

All Sport- Team Swift Race Reports March 2010

Race Reports for:

1. Murrieta Stage Race
2. Chain of Lakes Classic
3. Merco Downtown Criterium
4. Merco Foothills Road Race
5. Madera Stage Race
6. San Dimas Stage Race
7. Race of the West
8. Warnerville Road Race
9. Land Park Criterium

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

1 st Place	Tour de Murrieta, Stage 2 Crit	Senior Category 3	Nate Geoffrion
1 st Place	Groveland Road Race	Senior w Cat 3-4	Ashlyn Gerber
2 nd Place	Winter Haven Road Race	Senior w Cat 3-4	Ashlyn Gerber
2 nd Place	Madera, Stage 3 Road Race	Senior Category 4	Joey Nygaard
2 nd Place	Merco Foothills Road Race	Juniors 10-18	Joey Nygaard
3 rd Place	Sugarloaf Road Race	Senior w Cat 3-4	Ashlyn Gerber
4 th Place	Tour de Murrieta, Overall G.C.	Senior Category 3	Nate Geoffrion
4 th Place	Tour de Murrieta, Stage 3 TT	Senior Category 3	Nate Geoffrion
4 th Place	Merco Foothills Road Race	Juniors 10-18	Ian Moore
5 th Place	Warnerville Road Race	Senior Category 3	Chris Flanagan
7 th Place	Winter Haven Criterium	Senior w Cat 3-4	Ashlyn Gerber
8 th Place	Merco Criterium	Juniors 10-18	Chris Flanagan
9 th Place	Land Park Criterium	Junior Open	Stanley Goto
10 th Place	Tour de Murrieta, Stage 1 TT	Senior Category 3	John Piasta
10 th Place	Merco Foothills Road Race	Juniors 10-18	Wes Holloway
10 th Place	Land Park Criterium	Junior Open	Alex Toth
10 th Place	San Dimas Stage, Overall GC	Senior Category 2	Ryan Eastman
11 th Place	San Dimas, Stage 2 Road Race	Senior Category 2	Ryan Eastman
11 th Place	San Dimas, Stage 3 Criterium	Senior Category 2	Ryan Eastman
12 th Place	San Dimas, Stage 1 Time Trial	Senior Category 2	Ryan Eastman
24 th Place	Tour de Murrieta, Stage 1 TT	Pro 1-2	Ryan Eastman
19 th Place	Tour de Murrieta, Stage 2 Crit	Pro 1-2	Ryan Eastman

Rider Race Reports

1. Tour de Murrieta Murrieta, CA 3/12-14/10

Stage 1: Time Trial on Fiesta Island

Stage 2: Criterium in downtown Murrieta

Stage 3: Circuit Race in Murrieta

*All Sport-Team Swift had two riders, Ryan Eastman and Nate Geoffrion, attending the US Junior Track Camp in LA during the Tour de Murrieta and San Dimas. The rest of the elite team came down to all race together and we also had two guest riders from Track Camp, Anders Newbury and Paul Lynch, join us. Some exciting news is that during this Camp Nate was selected to go with the US Junior National Team to Europe in May.

Nate on the cover of the Valley News in Murrieta for winning Stage 2 Criterium
http://www.photoshelter.com/c/paulgallaher/image/I0000_ixmOh2sh14.

Nate Geoffrion

18 years old, Senior Category 3

4 th Place	Tour de Murrieta, Stage 1 Time Trial	Senior Category 3
1 st Place	Tour de Murrieta, Stage 2 Criterium	Senior Category 3
4 th Place	Tour de Murrieta, Overall G.C.	Senior Category 3
33 rd Place	Tour de Murrieta, Stage 3 Circuit Race	Senior Category 3

First of all I would like to thank all of my sponsors for their generous support towards Team Swift and myself. Also I would like to thank my coach, Laura Charameda, all of my teammates, my family, and friends for all their hard work and time spent helping me push to a higher level in the sport of cycling. I owe it all to them and because of their dedicated actions I have been given the opportunity to race in Europe. I am very much looking forward to the trip in May where I will be doing races in Belgium, Germany, and Czech Republic. It is going to be extremely hard racing but I am confident because of the people around me who have helped so graciously.

Murrieta Race Report:

This was the first day of a three day omnium stage race down in Murrieta; however this TT course was around Fiesta Island on the coast of San Diego. The course

was 20K and we did three laps; it was a perfect road: smooth pavement, not a lot of wind, and plenty of people around to cheer the riders on.

After a good warm-up I headed over to the start house and did junior rollout. Then I shifted through all my gears to make sure the bike was working right. Back to the start house, I got in line 300, 301, 302....305 that was me, the sixth category 3 rider to start. I was quietly confident with how I felt and how I thought I would finish; I had been doing practice TTs in training and with a TT bike, aero helmet, and disc wheel I felt I had all the advantages.

Off the start I went, sprinting until I reached the pace I would set for the next two laps. There were many people on the course since we did laps, I passing people and getting passed by riders not in my race. My legs felt good and I just rode as hard as I could. By the start of the third lap, I came out of my comfortable pace which was my lactate threshold and started pushing harder. Now I was really breathing! I came out of the last bend and seeing the finish, I began sprinting; my legs feeling an intense burn and my lungs pumping faster and faster.

My effort was over and I felt I rode the best I could. I hoped for top three and was robbed by a fourth place. For not racing but a handful of time trials, I was fairly satisfied with my performance.

1st Place Tour of Murrieta, Stage 2 Criterium Senior Category 3

Usually the plan in every criterium is to get in a break and try to out-sprint my breakaway companions for the win; however this was not the case. I am not a sprinter, I am a lightweight rider who does fairly well uphill, but in this race I won a field sprint. Probably as much of a surprise to me as everybody else.

The course was an L-shaped loop with the finishing straight being long and having a tailwind, which is definitely a plus with junior gears (not really.) Chris, John, and I were working together in the race: chasing down riders and throwing down attacks out of the bunch. The race was sixty minutes so it was a little longer criterium than usual for category 3 races. About 25 minutes in, I got off the front with one other rider. We worked well with one another, taking short pulls and equally working hard. We only stayed away for three or four laps, but it was a good effort.

With five laps left in the race, I rolled near the front to try and maintain my position for the remaining laps until the finish. Riders would constantly shift to the front, every fifteen seconds or so I would have to make a little effort to stay in the top 5 riders. With two laps to go I was second wheel and held that position to the final corner. I knew the finish would be fast with a tailwind, so I could start my sprint early and hold my speed. Around the last corner I went, sprinting hard to keep as close as I could to the rider in front of me. With 100 meters to go, I began to come around the rider,

spinning my legs as fast as they could go. With a few meters left I knew I was going to win, so I sat up and thrust my arms into the air in triumph. My first victory of the year!

33rd Place Tour de Murrieta, Stage 3 Circuit Race Senior Category 3

The plan: get enough points to hold my first place in the general classification. Outcome: no points so I finished fourth overall on GC, missed podium by one point. Feelings: My teammates and I raced smart and John and Chris did a lot of work during the race to protect my lead. Sometimes you just get a little unlucky during the finish.

Our circuit race was 46 miles and we did 13 laps on 3.5 mile loops. The route wasn't particularly tough, but there was some wind which made moving up a little more tiring than normal. My teammates and I rode near the front of the race all day; we knew the riders we had to watch on GC and chased them down when needed. All other escapees we did nothing, which as some of us know caused a little mayhem in the peloton when one guy who was little too wired got mad that we wouldn't chase down the break for him.

With one lap to go, I started making my way to the front and set myself up for the sprint. On the second to last right hand bend there was a crash and I was pushed into the dirt. I didn't go down but was off the back of the charging peloton to the line. I raced as hard as I could to catch back up but just managed to finish at the back of the group. At first I thought I held onto third, but unfortunately I was nicked.

