

# All Sport- Team Swift Race Reports

## March 2009

### Race Reports for:

1. Merco Downtown Criterium, CA
2. Merco Foothills Road Race, CA
3. Berkeley Team Time Trial
4. San Dimas Stage Race, CA
5. CCCX #2, Fort Ord
6. Tampa Twilight Criterium
7. Alumni Race Reports

### **March Top 5 Results + Pro, I, II Results:**

1 <sup>st</sup> Place	King of the Mountain	Senior Category 4	Sam Bassetti
1 <sup>st</sup> Place	CCCX #2	Juniors	Griffin Wigert
2 <sup>nd</sup> Place	San Dimas Time Trial	Senior Category 4	Sam Bassetti
2 <sup>nd</sup> Place	San Dimas Criterium	Senior Category 2	Ryan Eastman
2 <sup>nd</sup> Place	Merco Criterium	Juniors 17-18	Nate Geoffrion
3 <sup>rd</sup> Place	Overall G.C. San Dimas	Senior Category 4	Sam Bassetti
3 <sup>rd</sup> Place	Merco Road Race	Juniors 15-18	Nate Geoffrion
4 <sup>th</sup> Place	Merco Road Race	Juniors 15-18	Chris Flanagan
5 <sup>th</sup> Place	San Dimas Time Trial	Senior Category 4	Nate Geoffrion
5 <sup>th</sup> Place	San Dimas Criterium	Senior Category 4	Sam Bassetti

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## RIDER REPORTS

### **1. Merco Downtown Criterium (Juniors Race Report and Pro,I,II)**

#### **Nate Geoffrion**

2<sup>nd</sup> Place      Merco Criterium      Juniors 15-18

The goal of the day was to get in the break if there was one. Davis, Specialized, and Tieno Duro were all represented that day, so we know if one member of each team got in the break no one would chase.

The criterium started and we were racing 25 full laps around the 5 turn course plus a chicane. There were some futile attacks in the beginning with no one getting a big enough gap to pull away. I stayed near the front next to my teammates to be safe and know what's going on. After one attack I drifted to the middle of the pack. We came around the third turn and I noticed two guys up

the road; I didn't even see them attack. I guess Ryan was trying to get my attention to get me going. Anyways I swung out of the group and sprinted up the field on the left side. No one grabbed my wheel. I got into time trial mode to catch up with the two guys in front. For three laps I was by myself in the wind trying to get up to the break away. Finally, after some hard efforts I finally found myself in the break; success! The break did a paceline, each guy doing about a third of a lap pull. We couldn't even see the peloton and before the last lap we caught them. I was in second position; a Tieno Duro was on the front swerving trying to get us off his wheel. The finish line was now in sight. With about 200m I opened up my sprint, but the guy behind me took me at the line.

I learned that if I guy is going to pass you and you enough room before the finish then you can slip into his draft for a quick second to get a rest. It is also great having my team in the pack helping to block to help with keeping a breakaway up the road.

-Nate

## **Ryan Eastman**

Merco Criterium

Pro 1-2

I walked out of my hotel room in the late afternoon and road over to the race course. I was doing the pro 1-2 race, I did the juniors race earlier in the morning. Riding from the hotel to the course served as my warm up and then I headed to the line for the start. The field was pretty big, containing 130 riders and a bunch of pro teams including BMC. Since it was a pro 1-2 race I was allowed to use a race radio, so Coach Laura would be able to communicate with me. It is kind of nice because it lets me be connected to someone during the race, since I don't have any teammates in my category.

For the first part of the race I sat in. With 17 laps to go Laura was telling me to get toward the front and maybe try and get in a break away. I got in a few attempts but nothing stuck, it was too fast. I felt very comfortable in the field and felt like I could move around in it with out much trouble. I stayed up there fro a while before being sucked back into the draft of the pack.

With about 10 laps to go it started to get pretty aggressive. Everyone who wanted to win or lead out their teammate new that they needed to start and get in position, so there is aggression for wheels. I now started to look for opportunities to move up without wasting too much energy that would be needed for the final sprint. With two laps to go now I found a good position, I got on Rock Racing's train that was leading out their sprinter so I was in a very

good place.

We came around for the last time and got the bell lap. I was sitting around 12<sup>th</sup> wheel and as we went through the chicane with one lap to go a Rock Racing guy slid out a few riders in front of me. This caused a pile up of riders crashing and this was directly in front of me. I almost was able to avoid it but I hit the pile up and was thrown off my bike. My bike landed on top of the pile of riders and bikes as I flipped over them and was able to tuck and role, landing not too hard.

After the crash I was out of contention for the finish so I picked myself off the ground, untangled my bike off the top of the pile, and rolled toward the finish. I was happy that I was not hurt and that I rode a pretty good race, being able to move through the field without too much trouble I definitely felt strong. I was totally ok, I did not even get road rash because I crashed perfectly, tucking in my shoulder and rolling out of it. My bike was not too much damaged. The only thing was I bent my rear derailleur hanger. Back at the hotel Rich Sangalli (the BMC mechanic) bent it back and checked over the rest of my bike to make sure it would be fine for tomorrow's race. I really appreciated his help and learned that chocolate biscotti's are the perfect payment for an Italian mechanic.  
-Ryan Eastman

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## **2. Merco Road Race Reports**

Merco Foothills Road Race

March 1<sup>st</sup>, 2009

Junior 15-18

48 miles

3<sup>rd</sup> Place      Nate Geoffrion

4<sup>th</sup> Place      Chris Flanagan

6<sup>th</sup> Place      Nick Kinney

7<sup>th</sup> Place      John Piasta

11<sup>th</sup> Place     Zach Sargent

Five All Sport-Team Swift riders lined up for the start of the Merco Foothills Road Race the day after the criterium in downtown Merced. At the start line there were sixteen riders, but really the only team was All Sport-Team Swift. We began the race with the pre-determined plan of making sure there was green and blue in any and all of the attacks, ultimately hoping to set Nate up for the win.

Into the first corner, after a few miles of riding, Nate decided to test the waters taking a flyer around the corner. Kit Karzen and a rider from Rock Solid Cycling followed, Nick was close and jumped on to their wheels. The pack's response was delayed but none of the four riders up the road wanted to commit so early, not long after the pack caught the front group.

The next attackers would try their luck, each time chased down and neutralized by Nick, John, Zach or Chris. All Sport-Team Swift kept control of the front, until Kit Karzen and the Rock Solid Rider each tried again. Nick gassed it, Nate on his wheel, but couldn't bring them back, Nate came around and bridged up making it three riders off the front.

