

Team Swift Race Reports

May 2015

Race Reports for:

1. Cat's Hill Classic
2. Berkeley Road Race
3. Red Kite #6
4. Folsom Criterium
5. Mount Hamilton Road Race & Hill Climb
6. Memorial Day Criterium
7. Boggs 8 hr MTB
8. NICA MTB California State Championships

May Top Results:

1 st Place	Sea Otter XC MTB	Juniors 13-14	Gianni Lamperti
3 rd Place	Folsom Classic Criterium	Senior Category 4	Isaiah Chass
6 th place	Folsom Classic Criterium	Senior Wm Category 3/4	Emily Abraham
6 th Place	Red Kite #6	Senior Category 4	Isaiah Chass
7 th Place	Berkeley Road Race	Senior Wm Category 4	Sawyer Taylor
8 th Place	Mt Hamilton Hill Climb	Senior Wm Category 4	Sawyer Taylor
9 th Place	Memorial Day Criterium	Juniors 15-18, Cat 4/5	William Stark
9 th Place	MTB CA State Champs	Sophomore Boys D1	Ben Cook
9 th Place	Boggs 8 hour- MTB	2 Person Team	Gianni Lamperti
9 th Place	Boggs 8 hour- MTB	2 Person Team	Luke Lamperti
10 th place	Memorial Day Criterium	Senior Wm. Category 3/4	Emily Abraham
13 th Place	Memorial Day Criterium	Senior Category 3	Ben Cook
14 th Place	Folsom Classic Criterium	Juniors 15-18, Cat 4/5	Isaiah Chass
15 th Place	Cat's Hill Criterium	Senior Category 3	Miles Daly
17 th Place	Cat's Hill Criterium	Senior Category 5	Esteban Ramirez
17 th Place	Folsom Classic Criterium	Juniors 15-18, Cat 4/5	William Stark
18 th Place	Folsom Classic Criterium	Juniors 15-18, Cat 4/5	Esteban Ramirez
19 th Place	Berkeley Road Race	Senior Category 3	Ben Cook
19 th Place	Berkeley Road Race	Senior Category 5	Esteban Ramirez
19 th Place	Mt Hamilton Road Race	Senior Category 3	Ben Cook
37 th Place	Mt Hamilton Road Race	Senior Category 3	Miles Daly

Rider Race Reports

1. Cat's Hill Criterium

5/2/15

Los Gatos

Miles Daly

15th Place Cats Hill Criterium Senior Category 3

Cat's Hill has always been a race in which I've dreamt about winning. I was excited and felt strong coming into the race this year. I was confident in my fitness but knew I needed to be off the front in order to win. After pre riding the course I rolled to the line and saw a stacked field. When the race started I moved to the front and began to cover attacks. Every lap I was first to the climb trying to get a move going. I was very aggressive and felt very strong. Yet in the closing laps the field began to bunch and slow and the last lap the descent got fast and hairy and there were bottles in the road and decided to not contest the sprint. I learned a lot and was happy where my fitness was.

-Miles

2. Berkeley Road Race

5/9/15

Berkeley

Sawyer Taylor

7th Place

Berkley Road Race

Sr Wm Category 4

On the day of Berkley Hills Road Race, I was pretty nervous for a couple of reasons. The first was that this was supposed to be a pretty hard race. I had seen the map for the course, and it did not look easy. Secondly, this was my first serious race in the women category 4 field. I had raced with this group before, but never against them. This race, however, there was no junior field, so I had to race with the cat 4 women. As anxious as I was, I knew that I had to relax in order to ride the best that I could. My goal in this race was to not get dropped by the main pack and just try my hardest.

I got to the San Pablo Dam an hour and a half before my race started. It was a lot colder than I thought it would be! The parking lot was also super crowded. My mom helped me check in and pin my race number. Then, I ate a Clif Bar, put on my arm warmers, and started my warm-up. I rode a few times around the large parking lot in an easy zone before exiting the parking lot and starting the main part of my warm-up. My warm up took longer than usual because it was so cold, but I still had plenty of time to go to the bathroom and switch water bottles with my mom before heading to the start line. My category was a lot bigger than I expected it to be. There were at least 25 women I was racing against! I saw a few racers that I knew already and went over to talk to them. Pretty soon, the whistle was blown and we were off.

Even after we got out of the neutral rollout zone, the pace was pretty calm for the first three miles or so. I stayed towards the front of the pack. There were always a few people in front of me though. Then, one of my friends (Crystal) attacked, and we all sped up to catch her. From this point on, the group drove a fast pace the entire race. After Crystal's attack, I slipped to the middle of the pack, where I was sheltered from the wind. I started to drift a little bit after about 15 minutes, and someone took my spot. Luckily, I managed to slip back in somewhere closer to the front pretty quickly.

About half-way through our first lap, riders began dropping off the back of the pack. A racer from Roaring Mouse saw this and attacked. Five other women and I sped up to catch her. In a minute or so, we had caught her and got in formation. I was second to last in our little group. We stayed like this until we go to the big hill that we would finish on during the next lap. Then, a girl from UC Berkeley and I began to slip off the back of the pack. At the top of the hill, we both had to sprint to catch back up.

When we got to the start area, my group's pace slowed down a little bit. I was able to relax for a little less than fifteen minutes. Then, as soon as we were passed by the men cat 3's, my group picked up the pace again. I was able to stay with them for almost three quarters of the second lap. Then, the group dropped me and the girl from UC Berkeley, this time for good. We rode together until the base of the last climb, where I dropped her. I finished second in my category. Overall, I was happy how I did at Berkley Hills Road Race. It was a great learning experience and a hard race that I look forward to doing again next year.

