

Team Swift Race Reports

July 2015

Race Reports for:

1. Davis 4th of July Criterium
2. USA Junior National Mountain Bike Championships
3. Colavita Gran Prix
4. San Rafael Twilight Criterium
5. Death Ride Reports

July Top Results:

1 st Place	Davis 4th of July Criterium	Senior Category 4	Tomas Mitre
2 nd Place	USAC Mountain Bike XC Natls	Juniors 15-18/Cat 3	Isaiah Chass
3 rd Place	USAC Mountain Bike XC Natls	Juniors 17-18	Eli Kranefuss
3 rd Place	Davis 4th of July Criterium	Juniors 13-14	William Stark
3 rd Place	Death Ride 2015	Overall	Ethan Frankel
4 th Place	USAC Mountain Bike XC Natls	Juniors 13-14	Gianni Lamperti
4 th Place	USAC Mountain Bike XC Natls	Juniors 13-14	Luke Lamperti
6 th Place	Davis 4th of July Criterium	Juniors 17-18	Tomas Mitre
7 th Place	Colavita Gran Prix	Senior Category 4	Gianni Lamperti
8 th Place	USAC Mountain Bike XC Natls	Juniors 13-14	Gianni Lamperti
9 th Place	USAC Mountain Bike XC Natls	Juniors 13-14	Luke Lamperti
9 th Place	Davis 4th of July Criterium	Juniors 15-16	Esteban Ramirez
10 th Place	Colavita Gran Prix	Senior W. Cat 3	Emily Abraham
10 th Place	Colavita Gran Prix	Senior W. Cat 4	Sawyer Taylor
10 th Place	Colavita Gran Prix	Senior Category 1-3	Ben Cook
10 th Place	Colavita Gran Prix	Senior Category 3	Ben Cook
23 rd Place	Colavita Gran Prix	Senior Category 4	Esteban Ramirez
29 th Place	San Rafael Criterium	Senior Category 3-4	Gianni Lamperti
34 th Place	San Rafael Criterium	Senior Category 3-4	Luke Lamperti
43 rd Place	San Rafael Criterium	Senior Category 3-4	Tomas Mitre

Rider Race Reports

1. Davis 4th of July Criterium 7/4/15 Davis

Tomas Mitre

6th Place Davis 4th of July Criterium Juniors 17-18

I was excited to get out there and race against some juniors because I knew they could possibly be stronger than the men's field and we all would be about even strength wise so I wouldn't be so outmatched in the sprint. It started off well, I wanted

to see how my strength was compared to the other riders so I bridged whenever possible and whenever it was reasonable to use some energy. After I marked a few attacks I was feeling strong and could clearly see who was going to be important to follow late in the race and I made sure to stick to their wheels as best I could. With 5 to go a few attacks began but they were too early and everyone knew to hold back. Unfortunately, with four laps to go I came into the second corner and hit a bump in the road, throwing my chain off and inside the small ring, also my rear derailleur locked up and I was forced to get off the bike and put it back myself. This was a huge disappointment considering how I was feeling and who was left to ride against in the last few laps. I crossed the line much after the leaders finished, but surprisingly, because I was pushing with the leaders, I ended up with 6th.

Tomas Mitre

1st Place

Davis 4th of July Criterium

Senior Category 4

After the disappointing end to the junior race, I was motivated to do well in the senior men's race. Promptly after the junior race I went into the bike shop next to the course and had the mechanic there take a look at my bike. He found the limits on my front derailleur were severely off and he even had a spare chain catcher that he put on just to make sure a chain drop wasn't going to stop me in the future. After sorting out the bike, I had some time to relax and plan out my next race, the cat 4's. I watched the Pro, 1, 2 race for any tips on how to ride the course, little did I know Max Korus was going to completely dominate and nearly lap the field by himself. Anyway, after watching a few races and getting lunch I was ready to try my luck again and have a go at the fairly large cat 4 field.

When I lined up, the sun was beating down and temps were around 90 (where they stayed throughout the whole race). I knew the course and I wanted to utilize that to my advantage, especially in the S turn section where I knew much of the cat 4 field would get nervous and touch the brakes. As the first few laps went by I was trying to establish my position about 6 wheels from the front, and I went off the front a couple of times just to see how the legs were feeling. By midway, I was in the fight and I made sure to stay ahead of the main bunch which ended up taking a pretty bad spill late in the race. As the laps began counting down I was fading and dropped back to about 25th going into the final corner before the bell lap. Then, I decided it was time to do something and I came around the outside and off the front. I felt good, but I wasn't sure if I could sustain my effort simply because of the heat and of the charging pack behind. I opened up a 2-second gap with 5 corners to go, and I made sure to not look back and instead just power through. Coming into the last corner I couldn't hear the sound of gears spinning behind me so I knew I had a good gap, but I still gave everything I had left and sprinted to about 30 feet from the line when I looked back and then rose up and celebrated my awesome victory. It was a weird feeling and I was in shock during the cool-down lap, only after I got off my bike did I truly realize I had won. Also, I won a pizza in the first prize so my family and I enjoyed a larger veggie

pizza afterward.
-Tomas

Esteban Ramirez

9th Place Davis 4th of July Criterium Juniors 15/16

I am particularly fond of this criterium because it is a pretty good course and that I did pretty well on that race last year, but things have changed. When we got there that morning, I was a bit puzzled to find that the course had been changed up from last time and riders riding in the other direction. One of the first things that I did wrong though was I barely ate anything that morning except for a banana and ½ a bagel. I didn't feel like eating anything more because my stomach hurt from drinking too much water too fast. I did manage to warm up on my trainer and warm up for a good 20 minutes, but I suppose it wouldn't have made much of a difference according to the race results.