That's bike racing for you. –Nate G

John Piasta

17 years old, Senior Category 3

10th Place Tour de Murrieta, Stage 1 Time Trial Senior Category 3

33rd Place Tour de Murrieta, Stage 2 Criterium Senior Category 3

30th Place Tour de Murrieta, Stage 3 Circuit Race Senior Category 3

This was my first Time Trial on my BMC TT02. It felt fast being on my new bike. After a quick sip of All Sport my start time had arrived. I started the time trial off at a steady tempo for the first three minutes then started to pick up my speed. I passed a bunch of people in the beginning and kept suffering. Overall I felt descent, learned a ton, was happy about my first TT of the year on my new bike and know what adjustments I need to make for future TTs.

33rd Place Tour de Murrieta, Stage 2 Criterium Senior Category 3

Nate was fourth overall and I was tenth. The goal was to get in a break and the team was going to support a break that either of us were in. Chris had driven up that

night so we had a great team for the crit. Focusing on team communication we all stayed near each other at the front. Four laps in I got in a break of five but knew it would get caught so I didn't work too hard. Nate, Chris and I continued to cover moves and all spent time in breaks and blocking. It was an awesome course and we were all racing great as a team. Halfway through the race Nate got in a break of with another rider. I got to the front and blocked for Nate. When he was caught after a few laps I followed the remaining attacks and making sure a break did not leave without an All Sport-Team Swift rider in it. With 8 to go I sat up a bit to drink some All Sport and recover from the chasing I had done.

However once I sank back a bit I kept going further back as the crashes started to happen. I kept trying to move up but more people were crashing so on the last lap I had no chance to move up. Out of the final corner I saw Nate was near the front and was watching hoping to see him cross the line first. I was stoked when I saw his hands go into the air.

30th Place Tour de Murrieta, Stage 3 Circuit Race

The Murrieta road race course was a great course for me. With Nate first overall I knew that since the course fit my strengths I would be able to give him much help. The beginning of the race was extremely slow while breaks of riders nowhere on GC rode off the front. It was not until 3 laps in until we I started having to do work. Attacks were flying from the rider 5th overall and I was covering them closely and not pulling through at all. As he and the rider 3rd overall started launching attacks Chris and I stayed at the front covering. We let a break of non threatening riders go and the pack was not happy that we were not willing to work. Curse words flew and Chris and Nate were even grabbed by this other rider. I rolled through slowly, but put little effort into them since I needed to be there at the end for Nate.

The whole race I stayed at the front and covered all threatening attacks. Chris, Nate and I were working well as a team. We were all near each other that we could react to moves quickly and with minimal effort. Only once during the whole race I had to pull the whole pack up to a break. The entire race I just kept working at the front doing my job. With about 1 k to go the pack sat up and I was further back. It was now or never to move up. I moved up on the inside a bit and as we got ready to hit the corner I attacked hard knowing I could gap the pack through that corner and take the pressure off Nate to chase. Unfortunately, a few people got in between me and him and crashed destroying Nate's chance for getting points and lost first overall. I was really disappointed for team but we raced well together. —John P

Christopher Flanagan

17 years old, Senior Category 3

Tour de Murrieta – Stage 2 - Criterium

At the start of the race everybody was instructed to do a lap around the course. John, Nate and I would have liked to go around and see it, but we just wanted to be in the front of the peloton to avoid any crashes early in the race. Unfortunately we learned that if the officials ask you to do a lap around the course, you're actually required to do as they requested. We didn't know that so when a race official saw us waiting for the riders at the start line, he reprimanded us and relegated us to the back of the field. Lesson learned! Bang, we're off and after a few laps, all three of us were riding in the front, but I had trouble getting the right position in the peloton so that Nate, John and I could work more efficiently. As Nate was already in fourth place overall, our plan was to help place him across the finish line in first place. Like Paolo Bettini, I hopped around the bunch, gaining spots on the corners but losing a few on the straight. The race was fairly uneventful until the last lap. Early on, Nate made a break, only to be pulled back, and there were then several attacks, all of which were countered by us, or other riders. With one lap to go and a quarter mile of road in front of us, I attacked so that Nate, hopefully, would be pulled by the field into the point of the peloton and in the best possible position to win. I broke away from the peloton on the straight, knowing I could take the corners faster alone, than in the group. In the last 200 meters I was caught by the peloton and I only hoped that Nate was still in the front. The peloton flew by me with Nate in the bunch. It had worked. My lead-out did pull Nate into a great position. It had eliminated all other attacks and Nate was able to sprint to the finish, taking 1st place.

Tour de Murrieta Stage 3 - Road Race

The next day we all lined up for the road race, for me part 2 of the stage race, as I had not participated in the Friday's Stage 1 - Time Trial (The TT was not required for the overall points omnium.) The course was rolling with lots of flat straights and with no centerline rule for parts of the course. For the first several laps I was in front, but I drifted toward the back several times. I would go to the front when there was no centerline and pull back any attacks from riders that threatened our GC leader, Nate. Along with John, we held a strong position at the front. There were several instances when there was a break up the road, but they weren't a threat to the GC so we wouldn't chase them. Our "uncooperative" behavior angered some of the riders and there were several of them threatening John, Nate and I. On several occasions these riders tried to physically pull us down to the ground by pulling on my seat or grabbing the back of my jersey and pulling me back. These were very dangerous attempts to crash us. One rider grabbed me, shoving my bike back, and another swerved into me. The physical and verbal element of intimidation was very high and I think they thought they could

intimidate junior riders. Not a chance! The amazing thing is these were Elite riders and the tormentors were “adults.” The maturity of some was astonishingly low. The race went on like this until the last ½ lap. With a few corners to the finishing stretch, John led out the group, increasing the pace and preventing attacks. I was with Nate, near the front and then there was a big crash. About ten riders went down and Nate and I got caught behind the crash but did not go down. It put Nate and I well behind John, too far behind to catch up. We both rolled into the finish, very disappointed. In the end, we lost the GC, Nate come in 4th place over all, but as a team, I thought we had a good set of races with a few lessons learned. Next time we need to make sure that the GC rider is always protected from the front of the peloton. We worked very well together for those two days and I think we all learned allot about riding as a team.

-Chris F

Ryan Eastman

17 years old, Senior Category 2

24th Place Tour de Murrieta, Stage 1 Time Trial Pro 1-2

19th Place Tour de Murrieta, Stage 2 Criterium Pro 1-2

Murrieta is a 3 day stage race just south of Los Angeles. The first stage was the time trial. It took place on Fiesta Island, just outside of San Diego. It was 20k on a very flat loop; I finished with the 24th best time on the day.

The second stage was a criterium in downtown Murrieta. Just before my race started I heard Nate won the cat 3 race and I was super stoked for him. There were a couple of pro teams in my race so it was going to be a fast race. Honestly not much happened in this race for me. It was an hour and a half race and I finished 19th.

Stage three was a 62 mile circuit race that was relatively flat. It kind of felt like a criterium that was just over 2 hours. Before the race Laura wanted us to try and get into a breakaway. The race was basically attack after attack. I got into a couple of moves but nothing lasted for more that 30 seconds. The finish came down to a field sprint and I just came in the pack around 30th.

The race was a bit uneventful, but I'm glad I got in a long time trial, and some good racing miles in to my legs to start out the season.

-Ryan Eastman

Anders Newbury

18 years old, Senior Category 2

Team: Hot Tubes

After leaving the home of my gracious hosts, the Browns, in Covington, Tennessee, I flew into Los Angeles for a national team track camp. My track experience up to that point consisted of watching Paris-Roubaix finish on TV; however I was quite confident that I would soon be setting world records (kidding!). Honestly though, my more realistic goal was to figure out the basic concept of riding a track bike, and get some tan lines from riding around outside afterwards. Other juniors at the camp, Nate Geoffrion and Paul Lynch, shared the same lack of track experience, while more experienced riders Ryan Eastman and Lawson Craddock got to train with the women's world's team. The focus of the camp was on team pursuit, which is basically a 4km team time trial on the track.

