

All Sport- Team Swift Race Reports July 2010

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Rider Race Reports

1. U.S. National Track Championships July 7-10, 2010 Trexlertown, PA

Nate Geoffrion & Ryan Eastman

2 nd Place	U.S. National Junior Track	Team Pursuit	Nate Geoffrion
2 nd Place	U.S. National Junior Track	Team Pursuit	Ryan Eastman

Pinpointing the Seconds: The Build-up to Track Nationals (report by Nate)

Recently I did my first track race at the outdoor velodrome in Trexlertown, Pennsylvania for the Junior Track National Championships. I did the team pursuit, a four man team effort that's 4 kilometers long. It is an all out effort and usually is just over four minutes. The best team pursuit teams in the world ride a few seconds under four minutes. I started up the track preparation with a camp in March down in LA at the indoor velodrome. It was my first time on a track and the camp lasted two weeks. Slowly I became comfortable with riding a fixed gear bike and riding the track. For those that do not know velodromes are banked....a lot; looking at them just amazes me how I am able to ride that steep of a bank.

I like the track; it is an incredibly technical and exact way to ride a bike. It is all about timing, keeping consistent lap times down to the tenth of a second and keeping your exchanges sharp. Exchanges are when you pull off the front up the bank and come back down to the last rider's wheel coming out of the turn. It takes a considerable amount of practice to perfect and I am far from it. At the end of my trip to Europe to race the road, I went to go train on the track in Aigle, Switzerland. It had been about three months since I had ridden a track; I was more comfortable but still had to get used to it again. The track in Aigle differs from LA in that it is 50 meters shorter for a lap length of 200 meters. This makes the turns on the track really tight so it is a difficult track to ride.

During this camp we got more technical since we (my other three teammates and I) now had some experience to back us up. We tried hitting lap times like a metronome; for example riding fourteen second laps over and over again trying to hit that number exactly. At the end of an effort we would determine our delta, difference between our fastest and slowest time. The pros keep it within two to three tenths of a second and I think the best we achieved was six tenths of a second. It was getting better but we still had a lot to work on like trying to stay closer to the wheel in front of you and keeping our exchanges aggressive and sharp.

We only did one four kilometer effort in Aigle and were shooting for a time of 4:26. Our schedule was to ride thirteen second laps with a seventeen second start lap. So that means from our standing start we would try to hit one seventeen second lap and then hit consistent thirteen second laps, that's called a schedule. We know our time

splits from each lap by our coach calling them out, that way we know if we need to slowly pick up the pace or slow it down. Slowing it down seems like a bad idea when trying to ride the fastest time as possible but when the team goes to fast it can hurt you later. The basic rule is that for every tenth of a second you go faster each lap you lose a second at the end. I know we rode a few laps too fast so it hurt us in the end but we still did a time of 4:33. Considering it was our first effort, I thought it was pretty good.

My next track event was track nationals. I rode as a composite team with my All-Sport teammate Ryan Eastman, Lawson Craddock, and Benny Swedberg; the latter two who I had trained with in LA and over in Europe. So we were going into nationals with some practice, but hadn't ridden together for a whole month. The track in Trexlertown was almost the opposite of the track in Switzerland: it was an outdoor, concrete 333 meter long track, and compared to Aigle it was pancake flat. An outdoor track can be windy and when the rain comes you cannot ride it because you will, as I have been told, slip off and crash. Because it rained we did not get as much time on the track as we would have liked. We came to the event to try to ride a time of 4:28, which is the Track World Championships qualifying time. On this 333 meter long track, we would ride twelve laps instead of the twenty it takes to do complete four kilometers in Aigle. Also this meant new lap times, we had to ride a 27 second opening lap and 22 second laps after that. So it began and it began with a great start, I was feeling confident. We were flying! Flying a little too fast and we paid for it...bad. After about two kilometers in, I pulled off and had a terrible exchange. I found myself 5 meters off the back trying to get back to the wheel in front of me. From there it got worse to the point we at one point were riding all by ourselves. In a team pursuit they take the time off the third rider to cross the line. We did a time of 4:42.9 which still possibly had the chance of being a winning time. But the effort was abysmal and it became a learning experience for the team. We sat there waiting for the other teams to finish and it was nerve-racking. One team came in three seconds after us and then one team finally beat us by three seconds. They deserved it riding smooth and consistent. It was disappointing getting second, since we knew we could ride a faster time but that's the way it goes. I am coming home with a silver medal and a whole lot more knowledge thanks to this event.