After I rolled out and got on the line ready for the race to start, I started mentally preparing myself for the race, nervous as always, and we were off. Since this was my first race in category four, I really didn't know what to expect, but I wasn't surprised when I had a tough time staying with the pack. This field was much more intense than cat 5's (but of course). I know I have the problem of not accelerating fast enough out of corners, but it was very apparent in this race and I had to catch up on the straights. I can't seem to find a good cadence to use in the corners, because at a higher cadence I spin out and at lower ones I fall behind. I managed to stay with the pack for five laps or so when I had a loss of energy and fell behind at which point I caught my breath drafting the other people who got dropped. From there, I developed a sinister strategy to draft behind people for 3/5ths of a lap and then break to catch the next set of people ahead to draft off. I did this till the end of the race, at which point I sprinted alongside the leaders.

Though I didn't do that well on the race I still enjoyed it and it's always a learning experience with each race. I really need to pick up the pace with these strong older guys who I can hardly keep up with; which requires serious training and better strategy development; I need help with both those things. The next race I am going to will be The Colavita GP.
-Esteban

2. USA Junior National MTB Championships 7/15/15 Mammoth

Isaiah Chass

2nd Place USAC Mountain Bike XC Nationals Juniors 15-18/Cat 3

When the announcer started counting down from 15, I stood up, and looked

down the road ready to sprint from the gun. When the starting gun went off, everyone took off right away and I found myself struggling to clip in. I finally clipped in and was top 15 going into the first corner. It flattened out and widened up for a short stretch before the single track, so I sprinted to make up some positions before the trail narrowed down. I was top five going in, and I made up a few places in technical sections. I was now into second place but I got stuck behind a rider and he wouldn't let me by until we got to the next fire road climb. When we got to the fire road, everyone tried to get to the front, and a rider started to ride off the front when the road steepened up. I was hurting now but I managed to get over the climb top 10. I pushed over the top, and got a few seconds to recover before we started climbing again. On the next little climb, I attacked to get ahead of as many riders as I could before the single track descent. I wasn't feeling great going into the descent, and it wasn't feeling the way it did when I was pre riding it. I tried to recover as much as I could, but I still needed to go hard down the descent to catch some riders ahead of me. When I came out of the single track, there was another little fire road climb which would lead into the last single track climb. There were a few riders ahead of me that I could still see, so I made a super hard effort to try get myself up to them. I wasn't able to get them before the top, so I tried to keep them in sight and gain on them in the single track. My legs were hurting super bad at this point, so catching them wasn't going to be easy. They started riding away from me as I wasn't able to keep with their pace. After rolling single track for a few minutes, I came into the 2nd main descent. As much as I wanted to coast down the descent to recover, I needed to pedal to be able to make up time and not get caught. After this descent, there was a little uphill fire road before the longest and final downhill. When I came out onto the road, there was another rider with me that I had to sprint into the downhill with. I managed to get him, so I wouldn't be dusted out going down.

On lap two it was probably the hardest because the standings could still change a lot, so I had to put in my best lap in order to stay top 15. On this lap I was working with another rider on the climbs, and he ended up letting me go into the final descent first. I took it fast, and when I got to the bottom I looked behind me to see if he was there so we could work together on the last lap, but I couldn't see him anywhere close. Going into the last lap, there were a few riders ahead of me that I could possibly catch. There were also a few riders behind me that I had to make sure didn't catch me. The first climb was hard, but I made sure not make unnecessary mistakes as I was pretty tired. I held a high pace the rest of the lap but a rider was coming up to me on the last single track climb. He was on my wheel until the final little road climb, and then he came around me and started pulling hard. I thought that I was going to be able to get him on the road to the finish, so I let him go into the final downhill first. The descent was super hard on the last lap, and I wasn't able to stay with the rider in front of me. As he was riding away I knew I wasn't going to be able to catch him before the finish, so I just did my best to get to the bottom and not crash. I got to the final road, and started my sprint to the line. When I finished I was disappointed that I let the rider go in front of me down the descent, thinking that I would be able to stay with him. I had pre ridden the descent many times and was really confident, so when he got down it

faster than me I was really disappointed with myself. When I finished I found out that I got 15th in the cat 2/3 15-18 race, and then a few hours later heard that they ended up splitting the fields so I would be 2nd in cat 3. Overall though, it was a great experience being at mountain bike nationals and being at a much higher altitude than road nationals, because it definitely made a much bigger difference.

-Isaiah

Eli Kranefuss

3rd Place USAC Mountain Bike XC Nationals Juniors 17-18

For obvious reasons, the national championships are the biggest race on our calendar. While it isn't the last race of the season, a full season of training and racing culminates when we cross the finish line at the end of nationals.

The national's course this year suited me particularly well. It started with a long climb with a mix of both single track and fire roads. At the top of the main climb, there was a short, fast, single-track descent. At the bottom of the first descent there was a punchy fire road climb before a sharp right-hander into the final single-track descent that dropped to the finish line.

After a two-week long elevation camp in Tahoe, a six-hour drive to Mammoth, a few days on course pre-riding and a great warm-up, I found myself at the start line with just five minutes to the start of a highly competitive race. When the gun went off, it was an instant sprint, jockeying for position on the first climb. Entering the single track, I found myself in a great place sitting seventh wheel. As the climb continued, a small group of about nine of us managed to gap the main field. Our small group kept the pace high and attacked each other for the next few laps only barely managing to recover on the backside descent.

By the time I entered my fourth (and final) lap the group had shrunken considerably. With two riders off the front, Jerry Dufour, Steffan Andersen and I were battling it out for the last step on the podium. Knowing that climbing is my strength and that my opponents were hurting, I tried to pick up the pace on the climb. Slowly but surely, Jerry dropped off the back leaving just Steffan and I for the second half of the climb. Steffan and I relentlessly attacked to no avail. At the top of the main climb, I found myself leading into the first descent. At the bottom of the first descent, I attacked Steffan knowing that the first person to enter the final climb had the podium spot. I managed to enter the single-track first. I rode down the descent trying to recover in order to sprint the short distance from the bottom of the descent to the line. After the descent, I sprinted to the line in third place, just barely managing to gap Steffan.