First I had to master the basic principles of the track; including the fact that riding at less than 12mph will result in sliding off the track in an embarrassing fashion (I narrowly avoided this fate on one occasion). Other equally important lessons included always looking up track and of course, don't stop pedaling. I forgot that all important rule on one occasion to find my rear wheel hopping several inches into the air. Besides that, I avoided that mishap and began trying to turn my winter Vermonter legs into legs worthy of race speed.

That my legs were worthy of race speed came into serious question when we took part in the Tour de Murrieta stage race in San Diego, California. Ryan and Nate's All Sport/Team Swift director Laura Charameda took Paul and me on as guest riders to this 3 day omnium. The Pro/1/2 race included United Healthcare riders, the Fly V Australia team, a bunch of other pros, and none other than Floyd Landis himself. Stage 1 consisted of a 20km scenic time trial, which was 3 dead flat laps around a land fill in the bay. As the only racer riding a straight up road set-up, I fully expected to be handed a crushing defeat. However, I was not quite expecting 44th out of 50. It served as a good reminder of the differences between New Englander form in March and Southern Californian's form in March.

I fared little better in the next day's criterium, where I hung on for dear life in the 120 strong pack while United Healthcare punched it at the front. The small bright moment in the hour and a half of suffering was when Floyd Landis asked me how much further we had to go, which seemed pretty cool at the time. Stage 3 was a 65 mile circuit race, and I was determined to be more of a factor in the race than I had been. I successfully got my butt to the front of the pack and made several gallant (and utterly futile) attacks before going back to suffering mid pack. With that I ended my first stage race of the season. -Anders

Paul Lynch

17 years old, Senior Category 2

I recently raced the Tour of Murrieta stage race out in California with Ryan Eastman, Anders Newbury and Nate Geoffrion. I had a great time at this race thanks to Ben Sharp (US Junior Coach) at track camp, and Laura Charameda (All Sport-Team Swift Coach) who took care of us for the races. The races went well for my first race of the year. The first stage was a time trial a 20km long which is pretty much the average length TT for me. The next stage was a six corner crit which was very fast and technical. with the last stage of the race the circuit race.

The time trial started very early in the morning for everyone. We had to get up at 4:00 a.m. because the TT course was further away from all the other courses. The coolest thing about the TT was that 2006 Tour De France winner Floyd Landis started 30 sec in front of me. I had no intentions of catching my 30 sec man in this TT. The course was around an island that was about four miles around so we had to do 3 laps of the course. I got a good warm up in and headed over to the start about 10 min early for junior roll out. I went off at 8:21. Starting off I just eased into the first 1km. Then I went as hard as I could go. The course was dead flat so I was in my 52-14 for most of the course. After the first lap I felt pretty strong. When the second lap came around I was feeling tired but felt I was able to recover a little thought that second lap. Heading into the last lap I found some energy and went all out. My race results were fine for my first race of the year. I got some water and rode around for a half hour just spinning my legs out.

The next stage was the crit. I am no sprinter but I still love to race big crit races. You always get a good crowd and it is fun to race off the front. That was the goal for me, Ryan and Anders. Nate was also out at the race with us and he was racing the cat threes. He won the field sprint in his race just before we started. Our goal was to race at the front and get in some breaks. We lined up at the start in about 100th position out of like 120. So moving up was the first objective. The gun went off and I found myself one legged pedaling because I could not clip in my left foot. Well it was the first mass start race of the year for me. Getting clipped in and I was off. About 20 min later I found my way towards the front of the pack. I saw one of the United Health Care guys attack and went after him. I was able to follow but not able to really help. A few more people tried to follow but ended bringing the whole field up to us. This happened a few more times and then I found myself back in the middle of the pack. With about 30 min left I was back near the front. I tried really hard to keep position but with two laps to go I tried to fly around the outside of a corner to make up a few positions but found myself in the wind losing a few positions. Then I just rolled across the line and was able to beat Floyd Landis by one spot. This was one of the fastest crits I have done. It was a fun, fast paced race and I enjoyed it.

The last stage was the circuit race. We woke up went down for breakfast then went for an hour ride because our race was not till 2:00 in the afternoon. We went back to the hotel and laid around for a while and got some lunch. An 80 degree day and a 60 mile course, I was ready to race. We lined up near the front today and I was able to clip

in successfully. The race was fast from the start. Our goal for today's stage was to get into a break away. The course was flat with a few rolling hills but lots of wind. The hardest part of the race was after the first right hand turn; it went up a gradual up hill and had a super strong cross wind. There was a yellow line rule but the pack was on the left hand side of the road and some on the sidewalk for that section of the race. I made it into some of the early moves as did Ryan and Anders. This was such a fast race but we all made it into many moves but none of them lasted for more than a few minutes. With one lap to go I was near the front and tried to jump into the United Team's lead out train. They didn't like this and I was pushed out very fast. Then on the downhill section I got swamped and lost a lot of position there. Anders and I rolled across the line together in about 50th position with Ryan coming in a little ahead of us. We were all very tired from the race when we got back to the Swift Team van. All of us were coughing and didn't feel so good. We got some sports drinks and we felt better. Then later a Mexican dinner was just what we need to top off the night.

I had a great time at this race and was able to experience what it was like to be a real pro bike racer. Our team mechanic, Todd, did a great job washing and maintaining are bikes and making sure they were ready for the next day of racing. It was the life, I love to race, eat, sleep and then do it all again. I think I could defiantly live this way.
-Paul

3. Chain of Lakes Classic

Winter Haven, Florida 3/6-7/10

Ashlyn is on the cover of Florida Racing Magazine.

<http://www.floridaracingmagazine.com/current-issue-1.html>

Ashlyn Gerber

Age 17, Senior Women Category 3

2nd Place Winter Haven Road Race Senior w Category 3-4

7th Place Winter Haven Criterium Senior w Category 3-4

After a week off, I was stoked to get out and race. The Winter Haven courses are some of my favorites. The road race course is a little rolling with a long uphill finish and the criterium course is a very technical course with 8 turns.

I started off with the women 3/4 road race which was combined with the masters 55+ and 65+ men. We had a good sized field with 12 women and 26 masters. With masters TT champion Dave Viney in the mix, I knew it would be exciting.

Our race was 2 laps on the 14 mile course. For the first few miles we kept a steady tempo with very little excitement. About half way through the first lap the first of the big attacks started. With Dave Viney in the lead I tried to stay as close to the front as possible in hopes of a split.

As we came around to start our second lap there was some confusion at the finish line. The junior race was on course with us and was finishing up their race. As we came through the finish line there was a big split in the field. I was in the front group but the fields soon came back together.

Throughout the final lap I stayed towards the front. About 3 miles out I found my way to Viney's wheel. As we rounded the final corner we could just make out the finishing line at the top of the hill. The sprinting started way out at the 1K mark. I stayed tucked in the draft. As we neared the finish I felt pretty tired. I could see a girl coming up on my right and tried to hold her off. She got me at the line by about half a wheel length. I was 2nd in the women's race and about 5th overall.

After a good warm up on Sunday I was ready to go. Right before the start my nerves were all whipped up. I was so excited and ready to race. The course was made for a break away and I wanted to be in it.

At the line the officials announced a prime on the first lap. As many girls took off I slid back to find Tina's (Z-Motion) wheel. After the sprint for the prime I was lined up for an attack. She shot off to the right and got a little gap. I closed it down and looked back to see we had a good gap. We rotated for about 8 laps. I could see the gap getting slightly smaller and the wind was killing me. On the back stretch she attacked me and I couldn't follow. I sat up a bit and waited for the field. I got the timing right and they caught me with the tail wind. I sat in and tried to recover.

The chase lasted for a few more laps until Tina was finally reeled in by Cathy (ASV). My legs were pretty spent but I was still ready to go. I tried to stay very attentive. In my time off the front the field had been split in half. There were plenty of other attacks but nothing was sticking. Finally with 10 minutes plus laps left Tina attacked with Cathy in tow. They soon had a big gap and the field instantly shut down. I didn't have the legs to follow and found myself racing for 3rd.

