

Team Swift Race Reports January & February 2016

Race Reports for:

1. Cal Aggie Criterium
2. Cherry Pie Criterium
3. Valley of the Sun Stage Race
4. Cantua Creek Road Race
5. Snelling Road Race
6. Chico Stage Race
7. San Bruno Hill Climb
8. Foothill Mountain Bike Race

January/February Top Results:

1 st Place	Cal Aggie Criterium	Women 3/4	Sawyer Taylor
1 st Place	Cherry Pie Criterium	Juniors 17-18	Tomas Mitre
1 st Place	Cherry Pie Criterium	Senior Category 4	Tomas Mitre
1 st Place	Cherry Pie Criterium	Senior Wm Category 4	Sawyer Taylor
1 st Place	Cherry Pie Criterium	Juniors 15-18	Gianni Lamperti
1 st Place	Valley of the Sun, TT	Juniors 13-14	Luke Lamperti
1 st Place	Valley of the Sun, RR	Juniors 13-14	Luke Lamperti
1 st Place	Valley of the Sun, Crit	Juniors 13-14	Luke Lamperti
1 st Place	Valley of the Sun, G.C.	Juniors 13-14	Luke Lamperti
1 st Place	Cantua Creek Road Race	Juniors Open	Elliot Frankel
1 st Place	Snelling Road Race	Juniors 13-14	Andrew Mathiesen
1 st Place	Foothill MTB Race	Senior Category 2	Parker Rous
2 nd Place	Cal Aggie Criterium	Senior Category 3	Ben Cook
2 nd Place	Cherry Pie Criterium	Juniors 15-18	Isaiah Chase
2 nd Place	Chico Stage Race, Crit	Senior Category 3/4	Luke Lamperti
2 nd Place	Chico SR,Best Young Rider	Senior Category 3/4	Gianni Lamperti
3 rd Place	Cal Aggie Criterium	Senior Category 3	Luke Lamperti
3 rd Place	Cherry Pie Criterium	Senior Category 3	Gianni Lamperti
3 rd Place	Cherry Pie Criterium	Juniors 15-18	Luke Lamperti
4 th Place	Valley of the Sun, G.C.	Senior Wm Category 4	Sawyer Taylor
4 th Place	Valley of the Sun, TT	Senior Wm Category 4	Sawyer Taylor
4 th Place	Valley of the Sun, Crit	Senior Wm Category 4	Sawyer Taylor
4 th Place	Cherry Pie Criterium	Senior Category 3	Ben Cook
5 th Place	Valley of the Sun, RR	Senior Wm Category 4	Sawyer Taylor
5 th Place	Cantua Creek Road Race	Senior Category 5	Chase King
6 th Place	Valley of the Sun, RR	Juniors 15-16	Gianni Lamperti
6 th Place	Cal Aggie Criterium	Senior Category 5	Ryan Yust
6 th Place	Cherry Pie Criterium	Senior Category 4	Ethan Frankel
6 th Place	Cherry Pie Criterium	Juniors 13-14	Hana Curphey
6 th Place	Chico Stage Race, TT	Senior Category 3/4	Ben Cook

6 th Place	Chico Stage Race, Circuit	Senior Category 3/4	Gianni Lamperti
7 th Place	Cal Aggie Criterium	Senior Category 3	Gianni Lamperti
7 th Place	Cherry Pie Criterium	Senior Category 3	Luke Lamperti
8 th Place	Valley of the Sun, TT	Juniors 15-16	Gianni Lamperti
8 th Place	Valley of the Sun, G.C.	Juniors 15-16	Gianni Lamperti
8 th Place	Cal Aggie Criterium	Juniors 13-18	Ethan Frankel
8 th Place	Snelling Road Race	Senior Category 4	Ethan Frankel
9 th Place	Cherry Pie Criterium	Juniors 13-14	Andrew Mathiesen
10 th Place	Cherry Pie Criterium	Juniors 13-14	Elliot Frankel
10 th Place	Chico Stage Race, Crit	Senior Category 3/4	Ethan Frankel
11 th Place	Cal Aggie Criterium	Senior Category 4	Ethan Frankel
11 th Place	Cherry Pie Criterium	Senior Category 3	Isaiah Chase
11 th Place	Snelling Road Race	Juniors 15-18, 4/5	Chase King
12 th Place	Cal Aggie Criterium	Juniors 13-18	Ryan Yust
12 th Place	Cherry Pie Criterium	Juniors 17-18, Cat 4/5	Chase King
13 th Place	Chico Stage Race, G.C.	Senior Category 3/4	Gianni Lamperti
14 th Place	Chico Stage Race, RR	Senior Category 3/4	Gianni Lamperti
14 th Place	Valley of the Sun, Crit	Juniors 15-16	Gianni Lamperti
14 th Place	Cantua Creek Road Race	Senior Category 4	Ethan Frankel
16 th Place	Chico Stage Race, TTT	Senior Category 3/4	Gianni Lamperti
17 th Place	Cal Aggie Criterium	Pro 1/2/3	Ben Cook
17 th Place	Valley of the Sun, TT	Juniors 15-16	Isaiah Chase
17 th Place	Valley of the Sun, G.C.	Juniors 15-16	Isaiah Chase
18 th Place	Valley of the Sun, RR	Juniors 15-16	Isaiah Chase
18 th Place	Valley of the Sun, Crit Juniors	15-16	Isaiah Chase
19 th Place	Valley of the Sun, TT	Juniors 17-18	Ben Cook
21 st Place	Valley of the Sun, G.C.	Juniors 17-18	Ben Cook
21 st Place	Chico Stage Race, Crit	Senior Category 3/4	Gianni Lamperti
22 nd Place	Chico Stage Race, Crit	Senior Category 3/4	Ben Cook
22 nd Place	Chico Stage Race, Crit	Senior Category 3/4	Isaiah Chase
25 th Place	Cal Aggie Criterium	Senior Category 3	Isaiah Chase
29 th Place	Valley of the Sun, RR	Juniors 17-18	Parker Rous
30 th Place	Valley of the Sun, Crit Juniors	17-18	Ben Cook
31 st Place	Chico Stage Race, Circuit	Senior Category 3/4	Ben Cook
34 th Place	Chico Stage Race, Circuit	Senior Category 3/4	Luke Lamperti
35 th Place	Cal Aggie Criterium	Pro 1/2/3	Gianni Lamperti
35 th Place	Chico Stage Race, G.C.	Senior Category 3/4	Isaiah Chase
36 th Place	Chico Stage Race, G.C.	Senior Category 3/4	Luke Lamperti
39 th Place	Valley of the Sun, Crit	Juniors 17-18	Ethan Frankel
39 th Place	Chico Stage Race, Circuit	Senior Category 3/4	Isaiah Chase
40 th Place	Chico Stage Race, RR	Senior Category 3/4	Luke Lamperti
41 st Place	Chico Stage Race, RR	Senior Category 3/4	Isaiah Chase
41 st Place	Valley of the Sun, RR	Juniors 17-18	Ben Cook
42 nd Place	Cal Aggie Criterium	Juniors 13-18	Elliot Frankel
44 th Place	Chico Stage Race, G.C.	Senior Category 3/4	Ben Cook

45 th Place	Valley of the Sun, Crit	Juniors 17-18	Parker Rous
47 th Place	Cal Aggie Criterium	Pro 1/2/3	Isaiah Chase
48 nd Place	Valley of the Sun, TT	Juniors 17-18	Parker Rous
48 th Place	Chico Stage Race, TT	Senior Category 3/4	Isaiah Chase
49 th Place	Valley of the Sun, G.C.	Juniors 17-18	Parker Rous
49 th Place	Chico Stage Race, G.C.	Senior Category 3/4	Ethan Frankel
51 st Place	Chico Stage Race, TT	Senior Category 3/4	Luke Lamperti
52 nd Place	Chico Stage Race, Circuit	Senior Category 3/4	Ethan Frankel
54 th Place	Cal Aggie Criterium	Pro 1/2/3	Luke Lamperti
54 th Place	Valley of the Sun, G.C.	Juniors 17-18	Ethan Frankel
56 th Place	Valley of the Sun, RR	Juniors 17-18	Ethan Frankel
56 th Place	Chico Stage Race, RR	Senior Category 3/4	Ethan Frankel
57 th Place	Chico Stage Race, RR	Senior Category 3/4	Ben Cook
62 nd Place	Valley of the Sun, TT	Juniors 17-18	Ethan Frankel
63 rd Place	Chico Stage Race, TT	Senior Category 3/4	Ethan Frankel

Rider Race Reports

1. Cal Aggie Criterium

1/30/16

Sacramento

Ben Cook

Age 16 Senior Cat 3

2nd Place Cal Aggie Criterium Senior Category 3

Cal Aggie- the first race of the season for most of us on Team Swift. The rainy clouds of El Niño finally parted ways the week prior to the race and left us with clear and warm skies up in Sacramento.

I showed up early with my dad for his race at about 10:30, my cat 3 race started at 12:20. My dad and his teammate Jeff ended up having a great race, with my dad helping Jeff up to a 4th place finish in the master's cat 4. The two boiled their success down to their teamwork, and working off the larger teams to benefit the two of them. I met Luke, Gianni and Isaiah at registration near my dad's finish and we all headed back to the motor home together.

It was about 11:30 so we had lots of time to pin our numbers and warm-up. Maxine, Luke and Gianni's mom, pinned our numbers and the four of us jumped on the trainers about 45 minutes early to get a solid warm-up in. We would be racing 55 minutes with about 50 other racers. On the trainers we laid out our plan for the race. We decided not to designate roles but instead work on our collaboration as a unit by covering big attacks, communicating well and keeping the race together and moving

fast. Coach Sam was there to watch us race and give us a pre and post race meeting, he would also be racing the pro/1/2/3 race with us. Sam told us to plan the race similarly, and warned us not to stay too far at the front to the point where we couldn't cover attacks or waste any energy pulling.

After a hard and hot warm-up, we got off the trainers with about 15 minutes to our start. We pumped up our tires, stretched one last time and rolled over to the start line.

The race for junior rollout had already begun as one official scrambled to roll out almost 10 junior riders. "Good thing I don't have to do that anymore!" Said my friend Bobby with a pat on the shoulder. "Yea, 2 more years and I'll be there with ya!" I joked back. Bobby was 19 this year and was riding for the Mike's Bikes devo team; he had about 2 other teammates in the race. Finally, we went to the bathroom one last time, ate a Shot, and lined up together on the right side of the course. I stood next to Gianni in the second row. "Relax, we're gonna do fine." I said more to myself than anybody else. "After 3 laps to go you will have no more free laps. If you have a mechanical you will be chasing. Is that understood?" Said Carlos, the race director in front of us. "Yes sir!" The field chanted back. I got in the drops and picked my foot up. I was about to be racing again! Carlos blew the whistle and we blasted down the road and into the first right hand sweeper. It was a little scary to be back in the field, but after last week's team criterium practice I felt confident. "How you doing?" I asked Gianni one lap in. "Just fine, Benji! What about yourself?" Right then a rider almost clipped another's wheel and the two almost went down. At least we weren't the only ones who were a little sketched out!

Five laps in and we had the flow of things again. Isaiah jumped himself up to a group of two riders, I went to the front and slowly drifted through the corner, slowing the fields speed and giving Isaiah the gap he needed to stay away. Luke showed his face at the front an incredible amount as he and I covered major attacks and kept the field off Isaiah's tail for another 20 minutes. However, nearing the last third of the race or so, Isaiah's break slowly drifted in. I found Gianni just before they were caught. "Get ready for the counter" I began to say to him before I was cut off by the course's hairpin turn on the back side. Talking in a bike race is like texting; you have little time to say what you need to, your wording is usually funny or strange, but people generally get your gist. Before I could bat an eye, Gianni flew around me in 2nd wheel covering a flyer from further back in the field. Everybody jumped on their pedals to try to jump on board. "Atta boy!" I thought, that was awesome!

In the last few laps we began to set up for the finish. To be truthful I hadn't really planned this far, and I was already so happy with the way we had raced, I knew I had no pressure to get a result and nothing to worry about in the last few laps. With two to go we lingered in the top 20, pretty far back, but I knew it was easy to move up on this course. I took the outside in the right hand sweeper and found myself in the top ten. At one to go I was met by Gianni and Isaiah with Luke on my wheel! I looked up to see three Limitless Cycling riders on the right and us four Team Swift riders on the left. Gianni stayed tucked out of the wind coming from the right. I've heard a lot of

tactics about riders taking another team's train for success, but I didn't want any of us to use the other team for our work.

"Watch the *race*, not Limitless." I said to Isaiah. After the right hand sweeper their train had split apart and so had we. I pushed my way into the current train of riders to third wheel, the rest of the team behind me. I stayed on Alex Smith of Limitless' wheel through the hairpins and by the time we were entering the final turn, the front of the race had blown to bits. Sam Hill of Mike's Bikes darted by on my left side and I jumped on the pedals to push in onto his wheel. Little did I know that Bobby was formerly sitting on his wheel, but now on mine. Sam came around the right hander and tried to push onwards but soon, understandably, ran out of steam. Bobby flew by with incredible speed on my right side and I opened up my sprint to chase him. I was out early and out in front with nobody at my sides, riders started darting around me on the left and right and I feared it could be all over. I held my ground and sprinted as hard as I could in the saddle, and pushed towards the line like I never had before. Bobby was sprinting out of the saddle in front of me lower and faster than anything. He had won and I knew it, but there was nobody around me and the line was approaching fast. I pushed into the finish and Bobby threw his hands in the air in victory. What a race! I gave Bobby and pat on the back and rolled around the back side of the course, soon joined by Luke. "Nice job Luke! That race was killer, how'd it end up for you?"

"I was third, right on your wheel!" He said. Sweet! We rolled back to the motor home to meet with Coach Sam and debrief the race. I soon found out that Gianni landed himself a top 10 and Isaiah wasn't far behind.

Sam gave us great feedback on the race. He noticed we were indeed a bit far forward at times, especially me personally and talked about how that can affect your ability to cover attacks and stay sheltered. He gave feedback to the rest of the riders and we all got changed to eat some lunch in the motor home. I gave a call to Coach Laura to tell her the good news. "We all crashed out, coach!" I joked before telling her our placings. She told us to eat and stretch a lot, because in an hour we would all start to bonk and feel the effects of the last race. Boy, was she right! We watched some TV in the motor home and kept moving around so we didn't stiffen up too much for the later race.

At the end of the day, we were all super happy with our first race back at Cal Aggie. Last year in 2015 Team Swift was 2nd and 3rd at this race, and today we repeated it. We all raced really strong as a unit and worked great together to keep the race in our hands. After another hour or so, we all finally got changed back into our skinsuits and began to get ready for the next race.

-Ben Cook

Luke Lamperti

3rd Place Cal Aggie Criterium Senior Category 3

When I woke up the morning of Cal Aggie I was super excited because this was going to be the first race of my season. I had been waiting for a while to start racing

again. I did not have to wake up too early because we did not race until 12:20. I ate a good breakfast and then we were off. I was getting more excited as we got closer. When we got there I had around 2 hours until the start, plenty of time. I rode my bike to registration and got my number. I watched my teammate Ethan race in the cat 4's. Then I went back to the RV to get all my stuff ready. I put my bike on trainer, got my kit on and ate one last snack. Then I got on the trainer and started my warm up. After finishing my warm up I got off my trainer and put on my race wheels. I started rolling to the start line. I got there did rollout and then lined up. tweeeet!! and the first race of the season was under way. I got myself positioned near the front for some early attacks. Then after the first lap things settled down as one rider was off the front. We caught the solo rider and another attack went not getting much of a gap before that got caught. Then everybody sat in for a little bit before an attack went with three riders one being my teammate Isaiah. One the next lap one rider bridged the gap making it four in the break. They had about a 45 second gap. The field rode for a while not too far behind. Right when they started showing lap cards people got excited and started pulling back the break. We slowly caught them with about 5 to go. Just when we caught them the field slowed so some people jumped. I hopped on them but the field was right with it. I looked around and picked my wheel. I sat on him as we moved around a little in the field. With 2 to go thing started to ramp up. I was right around all of my teammates. We all were together until the lap cards showed one to go and I stayed with the rider I picked to follow into the sprint. I was near tenth wheel and slowly moved up. I made it to fourth wheel with Ben my teammate in second around the last corner. The rider in front of me opened up his sprint just out of the last corner. I was spun out but Ben jumped on his wheel and I hopped on Ben. I was able to hang on for third and was happy with my result. Can't wait for next year at Cal Aggie.

Luke

Gianni Lamperti

7th Place Cal Aggie Criterium Senior Category 3

The morning of the crit we left our house about 8:00 and got there around 10 for our 12:20 start time. Once we got there we registered and then started our warm up a while later. Once we finished our warm up and rolled to the start line it was about 12:15 and we made it just in time for the start which was perfect. I ate Clif Shot and then lined up on the inside of the track. When the whistle blew everyone sprinted into the first corner and then went fast for about two more laps before the pace slowed. There was a small series of attacks but nothing really stuck. After one of the attacks that did not stick there was a counter by a JBL Racing. There was a solo rider off the front for about a lap then that was pulled back there was a counter and it was Isaiah's turn to cover. He jumped on it, about 5 guys and it lasted for about 4 laps before it was pulled back. I stayed near the front ready for anything as the race mellowed out and cruised until about 3 to go. The pace went way up and all the teams started to get together. As the end came around we were spun up across the line going into the final lap and it stayed that way for the rest of the race. I was in perfect position going into

the chicane but coming out I got pushed back a little. I knew I had to get to the right side of the field and had to move back up. I came around the last corner way too far back and then opened my sprint and was passing people up the right side all the way to the line. I ended up in seventh, happy but knowing I could and should have done better. I had so much fun and really realized how much I missed racing. I couldn't wait it the next race.