The whole point of these camps and doing these races is to eventually develop a men's team pursuit program, since currently there is not one in existence. Top team pursuit riders from countries like Australia, New Zealand, and Great Britain start introducing their riders to the track at a early age to give them lots of time on the track,

so then later the basics are installed into them and all they need to do is refine certain points. This is what we are trying to do here in the USA and I hope it becomes a successful program. I have no idea if I will continue with this and be a part of the program in the future, but so far it has been an awesome journey. It is something new and it compliments my skills on the road. Road racing is definitely my focus but who knows there could be room for it in the future.

-Nate

2. West Coast Regional Development Camp July 5-10, 2010 Moraga, CA

John Piasta

Earlier this year in order to get further identified by the National Team I decided to attend a five day regional camp in Moraga CA.

Day one was occupied mostly by the camp director Larry Nolan setting the rules and expectations for the camp, as well as getting familiar with the campus and our new roommates. Later in the day we went on a ride to preview the climb where our first field test would be and before bed had a nutrition lecture.

Now day two was the one I was very focused for. The 5 minute field started at 10am. So I woke up early to get my breakfast and then previewed the course one more time. The climb was very gradual for the first kilometer but the second had pitches around twelve percent. So you could not max out too early. I hit the climb and set a progressively harder tempo and held my max up the final K. I was happy knowing that I was dead at the end.

Later that day we had a skills relay which consisted of grabbing feed bottles/mussette bags, changing clothes while riding, and contact drills. My teams got second in the two different relays which put me in first overall in the general classification competition.

Day three started with a ride on the Berkley Hills course. We pace lined but I tried not to go too hard trying to save energy for the time trial tomorrow. Later in the day we had a skills clinic on cornering.

Day four: After a long ride out to Mt. Diablo it was time for our second field test. I did not know what to expect since I have never done the climb and we were not even given a distance. So I rode it pretty conservatively in the beginning staying just above threshold and held that until I was shocked by the finish. I was disappointed because I knew I could have done a much better time if I knew the course or at least the distance. After we got to the top it was awesome because Daniel Holloway from Bissell, did a descending clinic where he basically ripped down the descent at his max and I was one

of the 4 people to stay with him out of the 40 people on the ride. It was borderline reckless, but very fun.

Day five was definitely my favorite. We started the day on a ride where we broke up into different fields of about ten riders. One went off ten seconds before a group of two chasing and then another group of 7 followed behind. It was to simulate a breakaway situation but quickly transformed into attacking each other. It was awesome and I was having a great time going extremely hard.

Later that day was fun because we had an "advanced cornering clinic" where we were not allowed to use our breaks and were in tennis shoes to minimize crashing. That was a lot of fun pushing my bike to the limit and the best part was when we ended the day in parking lot criterium where you had to stay in your 39-19 gear. The corners were super tight and we were all out racing in a parking lot. I made it to the finals but unfortunately did not win. However I was very happy with my performance because being 6 foot 3 it is not exactly as easy to get around extremely tight corners as it is for the 5 foot 4 person who won.

Overall camp was fun. Would have been nice if I was not sick all week, but had a good time despite that fact. I feel it was a good experience and something to do if you can when you are 16 and 17 year old.

-John P

Wes Holloway

Junior 17-18; All Sport-Team Swift

USA Cycling West Coast Regional Development Camp

July 5 – 10, 2010

St. Mary's College - Moraga, CA

This is my first year racing and my first and last year as a Junior. My goal was to upgrade from a Cat 5 to a Cat 3 by June to attend Nationals. I knew it was going to take a lot of work so I started with the Early Bird clinics in January that was coordinated/mentored by Larry Nolan and Laurel Green. I learned so many racing tactics during those clinics including learning about the race community, it really gave me a jump start of confidence to go out and reach my goal to race at Nationals. But I still had no idea on how to get to a USA Cycling Camp.

In late May I submitted my upgrade request from a Cat 4 to Cat 3, I felt that I was on the Podium when I received the notification of the upgrade! Not only did I feel like I was on the Podium, but I felt like I won a Prime when there was also a message with my upgrade notification from Larry Nolan advising me of the Development Camp in July and that it would help me increase my skills. I couldn't pass up this opportunity since I know I have so much to learn and I had already decided that I am making racing

my career. I'd like to thank my coach, Laura Charameda for the training and encouragement that has helped me get to this point in such a short amount of time.