Our little field stayed together for the rest of the race. The break was soon out of sight. As we came around to the final lap I was pretty spent. I grabbed Elizabeth's (Z-Motion) wheel and hung on. We were soon in the front. Coming around the final turn a rider dive bombed from the outside and cut in front of my wheel. I hit the brakes and almost slid but managed to stay upright. My legs done and momentum gone I gave it all to the line. I managed a 5th in the field and 7th overall.

Once again a good race weekend with ups and down. I've seen some steady improvements and have had good legs so the season is looking up for me.

—Ashlyn

3. Merco Criterium Merced, CA 3/6/10

John Piasta

23rd Place Merco Credit Union Criterium Juniors 10-18

30th Place Merco Credit Union Criterium Senior Category 3

Merco Criterium Junior 15-18

I had been looking forward to the Merco weekend for a long time. It is always fun to drive down with the team and race. I was really fortunate that Andrew from Bici Sport was able to get a bike for me to use last minute. I was ready to race.

Before the race our plan was to get Nate in a break as he had successfully done this last year. Trying to accomplish that goal I stayed at the front covering moves. The field was not allowing a break with Nate or any All- Sport riders off the front. Two riders from the same team broke away since it was an extremely dangerous move I went to the front and pulled as hard as I could until they were caught. I was gassed after pulling for over a lap. After catching my breath another break went with another two riders from the same team and I went to the front and pulled that back as well. I was so tired after pulling back another rider on the last lap that after I saw it was a pack sprint I got out of the way, my job was done.

30th Place Merco Criterium Senior Category 3

The race was pretty uneventful. Nate and I started out at the back. A break went on the first lap and no one wanted to work together to get it back. After moving to the front Nate and I covered moves wanting to stay safe and were conscious about conserving energy for the Road Race tomorrow. I made my way into a few chase groups, and just followed moves. With five to go I realized it was a going to be a field sprint so I went back ten wheels back to stay out of the wind. With three to go through the chicane there was a big crash and I had to ride off the road. After getting back on my bike I spun to the line. –John P

Joey Nygaard

16 years old, Senior Category 4

20th Place Merco Credit Union Criterium Juniors 10-18

The Merco Crit. started pretty early in the morning but since we had stayed in a motel not too far away we were able to ride to the course. The Juniors race was the first race of the day so we were able to ride the course a few times before the start. As all

seven of us Swifties lined up at the start more and more people lined up with us. Soon there was a large group of juniors lined up with us ready to race.

The race started fast, the large group speeding around the course, dodging around the chicanes and bright orange barriers. The field sped up and slowed down a little bit due to the numerous attempts at attacks that never seemed to stay away. After a few laps into the race a nasty crash caused the group to be neutralized so that an ambulance could enter the course. Soon however we were back riding again. Ian and I were having a hard time staying up near the front so we concentrated on staying safe and around midpack. As the race started to come to an end the pack sped up. With only a few laps away from the last lap there was a crash. It was small but near enough to me that I had to chase hard to get back. The group was starting to speed up for the final lap and so once I had gotten back it was very hard to move up. I managed to find Ian and the two of us worked hard to move up. However we did not get very far with this. On the final lap we were able to move up a little bit. Coming up to the final corner, there were a bunch of people trailing off the pack. I looked back and seeing Ian on my wheel I went as hard as I could, passing a bunch of people. We came into the final corner going very fast. As we straightened out for the sprint, I saw Tyler Hanson not too far away. I set my sights on catching him. As I was sprinting past him Ian was able to come by me and pass a few more people. I had not gotten a good placing but Ian and I had been able to hang with some of the fastest 17-18s. We were just glad we had not crashed.

Soon after the race finished we had to start preparing for our next race of the day, the Cat. 4's. All we really needed to do in this race was to get a pack finish, but this was going to be harder than we might have thought. It was looking like this course was turning out to be a very dangerous one. The race started much like the Juniors, fast and sketchy. There were a few crashes here and there but nothing that caused Ian or I to have to chase back. Finally, after 25 laps of racing, the group came around for the final lap. Coming into the final corner I heard my teammate Ian yelling "go get them JOEY!!" I sped around the final corner and was able to pass a bunch of tired Cat. 4's in the sprint.

--Joey Nygaard

4. Merco Foothills Road Race Merced, CA 3/7/10

Joey Nygaard

2nd Place Merco Foothills Road Race Juniors 15-18

We got to the race to find a line of cars a mile long parked on the side of the road. This seemed the place to park and so after we had done so, we walked down to get

registered and talk to Laura about the plan for the day. The plan for the day was for Ian and me to attack or go with a break off the front. Then Wes would bridge up and we would have all three of us in the break. This was what was hopefully going to happen.

After warming up for a little while, Ian and I began to head down to the start line. The race started slow, no one wanted to be the one on the front. I looked around to see what kind of competition we had. There were a few big guys who looked like they could definitely beat me in a sprint. One of these guys was Steven Larson, who had taken 3rd place the day before in the crit. It was obvious that the only way to beat him was by executing our plan with the breakaway. The race was two laps of a 24-mile course with a few small hills and one short but very bumpy stretch of road. Soon attacks began to go. They were not very fast but they came early on with still 40 miles left to race. I did not attack just yet. I was planning to go with about half a lap to go or with a full lap to go if I could get a small group together. Wes attacked, getting off the front with two other guys. Ian and I blocked for him on the front for as long as we could until someone came by us and pulled him back. Wes tried a few more attacks but none got quite as far. Still they were the fastest attacks yet and people were getting tired. As the group came around for the first small climb, I debated on attacking or not. I was about to try a small move when Ian attacked with this tall guy. People tried hard to get on their wheels but not that many people could. This looked like a good move to go with so I went very hard and bridged up to them on the small descent. When I looked back, we had about a 10-second gap. Everyone in the group was sitting up. No one seemed to realize that with 5 guys, if we worked well together, we could stay away. I went straight to the front telling Ian that we had a big enough gap and that we should go for it. I took a long pull and then pulled off. Soon all 5 of us in the group were working very well together in a fast pace line, rotating through in quick short pulls. We were gaining that much on the group behind but we were nonetheless pulling away. After a little while we looked back. We had gained about 30 seconds on them.

After a long while of working hard in the pace line we got a time check from the official on a motorbike. He told us we had about 20 seconds. This startled us because we thought we had had more than that. I went to the front and did a very hard long pull. We worked even harder for a long time and sure enough we got another time gap telling us we had 58 seconds. We were all very pleased with this news but still kept up the hard work just in case they were able to come back. We kept this up for the rest of the lap until we had to be neutralized because another bigger group was passing us. I asked our official if he was going to neutralize our chasers as well but he just said, "No, but don't worry, they won't catch you!" I was skeptical about this but did not want to argue too much. After the group had come by and continued up the road, we noticed that one of our chasers, who was obviously not neutralized, had bridged up to us. We shouted at the official that he had gotten back and had not been neutralized. Luckily the official made him drop back but I was worried that they would not make them drop

back that far so as soon as we were un-neutralized I went straight to the front and went hard. We were coming in to the finish and I could tell that everyone in the group was getting tired. I looked back and got a shock. As we were climbing the small climb before the finish I saw that chasers were only about 15 seconds behind us. I went even harder and tried to get someone to pull through. As the finish came in sight I was sitting on the back of the pack trying to rest for the sprint. Tyler Williams was on the front going hard, the second man in the line let the gap go and he got off the front. I was right on Ian's wheel and he launched me past the guy in front of us. I was able to hang on to second place.

I was extremely happy with how we had executed our plan of breaking away and also with how I had finished. I had gotten 5 points toward my upgrade and 40 bucks of hard-won cash.

We stuck around to watch the other Swifties finish and of course we couldn't miss Coach Laura's finishing in the Pro Women's race.