-Gianni

Isaiah Chass

25th Place Cal Aggie Criterium

When we arrived at the race, which was the same course as Land Park Criterium, I met up with some of my teammates, and we decided where we would set up. After going to registration to get my numbers, I rode back to the car and set up my trainer. Then, I had a small bit to eat before I started getting ready to get on the trainer. Once on the trainer, I spun for a little bit and then did some intervals. After a good warm up, I got off the trainer and put on my race wheels, and then rode over to the start with my teammates Ben, Gianni, and Luke. At the start line I did rollout and then lined up. When the race started, I got clipped in right away, and then starting sprinting to get on a wheel. Once I got settled in, I felt comfortable, but found myself starting to drift back. I moved around the outside, and got back on another wheel, but after a few corners I found myself still moving back. After a few laps of moving back up through the field and then drifting back, I was towards the front of the field on the left side. Three riders just made an attack, and once they started to get up the road, I heard my teammates Ben and Gianni telling me to go! After hearing them, I started sprinting to bridge up to the riders up the road. I got clear of the field, and caught one rider just behind the two who were clear off the front. After two sharp corners, I made up a few bike lengths and just had to push a few more seconds to get onto the back of the break. Once I got on, I sat on for each of them to pull once, so that I could recover a little before I pulled through. After recovering, I pulled through but didn't go max out, so that I would still have some energy if one of them decided to attack, or if the field brought us back and attacked us. After working together for a lap, I remembered that there was a prime on this lap, so sitting third wheel coming to the finish line, I was waiting for someone to start sprinting. For a few seconds I started to think that I was imagining a prime on this lap, but then the rider who was on the front, started sprinting towards the line. The rider on his wheel wasn't getting on him, and started to leave a gap. I saw the rider in front pulling away, so I started sprinting as hard as I could trying to pull back the gap. With only a few bike lengths to the line, I was right next to him but I needed just a few more feet. I lunged my bike to the line as far as I could, but he got me by a wheel.

After the sprint, we sat up a bit, and another rider bridged up to us, and worked with us for another lap. When the field started closing in on us, and I knew we were going to be brought back, I sat up and recovered for when they came by. Once I got back in the field, I was towards the back for a lap, and then I knew I needed to move

up, so I worked my way back up towards the front. No matter how I rode, I kept finding myself drifting farther back and then having to work harder to get back to front. With three to go I was in the middle of the field, and I started slowing moving up to get ready for the finish. With two laps to go I rode up to Ben, and got on his wheel. I followed him, and then moved my way further up. Coming around the finishing straight for our last lap, I lost a few wheels, and had to sprint my way back up on the inside. With 2 corners to go, I moved up around the outside, and was around 20th wheel. Coming out of the corner, I saw Gianni right in front of me, so I started sprinting trying to stay on his wheel. Right in front of me, a rider pulled out of his pedal, and everyone started to swerve out of the way. I wasn't able to get through the few riders in time, and couldn't get back on to the back of the field sprint. I was really disappointed with how I rode the whole race, and I was working so much harder than I needed to be. I was hoping that I would be able to ride better in the next race, the P/1/2/3. After my race, I rode back to the car, drank a Clif Protein, and ate a little more before relaxing for the next race.

-Isaiah

Sawyer Taylor

1st Place Cal Aggie Crit Sr Women 3/4

"Okay Sawyer, you have fifteen seconds on starting in three, two, one. Go!"

After arriving in Sacramento at 10:00, an hour and a half before my race started, my mom quickly checked me in and got my race number. By 10:30, I was on my trainer, and after some zone three intervals, my mom led me through a pyramid. By 11:10, I was riding towards the start to roll out, take a warm up lap, and line-up. After doing one last jump on the course, I took a spot on the start line.

I knew I wanted to win today and knew I had it in me to do it. I was stronger than I ever and felt great during my warm up. The course had two "S" turns, but other than that was easy and really not that technical. This was going to be my race.

With this in mind, when the whistle blew, I went for it. Within half a lap, I was in the middle of the pack sitting on the wheel of a woman in a Sanford bodysuit. I had raced with this woman before, knew she was fast, and I liked the way she rode.

Even on the first lap, several women from a team in orange jerseys started doing mini attacks. There were probably eight or ten women on this team and they were working together pretty well. Throughout the race, this team continued to take turns attacking.

By the third lap, I was second from the front. I was able to hold this position for another lap until a break of four or five women came around from the back to chase one of the orange riders who had made a bigger break than any of the other riders before her. I went after them, and within a few seconds, had caught them. As we came

out of the first "S" turn, and went into the second, I heard a crashing noise in the back of the pack and yelling. Later, I learned that there was a minor crash in the last corner and a few riders had gone down.

The next seven laps were virtually the same. The orange riders would sprint going into the first "S" turn, the pack would catch them going into the second, and we would all sprint for the finish. I stayed in the second or third row virtually the entire time, mostly on the Stanford rider's wheel. Several times, I had to push several riders off of whatever wheel I was in to hold the line I wanted. I was definitely riding more aggressively than I was used to, but was able to conserve more energy this was because I always had someone to draft off of.

Coming into the second to last lap, a group with the Stanford rider tried to form a break. I grabbed a wheel, and held it. Our group was caught by the field going into the last lap, but I still had a good position coming into the last lap. When the pack turned the first corner, we started to hammer it. We took both corners hard and fast. Coming into the final sprint, I had a great position which I was able to hold. I crossed the finish line fifth overall, taking first in my category.

After a cool-down lap, I found my mom who told me that she too thought I had won. As I stretched, I watched the start of the cat. 3 men's race. Then, I went back to the car, threw on tennis shoes and a jacket, and went to go check results. After a small mishap with the race number the race officials had recorded me as, I was officially the winner of my category. After watching the finish of the Cat. 3 race [which was awesome], my mom and I went home with a unicorn pint glass and a certificate for sports testing.

Overall, this was an awesome first race of the season. If there was one thing that I had to choose to work on for next time it would have to be either my final sprint [which has good but could have been better] or my cornering on one of the "S" turns. This race was a great way to start an awesome 2016 season!

Thanks!

-Sawyer

Ben Cook

17th Place Cal Aggie Criterium Pro 1/2/3

After a very successful Cat 3's race, Luke, Gianni, Isaiah and I were all really excited to enter the pro/1/2/3 race strong and confident. A quick call with Coach Laura in between races helped us eat and recover well for the pro race.

We started off in the front row and held position in the top 20 for most of the first few laps. There were almost 90 riders, so positioning was crucial on this course. I noticed about halfway in that Luke was locked onto Tommy Lucas' wheel. Tommy was

19 years old and got 2nd in this race last year, so he was definitely a good wheel to be on.

Coming into the last few laps, we all began to move closer and closer to the front for the finish. I found myself in the top 5 at two to go, feeling strong for the sprint. At one to go I was still in the top 5 along with our Coach, Sam Bassetti. One of Sam's teammates attacked, and I made the unfortunate decision of trying to bridge. I cleared the gap and joined him, but we only lasted half a lap before we were caught, and I was completely out of steam for the finish. I sprinted as hard as I could to try to hold position on the back stretch, but to little avail. I still managed to sprint in for 17th, a placing that I am very happy about considering the caliber of the field. The other guys finished not far behind me in the field.

After the race we found out that our Coach Sam had won, and we all had a meeting to debrief on the race. It was a successful first p123 race for Luke, Gianni, and Isaiah, being new to that field. I was personally happy with my positioning in the last few laps, and I know I have the strength and potential to place highly at one of these races in the future. We all went home completely satisfied and completely smashed after a hard, but amazing first day of racing for 2016.

-Ben

Gianni Lamperti

35th Place Cal Aggie Criterium Pro 1/2/3

After the Cat.3 race we came back to the motorhome and ate some food and got ready for the next race. Once we rolled back to the line and did roll out we lined up in the second row. I was excited knowing that this race was going to a lot faster but yet a lot smoother than the last one. The race started out pretty fast but mellowed out a little after a while. There were little attacks here and there but they were all pulled back pretty fast, keeping the pace high. The whole team was towards the front for the most part of the race. Coming down to the end there was an attack at 4 to go and was pulled back just before the end of the third lap where someone else jumped and was off the front by about 12 seconds. Herbalife 24 was on the front trying to pull it back for Coach Sam their sprinter and they caught him in the last corner. I was too far back at the time to sprint for the win or a top 10 so I just sprinted to the line as hard as I could for 35th. Coach Sam got the win and my teammate Ben with a top 20. It was a really fun Weekend of racing and I could not wait for next weekend.

-Gianni

Isaiah Chass

47th Place Cal Aggie Criterium Pro 1/2/3

After racing my first race of the season I felt pretty warmed up, so instead of a doing another hard warm-up, I decide to do spinouts instead. After warming up again on the trainer, I got my bike ready, ate some Clif Shot Bloks, and rode to the start line again with my teammates Ben, Luke, and Gianni. I did rollout once again, and then

lined up with everyone else. The race started fast, but I got towards the front right away. I rode the first few laps near the front, and tried to not make the mistake I did in the previous race by being in the back. After going to the front, and then moving back, just like in my previous race, I was getting really mad with myself. I rode the rest of the race moving up and then drifting back, and with two laps to go, I was trying to get back towards the front where it would be much smoother. I rode the rest of the laps hanging on, and on the final sprint, I had nothing left to contest in the sprint. I didn't ride this race very well either, but I was super excited to race next weekend, at Cherry Pie!

-Isaiah

Luke Lamperti

54th Place Cal Aggie Criterium Pro 1/2/3

I did not do much of a warm up because I had already done one race. I had a lot of fun in the first race so I was looking forward to the second one. I got on the trainer for a small warm up and then put on race wheels and headed toward the start. I did roll out and got lined up. The Ref blew his whistle and we were off. I clipped in fast and got near the front. Nobody was attacking or really making anything happen. But soon after a man jumped solo on the left and got a little gap. Nobody chased him at this point people just let him ride off the front. I sat in and eventually we caught him with some more people attacking. There were some little attacks the whole time that would float off and slowly come back and eventually they started showing lap cards. My stomach hurt and my legs but I knew I could fight through and sit on somebody's wheel and have a chance at maybe stay in the field the whole time. The pace ramped up and things got harder but I was still near the front. I slowly started drifting back and not on a wheel any more the lap cards showed one to go I faded off the back of the field with no more energy left anywhere in my body. I had a fun race and learned a lot. Can't wait till next year's Cal Aggie crit.

-Luke

Ethan Frankel

Racing Age 18, Senior Category 4

8th Place Cal Aggie Criterium Juniors 13-18

The 2016 season is under way! I'm extremely excited for my final season on Team Swift and as a junior racer, and the Cal Aggie Criterium was a fun and challenging way to start it off.

Wow, it'd had been many months since I'd woken up at 5:00 am for a race. The drive was also a dreadful introduction to 2016 racing. Nonetheless, I got up and registered in time for a short warm-up before the 30-minute juniors race. A newer teammate, Ryan, and I had a brief 20-minute warm-up (not nearly enough to properly

get ready to race). After a couple minutes of stretching and a quick bathroom break, we rolled to the start, mentally prepared for the short race.

The whistle blew and the 40 or so juniors began racing. I immediately went to the front of the race, prepared to chase down attacks from Limitless and Tieni Duro, the two dominant teams. Ryan and I were outnumbered by the Limitless racers six to one, and at least two to one by Tieni Duro. It was going to be essential to cover any moves that either of those teams made. The race start was fairly mellow, but after the second or third lap, attacks started coming. I was able to cover the first three attacks without any trouble, and was feeling confident and strong.

Ryan came up next to me, "How's it going?"

"I've been covering some of the attacks, but feeling good!"

"Yeah, you looked strong," he replied.

"Haha thanks. Stay on my wheel, we're going to have to stay up front."

Halfway through the race, an attack with two Limitless and a Tieni Duro junior got away. They were to stay away and win the race. I'd been in poor positioning—boxed in between some other Limitless racers—and wasn't able to make a move to get on. That is what will happen some days, but it also meant that I'd let my guard dropped and allowed myself to be boxed in instead of staying at the front of the race. It was certainly an inopportune moment to learn that lesson.

It wasn't until the last lap that things more or less fell apart. It was going to be a field sprint for fourth; it was obvious that the other three were too far-gone.

As the bell rang and the pack crossed the line for the second-to-last time, Drew Levitt of Tieni Duro attacked. Ryan and a couple of others were right on his wheel, so I jumped onto the back. Drew was very strong and managed to keep up the pace for a long time, but eventually dropped back. Ryan and I were the two at the front so we were left to do the pace making. I dropped back as soon as I could, but I did not want to lose my position at the front, so I slowly faded back. I was now in 6th or 7th position: not ideal. We came around the final two turns, with Drew and another Limitless rider at the front. I was still in 7th. I tried moving up, but it was too difficult with such a high pace. 200 meters to go, and I was now out of the saddle, beginning the sprint. I came around one, then two, then three riders. 50 meters to go. My legs started to fade, but I was still sprinting. One rider came around me and I ended up 5th in the field sprint. 8th overall. Not a bad result, but I was hoping that I could've ended up in the top 5.

It was quite a fun race, and I'd covered many of the attacks nicely. There was just one that I'd missed and I was beating myself up about that. But I learned from the experience, and was now ready for the Cat 4s race.

-Ethan F.

Elliot Frankel

Racing Age 14, Category 5

42nd Place Cal Aggie Criterium

Juniors 13-18

This was not a good race for me. I knew since the week before that I would not do well. I hadn't ridden in a while, and I was admittedly out of shape. It didn't help that I hadn't been sleeping very well, either. On the night of the race, I got to sleep late, giving me another disadvantage among all the other things.

I woke up and crawled out the door, getting into the pre-packed car. I wished that the car ride would last forever, but alas... We arrived at the race after what felt like a few seconds. As I opened the car door, I felt the frosty bite of the cold air. Another thing I hated. We unloaded the bikes, dressed, and warmed up. Gahh, how I hate warm-ups. It makes me feel so tired and nervous, even though I know it's good for me. After an eternity of 10 minutes, I had to head to the line for rollout. I was surrounded by giants, 6' tall 18 year olds. Everyone was looking forward to this race, yet I was not. Aaand, we're off. I try to take a wheel, but I quickly fell behind. After that, I gave up. I just cruised along, every so often trying to take a wheel, but there was no point. I had defeated myself before the race began. Oh well. At least it taught me something.
-Elliot

Ethan Frankel

Racing Age 18, Senior Category 4

11th Place Cal Aggie Criterium Senior Category 4

Bernard Hinault, 5-time Tour De France champion, once said, "As long as I breathe, I attack." Today was a day that I knew the quote would come true for me.

The Cat 4 race had started a couple of hours after the juniors race, and it was also a mellow start. The first few laps were uneventful; I maintained my position in the top 10 in the front of the race. Some attacks went, but nothing stuck. There were no dominant teams like in the juniors race, so I wasn't covering all of the moves, although I did go off the front a couple of times myself. Halfway through, there was a minor crash behind me, but the race continued. It wasn't until the final few minutes that things got exciting.

It was the last lap of a 50-minute race, and I was breathing. So I attacked. I slammed on the pedals, clicked into my toughest gear, and jumped out of my saddle. The chicane came quickly, but I hardly braked. I felt no one behind me, so I knew I was at least a couple of seconds ahead of the field. My bike responded deftly as I flew around the sharp corners. I heard someone come up behind me, and I knew it was Taylor, another junior racer from Limitless. "Keep pushing," he gasped. I looked under my arm and saw that we had four seconds on the next racer.

We made a sharp right turn into the penultimate straightaway. My legs were starting to burn from the short effort and my breathing was labored, but I was going for the win. I rounded the final corner and saw the finish line just 300 meters in front of me. But I was fading. I'd gone too early and I knew that I wasn't going to make it. However, I was still breathing, albeit heavily, and that meant I was still on the attack. I stood up and sprinted as hard as my legs could bear and felt several riders pass me. 100 to go. Another rider passed me. 50 to go. Another rider went by. I charged toward

the finish and I was absolutely dead on the line. I had finished just outside the top 10, but I had raced aggressively.

I'd stayed in the race, always attentive and aware of what was happening. That is a key aspect to racing that I've had trouble with in the past. During the juniors race earlier in the day, I'd missed the winning move because I wasn't as attentive as I should have been. But in this race, I was mentally strong. As for the physical racing, I was assertive, which is also something that I haven't been in past years.

That night, after the race, I came back home and went onto YouTube. I found footage from another cyclist, and saw my attack from the field's perspective. *Wow, I went really early*, I thought to myself. I'd attacked on the straightaway, still with about 2 minutes to the finish. My hard effort only sustained for one minute. I had underestimated the distance to the finish, but also overestimated how long I could sustain my max effort. I'll improve both of these aspects of my racing with more experience and training, but I was very satisfied with how I had done overall. Today, I had taken Hinault's advice quite literally.

-Ethan Frankel

Ryan Yust

6th Place Cal Aggie Criterium Senior Category 5

There are always lessons to learn and this race was no different. I made a few crucial mistakes that cost me the race. Before the race, my main goals were to race smoothly by not accelerating with a punch every time there was a small gap, trusting myself in the corners, and trying to always stay behind a wheel to get the best energy saving. I kept those things in mind and I definitely raced better because of it. But on the second to last lap I thought that it was the last lap. I was riding in a great position sitting on the third wheel. We came around the corner and I went off the front and sprinted for the win....but after I crossed the line everyone was still going strong. That's when I realized I messed up. In shock I scrambled to get behind someone and was sitting around 10th. We rounded the last corner and I came out with a 6th. If had not messed up I might have won but that's racing. I'm glad I got a category upgrade. I'm finally a cat 4!

<https://www.youtube.com/watch?v=XYzi0frVy3Q>

<https://www.youtube.com/watch?v=peR2rQDjzml>

<https://www.youtube.com/watch?v=LtulokGvlq0>

2. Cherry Pie Criterium

2/7/16

Napa, CA

Tomas Mitre

1st Place Cherry Pie Criterium Juniors 17-18

Coming off a second place in a January Hill Climb, I knew I had the legs, but regarding the tactics, I was not quite as sure. For Team Swift, Cherry Pie is typically the first home race of the season and team representation is always great. Rolling to the start line I could tell that it was going to be much more than just a team ride as 15 riders were racing and a few were strong enough to take the win on their own. Right off the gun, the pace was high and I stayed near or on the front for a large portion of the early laps to make sure no one was going to take off solo and win. Ethan and I both worked to block and cover any and all attacks that happened during the race. Late in the race, Ethan and another rider attacked off the front, creating a substantial gap and prompting the field to rush to catch. Unfortunately, all the riders pulled off the front and I was left midway between the break and the peloton, so I decided to bridge to Ethan as we had discussed pre-race about breaking off together and organizing some kind of team effort. This plan almost worked but all three of us at the front started slowing down and the pack soon bridged with 2 to go. I put myself at about 6th wheel, making sure to follow the wheels I felt I could be a threat in the sprint, and luckily was able to come around the right side and win the sprint by a small margin.

