

# All Sport- Team Swift Race Reports

## Junior National Team Reports from Europe

*Ryan Eastman & Nate Geoffrion help Lawson Craddock of USA bring home the yellow jersey*

### **Race Reports for:**

Date	Event	Nat	Class	Winner
27 May-30 May 2010	<a href="#">Tour du Pays de Vaud</a>	SUI	2.1	HANSEN (DEN)
03 Jun-06 Jun 2010	<a href="#">Nations Cup #12 - Trofeo Karlsberg</a>	GER	2.Ncup	CRADDOCK (USA)

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## Rider Race Reports

### **1. Tour Pays de Vaud**

Switzerland, 5/27-30/2010

#### **Report by Ryan Eastman**

Tour Pays de Vaud, Switzerland

<http://www.tourpaysdevaud.ch/>

<http://www.cyclingnews.com/races/tour-du-pays-de-vaud-2-1>

Tour Pays de Vaud is a UCI 2.1 stage race in Switzerland. It was looking to be one of the hardest races of the year, and we were going into it with high expectations. Lawson Craddock, my teammate, was for sure one of the top contenders going in to this race, with his time trial abilities. My teammate from All Sport-Team Swift, Nate Geoffrion, was also in Switzerland representing the USA with me.

The Prologue was along Lake Geneva, it was a little over 2 kilometers. It was a short violent effort on a fairly technical course. It started at 7 p.m. in the evening, the weather was nice. The prologue went okay for me, I was 17<sup>th</sup>. Lawson won the prologue so we were headed into the next stage defending the yellow jersey. Nate finished only a couple of seconds behind me.

Stage 1 was a wet and rainy day. The team did an awesome job of defending the yellow jersey; we rode on the front for most of the stage. Leading into the final KOM climb it was just Anders and I left with Lawson. We set the tempo up the climb and the last kilometer or so got

really steep. After fighting back to the front after the climb I went to the front and did what I could to help out Lawson. At the end of the day we kept the jersey, and the team rode very well together.

Stage 2a had two big climbs on it. It was super nice weather today. Our plan for today's morning stage was to go to the front after the first climb and set tempo up to the last climb of the day keeping the breakaway within one minute before we hit the climb. We did just that, once we crested the first climb the whole team went to the front and set tempo with Lawson in yellow on our train. Our plan worked out great, the break got up to around 1 min 30 sec and we brought it down to 50 seconds once we hit the base of the climb. As we started the first couple kilometers it was Anders and myself left, we took turns rotating up the first gradual slopes of the climb. We climbed through a small little town and that is where the climb really kicked up. I went to the front and set a very hard tempo until I had nothing left, to set up Lawson. Lawson then bridged up the break away and stayed away for third on the stage, and kept his lead in the General Classification.

Stage 2b was the individual Time Trial and the second stage of the day. Our National Team Coach Benjamin Sharp had me ride the time trial hard the first 4k to give Lawson a good time check to go off of. Then he just had me ride the rest easy to save my legs for tomorrow's stage. Lawson won the time trial by 10 seconds over second place extending his overall lead to 16 second. It was still a very close race with a tough road stage tomorrow.

Stage 3 was the toughest and longest stage in the race. It was raining at the start and there were no signs of it clearing up. There were two big climbs in the first half of the race, and smaller climbs and more rolling terrain in the last half. The first climb was long but not super steep; the peloton crested the top pretty much all together. We wanted the break to be within two minutes going into the second big climb. They were hovering just under 2 minutes so we were good. Nate led the peloton to the base of the climb, giving all he had before pulling off. I took my pull at the bottom of the climb and then Lawson started bridging up to the break with a Danish rider because 2<sup>nd</sup> place on GC was in the break. He caught up on the descent with them. After the descent I was in the second group with Anders. Lawson was in the lead group up the road with 10 other riders. Over the next 70 kilometers Lawson was forced to cover the attacks from the lead group. Anders and I eventually bridged up to the break by ourselves, but the group split when we got there. Lawson got in a group of five off the front that involved the top three overall. We were forced to not do any work because our leader was up the road. It was a tough decision whether or not to leave Lawson isolated or to bridge up and potentially bring a couple threatening Swiss riders with us. With 5 km to go 2nd place overall attacked and Lawson popped. Lawson ended up losing time to the leaders and dropped to third overall. I finished in the chase group, winning the group sprint for 8<sup>th</sup> place on the stage.

It was a very good experience protecting the overall lead in a stage race, we all learned a lot. Nate did a very good job for his first race in Europe, defending the yellow jersey is no easy way to be introduced to European cycling. Up next is a Nations Cup, Trofeo Karlsberg.