Fresh from coming back from Nationals in Bend, OR, was the five day camp at St. Mary's College in Moraga, California. There were thirty riders (including two of my teammates, John Piasta and Joey Nygaard) that stayed in the dorms. It was a great arrangement and I had a great time with all the guys in my pod. The food was excellent and so much of it – mmm, the pasta was the best! My goal of the camp was to further develop skills and to do well on the two power field tests. I knew how critical those two tests would be in the identification process to place our power output in comparison to the other campers, as well as other campers from around the nation.

The first power test was a 5+ minute climb up a local hill called Pinehurst. I felt okay at the beginning and had a good warm up. It was a 1.2 mile climb and I did it in 5:04. It was the fourth best time, which was decent. The second power test was a 20+ minute, 4 mile climb up Mt. Diablo. I felt absolutely terrible at the start of the day. I noticed the previous day I had caught a little cold, and it showed the next day. I warmed up properly and dumped one of my bottles off at the start. I felt surprisingly good at the beginning, but as I got towards the last kilometer I was in serious pain. I finished with 19:28, taking fourth again, amazingly. After this test was the worst I have felt in awhile. As for my "power output", I'm anxious to hear what my results were.

Other than the tests, we did quite a bit of chalk-talk discussions, drills to improve our skills on the bike and a couple of great long rides. The discussions covered topics ranging from event preparation to becoming a healthier cyclist. The daily on-the-bike skills work was cornering drills, paceline/echelon riding, and practice taking a feed, among other skills that were essential. The guest speakers/riders (Mike MacDonald, Jim Anderson and Daniel Holloway) were amazingly inspirational. The coaches (Larry Nolan, Debbie Nolan & Laurel Green) critiqued us and showed a slideshow of us for our chalk talks at the end of the day. Their skills, knowledge, professionalism and FUN attitudes were bar-none! I was always anxious for the next solid day of riding and training.

The last day of the camp, I raced my first Elite 3 race at the San Rafael Twilight Criterium. I felt so much more comfortable in the pack and was able to be more aggressive and move around the pack a lot easier. I sat back for a few laps but mostly stayed in the top 4 winning one of the Prime laps. Though on the last turn to the finish I was beat by some sprinters and came in 8th place out of 50 starters. Not bad, but I know I need to develop my sprint skills further.

I would like to thank Larry, Debbie, Laurel and Steven Mielich for an outstanding cycling camp. I learned so much in such a short amount of time and I look forward to practicing those skills on the course. My goal for the remainder of the year is to develop technique skills, team tactics and nutrition training as much as I can since this is my first and only year as a Junior. With that I have requested from the coaches a

recommendation to attend the USA National Camp this Fall. I'm hoping they feel that I am ready to take it to the next level.

Long- term, I know that I have the passion and love for the sport to become a professional cyclist. As I progress later down the road in the next few years, I believe I have what it takes to make it to the top levels of the sport, and I am making it my long-term goal to do so.

This camp is one I'll never forget. I met a lot of people that I've raced with and now have become close friends with some of them. I will go back to this camp and would recommend and encourage any cyclist that wants to learn skills from top-notch coaches.

Thank you for reading!
Wes Holloway

3. Tour de l'Abitibi

July 19-25, 2010

Val d'Or, Canada

Christopher Flanagan

Stage 1:

Going to Canada to race the Nation's Cup Tour de l'Abitibi and redeeming myself after being very sick through the USA Nationals was a big goal this season. After attending camp in Flagstaff, Arizona and scoring very high on the cycling test, I was selected to go to the Tour de l'Abitibi. The race is in the small town of Val d'Or, seven hours northwest by car from Montreal. I would be riding for the Mid-South Regional Team and I could not have been more motivated. Prior to the race, I had done a boot camp training, specific to riding the flats. Those three hard weeks had made me much stronger and I believed I could have a shot at winning a stage as well as winning the best young rider and/or most aggressive rider.

After a 15 hour flight and multiple stops I arrived in Val d'Or but without a bike. Lesson one; give yourself plenty of time to get your bike from the airlines. The small town of Val d'Or receives only two flights a day and with 155 riders coming with the same number of bikes it's now crystal clear to me that it would be several days prior to getting my bike from Montreal. Luckily the bike arrived the afternoon before the race started.

