

All Sport- Team Swift Race Reports August 2010

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August Top 10 Results + Pro, I, II Results:

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| 1 st Place | Regio Tour, Stage 1 TTT | UCI 2.1, Germany | Ryan Eastman |
| 1 st Place | Regio Tour, Stage 1 TTT | UCI 2.1, Germany | Nate Geoffrion |
| 1 st Place | Timpani Criterium | Women Category 4 | Lauren Catlin |
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| 3 rd Place | Leige la Glieze, Stage 2 TTT | UCI 2.1 Belguim | Nate Geoffrion |
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| 9 th Place | Timpani Criterium | Senior Category 3 | John Piasta |
| 9 th Place | Dunnigan Hills Road Race | Women Category 3 | Lauren Catlin |
| 10 th Place | Regio Tour, Stage 2 | UCI 2.1, Germany | Ryan Eastman |
| 10 th Place | Patterson Pass Road Race | Senior Category 3 | John Piasta |
| 18 th Place | Leige la Glieze, Overall G.C. | Belguim | Ryan Eastman |
| 47 th Place | World Road Race Championships | Italy | Ryan Eastman |

Rider Race Reports

1. Leige la Glieze July 30-August 1, 2010 Belgium

Ryan Eastman

Leige la Glieze, UCI 2.1

Leige la Glieze is a 4 day stage race in Belgium. I was once again back in Europe racing with the junior national team, Nate was here too. The national team was having us use this race as our final preparation for the junior world championships the following week in Italy. I was especially using this to build for worlds after taking more of a rest prior to worlds than my other teammates.

Stage one: Around 60k into the race a breakaway was getting up the road and it was looking pretty dangerous with quite a few of the marked men in it. There were around 10 to 12 riders in it. They were 30 seconds up the road and Lawson asked if I could try and bridge up to the break. I got off the front and I was solo chasing, I caught a few stragglers as I was making my way across the gap. They jumped on and we formed a little chase group. Once we got halfway across the gap we could not close it. Eventually Lawson bridged up to my group and we worked together but could not close the gap. On the last climb Lawson went to the front and shattered the chasing group, in attempts of making in up to the group that had now at this time pulled away from us. I slipped off the back of the chase group still not at the form I hoped to be at in one weeks time. I finished in the peloton.

Stage 2a: Today was the double day starting with a 12k team time trial. We rode out to the start from the hotel, we lined up with hopes of winning the TTT. I started us off out of the start ramp, we had worked on our rotations and the order that we thought would work the best. It was not very smooth due to the small roads and constant change in direction and elevation. We ended up 3rd, with the Dutch national team taking the win. It was a respectable result I think.

Stage 2b: We had Lawson sitting in 12th on GC. It was eventful in the first half of the race. There were some hard climbs in the beginning of the race. A break got away and after the 2nd GPM I bridged up to a chase group. Anders was in the break and I was in the chase group. Their group was growing larger and we eventually caught the break. The group had swelled to around 50 guys. So the race had basically split in half, we had 4 riders in the selection. Once we got to the local circuits a break got away, Lawson was on a bad day and got dropped from our group. There was nothing we could do to get him over the last 2 climbs. Just another pack finish for me today.

Stage 3: Today was a little better than the day before. It was a super hard stage with hard climbs all day long. Nothing big went away until the last big climb. Lawson made the selection and the rest of us were in one of the chase groups. At the end of the day nothing changed. I finished in one of the chase groups with 4 of my teammates and Lawson stayed with the break and finished with them.

It was a fairly quiet race for us, but I think we all got the necessary hard racing kilometers in our legs before the world championships. Unfortunately I got a cold on the last day of the race.

-Ryan

2. UCI Junior World Championships August 8, 2010 Offida, Italy

Ryan Eastman

August 8, 2010

UCI Junior World Championships

Offida, Italy

The world championships were in Italy this year. My first time to a world championship was last year in Moscow, Russia. I had been working all year to get to Offida and here I am. Nate Geoffrion, also made the Worlds team. So another one of my teammates from All Sport-Team Swift was in Italy with me.

