

All Sport- Team Swift Race Reports August 2009

Race Reports for:

1. Timpani Criterium
2. Dunnigan Hills Road Race
3. Suisun Harbor Criterium
4. San Ardo Road Race
5. University Road Race
6. Winters Road Race
7. Tuesday Night Twilights

August* Top 20 Results:

1 st Place	San Ardo Road Race	Juniors 15-16	Ian Moore
1 st Place	San Ardo Road Race	Juniors 13-14	Phil Kinney
1 st Place	Timpani Criterium	Juniors 15-16	Brentley Campbell
1 st Place	Timpani Criterium	Juniors 13-14	Zeke Mostov
1 st Place	Tuesday Twilights #1	Juniors Open	Brentley Campbell
1 st Place	Tuesday Twilights #1	Senior Category 3/4	Nate Geoffrion
2 nd Place	Winters Road Race	Juniors 15-16	Wes Holloway
2 nd Place	Timpani Criterium	Juniors 13-14	Christian Villasana
2 nd Place	Tuesday Twilights #1	Pro, I, II, III	Sam Bassetti
4 th Place	Winters Road Race	Juniors 15-16	Ian Moore
4 th Place	Tuesday Twilights #1	Senior Category 3/4	Brentley Campbell
5 th Place	Dunnigan Hills RR	Juniors 15-16	Phil Kinney
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10 th Place	Winters Road Race	Senior Category 3	John Piasta
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19 th Place	University Road Race	Senior Category 3	Chris Flanagan

*Note: Reports from Ryan in Europe will be coming in a separate report

Rider Race Reports

1. Timpani Criterium

Brentley Campbell

1 st Place	Timpani Criterium	Juniors 15-16
24 th Place	Timpani Criterium	Senior Category 3

I decided to write this just to give everyone an update on what I have been doing within the bike racing world. In this past year I haven't written race reports because I felt that I had nothing really to report. I had not been training on the bike a whole lot and was mostly just playing a lot of basketball. Now I feel that I am at the point to write about some races because I have been training hard and doing alright in races.

Currently I am building a little base to keep through the basketball season which starts in a couple months and I am just enjoying racing whenever I get the chance to. So on to the races.

The first race I did after a little training was the Timpani Criterium. I started early with the junior race and the major challenger was Gento Kiosano from Team San Jose. He had just gotten back from Nationals so I knew he would be ready to race. The beginning was full of attacks from the Junior 17-18s and the 15-16s as well. I just kept marking the moves and keeping everything together. Then after a series of attacks my legs were really hurting so after a 17-18 attacked I told the field that we should let him get a gap and just sit off the front to tire him out. Everyone agreed and we gave him a gap and started a paceline to bring him back slowly. This allowed my legs to recover and get ready for the sprint. Then Team San Jose set up three guys for a lead-out train for their sprinter Eddie Zang. I got on his wheel knowing that it was the best place to be. I just stuck there until the final corner and then right as the sprint started, Eddie dropped his chain going over a big bump. I kept sprinting even though it was a really long sprint which was a mistake. I was passed by Eddie and right at the end by AJ Snovel of the Davis Bike Club. They were both 17-18s and I was the first 15-16 and that gave me the win. It was my first win in about a year and a half and it felt good.

But then I had to get ready for the cat 3 race. I didn't get a warm up in for the 3s but it was alright and we got going off well. It was pretty uneventful until the end. With about four to go I got into a break but we got caught within a lap. Then right in front of me with two to go there was a nasty crash and I narrowly avoided it. With the crash I was put back about 30-40 places and the race started getting crazy. I moved up I much as I possibly could and ended up getting passed by a few guys in the sprint and finished 24th. My legs felt like they were getting better and I could move through the field with a fair amount of ease. So my legs weren't back yet but they were getting there.