-Tomas

Ethan Frankel

Racing Age 18, Senior Category 4

2nd Place Cherry Pie Criterium Juniors 17-18, Cat 4/5

Little did I know that when I woke up at 5 am, this was the day I was going to die: I was going to die for my teammate.

Cherry Pie was the second race of 2016, and it is always a fun one. All of the Cat 4/5 juniors raced together, but my teammate, Tomás and I were among the only Team Swift racers in the 17-18's race. It was a brisk morning, so we quickly registered and hopped on our trainers early. After a solid warm-up on the trainers, all ten or so of us juniors (from 13 to 18 years old) rolled to the starting area for a pre-race talk from Coach Laura. Then we lined up, ready to race. The plan was for Tomás and me to cover any attacks and eventually try to get the win.

This year's new course was technical: with a tight chicane, several 90° corners, and a roundabout just before a long straightaway for the finish. We were going to have to stay at the front of the race. The start was fast, with Tomás and me immediately driving the pace at the front. We controlled the race for the most part, and covered attacks left and right. I was feeling confident and excited for the final sprint. I attacked several times to wear down the other racers that were going to contest the finish.

Tomás and I continued to attack, because the winner was going to come down to who was feeling strongest on the last lap. We also communicated well, calling to each other if there was a move or if it was time to attack. I've rarely had teammates to work with during these criterium races, so having one today was a great opportunity to practice communication and effective team tactics.

I came across the line fourth wheel. Five laps to go. It was time to jump. I increased my cadence, got out of the saddle, and quickly came around the three riders in front of me (one of which was Tomás). A Velo Wrench junior was on my wheel as I mashed on the pedals. We soon had a several-second gap on the field; as Coach Laura calls it: a "clean attack". I had jumped hard enough that I wasn't dragging the rest of the field with me, and on top of that, I was able to sustain the attack for minutes. A few seconds later, I pulled off but he charged past me. It was an aggressive move, and one that I didn't think was necessary. Nevertheless, I hopped on his wheel and he was eventually tired enough that he dropped back to the field after half of a lap. I continued off of the front for another minute or two before I felt the field catching me. I sat up and allowed them to swallow me, but stayed well within the top 5. Being up front allowed me to jump on any more attacks, but I didn't want to miss any by being first wheel.

With two laps to go, I went off the front again. This time I was riding solo. I knew I was faster than the field around the tight corners, so I kept up my attack until the final straightaway (when I started to die), where Tomás and the Velo Wrench racer caught up to me. I sat on the back of them two, and Tomás started his sprint. There was still 300 meters to the finish. Velo Wrench sat in. With 150 to go, Tomás rode away and I unleashed a sprint of my own. Tomás and I came in 1st and 2nd, after I came around Velo Wrench with 100 to go. It was a very successful race for Team Swift, and Tomás' and my tactics worked well to get the two podium spots.

-Ethan Frankel

Tomas Mitre

1st Place Cherry Pie Criterium` Senior Category 4

Coming off a win in the juniors race, I knew that I could utilize my course knowledge and teamwork to possibly put in another good effort, and maybe come away with a top 5 for a point or two. Like the Juniors race, the Cat 4 race was hot from the first second and antsy like one would imagine one of the first cat 4 criteriums of the year would be. I knew some of the riders coming into the race and made sure to mark a few who looked like they could outsprint me if the race was coming down to one, considering my sprinting ability is still in its early stages of development. Rather than lead the pack like the juniors race, I made sure to stay at least 2 wheels back as much as I could during the men's race, letting a rider or two come ahead of me for more shelter from the wind. I made sure to stretch out my legs during the early prime and although I lost, I still felt confident in my riding going into the last half of the race.

Again, Ethan made a huge move in with about 5 to go, going off the front and forcing other riders to chase, and allowing me to follow wheels and set myself up for an attack or a field sprint. With about 7 minutes left in the race, with around 3 to go, I attacked right after the start and made sure to create space between the other riders and my rear wheel so no one could draft or try and counter right away. I came around the next 2 corners as fast as possible and began to open up my gap with every clean line through the S turn and hairpin section. With 2 to go I just focused on my breathing

and made sure to only look back when the course allowed it, checking to see if anyone was bridging or trying to counter attack around some of the tighter sections of the course. After hearing the bell, my heart raced a little but I continued to block out the excitement until after the race so that I wouldn't get beaten at the line. As I came into the final straightaway, I could begin to hear the hum of the gears behind me and I knew I had to go all in to ensure my victory. With a second or two on the pack, I rolled across the line with the win and 5 more points toward my category upgrade. Again, I can't describe the importance of what Ethan did for me in both races, especially in the second, setting up a perfect opportunity to come away with 2 amazing wins.

-Tomas

Ethan Frankel

6th Place, Cherry Pie Criterium, Category 4

Tomás and I hugged and congratulated each other on a great juniors race, but now it was time to get the win in the Elite 4's race as well. The race was just 30 minutes after we finished WINNING the juniors, so we spun around before lining up. I was more nervous for the start—I knew I probably wasn't the strongest and didn't know exactly how the race would play out, but Tomás may have very well been the strongest in the field.

Again, Tomás and I "shlammed" to the first corner. Since we were again going for a win, we covered attack after attack, and nothing was able to go past us without either he or me being on it. There were two primes available, one early in the race and another in the middle of the half-hour. It was great practice to sprint for those, and although I came in second by less than a wheel-length for each, I knew that I had good legs and that I had to be in third or second wheel before the roundabout in order to contest the finish.

With 5 to go, it was time to wear down our opponents, just like we had before. The tactic we'd used in the juniors race seemed to work well for us. I jumped off the front and had a solid gap before being reeled back after a couple of laps. However, I had done my job: San Jose and Velo Wrench had two sprinters and had spent energy to chase me down. As soon as the field caught me, Tomás attacked and soloed away. I was at the front to block and control the field. Soon, Tomás had a several-second advantage.

Two laps later, Tomás was nearly out of sight. There was less than a lap until the finish. I moved up into sixth position. I was excited: we were going to take the win again! We came around the roundabout for the final time, and the rider in front clipped a pedal. I swerved to avoid crashing and lost a position. 300 meters to go. I came around the right side, on a Velo Wrench rider's wheel. It was the wrong wheel to be on. I should've stayed locked in and saved some energy for the last 200 meters. Instead, I had tried to move up a couple of wheels, unsuccessfully, and came across the line 5th in the field, while Tomás had his arms raised in victory a few seconds up the road. I rode to him, congratulated him, and we debriefed with Coach afterwards.

This race was again successful for Tomás and me. We had taken the win and worked together efficiently to do so. Personally, I had ridden strongly: contested the primes and attacked several times. It was a great way for us to start off the season, and it will be great to see how Team Swift develops as a team in the more challenging stage races.

-Ethan Frankel

Esteban Ramirez

Cherry Pie Criterium

Cat 4 juniors 13-14, 15-16, 17-18 and Elite 4

I did not eat particularly well the night before the race because I went to one of my good friend's birthday parties and ate a pretty good amount of unhealthy things but I don't think it had a serious effect on the race at hand. I did, however; have a pretty swell breakfast that morning, blueberry pancakes.

At my house at five in the morning it was almost 60 degrees out but it was 20 degrees cooler when we got to Napa, so I got frustrated with the arctic like weather. Doing the pyramids on the trainer quickly helped the body temperature. Then after the pyramid I did the regular race preparations and rollout etc. As soon as we started, a kid crashed and I survived by swerving around him. Within two laps I fell from the leading peloton and was with two other people trying to catch up so within another two or so laps I caught back up and I stuck with them till the end of the race. In that first race I felt like I was using about 88% of my total potential energy because I knew I had to save energy for the senior race. After the first race I quickly prepared for the next one by eating and drinking and rolling out again. At the start of the second race I had a difficult time on clipping in for some reason so I was already immediately in the back. I quickly realized I had not saved enough or had enough energy left to keep up with these guys in the elite 4. I stayed with them for a lap and gradually fell behind. Some of the other cat 4's fell off and I soon was riding with my own small group of racers and it was that way till the end of the race. After the race I rode around a little and had a recovery drink, stuck around for a meeting and saw a little bit of the last race.

-Esteban Ramirez

Ben Cook

4th Place Cherry Pie Criterium Senior Category 3

"And here comes your lone winner to the line! Can he hold on!" The crowd roared as Tomas flew down the finishing straight, with nothing but the wind in front or behind him. "Yeah Tomas!" The team cheered as our rider crossed in 1st place for the category 4 race! Luke, Gianni, Isaiah and I would be taking on the category 3's in just a few minutes. We lined up at the start with Coach Laura. The plan was to race a more aggressive race than last weekend at Cal Aggie, with more attacks and more breaks from the field. It was a twisty and technical course, and would be perfect for splits.

"On the whistle gentlemen!" We got into our drops and picked up our feet. Four of us, we were the biggest and strongest team in the race today.

TWEET!

And we were off! The three went ahead of me as we darted into the first corner, Gianni took a pull to set the pace fast, and we all gathered back together in the top 10. I wanted the team to go for one of the four primes to practice sprinting for the finish. The clicking and smacking of chains and gears carried us through the right roundabout the first lap, and we got ready for the first prime. I looked up on the hill to see a rider with a gap already. Could we go for it? I figured if I sprinted right then I may be able to get him by the line. Too late, I'd be pulling the field and killing myself, or so I thought. We looked through the next turn to see the rider hadn't stopped going after his sprint, and within just a few laps he had almost 40 seconds on the field. We realized we wanted to get him back, so Luke put in some good covers and attacks, then Gianni started pulling, then I. For the next few laps we jumped continuously and kept the pace high, the gap was 15 seconds about half way through the race, but we had no organization. We got some help from Davis and Mike's Bikes, but not enough to keep the pace high. Here's where we made the mistake of not pacelining instead of attacking individually. We had already split the field down to just 10 riders; a clear rotation from the 4 of us could've kept the rear group off of us and caught the leader.

But it was too late at this point, by 3 to go; Tony yelled from the sidelines that we'd be racing for second place (Luke and Gianni's dad helps yell for Coach Laura). In that same corner where Tony stood Isaiah lingered with a few seconds gap, so I hit the front and slowed down. We'd lost the win, but the whole race wasn't over yet. We all had different objectives in the race today; Gianni's was to be in the top 5 at 2 to go to work on his finish. The roundabout finally took its victims as Sam Hill and a Rio Strada rider slid out right in front of me at two to go. I slammed the brakes and nearly missed them, but lost all my momentum. Gianni came flying by me. I sprinted hard to regain position, met him at the front, and at 1 to go we were 3rd and 4th wheel.

The whizzing of tires and the banging of a chain over the cassette flew by us on the left side, Alex from Limitless put in a massive flyer. The whole field was on its toes; we jumped hard and had him caught by the final roundabout. Gianni and I held his wheel, while one Davis rider set the pace in front of us. We were still 3rd and 4th. Screeching through the last roundabout, Gianni and I lined up for the sprint, but I drifted wide and lost a position.

"Go Gianni, GO!" I yelled. I knew he would make it. More swooshing on the left side, Robert Terra, last week's winner at Cal Aggie flew by with Luke on his wheel and opened up the sprint early, I hopped on the train to the finish line. Luke was dying fast; I hopped out of the saddle and started my dash for the line. Gianni launched by on the left and broke free from the field. I barely edged out a rider for 4th place on the line; Luke and Isaiah were not far behind me. After Isaiah's attack at 3 to go he was nearly toast for the sprint, but managed to make it in our front group nonetheless and really helped the team with his pull. We spun down in the parking lot, toasted from a brutal and exciting race.

At the end of the day, Cherry Pie was a win and a loss in many ways; we were really happy to pull out some great finishes, but also learned ways we could've gotten the winning rider back in the field. It came down to our organization and our awareness of the rider off the front. Reaction time and more organized chasing could've won the race for us, or bridging a rider up to him could've been possible early on.

Later in the day Sawyer won her cat 4 race, adding to our list of victories for the day. It was an awesome day for Team Swift, with more riders than not ending up on the podium or a top 5 spot. The junior 4/5 race was a really exciting race to watch, with every rider (about 6 swifties total) finishing in a big pack and doing great in their field sprints. Ethan and Tomas took 1st and second with Esteban not far behind. We all went home happy with a lot of pie to eat!

-Ben Cook

Luke Lamperti

7th Place Cherry Pie Criterium Senior Category 3

I was super excited to do another Cat 3 race after having a lot of fun at Cal Aggie a week before. I got to know the course during the junior race earlier in the day. I rode one lap just before the start of the race. When the race went, I rode toward the front. I was near third wheel. The second lap was a prime lap. Just before we entered the round about a rider rolled off the front and everybody thought he would come back after that prime lap but after he got the prime and kept rolling. He pulled a good-sized gap but nobody thought of it as a threat. Then with about 7 laps to go somebody yelled that he had a 40 second lead. Everybody all the sudden realized how big of a gap he had. We started chasing and trying to get to him but were not able to catch him. It had now become a race for second place and we had 1 lap to go. We rolled around all together through the last corner. The rider I was on sprinted out of the corner I sat on his wheel and then I gave it my all at the line coming in 7th. I was happy with my result and had a fun day.

-Luke

Isaiah Chass

11th Place Cherry Pie Criterium Senior Category 3

After doing the juniors cat 1/2/3 race earlier, which consisted of only Team Swift riders, I had seen the course, and was warmed up. There wasn't very much time in between races, so after getting my new number pinned on, and having a little bit to eat, I rode to the start line. The race started off, and Team Swift was all at the front. After a few laps, a rider slowly got off the front, and started opening up a gap. He kept getting farther off the front, and there wasn't much time left in the race. Trying to get organized, we tried to bring him back, and started to get him in sight, but it was too late with 2 laps to go. At this point, we knew we were racing for second place, so we stopped trying to pull him back. He opened up his lead again, and I had to start getting

better positioning for the finish. Coming into one lap to go, there was a crash, and attacks started going. I was top 10 going into the roundabout on the last lap, and then there was a split in the rest of the group. I wasn't able to make the split, so I started sprinting early, trying to get to the front group. I sprinted to the line with nothing left.
-Isaiah

Luke Lamperti

3rd Place Cherry Pie Criterium Juniors 15-18

We arrived at the race just around 7:00. Our race started at 8:45 so we had plenty of time to get the bikes on trainers, and eat something. Then we pinned our numbers on and got onto the trainers. We did not want to do a super hard warm up because we were racing later in the day to. After a good warm up we got off the trainer and rolled toward the line. When we got to the line we did roll out and then found it was just the four of us on our team. We decided to roll a lap and then race each other. We checked out the course and then we started doing some attacks. Gianni went first riding a lap solo and then we brought him back and I attacked riding solo for around half a lap. When they caught me we rode together and cruised for a little bit. Then we had 5 laps to go and we would get attacked every lap by Ben into the 6th corner. We would chase on by the roundabout. On the last lap we rode and then Ben got on the front with half a lap left to go and he pulled us to the line with Gianni in first Isaiah in second and me in third. It was a fun experience racing with just my teammates!
-Luke

Sawyer Taylor

1st Place Cherry Pie Criterium Sr Women Category 4

"MOM!"

"What."

"MY RACE STARTS AT 11:00, NOT 11:30."

"Oh Sawyer. Just relax. We'll get there on time. You'll have a full hour to warm up!"

Fast forward thirty minutes. I'm on my trainer starting my warm-up with thirty five minutes to my start. My mom got my race number and pinned it to my skin suit (which I changed into in the car). I was ready to go.

After my warm up, I had a little over ten minutes until my start. Thankfully, they were running behind schedule. After watching the cat 3's finish, I rolled out and was able to take half a lap before the start.

The whistle blew, and we were off. I clipped in right away and was third wheel coming into the second turn, and I stayed in this position for the remainder of the lap. When the pack went around this roundabout, I realized that this was where I wanted to be for this turn.

For the next seven laps or so, I followed a very similar pattern. Passing the start/finish, I would fall back to third or fourth wheel. Then, after the first two turns, I would either hold my position or move up a wheel. If I moved to far forward, I would let other riders sprint past after a short pull.

With only a few laps to go, another rider asked me if I wanted to break away from the pack after an upcoming prime sprint. Coming to the finish line, no one was sprinting, so I went and won the prime. This was good practice for the final sprint and I'm glad I did it.

With two laps to go, I was in the front and pulled for almost the entire lap. Then, I let two other riders pass me at the finish/start line and held their wheels. Coming into the roundabout, I was second wheel. I stayed here, and then hammered it to the line; standing for the last few feet and winning.

This was such an awesome race (and my first race to do a second time) and was a great way to warm up for Valley of the Sun.

-Sawyer

Andrew Mathiesen

Sr Category 5

9th Place Cherry Pie Criterium Juniors 13-14

This was my first race ever and I was excited to be racing against other people. The night before the race my father and I were having trouble with the bike because we didn't have the junior cogset. We were having trouble blocking gears on the rear derailleur because the screw was too small but we found a screw at Home Depot which long enough.

On the morning of race day I ate a peanut butter and jelly sandwich and one hardboiled egg. We drove to Napa, arriving there around 6:30, and immediately went to pick up my race number. I got dressed and went to the Team Swift van. While I was getting ready my dad was getting my trainer set up under the team's tent. After getting dressed I got on my trainer and Coach Laura started giving us pointers while we were warming up. Then she had us do one minute pyramids led by one of the team swift members. Approximately twenty minutes before the race I hurried down to the roll out spot. After the roll out I went to the starting line with two other teammates and we talked until the race started. When the director blew his whistle to start I was starting at a relaxed pace in the middle of the pack. I stayed with the competitors

which I thought were in my age group. After about a lap in I started leading my group of four competitors and they continued drafting off me for the rest of the race. Everything went smooth until the last part because I sprinted too early and was too tired to continue sprinting when we got to the straight-away. Even though I think I did badly, I think the race officials put me on the wrong spot because I lapped people and they were placed in front of me. After the race, Blake and I talked and watched the Elite riders. After the Elite race I had to go home because we had to pick-up my sister.
-Andrew

Elliot Frankel

Racing Age 14, Category 5

10th Place Cherry Pie Criterium Juniors 13-14

This was a great race for learning. I learned that I should take care of my body, and that I can pedal around corners.