John and a Cal Giant rider sat in the gap between the pack and the break and looked to be making up the difference. The pack was bunched along the right side of the road, when Chris jumped across to the left side, followed by Nick. Chris made the juncture with John's group, then kept going making three riders of the four up front. In John's group Nick had caught on and those three riders were working well, John and Nick both hoped to increase All Sport-Team Swift's odds at the finish. The pack had become organized though:

*"I looked back and saw the pack gaining, it was then I told John to sit up."*

*Nick Kinney*

Chris, Nate, and the two other juniors in the break (Kit and Stephen) organized a four-man pace line; the pace was fast so that no one else could potentially bridge from the pack. After a couple minutes of really pushing the pedals, the lead motorcycle stopped so that he could give us a time gap.

*"The pace we set after breaking away from the pack was too fast for me to hold the rest of the day. We had a lap and a half to ride with four guys; luckily John, Nick, and Zach did a great job of blocking so we could slow down the pace."*

*Nate Geoffrion*

Back in the pack it was up to John, Zach and Nick to make sure the break got the winning gap, or at least, to keep the pack from organizing a chase. So when the peloton did finally get some momentum an All Sport-Team Swift rider would infiltrate the pace line killing all impetus.

Just after the turn onto the rough section of road ahead of the rollers in the final few miles the race referee had stopped and as we rolled by he told us the

gap was 45 seconds. It was at that point that John, Nick and Zach dropped to the back of the pack, pace-breaking job, complete.

The breakaway continued their pace line through the first lap, however when the riders came to the feed zone everyone scrambled to get over to the left side of the road. Chris, Kit, and Stephen all grabbed for either water bottles or food. For the next kilometer the pace line was disorganized; the riders were trying to stuff food in the mouths and the rest if it in their jersey pockets.

*“After the feed zone everyone was in the wind all over the road. Once I thought everyone had enough time to eat food, I said ‘Hey are we going to get this going again or what?’ They agreed and off we went.”*

*Nate Geoffrion*

Over the rollers nothing interesting really happened except in the final kilometer when Sam Cerruti of Cal Giant crossed wheels with the rider in front of him. Sam went down right in front of Nick:

*“I saw him going down and jammed on the brakes, it wasn’t enough and I rolled right over him unclipping in the process. As I re-situated myself I stopped and waited to see if he would get back up but he seemed done for the day.”*

*Nick Kinney*

Into the feed zone, Chris’ dad Anthony told the pack that the break was 4 minutes ahead. Bad news for the riders who missed out, perfect for All Sport-Team Swift. With such a huge gap the peloton slowed to a crawling pace. This bored John immensely and after a confab with Nick he decided to do an interval. With the pace up around 23 miles and hour, chatting stopped the peloton was single file legs burning up and down the line.

Back in the breakaway, the lead motorcycle told the riders that the Cat 4 pack was right behind them; he said he would have to neutralize the break to 10 mph. None of the riders wanted to slow down, for fear of getting caught by the pack so Kit Karzen ramped up the pace a little. The junior break stayed in front of the Cat 4 pack for a good ten minutes, and then the two officials from each race decided that it was time to neutralize the juniors.

*“The official on the motorcycle slowed us to a crawling pace of 10 mph. It was a nice break for me and Chris from the steady tempo being set in the pace line. It also gave us a chance to discuss a possible lead out at the finish.”*

Nate Geoffrion

After another “interval” and some nervous looks at John from the riders who had felt the pace there was a brief respite ahead of the last turn before the final rollers. San Jose’s Gento Kusano was telling everyone we still had 9 miles to go but as we made the turn Nick, John and Zach gathered at the back of the pack:

*“I had done Merco RR last year and last year at the top of the first roller there was a sign saying 5km’s to go.”*

Nick Kinney

Armed with this knowledge Zach moved to the front to set the pace over the rough section while Nick lightened his load, finishing off the last of his All Sport and dumping the remainder of his water. As the hill began Gento took the lead, with John on his wheel and Nick on John’s. Zach would then take Nick’s wheel in the role of sweeper, in order to keep a friendly rider in between Nick’s wheel and the others in the pack.

*“We hadn’t discussed the lead-out ahead of time so Zach’s instinct in taking and holding my wheel impressed me. We hadn’t discussed it ahead of time because I was unsure I would be able to get over the hills, but as the race wore on I began feeling better and better. With roughly two k’s to go I told John to start drilling it after the 1 k to go sign.”*

Nick Kinney

Breakaway riders have a common goal for most of the race which is to work together and stay away from the main field. Then in the last part of the race if the breakaway is clearly established the camaraderie breaks up and it is each rider or team going for the win. Chris and Nate were now going to switch tactics from working with the other two breakaway riders and now race against them. It all began about 2k from the finish line when Chris did not pull through in the pace line for Stephen; instead he put in a hard attack. Nate did not follow obviously because he was not going to chase down his own teammate. So the other two riders sprinted onto Chris’ wheel with Nate following not really doing any work.

Stephen from Rock Solid Cycling was stuck on the front after Chris’ attack. He tried swerving back and forth, slowing down but none of it could shake Chris off his wheel. Nate was behind Chris in third position with Kit in fourth. With about 1K to go Chris attacked again up a small roller. This time it was marked real close by Kit and Stephen. Nate moved back to fourth position.

Chris began his sprint; the finish line was in sight. Stephen was first to sprint around Chris which was followed by Kit. Nate tried to take Kit's wheel, but Kit attacked to the right ahead of Stephen making a block between Kit and Nate.

*"We sprinted for the line, and I did not have enough juice in my legs to really grind the pedals into the ground. I couldn't come around Stephen and just finished the sprint on his wheel. I took third and Chris fourth."*

*Nate Geoffrion*

Meanwhile in the twists and turns of the final 1500 meters Zach had lost Nick's wheel to the Kinetic's rider, who seemed to know something was up. Gento was still leading, maybe hoping to set his own pace on the hills. At one kilometer to go John sprinted around Gento, his acceleration so fast that Nick almost lost his wheel. Nick fought his way back into position on the final uphill slope with only the Kinetics rider in tow. Nick came around John 200 meters to go on the left side of the road while the Kinetics rider jumped up the right.

*"I didn't have the legs and had to settle for 6<sup>th</sup>."*

*Nick Kinney*

John followed close behind in 7<sup>th</sup> and Zach was just behind Gento and the CVC rider Sunny Sandu.

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## **Ryan Eastman**

Merco Road Race

Pro 1-2

36<sup>th</sup> place

This was the second race of the weekend. I was doing the pro 1-2 race, it was 120 miles. A bunch of top pro teams were here to including BMC, so it was going to be a very fast race. There were dark skies above threatening to pour rain on us. The race is a 5 laps of a mostly flat to rolling circuit. The first two laps were held at around 26-28 miles per hour. Attacks were going off the front and the teams that did not make the split would immediately chase them down. This would go on all day long. The field had probably around 120-130 riders in it as did the day before in the Criterium downtown, but today we were out in the

country's rolling hills with nothing around but orchards and fields of grass.