-Brentley

2. Dunnigan Hills Road Race

Phillip Kinney

5th Place Dunnigan Hills Road Race Juniors 15-16 Phil Kinney

Before the race started, they were running a little late. So they paired the Junior 15-16 field together with the 17-18's and the women 4's. The race started and it was neutral for the first 2 miles. After the neutral two miles there was an attack right away and the race was on. 15 miles in we turned in to a nasty head wind and I was dropped. I fell back and a group of 5 caught up with me I went with them. 30 miles into the race I worked with another rider to finish fifth.

-Phil

John Piasta

Dunnigan Hills Road Race

Cat 3

I was very excited for Dunnigan Hills RR because it seemed like a good course for me especially if it got windy. When I arrived at the race I was pleased to see it was just that. After starting 40 minutes late we were ready to go and from the gun the pace was pretty gradual with a few attacks and early break attempts. I decided to just stay patient and keep an eye on important moves.

In the first 10 miles or so a break went of about 10 or so and none of us (Chris, Nick or I) made the cut. Nick put in a hard attack to bridge the gap with Chris and myself on his wheel. Chris and I took over and Nick went back to the pack. After bridging up, Chris covered early attacks while I took it easy since I didn't know how I would feel after just getting back from a 5 day trip to NYC without a bike. Chris got in a break that lasted for about 7 miles. Nick and I were talking at the back of the pack during a crosswind section and didn't realize that the field was split until we hit a kicker and I could see that another group was about 10 seconds up the road. After making a stupid mistake I told Nick to get on my wheel and I bridged the gap and made my way to the front into the group that bridged up to Chris. I was excited by the fact that the cross wind section tore the field up so much and knew I could use that to my advantage later in the race. After catching Chris, I told him we still had 60 miles left and we needed to conserve energy. Chris and I stayed comfortable in the top 10 and out of trouble. My legs were feeling great but for some reason something was up with my stomach.

Well as we hit the tailwind I stayed in the top 5 and put in a hard attack to split the field. We turned onto a crosswind section where the field just blew apart. I was

stuck in the gutter for about 5 miles and had to pass tons of people in order to make the cut. There were about 12 of us when I worked my way into an echelon but really wasn't getting much draft. Attacks flew and the chase group was shedding. With about 20 miles to go we caught the break and I was sitting in comfortably in zone 2-3 but was getting really sick to my stomach. Unfortunately I became too sick to continue to race and had to abandon the lead break which I worked so hard to get going. I pulled over to the side of the road and waited for a car while I saw the next group on the road was 7 minutes back and the group after that was over 10. The break I had to abandon ended up winning and I lost a top 7.

At least I know I have the legs but learned much about hydrating. I overhydrated the morning of the race which is the only reason I can see myself getting sick. So what I learned about myself is to hydrate the day before and not so much the morning of the race.

-John P

Nick Kinney

Dunnigan Hills Road Race

Cat 3's

DNF

Dunnigan Hills was my first proper Cat 3 race. 65 guys, 86 miles, and lots of wind. 5 miles in a break was up the road with no All Sport-Team Swift riders were in it. I attacked with Chris and John in my slipstream, which caused the pack to chase, and I was all back together with-in 10 minutes. After that it was all about trying to make each split. I was in the pack as we hit the long straight 10 miles from the finish line on the first lap with a massive tailwind. This was when the real selection began with guys dropping off the back almost immediately, and after about 5 miles on this road I was also off the back. 50 miles in to the race I turned around and rode back to the start. Less than half the pack finished the race and I was glad I was able to help bridge my teammates to the first break.

-Nick K

3. Suisun Harbor Criterium

Nick Kinney

30th Place

Suisun Harbor Criterium

Senior Category 3 Nick Kinney

We had four guys for the Cat 3's race at Suisun Criterium. Brentley, Nate, John and I set out at the start looking to be aggressive. John jumped in a six man break for the first 10 laps, with Nate covering moves off the front of the pack. As the break was caught I attacked, bringing John and one other guy with me. This move didn't last long, and I was third wheel when we were caught, so I went again. I spent 5 laps off the front solo. After I was caught I rode comfortably in the pack. I was about 50th going into the last lap as there was a guy in pack not riding very safely, and I happened to be behind him. Around the first corner I could see Nate second wheel and I started moving up. I made up several spots on the backside of the 4 corner course and a few more ahead of the last turn. Around the last turn I found John on the ground sliding to a stop and sprinted in for 30th.