Joey Nygaard

Ian Moore

16 years old, Senior Category 4

4th Place Merco Foothills Road Race Junior 15-18

Laura's plan for me, Joey, and Wes for this race was that Joey or I (preferably both) attack and get away on the first lap and then for Wes to bridge up to us. The course was a 24 mile loop, and my race did 2 laps. It started off on a rolling stretch with pretty good pavement, and then about in the middle of the loop, it was flat for awhile. After that it turned left and the road got really bumpy, then there was a long roller, followed by a short but fast downhill and a slightly shorter roller and downhill. Then we turned left and were on the Snelling course; there was a sharp right and then a left, and then after we crested a short climb you could see the finish right there, downhill.

After a good warm up and roll out, Joey, Wes, and I lined up, with the plan in mind. When the official blew his whistle Joey and I started off at the very front. I continued to stay toward the front and pulling a few times, feeling good. After about a quarter the way through the first lap there were a few attacks from San Jose riders, but no one seemed like they really wanted to get away. About halfway through the first lap, on the flat part, Wes attacked. He and another rider got a small gap, and Joey and I were at the front of the group, so we blocked. Then a train of riders came up the side and chased down Wes and the other rider. I knew that the couple short climbs were coming that would be good for attacking on, so I decided to sit in the group, eat a Clif Shot and wait until then.

Still on the flat stretch, a little dog came out onto the road and started barking at us; the motorcycle official came up between us and the dog keeping it from running in front of us. On the bumpy stretch before the hills there was another attack, which just picked up the pace. The first hill came but it did not feel right yet. On the second hill I was in a good spot on the right side of the group, and Joey was behind me. I saw a rider attacking up the left side of the group, so I went up the right. We went over the top, and then the next thing I heard was Joey saying from behind me; "we've got a gap"! I looked back and we had about a 5 second gap. At that point there were 6 in the break; me, Joey, Matthew Valencia and Chris LaBerge, the rider that had gone up the left, and Tyler Williams who is strong, and Joey and I have raced a lot against this season. We worked hard, rotating quickly, before the main pack could get organized. After a short while we lost LaBerge.

We got the gap up to 40 seconds, but then we were told that there was a chase group of five riders coming after us and they were 28 seconds away. We picked up the pace, but still rotated smoothly. We got the gap back up to 40 seconds, and then 58, and then about a minute and a half. We weren't far from the finish, but still not to the hills, when the official on the motor cycle came up beside us and said that a masters group was coming and that he was going to neutralize us. We did not get neutralized until after the hills, on the downhill before the left turn onto the Snelling course, when we did we asked him if he was neutralizing the chase group behind us also, and he said that they would not catch us. When we were just getting started after the neutralized part, a San Jose rider showed up beside me; we all yelled at the official who was just driving off, and he made him go back. Right before we crested the top of the small hill before the downhill finish, I looked back, and the chase group was right there, not that far behind us. They did not catch us when we were neutralized, but they had gained a lot of time. I did not want to get caught after all that hard work, and not even because I wasn't strong enough. I knew that Joey was on my wheel, so I just kind of did an unplanned lead-out; Joey came around me and the rider that was in front of me and got 2nd, and I got 4th. I am really happy with this result, and with how well Joey, Wes, and I worked together.

-Ian

Stanley Goto

14 years old, Senior Category 4

26th Merco Foothills Road Race Category 4

This was my first cat 4 road race and it was 48 miles. My goal was to stick in the pack for the whole race and get top 30. At the start of the race I was at the back. I didn't feel that good so I thought that I hadn't warmed up enough. When it got to

about 10 miles I felt fine. During the race it wasn't that hard to stay in the front half of the peloton but if you didn't move up at all you would find yourself at the back. There were some close calls around me but luckily I was safe. When we hit the last couple rollers before the finish I moved up to about 15th and then I tried to hold that position all the way in. I wasn't able to hold that spot all the way in but I finished 26th which I thought was good considering 100 people signed up and it was my first cat 4 road race. I thought the pace was sort of fast at the start of the race but toward the middle I got used to 25mph pace. After the race, I went to Nations Burger and had a delicious lunch!

-Stanley

5. Madera Stage Race Madera, CA 3/13-14/10

Joey Nygaard

Senior Category 4

2nd Place Madera Stage Race, Stage 3 Road Race Senior Category 4

The criterium was not very exciting. I hid in the group, away from the harsh wind. I wanted to save my energy for the time trial later that day. With one lap to go I moved up. Half way around the lap, as I was moving up even more around the outside, two people decided to pull off the front, riding two by two. I was caught right behind these two riders and could not get by. I had to slow down and was placed right on the back for the sprint. I was not that happy about this but concentrated instead on saving my energy for the time trial.

When we got to the time trial the wind was blowing very hard and fast. I lined up and waited for my start time to roll around. I went very hard off the start line. Luckily, I had a very strong tail wind and I was able to keep up a fast speed of 30 mph. This continued for about 5 miles until I turned for the second time and was hit by a huge head wind. This dropped my speed down to around 22 mph. I struggled with this wind for a little while until I turned again on to the final 2 kilometers. The head wind increased even more as I turned on to the final stretch. I went as hard as I could across the finish line. I had passed 3 people and almost caught the rider who had started a minute in front of me. I thought I had done well, averaging 25 mph for 10 miles. This was not bad for my first TT of the year and I felt that I had gone as hard as I possibly could have.

The Road Race next day started bright and early so we got there with time to spare to warm up. Once we had warmed up and gotten everything ready I rolled over to the start line. The race started and we rolled out on the neutral start. The course

started with a long gradual downhill and then started to flatten out a little bit. We then turned onto a road that was almost completely flat and very bumpy for about 5 miles. After we had completed this small section of road, we turned again onto an even bumpier section for about 4 miles, which then gave way to some smooth rolling hills. After about a mile of these small hills the finish line came into sight and when we rolled across they showed us two laps to go. Over this first lap I just chilled in the pack and saved my energy for when it would count. The second lap was the same as the first and when we came across the line, they rang the bell for one lap remaining in the bike race. The last lap sped up a considerable amount. I tried to stay at the front and away from crashes. As the finish line started to get closer, I worked very hard to move up and then hold my place at the front. The hills started and it got easier to hold my position. I saw the overall race leader, a big burley guy who looked pretty strong, ride right past me up to the front. I jumped on his wheel and told myself that I had to stay there. Other people saw that this was the wheel to be on and tried to rob me of my position but I was determined to stay where I was. As the finish came into view I was just about in the top ten of the front of the peloton. I was happy with this position and waited for the sprint. The finish was on a slight hill which helped me out a lot. As the group started to sprint I followed the first 10 or so people who started to fan out across the road. At first I was happy to be keeping my position in a top ten finish but soon I realized that I could beat all of these people. I sprinted harder and came around on the left, passing the front line of riders who were sprinting, there was one person who had separated himself by a few bike lengths in front of the group and I set my sights on him. I managed to pass him just before the finish line. I had won the field sprint but I was not sure whether I had won the whole race. Some people told me that I had won but others said that there had been one guy out front by about 2 min. I went and asked the official if they had the number of the winner of the Cat. 4s who had just finished. They told me that there had been one guy out front and I was disappointed. But I had still done so much better than I had expected. Second place was more than I could have possibly hoped for and getting that by winning the field sprint!

I was very pumped about my good place for not only had I gotten second, I had earned 8 points toward my cat. 3 upgrade. It had been a good weekend of racing and a good first stage race.

-Joey

6. San Dimas Stage Race San Dimas, CA 3/19-21/10

http://www.annehamersky.com/gallery/SanDimas_2010/index.html

Ryan Eastman

12 th Place	San Dimas, Stage 1 Time Trial	Senior Category 2
11 th Place	San Dimas, Stage 2 Road Race	Senior Category 2
11 th Place	San Dimas, Stage 3 Criterium	Senior Category 2
10 th Place	San Dimas Stage Race, Overall GC	Senior Category 2

After training pretty hard on the track with the national team I was definitely not 100% going in to San Dimas. My legs just felt a bit flat. San Dimas is three stages, the first stage being a 3.8 mile uphill time trial. My start time was in the late afternoon. As I started the climb I could feel that I was not going too well. I finished the time trial in 12th place, 21 seconds down on first place.