The week before the race, I learned that one of my classmates had just joined TEAM SWIFT, and was excited to see how experienced she was. My goals were to beat her, stick with her, or help her succeed and have a good time. I kind of failed at all of them.

The events prior to the warm-ups were irrelevant. The warm-ups, however, were quite interesting. Because my brother was using the trainer, I had to bike around the parking lot. I did not have a good warm-up doing that. Oh well. When the time came to head to the rollout, I met up with my new teammate Hana, and told her a little bit about how to prepare for a race. After that, it was time to line up. This time I wasn't that nervous. Even though it was a new course, I knew I could do well.

The race started pretty well. I kept up with a small group of racers until the second lap, where I threw up into my mouth. I had to slow down and swallow it back, costing me lots of time. There was no way I could recover, so I just pushed until the end, without a goal. After the race ended, there was a debriefing where I learned a great deal of things, mainly how at such low speed, I could still probably pedal through corners.

They got the standing all messed up, so I have no idea where I actually finished. Even though it might not have been a great race, I feel like the knowledge and experience I gained was more valuable than a cherry pie.

-Elliot

3. Valley of the Sun

2/21-23/15

Phoenix, AZ

Valley of the Sun – Senior Women Category 4 Report

Sawyer Taylor

4th Place Valley of the Sun Stage Race, Overall GC
Category 4

Senior Wm

4th Place Stage One: Time Trial
5th Place Stage Two: Road Race
4th Place Stage Three: Criterium

Stage One: Individual Time Trial

I want to start off this race report by saying that, although I still like them, time trials are my least experienced and least favorite races. The only other time trial I have done was at road nationals, and I did not use clip on time trial bars. That being said, this time trial was a great experience for me and a lot more fun than I expected to be.

My mom and I checked out of the hotel the team was staying in at around 11:30, got sandwiches, and were at the course by 12:30 for my 2:53:00 start. Upon arriving at the course, we went to talk to the official to see if I could get moved from the 15-16 junior girls category to the women's 4 category as I was one of the only junior girls and the only girl in my age category. The lead official kindly agreed to do this; meaning that, in addition to being able to compete with the women, I would get to use clip-on time trial bars.

I headed to the team tent and got ready for my warm up. After putting on my skin suit, I put my clip on TT bars on and hopped on my trainer.

During my z-3 blocks and my 2' pyramid, my legs felt a little heavy but felt a lot better once I got on the road for a few more jumps. I headed to the start line with a few minutes to go and rolled out. Ben and my mom were there to watch my start and my mom gave me a Shot which I quickly ate before getting on the platform.

As soon as the whistle blew, I went for it. I got out of my saddle and gained some speed before sliding my hand to the end of my bars. Within two minutes, I was at lactate threshold.

Until about the halfway mark, I followed a similar pattern. I would stay within three beats of my lactate threshold at a lower cadence for about four minutes. Then, I would pick up my cadence for about 30 seconds (keeping the same or a similar heart rate).

Just after the halfway mark for the way out, I passed my 30 second person (a 17-18 girl), which gave me some extra motivation. I pushed a little harder. About 3 minutes later, I started to feel queasy and backed down into upper zone 4. By the time I got to the turnaround, I was a little over 20 minutes in and back at lactate threshold.

After an okay turn around in my drops, I was back to just a little below lactate threshold on my bars. I was in one of my biggest gears and wasn't able to pass my threshold until the halfway mark. At the three kilometer mark, I started speeding up. I got to the one kilometer mark and hammered it to the finish with a time of 38:50.067 (placing me fourth in the category four women).

This was my best time trial (practice or real) I had done so far but there were definitely a few things I felt like I could really improve upon. The most important of these would have to be my pedal stroke, my turnaround, and not slipping out of lactate

threshold. Also, I want to get better used to using TT bars. These are definitely things I will work on for next time.

Stage Two: Road Race

After a smooth, but early, departure, an okay warm-up, and an easy category switch, I was on the line and ready to go at the Valley of the Sun road race. I was so excited for this race for a couple reasons. First of all, I hadn't done a road race since just after nationals and was antsy to finally do another. Secondly, the course was awesome and had different scenery than I was used to. And lastly, because I was racing as a cat four women (and because the master women were combined with the category four women), I was going to race with Coach Laura!

The first lap of the 2.8 laps that made up our 46 mile road race was an easy one. Aside from the climb to the finish line, I stayed mainly in zone one. I was able to talk with coach and a couple other women for quite a while. Aside from some issues with some hand cyclists (which we had conflict with for the remainder of the race) this lap was pretty uneventful.

Coming into the second lap after the descent, I felt pretty good and was able to stay towards the front. The pace was pretty relaxed until one of the top three women from the TT attacked. Then the pace started to pick up. Coming into the climb, I grabbed coach's wheel. I was able to hang with the QOM group until the feed zone where I grabbed a bottle from my mom, which slowed me down a lot. The hand off is definitely something my mom and I both need to (and will) work on. I had to really sprint to try to catch the lead pack. Unfortunately, coming over the hill I was unable to do so and another junior and I started working to try and catch the lead pack. At the corner past the finish, the group behind us caught on and we all worked together to try to catch the lead pack. Almost 15 minutes later, we were with the lead pack.

With about half a lap to go, I was starting to feel gassed. I was able to move up the pack to where coach was and talk to her about the finish. Again, I was going to hold her wheel for as long as I could and, in addition to getting a great draft from a steady, strong wheel, I could prevent anyone else from latching on.

At the base of the climb, we started to push it. I was able to hold coach's wheel; having to push several riders away once going elbow to elbow. With two kilometers to go, I got into my little ring. When this section was over, I tried to shift back into my big ring but couldn't. Bad, bad, bad. At the one kilometer mark, coach began to hammer and, while I was able to hold on for a little bit longer, I couldn't get into my big ring until the final sprint by which I had moved back several spots and lost fourth by only about a foot.

Although I definitely made some mistakes (the two biggest being at the feed zone and shifting out of my big ring in the first place for the finish), I learned so much in this road race and was still able to hold my fourth place in the general classification

Stage Three: Criterium

When the whistle blew, I took what coach had said about this crit being a "race won to the first corner," seriously. I was fourth wheel back coming out of that corner; pretty close to coach who was racing with me as a master woman.

I knew this race was going to be short and fast. In addition to the race only being 25 minutes long, we had a pretty good sized field of about 20 cat 4's plus the master women. Also, the top four positions in my group (with me in fourth) were pretty well secured, so I knew that many people would be going for a one day win.

While there was a lot of shuffling, I was able to stay towards the front pretty well for the first two laps. Coming into the first prime lap, I was on coach's wheel. We sprinted, and I was able to hold my spot (second) with coach crossing the line way before everyone else. Two laps later, we repeated the same pattern; coach moved to the front, I grabbed her wheel, and we sprinted. Again, coach got the prime and I was able to practice my sprint.

A couple of laps went by and I was able stay near the front. If I could, I was on coach's wheel. I didn't do as well in the next prime because I was stuck in the pack and had a bad position for the sprint.

With three laps to go, the second place GC rider attacked into the fourth corner and I grabbed her wheel and held it. We were riding strong into the second to last corner. But to my surprise, she went straight instead of turning. I made a sloppy turn and was back with the pack.

With one lap to go, two cat 4 women pulled forward, and I chased them. Unfortunately, we were caught two corners later. Coming into the second to last corner, I was on coach's wheel. But when she went, I wasn't ready (probably because I had just attacked a few times) while two other cat 4 women were. I thought I had third, though and started sprinting to the line. Unfortunately, another cat 4 woman passed me.

I think that if I had been just a bit more ready and had been at a lower gear for the sprint I would have been able to get third or even second or first in this race. Regardless of how I did (I was able to hold 4th place in the general classification), I learned so much and am very happy with how I did at Valley of the Sun.

-Sawyer

Valley of the Sun -- Junior Category 15-16 Reports

Gianni Lamperti

8 th Place	Valley of the Sun, G.C.	Juniors 15-16
8 th Place	Valley of the Sun, Time Trial	Juniors 15-16
6 th Place	Valley of the Sun, Road Race	Juniors 15-16
14 th Place	Valley of the Sun, Criterium	Juniors 15-16

Stage 1: Time Trial

Driving to VOS took us 14 hours and was not too bad thanks to my parents. This

would be my first 15-16 race and was my first time racing here. I was really excited, especially for the road race. When we got there on Thursday morning we went and pre-rode the TT course. It was pretty warm and was about the same time I would be racing the next day. On the morning of the TT we went for a spin in the morning before coming back and leaving for the course about 11 in the morning. My start time was at 2:48:30 but I had some teammates racing earlier so we decided to go out a little early to support them. Once we got there, time flew and all the sudden it was 1:15 before my start. I got my numbers on and then went outside and set my bike up on the trainer. After I did my warm up and jumped off I did a quick jump on the road to make sure everything worked well, and then rolled to the start. When I got there, there was about 5 minutes until my start so I rolled out and then got in line. When I rolled up to the start I was ready. I got up to speed pretty good and held what seemed like a perfect pace for about the first five minutes. At that point I was just above zone 4 and felt like I could hold it for a while, hopefully long enough. Going over the rollers I kept my pace as consistent as I could. Coming into the turnaround I took a drink of water and knew it was going to be hard to keep speed and stay on top of the gears on the way back. I was switching between my hardest and one up the whole way back. When I got to where there were two miles to go at the palm trees I started to ramp up to my max. I saw a guy a little in front of me and knew I could catch him and that was my goal. When I caught him it was perfect because I could then see the finish line ahead and I went as hard as I could all the way in. It was a good TT for me and I was happy with my result. I then went and got recovered for the Road Race the next morning.

Stage 2: Road Race

The morning of the road race we got out there about 6 o'clock in the morning and had perfect parking. We decided not to warm up on the trainers and after getting ready we got on the bikes and rode up to the start line before an 8:05 start. Once signed in and rolled out I spun around for a couple minutes before lining up. When the race started it was pretty cold and it didn't help that we were going slow. We cruised the first lap and there were no attacks that stuck. Going into the second lap we got neutralized because another field was passing us. This was the KOM lap so the pace started to pick up on the backside. Coming into the bottom of the climb it lined up and I was fourth wheel. The pack stood up to sprint and Monster Media got it. The field was split in half but everyone caught back up when we went over the top and slowed down. Coming into the last corner there was an attack by Werxx. He stayed off the front until about 600 meters out. There were two other guys that had a little gap and they caught him and he jumped on. At the front of the field I was second wheel and Hot Tubes pulled off, I just pulled through as hard as I could. I pulled off as someone jumped up the right. I jumped hard and got passed by two people, finishing 6th. It was a good race for me and I was excited with my results. I learned a lot and am ready for next year.

Stage 3: Criterium

The morning of the crit it was cold, but it was really going to warm up by about

9. We got there and got warmed up before heading over to the start. Isaiah and I watched the last couple of laps of my brother's crit and he got the win! When we rolled up to the start I was towards the middle which was perfect. When the race started it took a second for me to get clipped in and then I saw Hot Tubes jumping into the first corner. I was about seven wheels back, too far. I moved up and then covered a few attacks. On about 5 to go I was on the right side and I saw Liam, the leader start to open up and attack up the left. I jumped and got on his wheel and we were off the front for about half a lap. We came back into the field and I don't know why but it was really hard for me to stay at the front. I would be there then drift back. Coming into the last lap I was close to the front, but I then got pushed to the back again on my own fault. I pushed back to the front around that last corner but I was on the outside and I got pushed wide. I couldn't stand to sprint but I finished 14th in the field and kept my time and was 8th overall general classification. I had a really fun weekend of racing and was happy with my overall. I can't believe how much I learned and it was a really good experience for me.

-Gianni

Isaiah Chass

17th Place Valley of the Sun, G.C. Juniors 15-16

17th Place Valley of the Sun, Time Trial

18th Place Valley of the Sun, Road Race

18th Place Valley of the Sun, Criterium

Stage 1: Time Trial

I was excited for the first time to do a time trial. I felt like I was getting better at pacing myself, and I thought that I could do much better than I had done in the past in time trials. We got to the race early with about 2 ½ hours until my start, so when we arrived, I got my number pinned, and got my bike ready. When it was time to get on the trainer, I put on my kit, and started warming up. I did a hard warm-up, took a Clif Shot, and then rode to the start house. I started out sprinting from the start house, and got up to speed. I brought up my heart rate, but my speed wasn't where I needed it to be. I slowly tried to bring my speed up a little, but not blow up before the turn around. I kept refocusing on points up the road, to try to split the time trial into sections. If I kept refocusing, I wouldn't drop my speed as easily over the 15 miles. When I came up to the turn around, I stayed far outside, and tried to take the corner as smooth as I could, and then get back up to speed as quick as I could. After about a minute on the way back, I started feeling a lot better than on the way out (partly because of the tailwind). I brought my speed up a lot higher, and held it there. I was getting close to the finish, and I could see the 3K sign up the road. When I got there, I brought my heart rate up to max, and started going as hard as I could for the final few minutes. With 1K to go I shifted into my hardest gear, and pushed as hard as I could. I stood up to sprint with 100M to go and went as hard as I could to the finish.

Stage 2: Road Race

With Gianni getting 8th in the time trial, I was working for him to get higher up in GC. The plan was for me to get cover the attacks, and if one of us could get KOM points, it would be great. We got to the race early in the morning, and got a good spot on the first corner. I didn't do much of a warm up because there was going to be time to warm up during the race. I still did a few, short sprints to get opened up a little. The race started off slow, and neutralized until out of the first corner. When we were told that we could race, everyone hesitated for a little bit and then people started attacking. After a few attacks, that weren't able to get off the front, the pace was slow until the second corner (The course was like a triangle, with 3 corners, and 3 long straights, and one short climb at the finish). Coming out of the second corner, an attack was made, and I jumped on it. The field was right behind, and counter attacks were made once they caught up. I got on a few more attacks, and then the field slowed up, as we got neutralized by passing fields. We got neutralized multiple times, which kept our field pretty close together. When we came up to the climb, which was also a KOM, it started getting harder, and I was trying to get to the front, hopefully to get KOM points. I was at the front, but I was getting split from the first little group going over the top. They got a little gap, and I had to sprint over the top to get back on. The pace was slow for the rest of the 2 straights, and when we came out of the second corner, a few attacks started coming again. A few miles from the last corner, I attacked, and another rider was attacking on the left. I got on his wheel, and we got a little gap. He went to pull off, but I couldn't pull through because he was high up in GC, and I didn't want to pull him away from my teammate Gianni. He sat up, and the field pulled us back. When I got back into the field, another attack went, and a rider got up the road solo. He was pulling away, and started to get pretty far up the road. The bigger teams didn't want him to get away, so they went to the front and started bringing him back. On the final climb, I couldn't hold to the first group going over the top of the climb to the finish. I was with one other rider sprinting to the finish. When we got with 100M to the finish, I sprinted around him.

Stage 3: Criterium

The Valley of the Sun Criterium is one of my favorite crit courses, so I was super excited to race it. On the start line, I looked down the road, and wanted to be the first one into the first corner. The race started off fast, and I couldn't clip in right away. I got through the first corner, and then sprinted around the outside to move up. I was top five and an attack came out of the 4th corner. I got on the attacks right away, and kept following wheels. After a few laps of attacks, I got off the front with another rider and we had a gap. We worked together and stayed off the front for about 1 ½ laps. When we got pulled back, another attack went, and I had to make sure I stayed at the front. I kept getting on almost every attack that went, hoping to get off the front and stay until the finish. The race was a short 30 minutes, so it wasn't too long until 3 laps to go. I stayed up front, and with 1 lap to go, I got on one last attack. We got a little gap, but the other rider sat up, and the field was right on us. Around the next corner,

another rider attacked and was off the front (he ended up holding his gap and winning). I moved my way through the field, and was on my teammate Gianni's wheel coming out of the last corner. We got boxed in being behind the GC leader, and pushed in the gutter. Once I got my way out, I put in once last sprint to the finish.
-Isaiah

Valley of the Sun -- Junior Category 17-18 Reports

Ben Cook

21st Place Valley of the Sun, G.C. Juniors 17-18

19th Place Valley of the Sun, Time Trial

41st Place Valley of the Sun, Road Race

33rd Place Valley of the Sun, Criterium

There's always a certain feeling when rolling into Sun Valley Parkway for the first time of the weekend. It's the first major race of the season, you're roasting hot in the car, and your nerves are jumping all over the place. I was excited to say the least.

Last year I didn't have a very favorable time trial, so this year I was setting out to make it different. My goal was to get under 33 minutes and shoot for a top 10. We unloaded the car near the Team van and set up trainers in the shade. Emily, our team captain last year, rolled over to the motor home in a brand new Fort Lewis cycling kit. "Hey kids!" She said with a smile. We hung out for a bit before she headed off to her start; it was great to see her before our big day here. The parents set up our trainers in the shade. Mine was on the other side of the motor home since we hadn't set up the shade yet. I was starting well before everybody else, so I hopped on about an hour and a half before my start and began to spin my legs. It was great to have the parents help out with setting up and warm-ups, we owe our races to our parents!

I didn't have much time to move my trainer over into the other shaded area by everybody else, so I just put my headphones on and did my warm up alone, which I was fine with. After about 45 brutal minutes on the trainer, I got off and set up my wheels, rolled up my skinsuit, and headed off down the road. I had just enough time to roll to the start and use the bathroom one last time. I took a shot and hung out with Coach Laura before the start ramp. "Well, you've trained for this. You know what to do!" And for sure I did. My dad let me borrow his stages power meter for the race this weekend. I had been training with power, but didn't have any race wheels with a power meter. I had my wattage goal for the TT, and adjusted it for this meter, which seemed to read a bit lower than my other one. As my dad says, power is all relative. I adjusted my goal before the TT so I knew just what to shoot for.