Two laps down, and from here on I was just sitting in the field observing things and seeing how the race is unfolding today. Then it was time for me to try and get into one of those break aways. I went up to the front of the field and started to go with accelerations of others. I did this for about 20 minutes or so. Following attacks, accelerating across gaps, and attacking; but nothing was getting away. If I kept doing this for much longer it would just be wasting energy. So I floated back into the draft of the pack and got sucked along for a while.

Today was a lot of miles so I kept drinking and eating often. Laps flew by and now we only had 2 of the five laps to go. The rain started to come down on us now. A threatening break got up the road containing around 20 riders and likely representatives from each of the pro teams. I got up to the front and there was a disorganized chase, I knew that I needed to be up the road and I then attacked and bridged up to it. Only one rider got onto my wheel as I attacked and we worked together to get up the break. Once I made contact with the back of the group I shuffled my way into the middle of it, so I did not get caught out if there was to be any acceleration. After a while of being in the break the field made its way up to us and we were caught.

When one break away gets caught usually another goes, so I stayed near the front and followed attacks attempting to get off the front of the pack and up the road again. I was trying to do this all day because I am not a sprinter, so If I make it into a small group that stays away to the finish than I have a better chance of succeeding. Nothing stuck. On the last lap a group got off the front and had a considerable gap, and it looked like it might have stayed away to the finish but Cal Giant did not have a guy in it so they were the team that was forced to chase. They did so on the back side of the course that is very flat and they were able to bring the group back with about 5 miles left in the race. As they did this I made my way up toward the front.

I was around 30<sup>th</sup> wheel up that last roller before the finish and just rolled across the line in the field. It is a bit disappointing when you don't get around the top ten, but I had a good time today. Up next I am looking forward to San Dimas stage race, one of my big objectives for the year.

-Ryan Eastman

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### **3. Berkeley Team Time Trial**



## Griffin Wigert

Age 12, Junior 17 Male

11th Place Berkeley Team Time Trial, 3/7/2009

I drove to Berkeley with my teammate Stanley and his dad. There was no place to warm up so we warmed up on the trainers.

Stanley and I had a start time of 9:47. We started a minute behind Dylan Drummond and his teammate Reese. There was one other Tieni Duro team in front of us. The race started on a downhill, but then was pretty flat until the Bears. We each took about 25 second pulls. We passed Dylan and Reese early but were passed by another Tieni Duro team. I was in zone 2 most of the race. We finished in 11<sup>th</sup> place with a time of 51:04. The course was 16 miles and our average speed was 18.1 mph.

-Griffin

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### 4. San Dimas Stage Race

San Dimas, California

March 20-22, 2009

All Sport-Team Swift fielded a full team of 5 riders in the Senior Category 4's at San Dimas and Captain Ryan in the Senior Category 2's. Sam Bassetti really was on fire this weekend to take the KOM jersey on the first stage of the Category 4's and with the help of his teammates kept not only the jersey, but third place overall. This was also our first big road trip in our new team van. Everyone did a great job and it was awesome seeing alumni to our team doing so well at the race too.

#### San Dimas Photo Links:

- o <http://www.veronikalenzi.com/SanDimasRR032109.php>
- o <http://www.veronikalenzi.com/SanDimasCrit032209.php>
- o <http://www.veronikalenzi.com/SanDimasTT032009.php>

#### All Sport-Team Swift Senior Category 4 Roster:

Sam Bassetti

Nate Geoffrion

John Piasta

Nick Kinney

Chris Flanagan

All Sport-Team Swift Senior Category 2 Roster:

Ryan Eastman

All Sport Team Swift Alumni Roster:

Tyler Brandt            Senior Category 2    (3<sup>rd</sup> Place in RR and 5<sup>th</sup> in Criterium)  
Lindsay Myers        Pro I, II Women  
Ethan Weiss           Senior Category 3  
Mike Rochlin         Senior Category 3    (Points Winner Jersey)

**San Dimas Top 5 Results:**

1 <sup>st</sup> Place	King of the Mountain	Senior Category 4	Sam Bassetti
2 <sup>nd</sup> Place	San Dimas Time Trial	Senior Category 4	Sam Bassetti
2 <sup>nd</sup> Place	San Dimas Criterium	Senior Category 2	Ryan Eastman
3 <sup>rd</sup> Place	Overall G.C. San Dimas	Senior Category 4	Sam Bassetti
5 <sup>th</sup> Place	San Dimas Time Trial	Senior Category 4	Nate Geoffrion
5 <sup>th</sup> Place	San Dimas Criterium	Senior Category 4	Sam Bassetti

**Sam Bassetti**

1<sup>st</sup> Place King of the Mountain  
2<sup>nd</sup> Place Time Trail  
3<sup>rd</sup> Place Overall  
5<sup>th</sup> Place Criterium  
14<sup>th</sup> Place Road Race

We drove down on Thursday morning and arrived in the afternoon. We quickly checked into our motel and got ready to pre ride the time trial course. The stage race was three days of racing: Friday was the time trial, Saturday road race, and Sunday criterium. So we rode the Time Trial course and I liked it. It was a nice steady gradient on nice pavement and wide roads. This was the stage I had the biggest advantage on because it was an uphill Time Trial. We had a team meeting after dinner where we went over all the logistics of the next day. When we would wake up, how to warm up, etc. In the morning we rode to the course for part of the warm up. We got to ride to every stage which was really nice. Anyway, we rode to the course and found Coach Laura and the van. Since I was the first to go I got to warm up on a trainer. Using a trainer for a TT warm-up is nice because you can just concentrate on your warm-up, and not have to worry about actually riding and getting too far away from the start line. Unfortunately, there were some problems with my quick release on our new trainers. I was in the middle of my 2' pyramid when we figured it out. So I

jumped off and finished my pyramid up the road where we were parked. There wasn't much time to my start and I was feeling a bit rushed. I did half a pyramid on the main road and decided it was time to go to the start. Since the warm up is so important in an uphill time trial I was a little worried that I had rushed the warm up. I did roll out and stood in line for my start. Coach Laura was right there right there to take my bottle and give me some last minute advice about how to start and stuff. With a minute to start I just tried to clear my head and get ready. The beginning of the course was completely flat, so when I went I was sure to not go out too hard and blow up before the climb. I hit the climb and just kept a steady pace. My heart rate soon climbed to around 200 which is definitely above my LT, but it was just the pace I thought I could hold. I tried to think of it like I was riding the climb with someone who I was trying to stay with. I know what it feels like to be riding right on edge and just barely hanging onto that wheel, so I tried to mimic that feeling. I saw the 1 k to go sign and tried to stand up but that did not feel good. I gave one last push when I saw the line and it was over. My stopwatch was at about 15:30, which I know was a little under the winning time last year, so I know I had done well. I was happy with the effort; I rode hard and had pushed myself.