Nationals ended up being my best race of the season and my life (so far) where everything came together. I raced the hardest and smartest I ever have and it paid off. With the result, I was invited to MTB XC World Championships and will be racing for the USA in Andorra this September.

<http://www.usacycling.org/usa-cycling-names-team-for-2015-mountain-bike-world-championships.htm>

-Eli

Gianni Lamperti

4th Place USAC Mountain Bike XC Nationals Juniors 13-14

The short track cross country race was at 2:30 in the afternoon and was going to be 10 minutes of racing around a lap that was about 2 to 3 minutes long plus one lap at the end of the ten minutes. Before the race I spun down to the hill that came into the village. I spun down it more than a few times before starting my warm up. I then rolled to the line about 20 minutes before my start to hopefully get in a good position and start by the front. After sitting and waiting for a while they said they were doing call ups for everybody. Long story short my brother and I got the very last two call ups due to not doing any short track races all season. When the whistle went off we started to try to move through riders as fast as possible. About 50 meters off the start there was a crash that we got held up behind and then we jumped off our bikes and ran up the hill to the first corner. I hopped back on my bike and started to pass people. I went as hard as I could and passed a ton of people until I was in the second group of about 4 riders. I stayed with them until the last lap where I sprinted as hard as I could into the single-track. One other rider stayed with me and I sprinted him and beat him to the line for 4th. I was happy with my result considering what happened and I hoped to do better tomorrow.

-Gianni

Luke Lamperti

8th Place USAC Mountain Bike XC Nationals Juniors 13-14

The USAC official shot the gun and the race was off. I was starting in the back so I was going to pass a kid as I heard a big crash right in front of me. I had to unclip but was able to hop over a bike and make it through the crash. By the time I made it through the crash there were already gaps pulled so I could not draft anybody on the flat part leading into the climb. I knew I would need to give it everything on the first lap because the race was only 4 laps. I was able to pass a few kids. Then we went into the single track. It was super dusty so hard to see but after getting back onto the fire road we could all work together. Then on the time I attacked that group and was able to catch some more riders on the descent. Right when we got on the fire road I sprinted to another group and sat on them all the way to the finish. I was happy with an 8th place finish. I am looking forward to this race next year!

-Luke

Gianni Lamperti

8th Place USAC Mountain Bike XC Nationals Juniors 13-14

After doing my warm up and other things to get ready I rolled up to the start line with hope to do better than the day before. Due to my brother and I doing Sea Otter we got to start 3rd row instead of in the back. I was happy because I would still have to push through some traffic but not nearly as much as the short track. As the ref fired the gun and we were off I was about 15th as we started to go around the first corner. I stayed there until we got to the bottom of the first fire road climb and I sprinted around almost everyone into the first single-track, so I was third wheel going into the single-track. The guy on the front was keeping a pace that was pretty hard and dropped everybody except for 2 other guys and me. My legs could not have felt better except for the fact that I felt like I could not breathe. As we got towards the top of the climb I could just not hang with them. They started to drop me just a little bit and I just could not hang with them. I gained time on the downhill but they still had a gap on me. I could not pull it back and two more kids passed me on the hill that lap and when they passed I just could not hang with them either. I kept my pace steady until the finish and ended up in 8th. It was a really fun course and I look forward to the next time we come.

-Gianni

Luke Lamperti

9th Place USAC Mountain Bike XC Nationals Juniors 13-14

The morning of the race I slept in because my race was at 2:00 in the afternoon. After eating breakfast I got my bike ready and went for a 20 min spin. After completing that I rested and watched a movie. Then it was time to get on my kit so I could get a good warm up because the race started up a climb. Then I went to the staging area and was about mid pack so I knew I would not have a good call up so I would be at the front when my did come I was at the front. I ended up 1 row from the back so it was not bad but not great. BANG!! and the fun had begun I was able to move up fast I was already to about 15th place as we went in to the single track. I held that for that entire lap then I moved up going into 3 laps to go then I was in 10th. I was able to move up 1 position on the next lap then I held that trying to get 1 more rider. I pushed really hard on the last lap but was not able to get him but was fine with 9th. I had a good fun day and am hoping to do better next year!

-Luke

3. Colavita Gran Prix

7/19/15

Rohnert Park

Ben Cook

11th Place Colavita Gran Prix Senior Category 3

Colavita was my first race since nationals. Since then I had taken a bit of time off but now I was feeling strong and race ready again. The cat 2-3 race started out

with almost 80 riders. In the first few laps I held my position in the top 20 to be safe and adjust to crit racing once again. I was a little bit hesitant in the corners which made the race harder for me. In the last few laps I moved into the top 15 and held that position to the finish. I learned about where to be in the finish some more. My friend, Zach, won the race that day. He was near me until the last 5 minutes of the race, where he shot up to the front and I stayed put. I learned to really put everything into moving up in the last few laps during a "sprinters race" such as this one, which is usually not my strongest event.

This race served as more of an opener for me for the upcoming Pro, 1-3 race. I'm bummed that I was nervous in the corners and could not move myself up higher for the finish, but I was one of the stronger racers in a large field and I had a fun first race back. This is one of my favorite races and I would love to do it again in future years.
-Ben

Ben Cook

10th Place Colavita Gran Prix Pro, 1-3

"Hold your line, junior!" joked my friend Ryan as he bumped into me at the start line. I scanned around. 60 riders or so. I placed myself in the front row so I could chat with the USAC official, Carlos, as I normally do on the line. We were racing for 75 long minutes. The heat had died down and the wind had picked up, which would make for a hard race. The course suited me well. It was almost entirely flat with one small hill in it and a few tight turns. I placed my hands on the drops and got ready to start. Carlos crossed his chest and wished us good luck. With a laugh he counted us down to the start. "5! 4! 3! 2! 1! GO!" I clipped in quickly and found myself at the front. Too far forwards, but it was only the first lap. I joked with Ryan some more before moving back through the field. I squinted through the sunset at the end of the first lap to see a ball of jerseys and helmets taking off down the road. I hadn't even seen the move go away. I asked a few riders if they had somebody up the road, and soon found out that 2 out of the 4 main teams were represented. So I looked around. Who was left out? Cal Giant was alone and there were two Mikes Bikes riders. I marked them.