I climbed onto the start ramp as calm and ready as I could be.

"Keep relaxing your upper body." Coach reminded me before the start.

"Five seconds." Said the official as she held out an open hand.

"Four, three, two..." I put some pressure on the pedals and got ready to jump.

"One, Go!" I released the brakes and flew down the start ramp.

I shifted right down the cassette and settled into the drops as quickly as I could. I got out of the saddle one more time and shifted up again to really find my rhythm. My power was perfect, a bit above my goal which was where I wanted it for the beginning.

Coach and I talked a lot about hand position in the TT, and I realized the best thing I could do was to find a spot and hold it. For the way out the drops seemed the most comfortable and fastest so I stayed there more of the way.

"16:34" I read to myself as I approached the turn around. I knew the way back was downhill and a tailwind and would be much faster. I looked down one more time right before the turn. 17:14, that put me at 34:28 with the same pace, but I knew I would be flying on the downhill. My power was spot on.

I sprinted out of the turn and got settled again in the drops. I pushed a little extra up the hill out of the turn-around, knowing it was a great spot to save some time.

I looked down at my computer again, I was doing over 28 miles per hour. Sweet! That's a lot faster than the way out, and my power was still consistent but declining slightly. I figured if I tried as hard as I could to keep the power where it was, my pacing would be steady. At 25 minutes in I could see the palm trees coach always talks about, the 3k to go marker. They were still a ways off but I knew I could really start to push it now. I saw a rider way out in front of me and shot to pass him before the finish. I stayed in the drops and pushed on, looking up at the road, down at my Garmin, up at the road, and down at my Garmin again. 29 minutes at 3k to go, I was set for the finish.

I passed the rider, number 783, at about 2k out. He started 2 and a half minutes ahead of me! I watched the clock and pushed on. 1k to go and I was at 32 minutes. "GO! GO! GO!" Yelled my dad on the corner of the median. I pushed into the finish as hard as I could and looked down. 33:05.

I spun down the straight away and back to our car. For whatever reason that spin down felt longer than the whole time trial. I set my bike down at the van and grabbed my recovery drink. "Hey Ben, let's go cheer on Gianni!" Said coach. I picked up my bike and gear again and rushed to the start line- for the second time today!

Gianni was having trouble connecting his heart rate meter before the time trial, so coach and I just told him to relax and pace himself as best he could. He took a few deep breaths and headed up to the start box. I tried once again to get out of my kit and gear. No riders to be cheered on, no urgent need of help, it worked! I finally changed and relaxed.

I finished the day officially at 33:20, since I forgot to hit the lap time on my Garmin until a few seconds into the TT. Either way I was really happy and was able to pace myself almost perfectly throughout the whole race. I finished in 19th out of 90 riders, a place I was happy with in such a competitive field. I went home, took a much needed shower, and went to dinner with the team to get ready for tomorrow's big road race.

Stage 2: Road Race

After a great night's sleep and a refreshing early morning spin, I felt really strong coming into the Valley of the Sun road race. This is a stage I usually struggle with, so I was anxious to get going in the 17-18 category. Before the start of the race, Coach told me to race hard and ride a race I was proud of, so I set out to do just that. I also talked to Team Swift graduate Tyler Williams the night before the race. He talked to me about how to deal with the big teams and to follow the lead rider. When he won he slipped away on the flats, and he said there were plenty of great chances to get off the front. I knew the course to be wide and open, and was going to have to be ready for attacks at all times. I was really lucky to have my teammates, Ethan and Parker, helping me by patrolling the front during the less stressful moments to keep the pressure off of me. I was ecstatic when Ethan came flying around me on a Specialized rider's wheel to cover an attack on the first lap.

After trying for a few break-aways, I soon realized that Lux wanted to keep the field all together. At the end of the first lap, I saw a local Norcal rider try to break away down the road but he was caught quickly by Lux. We agreed to go for it sometime on the second lap. I stayed near his wheel at the bottom of the hill, and when he attacked I was right on it. We had a clear gap and began rotating hard up the climb. It was the KOM lap, meaning that the top three riders to the line were given time bonuses at the top. Two riders were already up the road, meaning we had a shot for third. We rotated hard the whole way up the hill and took bottles along the way. I pulled through right at the top of the climb and snagged the last KOM bonus at the top.

On the downhill we started to fade, but were soon joined by a Hot Tubes, Specialized, and a Limitless cycling rider. We joined in with them and lasted another few miles. I was really struggling and started having to miss my pulls here and there to rest. A few miles later I was dropped out of the group. I took the minute or so it took for the field to catch to take my hands off the bars, feet out of the pedals, and stretch every muscle in my body. Boy, that was the nicest minute of my life. Once back in the field I struggled over the next climb, but Parker helped me make the split and stay with the lead group. I was feeling tired after my breakaway but happy with the race so far. Parker tried to move me up to the front for the hectic field sprint on the last climb but to little avail. I tried sprinting up around the left side of the field but couldn't match the power of the bigger teams in front of me. I lost 30 seconds at the finish, which was a bummer for sure. It was always a tricky finish for me at Valley of the Sun, and this time maybe I shouldn't have been so happy with my prior breakaway and put some more effort into that final finish. Either way, I rode a race I was happy with and I knew how to improve for next time. I also learned where break-aways were most likely to stick in this race, as my break eventually all came back together, but a move that countered us on the last lap stuck off the front to win.

Stage 3: Criterium

After a hard and darn good weekend of racing, it was time to finish it off with some fun at the criterium. The plan was to *shlam* the race, or attack from the gun. After a good warm-up on the trainer, Ethan, Parker and I lined up in the front row. With the whistle we were off for 45 minutes of intense and wild criterium racing.

I clipped in as fast as I could and jumped on the pedals, but was only 4th through the corner. Coming through the corner I attacked around the field and broke clean for a few hundred meters, but was caught after the chicane. I hopped back into the field, only to find Ethan right at my side in the top 20. He attacked and broke free as well, putting Lux on the chase. Half a lap later he was back in the field. The next 20 minutes were an aggressive mix of breakaways and attacks from various big teams, us included in the mix with a lot of the big moves. Things began to settle down and the pace remained steadier for the next 10-15 minutes of the race. I often found myself too far up, jumping onto Lux and Specialized moves and ending up in the top 5. By 8 to go I was really starting to hurt and dropped back to get my final rest before the finish. It was 4 laps to go and I began to move up the field with Ethan. I came up the right side before the chicane, and a crash on the inside pushed far outwards. Before I knew it I was almost tangled up in bikes and riders all over the road, but I unclipped and slipped through a few riders to stay safe. I found myself with just a few riders left around me off the back of the small remaining field. We chased hard and caught back by the end of three to go.

I found my rhythm in the field and started to move up again. I pushed through the top 40 and back around the top 30 with a lot of speed. I flew around the corner with 2 to go, but a rider in front of me must've slipped a little because he took the corner all the way to the outside gutter and knocked my front wheel into the curb. I hit the brakes and threw my weight back as much as I could. My bars slammed into the hay bale and I nearly managed to stay on my feet and avoid the palm tree in front of me. Tony Lamperti helped me back onto my bike and gave me some encouragement, but my race was over. I was luckily ok, but my bars were crooked and my hoods bent. I tried to chase but there was no way back to the field. I met up with Parker who was caught behind a prior crash and we spun in together. We checked with the chief referee and were given pack times because of the 3K to go rule despite not coming to the pit immediately. It was a lesson learned and we were fortunate to have a great ref like BLANK to help us out.

Ethan finished just off the pack after barely missing another crash at one to go. It sure was one rough day, with about 4 crashes in the last 5 laps. Luckily nobody was too seriously hurt.

At the end of the stage it was a bit of a bummer not to contest the finish, but I got myself aquatinted with some really great 17-18 criterium racing and learned some lessons on staying towards the front. The whole stage race had been a big success in many ways for team swift and we were all proud of one another.

-Ben

Ethan Frankel

54 th Place	Valley of the Sun, G.C.	Juniors 17-18
62 nd Place	Valley of the Sun, Time Trial	Juniors 17-18
56 th Place	Valley of the Sun, Road Race	Juniors 17-18
39 th Place	Valley of the Sun, Criterium	Juniors 17-18

Stage 1: Time Trial

Arizona is hot. That was my first thought as I arrived the day before the TT for a team pre-race ride. I mean, Mill Valley was going through its own 72-degree heat spell, but here it was already 85°F and only 11 am. It had also been a long, 5-hour drive from Palm Springs (and an 8-hour drive the previous day). So yeah, it was safe to say that my legs were a little tired. Nonetheless, the pre-ride helped loosen them up and get my blood flowing. The eight of us juniors did a couple of pyramids and paid attention to the wind patterns and pavement surface of the course. It was a headwind on the way up and tailwind on the way back, but we knew that could very well change in 24 hours.

We arrived at the time trial midday, after a relaxing morning. Ben, our first racer, didn't start until just before 2 pm, so we'd spun around, ate a nice breakfast, and took our time packing up the hotel. However, as soon as we got to the course, it was full-on race prep, including a tough 2-minute pyramid. I wasn't able to get my heart rate above 175 bpm, which indicated that I was tired. But I tried to ignore the statistic and race my hardest.

I rolled to the start at 2:15. 4 minutes, 30 seconds to go. Before I knew it, I was on my bike. The race official held out her hand. "Five, four, three, two, one, go!" I was in my drops sprinting away from the mass of people waiting at the start. Now, I was on my own, racing against the clock with my own mind and body. That is the art of time trial racing: you aren't playing anyone else's or any other team's game. Time trialing is as much of a mental race as it is physical. I've done a couple of practice TTs and a couple races over the years, but this was going to be more serious. Due to my inexperience in time trialing, my pacing was off. I rode strongly in the first five miles, and then I looked at my heart rate. 192. That's high, especially so early on. Focus is another essential component to any race, but in TTs, focus is even more important. After seeing my high heart rate, I became distracted and told myself that I needed to slow down because I wouldn't be able to hold 192 beats per minute for another 20 minutes.

I approached the turnaround, knowing that I was exhausted but still had 7 miles; 15 more minutes. It was the last five miles that were the most difficult. Firstly, my hand positioning wasn't comfortable. I went down into the drops: nope, didn't feel right. I rode with my elbows on the tops of the bars: nope, didn't feel right. I shifted around a lot, which cost me time, instead of holding one position. I was also dehydrated and had blown up. So I wasn't feeling great going into the final few kilometers. I stuck it out to the end, and managed to finish 62nd. Ben had raced well and finished in 19th, so Parker (a new teammate of mine) and I were going to defend his top 20 position for the remainder of the race.

It was a good for me to experience failure, because I now know how I can prepare myself better and pace myself more efficiently. Time trials are, in my opinion, the most challenging type of race. Practicing my time trialing and racing more TTs will earn me the experience that will improve my racing.

Stage 2: Road Race

After a below-expectations time trial the previous day, I was ready to work hard for Ben and race my hardest. Our race didn't start until 11:52 in the morning, so Ben and I didn't arrive at the race until 10:30. We saw the rest of our team arrive back at the team tent: Luke, Gianni, Isaiah, Sawyer, and Coach had all done really well. Now it was the 17-18s turn to race well. Parker, Ben, and I warmed up on the road, signed in, and lined up. "Gentlemen, you will be racing 64 miles today—4 laps. Go on the whistle." It started neutral, but even the neutral descent to the first corner was nerve-racking. People were braking left and right, overlapping wheels, and bumping elbows. I held my line and waited patiently mid-field for the speed to pick up. We rounded the first corner, and an attack went immediately. I slowly moved up towards Ben (who had moved into the top 20). By mile 10, I'd covered several attacks and Ben and I were consistently riding in the top 20.

The previous day, Ben had told me about the "funnel". In a fast-paced race with big teams and head and cross winds, there was going to be a long line of riders in the front and then gradually pack up towards the back. The best position was to stay in the funnel: where you were most protected and you could see everything that was important. I followed Ben's advice and stayed in the funnel.

By the end of the first lap, all three Swifties were together and riding strong. The following lap was a KOM at the top of the hill, and it was going to be fast. Unless a break got away, which it did. Two riders were up the road and they had a minute on the field. I stayed at the front of the race, with LUX and Specialized, as well as Ben and Parker.

And then it got exciting for us. Ben got in a break with another racer from Marin, and they worked together well to create a one-minute gap. Ben was going for KOM points, and I later learned that his move earned him a point! Since there were already four riders that had a gap, no one had an interest in chasing because there weren't going to be any more KOM points available. So the pace was fairly mellow. But as soon as we reached the top of the hill, the chase began. After half of a lap, Ben was caught and he came back to the middle of the pack to recover. Then, on the third lap, there was pandemonium. Crashes happened in front and around me, but I was never involved in any. Later, I learned that Parker had slid out, but as far as I knew we were all safe.

Up the climb we went, and suddenly five riders went down in front of me. LUX was now driving a fast-paced chase, and there was already a 10-second gap by the time I was able to maneuver around the downed riders. I got out of my saddle and pushed as hard as I could to try to close the gap. I felt Ben and Parker on my wheel and pushed harder. We hit the top of the climb and I cracked. The group I was pulling came around me, and now I was alone, almost 30 seconds behind the field. The last lap was grueling, but I managed to stick it out to the finish with a few other riders, just a few minutes behind the winner.

Ben had had a great race with some strong attacks and a KOM point, and I was happy that Parker and I were up there to help him and cover attacks. With such a big, strong, nationals-level field, it was an extremely tough road race. I knew that if the crash hadn't happened, I would've been with the leaders. I didn't quite have the

strength to catch back on, but that will improve with time, and it was satisfying to know that I had raced as well as I did in such with such challenging competition.

Stage 3: Criterium

It was the last day in Arizona. It had been a great experience so far, and the final race was going to be exciting and fun. After watching the 15-16's race with Isaiah and Gianni, all 70 of the 17-18s rolled to the line. The next five minutes were tense as I anxiously awaited the whistle. The strategy was for the three of us to race aggressively like Swifties always do in crits.

As soon as the whistle blew, Ben and I had shlammed to the first corner in the top 10. The hardest part was over, so now it was just 44 more minutes of intense racing. Within the first lap, Ben had attacked. By the end of the fourth lap, I had attacked twice. However, they were only short bursts, usually a half-lap in length. Something that we noticed other teams doing were longer, multiple-lap attacks. That forces the field to chase for a longer period of time, and if the attacker timed it correctly, they could get the win by jumping early enough that the field wouldn't be eager to chase but not so early that they couldn't hold it to the finish.

A Specialized rider had been up the road for a few laps early on. I came up to Ben around eight laps into the race. "Go catch Sean and pass him," Ben said. "Alright." Bam. I chased down Sean going into the finishing straight and blew past him. Now, I had to keep up my attack for a little while longer. I continued for a few more seconds before I tired and dropped back to the field to recover. The next laps came fast and blurry. I held my top 30 position for most of it, occasionally wandering back to 50th or moving up to top 10 with Ben and Parker.

With 4 to go, things got interesting. In corner two, a crash occurred just behind me. The next corner, as people got antsy and nervous; another two riders went down to my left. On the right side, three others went down at the same time. I squeezed right through the middle of them, and although I had to brake hard to avoid falling, I managed to make it out safely. "Aghhh!" I exclaimed. I was working hard to chase back on, and I was in pain (although not as much pain as those who'd just crashed). I finally made contact through the next turn, and now there were just three laps to go. I looked around for my teammates. No Ben. No Parker. Uh oh. I was the best-positioned Swiftie now. With less than a lap to go, several riders went down again. I swerved to avoid the relatively large crash. "Aghhh!" I was now chasing down a charging field with less than two minutes until the finish. Hopelessly, I hovered at a few seconds behind the pack, barely dangling off the back. I rounded the final turn and passed a few riders, but I'd ended up 6 seconds back from the leaders.

Once the race was finished, I cooled down as I looked for Ben and Parker. They'd both crashed, which was unfortunate. We were hoping to do well in the sprint and it would've been better to have three riders instead of one. But crashes happen and they're hard to avoid.

We'd raced aggressively today, and that was what mattered. The final result wasn't as important as showcasing how we raced, and Ben, Parker, and I had all raced with our minds. The weekend was a downright success. Team Swift had accomplished a

lot (Luke won, Gianni finished top 10, and both Sawyer and Coach had done great). But personally, I was ecstatic that I've become so much stronger in the past year. The first 2016 stage race was finished, and there are many more exciting ones to come.

-Ethan Frankel

Parker Rous

49 th Place	Valley of the Sun, G.C.	Juniors 17-18
48 nd Place	Valley of the Sun, Time Trial	Juniors 17-18
29 th Place	Valley of the Sun, Road Race	Juniors 17-18
45 th Place	Valley of the Sun, Criterium	Juniors 17-18

Stage 1: Time Trial

Unfortunately I did not have my Garmin for the weekend so I have no clue if I was ever on good pace and lost it, or I just was off from the beginning. Overall not a good showing for me, but I do think it was a good representation of where I was fitness wise at that point. I liked the course and for me there was a slight head wind on the way out. I also believe that I should've stretched out more before the start because of how tight I am and in order to say aero for an extended amount of time, being loose is key.

Stage 2: Road Race

Back row start wasn't super satisfying but Ben, Ethan, and I wanted to warm up as a team and because we waited for each other we were stuck at the back. The first lap wasn't necessarily fast but it was super sketchy as most large junior races are. I learned in this race that moving around in the field is difficult for me and I didn't do a good job finding Ben, although I was looking. I found myself not drinking as much as I should've and that started in lap one. Lap two was similar to lap one except for people started to settle in and I crashed. Chasing back on wasn't super difficult but I definitely burned a few matches with that effort. Lap three started to get ugly as people attacked but Lux controlled the front for most of the race. A split on the climb caused Ben, Ethan and I to get caught behind. Ben and I were able to chase back on with a small group as the larger one eased up. I started cramping here, at the start of the last lap. Coming around to the final climb I couldn't stay with the group and slipped back as we approached the finished.