Stage 2 is a road race on 7 mile circuit that is fairly flat with a 700meter climb a few kilometers from the finish. The finishing straight is very long, maybe 400m or so. Being only 21 seconds down on GC I wanted to go for the intermediate sprints to gain time bonuses to edge my way closer to the podium. Time is awarded to the first 3 across the line. Anders led me out for the first sprint from about 2k out. And he dropped me off with 300m to go, so it was just too far to hold it and I got passed and missed out on time bonuses. After the sprint I was not feeling too good so I just recovered in the pack and waited for the finish. The laps ticked by and as we were coming into the last 500m I was in an okay position, not great, and got 11th place. I was now 9th in the general classification.

The last stage was a criterium. About 10 minutes into the race I attacked out of the bunch and bridged up to the solo leader, as soon as I got up to him he decided he did not want to be off the front any more and the two of us were eventually caught. Not much else happened the rest of the race. Heading into the last corner I was about 6th wheel and a group of guys came up along the inside and I was pinched back. I got 11th again. I dropped one place on the GC after the stage, so I finished 10th overall.

-Ryan Eastman

Anders Newbury

Team: Hottubes

After several more days of track riding, I was scheduled to go fly to North Carolina for some training, however there was a mix up which left me about to fly to Charlotte with no one to meet me there. Luckily, All Sport-Team Swift saved the day and in a five minute span I went from heading to a plane for Charlotte, to jumping in the Team Swift van heading north to Santa Rosa. Along the way, we stopped in San Dimas, for the San Dimas Stage Race, one of the bigger races in California all year. I was able to land a spot in the race when someone didn't show at registration, and so began

my second stage race in the same week. This race had a separate category 2 race, which combined with a perceived improvement in my fitness meant that I hoped to have a better race than the previous weekend.

The first stage was a 3.5 mile uphill time trial. I finished 24th out of 115, which seemed a bit better than the last time trial I had done. It was impressive to see Mara Abbot destroy the Pro Women's race and beat my time quite convincingly. The next day was a circuit race, which had some rolling hills and one pretty steep climb. As a guest member of Team Swift, I tried to help Ryan Eastman to get some bonus sprints. Unfortunately, my lead-out skills were a bit rusty and I ended up not being any help whatsoever. I did however get to hit the front on the climb and get in some breakaways, which felt a heck of a lot better than hanging on in the pack.

The final stage was a downtown criterium. Criteriums are far from my favorite thing to do, but this one was actually pretty enjoyable. I felt decent, so half way through I attacked and built up a solid lead with the KOM leader. We stayed away until four and a half laps to go, and hung in the pack for the finish. My time off the front had earned me a small time bonus, moving me up to 14th in GC. It wasn't exactly stage race domination, but it felt like a big improvement from when I first arrived in California. I had to remember that back home, the first training races were just starting up, whereas in California I was competing in what for many was a major season goal.

After the race and meeting with some of the All Sport sponsors, we loaded up in the Team Swift van and began the long drive to Santa Rosa. Laura was very gracious to take me on last minute for another weekend and drive me all that way, and I really enjoyed my time with Team Swift. Upon our arrival, I went to Ryan Eastman's house in Petaluma, California, where I enjoyed great weather, training, and milkshakes. I also took part in the fabled half cyclo-cross Grasshopper adventure race/ride, which greatly improved my knowledge of tiny back roads and trails in Sonoma County.

Next up is a flight home to Vermont followed by the Tour of the Battenkill, team training camp in Georgia, and my first Europe trip of the season after that. It will be hard to go home after enjoying the great weather out in California for three weeks, but I'm looking forward to the races and excited for a great season.

Anders

John Piasta

17 th Place	San Dimas Road Race	Senior Category 3
14 th Place	San Dimas Criterium	Senior Category 3

The time trial at San Dimas is not a great course for me but it is one of the most fun roads I have ridden. I started at a moderate effort and after taking the hard left to the climb I just set a hard pace with my heart rate between 184-186. I passed 2 people

before 1 K. With IK to go I stated to pick up the pace, but I went too hard that I started too loose steam for the finish. About 100m from the line I passed another rider and was dead at the top. That was a really long final K. I ended up with a time putting me in 40 something place. Thought I could do better but was glad I could keep my heart rate that high.

Road Race- 17th Place

My goal for the road race was to get a top ten and possibly podium. Nate and I started the race at the front of the pack and the plan was for Nate to go for the hotspot sprints to get time and for me to cover important moves more concerned about the finish. The first lap was extremely sketchy I raced cautiously knowing that a lot of these guys would be dropped on the climb and I would be able to move up then. That is exactly what happened and after the first lap it was much safer. The second lap was a KOM; we were not interested in that so we just stayed safe at the front. I continued to be patient and staying hydrated in the hot weather with All Sport preparing for the second half of the race. On the third lap Nate put in a solo attack along the dam. I blocked at the front and followed wheels up the climb. Nate caught another rider and they started to work together in a race for the 10 second time bonus. They were caught about 200 meters from the line and Nate was so tired that he had to drop out from the race.

Now I had to race a lot smarter and had to be cautious about the energy I used. On the descent while going close to 50 mph a testosterone driven cat 3 thought the only place to move up on the whole course would be on the descent where the pack bottle necks to fit through this narrow gate passage with hay bales on either side. He tried to take the inside so I held my wheel but he ran out of road going into my spokes and messing my wheel up. I immediately felt something and had to race a lot more cautiously since I didn't put any wheels in the follow car.

If I cornered too hard my wheel rubbed my frame and if I got out of the saddle the same would happen. So my new goal was to just finish this race so I could race the crit. I sat in comfortably not at the front because I was not comfortable cornering and didn't want to interfere with the race. Over the final climb attacks flew and I able to hold the leaders with a broken wheel (big improvement from last year). Going into the finish I was top 5 with 300 meters to go I tried to come around the rider in front of me who ended up getting 2nd, but my wheel went into the frame. Overall I was happy with my result, I was in perfect positioning and with a properly working wheel it would have been a different race for me.

criterium -14th Place

The race started and I could tell my legs were not feeling good. I sat in the middle of the pack trying to stay safe. After the first hot spot sprint the field sat up and I

moved to the top on the climb. I followed an attack on the gradual downhill and out of the finishing corner I put in an attack to see how my legs were. I was feeling terrible so I sat up for someone to bridge. Two riders bridged and I sat on their wheels for about 2 laps until the break was caught.

After that I just sat focusing on good position for the finish. On the second to last lap I moved up from the middle of the pack into the top 15. On the last lap I rode the inside gutter up the climb and was able to move into third wheel. Now I was in great position for the sprint, but going out of the second to last corner out of nowhere someone took the inside and knocked me off into the barrier. If I saw them coming I would have been able to react differently but lost about 10 spots into the sprint and had to chase for the finish. I was happy that I was in good position for the finish. I learned I just need to be more stubborn and anticipating people to take the inside and really try to knock you off your wheel on the last lap.

–John P

Wes Holloway

18 years old, Senior Category 4

7th Place San Dimas Time Trial, Stage 1 Senior Category 4

Stage 1 Time Trial:

I rode the time trial up Glendora Mountain. I got 7th Place, about 40 some seconds away from GC.

Stage 2 Road Race:

The morning of the road race I rode over with my teammates Joey and Ian. We did some intervals on the way there for our warm up. We then signed in got to the staging area and the race got underway.

As the race started, the pace picked up quite a bit. We hit the feed zone climb and riders were already being dropped. I moved up as much as I could on the first lap. Getting to the second I wanted to test my legs and try for the first of the KOM points. At the start of climb I was completely out of position. I moved up to about 5th wheel back, and realized I just couldn't hold that position and I fell back towards the bottom third of the field.