I was still not recovered from my cold I got the week before at Liege la Glieze. I still had some of the symptoms of the cold the morning of the race. It was unfortunate, but I couldn't change anything, I was going to try and forget about it and race my bike.

The course this year was very challenging with two climbs on each circuit. The race was 16k circuits, 8 laps, 128k. We knew going into the race that it was going to be a very selective race. We wanted to have at least 2 riders in the selection in the last two laps. We were not worried about getting into the early break. It was such a selective course we wanted to save it for the final part of the race when it mattered. USA's team leader was Lawson Craddock, who got 2nd in the TT at worlds last year and 3rd this year.

On the first lap the peloton was pretty calm leading into the big climb, it was a bit unusual, but I think that everyone was a bit tentative because the course was so hard. Sure enough once we hit the climb the race started to evolve. I felt decent the first 4 laps, although I knew I was not having a great day. On the 5th lap up the climb I was

starting to hurt. I told my teammate Anders that he was now going to be the one to make the selection with our team leader Lawson.

I got dropped the 6th time up the climb, but eventually got back into the group after the climb. From then on I was just surviving coming off the front group after the next time up the climb. Anders took a big turn on the front on the flat before the climb, in hopes of bringing Lawson closer to the break that was up the road. All but one of the break was eventually caught on the last lap. I ended up finishing the race off the back of the select group of about 20 riders. Lawson ended up 14th with Olivier La Goc, from France, taking the win in solo fashion.

After the race the team and I headed to Lucca Italy for 10 days to relax a bit and get some good riding in. I am driving to Freiburg, Germany for Regio Tour. It will be my last race as a Junior. The team and I will be looking for some good results...to go out with a bang!

-Ryan

3. Regio Tour

August 19-22, 2010

Freibourg, Germany

Ryan Eastman

Regio Tour UCI 2.1

The Regio Tour started out with an 8.5k team time trial. The US national team had a very strong team at the race after we just finished worlds so we had our eyes on winning this TTT. I lead the team out of the start house and we quickly fell into our rotation that we had practiced the day before on the course. We were all flying down the road smoothly. We were on a good time and really punched it over the small roller just about with one kilometer to go. The finish was on a downhill through town. Through the final corner Lawson pulled off the front and that left me to take the team to the line. We came through with the new best time. We sat waiting after the finish as team by team come through. We still had the best time. The German National team was the last team to go and they came through the line 6 seconds behind us. We knew we had won! It was a great feeling for all the hard work that we have done this year to get a win like this...truly a team win. I had come through the line first so I was to wear the yellow jersey the next day as the race leader. Truly this jersey belonged to each and every one of my teammates that worked so well together to get this win.

Stage 2 was a relatively easy course with only a couple small climbs in the first half of the race and then about 30k flat to the finish. With the Germans so close to us in

the general classification we had to put someone in the breakaway to try and get the time bonuses. That job was left up to Anders and Eamon, who each ended up getting a time bonus each. After the intermediate sprints the team worked together and brought back the break away to protect the race lead. We caught the break with plenty of time to spare. The field was then lining up for the sprint. I was staying at the front of the peloton to try and go for the sprint. Lawson was marking moves from the Germans like an animal! I ended up getting 10th on the stage in the sprint. After the finish there was quite the confusion to who was going to take the yellow jersey. Once it was all figured out Anders had taken over the GC with the time bonus sprint the won, and a German national team rider was now only 1 second behind him from a few time bonuses he won. This was shaping out to be a very tight race.