-Sawyer

Ben Cook

19th Place Berkeley Hills Road Race Senior Category 3

Berkeley Hills road race has always been a tough one for me. Long grinding climbs, hot weather, and a stacked field every year. But this time I was feeling strong and determined to give it a go at the finish. It would be a power sprinters finish, perfect for me. I arrived at the race venue with my dad at about 6:30am. After some stress with the race numbers not arriving, I finally hopped on the trainer for a quick warm-up. When I was done I went to the bathroom one last time and headed to the start line. "Excuse me sir, where is junior roll out?" I asked the official. He checked his watch, realized we were already behind schedule and gave me a smile. No rollout today! But all us juniors still had our 14's on.

The official started us off for the two mile neutral section before the race start. After the first few rollers of the course, I could start to feel my chain slipping when I coasted. I asked around for riders to look at my bike and nobody could seem to identify the problem. Turns out my freehub was catching, pushing the cassette forwards and detensioning the chain. Of course, my Mavic race wheels weren't available for me today! I wished I had my Mavic's, they were stiff, light, and extremely reliable. Two lessons learned. 1. Ride your race equipment the day before the race, and 2. Ride Mavic! Over the next lap or so I trained myself not to ever pedal backwards, which was a bit tricky when it came to stretching. I would also have to pedal every few seconds on descents to keep the chain on. Good thing there were no real turns on this course.

By lap two of three I was feeling strong. There were no breakaways and the field was riding steady. Up every climb I was right in the sweet spot, not letting groups get away but not having to work either. I was one of the strongest climbers in the field, I could tell. I thought about the finishing stretch as we passed by it our last time. Where I would have to jump, to shift, and where to be in the last 1k. By lap 3 I was

slightly tired but still feeling strong. Coming over one of the rollers before the finishing climb my hamstrings locked up hard. But I pushed through it, quickly stretched out, and was feeling better. As we entered the final climb, I got into my drops. I was about 15-20 riders back, pretty far backwards but I was confident I could move up. Sitting comfortably, I started to move up, but looked to my left to see riders flying off the front of the field. Shoot! I jumped hard and tried to chase them, but about 8 riders already got away. I chased as hard as I could for the next 500 meters, then I cracked hard and slid back, finishing around 20th. My dad, who raced in the master's category and watched the finish, was there to tell me all about it. I was so strong, how could I not have finished well? He talked to me about my position. Everybody who was in that group of 8 was leading the climb at the bottom, not sitting at the back. That way, when riders jumped around them, they could cover perfectly and make it into the group. Today I learned important lessons about equipment and position. I learned that you should stick to equipment that you know best, and that you should ride in your race gear the day before the race. I also learned about positioning for a sprint. It is going to be much harder than just moving up and jumping. Attacks will go, people will bonk and cramp, everything that can go wrong will and you have to be at your best and absolutely ready to jump at any moment, whether it seems too early or not. When I learn, it helps for me to visualize my error and then visualize the correct move. I got a feel in my mind for jumping before the others do, feeling the race move around you, and being in your drops ready to pounce when the sprint starts. I took this knowledge in and planned to apply it. We have a Friday morning race ride in Marin, called the chicken ride that I can fit in before school starts. It is a race down Paradise Drive, a windy, twisty, powerful sprinters course where all of the local racers come out to play. The race only takes about 16 minutes but is perfect sprint and position practice. That next week, I jumped before the others came around me, made it into good position for the sprint, came through the last two turns in about 4th, then sprinted hard and made it into second place! I was very happy that I had learned from Berkeley Hills and could apply my knowledge to racing. I kept my head high, remembered my list of things I learned, and moved onto the next race well.

-Ben

3. Red Kite #6

5/10/15

Livermore

Isaiah Chass

6th Place

Red Kit Omnium Event #6

Senior Category 4

The start of this race was later in the morning at 11:00 a.m., so when I woke up I had a good amount of time to have a good breakfast and get all my bottles and gear ready. Once I was ready, we left for about a 2-hour drive to Livermore. On the drive there, I listened to music and thought about all of the possibilities with how the race could go. Before I knew it we had arrived, so I went to registration to get my number and then I went back to the car. Then, I set up my trainer, and had half a bagel with 1 ½ hours until my start. After that, I set up my trainer and started getting ready to

warm up. When I got on the trainer, I spun for a little bit and then opened up my legs with some sprints. My legs were feeling really warmed up, so I got off the trainer with 25 minutes until my start, and then put on my incredibly comfortable Lazer Z1 helmet. Then, I rolled to the start, and watched the finish of the race going on before the 4s race. After that race finished, I ate a Clif Shot with 15 minutes until my start and then I took a lap on the course. The lap consisted of a long slight right hand corner and 3 sharp right hand corners.

After seeing the course, I went to the start line to do rollout and line-up. As I waited for the start, I decided that I would attack from the start to hopefully get things going, and maybe someone would come with me. So when the race started, I jumped from the line and got off the front. I looked back and saw that no one was going to come with me, so I sat up a little thinking that it was too early in the race to be off the front solo. The field was riding pretty slow at the start, so I didn't get caught until the backside of the course between corner 2 and 3. I got into the field and then drank a little. The field stayed together the next lap, and then there was an attack after the finish line. I felt pretty good, so I jumped and got on his wheel. The field was right behind, and pulled me back in. On the next lap, a junior attacked and got off the front. He was looking really strong, and he was getting a pretty good gap. I questioned myself to bridge up to him, but I thought there was too much time left to be able to stay off the front. Once he got far enough off the front, everybody started to sit up a little, so I sat in, and waited for a good opportunity to test my legs in an attack. After covering attacks the next few laps, the field slowed on the final straight, and I thought it was a good chance to attack. I sprinted around the left side and got clear. The field surged behind me, and a rider pulled up to me with everyone else. The junior was still off the front, but we were closing the gap down. When we came through the finish line I heard that there was a prime on the next lap. The pace held steady the rest of the lap, and then a few riders started sprinting on the second to last straight away. This made the field string out and split up. The first few riders sprinted for the prime and then sat up once they got to the line. I pulled back up to them and then recovered while the field came back together. After the prime the solo rider off the front was caught. With 3 laps to go I started moving myself up and stayed in the front for the next 2 laps.

