gave myself an hour of warm-up time, so I felt good and was ready to go when I needed to be which was good. I started out fast and finished fast the only thing that might have slowed me down was; couple tight corners that I couldn't maneuver

in
my aero bars; so I had to get in the drops. I
finished 4th. Yeah, right as I finished
a Winnebago came down the road in the opposite direction
of the race!

Alumni Reports:

Steven Cozza

Good Legs and another Podium Finish.
2Daagse Gaverstreek April 10th to The 11th
(2 days of Gaverstreek)

This race was nuts from the gun. Two days of Gaverstreek is a 2 day 3 stages race with nothing but total chaos and madness. This race was really hard and fast because not only U-23 riders (espoirs) were racing in it but so were division 3 amateur teams. This means I was racing against guys ranging from 19 years of age to as old as probably 35 years of age. After doing very well in the weeks previous stage race and doing very well in the Gent-Wevelgem crit. my confidence were running high. I am finally starting to feel like a contender in these races and just being able to race at the front is so great for me right now at this time in the season.

Stage One 165 Kilometer Road Race 41st place

The first stage was absolute chaos as soon as the head official fired the gun. Stage one was 165 kilometers doing many climbs from Flanders (a big classic race here in Belgium). It rained practically the whole 4 hours of racing so you know what that means. Nothing but muddy dirty cow manure Belgium gook splashing in your face, small rocks in the eyes, Gatorade and cliff shot in the lungs and snot everywhere. When you're leaning over going all out in a head wind with your head down for 4 hours nothing but snot pores from your nose. I lost about 2 to 3 pound of mucous during stage one. By the time we reach the cobbled climbs I was just about the right weight to get over them in the top 15 position. It is absolutely crucial to start the climbs in the front and to try and finish them near the front for two reasons. Number one is there may be a crash on the climb and believe me on a 5 foot wide cobble road there is no way around a pile up so you end up having to run with your bike till the top because the cobble climbs here are usually too steep to remount on the bike. Number two is when the front guys get over the top of the climb they punch it and gaps begin to form. If you get gaped off because of a weaker rider in front of you that might be the last time you see the front group. So this is how it all went down. By the time the race was done with the last chaotic climb. I say chaotic because riders will risk there life to start the climb in a good position. Racers will try and squeeze through gaps in the field that are not there and crashes happen left and right.

The trick of the game is to just stay smooth, calm and avoid as many crashes as possible. So after the last climb with about 60 kilometers still to go there was only about 50 riders still in the race the other 100 were all gaped off and dropped struggling behind just to make the time cut. (In stage races if you are off the back you have to make the stage time cut or you can't start the next day). Teams started moving to the front to lay it down. We were all strung out in minor cross wind all they way till the finish. With like 3 kilometers to go the field of 50 was all strung out head down and I started drifting to the back and was gaped off with 5 other riders. I ended up losing 36 seconds just in the last few kilometers. That's a good example of how fast the race was and how important it is to stay near the front. I learned a whole lot from stage one and was very stoked for stage two an 8.7 kilometer time trial.

Stage two 8.7 Kilometer time trial 3rd place

Easter morning was the 8.7 kilometer individual time trial. The course was not technical at all with two main straight aways of 3 kilometers. Me and my teammates new the course pretty well because it was only 10 kilometers from our house so we were able to pre ride it many times while training. I went all out and surprised myself with a podium spot of 3rd place just .20 of a second behind 2nd place. When people say every second counts they are so wrong because I lost by milliseconds. Every millisecond counts in a time trial. This is an amazing result for me and I can only hope for more to come. After calculating what place I would be in if I hadn't lost that dang 36 seconds the first day in the last few kilometers I realized that wow I would have been in the leader's jersey for the final stage. When I realized this all I could think about was how I am never going to let this happen again. I decided to not fret on the first stage and to start focusing on stage three.

Stage three a 130 kilometer road race with roughly 6 climbs and 2 cobbled climbs:

Stage three was a lot like stage one with lots of crazy climbs and really fast. With six guys off the front of the field in the last 30 kilometers the rabobank squad did all they could to bring it back for there leading rider. The break never was caught so with 3 kilometers to go Noel said to attack and give a try at gaining some more time. I attacked and stayed away getting caught with 200 meters to go to the finish. I was so bummed but happy at the same time over the fact that I was even able to put in such a good effort. This stage race is just more money in the bank for me and I am very stoked with how I did. My next race will be in Franc on April 14. All let you know how it goes.

Thanks for Reading,

Steven