It was to be a 7 stages race, flat and fast. The first day of the race, nobody warmed up. We all went directly to roll-out and then to the start line. At first our team was in front, but, because the national teams were called to the line, they moved to the front putting us in the back of 155 riders. As the gun went off and the neutral motorcycle went ahead, riders scrambled to move up to assert themselves in a better position. I was fairly calm, sitting on my

teammate, Robert's wheel. About 200 meters out, just as we turned the first corner, and as the neutral zone ended, there was a crash. Quite a few riders went down, Robert and I were behind the crash but managed to ride around it without going down. As I was getting around the twisted bikes I was hit from behind by another rider with his handlebars and I almost hit the tarmac. Climbing back onto the saddle, I realized the damage, my saddle's rails had been snapped and the rear wheel was bent out of true. As our mechanic arrived, I was helped back onto the bike, yelling, I began to hammer it. I slowly caught a handful of riders and we worked together, but their pulls were not smooth enough and not strong enough to help, so I set a higher tempo, pulling most of the time. We road for a short while, until we caught a line of cars but then my broken saddle rails snapped off completely. I was riding saddle-less. I rode for more than 5 miles before finding someone from another team who could offer me a new saddle. At this point I was dropped from the peloton and rode the remainder 45 miles alone, on a short saddle and a wobbly wheel. There were times when I caught a rider in front of me, but nobody was strong enough to maintain my tempo so I rode off alone.

When I reached 10 miles to go, I was forced to stop at multiple stop signs and red lights, as I was too far back, slowing me down even further. When I finally reached the 3 lap circuit I was exhausted and enraged. I rode into the finish knowing I was too far back to make the time cut off, but I then noticed people were still riding through so in alarm I chased after them. Surprised, on the second lap an official pulled alongside us and told us we weren't too far back and that would make the time cut. I was relieved at first to know I would make the time cut, but then furious to discover later that the *officials* had made a mistake.

Several hours after the race and once I had eaten and showered I was informed I would *not* be racing as I had *not* made the time cut of 27 minutes. I was 1 minute and 15 seconds from making the time cut, a time equal or more than the time spent waiting at stop lights. It was the first time in nearly 100 races that this had happened to me and I was angry, frustrated and devastated at what had transpired. Although I had finished stage 1, my race had ended within the first 200 meters.

After my elimination, our coach appealed the disqualification but it was denied. Although technically the Chief Commissary had every right to eliminate me from the race, it is also widely known that exceptions are made on a regular basis. Given my issues were mechanical and other course issues, my coach and the race organizers both felt strongly that I should not have been eliminated. But like life, racing isn't always fair. The Chief Commissary felt differently and unfortunately my luck had run out along with my aspirations to ride a good race. The remaining six days were difficult watching my team and the other riders go off to the races while I could only train alone waiting for another day. That day will come as I am most determined to succeed in the sport of cycling!

-Christopher

4. Leesville Gap Road Race

July 3, 2010

Leesville, CA

Christopher Flanagan

The Leesville Gap road race is a 64 mile road race, with 17 miles of extremely rough road. Some think of Copperopolis as the Paris Roubaix of the west but by comparison, Leesville Gap is far more difficult and with significantly worse road conditions. As the race begins, the first several miles are smooth, but after about 8 miles you hit a barely rideable road filled with lots of potholes, sinkholes, bumps, dirt detours and gravel. The first few miles were easy, but as soon as we hit the rough section, 8 miles into the race, everything took off. For me, even after replacing my notoriously loose bottle cages to new and tight bottle traps, my bottles bounced around as if they were sitting on a table during an earthquake. I immediately had to dodge debris and bottles of other riders. My evasive action from the front forced me to the back of the peloton, so I did not see the very large sinkhole in front of me. When I hit it I went down fairly hard but without being run over. My bottles were mostly smashed and I acquired the usual road rash in all of the typical places. It took about 30 seconds to sort myself out, but then I saw that my derailleur was bent so I re-bent it and got back on the bike to continue. I rode for several miles alone, passing people with flats, damaged bikes, bottle and rider debris, it was carnage. When I got to the base of the single significant climb, "The Gap" I had caught up with my old friend James from Team Type 1 so we worked together on the rough road for several miles. My arm was covered in blood and his drive train was toast, parked in a gear for the flats while on the climb, but we managed to make significant headway, catching many of the stragglers until his broken gears forced me to leave him behind. I time trialed alone for nearly 50 miles fast and determined. In my mind the race wasn't over until I passed every rider in the peloton. In the end, I pushed my body to its limit in a nasty headwind, finishing in not last place, but far behind the peloton. Although there was no meaningful result of record, I thought the effort was super. I felt great, strong and with full commitment all the way to the line. I knew I had raced a good race.