Coming through the finish line on the last lap, there was a lead out train forming by Velo Wrench. I managed to get onto it and then their sprinter attacked with 3 corners to go. I was on his wheel, so I tried my hardest to stay on his wheel and not get dropped. As we came around corner 2, I was hurting really bad, but we had a really good-sized gap on the field. I kept telling myself that I only had to hold on for a little bit longer because we were almost to the line. Right after the 3rd corner, I got popped off his wheel, and I was just trying to stay ahead of the field. The straight between corner 3 and 4 was pretty long, so in the middle of it, a few riders caught me. I got onto the back of their group, and just tried to stay on it. As I came out of the last corner, I started sprinting to the line, but I wasn't gaining any distance on the riders ahead of me. A rider was coming around me right before the line, so I gave it my last bit and lunged to the line. He ended up getting me, putting me in 6th place.

4. Folsom Classic Criterium

5/23/15

Folsom

Emily Abraham

6th place

Folsom Classic Criterium

Senior Wm Category $\frac{3}{4}$

Last year, this race was my first time racing against the category 3's. It's hard to believe that was whole year ago, but I was excited to see how much stronger I have become over the year. I remember thinking the race was extremely fast last year and a crash going into the last corner prevented me from contesting the sprint. I arrived at the course with plenty of time to sign in, put on my kit, and warmed-up. When I got on my trainer, I began by just spinning out my legs and focusing my mind on the race course. This is an easy crit course with only two right hand turns and a curve on the backside. After doing a pyramid, I was surprised by how good I felt. Normally during my warm-up, my legs feel stiff and it takes a while to spin them up but this time they felt ready. I rode over to do junior roll-out while the other women rode around the course. Then I placed myself right on the start line and waited for the official to start us.

When the race began, I jumped right up to the front and took second wheel. I didn't want to begin the race by pulling because then it was likely I would end up pulling during most of the race. Only about thirty seconds into the race, a woman made an attack and someone from behind her followed. I was near the front with racers around me that were also category 3's, I guess everyone assumed she was a category 4 because no one else chased her down. I stayed at second wheel and as we began our second lap, we caught the two who went off the front.

For pretty much the entire race, I was in one of the top five positions; I have a habit of going to the front of the field then allowing myself to drift to the very back. I was focusing on improving my criterium racing rather than taking the win. I've found that thinking only about how I will finish in the race distracts me from the actual race itself so I forced myself to think about what was going on around me.

There were a number of attacks made throughout the race, however, none of them made a break. On one of the prime laps, a woman attacked just before the corner leading in to the finish line, I didn't immediately go after her. Instead I waited for someone else to jump then I grabbed on to their wheel. I didn't go for any of the primes because I didn't want to tire myself out before the finish; however, looking back now I wish I would have gone for at least one. I attempted a counter attack after the woman went for that prime but it didn't end up doing me much good. The field caught me and I ended up stuck on the front having to pull. I moved to the left of the course, the field followed. I moved to the right side, the field followed. Nobody wanted to work and we only had three laps to go. Finally a woman came around me and I moved to second position. At that point, I started thinking about my finish, I knew I wanted to be second or third wheel going into the last two laps but I figured the woman in front of

me wouldn't want to continue pulling for the rest of the race. I was right, after we started the second lap she pulled off and I found myself on the front again. I didn't have much of a choice at that point so I just went at an easy (but still fast) pace while pulling. When we rolled through the finish line to begin the last lap, a woman from SJBC came around me and said, "Emily lets breakaway." My initial thought was well it's a little late for that, but I still jumped on her wheel and we attempted to get away. Another woman followed me and the three of us were off the front for a short ten seconds then the field caught us. We were all together again going into the last corner towards the finish. My heart rate was still at two hundred from that failed break away but I did my best to hold position. A woman attacked just as we were going into the last corner, which was the smart thing to do, and from there it was a sprint to the finish. I was too far back from the woman that attacked but still managed to come in sixth.

-Emily

Isaiah Chass

3rd Place Folsom Classic Criterium Senior Category 4

I woke up pretty early for this race because my first race was at 7:00 in the morning. I tried to sleep a little in the car, but I couldn't fall asleep so I decided it would be a good time to eat. Then, I waited until we arrived in Folsom. My race was one of the first races, so when we arrived, there wasn't very many people there yet. We found a good parking spot near the start/finish, so I got out and set up my bike on my trainer. After my mom got back from registration, I put my numbers on for the 4s race as well as the juniors race so I wouldn't run out of time in between races. Then, I relaxed for about 10 minutes until it was time to warm up. With 50 minutes until my start, I put on my Sidi shoes, and got on the trainer. I got in a hard warm up with some intervals, and I was feeling pretty good. I got off the trainer with some time until my start, so I rode a lap of the course and did one more jump on the road. I finished the lap at the start line, and then did rollout before lining up for my race. As I waited for the race to start, I talked to some juniors around me and then got ready for the whistle to start the race.

When the official said, "go", I clipped in quickly, and got into the corner second wheel. As the field started moving to the front, I got put into the middle, so I pushed my way out and moved back to the front. I wanted to stay towards the front as much as I could in case a big attack was made. On the next lap, I was second wheel, and the field got split a little in the first corner, so we had a little gap. Before long, the field was right back on. I drifted to the back of the field on the rest of the lap, and as we came around to the finish line, the announcer announced that there was going to be a prime on the next lap. I was farther back in the field than I wanted to be at this point, so I moved up through the field, and got back to the front. I wasn't going to sprint for the prime, but I wanted to stay out of trouble in the excitement. As we came out of the last corner, the first few riders started sprinting for the prime so I sat on and tried not to get gapped. Once they got to the line, they sat up, so the field swarmed again. This time I got to the front before I got pushed back from everyone coming to the front.