Stage 3: Criterium

Once again I had a bad start and it took me about half the race to get some decent legs where I was then able to move up a bit but I couldn't hold it. That was the fastest crit I've ever been in by far. It was fun until I crashed with two laps to go but I was able to get up and soft pedal until the group caught me and I got back in. I should've gone back to the pit in this situation but I didn't. It was unfortunate that a whole race of trying to say in resulted in a crash in the end.

-Parker

Valley of the Sun -- Junior Category 13-14 Report

Luke Lamperti

1 st Place	Valley of the Sun, Time Trial	Juniors 13-14
1 st Place	Valley of the Sun, Road Race	Juniors 13-14
1 st Place	Valley of the Sun, Criterium	Juniors 13-14
1 st Place	Valley of the Sun, Overall G.C.	Juniors 13-14

Stage 1: Time Trial

I was super excited going into this race with it being my first time at the race but also my first stage race this season. We drove in on Thursday and rode the Time Trial course. We then went to the Landis bike shop to pick up our packets and race numbers. Then we drove back to the hotel and went to bed. I did not have to get up early because my start time was 3:48 in the afternoon. We went out to the Course around 1 so we could help teammates and my brother was at 2:48. I warmed up and then put on race wheels and rolled to the start house. I had a few minutes to I stretched a little and then drank a little bit. I went off down the start ramp and then quickly got myself into a good position and rhythm. I knew I could keep this the whole time so I just made sure I was focused and at this speed. I made the turnaround and then started my way back. I came to some trees that I marked and knew were 2 miles from the line. I started ramping up my pace and was blown by the line when I stood up to sprint. I was happy with my result and excited for next year.

Stage 2: Road Race

I got in a good warm up knowing this race was going to be a short 14 miles. We started off and rode neutral until the first corner. Then the race was on. Nobody wanted to pull so we rode 2 wide. There were a few little attacks so then I attacked and rode for about 20 seconds before being pulled back. Then we rode for a little bit and then a few more attacks happened and everybody was right on them. We made the second corner and I attacked just before to pull a little gap in the corner and rode off for a little and being pulled back again. Then everybody was right on every move. Nobody attacked until we made the last corner of the course with 4k to go. Then we rolled but when we saw the 3k to go sign a kid got on the front and started pulling almost as hard as he could. He was still going until right before the 2k to go sign where he blew up so I attacked and was able to get a gap. I knew if I went as hard as I could from here I would be able to maybe win the stage. I got into a powerful position and was able to ride it to the line. I was happy to win the Valley of the Sun Road Race. I am super excited for next years.

Stage 3: Criterium

I was waiting for the Crit because usually this is my favorite race. I woke up and left the hotel early because my race was at 7:50AM. We got to the race and I got on my bike to go and ride a lap on the course. Then I put my bike on the trainer to warm up. I did a good warm up, took my bike off the trainer and headed to roll out.

After getting rolled out I sat in staging for a little bit and then they called us to the line. I went to the inside. When we started I jumped on a wheel and we did not go to fast and then I pulled through and for the whole first lap we rotated. Then going onto corner 1 on the second lap I attacked and was able to be off for half a lap. When I faded back into to the field I rested for a little bit. This was only a 20 minute crit so we already had five laps to go so I attacked. I was not able to get a gap so I just sat in the field. With 2 laps to go the pace picked up so coming out of the third corner I knew I was the fastest. So I sat second wheel and backed off just before speeding up and attacked as we exited the corner. I was able to get a gap so I went as hard as I could and had 10 seconds with 1 lap to go. I was able to make it to the line off the front. I was super happy to win all three stages at valley of the sun stage race and overall!
-Luke

4. Cantua Creek Road Race

2/14/15

Cantua

Ethan Frankel

Racing Age 17, Category 4

14th Place Cantua Creek Road Race Senior Category 4

The four-hour drive to the race dictated a 3:30 a.m. wake up. I was excited for the race, although I was a bit bummed about not being able to go with my other teammates to Valley of the Sun in Arizona (good luck to them!). We arrived in a quite isolated area, with hardly any hills. The race started at 8, and after a good warm-up, I was ready. It was a fairly small field, only around 25 riders, so I figured that most of the field would stay together and that there would be an early attack. There were a few Tieni Duro juniors in the field with me, so I was a bit more comfortable with the field, rather than having a field full of adult riders.

The race began on a mellow descent and a couple of small, rolling hills. The pace started out slow and steady; we were rolling along at just 25 km/h. After a few rollers, the course became flat and windy. There was a steady headwind coming from the north that slowed the race a bit, but the field worked together decently and we had a good pace-line. I felt the steady rhythm of the pedaling and kept my focus on the road and to watch for any possible attacks. No one attacked for a half lap, but then two riders from separate teams broke away and gained about a minute on the field by the end of the lap. Their teammates controlled the field while they gained even more time and kept pulling back attacks. On the second lap, the pace slowed a bit and I was a bit too impatient. I attempted an attack and brought three others with me. We went out hard for a couple of minutes but we couldn't gain much time on the rest of the field and we were brought back within a few minutes.

One-quarter of the way through the lap, nearly halfway through the race, another attack was attempted. I countered and a group of six broke away and began the chase for the two leaders. Unfortunately, we had one rider whose teammate was one of the leaders. He didn't cooperate with our efforts and we were hard-pressed to keep the pace high. We kept chasing for another fifteen minutes, I conserved as much

energy as I could and constantly ate. I took some hard pulls at the front, and we gained a minute on the diminished peloton.

We soon approached the turn-around and halfway point of the race. We picked up the pace for the next 13 miles to the finish/turnaround. There was a brisk tailwind at that point, but we were all working as hard as one another. We continued to work well together and continued to gain time on the main field. However, we didn't seem to be making up any time on the break/leaders. With just a kilometer to go until the turnaround (and the third hill of four), I began to lose energy and dropped off of the pace of the chase. Another rider was also dropped and we started working together. Once we passed the turnaround, we encountered a gnarly headwind. The chase group had gotten a half-minute on us, but we continued to work together for a couple of miles. Finally, I was too tired to continue, so I relaxed a bit and soloed for a minute or two in a relaxed time trial position. Eventually, a small group began to catch up to me and was just a few meters behind. I sped up a bit as they passed and latched onto the last wheel. I was in a small chase group of just four riders, but the five of us got organized and worked well together. We caught up to the other solo rider that I had been with earlier and the six of us stayed tight and well structured. Nearly halfway through the final lap, however, most of the field caught up with our small chase group. Now we were around 13-strong with 15 miles left in the race. The larger our group got, the less organized we became. The pace-line became disconnected, but the wind caused the group to shrink a bit by the time we hit the final turnaround.

The pace immediately picked up and we dropped four or five riders. Our mini-peloton was down to only 9 or so riders. There were three juniors, and one was myself. The three of us were most cooperative and took many of the pulls at the front. The Tieni Duro juniors were intent on keeping the pace high, and I was happy to oblige. There were five of us that worked hardest at the front and our group shrunk further. We had about 7-8 left. I took a pull. "Rattle, rattle." A wheel was rattling on one of the juniors' bike. I passed him and refocused myself, not letting the surrounding noises distract me. I focused on the whirr of my wheels and pedals and felt pretty good. "Rattle, rattle." I was distracted once again as I pulled off and the other rider pulled through. I shook my head and refocused.

We had just 5 miles left. The two juniors attacked from the front. Not the smartest move, but they were trying to narrow down the field. We chased them down and they had wasted some of their energy. 4 miles to go. They attacked again and I went with them this time, hoping to get just a bit of freedom. The attempt was unsuccessful. They attacked a couple more times and I countered them. We dropped another rider and we were just 7-strong. 3 miles to go. The pace increased as the nervousness got to most of us. I forced myself to keep calm and realized that I was running low on energy and hadn't eaten in 20 minutes. I quickly ate a few Shot Bloks and drank, but we only had a mile to go. I was too late to get food into me.

With a kilometer until the finish, two riders went off the front of our group. The rest of us mainly stuck together but split up a little bit. I gave it all to the finish line, which was on an uphill slope, but came in second to last in our group and just 15 seconds behind the first in our group. I cooled down and talked with a few riders and

reviewed the race. I had done decently, but I could have done more to stick with the break. A wise cyclist once told me, "Never get dropped from a break." However, this time I had and I was disappointed about that. But I knew that I gave it my all and that I had the legs to counter a handful of attacks. I also should've been more diligent about my intake of fluids and food, but that also comes with experience. This race was fun, exciting, and educational for me, and I now know how to come prepared for next time.
-Ethan F.

Elliot Frankel

Racing Age 13, Category 5

1st Place Cantua Creek Road Race Juniors Open

The one thing I hate about racing: waking up at 4 a.m. to drive 3 ½ hours to the race. Every. Single. Time. Luckily, I got to take a 3-hour nap, but still, I hate waking up and driving. When we get to the race after what seems like hours (because it was) at 7:30, no one in the car, me, my dad, and my brother, wanted to get out. We were all very tired. After about 20 minutes, we registered, and started getting ready and warming up.

It was finally 8:35, and was time to line up at the start line. I got to the line and I look to my right. No one. I look behind me. No one. I look to my left. 1 person. It was just me and some other guy from SJBC. The race official introduced us to one another and I learned his name was Tommy. We exchange hellos, but then it was time to race. "Ready, Set, *Shreek*" The whistle blew and we were off. Tommy was a big guy (I am only 4' 6" and 65 lbs) and the first part of the race was all downhill, so he took the early lead.

After the descent, he was a good 30 seconds ahead of me. I worked hard to catch up, and after a couple miles of slow progress, I finally could hop onto his wheel. I drafted off of him for a few more miles, but it started to feel slow, so I passed him and tried to go ahead, but he hopped onto my wheel. It continued like this until we had already done most of the course (The course is a 26 mile there-and-back. Juniors had to do it twice) and had gotten to the uphill that was the downhill that Tommy had gotten ahead of me on. I am more of a climber than anything else, and he wasn't a climber at all, so I was way ahead by the time I had gotten to the top of the hill. As I was turning around to do the course again, I saw and heard my dad, which was distracting.

As I was descending, I saw the other guy almost at the bottom of the hill, just starting to ascend. As I saw this, a hint of a smile formed on my lips. I knew I would win. When I got to the bottom of the hill, the wind was picking up in a headwind and making it a lot harder to go fast. I just kept on pushing, and finally got to the turnaround point. The wind was finally on my back, and it felt good. A few groups of Cat. 4s and 3s passed me and I tried to get onto their wheel, which I later learned I wasn't allowed to do. I had gone about 5 miles back toward the finish when I saw Tommy. I knew there was no way he could catch me, but I kept on pushing.

At last, I got to the hill for the final time and started ascending. I was mentally tired and sleep deprived-tired, but I didn't care. I climbed as hard as I could and sprinted to the finish. I had won! I couldn't believe it (and even though it was only against 1 other person, I didn't care.)

-Elliot

Chase King

5th Place Cantua Creek Road Race Senior Category 5

This was my first official road race - the other races I competed in have been criteriums. I had checked out the course on Strava the day in advance to get a feel for elevation, and found it to have a single long climb (just before the finish), but other than that it was mostly straight and flat (50 miles total). When our small group (around 10 people) lined up on the start line, I noticed that I was the only junior in the group of Cat 5 men. The first lap pace was set surprisingly high. A few miles in, one rider attacked, and after I caught his wheel, the two of us held a break for about 10-15 miles until the remaining six behind us reeled us in. I had a few miles of rest with the others in the pack when another rider attacked as we descended from a highway overpass. The short descent had put some distance between the riders in our group, and after hammering the first lap of my two-man-break, the lactic acid in my legs was burning and I was unfortunately unable to catch up in time. I spent about 5 minutes trying to time-trial my way back to the break, but it was no use as they were gone. Luckily, another rider from our group caught up to me, and together we established a paceline for the remaining lap of the race. Just before the finish climb, I attacked and dropped him, placing 5th overall. All-in-all, it was a great experience; I had made a slight technical error thinking that we would be able to hold the break for three laps, but I am still pleased that I was able to finish the race.

-Chase

5. Snelling Road Race

2/20/16

Snelling

Andrew Mathiesen

1st Place: Snelling Road Race

Juniors 13-14

Two nights before the race my dad and I prepared my bike and put the new junior cog set on. The night before race day I was with my family driving around the course to see what the layout of the race was. On race day I was nervous because I did badly at my first race at the cherry pie criterium. In the morning I ate half of a peanut butter and jelly sandwich and then left for the twenty five minute trip to Snelling. We got there around 7:30AM and the parking lot was almost full, so we parked by one of my competitors. My dad had me put on my things on, and then sent me to go get my

number for the race. While I was getting my number my dad was putting my bike on the trainer. When I got back I started doing the pyramid. Twenty minutes before the race, we removed the bike from the trainer, replaced the skewer, and then went by the starting line for rollouts. After roll outs I lined up on the starting line. When our mentor said go, my group was off.

At first we did not start fast because the start of the race was a promenade to the actual course. As we entered the actual course the speed increased a little and finally leveled off at eighteen miles an hour. The first part of the race was a little sketchy because people were getting pretty close to crashing and a few were getting pushed off the road. While this was happening I was trying to stay with the front of the group. Around three quarters into the first lap one of the people sprinted away and as soon as he went I went after him. I caught up to him, rode with him for a few seconds, and then passed him at the end of the first lap. Half way into the second lap I started feeling sore from pushing hard for a few miles. The final kilometer of the race was the hardest since it was all bumpy, making it hard to pedal because everything was shaking. When I came around the final corner and saw the finish line I got up on the pedals and pushed through the final hill to the finish line. When I got there I saw my family and went right towards them. Then I waited with my family for a few minutes, congratulated my competitors, and waited until my mentor was ready to ride back. I rode with him back to the park where my family was going to meet me. When I got there our group had a debrief. After that I stayed for a little talk with the other riders then started heading home.

It felt great to win my first race!
-Andrew

Chase King

Race day today started much earlier than we had hoped - both my dad's and my alarm did not go off. After realizing that this was the case around 45 minutes after the time we should have been departing, we had a classic morning rush, scrambling to make a quick bite to eat and get in the car (luckily we had everything packed the night before!). Thankfully, we somehow made it to the race venue with minutes to spare. I had barely enough time to check in, do the rollout, and line up with the Juniors Cat 4/5 group. Our group had around 15-20 riders, the majority of whom were Cat 4. The race started with a casual, car-paced warm-up of about 7 miles of countryside roads through rolling hills, frigid air, and morning fog. Once we made it to the loop, the flag was dropped and the race was on. It was definitely a different feel racing with riders a category above me. From the beginning there were sprint attacks made in the attempt to break up the field, something that I haven't encountered frequently in Cat 5 races.

We stayed as a single group for two of the three laps; an attack was made on a descent early in the third lap and the field split into two groups with me in the latter one. We had a very strong paceline going in order to catch up with the group ahead, who had gained about 30 seconds on us. However, halfway through the last lap, I was

leading the group through a corner and the two other riders in our chase group slid out on the sandy surface. I checked with them after the race and they were uninjured; the fall just had shaken them up. After that, it was a solo push on the bumpy roads filled with potholes to the finish. I was happy that I got the opportunity to race with a stronger group of riders, and was happy with my results considering I had been in bed with a fever the week prior to the race.

-Chase

Ethan Frankel

Racing Age 18, Senior Category 4

8th Place Snelling Road Race Senior Category 4

The whistle blew and we were off. It was a 5-lap race, 12 miles per lap. I rode in the front for most of it, and after the second lap, someone attacked. I followed his move and we soon had a one-minute gap on the field. We worked together for nearly 40 more miles, and as soon as we rounded the final corner, I came around him and won the sprint. My arms went up...

...And then my alarm went off. Well, it had been a good dream. I was excited: I was hoping to acquire some upgrade points at Snelling, and it was always a fun race.

After warming up and registering, I was ready for my 63-mile Cat 4s race. And I had my brand new powermeter (courtesy of Echelon Cycle & Multisport in Santa Rosa)! The start was exactly as I'd envisioned it the night before. The whistle blew and we rolled to a neutral start. It was a ten-minute promenade and as soon as the neutral start ended, attacks flew. I tried to be on as many as I could, but being the only Swiftie, it was going to be hard to be on every single move.

The key was going to be following a move that had SunPower, Mike's Bikes, or PenVelo. They were the biggest teams in the race and would be the ones most likely to get in a break.

Just a few miles in, a move of six or so riders went. I should've been there, but I wasn't feeling well. There are always days where you feel great, and there are always days where you feel absolutely terrible. Today, I felt absolutely terrible. I'd covered several attacks, but nothing had stuck and they were short-lived. So that hadn't taken too much energy. But chasing down a bigger move that already had a gap was going to be too hard. In hindsight, I should've burned a match to get there (it was the winning move), but in the moment, I was only thinking about recovering and staying safe within the pack.

The next three laps were uneventful. A few riders who were in the break had come back so there were only two riders up the road. And they only had one minute on us. So why weren't we catching them? The Cat 4s is an inexperienced field, so it was a mountainous task to get them organized. For those of us who did want to catch the break, the mountain proved too tall, so over the course of 60 miles, this 10-person field never caught the two riders up the road.

10 kilometers to the finish. Ok, Ethan, it was time to move up. I placed myself in the top 10 and waited. The penultimate corner came. I held my position as we hit the

poorly paved road. Each bump sapped my energy. I was fatiguing, but we only had a few more minutes! I moved into 6th. 1 km to go. All of a sudden, the race official warned us to stay to the far right. An ambulance was in the road assisting an injured rider. I looked down for a second, and when I raised my head I was outside the top 10. What?? It was time to dial in and focus. The final corner approached. I knew the corner like the back of my hand and took the sharp, inside line. Whoa. I'd moved into 8th wheel again. Now it was just 300 meters to the finish, and we all began sprinting furiously. My legs burned. I couldn't breathe. My hair flew into my eyes. I could barely see. I flew around a few riders and hit the finish line 6th in the field sprint.

"Wow!" is the accurate description of the 63 miles that I'd just raced. I was excited for my top 10 result, but was more disappointed that I hadn't received points. Nonetheless, there is nothing you can do if you don't feel well besides pushing your limits and gaining as much as you can from an unsatisfactory result.