-Christopher

5. San Rafael Twilight Criterium

July 10, 2010

San Rafael, CA

Wes Holloway

8th Place San Rafael Twilight Criterium Senior Category 3

The previous week, I attended the USA Cycling West Coast Regional Development Camp in Moraga, CA. We went to this race directly from Camp since this was an optional part of the camp. I was planning on racing anyway but when I found out it was part of the Camp and I would be racing with other campers and the camp coaches were there to watch and critique, it was a very important race developmentally. Not to mention, this was my very first Category 3 race. The course was about a kilometer with four 90 degree turns and a slight uphill stretch. My race was 45 minutes.

I got to the start with a full warm up. My goal in this race was to at least get a top five. I wanted to stay in the top ten wheels for the entire race to avoid others mistakes. Fortunately this was a pretty safe race because the field was so strung out so everyone had plenty of room.

With about fifteen minutes to go I went for a prime which no one else contended for, so I easily won it. With five to go there was a rider who had been off the front for about four laps and got caught. From here on, it was a battle for position. For the last five laps I was always in the top fifth wheel. Until the last turn going into the final stretch where I made a vital mistake of touching my brakes. I lost my position and three spots because of that mistake. I sprinted as hard as could to make up for it, but settled for 8th place. It was a pretty fast race, even considering the slight up hill.

Even though I didn't make my goal of getting a Top 5, I still came away of the realization of my mistakes and tactics I could have used to avoid them, which is just as important. Thanks for reading.

Wes Holloway

6. Colavita Gran Prix

July 17, 2010

Novato, CA

Wes Holloway

3rd Place

Colavita Gran Prix

Senior Category 3

The Colavita GP was a 1 mile Criterium with two 90 degree turns and two sweeping turns with smooth, fast pavement. This race was 60 minutes. In this race, they combined the Category 2's with the Category 3's, but placed them separately. There were 57

starters total - 37 Category 3's and 20 Category 2's. I got to the start, did roll out and was ready to roll.

For this race I worked on a method that I have been working on for the past couple of Twilights I attended. This was to sit towards the back of the pack, and find the biggest rider and sit on his wheel till the last 5 laps. This is exactly what I did.

For the first half hour of racing, nothing exciting occurred. It was tempo at the front with small breaks getting gaps with no more than 5 seconds. With 5 to go, they announced a prime on the next lap. I was already in position for it, sitting fourth wheel, so I decided to go for it and got it by a few bike lengths.

With three to go I was sitting around fifth to tenth wheel, and going with "swarms" comfortably. For a proper explanation/ definition, a swarm is when multiple riders from the back and/or the center of the peloton move up to front take the position of the riders at the front. With one to go, coming out of the first turn, a Metromint rider was attempting to bump elbows with me to fight for my second wheel position. He got too aggressive and took one hand off his handle bars and tried to steer my bike out of the draft by grapping one of my hoods and pushing out of the draft. I was not impressed at all by his improper cycling techniques nor is that legal. Fortunately I was still able to hold third wheel.

Coming out of the last turn, setting up for the sprint, the pack was traveling at 33mph! I was able to come around the lead rider matching the second rider's sprint. Then out of nowhere the same Metromint rider that grabbed my hoods, bumped my elbows and handlebars to come around me. I had to stop pedaling and move away from him in a split of a second because we were both on the verge of losing control of our bikes. Because of this I lost about five spots, and possibly the win for the 3's. But in the end I was still happy with my result, and my prime win. Thanks for reading.

Wes Holloway

Lauren Catlin

4th Place Colavita Gran Prix Women Category 4

The women's category 4 field was combined with the 3's in this race so it was probably faster than it would have been if it were 4's only. There was a slightly downhill finish, so I knew that positioning would be extremely important coming around the final turn, as I probably would not be getting around anyone in my junior

gears. We started off at a pretty mild pace, but soon enough a couple of the 3's were attacking. My legs were not feeling so well at the time, so I thought I would just sit in and not go for any primes or anything. The same woman won all the primes anyway- no one could catch her! No one ever really tried to get away from the group, so we stayed together the entire race. With about 3 laps to go I was starting to feel better and moved forward in the group. It was difficult to hold a wheel for a long time because a lot of the girls took weird lines in the corners, but I managed to move up on the straightaway. On the last lap the pace increased significantly, and I moved up a few places on the gentle incline on the backside. I got around a couple more people on the last turn and was 4th or 5th wheel, but sprinting downhill towards the finish I lost a few places. At least they separated the 3's from the 4's in the scoring, so I ended up with 4th place.