For the rest of the race I just wanted to stay with the pack and not get dropped, because I obviously didn't have the legs. Even though I had a tough time on in the race I wanted to at least finish with the pack. Unfortunately, at the end of lap 5 my legs were just not able to stay with the tempo of the race, and I was dropped off the back. Lucky I had made the time cut and was able to race the next day. Later that day I cooled off, drank my All-Sport and got some dinner with my teammates Joey and Ian.

Stage 3 Criterium:

The day before in the road race I was dropped off and fell way back on GC. So my main goal for this criterium was to just treat like any other crit and have fun. I unfortunately started off towards the back and wanted move up as much as I could. I didn't really have the legs to move up because of the day before. So I sat towards the back and just tried to give it all I had just to stay with the pack.

Towards the end of the race it seemed like race slowed down a lot and I moved up and stayed right on my teammates wheels Joey and Ian and followed them into the finish. It was a hard fast race, and unfortunately I didn't have the legs this weekend. I gave it my all and had a lot of fun hanging out with the team.

-Wes

Ian Moore

15 years old, Senior Category 4

28 th Place	San Dimas Stage Race Road Race	Senior Category 4
14 th Place	San Dimas Stage Race Overall GC	Senior Category 4
26 th Place	San Dimas Stage Race Criterium	Senior Category 4
17 th Place	San Dimas Stage Race Time Trial	Senior Category 4

Stage one of the San Dimas Stage Race was the Glendora Mountain time trial. The hill TT was 3.8 miles of suffering. It started on a false flat and then there was a left hand switch back and the gradient increased; this was the start of the climb. After this the road was very twisty and there were a lot of switch backs. And after rounding a left bend you could just barely see a checkered flag that they had set up at the finish.

I was more nervous for this race than I usually get for other races (road races & crits). I ate a great breakfast made by my mom, did a good warm-up, and did 2x2 minute pyramids. Laura had told us that a lot of people would go too hard on the false flat section, and then when they went around the first left hand switch back they would blow up (so don't go too hard on the false flat). I yelled for Joey, who went a few minutes before I did, had a last drink from my dad, and prepared myself for the pain to come. I started out hard to get up to speed, but then I took Laura's advice and paced myself on the false flat, this worked well because then I accelerated around the first left switch back and started going even harder up the real climb. Chris Black (the head official of the race and a friend and rider here in San Luis Obispo) told me before I started that the center line rule was strictly enforced, and that there would be an official at almost every corner to see if people were violating it. Sure enough on almost every switchback there was someone making sure I did not cut the corner. I passed 2 people over the first couple miles of the climb; this gave me encouragement, but I still stayed

focused on going as hard as I could go. A little ways after the 1k to go sign I started really going as hard as I could. I rounded a left bend and saw the little checked flag in the distance; I dug deeper and passed a third person right before the finish. I felt that I was able to give it all I had, and I am happy with my result, 17th, with a time of 16:25.

28th Place San Dimas Stage Race Road Race Senior Category 4

The second stage of SDSR was a 42 mile road race. The start/finish of this race was on a flat road right next to an airport runway. The road twisted and turned and went up a short hill which the feed zone was at the top of. After the hill there was a very fast downhill and we went through a park. The roads were pretty well paved, but in the park there was a ditch running across the road; they had filled it in with rock but there was still a lip, and the rocks were not small, a combination for a flat. After this obstacle the course went up another shorter hill and across a dam, and then down another descent, with a right turn onto the KOM hill at the bottom. The KOM hill was about a quarter of a mile but not too steep, so you could keep a good cadence up it; I even climbed it the first time in my big chain ring. After the crest of the KOM hill there was a fast downhill which shot us back down to the slightly down hill finish.

Joey and I warmed up on the trainers at the hotel, and then road over to the start with Wes and did a pyramid on the way. They said that rollout would be after the race, so we lined up and surveyed the field. As Laura said to do, we had written down the numbers of the top ten riders (Wes was in 7th). The first couple laps of the race were kind of scary because I did not start at the very front, and there were some people in front of me that could not stay there on the hill, and would create a gap which I would have to fill. We dropped a lot of people in the first couple laps and after that I was more towards the front and the group was down to about 50, of the 106 that started that day. On the fourth KOM hill Wes asked me to pace him up the hill to move up in the group, so I did. The next lap Wes said for us not to work for him anymore. On the last lap we were neutralized which kind broke up the rhythm of the group. Going over the last KOM I was in a good position, the group was splitting up but Joey and I were still up with the front group. Going into the last straight away Joey and I were up in the front end of the pack, and then a guy came up the right really early and got everyone sprinting early. Partially because of junior gears and partially because of how long the sprint started out I lost a few places and ended up 28th. I also moved up from 17th to 14th in the GC.

26th Place San Dimas Stage Race Criterium Senior Category 4

A 35 minute criterium concluded the San Dimas Stage Race. It was a backwards "L" shaped course, with good road except for a gutter on one corner that slowed us down. The course was fun and it was a surprisingly harder- than- I -thought- it -would be race. I held 14th. I had a great time at San Dimas and am happy with my result.

-Ian M.

Joey Nygaard

17th Place San Dimas Stage Race Senior Category 4

Stage one

Up Hill Time Trial:

The uphill time trial that marked the beginning of the San Dimas Stage Race was only 3.8 miles. We got to the race with loads of time to get a very good warm up before the race. After a few harsh pyramids, I went up to the start line to wait for my time. Soon I was in the starting house and it was time to go. As the clock counted down, I took a few deep breaths. It was time. I sprinted out of the tent. I kept sprinting for as long as I could. I settled into a quick pace on the short flat section before the climb. As I went around the first hairpin corner, the climb officially started. Luckily, I had not wasted all my energy on the flat section. I kept up my steady hard tempo and soon I saw that I was starting to catch the man in front of me. I went harder and after about a mile I had caught, not him but, another rider. I still had to catch the one guy in front of me. As I got closer to the finish, I finally caught him. I had about half a mile left to go and I turned up the tempo. I went as hard as I possibly could. I caught three more people who were struggling in the last 500 meters. I sprinted across the finish line and threw my bike across.

I had gone as hard as I could. I felt that if I had ridden the course once or twice that I could have improved my time by a lot. Still I was satisfied with 22nd place when I found out what my place had been. Wes had gotten a magnificent 7th place and Ian had gotten 17th. Team swift had done very well in the first stage of the Road Race. I was looking forward very much to the Road Race the next day.

Stage two

Road Race:

The road race was where I was going to do the best. I had no idea how the race would go, whether the group would be very fast, or how easy it was going to be to get into a break but I felt that I was going to do well or at least feel good. I was right. As soon as I got on the bike, I felt like I had a lot of energy. Soon it was time to line up with the other cat. 4's. The race started and the pack rolled out of the staging area. The race started relatively slow until we got around to the first climb. The group started to fly up the climb. Suddenly right in front of me about 3 people went down right in front of me. I managed to get around them and jump across the gap that was created by the crash. There were only about 20 people in the group across the top of the climb but everyone got back on the descent. The group kept a steady tempo all the way back around until

the hill again. The group flew up the climb again and sprinted across the KOM line. I zig zagged around a bunch of people who had gone to the front of the group so that if they got dropped they would have to fall all the way back along the line before they were totally out of the group. I passed all these people and positioned myself in the front of the group as we got to the top of the climb. As we came through the finish line we were told that the next time we would be coming around to the finish it would be a "hot spot" sprint. The climb that lap was quite subdued because there were no KOM points available at the top. Everyone was preparing for the "hot spot" sprint. During the sprint I hid behind a big guy, trying to get out of the wind.

After a few more KOM and "hot spot" sprints, the lap counter was down to one to go. On the last hill I got to the front. On the descent I moved up even more and as we came around to the last corner I was on the wheel of about the 5th guy in the line. I was in a good position for the sprint but I still had to finish it off. The finish line was in sight but it was a very long straight. When it came into view a few people got excited and started sprinting with a very long way to go. I got right on a wheel that looked like it was going to be fast but soon it started to fall behind so I had to sprint past it and try and find another wheel by this time everyone was spread all the way across the road and I could not make it into the slipstream of another rider. All I could do was put my head down and sprint as hard as I possibly could. At the beginning, I was making ground on the people around me but the length of the finishing straight was too much for me. I faded with about 100 meters to go and was passed by a bunch of people.