This is what the top 5 looked like after the time trial: 1<sup>st</sup> was a Remax guy who was 15 seconds ahead of me. 3<sup>rd</sup> was an unattached rider, behind me by less than a second. 4<sup>th</sup> was another junior (5 seconds behind me), 5<sup>th</sup> was my teammate Nate, who was only 6 seconds behind me and 10<sup>th</sup> was another teammate Chris about a minute back from first. At our meeting that night, Laura laid out our plan. Because I had done the best on our team, everyone was going to ride for me. The time trial was worth KOM points so I would wear the polka dot jersey for the road race. We had two big goals; first was to win the KOM and secondly was to keep me on the podium for overall general classification (GC).

The road race course was a rolling 7 mile loop with a steep climb at the end of the lap (KOM) followed by a long flat run into the finish. King of the Mountain would be contested on laps 2 and 4. On laps 3, 5 and at the finish, time bonuses would be up for grabs to the top 3 on the lap. (10, 6, 3 seconds for "hot spot sprints" and 20,10,5 seconds for the stage.) On the first lap we just chilled, I stayed near 1<sup>st</sup> and 3<sup>rd</sup> place to make sure they didn't get away. Second lap I was near the front of the peloton on the back of the course, Nate pulled for me until halfway along the dam. Then John pulled through with Chris on his wheel and I quickly jumped on the back. It was the perfect lead-out and it was quickly just me and #403 (3<sup>rd</sup>) riding for KOM. 4<sup>th</sup> place accelerated past us but quickly died. I attacked hard 200-300 meters out and won the points with a comfortable gap. I sat up and waited for the field. Next lap was hot spot sprint, I had no chance. It

was a combination of taking the hill too hard, and junior gearing on a long tailwind sprint. I sat in to recover for the next KOM. It was really good that I won the first one because there was a lot less pressure on the next one; all I needed to do was get points if 403 went for them. We got to the climb and I just stuck with him. Nate yelled to me that I needed to beat him. I didn't think I did but to be safe I went with him when he attacked. It came down to a bike throw that I won. Now I had all the KOM points I needed, I just had to finish. Next lap 403 attacked up the KOM climb, I was a little too far back and a little tired to follow him so he got away and won the hotspot sprint. This put him in front of me in GC. He stayed away until the final climb. I made it over (barely, I was cramping by this time). I finished in the pack and didn't lose more time. It was a very fun, hard race. It was cool to have more to think about than just the end of the race; KOM sprints, time bonuses and overall placings and team strategy made for a very interesting race.

It was raining while we warmed up. The start times were pushed back 20 minutes so we just kept riding around so that we would be warm until we actually started. We got to the start just as they were calling up the top 5. It was actually good that it was raining for us, because it meant there was a better chance that a break would get away. Our jobs were to keep me in third, unless we could get Nate in the right break. Nate was in a great position to jump onto the podium because he was just far enough back that people might forget about him, but close enough time wise that he could easily jump on the podium with a few bonus seconds. We started the race, and I just stayed at the front in case anything threatening went. Nate attacked on a prime lap and no one went with him. When he went I was on the other side and too far back to go with him. Too bad I wasn't there to help him; he got a big gap and with some help probably could have held it one more lap (for the hot spot sprint). He won the prime and as we went through the finish they yelled out to us that a hot spot sprint was coming up. I don't think many people heard because it wasn't hard to get a good position. Pretty much only the green jersey and I went for the sprint because no one really knew about it. I got 6 bonus seconds which would save me later. Eventually a Remax guy attacked and got a big gap. I couldn't see his number and didn't think he was a threat. Into the final sprint I realized that if I got 3<sup>rd</sup> and 2<sup>nd</sup> place did not place I could move up to 2<sup>nd</sup> in GC. I tried to come around him but couldn't quite make it. The Remax guy who won was less than 20 seconds away from me in GC and if I had not gotten the bonus seconds he would have bumped me off the podium. Good thing I was paying attention for the bonus sprint. It was an awesome race and I learned a lot about stage racing. It

has given me a huge boost in confidence in what I can do, as well as in what we can do as a team.

-Sam Bassetti

## **Nate Geoffrion**

San Dimas Stage Race CAT 4

5<sup>th</sup> Place      San Dimas Time Trial      Senior Category 4

6<sup>th</sup> Place      Overall G.C. San Dimas      Senior Category 4

Glendora Mtn. Time Trial

The time trial was what I was focusing on in this stage race because a good effort probably meant that I would end up in the top ten for GC. I was third to go out of my teammates, Sam first, Chris second. One of the most important things before a time trial is your warm-up. I started doing an easy 30 minutes of just riding, followed by two 5 min Z3 efforts with 5 minutes of rest in-between on the trainer. After that, I did a 2 min pyramid which is good because it really opens up your lungs which helps prepare them for the huge breaths you take during a TT. I spun out after the pyramid for 5 min, and then I got ready for the TT. I got my aero helmet, went to the bathroom, and got to the start ten minutes before my scheduled start.

The guy held me up as I clipped in and the official gave me the countdown for my start. Five, Four...One GO! The first part of the course was fast with about 200m of flat or false flat. I got to the hill and shifted down into my little ring, making sure to spin a high cadence in the first part of the course. My heart rate was about 195 BPM and I was trying to concentrate on my breathing so I stayed focus on my effort. I looked up the road and not down because then I would know how far to go to the finish. I passed about 5 guys, but I learned that doesn't mean that you're the fastest because those could be the slowest guys in the race. I passed the third right hand switchback which meant the finish was near. A guy on the side of the road yelled out to me, "Hundred Meters left. Come ON!" I downshifted, got in my drops, and sprinted my hardest. It wasn't fast enough.

What I learned most from this experience, was to make sure you know the course. I pre-rode the course the previous day, but what I thought to be the finish was really not even part of the TT course. The actual race course finished about 1K before I thought and I guess I didn't even see the big RED sign that said 1K to go. Make sure you look for those signs and know where the finish is.

## **Nate Geoffrion**

27<sup>th</sup> Place      San Dimas Road Race      Senior Category 4

### 3/21 San Dimas Community Hospital Road Race

The goal of this stage was to help out my teammate Sam to keep the KOM jersey by getting him first across the line at the top of the hill. The night before we discussed race tactics with Coach, which I think was one of the best parts of the race. Sophisticated tactics is really something, because you have this plan for the race according to a certain scenario but usually in the end the race is not that predicted plan. So we have certain goals to accomplish during the road race which become our main focus. The main focus was getting Sam the KOM points today. Since there were no KOM points in tomorrow's criterium if we got Sam the points today then he would wrap up the jersey competition.