-Lauren

Drew Gonzales

15 years old

21st Place Colavita Gran Prix Senior Category 4

I woke up around six and had a bowl of oatmeal before leaving for Novato. When I arrived, I started warming up and listening to my iPod. Through my headphones I heard the Cat 5's come around. A couple laps later I heard a crash through the bushes that separate the parking lot from the course. A couple minutes later I saw my teammate Remy limping back to his car followed by Frank Blue. From what they told me, someone ahead of Remy caught a wheel so he went down. Then Frank stopped to help out a teammate.

In my race there were no major incidents except for some high tension between the older riders. I stayed in the middle of the pack and watched a few attacks the entire race. I chased one but they refused to work together. I came around the last corner with the rest of the pack and finished 21st.

-Drew=

7. Berkeley Bike Club Criterium

July 18, 2010

Albany, CA

Lauren Catlin

3rd Place Berkeley Bike Club Criterium Women Category 4

This course was a fairly short loop with a really short finishing stretch- also downhill. It was a square, with 4 right hand turns. The 4's were combined with the master's women, so there were a few national champions in our race. A couple laps in, the masters started attacking. They split up the field pretty well, so the front group was only about 10 or so. The one master's woman from Webcor basically controlled the entire race- she was always at the front. I went with a few attacks, but none stuck. I never tried an attack because I knew that the masters would be able to chase it down. On the final lap I moved up on the uphill side and didn't even try to sit on a wheel because the course was so short and there was barely any room to sprint between the last corner and the finish line. So all I could do was move up as much as possible, because the race was over in the last turn. I managed to get up to 5th wheel and held it to the line. There were two 4's ahead of me and two masters, but the 4's were scored separately so I placed 3rd.

-Lauren

8. Benicia Time Trial

July 25, 2010

Benicia, CA

John Piasta

2nd Place

Benicia Time Trial

Senior Category 3

My dad drove team swift graduate Nick Kinney and myself early in the morning to the Benicia TT. We got there early enough to drive the course, which looked like it would be very fun.

As we warmed up the weather got worse; the wind speed drastically increased and the weather was not getting any warmer. I knew it was going to be hard, but after taking some time off the bike after camp I was more than ready to suffer. At the start I was a slightly intimidated seeing most riders on fancy disc wheels, but quickly regained focus on what I could control, going as hard as I could. As I started I quickly got up to speed and had to tuck down the first roller because I was way too spun out with junior gears. I powered over the first hill and had to tuck down this roller as well. After those hills I got into a rhythm and focused on keeping my head down and stayed as close to the yellow line to get as much draft as possible off of the trees. The wind was intense but I forced myself to stay in the aero bars no matter how much my bike leaned. I saw my 1 minute man in the distance and now had a carrot to catch. By 7k I passed him and the next person to catch was Nick Kinney. Oh was I motivated, as I approached the turnaround where he had about 40 seconds on me so I took the turn around with speed and just focused trying to catch him. I was getting closer and closer; I was over my

threshold and just stayed in a smooth rhythm over the rollers. It was a struggle to catch him since he was equally motivated not to get caught; unfortunately he won the battle as I crossed the line 7 seconds behind him. Despite the lost individual battle with Nick, I knew I put in a good time.

Racing the Benicia TT was awesome. I have consistently gotten better at Time Trialing this year without focusing too much time on it. The person who won put 1:30 into me at the State Championship TT which was the same distance, and this time I only lost 36 seconds to him. I was happy and left the day with more ways to improve my next TT.

-John P

9. Byrds Tour of Idaho Stage Race

July 16-18, 2010

Boise, Idaho

Ian Moore

4 th Place	BYRDS Tour of Idaho, Overall G.C.	Junior 15-16
4 th Place	BYRDS Tour of Idaho , Stage 2 Circuit Race	Junior 15-16
4 th Place	BYRDS Tour of Idaho , Stage 3 Time Trial	Junior 15-16
5 th Place	BYRDS Tour of Idaho , Stage 1 Road Race	Junior 15-16
5 th Place	BYRDS Tour of Idaho , Stage 4 Criterium	Junior 15-16

Stage 1: Road Race

This is a good road race course. It is about 40 miles and starts in the town of Emmett, north of Boise. It starts off with rolling terrain out to a loop, and then there is a short "not too steep" climb, a downhill, then a sharp right turn. After that there are more rollers, one being steep, then the feed zone hill which is a little longer, then another downhill and rollers back to the finish climb of almost 2 miles.