-Nick

John Piasta

Suisun Harbor Criterium

Senior Category 3

I was especially excited for Suisun when I learned that we would have a bunch of teammates in the same field. Nate, Brentley, Nick and I made our way to the start and from the gun were in every move. I knew from watching the Cat 3's race at Suisun last year that an early break could stick. I wanted to make sure to stay at the front from the gun and be in that early break.

I knew that in order to stay at the front I would have to follow the early moves as people at the front tend to get swarmed and lose their spot after a lap. So 2nd lap I followed a break with two Coldwell Banker guys. I didn't do any work since they were both teammates and I knew that that wasn't the break to stick. As soon as we were caught I launched a hard attack getting two others to go with me. Here it was I thought. After about 4 laps I couldn't see the pack but 1-by-1 we got guys to bridge the gap. There were about 7 of us but the break was terribly unorganized. I took long pulls at the front when after about 20 laps off the front we were caught. I sat up and as Nick attacked I followed that attack. There were 3 of us off the front but I knew it wouldn't stick. We were caught and Nick just took it solo after that. When Nick was caught I went again trying to get a late break going. No one came with me but the pack was chasing. With three to go I got to the front with Nate and on the last lap 2 corners from the finish the front sat up and we were swarmed. I took 15th wheel out of the final

corner when someone behind me blew out their tire. The loud gunshot sound was enough to “spook” the guy next to me and shove me into the gutter. I was fine and riding the gutter until as I corrected I ran through the only strip of mud on the course and my bike went out from under me.

My teammates were awesome helping me get cleaned up. I am fine and the bike is great. Crashing is just part of this awesome sport and it wasn't going to overshadow how much fun I had during Suisun. Until next time.

-John

Brentley Campbell

18th Place Suisun Harbor Criterium Senior Category 3

I did the Cat 3's at Suisun Criterium and it was nice racing with John, Nick, Nate and a few other juniors that I used to race with. It started fast and I had a terrible warm-up and now I know that I need to warm up harder and longer. It was a flat four corner .5 mile crit. Halfway through the race I felt better and started moving up. At 13 laps to go out of 40, I got a blow out rear flat in a hard corner. It sounded like a gunshot and then I felt it through the corner but handled it naturally and kept my line and made my way to the pit. I changed wheels and got going. I was put into the back of the pack instead of the front. It was hard to move up on the course but I managed to slowly make my way to the front. In the final corner I was behind John and I sprinted by him and about 5-10 other guys in the print. One rider came up on the left and tried to pass me but I just hit the gas again and beat him by a lot. I was somewhere in the top 20 I think probably 18th because Nate thought we was 15th and I was I think 3 behind him. So overall a great race because right after I passed John in the sprint someone flatted in front of him and he got pushed into the gutter hard and crashed. I was happy to stay upright and finishing up there.

-Brentley

4. San Ardo Road Race

John Piasta

The night before the race Brentley and I previewed the San Ardo road race course which was going to be flat and windy. The course started on a rough rolling section, and then came back on a smooth dead flat road except for two longer rollers, then an extremely long overpass to the finish which looked like a decent place to attack. While previewing the course head winds were demolishing our speed down to 12 mph; when we arrived the following day for the race it was a windless overcast day.

From the start I hoped the wind would pick making the race harder and exciting. However it never worked out that way. We just cruised along dodging crashes. Nick covered the early breaks. While Brentley and I blocked realizing that the course was not hard enough for a break to stick. I was getting frustrated because there was nothing I could do to split up or string out the field. However there was this fairly hard little kicker on the back side of the course and on the first lap I noticed a split of about 12 guys up the road with some threatening guys they seemed to be working and had over a 10 second gap. After looking to see if anyone else would go, I attacked extremely hard on that roller dropping the field and quickly bridged the gap. From that point I knew the legs weren't nearly feeling as good as they had been the week prior. Looking back I saw the pack in hot pursuit not letting me go anywhere.