The race consisted of six laps, most of which had something important to watch for during that lap. On lap 2 and 4 were the KOM sprints and on lap 3 and 5 were sprint bonuses. The final lap was the finish, so that's important for bonuses as well. During the whole race, I made sure to stay near the front of the race with Sam close by. We had written the numbers of the riders who could potentially also win the KOM jersey. By the first lap, we had figured out which guy to keep our eyes on. Into the second lap we went, this was where we really wanted to get first up the KOM; if Sam received full points on it then it would take a lot of pressure of us for the last KOM of the day. The course before the hill was flat and windy. Into it I was pulling on the front with Sam right behind me. Before the last bend into the hill, John came up on the right with Chris on his wheel. This made the peloton move over on their wheels, giving me a rest, and providing a distraction away from Sam. The main rival to Sam went and Sam followed him, I drifted back to about fourth on the road; three guys up the road contending for the coveted points. Sam had won. This really made the race a lot easier. Even though we also wanted to keep Sam on the podium, the polka dot jersey would be really an awesome thing to have. On the last sprint of the hill for more points, Sam took second wrapping up the jersey and securing it for the race. We finished in the pack at the end, not losing anytime.

Having teammates in a stage race is a great thing to have when competing for top spots. They keep you out of the wind, remember things for you, and are there to be your buddy. The leader has to make sure to get the results, and the team helps him get the results. A win for the leader is a win for the team and that is what happened in that race.

-Nate

San Dimas Criterium

The last stage of the three day race was one in pouring rain. The goal of the criterium was to keep Sam on the podium and for me to possibly attack to gain time. If I received a time bonus and broke away, then it was possible for me to move up and claim a podium position. However, if it was to be done, I had to make sure that I would get a podium place and if I didn't then Sam wouldn't be kicked off it. The plan had many if's and do not's.

Before the criterium, we had to make sure we stayed warm because there was wind and rain blowing in our faces. We did one minute pyramids and a mini pyramid, which only has 15 and 30 second sprints in it. Our start was late, so we warmed up longer than expected. The number of people in the race was down about 30 guys because of time cuts the previous day and probably guys that feared crashing in the rain; better for us.

The crit started and I was near the front. After the second lap, I drifted near the middle back of the pack. It was an extremely fun race, but I just kind of stayed near the back which wasn't all that exciting. I could see Sam and John near the front staying out of trouble, with me just hanging out, which doesn't help anybody. There was a false flat in the race for 50m which proved to be the best place to attack. With about 5 laps to go, I went for it and got a reasonable gap. What was disappointing is that it was a prime lap, and as I was sprinting by the front of the pack, I could hear them saying, " Oh.. don't chase he's just going for the prime" That sort of angered me, because then no one went with me. I ended up staying away for a lap and winning the prime. After the prime, I sat up because I knew I would not be able to stay away until the finish. I decided to conserve energy to possibly do well in the sprint or help out John or Sam or Chris. On the final two laps, a guy broke away and I didn't see his number. He got a good gap and won the race.

Luckily, Sam won a 6 second time bonus that kept him in third over the winner of crit. I learned that you always got to watch whose on the attack, because they could be the person to ruin your day.

-Nate

## **Christopher Flanagan**

10<sup>th</sup> Place      San Dimas Time Trial

Senior Category 4

### **Stage 1: Individual Time Trial Climb**

It was a very nice morning in the LA Mountains. We didn't expect it to be such a nice day. Being on the bike was still a bit uncomfortable since for the last week

plus, I had been cross-country skiing and off of the bike. So I needed to get my cycling legs back fast and in competition, not the best situation. I was however, very glad to be at the race with the team, not only because it's something I love, but because the San Dimas Stage Race for me meant the beginning of my 2009 cycling season. I set off from the start gate with my heart pounding and soon reached the first incline of the hill a constant 5 percent grade. I used the riders in front of me as markers or perhaps "carrots" and passed four or so riders before I reached the top. Giving myself an extra boost over the top then I sprinted to the line. The race was over as soon as it had begun, a total of 3.8 miles.

## **Stage 2: Road Race**

Over my many years of cross-country ski racing I've learned the importance of nutritional preparation before a long and fast race. Too many times in the past I eat too much fat, high fiber, orange juice or milk which results in stomach cramping. In skiing the equivalent to Eddy Merckx is Bjorn Daehlie. From him I learned to start the day with an Americanized version of his race day breakfast; a bagel, peanut butter, lots of honey and an over ripe banana. Also, I like to sometimes make it a little Italian by mixing in a little Nutella. With this meal I can easily ride a fast 100 miles.

The mass start turned out to be fairly chaotic and with a rough road. My legs did not feel very fresh and I struggled to keep up with John Piasta and my other team mates. The first lap went smoothly and on the backside of the second lap, Nate told John and me to attack. We attacked and strung out the pack, breaking off at the climb. As planned the night before with Coach Laura, during the third lap on the backside we attacked again. This time, however, John and I were too tired and the attack failed to make much of an effect.

On the fourth and fifth laps, there was one crash and some off "roading" as a result, by one of the riders. I got caught behind the mess which sent me farther back. My fatigue and the distance between me and the main pack was growing since I had been isolated off the back of the peloton and there was little I could do. On the last lap I pulled up to a thinning group of riders and got them to work in a pace line but it completely fell apart on the climb. I managed to catch the leading rider of the chase group and beat him in the sprint across the finish line.

## **Stage 3: Criterium Race**



I was freezing at the start line but was comforted by the fact that the field was smaller than on Stage 2. We had a 40-minute criterium to get through in pouring rain and cold temperatures. For the first 3 or so laps I was in the middle of the front group, moving around like a cricket and caught up with John. Somehow, I found myself near the back of the peloton, again, but at least it was the lead group. Using the long straight road near the finish, I pulled up to John again and was in the top 10 lead group. As we came around the corner on the final lap, I sprinted to the line, moving up several places. In a fraction of a second my rear wheel slipped and I hit the ground and rolled with my bike in the air at around 35 mph. Thank goodness the rain greased the road well, smoothing the surface of the road a fair amount. I suspect I was leaning too far forward and was too aggressive in leveraging my handlebars on a wet surface. Luckily, I was not DNF'ed and Sam was able to hold on to the KOM jersey and 3<sup>rd</sup> place overall. Great job Swifties!!

-Chris

## **John Piasta**

36th Time Trial	San Dimas Stage Race	Elite Cat 4
43 Road Race	San Dimas Stage Race	Elite Cat 4
32 Criterium	San Dimas Stage Race	Elite Cat 4

### *Time Trail*

After arriving in hot and smoggy LA, we rode the TT course. It was an awesome hill very steady and very, very fast. I didn't care about placing going into it. I wanted the best to happen of course, but not being the best climber, I wanted to go out there and give it a hard effort to the top.