There was not a big field in my race, but most of them were very strong; the race included the national TT champion and other people in the top 10 and 20's at Nationals. We started out neutral. The race started off slow, then some of the BYRDS pulled (they had 4 guys in the race). Up the first longer climb I sat second wheel and someone else set a moderate tempo, and by the top we were down to 4 guys. Then on the way down right before the right turn someone attacked, and one of the BYRDS riders responded and I got on his wheel letting him pull me back up to the attacker. People caught back on, and we got back up to 7 or 8 riders in the group. On the feed zone hill someone drove the pace faster, I got one bottle, and as we came over the top we were back down to 4 riders. The temperature was rising very fast, reaching 100. One rider caught back on, then about 10 miles from the finish, it was really getting hot, and I ran out of water. I

could feel myself dehydrating as we got closer to the finish. A little up the finish hill I was really hot and in need of water, and I went backwards very fast. I still finished 5th, but I felt like I could have at least finished 4th and stayed up there with the top three if I had more water. I started with one water bottle and one bottle with All Sport in it, then I got one bottle at the feed zone; I think that I should have taken two bottles at the feed zone. Also at hot races I usually put a bag of ice on my back; the confusion was when I was warming up and starting in the morning, it was not too hot, but then it really warmed up fast on the road. Another race with a lot of learning.

Stage 2: Circuit Race

I was excited for this race because the course looked fun and different. It was on an oval-shaped quarter mile speedway, which was slightly banked. It was a 45 min race, so we did a lot of laps (almost 80 I think). We raced with the 17-18s, so the field was a good size. As soon as the whistle blew I got off the line and to the front, then I pulled off, and sat in, close to the front. There were a few attacks, but none stuck, and the pace was not that fast. One of the BYRDS attacked and no one was chasing him down, so I went and bridged up to him, we worked together and got a good gap, then some of the BYRDS were blocking back in the field, and the 17-18s were not working; we got about a half a lap ahead. We had been away for over 15 minutes when some 15-16's attacked from the field to get up to us; about 5 people caught us and then a few more, then we lapped a lot of people so it got really confusing. With half a lap to go I was third wheel, and on a 15-16's wheel, then the BYRDS leadout came by on the right with a 15-16 on his wheel and a 17-18 behind that; I had to wait for them all to come by before I could get out, and sprint around the 15-16 in front of me, for 4th. I wish I could have been on a better wheel on the final sprint, but it was a fun race, I did well, and I was happy to stir it up with that long breakaway.

Stage 3: Time Trial

In the same day as the circuit race there was a 4.2 mile hill time trial. The course went up for a little over a mile, and then there was a short downhill, then up for a little more than down, and then about 2 miles up to the finish. I have done well in the time trials I have done this year, so I was thinking this would be good for me. I got in a good warm up and wore an ice pack on my back up to the start. I started out hard and went really hard up to that first downhill because I knew I could recover a little bit. I just kept going as hard as I could, then in the last 1k I gave it an extra push. The finish line had a stretch of cones with a guy telling us to go to the right of them although I thought I he was telling me to go left the way he was signaling, and then I cut through the cones, and went across the line at the last moment. I felt like my finish was not the best, but I think it was more in my head. I got 4th, 12 seconds behind 3rd. I was hoping to get top 3,

but the people ahead of me are all really good time trialists, one being the 2010 National TT Champion.

Stage 4: Criterium

This was not only the last stage of the Tour of Idaho, but it was also the Idaho state criterium championships. Since the best in Idaho were also doing the stage race, the field was not changed too much. Near the beginning of the race I stayed towards the front. BYRDS would switch off attacking with their 17-18's and 15-16's. The person right behind me in GC attacked a lot, and I covered him; he also was the rider to get in the 2-man break with me yesterday. About a quarter way through the race we were going around a corner and two people in front of me were bumping bars; one went over the handle bars and the other slid and other people hit them, but the crash went to the other side and I was in a good spot on the inside, so I went around it. With 3 laps to go, Colin Joyce, the 15-16 national TT champ, attacked with a BYRD on his wheel; the BYRD that I had been chasing down the whole race was blocking me. I should have just gone around him and got with the two people that had attacked, but I didn't. I stayed on the BYRD's wheel, then on the last lap Max (a strong 15-16 from Seattle) came up on my right with a 17-18 on his wheel; I waited until we came around the last corner and the finish strait was too short to pass anyone, so I got 5th. The result does not show how active I was in the race. I chased down a lot of the attacks by BYRDS. So since I moved up in the time trial, I finished 4th overall GC.