I sat in the top ten for the remainder of the race. Taking the occasional pull so people wouldn't get mad but mainly trying to stay safe after having a bike fly over my head due to a guy crashing next to me. The only place I could think about winning the race was on the finally little kicker before the finish. However going into the finish I got stuck being swarmed from being in the top 5 riders of the pack to boxed in with no hope of getting to attack at all. The finishing kilometers were extremely sketchy and I just tried to stay safe and out of trouble while finding a time to move up. Well we all stayed together and attacks flew on the final hill that I was in no position to respond to them. Brentley finished 17th, myself 21st and Nick flatted in the last 3 miles while he was off the front.

Ian Moore

I raced the 15/16 category for the San Ardo road race; the flyer said that this was a 42-mile race, but at the end, my computer showed almost 48 miles. We arrived about an hour and a half before the start, and I registered and started warming up. There were a lot of racers there, especially considering the size of the town that it started in, but there were just two other people in my age group. These two racers weren't on a team but they seemed to be friends, and throughout the race they were working together against me.

The course was fairly flat but it had some short rollers, and the roads were somewhat smoother towards the back part of the course and coming into town, but in the first few miles of the loop the road was patched up and bumpy. After the start in San Ardo, the race went across a bridge and then up a short hill, which the feed zone was on, and then under the freeway. After this it leveled off, before a series of ups and downs. All this was followed by a flat section; since there were just three of us in the race we did a rotating pace line the whole way.

One of the other racers attacked a few times on hills and flat stretches, trying to drop me and go with his "teammate". There were two laps for my race so I got some water at the feed zone and then headed off; I thought that they would attack me on the hills on the last lap so I watched them carefully, especially when I was coming off a pull. I started to push the pace on my pulls, and about 2/3 of the way through the second lap one rider was dropped. The two of us that were left, continued to rotate, and I pulled off right after town going across the bridge that we had started across, the other rider accelerated some across the bridge but I just stayed on his wheel resting. Just as we hit the short feed zone hill I attacked, and I went as hard as I could up to where it leveled off a bit and then made the left turn to the finish line where John, Nick, and Brentley were cheering me on, and crossed the finish line for my first win. -Ian

Phil Kinney

1st Place San Ardo Road Race Juniors 13-14 Phil Kinney

The race started with only four people. Right away we dropped one because of mechanical problems. Ten miles in the race another racer got a flat; it was down to me and one other kid. At the 12 mile mark I attacked. I kept gaining time on him but I

wasn't sure of the time gap. I came in to the finishing line and realized I had won by a pretty big margin!

-Phil

Nick Kinney

San Ardo Road Race Senior Category 3

DNF

Brentley, John and I raced San Ardo Road Race in the Cat 3's. I wasn't feeling good, so I was going to try to go into the early breakaway. I spent the first lap trying but nothing I jumped into seemed to have legs. In the second lap two riders got away and I tried to bridge up halfway through, but didn't make it.

In the last lap I started feeling better. 10 miles to go I felt good. However there were about 5 guys up the road and they had a 30 second gap. The gap was coming down ever so slowly, when the pack started finally started making serious efforts in the chase. I put in a pull for John along the way. There was a flurry of attacks 7 miles to go and I found myself 10 wheels back in the center of the road. That was when I decided to make my move. Along the center of the road there were cracks that ran parallel to the race course. My front wheel sank into one then popped out as I attacked. It looked like the pack was going to let me go across, as when I looked back there was a couple seconds gap, but I could feel my front tire going flat. There had been some nasty goat head stickers in the crack I had ridden through and my race was over.