Stage 3 was a very confusing and hard day. Lawson had got some king of the mountain points which was one of our team goals, and then after that there was about 70k flat to the finish. A break got up to road that we had failed to get in. Anders and Paul eventually got in a chase group and made it up there. Most of the big teams were represented in the break so there was nobody to really chase in the peloton. The gap grew out to 3min, and our team director had us chase to bring it down to 30 seconds...I know we had Anders in the yellow jersey so why would we basically chase him down?? Our team director wanted us to have some more options with the GC battle once we got to the queen stage which was tomorrow. Anders and Paul eventually got dropped out of the break away, so at the end of the day the break only finished 30'' up the road in front of the peloton. It was a good thing we chased or else we all would have been 3min out of the GC, but it had come with a cost. We had all buried ourselves today so what would we have left in the tank for tomorrow's queen stage?

I came in to the last stage sitting in 8th on GC only about 30 seconds down. The course was a 16k circuit that we did 6 times with 2 hard climbs per lap. In the first half of the race we were setting up Lawson for the KOM points. He had won enough points that by the end of the 4th lap there wasn't anyone that could beat him. The peloton had shrunken down to around only 30 guys by this point. It was only Lawson and I left in the front group. There were guys going up the road and Lawson put in a big turn on the front from the start finish area to the base of the climb. He brought the riders back that included the German that had the yellow jersey, all by himself. I hung in there on the climb only losing contact in the last 300 meters; I caught back on the descent and also made it over the second climb on the loop. I was in the front group coming through the finish area with 1 lap to go. At the base of the climb Jasper, last year's world champion, and the yellow jersey attacked, I was fighting to stay in contact but couldn't. After the descent heading into the final climb I could see them up to road but they were just out of reach. I finished just off the back of that group with 2 other riders. Lawson ended up

winning the king of the mountains classification, so the team was happy with that pre race goal.

This was my last race as a junior before I move on to the Trek-Livestrong team for next year. I have so many people to thank for helping me along the way, All Sport-Team Swift, The U.S. National Team, my parents, and many more.

Thanks to everyone,
Ryan Eastman

4. Timpani Criterium August 1, 2010 Timpani, CA

Lauren Catlin

1st Place Timpani Criterium Women Category 4

I was feeling a little worried about this race, because I had ridden a lot the day before and felt extremely beat. I made sure to get a really good night's rest and breakfast in hopes that I would feel better in the race. It was my first race on my new BMC though, so I was looking forward to experiencing the improved ride!

This was a nice, long course with two long stretches, and the backside had a noticeable headwind. This was the first race in a while that was cat 4 only, so the strategy would be entirely different. We started off and the pace was pretty casual. I thought I'd just sit in for the first few laps to test how I was feeling and see the course a bit more, but I really didn't want to be so far back, as many of the 4's make very sketchy corners. Thankfully, my legs felt really good, and I thought that I would try to get in a break in today's race. One girl attacked and she was solo for a few laps, but it was pretty early in the race and she was caught soon enough. I attacked once, just for kicks, and then went back into the group. One rider from Tibco II attacked, and I thought to myself, "why not?" so I chased after her. I looked over my shoulder and no one came with me. We started rotating pulls and, after a few laps of doing so, realized that the peloton wasn't really trying to catch us. We kept a 5 second gap for several laps, and increasing with every lap. However, with 6 laps to go, there was a crash back in the field and the race was neutralized. They lined us up again, and started the Tibco II girl and I with a 10 second lead. This worked very well to our advantage, because we were able to sprint right off the line, while the peloton slowly rolled forward and tried to get organized. Our gap was sizeable and I knew we were safe. I could tell that the rider I was working with was getting tired, because she suggested that we take shorter pulls. With 2 laps to go the peloton was getting closer, but I still doubted that they would catch us. I tried to get us going a little faster, but she would fall back. So we just stuck with the short pulls. On windy side of the last lap, I was sitting on her wheel and she

increased her speed. She never looked over at me to get me to pull, so I just sat on. We came around the final turn and the peloton was right behind us! I stood up and sprinted around her to take the win. I was especially happy because I had finally earned enough points to upgrade.