After a long warm up, it was my time to start. I got to the start line, rolled out and as I was getting counted down I saw I was in my easiest gear from spinning to the start. I quickly shifted and got a progressive rhythm up to LT. I wasn't feeling as well as I had the night before on the hill, but I was going to test my legs. I soon got my heart rate into the mid 180's and just kept a rhythm right at the point where I could feel my legs fill with lactate. There is very little that I actually remember of my time trail, it is all a blur. I focused on pushing my way to the top, getting out of the saddle here and there. I saw Chris and Nate descending cheering me on. The finish came way closer than we had thought. However, Nate gave me a quick warning and I started to big ring to the finish, not knowing when it would arrive. I looked at the clock and got around 16:30. However as I went to the bottom it said 17:07. I was slightly frustrated but not too mad. I knew it would have only put me up to 20th some odd place. I had such a good time and was stoked to have 3 teammates in top 10 GC.

## *Road Race*

After the Time Trial, we had lunch and took naps. Ryan was racing in the Category 2 field later in the day and after he finished the whole team went out to ride the road race course. It was a cool circuit; rolling, with plenty of wind, a punchy hill and a fast descent. Our goal was to primarily walk out of there with KOM and hopefully move up to 1st in GC.

Being so far back in GC I knew I was going to have to do a lot of work that would jeopardize my goal of placing well in the stage. However, I was willing to make the sacrifice because the team could achieve something greater and I know they would do the same for me.

After the start, I kept towards the front of the pack. It was hard to move up first lap and extremely sketchy in the 4s field. I kept Chris right on my wheel so that we could execute the plan for the 4th lap effectively. After running over 2 bottles I entered the climb in the front 1/4 not an ideal spot. I began sprinting up the hill and kept a good rhythm at the front all the way to the top. We went through the finish and back around. This lap was for KOM points. I made my way to the front with Chris on my wheel. I saw Nate at the front riding 2x2. I knew I could string it out to make sure Sam and Nate were the first to hit the climb. I looked at Nate and got the pace really fast. Making sure to gutter everyone but Chris who would relieve my pull. After a long hard pull Chris pulled through and kept the pace high. Then Nate led the short descent to the base. Chris and I were exhausted and hit the climb right next to each other making sure not to get dropped. Chris and I stayed in the top 1/4 and that lap we sealed KOM.

As I found Nate at the front he told me that Chris and I were to attack on the third lap. This was different that the plan we had the night before, where we were planning for Chris and I to attack before the last KOM. But listening to the days Captain, I attacked at the roller before the long downhill just before the dam. I knew I wasn't going to stick. Chris wasn't with me, but I kept going, hoping there was a purpose for what I was doing. I was caught at the back of the dam. I hit the climb again exhausted. This time, after getting over the hill in the pack, Chris and I were dropped in the hotspot sprint and had to really work to get back on. We got back to the pack in time for the climb which was extremely hard. I stayed at the front the next lap and during this sprint I made sure the yellow jersey would not get any more time on Sam. So stayed on his wheel making sure he didn't get 3rd. He didn't but he attacked after the sprint trying to get away. I was on his wheel thinking a break might form. I slowed it down to make sure Sam wouldn't lose any time. I kept in the wind at the front; I was starting to really hurt. Taking on too much wind I had to try and recover before

the climb. The people in front of me on the climb were all dying and it was hard to get around them. I finished about 15 seconds behind the pack.

I was proud of my performance. I did my job and then some. I was disappointed I always hit the climb in a terrible spot. It really cost me having to work so hard chasing on the hill. Every time I hit the climb going way too hard which burned a lot of "matches". However I did my job and went back to the hotel to try and recover.

### *Criterion*

At the crit we were working for Nate. After a good warm up, we heard that it was 20 minutes delayed. So we kept spinning around and when we were about to warm up for ten more minutes, I decided to go to the bathroom and possibly check the course out. However as I was going I saw the Cat 4s lining up. This wasn't good. We could have missed our start and I never got to go to the bathroom. I was disappointed Nick couldn't start and I knew I would have to take over his job. Well I started in the front 1/3 and after passing Laura she told me to move up. I did just that on the back and got right in second wheel. I stayed at the front ready to chase down everything that would go. A lot of attacks flew and I brought them back. I chased down all the attacks but didn't pull through on the prime lap. I stayed right in 2nd wheel until out of the last corner I jumped and won a prime. Not only did I do this for the prime, but I knew it would set Nate up to attack because after all primes the pack sits up. So I made sure the pack REALLY sat up. Perfectly Nate went, right as I had hoped. I followed wheels but no one stayed with Nate and I knew it wouldn't stick. I just stayed towards the front and as he was brought back more attacks flew. I chased them back and continued to stay at the front. John's Bicycle club (a local team) was really on the offensive, so I just stayed on their wheels. I stayed about 4th wheel right in front of Sam helping him bridge gaps and stay out of the wind. I knew these wet roads would allow a junior to win the sprint. I wanted to be that guy. This was the plan, until a GC contender attacked and got away. No one brought him back, with only 2 to go, his 30 second gap, could take Sam out of third. I was boxed in and as soon as I could I got to the front. So I sacrificed the stage that I thought was under control, and got to the front and pulled as hard as I could to bring him back. He was losing time. Eric was giving me time checks and with one to go he told me it was 15 seconds. I tried to keep closing but couldn't. I told Sam to bridge it, because I was dead. We ended up bring it back a bit more but I sat in for the sprint. From that pull I lost my killer spot at the front and just hung on for the sprint. I finished right behind Nate and was glad Sam got 5th but disappointed to see Chris crash. I quickly went to the medical tent to see how he was doing. Tim Farnham was there and said I had a great race. Freezing from the

rain he gave me a warm jacket and Ronnie started taking a whole lot of pictures of me and my family (Thanks Ronnie).

San Dimas was a lot of fun. The elite team was in a situation to work well as a team, and we executed it to near perfection. I had a blast, reconfirmed how much faster I am than last year and worked hard for Sam. I was extremely sad to have to go home and to realize that I wouldn't be racing on Monday...but would have to go to school.

-John P

## **Ryan Eastman**

2 <sup>nd</sup> Place	San Dimas Criterium	Senior Category 2
12 <sup>th</sup> Place	Overall G.C. San Dimas Stage Race	Senior Category 2

### **Pre-Race**

I flew down to L.A. a week early and stayed with Wayne Stetina to train and preview the courses. I was there for two days before Peter (Wayne's nephew) who rides for Garmin-Chipotle came to train and stay at the house as well. It was cool because I got to train with Peter and get some advice for the upcoming San Dimas Stage Race. I pre rode the time trial course on Sunday, and it was awesome. We rode to the coast some days and through the rolling hills of Orange County. I had a great time at the Wayne's house while getting great preparation for San Dimas which was one of my big objectives of the early season.

### **Time Trial**

After a very important warm up for the TT, I headed up the hill to the start of the time trial. The course was a 3.8 mile windy road all up hill. My start time was in the late afternoon which was nice. The course has a very short flat section before it kicks up for the rest of the course. Over this section I planned to not load up my legs before I hit the climb. Once I hit the climb it was time to put the hurt into my legs. I felt really strong and fast all the way up. I knew I was on good form. I held my heart rate around 195bpm for the most of the climb. Since I was able to ride the course multiple times I knew where and when I needed to start building it up for the max effort to the end. I started this a bit before 1k to go. From there on it was just trying to maintain putting the power into the pedals and with around 100 meters to go I got out of the saddle and sprinted for the line. This was

probably one of my favorite time trials that I have done so far. I set a good time and tomorrow was to be the Road Race.