-Nick K

Brentley Campbell

16th Place San Ardo Road Race Senior Category 3

John Piasta and I got to the course the night before so we could do a quick spin to keep the legs fresh and to also check out the course, which we heard was dead flat. So we arrived there a little late but we got rolling and with the help of the not so great course description we rode the course. John almost hit a rattle snake and we found out that there were a couple rollers but that it was flat, really flat. We got there the next day and learned that we had ridden the course backwards the night before. That was a good laugh and then we got to the start line. There were approximately 60 riders in the 3s and it was looking like a fun day. Our race was 63 miles, very short for a cat 3 road race but it was what it was. There were three 21 mile laps and the first lap was exciting. John and I stayed in the top 10 for most of the first lap until on the backside there was a crash. The guy two ahead of me went down along with 3 others and I had to go off the road to avoid it. Then I had to try to catch up with the peloton. The hard part was that

we were on a flat section and the pack was averaging 30 MPH. I just tucked up a little and started hammering it trying to get back up. Then I passed a group of three who were trying to get back on. They got on my wheel and I just kept it going at about an average of 500 watts which was not an easy task. Then I needed a break in the chase so I pulled off and I saw that the other guys couldn't keep the tempo I set so I got back on the front and kept it going. Then we passed a group of ten and they got on and I pulled us right back up the main group. So after a good warm up of the legs I got back up to the top 15. Then the second lap we started to cover moves and started following moves. Nick got up into a small break so John and I blocked at the front and covered counters. Then Nick's group got caught. So we sat back a little to save some energy. Then the second crash happened behind us while we were still at the front. Then I just hung around at the back talking to some guys for a while to save up energy for the end of the final lap. I started moving up and on the final riser I was about 25th wheel with about 800 meters to go. Then on the riser there was a close call and 3 guys right in front of me almost went down so that really messed up my positioning. So I wasn't in the best place to be around the final corner, and that was about 300 meters to go. Then I passed around 10 guys in the sprint and finished around 16th. I was a little disappointed but my legs weren't felling very well anyways.

Brentley

5. University Road Race

Nate Geoffrion

6th Place University Road Race Senior Category 3

I was very much looking forward to this race, since it suits my style of climbing. The course in Santa Cruz was a three mile loop half of it being a climb. The last 50 meters or so of the climb pitched up to a steep 15%. However, that wasn't the deciding factor on the course; it was the length of the climb that hurt. We did 15 loops of the course which totaled 45 miles. I got a good warm-up of about a half an hour in since the course started on the hill.

My group of 50 guys set off up the hill, we began half way up it. The pace was moderate up the hill and then we descended to start the whole of the climb. The first two laps of the race were reasonably fast, but I knew it would back off a little bit since no one could hold this pace for 15 laps. I stayed clam and near the first 5 guys in the front of the pack. Being near the front on a course like this is really important because if splits happen you need to be near the front. You have to be by the strong guys, so they

don't lose the wheel in front of them causing you to be gapped. Another advantage to being in the first 5 guys is if you can't hold the pace up the climb you can slowly drift back through the pack. Once at the top, you will still be in the pack just farther back and will be able to move back up to the front on the downhill. This is very important. The next three laps I started hearing guys in the group talk so I knew the pace was too slow. With 10 laps to go I gave a good little kick out of the bunch which gapped them, one guy followed me. It caused a reaction and made the race lively again. I did this not to get away and form a breakaway but to keep the tempo of the race nice and high. If the race was too slow during a few laps, too many guys would still be in the bunch at the end, meaning more people to sprint against at the end. Less people to sprint against means a higher placing for you at the finish.

With 5 or 6 laps remaining teammate Chris launched an attack and stayed solo for a lap, he was caught the next time up the climb. As soon as he was caught, a guy attacked out of the group. It was perfect timing for attacking and no one followed as being tired from chasing Chris. I should have followed, but no one had stayed away yet for more than a lap so I decided not to chase. There were still 5 laps to go, I thought this was a reasonable decision. As it turned out, it wasn't and the guy stayed away for those laps for the win. The last three laps of the race were difficult, guys kept trying to break from the group and go on a glory journey, but the race stayed together. Our group entered the final lap and about 15 guys were left in the main bunch. Starting up the final climb I was second. A guy attacked early from behind and I reacted right onto his back wheel. I thought, "He isn't going to hold this and neither am I". In the last 100 meters four guys passed me to rip my chances of a podium finish and I finished sixth.