There weren't really any attacks on the next few laps, so when the race started to get boring, the announcer said that there was going to be another prime on the next lap. I stayed mid pack for most of the lap, and then moved up a few positions around the last corner. I didn't go for the prime again, so I was just trying to hold my position. The backside of the course was quite wide, so there was plenty of room to move up. I stayed safe towards the front for the next few laps, and when I saw 2 laps to go I started getting ready for the final sprint. I moved my way up and I was in the top ten on the backside of the course.

On the last lap, I was in the front, and I was feeling good for the sprint. I felt that the field was about to swarm the front, so I moved up more, and got on another good wheel. About 100 meters from the last corner, there was an attack on the inside, and I was right there, so I got on his wheel and sat on. We got a little gap on the field, so I played my chances and attacked him on the inside before the last corner. I figured that if I was first around the last corner, then all I would have to do is hold my sprint for as long as I could. So when I came out of the corner, I stood up and started sprinting as hard as I could. Halfway to the line, two riders passed me on the left side, and I got on them. I held on to them as long as I could, and when a rider tried sprinting around my right side, I sprinted to the line and lunged as far as I could. I managed to get him on the line and I held onto 3rd place. After I was really happy with how I rode because I raced for fun, and didn't over think things.

-Isaiah

Isaiah Chass

14th Place Folsom Classic Criterium Juniors 15-18, Cat 4/5

After doing the cat 4 race, I rode a lap to cool down, so that my legs would still feel fresh for the junior's race, and then I rode back to the car to get ready. At the car, I set my bike back up on the trainer and then walked over to registration to make sure that the 4s results were correct. I had 45 minutes until I needed to start getting ready, so in the meantime I ate some food and stayed hydrated. After listening to music for a little bit, I went and watched the finish to the 5s race and then walked back to the car to start getting ready. Once I was ready, I got on the trainer and spun for about 10 minutes. I had already warmed up pretty hard from the previous race, so I didn't need to warm up quite as hard. That being said, I still had to do a few sprints. I felt pretty good, so I got off the trainer and took my bike off as well. I put on my jersey, and then I went out on the road to ride around since I had some time until I needed to be at the start line. I did one more jump on the road, and then I rode over to the start/finish to do rollout. I lined up and waited for the race to start.

This junior's race was 15-18 4/5 and 1/2/3, so we all raced together, but the 4/5 riders were scored separate from the 1/2/3 riders. This would make it a good race because both fields could work together. When the official blew the whistle, I attacked right away and a limitless rider came with me. I pulled hard and then flicked my arm for him to pull through. He didn't pull through, so I sat up and waited for the field to catch us. When they came by, I moved into the front, and waited for an attack by a rider in

the 1/2/3 field. On the backside of the course, there was an attack by a limitless rider, Jonathan Christensen and a data driven athlete rider, Robert Terra. I jumped on them and we got a little gap. After a few seconds, they sat up and the field caught back up. I stayed towards the front because I knew eventually one of them would attack and get off the front. On the second lap, Jonathan made an attack before the last corner, Robert followed, so I sprinted to get on his wheel. We got clear off the front this time, and they were pulling strong. When it was my turn to pull, I went hard to keep up the pace and not get caught. It was important that we kept the pace high to establish the gap from the field. We were working pretty well together and as we came around on the next lap we had about a 15 second gap. I kept pulling hard when it was my turn, but I knew that I couldn't go all out because eventually one of them would start attacking. Around the last corner, one of them attacked, and I had to sprint really hard so that I wouldn't get gapped and have to work even harder. After a good effort, I got back on and then recovered for a few seconds. As we came by the finish line, I heard the announcer say that we had 35 seconds on the field. After the attack, they were still working well, so I knew I had to work too. I couldn't go too hard though because it was just a matter of time before there was another attack. After a few more attacks, I was getting a little tired, but I really wanted to stay in the break because I had worked hard to get into it and we had a solid gap.

With 7 laps to go in a 40 minute race we had a 45 second gap. Coming around the last corner with 6 laps to go, they attacked hard again, but I wasn't able to get up to speed fast enough this time. I was sprinting as hard as I could, but I wasn't catching them. I sat down, and then drilled it on the finishing straight. I took the first corner as smooth as I could to try to get some time anywhere I could. They were right up the road not too far, and I was gaining on them a little. The next few laps, I was staying the same distance from them, and then I started to get a little closer with 3 laps to go. I thought that I was going to be able to catch them, and then on the backside of the course, I looked back and saw the field right behind me. They were too close at this point, and they took me back into the field. I drifted towards the back, and I tried to recover as much as I could on the next lap, so that I could contest in the field sprint at the end. The riders off the front were in the 1/2/3 field, so I still had a chance to do well in the 4/5s race. As we came around on the last lap, I heard the bell ringing for the last lap. I positioned as well as I could, but I was still mid field. I was feeling pretty tired, so I didn't think I was going to be very good in the sprint. I still thought I could do pretty well if I was positioned well around the last corner, so I moved up more. Then, the whole field swerved for lapped riders, and I had to brake super hard. I lost all the position I just made up, so I had to sprint to get back up there. I sprinted hard into the last corner, and cornered as fast as I could. I opened up my sprint pretty early and went as hard as I could to the line. I got to the line mid field, and I was really mad at myself for not staying in the break. I learned that you always have to be ready to attack in a break, because it's not going to be that easy to just pull. After, the race I did a cool down lap, and talked to some other riders that I raced with.

-Isaiah

William Stark

17th Place Folsom classic Criterium Juniors 15-16, Category 4/5

Coming into Folsom, I was nervous about riding in a pack of thirty-five kids, most of which older than me. I was more passionate about beating some of my competitors and had trained hard to do so.

We got to the race an hour and a half early so I could ride the course a couple of times, do a full warm-up, and take some time to relax. I started the race worse than usual, not clipping in until the first turn. Once I did, I got in the middle of the immediately forming lead pack. I could see Isaiah towards the front of the pack the entire race.

For most of the rest of the race I stayed inside the lead pack, except for the few times I got pushed off the left side and quickly recovered myself. There was one time when Esteban, a few others and I got temporarily dropped. I waited for some time for one of them to bridge the gap, but they didn't have it in them, so I did it myself and they followed. That was the moment I knew I could do better.