## **Road Race**

My Road Race was actually surprisingly short. It was only 56 miles around loops that were mostly rolling with a 1 mile climb, decent, to a flat finish. We did eight laps. From the gun my old teammate Tyler Brandt, riding for Lombardi, attacked hoping that the main field would let him slip due to his place on GC. He got a nice gap but was brought back fairly quickly. The first time up the climb I could feel it in my legs. It was really short so it was one of those power climbs, which was the one thing that made this race interesting. A couple laps in I tried my luck to try and get off the front in break away but nothing succeeded. As we would come around for each lap some times there would be sprints for time bonus, which gives me a feel how the final sprint would play out. It was a very long finishing straight with a tail wind, so I would have to play it very smart and my position would be very critical because I can not move up or pass anyone due to my junior gears. On the final lap I moved up for the last time up the climb so I did not get caught out of any splits near the top. I came over the top in the first 15 riders which was a good place. Down the descent and onto the flat tailwind section 2k out from the finish. It was getting hard keeping on top of my gear, I was spinning out. With about 1k to go I was able to move up to around 8<sup>th</sup> wheel, which took some effort. Chris (DBC) attacked and was able to hold it to the line. On the long finishing straight I was not able to contest in the sprint, I was just too spun out getting passed by a bunch of people in the last 300 meters. I finished in 27<sup>th</sup> place, but losing no time for the overall.

## **Criterion**

Today was the third and final stage of the race. It was a criterium in downtown San Dimas. 45 minutes, 6 corners, with a very gradual up hill on the backside then a gradual down hill to the last corner and sprint to the finish. After about 10 minutes of sitting in the front end of the field I decided to contest in a prime. This is my usual way to feel out a sprint. The first prime I went for I tried sprinting directly out of the last corner, out of third wheel, on the near side opposite from where everyone was sprinting from. I got third in it. The next prime I went for I tried the opposite approach from the first prime. I came through the last corner in third wheel, stayed in the riders draft and then come around. This time I got second. I now knew that sprinting right out of the corner was too long to hold the sprint spinning in my 14 junior cog.

After the second prime I went for I had a gap and decided to go with it solo off the front in hopes of holding it for 1.5 laps to win the next prime. I was here to race, not just sit in and put in a sprint on the last lap for the final. I held it for just about a lap but got caught on the slight down hill before the final corner. 1 lap to go came soon and I was about half way back, so I took the gradual hill to my advantage and moved up into 10<sup>th</sup> wheel. It was actually easy because the field slowed down and clumped up. As I got my position the pace was brought up and we were on the slight down hill before the last corner. I was now able to squeeze my way into 6<sup>th</sup> wheel. Out of the corner of my eye I saw the field moving up on the inside, as expected. To not get caught up in that I jumped around a couple of rider into 3<sup>rd</sup> wheel. This is exactly where I wanted to be. Through the last corner I stayed in the draft of the rider in front of me, as planned. The rider leading it out blew up and with about 100 meters to go I tried to come out of the slipstream of the guy in front of me, but my gears would not allow me to come more that half way around him. I got 2<sup>nd</sup> place and was pretty happy with it. Along with the second place came a 10 second time bonus that moved me up into 12<sup>th</sup> place overall, capping off a good weekend.

### **Post Race**

The rest of the All Sport-Team Swift elite team did the Cat 4's race and had great success. In the TT we placed three in the top ten, locking up the King of the Mountains in the road race, taking 5<sup>th</sup> in the criterium and getting 3<sup>rd</sup> and 6<sup>th</sup> in the final General Classification. I was really proud of them, especially because they worked as a team.

-Ryan Eastman, Captain All Sport-Team Swift

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## **5. CCCX #2 MTB at Fort Ord**

### **Griffin Wigert**

Age 12, Beginner Men 13 and Under

1<sup>st</sup> Place CCCX #2, Fort Ord

My dad and I got to the race course at Fort Ord (Monterey) before anyone else. We registered and pre-rode the course. The course was 4.3 miles long and it was pretty flat with lots of sand. The last part of the course had about a dozen berms. Those were really fun.

The race started with about a quarter mile of pavement. There were four others boys in my category and about seven in the eighteen and under. Both groups started together. The pace was really fast on the road. I sprinted to third position and got in a slipstream. Three of us got a small lead after the single track started. Eventually, the other two who ere in the 17-18 category rode away from me. I was by myself the rest of the race. I did four laps by the end of the race. I lopped two of the kids in my race.

After the race, I drank a whole can of Java Monster that was being given out and had a stomach ache the rest of the day.

-Griffin

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## 6. Tampa Twilight Criterium

### Ashlyn Gerber

15 years old, Senior Women Category 3

7 <sup>th</sup> Place	Tampa Twilight Criterium	Women Pro,1,2,3
14 <sup>th</sup> Place	Tampa Twilight Criterium	Juniors 15-18

I was really excited for the Tampa twilight Crit. We have not had a night race in a while so I was super stoked for this one. I started off the day with the junior's race. The officials gave us an easy lap so we could see the course. It was flat and technical. With 6 corners, cobbles, and a zig-zag (the zig zag was on a one lane, brick road, in the shape of a loose Z.) it was a very intense course.

I had a good start position and settled into about 5th wheel. The race started fast but my legs felt great. The field was coming up on the second to last corner. We made it through the zig-zag and were entering the 90 degree turn. The guy in front of me overshot the corner. The small straight away between the second to last and last corner was barricaded off to allow traffic to get through. He clipped one of the barricades and went down hard. His bike slid in front of me and before I knew it I was sliding on my back watching the field race by. ALL CLEAR!! I jumped up and tested everything out. My bike was fine and I escaped with only a couple small scrapes. I rolled to the pits and jumped back in. I was very stiff after the crash and ended up moving from group to group off the back of the field. I was happy to finish and hoped for a better second race.

The women 1,2,3 raced with the masters 35+ men. I had bent my derailleur hanger in the crash but the mechanics in the pits helped me out and I was back in business. The field was HUGE. They took off really fast. I hung in for about 3 laps then blew. It ended up a repeat of my juniors race and I spent the remainder of my race with little splinter groups.

I finished 7th overall but was rather bummed with the outcome. It was definitely some good training though and I am now super motivated for my next race (Webster Roubaix). It is the hardest RR course in FL with a 3 mi. dirt section. The women will once again with the 35+ men and I can't wait.

Ride Safe!!