-Nate

Christopher Flanagan

19th Place University Road Race

Senior Category 3

The Race:

It was a little chilly at the start of the 2009 University Road Race and I had little idea of what to expect. I had never raced or seen the course before but we drove the course coming in and it seemed harmless enough. It was a 3 mile loop with one side up and one side down, split about 50/50. Simple enough. During the registration I heard a comment, "This is a course far more difficult than it appears," that gave me some indication that this was more complicated than I had thought. The race was 15 laps (45 miles) around the UCSC campus, the climb side of the course was a long uphill, of varying degrees, and the downhill half was a constant, with mostly lazy curves. As the race started on the uphill side, it began at a very high pace. The first few laps were a bit of a shock. My legs were a little stiff, the heart wasn't warmed up enough and the long

hill decent meant a quick spin-out so the legs got cold by the time you hit the beginning of the uphill climb. As the race went up I discovered that this was the most challenging part of the race, the cool down rigor mortis you got in your legs followed by the quick heat on the climb.

The Risk:

During the first 5 or so laps I drifted around the pack a little more than I should have but with no real consequence. There were some minor attacks with only one rider managing to stay away for more than a lap. At 9 laps to go I moved up to the front of the pack and stayed within the first 10 on the decent. At the base of the climb I regained my spot in the front (3rd rider) and decided it was time to make an attack on the climb. I had hoped to make a platform for my teammates to follow or at least a couple of other riders. I thought that with 3 or 4 riders in the break, hopefully with mostly All Sport-Team Swift riders, that we could stay away and have a great chance for a podium finish. I rode for nearly three laps alone, about 9 miles with nobody else willing to join me. On the third time around and on the uphill side I was caught by the peloton. As we passed the feed zone I knew that my chance was over and that it was not likely I would have another opportunity. At the same moment there was a big attack by a Metromint rider and I was not able to stay with the peloton. I had used too many matches during my break and now that the pace had increased I had no time to recover. I couldn't do anything as I watched myself slip behind the peloton. In the end, I caught a few of the riders who had been dropped and gained some time back to come in around 8 seconds behind the peloton and in 19th place.

Lessons Learned:

It was a very disappointing day, but perhaps one of my best learning experiences of the year. First, and most importantly, I am not regretful of making an attack. I have an aggressive riding style and in many races I am often able to successfully take advantage of this style for great results. My mistake was that I kept going alone for too long without the support from other riders.

After thinking about it for several days I think I had three better options. One, I could have made the attack when I did but coordinated with my team that we do this together. Or alternatively, after making the attack I could have quickly accessed the likelihood that someone was going to help me and if not fall back to the peloton before I waste too much energy. Two, Instead of attacking on lap 9 I could have waited until I thought I could make it alone all the way to the finish line. This would have meant that I would have gone at lap 12 or 13 instead of lap 9. Three, I could have just stayed in the lead peloton all the way to the finish and then battled it out with a larger group to place in the top 5 or 10.

-Chris F.

Brentley Campbell

Pack Finish University Road Race Senior Category 3

The race was held at UC Santa Cruz and was a 3 mile course. 1/2 up hill 1/2 downhill. My legs were feeling better then San Ardo the day before the only problem was that it was a climbing race and I am 6'7, 200 lbs. I attacked on the first lap going up the hill after the descent and had 1 other guy go with me. I wanted see how far I could make it being off the front in a climbing race. So after the attack I just tried to keep it going with the other guy and including the attack for 1 minute I averaged 700 watts, which was incredible. Then we had a good gap and were off the front at the start finish. And then I cracked so I got caught towards the top of the lap and hung in the pack for the next lap until I got dropped. Then I started working with Alex Freund of the Davis bike club. He would drop me on the climb and I would catch back up on the descent. Then I dropped him on the descent and kept climbing hard. Then I started catching and passing more and more people. Joel Shaffer, Andrew Lainier and some other cat 3s. I averaged 350 watts on the uphill for almost every lap which was a big improvement from my normal (before the race) climbing power which used to be around 300 or a little lower. So in a month I had increased my climbing power by 50 watts, which was good improvement. Overall I don't know what place I finished but I got lapped by the field once and I almost lapped a group of cat 3s. So overall it was some good training and a fun race.