"Bang! Bang! Bang!" went my chain over the sprockets as I jumped onto Cal Giant's wheel. We took off down the main straight, strung out the field, buried our heads and broke away. Except we didn't last half a lap. So we did it again! This time Craig Fellers of Mike's Bikes came up to help as well. Finally we made something stick, along with Drew Levitt of Tiene Duro Juniors. At this point the group up the road had dissolved to only 5 or so riders. The others dropped back to the field, missing our group entirely. In our group, Craig was a big help to me. As I was slipping off the back of the group, he came up and pushed me back on. A rider attacked and nobody chased, but I knew Craig was there to back me up. "I'm with you buddy, you got it!" I jumped and almost reached the rider's rear wheel, but I couldn't quite make it. "Ok, now I need your help." I said, and he came right around me. But after a lap of hard

work to get in the move, the pace proved too high for me. An attack by Jared from Cal Giant and Drew for a prime sent me out the back.

The lead group was only three riders strong, with 3 in the chase. I knew I had to get out of the field again and back into the chase. We were 40 minutes in and the race was shattering apart. So I tried, tried, and tried again. Riders with 30 pounds on me chased me down and attacked me to keep me in the field. So finally I found one other rider without any teammates and we chased back up to Jared, Craig, and Drew. I couldn't believe I made it! But behind us there were more problems.

Three riders from Amain Cycling and two from Core Techs latched onto our group. Making 10 in the chase and 3 up the road. Jared, Craig, and Drew attacked once again, leaving me to deal with two big teams. The pace was brutally high and I couldn't find my way to the back of our group. We had 8 laps to go. All I had to do was not get dropped and I'd finish well! But not getting dropped was not as easy as it sounded.

Often one rider from each team would attack our group, forcing me to chase if I wanted to stick with them to the end. The other rider without a team was no help at all. After 6 more brutal laps I could finally smell the finish.

The announcer boomed as we came through at two laps to go. "This is our chase group rolling through but THAT is your leader right behind them! Matt Schaupp of VuMedi has lapped the chase!" Matt flew by our group and we all hopped on. At one to go the officials seemed ok with him pulling us to the line. Our group was now strung out for the final lap. I found myself midway through the group, just trying to hang on. At 500 meters to go Bryan Larsen of VuMedi lapped us and Matt hopped on his wheel. The two would take us into the finish.

A bang, a rattle, sliding and the crunch of carbon fiber! I was too cross eyed and wiped out to really see the crash through the sunlight. I could make out a VuMedi kit on the ground. But it was the last turn and we had to sprint. So I kept pushing the pedals as hard as I could, as hard as I had all race long, and even a little extra. I came into the finish line last out of group, completely smashed. I spun around on the cool down lap and came in first out of the riders in our group. Since Matt had lapped us we lost a lap. I wanted to make sure that we had actually finished the race and if we hadn't, I wanted to get the right placing.

Matt had just gotten up in the last corner and was rolling back to the finish. His chain was twisted around his wheel and his crank was broken off. He coasted with his feet out of the pedals. As I rolled by I offered him a hand or a push to the finish line but got no response. I wasn't going to touch his back in case I hurt him anymore. So I just rolled in on my own.

When I stood at the officials tent after crossing the line I told them about Matt. I looked back to see four Amain riders pushing him in. That was good sportsmanship. After the race had died down I discovered that the field had been pulled. Matt would have lapped them twice and we would have lapped them once. Riders argued with the official about placings and laps and where they would end up. So instead, I decided to introduce myself and my teammate Isaiah, who had come to watch the end of my race.

"Ted Fisher. I've been working with your Coach Laura for many years now." We all shook hands and thanked him. I rolled over to the small group of riders that managed to finish such a hard and strung out race. The whole entire Amain Cycling team fist bumped me and patted me on the back for surviving. I was amazed myself that I could stick in.

It had been a brutal and emotional day with Matt's crash in the last turn. But I went home extremely satisfied that I had made my name in a Pro, 1-3 field. I was the only Cat 3 to finish, the only to make it out of the field. I was happy that I could attack and breakaway with riders of such high caliber like Craig Fellers and Jared Barrilleaux of Mike's Bikes and Cal Giant. I went around after the race chatting with various riders.

Craig Fellers helped me a lot in that race. Afterwards I thanked him. He talked about how he was happy that at my age I could recognize where I needed to be in a race and what moves to go with. He said he wished that I had made the group with them, but the snap and the strength to do that would come in future years. Craig was right, I had lots of time and this was a huge step forward for me.

Chris Hobbs was Craig's teammate and my ride home. We talked on the drive back and he taught me why riders were opening up gaps and why I couldn't find the back of the group. "You were doing a lot of attacking a lot of work to make it up to the chase. Once you got there, riders assumed you wanted to work more, so they let you in. There needs to be a definite reason you are on the front. It is easy to just wind up there, but you need to learn to hold back while still maintaining position." I had learned so much today and I would carry all of this knowledge to my upcoming trip to Europe.

The races in Europe are often similar. Frequent attacks and hard work shatter the field apart. I went home that night after Colavita with my body completely smashed, but I was so happy with how the day went. See you next year, Colavita Gran Prix!