On the last lap, everyone in the pack became much faster and much more aggressive. I stayed with them for as long as I could, but I couldn't for the entire finish. I got dropped with Esteban. All I could focus on was speed. Pure speed. I finished with one of my strongest finishes. I had a successful race, and I successfully surpassed my goal
-Willy

Esteban Ramirez

18th Place Folsom classic Criterium Juniors 15-16, Category 4/5

That morning, we got up a little later than usual and because of that, we just hoped in the car and just headed over to Folsom and ate breakfast there (which were waffles). Once we got to the race site, I immediately got on my bike and started warming up on a loop for 30 minutes or so. By the time I got to the roll out, team Limitless already filled up the first row of racers. Because of that I had to line up in the second row, but I suppose it contemplates my overall riding ability. On the line I ate a few shot blocks and got into my mental state of racing only. The seconds leading to the start of the race always make me get very nervous for some odd reason. And we were off.

As soon as we started everyone sprinted trying to get ahead of the pack and for the first couple laps we were all going at a moderate to high pace, but soon slowed to a just a moderate pace with the occasional sudden dart when someone tried to attack or break away. Though I was with the leading peloton for the entire race, my position was constantly fluctuating from nearly the front to all the way in the back of the pack. This kept on happening until the last lap when everyone picked up the pace considerably; which I managed to keep up with until the last 100 meters of the race when everyone used their last bit of bent up energy to sprint. I could not keep up

even though I was really putting the pedal to the metal. I ended up getting 17th overall coming around (8?)seconds behind the leader.

I really enjoyed to course because it was all flat, no wind, and it was a pretty short course which was nice. The thing I really have trouble with during a race is my water consumption and it ends up making my throat all dry, and it's bad. It is because I'm afraid if I reach down and get some water, I might get dropped from the pack because of a sudden change in pace. I am slowly kicking the habit of not consuming enough water and hopefully get me onto the podium or something like that. I felt that this was a really good race for me and I think that this is now one of my favorite crits besides Davis and Sacramento.

-Eteban

5. Mount Hamilton Road Race & Hill Climb

5/24/15

San Jose

Ben Cook

16, cat 3

19th Place

Mount Hamilton Road Race

Category 3

The Mount Hamilton road race
Of all the road races
This one was the ace
Dizzying heights
Grueling heat
And death defying descents
Why I chose to do this race
It really made no sense
I lined up at the start line
My legs feeling fine
"Tweet!"
And we were off!
Without a peep.
We climbed the great mountain
Up up and away
When a rider attacked, and we all chanted
"Ho, hey!"
A 3 rider break
With a 3 minute lead
All these numbers
It just confused me
Top of the climb
Feeling not so fine
5 riders jumped
"Pop! Pop! Pop!"
Went the gears

But I was still eating my shot!
I chased down the descent
Breaks squealing
No mercy on those behind
I prayed that I would catch
the leaders in time
With no avail
I waited for the group to catch onto my tail
7 of us
5 workers
2 hitchhikers
Miles cramped badly
And fell off the back
ever so sadly
4 rotators in the group
2 never entered the loop
Up and over mines road
Out of water
Tired from a big work load
Attack on the climb
Chased down by the hitchhiker
Countered by the best fighter
It was Evan!
A strong rider
And a good friend
He would work with me in the end
Down in the valley
I checked the tally
6 of us
But then I heard a familiar buzz...
Swooshing of tires, clicking of gears
I wouldn't call that music to my ears!
The field had caught us!
5k to go and the field caught up
I fought for the sprint
Broke away on the last descent
Passed in the last 100 meters
I rolled in slowly, defeated
I went for my cool down spin
Before Miles came in
The Mount Hamilton Road Race
Of all the road races
This one was the ace
Maybe next year

I would earn myself a place
But I didn't fear
Mount Hamilton Road Race
I'll see you next year!

At the end of the day, I had a great race at Mount Hamilton, but learned a lot about the top of climbs. At the top of the climb, a move can go away really easily and stay away on the downhill. I was one of the stronger riders and should have been in the move. But I understood it now, gaps open at the top of climbs! The next big race was Pescadero, one of my favorites. At Pescadero the same move was likely to happen. But this time, I would be ready for it!
-Ben Cook

Miles Daly

37th Place Mount Hamilton Road Race Senior Category 3

I was nervous for this race yet I was excited and wanted to do well. I set one goal and it was to make it with the lead group to the top and then down the side of Mt Hamilton. After Accomplishing that goal, I had a few incidents of bad luck. First my bottle fell out and then I was without water and cramped. My body completely gave in. I didn't want to dnf so I continued to ride. I got to one point where I helped a tortoise across the road. Later I convinced myself it was a mirage, But at the finish I heard multiple people talking about the tortoise in the road. I was happy I could help the tortoise. I look forward to next year and knowing the course better.

Miles

Sawyer Taylor

8th Place Mt Hamilton Hill Climb Senior Wm Category 4

The Mt. Hamilton Hill Climb was definitely not one of my best races. I didn't feel great during the week leading up to the race and was pretty tired the day before. I was planning on doing to Folsom Classic Criterium, but I was really tired Saturday morning and decided not to go. Instead, I went on a ride that was probably too long for what I would be doing the next day. I think that the biggest mistake I made in this race was underestimating it. I thought, "Only twenty miles? I like to climb. That shouldn't be too bad, right?" I ended up being wrong.

My mom and I got to the middle school where the race started at about 8:30, an hour and a half before my start time. I had eaten and changed on the hour and a half drive to the race, so all I really had to do was put on sunscreen, get my race number, and a few other small things before I warmed up. Once I finished these things, I just spun around the hilly streets of San Jose for about five minutes, and then started a pyramid. It was warm out, so it didn't take me as long to warm up as it usually does. At 9:45, I headed to the start line. My start was supposed to be at 10:00, but because of

the huge size of the cat 5 group, we ended up starting 10 minutes late. I recognized a lot of the cat 4 women from my past races, and went up to talk to them.