Thanks for reading,
Lauren Catlin

Wes Holloway

5th Place Timpani Criterium Senior Category 3

There were 51 starters in my field, so it was a little larger than average. But it also meant an ideal draft if you were to sit in the pack. I drove down to Santa Clara with my teammate John. We did our warm up, drank our All Sport, and ate a Clif Shot before the race. From the gun, this race was incredibly fast. Everyone was desperate to get into a break, but nothing stayed due to the intense pace of the field. Later in the race, the pack slowed down and a rider got away, and stayed away for awhile. No one was chasing so my teammate, John bridged up to him. Once John got to him, their gap doubled in time. I was able to help John by making some “defensive moves” and slowing the pack by going to the front and just coasting in and out turns, and blocking people by disorganizing the chase.

Unfortunately there was only five to go. So the pack took hold of the chase. Once John and the other rider were caught, the initial pace slowed. This allowed another rider to attack off the front with 3 to go. He didn't get very far and was caught very quickly. From here on out it was a race for position. The majority of the race I was towards the back of the peloton. But now I was sitting 3rd wheel with one to go. On the final back stretch, the guy doing the lead-out, decided that he was done pulling and stopped pedaling. This caused everyone to go 10 wide until someone finally decided to pull through. Because of this I fell back to fourth wheel. Coming out of the last turn, the sprint started from about 350 meters to go. It was a very close sprint. One guy ended up coming around me but I still managed a top 5. My teammate John, was close behind to finish 9th rounding out the top ten.

Thanks to John and his dad for driving me out there, it was a fun race. Also congratulations to my other teammate Lauren for winning the women's 4 race. It was a good day for All Sport-Team Swift. Thanks for reading.

Wes

5. Warnerville Time Trial

August 7, 2010

Warnerville, CA

John Piasta

5th Place Warnerville Time Trial Senior Category 5

During August I was trying to get as much experience in time trials as possible. I knew it was a weakness of mine so I tried to take every opportunity I saw. Warnerville was a 20 mile TT (this was the advertised distance but it was actually 23miles). So it was the longest I had ever done. I did not know the course, so I went out without putting any pressure on myself and with a goal of catching my minute man.

I started and it was a gradual descent that I was spun out on right away. I tucked until it flattened out and kept my hardest gear spinning the majority of the way out. It was really hard to get into a rhythm because there were a few rollers but on the way out, I was always going so fast that I just spun over them. I hit the turnaround and turned on the gas. I was really getting sore after 30 minutes in my aero position. I caught my two minute man and was gaining on my one minute. I crushed the final climb and ended up 5th.

This TT was a good experience. Doing a 50 minute time trial is a lot different than a 20k time trial. I also learned how important it is to preview a TT course because I would have raced much differently had I know that the majority of the first part was downhill. Either way, for the only guy without a disc and with junior gears I did okay.

-John P

6. Patterson Pass Road Race

August 8, 2010

Patterson Pass, CA

John Piasta

10th Place Patterson Pass Road Race Senior Category 3

The morning of my first ever Patterson Pass experience started out earlier than expected. Instead of waking up to my alarm, I woke up at 3 AM to a gang fight outside our Motel 6 room we were staying at after my time trail the day before. After calling the cops and answering their questions for the police report, we left to the race five and a half hours before the start. We spent the remainder of the night sleeping at the Shell station. What an experience.

After a good warm up with Wes, we made our way to the start line to find Chris there as well. It was awesome having a larger group of guys at the race. Wes and I had

never done the race before but luckily I previewed the two climbs the day before. They were long, and steep. Over the first climb I kept a super high cadence just to try and keep the legs as fresh as possible, but I knew my legs were dead. We stayed at the front for the descent and on the second climb attacks started to fly. I went with them and sat on over the top. Two guys were solo off the front, but on the false flat descent all of us were too spun out to bridge up to the chase group of 3 that formed closely behind. We were all patient knowing this next lap attacks would fly and that is exactly what happened. The pace up the first climb was nearly unbearable for me. I kept a steady rhythm not responding to the attacks and just saving it for the next hill the suited me better. Now we had less than 15 guys in our group with 5 off the front. I hit the next hill hard and dropped about 5 more riders, and unfortunately Wes was having a bad day and it was just Chris and me. We started to work together as the gap went from 3 minutes down to 1:10.