-Ben

Gianni Lamperti

7th Place Colavita Grand Prix Senior Category 4

At the start line I was warmed up and ready to race. As the whistle blew Luke sprinted off the gun and got the field up to speed right away. There were a few jumps that were covered by other teams as well as my brother and I before the first prime. There were a ton of primes and I went for the first one to look at the final corner. I got it and immediately got back into the field. The pace stayed the same for most of the race and both my brother and I stayed towards the front. Going into the last lap I was in the top 5 and getting ready to sprint. Coming into the last corner, I knew that I had to be second or third wheel to win the race. I came into the corner second wheel and knew that I had a really good chance of winning. Right in front of me there was a rider who was pedaling through the corner and clipped his inside pedal on the road and it made his rear wheel hop about a foot and he almost high sided. I was on the outside of him which was my mistake in the first place. He saved it but I had to brake hard to avoid going into the curb. I then jumped as hard as I could after getting passed by about ten riders and sprinted as hard as I could all the way to the line. It was a good

race and I raced well but it just did not work out for me in the last corner but I am excited to go to this event next year!
-Gianni

Luke Lamperti

DNF Colavita Grand Prix Senior Category 4

I knew going into to this race I was just going to have to do well. The race started and I made an early move. We were caught fast but it put me at the front of the field for the rest of the race. There were little moves but nothing that went away. We all rode and made little moves. I was looking around during the primes to see what wheel I wanted to be on during the sprint. Once I picked out my wheel I stayed close to him. Then going into the final lap pshhhhhhhhhh. I flatted and my race was over. This was a bummer but mechanicals happen. This was a fun race and I am looking forward to it next year.
-Luke

Emily Abraham

10th Place Colavita Grand Prix Senior Women Category 3

After Nationals, I decided to take a little break from racing so I could rest and just go for fun rides. So when the Colavita race rolled around about three weeks after Nationals, I had no pressure and I was ready to go have fun racing my bike. When I arrived at the course, I found out they were running the race the opposite direction than they did last year. I was actually happy about this since there was a pretty bad crash the previous year. Sawyer and I began warming up for our race about 45 minutes before our start. I was excited to get the chance to race with a teammate for the first time in a while. Although we were in different categories, Sawyer was in the category 4 women and I was in the category 3's, they put us together for the race. My warm-up was painful but I pushed through it, constantly telling myself I would feel better for the race. After roll-out I lined up with Sawyer and the other thirty or so women in our field.

As soon as the race began, I made my way to the front and grabbed second position. I hate being in the middle of the field, it makes me nervous and I constantly feel like I need to have an escape plan which is harder to have in the middle of the pack. I over worked myself for the first half of the race. I was covering almost every attack that was made or I would counter attack after a prime or after someone else had just attacked. I wanted to keep the race fast and interesting which is impossible to do from the middle of back of the field. Eventually, I got tired from pulling/attacking so I moved back in the field to rest before the final few laps. But the pace slowed a lot when I moved back and I felt like I couldn't see what was going on with the race if I wasn't at the front or at least near the front. I knew I had to save my energy though, so I stayed where I was near the middle of the pack and paid close attention to my surrounds. I only stayed back there for about a lap or two then I moved back up. I found great positioning, in second wheel, with two laps to go. On the small rise on the back side of

the course, a woman on Metromint attacked and I followed her wheel. We made a small gap but nothing that was going to stick. Starting the last lap, I was pulling the entire field. I was already tired so I knew that was not where I wanted to be but at that point I had no choice. I felt the field begin to swarm on that last lap and I started to get passed. So much was happening at once and I couldn't get my brain to focus and get in sync with the capabilities of my body at that moment. My legs were tired but my mind kept telling me to move up and hold any wheel. I knew I had to be second wheel going in to the last corner but at that point there was no way that was possible. I was already at least fifteen people back from the front but still sprinted to the line as soon as we came out of that last corner. I rolled in at tenth place which I'm happy with. It was an exciting race and I learned that I can't waste all the energy in the first half of the race. I have to distribute it throughout the entire race. Overall this race was fun; it was a blast to spend time with my teammates again after Nationals.

-Emily

Sawyer Taylor

10th Place Colavita Grand Prix Senior Women Category 4

I had been looking forward to Colavita Grand Prix all season for a couple of reasons. First of all, it was only 30 minutes away. This meant less driving. Additionally, because it was so close, I didn't have to wake up early. Lastly, it was a cat 3-4 race, so I would be able to race with Emily. I rarely get to race with teammates, so this was going to be a lot of fun for me. As a result, I was a lot less nervous as I sat on the start line, waiting for the whistle to be blown.

We took the first few laps of the race pretty easy. I really liked to course. No, it wasn't particularly pretty. And yes, it had some paving flaws. But, the turns weren't too sketchy and there was one small uphill that made the course more interesting. By the third lap, we were really moving. My heart rate slowly rose and I was soon in high zone four. On the first prime lap, I began to drop back. So, right before the climb, I stood up to sprint to the front. At the moment, another rider in front of me decided to pass. We clipped handlebars and swerved all over the place, but neither one of us went down. After this, I wasn't able to move up that lap.

I didn't have a very good position on the first prime, so I didn't come close to getting it. Remembering what coach told us about trying to get primes to practice sprinting to the finish, I moved up to try to get the next prime (only two laps later). Coming into the last turn, I had a great position. I was third wheel and Emily was second. Unfortunately, Emily took the turn too wide and I started to pass her. "Go, go, go!" Emily yelled. I stood with my hands in my drops and sprinted to the finish. I got second and almost first for the two place prime. I was really happy about getting a prime, but had used a lot of energy. With eight laps to go, I was already running low on gas. I tried to stay near the front, too. This didn't help. With four laps to go, my legs were really talking.

On the third to last lap, two things happened. First, a rider swerved at the line and came really close to hitting me. Then, the pace picked up a lot. Still, I was able to hold a good position for two more laps.