Brentley

6. Winters Road Race

Wes Holloway

2nd Place Winters Road Race Juniors 15-16 Wes Holloway

Being that this was my very first road race, I really had no clue what to expect. The race started out with many attempts of a breakaway. Everyone was able to keep up until we got to the climb. The 17-18 group started a breakaway towards the beginning of the climb. A few riders from my category went to chase them, so I followed. The 17-18 group went ahead, and I stayed with the two others from the 15-16 category to form a breakaway. They didn't make any moves to drop me, so I decided to set the pace. By the beginning of the climb on the second lap our group dropped a rider. Towards the

top of the climb, I found an air bubble in my front tire and had no clue what to do. So I rode on. The tire pressure started getting lower and lower. At the sprint I had about 50% air pressure left, and was in no condition to sprint against the other breakaway rider, but I did anyway. He got first and I got second.

-Wes

Ian Moore

4th Place Winters Road Race Juniors Category 15-16 Ian Moore

There were about nine people in the 15-16 category at the Winters road race, but we raced with the 17-18's so that made for a field of 14. My race was 48 miles. The course started off pretty flat and then about 8 miles in there were some rolling hills; after this the course turned up toward the mountains, and into the trees where the road rolled upward, then at about 10 miles there was a feed zone at the beginning of a climb. After the feed zone it went up for a little ways and then there was a short downhill before it went up again. The climb got steeper toward the end and I went around a switchback and then up a little more before we were at the top. The descent was not too steep but it had a sharp left hand turn. After the descent it was flat and rolling back to the finish. We did two of these 24 mile loops.

Just a couple of miles down the road one of the 17-18 guys attacked twice and I responded to both of them. I stayed toward the front of the group on the flat and rolling stretches and at the base of the hill we were passed by the Pro- 1-2's and I cheered on Sam (I also saw John, Chris, and Nate later in the race). At the feed zone one of the 17-18's attacked again so I did not have time to get any water; after the feed zone everyone was spread out on the hill. I road by myself after the hill for awhile and thought about waiting for Phillip but could not see him anywhere. Then the "not-being-able-to-take-water" caught up to me; I ran out of water a little ways before the end of the first lap (12 miles still to the feed zone). On the flat exposed part at the beginning of the lap I was dying. I suffered all the way to the feed zone where I grabbed 2 cold bottles from my parents and one neutral bottle. I actually felt better going up the climb after getting water and passed a junior, then rode still by myself until a few miles to the finish where Phillip came up to me with a Pro women's group; Phillip and I rode in together, then just before the finish line Phillip decided to sprint around me. There was a lot of confusion on the results but I got 4th place in the Junior 15/16's and I won a prize (T-shirt).

-Ian

John Piasta

Winters RR has been my favorite road race course since I first raced it last year. It has one major climb, a technical descent, lots of rollers and can be windy. This year I was going to Winters with high expectations.

Although, I almost did not even get a chance to start my race due to two stupid mistakes that I have never made before. I decided to wash my bike the night before at 9 when all shops were closed. As I was cleaning it, my front derailleur stopped working and realized I needed a new cable and housing. LUCKILY, I had extra lying around but usually don't. A good lesson, if I didn't have that I wouldn't have started my race, since no bike shops are open at 5:30AM or 9:00PM. So wash your bike while bike shops are still open in case you discover something that could keep you from racing.

Another lesson is to pack your bags the night before no matter how tired you are. The first time I packed my bags in the morning, was the first time I forgot shorts only to realize it after arriving at the course. I lucked out again, Tyler had extra's.