This was not exactly a very good result for me but I had felt very good on every climb and in the sprint.

Stage 3

Criterion:

The day of the Criterion we got to the race with tons of time. Ian, Wes, and I got warmed up on our trainers next to the team swift tent and after we had checked in we got lined up with all of the other cat. 4's who had survived the day before and managed to come in inside the time cut. The race started fast. The course was a little longish for a crit. but we made good time around it. There was a slight uphill on the backside of the course, which lasted for about the length of one city block. After this, there was a little bit of flat and then a narrow right turn onto a long downhill section of the course. Once we had gone down this we turned right again for the finishing stretch. The group was flying around the course very fast. I had to work very hard to hold on to my position and once I found myself almost at the very back of the pack. I was going really hard and with one lap to go I was glad I had managed to hold my position. I finished near the back of the pack but I had survived. I had been very tired from the hard day before but I had managed to hold on and I was glad of that.

I finished the stage race in 17th place overall. My teammate in the 4's, Ian Moore had finished 14th overall. It had been a good race.

Great job All Sport Team Swift!

-Joey

7. Race of the West Clermont, Florida 3/20/10

Ashlyn Gerber

Age 17, Senior Women Category 3

1 st Place	Groveland Road Race	Senior w Category 3-4
3 rd Place	Sugarloaf Road Race	Senior w Category 3-4

Whenever the Sugar Loaf race weekend rolls around all of Florida racers cringe inside. In the month before the race, the only "mountain" in Florida is dotted with cyclist trying to get in prep for one of the hardest weekends of the year.

This year I was excited to race. The course was about 12.5 miles long. The first big set of climbs was buck hill, followed by Bruce Hunt, and then sugar loaf. (Sugar loaf is the only respectable climb you'll find in Florida. Although it's not terribly long, at only about 3.5 minutes, it is extremely steep).

I raced the women's 3-4 which was combined with the masters 55/65+ field and the cat 5 men. We had a big field with 70+ riders. I had a good start position and knew that I had to be at the front. Once we rolled through the neutral section everyone looked towards Dave Viney, but right as we reached the first hill he broke a spoke. As everyone looked around at each other a couple cat 5's went to the front and began to hammer. One by one cat 5's were slipping off the front. As we reached the first big hill the field surged and began to reel riders back in. Once we finished buck hill the field was back together. My legs had felt okay but were not feeling amazing. I moved up the field as sugar loaf approached.

As we started sugar loaf I felt okay but once we reached the steep section my legs began to scream. The field was being shredded and I found myself alone, though luckily not for long. I was soon joined by a strong cat 5 who pulled back the group of about 10 riders ahead of us. During our second lap we made contact with the second group on the road which also contained the second place girl.

For the final 2 laps our little field stayed together. There were a couple attacks here and there but it was mostly a steady tempo. On the last lap I was tired and the other girl had out climbed me every hill. As we began our final assault on sugar loaf my legs blew. Our group was ripped apart and so were my legs. I managed a happy 3rd place in women's and top 25 overall with a new P.R.

The next day started off gloomy. Dark grey clouds had started rolling in and occasionally spitting out a few drops of rain as a warning the coming weather. The field size was dramatically smaller. The women 3-4 had only about 7 riders and although combined with the master and cat 5 our field topped off at about 35 riders. We had a 4 mile neutral start which was both relieving and disappointing with the biggest climb of the day neutralized.

As we crossed over Buck Hill Road the race started. The course went out through Groveland on a route that I was somewhat familiar with. Our race was 55 miles long and the terrain was rolling but the big killer was the major cross winds. The first 10 miles were insanely fast. I tried to stay near the front to avoid getting dropped. About 20 miles in our little field had shrunk to only about 15 riders with only me and Michelle Moulton left to represent the women's race. Michelle had won the previous day so I knew she would be hard to beat.

Dave Viney had found his way off the front yet again and had taken 1 other rider along. We had 3 strong cat 5's in the field and in about 5 miles they had pulled the two man break back from out of sight. As we reached about 15 miles to go my legs felt tired but I was really excited to reach the finish. We made our way through an industrial park and the field began to split. I followed a wheel up the right side and was in the middle of two fields. It had finally begun to rain hard. Michelle was behind me to my left. As we sped down the hill the rider next to me locked up his brakes. He sped straight into a curb and rolled into the grass. As we crested the next hill I looked around to find that Michelle was no longer in the group.

With only about 6 miles left I was in a small group of 8-10 riders. With only 2 others willing to work I put in a lot of work at the front trying to get some distance between me and Michelle. I could turn around and see her chasing but slowly the gap increased and eventually I was able to relax and enjoy the ride.

I crossed the line in the rain with a smile. I finally got the win!

This weekend had some big up's for me. In past road races I had hydration and cramping issues but this weekend wasn't plagued by any of that. I was really excited not only with my finishes but also with the improvements over previous years. With little racing until May I look forward to getting in some good quality training. This weekend is Webster-Roubaix which is always an epic race.

Race hard!-Ashlyn

Christopher Flanagan

5th Place Warnerville Road Race Senior Category

The race began with a neutral start and we rode for about 10 minutes on a dog leg route before entering the 17 mile race loop. We had 72 miles and 4 laps to race including a one mile rough gravel section. The course was flat to rolling hills with a 5% upgrade finish. The one mile gravel section was very rough dirt and potholes which was passed 4 times before completing the race, a total of four miles in the dirt.

The first lap was completely uneventful and I positioned myself at the point of the peloton for the entire length. On the second loop and a mile after the feed zone on there was a break of about 6 guys which I chased and stayed with but was caught by the peloton on the dirt section. Again, there was a second breakaway a mile after the feed zone and I was in it again. This time it was with 8 or so people and we managed to stay away for long awhile, but were caught, yet again after the dirt section. There was a third breakaway after the feed zone and I tried to join by forming a chase group a few minutes later with 3 riders. We never managed to catch the lead break but we did ride to the finish together and after dropping one of the riders I had a sprint finish climb with a photo finish. I enjoyed the race greatly and felt surprisingly strong after racing a very hilly race in Sonora the day before. I can feel my fitness coming back little by little, proof that if one just keeps focused on training well and with consistency that results will follow.

-Chris

9. Land Park Criterium Sacramento, CA 3/20/10

Alex Toth

10th Place Land Park Criterium Junior Open

This race was my first ever race on a road bike. Unusually the start for the juniors was at 1:40 in the afternoon, so I was able to enjoy a leisurely morning. After arriving and registering I found Nick Kinney and he let me warm up on his trainer, and gave me a pre-race pep talk. After warm up I rolled out and took a neutral lap with the field of 22. Being shy at my first road race I wasn't very aggressive for starting position starting mid-pack with Stanley Goto. Once the first few laps went by, the field narrowed to about 15 leaving me third to last in the pace line. On the Fifth lap the pack came into the last corner lapping one of the kids that got dropped. The kid, going maybe seven miles per hour slower than the group, started the corner shallow and went out wide. The

majority of the group made it around him without slowing, but the last three riders, including me, were cut off and were left to chase. Trying to avoid a crash in my first race I slowed down, passed the kid and proceeded to sprint in chase. After failing to catch the main group I settled into a pace of 26 mph's in the flats and 22 mph in the corners and raced the remainder of the race solo. The back half of the course had the more technical of the corners and a headwind making it nearly impossible to catch the group. By the end of the race I had passed everyone who had been dropped and was able to finish first after the main group. I was proud of my results and that Stanley was able to hang and got ninth almost twenty seconds ahead of me. So far the season is looking pretty strong for my first, and I am excited for the twilights to start up.

-Alex