Finally, there was only one lap left. When we hit the only uphill on the course, three women tried to pull ahead of the group, and I attempted to go with them. Soon though, we were just swallowed by the pack. Coming to the last corner, my positioning stunk. I was near the back, and people started to sprint. I tried to move up a little bit, but wasn't really able to. Still, I managed to take tenth in my category. I may not be happy with how I did overall in this race, but I had fun and was able to take a prime. I learned a lot and am glad I did Colavita Grand Prix.

-Sawyer

4. San Rafael Criterium

7/25/15

San Rafael

Gianni Lamperti

29th Place

San Rafael Criterium

Senior Category 3-4

At the start of the race there were a lot of people lined up and all of the juniors still had to do roll out. I got really lucky and Ryan Clarke, a graduate of our team, saved me a spot on the front row because he did not have to do roll out. I lined up on the way right side of the field and they started the race surprisingly fast after they lined everyone up. As soon as the whistle blew I jumped hard so I could be at the front and not get swarmed by the field. It went pretty hard from the gun and I was top 5 for about the first 10 laps and was just being sure that I was right in front incase anything happened or a move went, I was going to be one of the first to be on it. I decided I was racing a little bit too aggressive for the time of the race so I got back in the field, still in the top 15. I stayed there for a few laps but felt like I would learn a lot more about racing at the front of the race and being in the action so I moved back into the top 10. I'm not sure when but about halfway through going down the backside there was a crash that took 3 of the top 5 guys out. I was three wheels back from the crash and was thankful that I did not get taken out. I would have to constantly move up around the outside of the uphill every lap to maintain my position because otherwise the field would swarm me every lap at the top of that corner. At about 5 laps to go I moved back into the top 5 and stayed there until the last lap. All the way until the last lap I had to work really hard to stay in that position. Coming into the first corner on the last lap the field swarmed me and I should have anticipated it, but I did not and I got passed by about 5 people moving back a little bit which was not good. Coming out of the second corner there was another crash that I happened to be right behind. I had to brake a little bit and ran over a water bottle with my rear wheel as I was sprinting out of the corner. By this time I was still towards the front but not in a top 10 position to sprint. I came into the last two corners pretty fast and had a good drive coming out of the corner. I sprinted all the way to the line and ended up in 29th. I loved this course and can't wait for next year!

-Gianni

Luke Lamperti

34th Place San Rafael Criterium

Senior Category 4

When we arrived to the race we got parked then I went to registration to get my number. Then I got back went and rode 3 laps of the course while it was open before hopping on the trainer. After doing a good warm up I got off and went to do a few jumps on road before rolling to the start line. We went to rollout then the field lined up as we were doing rollout so we had to go to the back to start. When the race went off I was near the back so I needed to move up fast. I started moving up and by third lap I was finally near the front but I was tired so I needed to sit in for a little and rest. After taking a few laps to rest I got toward the front even more so I was ready for anything. Nothing happened for a little so I dropped back and right then an attack went right then. There were about five guys in it. I just sat in and they got caught with like 5 to go. Then with 3 to go on corner four there was a big crash but I missed it. The crash put gaps in the field but it all came back together. Then going into the final lap on corner two there was a crash and this slowed me up but I was mid field so I jumped on a few guys as we chased the field down. We ran out of time but it was a fun race and a good learning experience for me. I am looking forward to this race next season!

-Luke

5. Death Ride Report

7/11/15

Markleeville

Ethan Frankel

Racing Age 17, Senior Category 4

3rd Overall, Death Ride 2015 (July 11th in Markleeville, CA)

Three years ago, I began an annual journey that hasn't yet halted. At the age of 13 in 2012, I finished my first 129-mile Death Ride, and proceeded to finish in the top 100 in 2013 and 2014. This year, I felt ready to ride my heart out for the fourth year in a row.

Just a few weeks before the scheduled ride, a massive fire burned 18,000 acres of forest around the roads that we were supposed to ride. Fortunately, the firemen were able to suppress it and in effect save all buildings in the surrounding area. When we arrived in Markleeville a few days before the event, we could smell the charred woods and noticed the remnants of the fire.

After riding around the area to acclimate to the higher altitude, my brother, dad, and I were as ready as ever to get the real adventure started. Friday night, I pinned on my bib and cleaned my bike in preparation, then ate a hearty pasta meal at our rented house. Then we were all off to bed to get as much rest as we could before the early morning wake up.

BUZZZZZZZ. The alarm went off at 3:30 a.m. and I shot out of bed. We had breakfast in the car as we drove the 20 minutes to the start. 4:30 a.m.: "Wait, one last

picture!" my mom exclaimed. The three of us lined up, got the photo, and anxiously set off. A wave of the hand and a quick "good luck" and I sped away, keeping a high cadence to get warmed up before the first pass began.

I was dressed in warm clothing, and I was glad that it wasn't bone chilling outside. Soon enough, I reached the bottom of the first big climb: Monitor Pass. It was a 3,000-foot climb that I had done three times before and I was prepared to blast up now. BAM! From the start I was out of the saddle, pounding on the pedals and listening to my breathing only. I encountered hundreds of other awesome riders on the road up, saying "Good morning" to as many as I could.

Fifteen minutes after starting, I noticed that I was already at the halfway point of the climb and hadn't yet relaxed back into the saddle. Wow, I hadn't gone that long out of the saddle before! Thanks Coach Laura for the out-of-saddle intervals! Already, the ride was shaping out to be a great one. The sun hadn't yet come up, so I looked up at the stars that were beginning to fade and enjoyed their presence. I quickly refocused on the road and saw the massive line of bike lights above. Time to catch them. I was pushing 185 bpm at the midway point, and kept up the hard effort for the next twenty minutes. I glimpsed up from the road and saw the top of the climb. Out of the saddle I went. Finished with the first climb, I praised myself and kept riding to start the descent.

It was an extremely chilly descent at 5:30 in the morning, but I gritted my teeth and bombed down the hill. As I descended, I had time to reflect on how I could make the experience more fun and exciting. Thinking about previous years, I realized that I had always been intent on going as hard as I could and not taking in the views or talking to the thousands of riders that I encountered. This time around, I could certainly make the next four passes count.