The last lap was filled with surging. Attacks flew on the climb and at that point I knew it was going better to set my own tempo so I would let them go, then I would catch back on and keep going to the front. I treated it as if I was just time trialing to the top, only reacting to threatening attacks. At the summit, I ate some Clif Bloks, sipped on All Sport and focused on how I would make it over the final climb with my group of 5 riders and Chris chasing closely behind. I hit the climb at the back, out of the corner Coach Troy attacked and I thought I was done. He was riding awesome, but I convinced my body to keep going and by the top caught back on. I then worked with the group on the flats to bring the gap back. Troy attacked with one other and not reacting quickly enough I just sat in and blocked. We were down to 45 seconds from the leaders and it looked like Troy would make it. When he was clear so that no one would catch him I attacked on the final roller into the finish, dropping 2 guys. Here was where I made my biggest mistake. I did not realize how the wind picked up on the final lap and attacked into the final corner, learning I had a HUGE gap, but was completely exposed to the wind. I was passed by the 2 guys 50 meters from the line and finished a disappointing 10th. On the other hand, props to Troy on his 6th and almost bridging up to the break shy only by 5 seconds.

What I took from this race, is that weather conditions can drastically change in a short amount of time. We started without wind and ended with lots of it. If I would have been patient, I may have guaranteed 8th, but lost two places because of the mistake. Although it was only two places at this race, in the future that could mean winning or finishing 20th.

-John Piasta

7. Dunnigan Hills Road Race

August 14, 2010 Dunnigan, CA

Lauren Catlin

9th Place Dunnigan Hills Road Race Women Category 3

There was a fairly sizeable group in this race. It was my first race as a Cat 3 and I was excited to see the difference. We started off neutral, and an early crash prolonged the neutral part. Once everyone was OK we began racing. I could tell pretty much immediately how much smoother the field was and that the pace was a faster- especially on the hills. Some tried to attack on the rollers but the field always caught on quickly. There were times when the front 7 riders or so would start doing a rotating paceline while the rest of the field just sat on. I divided my time working and sitting in and going with the attacks. By the last mile, the entire field was still together. Now everyone was trying to get in position before reaching the overpass that led to the finishing straight. One woman flew off early at the beginning of the overpass but she was quickly passed. I chose a wheel to follow over the pass, but once we got to the straight she was losing speed. I could not get around her, so I was passed as well. I know I don't have the best sprint, but I'm sure that if I had chosen a better position I could have knocked off a few places.

-Lauren

8. Suisun Harbor Criterium

August 15, 2010 Suisun, CA

Lauren Catlin

Suisun Harbor Criterium Women 1/2/3 DNF

As the end of summer approached and the number of races left dwindled, I decided that I might as well try this crit. I did not think it would be a very big race, but I was judging this by the prereg list. Little did I know that the size of the field would triple on the day of the race. I got to the starting line and felt extremely intimidated by the number of pros/ cat 1s around me. The race started off in a sprint and I was already in the back. It was an extremely short course with rapid acceleration between the turns. I was struggling to cling to the back of the group, and by the 10th lap I was dropped and riding with a few others. We were pulled shortly after. It was a discouraging experience, but I am just happy to be out of the 4s category and racing with a stronger group of riders. -Lauren

9. San Ardo Road Race

August 21, 2010 San Ardo, CA

Ian Moore

16 years old, Senior Category 3

We drove about an hour to the race, I registered, and then I did a short ride on the course to warm up. The race is about 60 miles, and our race did three laps. The course is rolling and flat. Before the race Nick Kinney got a flat, so I loaned him my spare front wheel. The race started off easy, a couple people attacked, but they did not last long. About 2/3 the way through the lap I got my first flat of this season during a race. I had been riding on the right side of the group, which was good because I could move around nicely, but bad because that's where all the goat head stickers were. So I put my hand in the air and went back to the follow car; my dad gave me a new rear wheel, and I was off. Nick was really nice, and he waited for me when I got the flat. We tried to get back on, but we couldn't do it. We rode another lap together until I got another flat. I waited until a race car came, and then got a ride back to the finish. Thanks Nick for giving up your race for me. I thought I could have done well in this race, but this stuff happens. This was my last race of the season; I look forward to lots more racing next year.