As I said before, this race ended up being a lot harder than I expected it to be. As soon as we started climbing, one of my friends (a woman named Sarah who had gotten second place at Berkeley Hills Road Race) took off. Within 10 minutes, Sarah, I, and two other women had dropped everybody else. After about twenty minutes of Sarah's pace, my lungs and legs were not very happy. Still, I kept pushing. Again, I was underestimating Mt. Hamilton. After about twenty minutes, I couldn't take it and dropped off the back of our group. At this point, I was about half-way up. I rode alone for about five more miles. Then, I saw my mom in her car and tossed her my first empty water bottle. Less than a minute later, a woman in my category from San Jose cycling caught me, and I jumped on her wheel. Soon after, one of her teammates also caught up. The three of us rode together for about two miles. Then, with only 3 miles to go, they started picking up the pace and I ran out of gas. The two of them, along with two other women, passed me. I should've listened to myself at the beginning of the race and just eased off a little bit. I may have started strong, but I didn't finish great. Out of the fifteen or so women who started, I got eighth. Mount Hamilton Road Race was not a great race for me. However, I learned a lot of important information that I will not forget.

Sawyer

6. Memorial Day Criterium

5/25/15

Morgan Hill

Emily Abraham

10th place Memorial Day Criterium Senior Wm. Category 3/4

I love this criterium. This year would be my fourth year racing it so I know the course well and I had hopes of placing well. Recently, for me, having a really good race doesn't consist of placing where I want to but instead accomplishing everything I wanted throughout the race and learning something. So by my standards, this was a really good race. My legs felt a little tired during my warm-up but once it came start time, I was feeling great. After doing roll-out, I took my spot on the start line.

I learned from my mistake at Saturday's race, where I spent too much time on the front. I stayed in fifth or sixth position and made sure I was always on someone's wheel on the backside of the course where it was rather windy. The race wasn't very eventful other than the prime laps but I didn't go for any of them in this race although I wish I would have. I sat in for the majority of the race; however, I made sure not to fall towards the back of the field. I didn't want to be hanging on at the back where it's harder and less safe. I was happy with my positioning throughout the race because it allowed me to get more comfortable with cornering while in the middle of the pack. With four laps to go, a woman on Metromint attacked to get the prime. No one chased her and she was able to breakaway from the field. After we took the first corner on the course, I attacked to chase her down. I caught her and we worked together for the rest of the lap until the field caught us just after we began three laps to go. I was a little

tired at that point but I knew I could still do well as long as I positioned myself right.

The thing I struggle with the most in a criterium is the finish. With two laps to go, I was probably about tenth wheel when I wanted to be at least fourth or fifth. I was able to move up and get a better positioned when we began our last lap. I moved to the left side of the field because I didn't want to get boxed in by being in the very center of the field. I was fifth wheel, exactly where I wanted to be. As we approached the last corner, the pace was picking up and I just continued to push down on the pedals without letting up. I usually get intimidated by those around me when we get closer to the finish. I get nervous and allow people to grab my position without even realizing what I'm doing. This time I didn't do that, I held my position and felt great. Then we took the last corner leading to the finish line, I was on the far left side and I took the corner way to wide. I completely lost my position and ended up being too far back. I ended in 10th, a little disappointed but also feeling accomplished by how I preformed.

Emily

Ben Cook

16, cat 3

13th Place Memorial Day Criterium Senior Category 3

After a tough day at Mount Hamilton yesterday, I was looking forward to today's criterium. I did a good warm-up on the trainer and rolled to the start, feeling pretty strong. There were just over 40 riders in the field. The course was 3 corners and one sweeping turn, with a tight right hander to the finish. The official started us off for our 40 minute race.

The first few laps were fast, but I soon noticed it was easy for me to stay in the front. There were 4 Squadra/SF riders and 6 Alto Velo riders that would keep the field together. A few early breakaways went but nothing promising. When a Squadra rider jumped, I waited. Then an Alto Velo jumped after him, and I went with it. It was a good move, these were the types of things I was looking for; the moves that could win based on who was in the field. But other riders jumped later on and brought the field back up to us. This happened a few more times but nothing seemed successful by 5 laps to go. One time I found myself chasing on to a group, when a Squadra rider came up to my side. "You don't have to do any of the chasing, let Alto Velo do the work because they have the man power." I thanked him and we continued on, letting them do the work for us the next time a break went away.

By 4 to go it was all together, with Alto Velo setting up a lead-out train of about 4 riders. I hopped right on the back and stayed there until 1 to go. On the last lap I was 4th wheel, which I was pretty happy with. But in the turns things got a little swarmy around my sides. I pushed up but was still fighting for position. I found myself in a good spot on the straight away. A rider who goes to my school, Zach, was right in front of me, with a clear shot moving up the left and taking the sprint. But I was squished in with a rider at my side, I told Zach to go. He heard me telling him to jump, but he didn't respond. I pushed through the rider on my left, but at that point it

was too late, Zach still wasn't jumping. Finally, I moved my way to the inside of the turn to try to find another way through the field; my sprint was pretty much done for. Zach jumped hard on the outside and sprinted for 5th. I rolled in with the field, not sure where I placed. Not bad racing, but I should have gone earlier.