So at the rest stop at the bottom, I talked to the volunteers and other riders and socialized before heading back onto the road five minutes later. That provided compensation for the previous years. Onto the road I was and mashing my pedals in my easiest 36-27 gearing. 36-27 was certainly a little tough to ride, especially because there's over 15,000 feet of climbing in total. However, I didn't remind myself of this as I rode and instead took in the spectacular view of the sunrise over the state of Nevada.

After passing another hundred riders and another hundred "good mornings" and another hour of suffering, I finally hit the point where I could sit up and spin a little easier. Near the top of the second pass, it flattened out to roughly 6% gradient, enough for me to spin in a slightly harder gear. I made it to the top and again conversed with the people at the stop before filling up my water and heading out.

A long and satisfying descent later, I was making my way up the third and arguably most difficult pass of the day: Ebbetts. It was only 8 a.m. and 40 miles in, but I was ready to be done. It was early enough that most of the riders were still climbing the second pass, so I was completely alone on the climb to the top. It was quite a grueling and lonely climb, but I had plenty of time to collect my thoughts and continue the journey mentally. Before I knew it, I had reached the crest of the climb and the tunnel of noise produced by the fifteen or so volunteers. They quickly ushered me to the pull out and congratulated me on coming thus far. A woman then informed me that I was in the top 10! I was very excited and eager to keep up my strong effort.

The descent to Hermit Valley (the bottom of the fourth pass) was exhilarating and fast. The turns were sharp but I put my cornering skills to the test. Since I first began riding and racing, I have improved immensely. The improvement of my cornering, descending, and climbing is obvious proof of that. My first three years on Team Swift were not as exciting for me because I was not involved or committed to improving. However, as I saw that my passion for cycling was developing; I began to commit myself more to becoming a better cyclist. Two years ago, I started training harder and mentally and emotionally preparing myself for races. My improvement hasn't been immediate or rapid, but has been steady. As I practiced my cornering coming down, I appreciated the fact that I have been improving, even if it hasn't been as fast as I would've liked. Not only have I become stronger, but I have developed skills and become more comfortable on the bike. That is something that I value and will continue to improve upon.

And I only proved that analysis to be true as I climbed the fourth pass back up to Ebbetts. I climbed steadily and discovered that the bike felt like a part of my body. To me, it has always been a machine, a tool. It has never been a real part of my body, something that I'm totally comfortable with. But today, for some spectacular reason, it felt like an extension of my body. I was completely casual and didn't feel like a machine or a hindrance. I powered up the final kilometer, and immediately began the descent to lunch. It was only 10:30, but I still ate the turkey sandwich and talked for a good 15 minutes before I was ready to finish.

One two three four, one two three four. The rhythm I kept was perfect and steady and allowed me to sustain a comfortable pace. Before long, I was halfway up the final climb. Then I hit the unpaved section of road. Well it used to be paved. Now it was just a torn up, bumpy, gravelly road. It lasted over two miles. Ten minutes of leg-pounding, hand-crushing, mind-destroying riding. It was the last two miles of the whole ride, and it had to end this way. It added an extra challenge, a challenge that only the toughest of minds can survive after riding 105 miles. I proudly rose over the last bump in the road and turned into the final rest stop at the top of Carson Pass, the fifth and final pass. I rolled in at 12:45, the third overall finisher with a great time of 7.5 hours. Getting the opportunity to chat with many other riders was another great highlight from my Death Ride experience, and to top it all off, my brother and dad both finished, my brother being the youngest to finish all five passes!

It was a surreal experience not only because I ended up in third, but also mainly because I learned so much about how I've improved and come to terms with my bike and my abilities. I took this ride as seriously as I would a race, and was rewarded by learning more about myself than anything else. That is the most that anyone can ask for from an experience like this. It isn't about winning or getting third, it is about meeting and learning from new people and finding your own limits and abilities.

The official Death Ride 2015 Highlights video (featuring yours truly at 2:10ish!):

<https://vimeo.com/134150832>

-Ethan

Elliot Frankel

Age 12, Category 5

Death Ride 7/11/2015 (129 miles 15,000ft of climbing)

The only time I regretted doing the Death Ride was when I had to wake up and drive to the start of the ride. I woke up at 3:30 AM, and it was still dark and freezing. I had to jump in the car as fast as I could and eat a bland breakfast in the car, which I ended up not eating very much of because I was so nervous. After a 20-minute drive to the start without any talking, we made it to Turtle Rock, the start and finish line. It was very chilly and very dark, so I had arm warmers, leg warmers, a jacket, and a light. My brother, my dad, and I all started at just around 4:30 am. My brother went ahead, while my dad and I stayed at a slower pace together.

After the initial descent, I reached the first pass. The front side of Monitor Pass. I had climbed it a few days before just to see what it was like, so I knew what was coming, though it was much different because of the cold, darkness, and the amount of people. The climb felt pretty easy. I didn't go too fast so I wouldn't burn myself out, but I went fast enough to stick with some other people (and stay ahead of my dad). At around half way through the climb, I saw a friend of mine named Bart Ferrell and said hi to him, but then quickly passed him. I just kept on powering up the hill until I finally saw the top, and I started sprinting, eager to get to the first rest stop. When I got there, they gave me my sticker and many people walked up to me and asked "Wow! How old are you? Are you going to do all 5 passes?" I told them that I was 12 and that I planned on finishing the entire Death Ride. I waited at that rest stop for about 10 minutes for my dad. When he finally arrived, I was happy to see him but eager to get back on the road. We got a couple snacks up there, and I got a hot hot chocolate, then we got back on our bikes and started the descent.