-Ethan Frankel

5. Chico Stage Race

Gianni Lamperti

Senior Category 3/4

6 th Place	Chico Stage Race, Circuit
14 th Place	Chico Stage Race, Road Race
16 th Place	Chico Stage Race, Time Trial
21 st Place	Chico Stage Race, Criterium
13 th Place	Chico Stage Race, Overall G.C.
2 nd Place	Chico Stage Race, Best Young Rider

Stage 1: Circuit Race

When we got to the circuit we set up our spot and waited a while before getting on the trainers and warming up. We all rolled out and got lined up in staging. I was really excited for Chico and was hoping it would help a lot getting ready for the season. We all lined up on the left side and were all in the front right away as the race started. There were a few attacks from different teams, but they were all brought back. We rode really aggressive and were towards the front for a lot of the race. The race slowed down a lot about halfway in. Ben got anxious and jumped off the front awhile, but was pulled back before the backside climb. Every lap the race went hard over the top of the climb before the finish. There were a few laps to go and the race started to get strung out. There was a sharp left-hand corner at the top of a roller and I knew I had to be on the outside as every single lap as it would bottle up on the inside. If you were on the outside and far back you could move up about twenty positions. Coming into the last lap it was pretty fast and my teammate Ethan was off the front for half of the second to last lap. I was up there but fell back to about 20th with half a lap to go. Going into the second to last corner I moved up the left side. Right where I was about 10 seconds ago

there was a big crash on the right side. Coming out of the last corner there was a guy who jumped up the inside and I followed. We were still a long way out, but the guy in front of me started to slow down. I was already almost spun out but I decided to jump up the right side. I got pinched a little but pushed all the way to the line and got 6th. I was excited because I got the best young riders jersey. I went back to the motorhome and got ready for the road race tomorrow.

Stage 2: Road Race

The morning of the road race, we got signed in, rolled out and then rolled to staging. The race was 90 miles so we did not do much of a warm up. When we started it went pretty slow but pushed over the top of small rollers. Once we got to the dirt the pace picked up a ton as everyone was trying to be in good position. I went as hard as I could to stay in for the whole section. Ben was doing awesome and was in the top 10 the whole time. Once we got to the feed zone it was down to about 35 riders. We didn't keep the pace too high so the group behind us caught us by the crosswind. Coming to the end of the first lap the 4/5 field was about to catch us for their finish so they neutralized the field. We asked the ref if we could just stop and go to the bathroom so the whole field stopped. After we got started again the pace slowed down for a while before we went across for the second lap. It was almost the same thing as the first lap where we went slowly until about a mile before the dirt. Once it picked up again on the dirt it went really fast again. I kept getting out of the good line and fading to the back of the pack I made it through in the lead group. Once again nobody wanted to pull so we got caught by about 20 riders. There were about 20 of us until the crosswind where everything shattered. The yellow jersey attacked about a mile before the somewhat tailwind. I jumped on him because I was right there. I knew there was no way he could get away because he was such a target, but it was pretty fun. We worked together for about a mile before we turned right and got caught. I jumped back in and there was about 10k to go. I was fighting another team the whole way for a wheel that I thought was going to do really well that was not as marked as the yellow jersey. It was hard because there were three of them. I felt really good and I was excited for the finish. It was going pretty slow into the finish which was not good considering we only had one side of the road to sprint on. I got in the middle of the group and got boxed in a little on my own fault. I moved to the left and was going as hard as I could. I went across the line in 14 and was happy to be in the lead group all day. I was bummed that I lost the Junior GC due to a time bonus, but learned a lot. Not to mention, the wheel that I thought was going to win and I wanted to be on at the finish won. It was the longest race I have ever done and almost the hardest. I was excited for the TT and Crit to come.

Stage 3: Time Trial

The morning of the Time Trial we got up and got ready for the day. The whole team was within 30 minutes of each other so we all got there at the same time. It was a bit cold when we arrived but I knew I would be warm in the TT. I was really excited because this was the first race I would ever do on a TT bike! I was still getting used to

it and making changes but I already loved it. Once I finished my warm up and rolled a quarter mile over to the start I spun around a few minutes more. I heard my name and got in line to start. It was a little bit of a tail wind so I knew it would be faster on the way out. The course was shaped like a square horseshoe so there would be some crosswind and some headwind. The rider in front of me did not show up for his start so there was a minute gap in front of me. Once I started I got up to speed and then started to build. Once I got up to my pace I stayed there for most of the TT. I felt really good on the bike, although I think my cadence was a little low. Once I saw 3k I started to build and go pretty much as hard as I could. What felt like 2k I saw on the road 500 then 400. I thought this was 500 m to go so I was like I better go! I went as hard as I could until 100 m then came around the curve and was greeted by the 1k to go sign. I kept going as hard as I could and I even think it helped my time. After I finished I rolled back to the car and we drove back to the crit course to get ready for last race.

Stage 4: Criterium

Coming into the final stage of Chico I was pretty tired but still felt good. I was excited for the crit as it is definitely the race with the most action. At the start we all lined up together in the front on the left side. As we went off it went hard into the first corner. It was high paced through the first couple laps then mellowed out. It was slow for less than a quarter lap before Limitless attacked on the front. They were brought back fast and Dolce Vita was on the front keeping the race fast, smooth and safe as they were holding down a GC position. All of us were towards the front for the most of the race. Ethan and Luke were riding especially aggressive as they were both chasing moves. Coming into 2 to go I was fifth wheel and held it for that lap. Coming into the last corner the guys on the front slowed down and I was swallowed by the field. For the whole last lap, I was fighting for position and trying to move up. I was bummed with my mistake but was happy that my team rode such an amazing race.

-Gianni

Ben Cook

Senior Category 3/4

31 st Place	Chico Stage Race, Circuit
57 th Place	Chico Stage Race, Road Race
6 th Place	Chico Stage Race, Time Trial
22 nd Place	Chico Stage Race, Criterium
44 th Place	Chico Stage Race, Overall G.C.

Stage 1: Circuit Race

The first day of Chico stage race was an early morning circuit race on the Thunderhill raceway. It was a rolling course with a few tight turns to keep the field busy. The first few laps were paced moderately by a few lone riders, most of the big teams hid in the field for the majority of the day. About 3 laps in Isaiah joined a strong

break away of 4 riders for about a lap and half, which was great representation on our part and a solid move for him to be in. At 3 to go the field was antsy and restless. I guess I was too, because I put in a big attack up the steep bump on the back side. It was spontaneous but well timed and I got a solid gap, but had no gas to keep the pace up. I was caught a little under a mile later. I was hoping to get the field more excited for the finish, and I think it worked to some extent.

At one to go we were flying, taking every turn quickly and off of the brakes. I saw Isaiah next to me in the top 10 on the last climb, and we decided we would go for the sprint. We kept moving up around the last few turns, and by the turn at 500 meters we were in 5th wheel. Isaiah began to take off in perfect position around the left, when a rider cut way across the field towards Isaiah's front wheel, forcing both of us to brake hard and lose some position. There was still a gap on the left we could try to squeeze through, but a rider's skewer came undone right in front of us, and he flew up on his front wheel. The rider saved his crash, but flew up onto the front wheel and did another nose maneuver in the middle of the field. In a matter of seconds we had gone from 5th wheel to 30th. I half sprinted into the line, really bummed about the finish.

Turns out Gianni ended up in 6th place, a solid finish for the team on the first day of a big stage race. We all put in some good work that day and were feeling good for the big road race the next day. Gianni also ended up with the best young rider jersey, giving us some good representation for the road race.

Stage 2: Road Race

The Chico Road Race was infamously known for its 4 miles of brutal Paskenta Gravel- a sandpit of rocks, dust, flat tires and crashes that littered the course. Today, we would be diving into it head first- twice. Gianni and I entered the race as the team's GC riders for the day, and Ethan, Isaiah, and Luke would help us to stay in the front and make the big splits in the race to take time on other riders and move up the standings. Ethan was also to get in the lead group if he could to try to get some upgrade points for cat 3- if he made it up there, we would ride for his finish.

I ate a good breakfast and got to the race a little more than one hour early. I already had my numbers pinned so I had nothing to stress about. I stuffed my pockets with food for later, and stuffed my mouth with a little more food too before the start. We had 90 miles of racing to do, so I loaded up as much as I could. At the start line we all did junior rollout and found ourselves towards the front of the field. We would be hitting the gravel at mile 11, so I kept my mile marker handy on my computer to know when to start moving up towards the front. On the way towards the gravel, nobody so much as even bothered to try attacking. I looked down at my mile marker, we were at mile 8. Gianni and I sat in the top 20 with the others not far behind and starting to move up. Around mile 10 we hit a wall of potholes and chewed up road, opening up the experience of the gravel a mile earlier than expected. The field split across the whole road, racing faster and faster as we neared the gravel, barely visible in the distance. I got in the saddle and pushed hard to move up against the wind and cracking road, and found myself somewhere in the top 10. There was no looking

around for teammates now, I had to focus ahead. We swept down the last turn and over a short, smooth bridge, and flew uphill into a beige, dusty wall.

"Gravel!" A rider yelled, as if he didn't know what was coming ahead. I got in the drops and stayed there. Up the first steep hill I pushed against my saddle and down through the pedals to keep my wheels planted in the gravel. Riders fishtailed and lost control all across the road as rocks and bits of dirt flew up against my hands and face. I tried to look around but couldn't do it; I tried to drink but couldn't even take my hands off the bars for a second. All I could do was ride in a straight line and ride hard. "Wow. There was no eating, no drinking, no looking around, there wasn't even turning in Paskenta." I thought to myself. I gritted my teeth and hung on for dear life, but kept improving my position as I could. We were nearing the courses big hill in the gravel, and I pushed even further and found myself in 4th wheel out of 80 riders. It was incredible, and I had really found my element here in the dust and dirt of Chico. Finally, after four brutal miles, I saw the exit and the smooth road ahead. My tires glided over the surface like I was riding on glass, or so it felt. We were greeted with a steep feed zone hill immediately after the gravel. I pushed on up it and took a bottle from Tony, holding my position in the front of the group. The rest of the team met up at the front relatively quickly. Luke came up to me first.

"That was gnarly." He said, sounding shattered.

"Yea, that was something else."

I was amazed to see all of us in the front group after such a tough ride. Ethan had nearly slipped in the dirt and crashed, but saved himself and caught back on with a group of 10 riders. In a few minutes he had caught back on. I looked behind me and figured we lost 30 riders. I relaxed, ate some Bloks, and stretched out as much as I could. Of course, the fun couldn't be over yet. Quickly we were greeted with rough roads and a nasty crosswind from the left. I spent too much time at the back, and quickly a lead echelon formed, I spotted Gianni's red leaders jersey in the front of the group. The rest of the riders guttered and splitting apart, so I jumped up along the left side of the field and into the wind, pushed on and closed the gap to the front group as fast as I could.

The field finally settled down and began riding easy once we made the right turn into the tailwind. In fact, we actually started riding super easy. So easy, and for so much time, that the cat 4/5 breakaway caught us. The master's field began to pass too, and soon we were neutralized. I guess a rider asked for a pee break, because before I knew it we were stopped on the side of the road, and 40 men were standing in the bushes taking a quick pit stop. I, having been well hydrated if I do say so myself, took the liberty to do the same. 2 minutes later everybody had their jerseys zipped up and got back on their bikes, ready to race.

Soon the tempo began again, and we rolled up the hills as a steady, hard pace. We passed the start line again and began our next lap. We rode harder this time than we had before, but still not one rider dared leave the field before the gravel section. I pulled up my mileage again and kept track of how far it was from the gravel. The field got anxious again about 2 miles out, and Gianni and I moved to the front as quickly as we could, the others in tow behind us. I was feeling tired but strong, and ready for

another shot at the infamous gravel section ahead. I got in my drops and we hit the pothole section. Again, the field split up and I shot through the gaps, placing myself in the top 10. We took the sweeping turn to the bridge one last time, and I prepared to face the gravel head on. We headed up the hill single file this time, with gaps appearing frequently. I shot through the thicker dust and rocks to go around dropping riders and made my way to the front. I found myself in 6th wheel of the single file line, and was prepared to hold it this time. I stayed in the drops and pushed onwards over the hills. We were coming on the last downhill before the climb. Either I was going to attack to split this thing up, or somebody else would do the same. Either way, we would get away. I held my position, when suddenly a bang and rattle shot through the field. I felt my wheel crumpling beneath me, and I knew I had flatted badly. I took one last deep breath and said goodbye to the field.

Rocks slid and squirmed underneath me as I rode into the ditch onto the side of the road. I looked up to see Isaiah's dusty face fly by, and the roaring of 40 riders swooshing through the dirt. Suddenly there was a cold silence as I took my wheel out and raised it high in the air, my bike still in my other hand. The follow car stopped by my side. The driver took his time getting out and opening the trunk. I was calm but I wanted to catch that field. I told him my name; he spent about 30 seconds searching the car for my wheel. I wasn't going to yell or push him or take another riders wheel, I knew I just had to wait calmly. He gave me one of Ethan's rear wheels and sent me on my way, giving me a little draft through the dirt. I could still see my field off in the distance. I chased hard and didn't stop. I met up with Charlie Velez from DDA, who also flatted when he was in the front group. We chased hard and rotated as well as we could. I could see the group the whole time, for 45 minutes we chased but we couldn't catch back on. Eventually we met up with another dropped rider who joined our rotation. After 10 more minutes we had lost site of the field, and the race was over. We sat up and took a miserable, yet much needed stretch break. The third rider whipped a Snickers bar out of his pocket, he handed one to Charlie and one to me. While it might not have been as nutritious as a Clif bar, boy was it delicious.

The rest of the race was much of the same. The other rider dropped off and Charlie and I rode the next 40 miles together, just us two. The last few miles we met up with my teammate Ethan, who blew up right while riding top 10 in the gravel, and couldn't find any more energy to carry on. Charlie, Ethan, and I rode in to the finish together, painfully. We found out that thankfully there would be no time cuts on the day, but there was also no sympathy timing for flat tires. My GC race was over. We went back to the motor home and ate all the food we could and planned for the next day. As Charlie said when we were all alone, "Man, bike racing is just SO hard."

Stage 3: Time Trial

After a brutal and unfortunate road race the day before, I was feeling strong and ready for some redemption in the time trial today. Luke, Gianni, Ethan, Isaiah and I all warmed up together just a few blocks from the start line. I did a big warm-up to make sure I was feeling strong and ready for the big effort ahead.

The start line was merely a tent on the side of the road, and riders had to clip themselves in at the start. I chose my starting gear, reset my computer, and took a big breath before the start. The official held out his hand and counted me down from 5. "Go!" He yelled, and I was off. I clipped in quickly and sprinted down the road, then soon settled into my time trial position. The way out was the fastest part of the course, which was really nice to start out with. I watched my heart rate and power and held it steady. At the right hand turn, the road steadily rose uphill and grew more and more bumpy, and a mild headwind picked up.

At the next right turn I took my one and only drink of the race and geared up for the finish. I began to increase my power as I entered the last 3k. By 1k to go I was going all out for the line, watching the clock and knowing that I had set a fantastic time. I got out of the saddle and sprinted in as hard as I could for a time of 22:57, beating my goal of 23 minutes. I also beat my power goal for the day by around 10 watts, which I was very happy about.

At the end of the day I took 6th place out of 70 riders and was the best young rider of the day. I was really happy with my performance, and it might even be worth noting that I was only 20 seconds from a podium finish, and didn't even have a disk wheel like almost all other riders did. I was really happy to have such great sponsorship gear to keep me comfortable and saved some precious seconds I needed to place so well. I was very happy with another successful time trial, and glad to hear that Gianni had a great ride as well, coming in at 16th place, about a minute behind me.

-Ben

Stage 4: Criterium

It was the fourth and final race of the Chico stage race, and after a successful time trial in the morning, we were all feeling strong for the criterium. The plan was to race it how Team Swift races crits- hard, fast, and aggressive. I mentioned to the team that I wanted us to race how we raced at Cal Aggie, one of our most successful races of the year, if not all time. They all understood instantly.

We volunteered to lead out the kid's race before our event, giving us a chance to meet some of the local young riders. "I don't think the Swifties are going to win this one!" Joked the announcer, Dave Towle. Dave was a long time friend of Coach Laura's, and the voice of American cycling itself. After the kids race, we did junior rollout and lined up in the front row of the start. Off the line Limitless Cycling put out a few big attacks, but Luke and Isaiah covered them perfectly. Dolce Vita rode the front all race, happy with their 3rd GC spot, helping make the field fast and fun for everybody else. Team Swift and Dolce Vita being friends out on the road, I was given a free ride in 3rd wheel anytime I wanted it during the race.

At 4 to go a rider launched himself off the front solo, and built up a big gap quickly. The rider next to me sat up and yelled for me to pull, claiming that I had to, "because you have for teammates behind". I knew I could help my team and catch the lone rider in a lap or two, so I hit the front. In retrospect I should've tried different ways to not only catch the break, but also to not let the rider who yelled at me get his

way. Trying to bridge the gap or attacking could've been an effective method, because if I could pull the whole field up, I could most certainly bridge alone.

It was a lesson learned, but I caught the rider as we came in for one to go. I tried to hold position but hardly had anything left at that point. Luke and Ethan shot by me in the top 10. I watched them through the last few turns and saw Luke narrowly come in with an amazing 2nd place finish. We rolled around and celebrated afterwards, and Dave Towle called it the "Ride of the Day". Ethan also had an outstanding ride, coming home with 10th place, outstanding for a category 4 rider in such a big 3/4 race. At the end of the weekend we were all very happy with our results and our racing, and we made a great name for Team Swift with the help of Dave Towle, and numerous compliments from the Dolce Vita team throughout the whole weekend. The Dolce guys were a huge pleasure to race with as well, and it's really fun to see riders who live and train where I do come and race so strong and respectfully at such big events such as Chico. We were all proud of each other for great racing during the week, and came away with valuable lessons for next time, and a highly successful weekend of racing and training.