I was lucky to even be racing Winters at this point. The race started off pretty easy. I started toward the back and made my way up to the front the first time up the hill. I was third wheel over the top and onto the crazy descent where I saw some guy pass me who must have been right spinning a cadence of 180. Nate broke his derailleur and was stuck in his 19 for the rest of the race. Wow, as if Junior gears weren't bad enough. Well he still gained about 10 seconds on the pack down that descent.

We eased up on the flats and I just stayed safe. Took a few pulls just to keep at the front and see how my legs were doing. Next time up the hill wasn't as hard. Nate again was the first one down the descent and I followed in 5th wheel. Chris and I followed moves and didn't want a break to go without us. This lap we hit the flats a little harder but I was still doing fine. Chris and I wanted to make a move on the last climb. However trying to get bottles in the feed zone (My mom was reading a book in the feedzone) we lost a few spots and had to catch back on. I also saw that there was no way we could get away on the final part of the hill; as a result we decided to save it for the finish. Again I made it over the climb in the top 5 and Nate again was the first down the descent. Attacks started rotating on the flats into the finish. I attacked once, but was followed by no one and sat up.

I talked to Alex Brookhouse (Norcal), I asked him what he thinks I should do for this finish since he has done it many times in the past. He said he would attack with 800meters to go to lead me out to attack at like 350. Well he was boxed in and at 400 I knew it was time to go. The pack sat up and I attacked as hard as I could out of the final corner. Not looking back I just kept pedaling. Twenty meters from the line two guys past me then with 10 meters a few more guys came past me and I finished tenth. Chris and I were in the top 10 and Nate raced awesome with his 19. I just need to figure out

how I am going to stop getting caught right at the line, maybe it is time to start following wheels to the finish and stop with the late attacks.

-John P

7. Tuesday Night Twilights in Santa Rosa

Brentley Campbell

1st Place Tuesday Night Twilights #1

Juniors Open

4th Place Tuesday Night Twilights #1

Senior Category 3-4

After a few months of absence the Tuesday Nighter's started back up on the new course at the fairgrounds. I got there very late and barely made the start of the junior race with no warm up. I thought all the elite team guys would really be racing but Coach Laura told them to help some of the younger riders. Then after a few laps Coach Laura told me to attack and I was happy to because the course looked fun for a solo break. I sort of destroyed the field and I still had about 6 long laps to go. I think Blake was chasing in the beginning and Nick tried to bring Stanley up but dropped him and gave up with about 1 lap to go. I kept a good pace and won the race with a huge margin with riders spread out across the entire course. Unfortunately Nate and Sam were mentoring and not racing hard but it was still nice to get the first win on the new course.

Then after that good effort in the junior race I did the cat 3-4 race. It was hard with most of the riders taking bad lines through the corners but I was content to save energy and stay out of trouble at the back. The race slowed down so I decided to move up and then was about to attack when my teammates Nate and Nick attacked so I followed and then I didn't think we were fast enough to make it into a break so I got on the front. Nate got on my wheel and I kept going hard. We had a gap so I just kept going hoping to pull hard on the backside to set up Nate for the prime on that lap. Then he said that we were caught and I thought we were back in the main field. I started moving backwards and realized that it was a four man break with Nate, Pete Sweeny of the Bobas and Matt Farnham. I was happy to pull because the odds were stacked in our favor having 2 guys in a 4 man break. Then Pete decided not to pull through and Matt didn't want to work so just as I started to get to the front Nate attacked and I was happy to follow wheels until they would let me pull through. I got to the front soon after the attack so I could block for Nate. I made it look like I was working really hard even though we were not going very fast. Nate's gap got a lot bigger and I kept following wheels and blocking. But then with 1 lap to go the field was inching closer and I was ready to make a move. On the backside they slowed so I attacked hard knowing that Nate had a big enough gap to guarantee victory. I was trying to make it a 1st and 2nd

for All Sport-Team Swift and I hit them hard. Nate got the win and I was passed right before the line by both Pete and Matt so I ended up with 4th. It was a fun race and I like the new course because it rewards stronger riders who want to work hard.

-Brentley