-Ryan Eastman

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## 2. Nations Cup #12 - Trofeo Karlsberg

Germany, 6/3-6/2010

### Report by Nate Geoffrion

Trofeo Karlsberg, Germany

<http://trofeo.gersheim.de/index.php>

<http://www.cyclingnews.com/races/trofeo-karlsberg-2-ncup>

Trofeo Karlsberg is a Junior Nations Cup race in the southeast area of Germany bordering France. Karlsberg is a four day, five stages race with one time trial and four road stages. Nations' Cups only include National Teams (i.e. USA, Canada, Russia, Great Britain etc.) and are important to do well in because they contribute to your ranking in Nations Cup standings. Depending on where your team is at the end of the year determines the number of riders each nation is allowed at the Junior World Championships the next year. Ryan and I were part of this USA Team which won the general classification taking two stage wins which definitely made this a successful race for us.

#### Stage 1

Every road stage in Karlsberg had hills and plenty of them. In this stage we did three small loops then three larger loops for a total of 112K. The first climb was four kilometers into the race and it was steep so it hurt from the beginning. The climb was a small cow-path road and was windy near the top and there was no time to rest until the descent was reached near the end of the small loop. The first two times up the climb I stayed with the group while Ryan on the second climb was having a bad day, went backwards and did not regain contact with the peloton. The third and final time up the climb I was gapped and found myself in a group of around ten guys. My group made it back up to the caravan and to the back of the peloton about halfway through the first of the three big loops. I learned that the peloton had split in two and I was in the second half. Later on I bridged up to the front group with a group of seven. On the last climb I was dropped out of the front group with one of my teammates and we finished a couple minutes back. It was a hot and extremely difficult stage with the multiple climbs and crosswinds, but I felt the best on this day compared to any other stages at Karlsberg.

#### Stage 2

The course for stage 2 had lots of small punchy climbs. We did four laps and the stage ended up the longest climb on the stage which was around 800 meters. The goal for the day was for teammate Lawson not to lose any time at the finish line to anybody. We just stayed in the pack for the first three laps then Anders got in a break of fifteen guys with two danger men in it. Ryan and Lawson both bridged up later on in the fourth and final lap and the group was around twenty. Ryan and Anders led the last 5K out for Lawson until the base of the finishing climb. Lawson beat out a Russian for the stage win and grabbed the yellow jersey going into stage 3's morning time trial. I was with the peloton until the last climb where I dropped off the pace about four minutes down from the lead group.

#### Stage 3a/3b

Today was the double day with the time trial in the morning and a short road stage in the afternoon. We were confident that Lawson would gain more time on his rivals in the TT, so the whole rest of the team rode the TT within the time cut to rest for the later stage.

This stage started out with an out and back that was 60K and then did 5 small circuits in the town of Homburg that was 40K for a total of 100K for the day. We were to make sure no danger men got in the breaks and to ride tempo at the front if there was one. The race began very slowly which was unusual for a junior European race, most of the time it's all out aggression and attrition from the beginning. We learned from a teammate that there was a break of three up the road with the best placed GC rider 2:30 down. So we went to the front and began riding tempo. On the way out and back there is one major climb about 3k long. Right before the climb I was drifting back through the field tired from my efforts on the front and an Austrian rider in front of me leaves a gap and splits the peloton in two. I was of course the next rider behind him, so I had to dig deep to close the gap. As soon as I close it we started the climb. I was dropped in the next 200 meters and off the back. But I fought hard and suffered a lot to get back up to the group. I knew the team would need me on the first few finishing circuits in town to help defend the yellow. Once we got to the circuits the speed of the race was 50K an hour for the next 40K. We were on the front for about two laps when the Italians began to help us out because they had a good sprinter who won the first stage. I then rode the last three circuits on the back into the finish line. Another hard stage.

#### Stage 4

The profile for this stage looked the hardest by far. It was up and down the whole race for six circuits each 20K long. We were motivated to defend the yellow on the final stage and also because we were feeling the disappointment of losing it on the last stage of Pays de Vaud. The plan was to not go to the front until the third lap. Two Danish danger men were up the road in a group of seven with a solo danger British rider in front of that group. So we went to the front and started riding hard. I went off the back near the end of that lap and was yo-yoing off the peloton for the fourth and fifth lap. I would get dropped on the climb and make it back on the descents through the caravan. I did this about four or five times, I wanted to help out as much as I could to defend yellow. Ryan and Anders managed to bring back the break thanks to their super hard efforts and Lawson was able to defend yellow by a few seconds. It was a great feeling to keep the lead this time around.

-Nate Geoffrion

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