Ashlyn

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## **Alumni Reports**

### **Lindsay Myers**

Team SugarCRM

Merco Criterium and Road Race reports

8<sup>th</sup> Place      Merco Road Race    Pro, I, II Women

I'm still on a racing high from the weekend of fantastic racing in Merced. I'm so glad the racing season has begun...I LOVE racing! The team arrived to Merced mid morning on Saturday for the downtown Merced criterium. We're beginning to really fit the part of a professional women's team now that more of our sponsored products have arrived (Giro glasses and helmets), we're looking good!

I was really looking forward to the weekend because the line up of teams promised stiff competition and good hard racing. Team Highroad has been doing some Norcal races...they were definitely the force to be reckoned with. I really enjoyed the experience racing with them. As Jen said, "Ina [Tuetenberg] just EMITS coolness!"

We wanted to be present in the race, being represented in any breaks...and we did just that. Starla was up the road in a several lap break of four women. She managed a prime win against arguably one of the best female sprinters in the world! After lots of attacking, chasing, and airtime for SugarCRM (thanks to Dave Towle), it looked like the race was going to come to a



field sprint. At four to go, I got on the front to try to string it out a bit to keep things safe as the pace had lulled a bit. With a couple laps to go, Karla and Liza were positioned really well towards the front of the field. At this point, I was sitting in for a pack finish and Karla was up front duking it out for a top ten finish against some of the best sprinters. Way to go Karla!

The team headed out for an hour spin after the race and made it back in time to see the Pro Men's mad dash for the line. The majority of the evening was spent in a hole-in-the-wall (but fantastic) Thai restaurant. Then back to the hotel to put the legs up and recover as much as possible for the early rise the next morning.

Leaving right on schedule (I was impressed with this), we made our way to Starbucks before the short drive out to the middle of nowhere where the race started. The sky was looking a bit ominous and I was really hoping the showers would hold off until we were comfortably in the car post race. The first road race of the season and I was stoked! The course is basically a rectangle with a couple rollers coming into the finish. The field was smaller than I had expected, with a few additions from the day before. Still present were Highroad, Tibco, and Colavita, with Webcor and ValueAct having only one rider. We rolled out at a mellow pace and things didn't get interesting until we made the left hand turn for the second leg of the "rectangle." This is when the racing started with continual attacks. The pack wasn't letting anything get away. SugarCRM did a great job of taking turns being in the moves and making sure there was some red in the mix. We demonstrated fantastic team work in forming a rotation at the front to chase down a threatening break that had managed a gap on the field. Rounding the corner to begin the final lap, my coach, Laura Charameda came up beside me and said "The race begins NOW." At the rate we were going, I was figuring we would bring back the break before the finish. I was expecting some serious attacks on the rollers leading up to the finish. I stayed close to the front to be in a position where I could hopefully respond. With a couple miles to go, Tibco sent everyone to the front. They set a pace that was surprisingly not brutal. My legs were pretty toasted by that point and I was in a bad position. I gained some spots before the last short climb and held it to the finish, picking off a couple riders on my way. We had a respectable finish with four riders in the top 20. As a team, we didn't have it to get someone up far enough to duel out a podium finish, but I think we raced SO well as a team DURING the race. I am so happy to be part of the women's SugarCRM team...they are really a great group of women to work with. The support behind the team of the Los Gatos club is phenomenal as well. We had a pro feed zone worker, Bryan, help us out and even had homemade cookies for us post race! This is a great beginning to the season...it made remember how much I love this sport!

-Lindsay Myers

## **Merco Cycling Classic - NE**

**USA, February 28-March 1, 2009**

### **Stage 3 - March 2: Women's foothills race, 115km**

#### **Teutenberg unbeatable in Merced**

*By Kirsten Robbins in Merced, California*

Ina Yoko-Teutenberg scored another victory for Columbia-Highroad when she convincingly won the bunch sprint ahead of US national road and criterium champion, Brooke Miller (Tibco) and Laura Charameda (All Sport-Team Swift). It was the fourth win of the early season for the squad's women, and a valuable contribution to the overall tally of 10 victories for Bob Stapleton's outfit.

"It's always good to have two wins early in the year," said Teutenberg, who tallied the womens' victories in a friendly, sibling-like rivalry. "We are catching up to the boys. Well, actually, percentage-wise we are better because they have more races and riders than we do."

Team Tibco displayed another solid lead-out, similar to that of the previous day, only this time they launched a surprise attack from Amber Rais, intended to foil Teutenberg's plan for success. "They gapped Amber at the top of the hill, trying to surprise us," said Teutenberg of the last 500 metres.

"I saw her straight away so I jumped up to her. I had a gap on Brooke so she had to do the same amount of work in the wind as I did. In the end I was able to sit on her wheel for another hundred metres and waited until she started sprinting to react. It was too long to the finish and I knew if Brooke was on me, after chasing down Amber, I wasn't going to win."

"I think we really lucked out with this weather today," said Miller. "It was a really hard race today and it could have been pouring rain but it held out."

According to Miller, her squad planned to use their numbers to force a breakaway. Rival teams with the same plan included Columbia-Highroad, Colavita-Sutter Home, Touchstone Climbing and Sugar CRM. "Yesterday we were working on being defensive and our lead-out and today we wanted to work on being offensive" said Miller who also worked on 'chasing' the peloton after a missed start. "I'm not a good chaser because I'm a sprinter and I ended up having to chase the field for the first fifteen minutes."

The most significant breakaway of the day included Olivia Dillon (Touchstone Climbing), Kim Anderson (Columbia-Highroad), Kelly Benjamin (Colavita-Sutter Home) along with Ambar Rais and Katharine Carroll (Tibco). They gained a nearly one minute margin on the peloton on the second lap but without representation from all teams, the break was doomed and caught with half a lap to the finish.

"I don't think there was any one team being more aggressive than the rest," continued Teutenberg. "It was an aggressive race in general. Tibco always seemed to want to have two

in the break. They are outnumbering us, which is fine, that is their tactic. We played our tactics too. Kim felt like she had to sit on the break in the end because she wasn't comfortable she could win out of it."

The peloton was animated the last five kilometres of the race, forming lead outs for their strong sprinters. "We did a perfectly executed lead-out and sent Ambar up the road to force Ina to have to chase," Miller said. "I got to sit on Ina and when I decided to go, I had no pop at all. I jumped and she probably laughed and thought, 'here let me show you how its done'."

## Results

1	Ina Yoko Teutenberg (Team Columbia Highroad Women)	3.00.25
2	Brooke Miller (Team TIBCO)	0.01
<b>3</b>	<b>Laura Charameda (All Sport - Team Swift)</b>	
4	Meredith Miller (Team TIBCO)	0.02
5	Lauren Tamayo (Team Tibco)	0.03
6	Vanessa Drigo (Hopkins Honda)	
7	Beatriz Rodriguez (Kahala-LaGrange)	
<b>8</b>	<b>Lindsay Myers (Team SugarCRM)</b>	<b>0.04</b>