As my dad and I descended to the bottom of the backside of Monitor, we saw my brother, who was about 2/3 of the way up. That descent is about 8 miles and is extremely fun to go down. The sun was just starting to rise, so I didn't really need my light anymore or my jacket. When we got to the bottom we got our stickers and stopped at the rest stop, where they had hot potatoes, which tasted really good. At that rest stop, I took off my arm and leg warmers because it was starting to get warm. My dad and I hopped on our bikes and started the long, long ascent to the top. On this ascent, I dropped my dad within the first 1/2 mile and joined up with a group that went at a good speed for me. This other guy started to break away from the group, so I hopped on his wheel and joined him. A few people asked him, "How old is your son?" and we laughed and said that I was not his son. When we got to the top of the backside of Monitor, we stopped at this stone mile marker that said **Monitor Pass Elevation - 8314 Dedicated - 9-12-54** and took a picture together. At the same rest stop as coming up the front side, I stopped and had a quick bite and drink. No more waiting for my dad. He was way too far behind. I got a few more questions and comments, which are always really fun and cool to hear. I got back on my bike and descended down the front side of Monitor Pass, but I forgot to unpause my Garmin until I was halfway down the mountain.

At the bottom of the front side of Monitor Pass, I met my mom and gave her my light and all of my extra clothing, and then I was off to face Ebbett's Pass and Hermit Valley. She had forgotten to bring my fingerless gloves, so I had to wear long gloves for the next two passes. I rode for a couple of flat miles to get to the base of Ebbett's Pass, the hardest pass before Carson, then just start to climb. I keep on climbing until I see a rest stop. Though I don't stop there, I slow down and enjoy the compliments that are said by kids standing on the side of the road. They said, "Wow! Did you see that kid? We should be doing that!" It was fun to hear. After that, I just kept on climbing, all the way to the top. At the top, a lot of people started cheering for me and saying, "Look at that kid! How old are you?" Before I could respond, some guy with a megaphone started screaming at me, "Move out of the road! There's 2 way traffic here!" I quickly wheeled my bike to the rest stop on the side of the road and started eating, drinking, and responding to people's questions and comments. After about 15 minutes of that, I left to descend to Hermit Valley, pass #4. I descended pretty slowly because I got caught behind an Elliptigo, a scooter-like treadmill, but it was a pretty short descent so I wasn't stuck behind him for too long. When I got to the bottom, I took a short stop at the bottom and realized that I had finished most of the ride and had the 4 stickers to prove it. I had done Hermit Valley before on a practice ride so I knew it was very easy, and I cruised up it with ease. When I was about 2/3 of the way up, I saw my dad descending. I also met a guy who was a Cat. 2 racer and we talked about past races and other biking-related things. When I got to the top, I was very happy because I knew I only had Carson left to do. I took a break at the rest stop, then jumped onto my bike, eager to do a fun descent to lunch. About a minute after I started to descend, I saw a biker lying on the side of the road with a couple other people next to him. I didn't stop, but I later learned that he had crashed and broken a few bones.

After I finished the Ebbett's descent, I arrived at Centerville Flat for lunch. There was a man who I had seen before and he started bowing to me and saying, "I pray to thee!" He was with a group and we talked about the ride, how old I was, and how I had made their day. They were really impressed and I was glad to see that I made some people happy. After I talked to the people, I got lunch, which was an unappetizing slab of turkey? meat and some dry pita bread. It tasted good then because I was so hungry, but now that I look back, it seems pretty nasty. As I was finishing up my lunch, I realized that I lost one of my gloves and spent 10 minutes looking for it, until I finally found it at the place where I got my sandwich. I guess it fell out of my pocket. I left Centerville, off to the final and most difficult pass – Carson. Before you start the main climb, however, there is a 10-mile flat section to get to the base of the mountain. My stomach felt a little queasy after lunch, but I could still ride well. After about a mile of flat, a pace line of older people passed me and told me to hop on their tail. I did and it felt like the 10 miles flew by. At the end of that stretch, there is a rest stop at Woodfords, the best one in my opinion. As you ride in, they spray you with a hose, though the lady holding the hose didn't spray me for some reason. At that rest stop, I just had a sip of water and had a quick chat with some people from the Justin's Nut Butter team, and then I was off on my final 12 mile stretch. I was only 300 meters gone when I felt a strong headwind hit me. My legs were already exhausted from the

rest of the ride, and I felt like giving up. When I was just about to stop, my friend's dad named Paul came up from behind me and said, "Hi Elliot!" He told me how he was going to give up and then he saw me and got re-motivated, and that got me re-motivated. We wouldn't have finished without each other, so we both were grateful. Together, we just powered up Carson, and caught up to a group of PJAMM guys. We took their wheel and stuck with them for a while. It felt like we were going too slow, so I broke away and zoomed right by them. I went on my own for a while, passing a lot of people that were huffing and puffing, while I was barely breathing because I had so much adrenaline. A PJAMM guy John who knew Coach Laura and my dad caught me, and we talked for a little while. He asked me if he could interview me for his website, so I said yes and the link to the interview is down below. After that, I just pushed harder and was trying to make it to the top before 5:00. As I saw the last bend I sprinted my heart out and hit the final little descent into the finish line. I had done it! I completed my goals of finishing, before 5:00, and a year younger than when my brother first did it.

As I wheeled my bike into the finishing area, everyone started cheering and congratulating me. Many people wanted to take pictures with me. I signed the finishers' poster and got the long awaited ice cream I was promised. More people took pictures with me. As I went back to the car, exhausted and a sense of achievement washed over me. I was tired, but proud. About 10 minutes after I finished, Paul finished, then 50 minutes after that, my dad finished. I beat my dad by an hour! It turns out that I was the youngest ever to finish it, though my brother doesn't want to believe it. That day was the most tiring thing I had ever done, but it was the most impressive.

- Elliot

(Link to the interview: <https://www.youtube.com/watch?v=uNAXpFWOsnE> at around 4:30 minutes into the video)

-Elliot