I went back to the car to get my dad ready for his race! He was doing the masters 35+ 4's, young race for somebody over 50! But like me, he liked a challenge. I watched my dad as he raced, he tended to stay near the back, but his teammate was always at the front. My dad made it to the front at 2 to go, but he couldn't hold it and ended up finishing mid pack. Afterwards, he came back and we celebrated fun races for both of us. He talked about how he had a hard time staying up at the front in the turns. I told him that he was towards the outside for most of the race, and that the inside of the turns is not only a shorter curve, but it is also easier to push to the outside of the field and hold position in the front. He told me that for my race, I should have been more aggressive in the last lap to hold my position up at the front for the sprint. I could have been maybe even farther up at the last lap, or I could have jumped a bit better when riders came around me. I pictured myself jumping to the outside of the race instead of letting my line get swarmed, and I could see how I could have been up at the front better. I loved learning with my dad. Every race is an experience and you can always learn new things. It is nice to have somebody right there watching each time to analyze your race. It's also really fun getting to go to the races with my dad

I also learned from today that a placing doesn't have to mean everything. After a rough day at Hamilton, having fun was the best part about today, and I was glad I had such a good day, whether I placed or not. For my dad and me, it was all about doing the hard races and challenging ourselves with events like a 35+ race, 1/2/3 race, or long grueling road races such as Hamilton. At the end of a fun day, my dad I grabbed some milkshakes and headed on home, successful, even without a podium.
Ben

7. Boggs 8 Hour MTB 5/2/15 Cobb

Gianni Lamperti

9th Place Boggs 8 hour 2 Person Team

The morning of the race we drove up to Boggs, which is about an hour and a half away. When we got there, the whole campground was already filled with cars and RVs. We got lucky and found a spot close to the start where it would be easy to go back and forth to the car. For my warm up I just spun around up and down the first fire road before rolling back to the start. On the first lap you would do a mini lap up a fire road before turning left on the last decent of the regular lap. So as soon as the truck started to go I jumped on as it went around the first corner before losing it. I was about 20 meters in front of the field with another rider and then realized I was going way too hard so I slowed up a little bit before getting caught by the field. I was still maxed out trying to recover from the beginning and was getting passed all of the way

to the single track. I got a little time to recover on the downhill to the end of the first mini lap. I passed two people on that decent before we started the regular lap. Going into the regular lap it is single track and I stayed behind the same person until it opened up into a fire road climb. I then started to get passed again by more people. I decided to try to stay with one of the people that passed me, keeping in mind that it was 8:30 a.m. and I had until 5:00 p.m. I stayed with him keeping my pace even while still trying to recover from the beginning. I got passed a few more times on another fire road climb before the final decent. I went hard on the decent, hoping to make up some time for my brother who was my teammate. As I came through the finish my brother took off for a lap and I had placed us in 44th in our class, which is about mid pack. I came in and knew it was going to be cold so my mom got me some food to recover and get ready for the next lap. I knew that I felt terrible on the last lap and I convinced myself that I was only going to feel better and better throughout the day.

I went and spun around for a few minutes before I went to the transition area where my brother would come through and I would go out for my second lap of the day. As my brother came through I knew that he had made up some time. I went off not going to hard but increased my pace over the first climb, feeling a million times better than I did on the first lap. I was excited knowing that I felt super good and brought my heart rate up to hopefully make up a lot of time that I lost on my first lap. I started passing a lot of people and got into a really good rhythm, keeping my heart rate in high zone 3 and low zone 4 for most of the lap. I came up on people that I knew were in our category and kept passing them. I felt really comfortable everywhere on course and was hoping that I was making up time. As I made my way back down the final decent, I was passing, as many people as possible hoping that Luke would only have to pass less people. I came through and saw him go before rolling back to the car. Once I got there I was excited to learn that Luke had made up over two minutes! My dad then went to check how I did as my mom once again refueled me and got me ready for the next lap. My dad came back and told me that I had made up over 3 minutes and I had moved us back into the top 20.

As my brother came in again I had some confidence going into my third lap. I once again got into that same rhythm and knew that this lap would be close to the same as the second but a little bit off due to more traffic. I was in a good rhythm but started to feel my legs a little bit due to racing all day. I finished this lap strong, coming in and hoping my brother felt good to maintain the position. I came in about 1 minute slower than my previous. Although, I did make up some time and brought us up into the top 10. This time I was ready to rest up for the last lap and get refueled.

Finally, on the last lap as I went out, I realized that I had my gloves in my back and not on my hands. I put them on even though it was a little bit tough in the single track, but I am glad I did. As I came up to about halfway I kept thinking to myself that I only had two more climbs for the whole day, so I was going to go as hard as I could. However, I took it a little bit slower on the descents, knowing that I was not as sharp and my reaction time was a lot slower. I pushed as hard as I could over the last climb, knowing that I could petty much coast all of the way to the line from here. As I passed the line I saw my brother go out for one last lap, hoping he could maintain the position

for the last lap. I got dressed and then went over to watch my brother come through. He finished and kept us in 9th position. I was very excited knowing that there were about 90 teams in our category. This is a really good race and fun every year. I look forward to next year!

-Gianni

Luke Lamperti

9th Place Boggs 8 hour 2 Person Team

The morning of the race I was super excited because I had been waiting for this race since the year before. I got up pretty early because the race started early for my teammate Gianni. It started at 8:00 but for me a little later because how the race worked was each rider did about a 1 hour lap and then you trade off and the next person goes and does a lap and you keep trading off. Gianni was starting so I helped him get ready and get to the start so he could get good position. On the first lap they did a little additional climb at the beginning to split it up so it did not go straight into single track and just get stopped from all the traffic. So once he went off I went back to our car to get ready.

After Gianni came in I went out and this would be my first time running this new course that they put together this year. I was excited to do it because I talked to some people who pre-rode it and they said that it was super fun and a better course than previous years. So I was feeling pretty good so I went hard for the whole lap and I felt good. Then my brother went and also put down a good lap. Then I went out and was feeling okay so I kept myself at a steady pace knowing I had more laps after this to do later in the day. I had an okay lap but still happy with it. Then my brother went out again for a great lap this time. I knew after this I would have 2 laps left so I would go pretty hard but not all out and this lap and then all out on the last lap. So I did just that and went at a decent pace for this lap. Then my brother went out for what would be his last lap. I knew he was tired but I knew he would do well. Sure enough he was able to do it and then I went out and set a good pace and then kept bringing it up so at the end of the lap I was going as hard as I could. We ended up getting 9th which I was happy about. I am looking forward to this next year and had a great time this year.