-Ian

10. 2 Wheel Criterium

August 21, 2010 Rohnert Park, CA

Tommy Lucas

| | | |
|-----------------------|-------------------|---------------|
| 1 st Place | 2 Wheel Criterium | Juniors 13-14 |
| 3 rd Place | 2 Wheel Criterium | Juniors 15-16 |

An early morning start for me and my teammate Trevor. Me and Trevor's tactic didn't work out the way we wanted it to, so we ended up attacking the San José guy and making him chase and then another one of us would go again. The San José rider was pretty tired by the time we came around the start/finish signaling 1 to go. That's when I decided to go for it and solo that last lap aka the signature Tomahawk move. As soon as I attacked I noticed that the San José rider couldn't match it and Trevor was following him. I made it the rest of the lap and opened a huge gap. The win was awesome and Trevor attacked the San José rider for second place. I won an awesome toilet seat with flames on it and 12 bucks!!!!!!!

In the Category 4/5 race-I was kind of tired after the 13/14 but I stayed in and had an awesome finish somewhere in the top 20. With 2 to go Trevor had an awesome attack and we dominated the race as the only juniors in it.

Lastly was the Juniors 15/16 race- Now I was really tired but Trevor and I decided to do it anyways, there's no holding us back. It was me, Trevor, Alex and some other rider. The race went pretty slow right until the finish when I could only hold on to 3rd and Trevor 4th.

Overall a great day of racing. Won a toilet seat with some kick butt flames so I'm really proud of myself and Trevor!!!

-Tommy

Lauren Catlin

2 Wheel Criterium Women 1/2/3

I knew I could do better in this race, as most of the 'big names' were at University RR, and it had longer laps with gentler turns than Suisun. There were only 16 riders at the start line. We started off at a fast- but tolerable- pace. I knew that if I was in the back and an attack went, I would probably get dropped- so I tried to stay in the front third. I was one of the few riders without a teammate in this race. The Touchstone girls attacked a few times, but were not successful in getting away. It was definitely more difficult to go after attacks in this group, but far more exciting. A group of 4 or so finally did get away from the field, and we never caught them, because teammates of those riders did some blocking, and the gap increased. On the final lap, I was feeling really spent, and I had nothing left for the final sprint. I beat a few girls to the line, but not many! I was at least content to have worked well and finished this race. Seeing as the season is winding down and I will be 19 next year, this was probably my last race in the Team Swift kit. However, I have collegiate and possibly other races to look forward to this fall. Good luck next year everyone!

-Lauren

Joey Nygaard

Senior Category 3, DNF

It had been almost 2 months since I had actually raced at nationals and I had not done any races since then. I showed up at University not expecting any great placing but just to do it for good training and to have some fun. I got registered, watched my teammate Chris Flanagan in the Pro,1,2 race, and then got warmed up.

The race started with a bang, straight up the mile and a half long climb. It was pretty steep but not that bad. It was a cool course. Pretty much half of the 3 mile course was up hill and then there was a short descent that only took about a minute and then it was straight up the climb again. However after about five laps I started to feel really bad. My legs were hurting really bad. Although I had been riding a lot I had not raced since nationals and I did not seem to have it in my legs. I tried to suffer through it but I could not. I got dropped and tried to stick it out and catch up or just try not to get lapped but my legs started to cramp so I dropped out.

It was a disappointing race but I wasn't really looking for a good result. Now I know what to expect for next year.

Joey