-Ian

10. Cascade Cycling Classic Stage Race

July 23-25, 2010

Bend, OR

Ian Moore

71 st Place	Cascade Classic, Stage 1 Road Race	Senior Category 3
50 th Place	Cascade Classic, Stage 2, Time Trial	Senior Category 3
63 rd Place	Cascade Classic, Stage 3 Criterium	Senior Category 3
66 th Place	Cascade Classic, Stage 4 Circuit Race	Senior Category 3

Stage 1: Road Race

This is my first Senior Category 3 race. The first stage of Cascade is a 71-mile hilly road race with a climb at the end. The race starts off with about a 4-mile climb and then there is about a 12-mile fast (50+ mph) decent. After that there are long rollers, then a longer steady climb up to the first feed zone, which was just for the pros. Then there is a downhill of the same length. Then lots more rollers to the next feed zone at about 50

miles. After this the road rolls up and up and the last 8k is climbing with a little leveling off at 1k to go. The finish is at Mt. Bachelor.

I moved up on the first uphill so I was closer to the front on the downhill. As we started going really fast someone in front of me on a steel bike pulled to the side of the road due to intense speed wobble. Going up the hill to the feed zone we stayed at a steady tempo. Then on a rare almost flat part there was a crash ahead of me, I put my brakes on, went off the road, got my foot out, then got back onto the road, and sprinted to catch back up. After the crash I lost some spots in the group, so I was more towards the back. At the feed zone I grabbed a bottle from my mom at the beginning of the feed zone, and then someone hit a bottle and went down causing other people to hit him and flip over the handlebars. Luckily I was able to swerve around it, and then I grabbed another bottle from my dad at the end of the feed. As I was coming back up to the pack after the feed zone crash I felt a hand on my back, looked back and it was Scott Nydam; he gave me some tips and encouragement. Thanks Scott! In the last 10k I bonked because I did not eat as much as I was supposed to-it was hard trying to eat on the climb.

Stage 2: Time Trial

This was the same course as Nationals except it was a little over a mile longer. I got in a good warm up and put ice down my back until my start. I went as hard as I could on the way up, and then spun out on the way down. My time was 39:38.

Stage 3: Criterium

The same day as the time trial there was the downtown criterium. From the high school where we camped I rode down to the criterium with a couple other juniors (Kyle Torres and Hunter Grove). It was a 30-min race on the same course as Nationals. We started out fast. I thought it would go fast at the beginning and then slow down a bit, but we never slowed down. There were a few crashes on turn 4 which I was able to avoid. I hung in the pack; it was definitely the fastest criterium I have done and others said the same. We averaged over 30 mph.

Stage 4: Circuit Race

Once again this is the same course as the Nationals road race. I thought this would be a good course for me with the 3's; I just needed to get closer to the front before the descents so I could be there for the feed climb and the 20% climb. My plan for eating this time was to eat a shot every 20 minutes, as opposed to what I did in the road race (eating bars and other things less regularly). We did 4 laps on the course adding up to about 70 miles. I was in the middle of the pack the first lap, then going into the feed

zone hill I would have liked to have been a little further up, but I was able to move up a lot on the hill, and after the feed zone I was in the top 20. Going into the steep Archie Briggs climb I was in good position, other people dropped their chains, and in honor of Andy Schleck I had to do the same. It was a stupid mistake; I should have shifted before I got to that steep part. I was unable to get it on while riding, so I stopped. On the remaining part of the climb I tried as hard as I could to get back on and I gained a lot of ground at the top- I was almost there, but then on the flat and rollers I could not do it, so I prepared for 57 miles by myself. Over half way around the next lap two people came by me and one yelled "Ian!" It was Scott Nydam's brother, Aaron, who had been in 4th overall GC but missed the start, so was chasing to get up to the pack. As I rode with him people we passed would look over and recognize him, then give a pull as hard as they could and then drop off. With one lap to go we had lost about 4 minutes, so we hadn't lost a lot but we weren't gaining any. I gave some hard pulls, but Aaron pulled most of the time. This race the food plan worked, I did not have any stomach issues, and I got my water figured out right too. It was great riding with Aaron Nydam for most of the race. I learned a lot at Cascade and in my first cat 3 races. I like stage races and I plan to do a lot more next season.

-Ian