- Luke

8. NICA MTB State Championships 5/16/15 Los Olivos

Ben Cook

16, Cat 3

9th Place NICA MTB California State Championships Sophomore Boys D1

“BRAAAAPPPP!” Yelled Harrison as we floored it out of a turn on the pre ride. Coach Jake attacked and we jumped in, flying down the last descent to the finish. Then came the finishing stretch. Jake was lead-out, me in second wheel, Harrison on me. The trail

turned into fire road. Still in second wheel. Then singletrack again, then fire road with a right hand turn. I jumped as hard as I could to the inside, pushed Jake out, won the sprint, and threw my hands in the air like I was the world champion. Then we did it again. And again. The last time through, I was lead-out and Harrison beat me. He was ecstatic. "I've never beat Ben before! Yes!" 2nd wheel was the place to be, time and time again. We changed, headed back to the hotels, and then all met up again for the team dinner.

In the morning we all met for a team meeting. I talked with Coach Vip, our head coach, about my race tactics. I only had two laps to do of a grueling course. No call up and some serious climbing. We decided that the first lap would be crucial. I had to move way up to the front, catch the leaders, hang with them on the descent, and then drop them on the next lap. It was going to be the biggest challenge I had ever taken on, but I was feeling confident with my skills and with my fitness. On the start line, they randomly ordered the masses. It was crazy! Most of Redwood's riders had to start in the back, and I had to start about 60 riders back, crazy far with only 5 rider rows. Despite the odds against me, I was ready for the race of my life.

Off the line it was a long and fast fire road start for about half a mile. On this fire road I probably moved up 30 places. I didn't dare look at my heartrate. Then the climbing started. It was a straight, tailwind, gradual uphill. The trail was singletrack with just enough room to pass on the right side. I told myself I had to keep moving up, no matter how much it hurt. Next on the menu was a set of extremely steep and sandy switchbacks. By the time the trail closed down to true singletrack and the switchbacks came, I was within the top 10. In the saddle, out of the saddle, in the draft, in the wind, I continued to climb, and with my climbing, I passed riders. I was on the form of my life, and by far the strongest physically of the race. None of the riders near me started behind the top 10. I didn't get to proud of myself just yet, as there was still a whole race to ride. Finally, I passed Ethan Wolfe, my friend for NorCal. I looked ahead to see only two riders in front of me, both from SoCal. I had to catch them, but it was getting windy and the climb was ending. I pushed until the top of the climb but the leaders were still away. Down the rough and loose descent, I lead in front of Ethan so that he didn't get a gap on me. This course was all about counter steering, leaning the bike one way and the bars the opposite in order to place the knobs of your tires in contact with the trail and gain traction. "95% of your weight should be on the outside foot for this course" said my coach Doug. Ethan and I chased down the descent, but I wasn't focusing enough on this counter steering one of the turns and slid out, landing hard on my right knee. Ethan and one more rider passed me. I got back on the bike, when suddenly it all hit me. I was in pain from the crash, I was worn from my effort to get to the front, and I still had another lap to race. I managed my way down the rest of the technical descent and through the finish truss to start my second lap. On the fire road, I was caught by a large group of about 10 riders. I began to slide to the back, when I reminded myself that I needed to be at the front of this group. I moved up to 2nd wheel. Keegan, the NorCal leader, was just up the road. Up the steep sandy switchbacks, I held onto the wheel in front of me for dear life. I was in a world of pain and the pace was brutal, but I pushed it out and suffered over the top of the climb. I

looked behind me to see that the entire group had been dropped. Suddenly, over the top of the climb, I found myself again and mustered up the strength to attack the lead rider. He was toast from his effort up the climb. I attacked hard, flew down the descent at speeds higher than I had ever gone before, and caught onto Keegan's wheel. I couldn't believe I had caught him! Keegan out climbed and out descended me at almost every race prior to today, but now I had his wheel.

The rest of the course was tailwind with rolling climbs. Keegan set the pace as high as he could. Coming over the last climb, I knew that I had never raced harder than this. I looked down to see that my heartrate was still in the 180's, as it had been the whole race. I didn't know I could hold my heartrate that high for that long. On one of the last descents I began to fade, and Keegan gained time on me, up to 15 seconds at one point. But coming over an extremely rough and flat section, I knew that I had the opportunity to catch him. It was a fast section, so I was able to put the bike in its very last gear and push my way over the rough terrain. I pulled the gap on Keegan down to 3 seconds, but it wasn't enough to pass him at the finish.

I finished the day in 9th. When I crossed the finish line, it took a moment to set in that I had just performed like that. I had never gone out so hard and still finished so strong. When I told the coaches that I was at one point in 3rd, they were all amazed.

Starting 60 riders back, I moved up to 3rd in one climb. After looking at my ride online after the race, I found out that I hit 199bpm on the first climb, a heartrate that I hadn't seen in over a year, and one that I'd never seen in a race. I was extremely happy with my ride, whether I was on the podium or not. I raced harder than ever, fought against tough circumstances, and still placed a top 10 in the state and scored points for my team.

Each year, the mountain bike team presents an "MVP" award to the best boy and girl on the team, as well as a "Stogie" award, named after Ian Stowe, who once finished on the JV podium of a race after crashing and nearly trashing his bike, bending his rotor so that the brake rubbed badly. The award has been given to the toughest, strongest, and most "studly" rides of the year for the last 5 years, and has been given to some very impressive riders. My ride at States won me the team's Stogie award for the year. I am very happy to have received such a great tradition for my team, placing me in a very select and outstanding group of riders that have been a part of Redwood MTB over the years and who I am honored to stand with. At the end of the day, my ride at states goes into the top 3 rides of my entire life, for being focused and kind all day long, performing and preparing perfectly, and most of all, pushing myself deeper than I had ever gone before. As our head coach, Coach Vip always says, "No reservation, no retreats, no regrets."

Ben