-Ben

Ethan Frankel

Racing Age 18, Senior Category 4

52 nd Place	Chico Stage Race, Circuit Race	Cat 3/4
56 th Place	Chico Stage Race, Road Race	Cat 3/4
63 rd Place	Chico Stage Race, Time Trial	Cat 3/4
10 th Place	Chico Stage Race, Criterium	Cat 3/4
49 th Place	Chico Stage Race, G.C.	Cat 3/4

Stage 1: Circuit Race

The first day of a stage race is the best. Because you're not exhausted from three days or more of racing; you're fresh, and being fresh is great! You aren't ready to fall off of your bike and you can still feel comfortable in your saddle. The first day of the Chico Stage Race was definitely the best.

Never before had I raced a circuit race, so this was a new type of experience for me. There were five of us racing the Cat 3/4's for the weekend: Ben, Isaiah, Gianni, Luke, and I. We went over our strategy as a team beforehand and Ben, being the captain, informed us that Coach Laura wanted us to race this one more conservatively and not as aggressive as we normally race super short junior criterium's.

After a warm-up and rollout, we lined up at the front, ready to stay at the front the whole race but not initiate moves. I looked down the straightaway and prepared mentally for a one-hour race. A few deep breaths later, and then we rode away onto the Thunderhill Raceway. Team Swift went to the front, and we stayed there for nearly the entire race. Gianni and Isaiah followed several attacks, and then Ben and I started covering. It was great to be able to take turns and allow some time to recover. Last

week at Snelling, I was only teammate and covered most of the attacks without rest. It was a different, easier situation during the circuit race.

On the final lap, it was time to set up either Isaiah or Ben for the sprint. They'd both been riding strongly and were good sprinters. I attacked through the third corner, up the short, punchy climb, down the winding descent, and onto the straightaway before the longer climb. I slowly faded and the field passed me as I went up the climb. I latched back on and I knew that Ben and Isaiah had great positioning for the sprint. I stayed safe within the pack and sat in until the finish.

Ben and Isaiah had ended up mid pack because of another rider's cutting off the field. They'd lost their positioning in the front and couldn't finish with the leaders in the sprint. Gianni, however, had a great sprint and finished in 6th with the best junior's jersey. It was a disappointing race in that Ben or Isaiah could've finished extremely strong, but we had some successes. The next two days were going to be great, and painful.

Stage 2: Road Race

Bike racing is much harder than many people think. My friends understand that racing 90 miles is a long, grueling distance. They get that it's a long time to be riding mellow. They don't understand that I'm working as hard as I can for half of the time. The Paskenta Road Race was likely one of the most difficult, longest road races I've done. Not only were we racing for 90 miles, but also the roads were rough and there was a 4-mile section of loose, deep gravel. That was what I was most nervous about: the Paskenta gravel. I was unsure of bike handling skills, so I was nervous for the gravel and unsure how I was going to stay upright. Be that as it may, it was going to be an interesting race.

We started neutral for a mile before turning left, and the race was on! All five of us stayed near the top 10, top 20 for the first 10 miles. It was crucial to stay in the top 10 through the gravel, or else gaps would open up and we'd be stuck chasing down a fast-moving field. The gravel began 13 miles into the race and we were still top 20. I moved up a few wheels, but I wasn't as far up as I wanted to be. We hit the gravel and immediately people started fishtailing. I could feel my own rear wheel sliding around in the inch-deep gravel. I tried my best to maintain my position and counted down the miles in my head. I stayed focused and was sure to be aware of who was around me. All of a sudden, about three-quarters of the way through, I felt someone from behind me nudge me. I saw a jersey come onto my left, felt an elbow bump my bars, and I hit a deep patch of gravel followed by ruts in the middle of the road. Oh boy, I felt my wheel sliding out. I unclipped and put down my foot to prevent a crash. But by the time I was able to recover, the pack was 5 seconds in front, and the gap was widening. I stayed upright for the final mile and came through the feed zone 30 seconds behind. I hammered up the hill and got onto the back of a chase group. The 10 or so of us began working together and finally caught the field after some frantic pedaling.

I moved back into the field with my teammates, happy to sit in. I recovered and ate a Clif Bar, drank some water. A few moves picked up the pace of the field, but we were able to chase them down and stay steady. Then I lost a bottle. It popped out of

my rear cage (this had happened at Snelling too), so I was now stuck with half a bottle for 40 miles. The next 40 miles were not going to be good. Ben had more water in his bottle, so we traded, and Isaiah gave me a sip of his.

We were briefly neutralized, so it was to eat some more when we were stopped on the side of the road for five minutes. Now all 75 racers were back together. I hovered in the pack, staying safe and calm. As we completed the first of two 45-mile laps, I began to move up. I knew exactly where I wanted to be in ten miles: at the front.

We hit the gravel again. I was more confident and had better positioning. I saw Gianni right on Ben's wheel, and I was right with Gianni. We were in the top 10, goal #1 achieved! The next goal was to stay safe. We did for the next three miles: goal #2 sort of achieved! The next goal was to hold the positioning. Yeah, that didn't happen as much as I would've liked. Here's the rundown: we were all up at the front until one-mile left in the gravel. Then Ben flatted. Just after, I hit the wall and wasn't able to stick with the leaders. Bonking happens. I've accepted that. I did what I could to minimize the effects, but the best way to cure bonking is preventing it (as with any other disease). I'd kept my fuel levels up, but it was the water that got to me. I didn't drink enough and wasn't able to perform as well as I could have.

I was now chasing the leaders, again. A few riders caught me coming out of the gravel. I took a bottle from the feed and began working with a big group of 20. We were the second group. I felt terrible. With 20 miles to go, I cracked again and I was now riding solo. I calmed myself down and rested, waiting for another group to catch me. It didn't come until the final 10 kilometers. Ben and several other Cat 3/4 riders came by and we worked together. We neared the finish, 5 k to go. Ben, another junior, Charlie, and I dropped off, and finished 15 minutes behind the winner. Bonking is bad, but you can't avoid it if it has already happened. I had great positioning in the gravel and rode strongly through it, but it was tough to maintain the position when I just didn't have the energy. Now it was time to focus on the last two stages.

Stage 3: Time Trial

Have you ever had your saddle fall out in a race or ride? If so, I'm glad I'm not alone, if not, I recommend keeping it that way. The night before the time trial, I had slid my seat forward (like I've done several times before) to get the most power and comfort during the race. The time trial was early in the morning, and Ben and I had similar start times. We left around 6 to warm up, and by 8:10, I was on the line ready to go hard.

I watched the clock and listened to the race official's voice. 3, 2, 1, Go. I clipped in, got into my drops, got out of my saddle, and quickly reached my time trial speed. Today, I didn't have to win the time trial: I just had to make the time cut in order to race the last stage. I was feeling strong and I looked down at my power and I knew I could hold that for 20 minutes, the key was maintaining focus and holding the power. Without warning, I heard a rattling. I thought it was my cassette, and I could power through until the end. There was no indication that it was my saddle becoming undone! Sure enough, just a couple of miles into the race, my saddle flew off of my bike. I

quickly determined that I could hold a pace that would (hopefully) keep me within the time limit and it wouldn't be worth it to turn around and remount my saddle by hand.

For 8 more miles I was standing. By the time I saw the finish line, my quads were burning and I just wanted it to be over. I came across the line, and I had no idea if I'd made the time cut. We got back to the car and I looked at the live results. My time: 28:38. The winner's time: 22:10. The time cut was 30%. That meant my time had to be faster than 28:48. I had made it by 10 seconds, without a saddle. I was elated that I was going to race. Then again, a stupid, ignorant mistake had cost me a real time trial. I had felt great, and thought that I would've been able to move up a bit in G.C. I went back to retrieve my saddle after the race, and luckily found it undamaged. In analyzing what I did wrong, I either didn't tighten the bolts enough or I had slid the saddle too far forward. Mistakes happen, and I know that I will definitely never make either of those mistakes again.

Stage 4: Criterium

"Here is Team Swift, a junior development team based in Santa Rosa. And they're here to lead out the kids' race!"

Dave Towle, a renowned race announcer, called us to the line. The five of us smiled and led the five-year-olds in a one-lap race. It was a fun and helped out the cycling community! After doing so, we only had minutes before the start of our 45-minute race. It was going to be fast.

There were attacks right from the start. Our team strategy, unlike the circuit race, was to race aggressively and go for the win. The next 40 minutes were full of attacks, Team Swift covering, and Team Swift counterattacking. With two laps to go, a solo rider went off the front. Ben was left at the front to do the chasing on his own. As a team, that wasn't what we wanted to do. I was in 20th or so position, as were the other three. We knew that Ben was alone, but it was tough to get to the front to help him. In that situation, sacrificing a team member is always a bad feeling, and usually not necessary. We should've come up to help Ben chase, no matter how hard it was to move up. That would've also given us a lead-out for the final lap in which we could lead Ben, Isaiah, or myself out. But we never moved up, so with one to go, Luke and I were in the top 5, but Ben had dropped back. It was a fast last lap, and I was suddenly out of the top 10. I moved up into 8th going into the final corner, and unleashed my sprint. I was passed at the line, but held a top 10. And Luke had done superbly and finished 2nd! It was a smart race that Team Swift had put on, but we knew we should have been there to help Ben. It gave us something to improve on, even though we had achieved some great results.

-Ethan Frankel

Isaiah Chass

39 th Place	Chico Stage Race, Circuit Race	Cat 3/4
41 st Place	Chico Stage Race, Road Race	Cat 3/4
48 th Place	Chico Stage Race, Time Trial	Cat 3/4

22 nd Place	Chico Stage Race, Criterium	Cat 3/4
35 th Place	Chico Stage Race, G.C.	Cat 3/4

Stage 1: Circuit Race

Chico stage race was going to be super hard, but I was super excited for all the different stages. We got to the course about 2 hours before so I would be able to have time to get everything ready. Once I got my bike ready, I got my numbers pinned on, and then waited around for a little bit until it was time to warm up. After a good warm-up, I rolled to the start, did rollout, and then waited to line up. When the race started, I clipped in quickly and made sure I was at the front. The pace was not too fast from the start, but I still made sure that I was up front. In the first few laps, it wasn't very aggressive, but once everyone got settled in, people started to make attacks on the little climbs. Four laps in, an attack went right before the second climb with a few other riders, and I jumped on the back of it. We got a gap going over the climb, and lasted about half a lap. After being pulled back by the field, I got back in towards the front, and recovered for a little bit. After a few more laps attacks kept on coming, but nothing was able to get away. I stayed towards the front and moved up on both of the little climbs. With 5 laps to go, my teammate Ben made an attack over the first climb, got a gap, but decided to sit up and not waste too much energy. We were all at the front of the race, and with 2 laps to go my teammate Ethan made a strong attack over the first climb. A few riders got on him and they stayed off the front until the second climb when the field started to bring them back. With one lap to go, I knew I needed to be pretty far up, so I stayed top 15 going over the first climb. I got on my teammate Ben, and followed him over the second climb. Around the next corner, I got pushed off his wheel, and had to move my way back up through the field to get to him. Luckily the field split down the middle and I was able to go through the gap to get on his wheel. I stayed on his wheel as he jumped into the final corner. Coming out of the last corner, I was about 5th wheel, so I went around the outside and got right on a rider that was sprinting around the outside. I was on his wheel ready to go, when his wheel locked up and caused everyone to hit their brakes and slow down. I stood up and started sprinting again when his wheel locked up for the second time and made everyone have to swerve around him again. I eventually got by him and sprinted to the finish to make up a few places. I finished 38th, but I was really disappointed that I couldn't have gone for the sprint.

Stage 2: Road Race

The road race was going to be a really hard day and a lot of miles. With a 92 mile road race, I knew that there was going to be plenty of time to warm up, so I decided to just spin around and not do much of a warm up. After signing in at registration, we rode about a mile to the start line, and waited for the race to begin.

The race started off slow for the first few miles, and then the pace started to gradually get faster. With 12 miles until the dirt section, I had plenty of time to get towards the front, but I still kept my positioning up front just in case. At about 2 miles from the dirt, I moved my way up to top 15 and stayed there. Coming into the dirt,

everyone wanted to be at the front, so attacks started coming, and the pace stayed high. Into the gravel, I pushed a harder gear trying to keep as straight of a line as possible and not waste too much energy. Trying to take the smoothest and most packed line, I moved my way up, and got on someone's wheel. It was still early in the race, but I knew I needed to conserve as much energy as possible when I could. Going through the gravel was going to be the hardest part and there were going to be big splits in the field, so I had to be towards the front. I tried to move up more, but just got bogged down when I got in the deeper gravel. I decided to just stay on a wheel, and make sure the field didn't split in front of me. I came out of the gravel in the lead group, and recovered when we got onto the road. I grabbed a bottle at the feed zone, and then found my teammate Ben to find out what to do. I was going to cover any moves that were made. About 25 miles in, I flatted, and had to wait for a spare wheel. Once I got my wheel changed, I started chasing as hard as I could to get back into the field. After a few minutes of chasing, I was about $\frac{3}{4}$ of the way, and three riders were coming up behind me. I slowed up a little and waited for them, so we could work together to get back, and I wouldn't have to go as hard. We rotated pulling, and got a couple hundred feet from the back of the field. My teammate Luke was waiting at the back of the field, and when I got closer, he rode back and helped pull me back into the field. Thanks Luke! The rest of the lap was pretty slow, with a few attacks along the way.

One lap was down, but there was still one more. The pace was still pretty slow until the gravel, so a few miles before, I moved up towards the front. Going through the gravel for the second time, I knew the road better, but it was probably going to be harder this time as everyone wanted to split the field again. Over the second little climb towards the end of the gravel, a split started forming, and I was at the back of the second group. As the field split at the end of the gravel, I had to chase once we got onto the road. After grabbing another bottle at the feed zone, I had to get my way back into the second group. I wasn't able to get on, and I lost the wheels in front of me. I had to chase on my own for a few minutes, and then a few riders came up to me, so I jumped on the back of their group. After about another 10 minutes, a group of around 20 caught us, so I got on the back of that group. For the rest of the lap, riders kept dropping off this group, and it was down to around 10 riders. I rode with this group to the finish. I was glad to be done with this race, as it was probably the hardest and definitely longest road race I had ever done.

Stage 3: Time Trial

The time trial was 10 miles flat, on a 'U' shaped course. I was not on a time trial bike, so the plan for me was to not go too hard, but make sure to still make the time cut. I still warmed up well, and then rode to the starting house. I waited for the countdown, and when the official said, "go", I stood up and sprinted up to speed. After getting comfortable, I got into a good position, and pushed a gear that I thought I could push for 25 minutes. I was feeling comfortable for the first 7 miles, and then after the final right turn, I started to feel that it was going to be harder than I thought. It felt like the wind was coming straight at me, but I still had to keep pushing and get under

the time cut. Coming into 1K, I started going a little harder, and at 200M, I started sprinting to the line. I spun my legs out after, and then started to prepare for my criterium later in the day.

Stage 4: Criterium

Everyone was feeling pretty tired, after 3 races, and 2 hard days of racing, but I felt pretty good that I would be able to do well in the crit. My legs were still pretty opened up from the time trial earlier in the day. After doing a few jumps, I rode to the start to do rollout and line-up. When the race started, I was able to clip in fast, and get through the first corner top 10. An attack came quickly, so I jumped on and started following the attacks. I followed the next few attacks, and then came back into the field, and drifted back. The pace stayed high, and attacks kept coming, and I was getting too far back in the field. I kept trying to move up, but I couldn't get into the top 10. I knew I needed to be at least third wheel coming around the last corner for the finish, so the rest of the race I kept trying to move up. With 2 laps to go I was still too far back, so I tried to move up around the outside along with everyone else trying to make last minute moves. Coming into the last lap, I was top 20, but I couldn't get where I needed to be before the last corner. I came out of the last corner, and sprinted to make up a few more places.

-Isaiah

Luke Lamperti

34 th Place	Chico Stage Race, Circuit Race	Cat 3/4
40 th Place	Chico Stage Race, Road Race	Cat 3/4
51 st Place	Chico Stage Race, Time Trial	Cat 3/4
2 nd Place	Chico Stage Race, Criterium	Cat 3/4
36 th Place	Chico Stage Race, G.C.	Cat 3/4

Stage 1: Circuit Race

I knew Chico Stage Race was going to be a very hard weekend. It started out with a 1 hour Circuit race on Thunder hill Racetrack. We arrived to race about 2 hours before so we had enough time to set up all of our stuff and do a good warm up. When we arrived we set up the motorhome and then we got our bikes ready and put on our kits and got on bikes. We rolled around with a couple of jumps as we rolled to the start line where we rolled out. We then started I quickly got clipped in. The pace was not super fast from the start but I still wanted to be near the front. After the first couple of laps attacks started to happen. So I quickly moved to the front so I did not miss any promising attacks. I followed moves but did not make any attacks. About 4 laps in my teammate Isaiah got in a break on the climb. He was off the front for about half a lap. Then we rode with just a few little moves nothing happened. Then with about 5 to go Ben made an attack over the fist climb and got a gap but decided to sit up and not waste a lot of matches. Then a couple of little flyers happened. With about 2 to go we were all at the front and Ethan made a super strong attack on the climb to get a good gap. He was off the front until the next climb when people pulled him back. Now we

had 1 lap to go. I got to the top 10 and stayed there. I got caught in the middle of the field on the last corner and stuck in lots of wheel clippers. I was able to get to the finish with no crashes. I then prepared for latter stages. I had a super fun day on the bike

Stage 2: Road Race

I was excited for the Road Race after a super fun circuit race. Our start was at 8:00 but we did not need to warm up because it was 90 miles. We got all of our stuff together and then we headed to sign in. We rolled around easy before we headed to the line. Once we got to the line we rolled out and then lined up. Our start was neutral for a little bit and then the ref told us we were good to go. We started off slow with nothing happening so I did not need to be near the front. I knew about 10 miles in I needed to start moving up for the gravel section. I moved up as everybody started going really hard about 1 mile before the gravel. There were a few attacks, but a really high pace at the front. I was around 15th wheel as we entered the gravel. Right at the beginning it was really deep and hard to hold a straight line. I was able to keep my positioning but it was super hard too. When we hit the first climb on the gravel I started to fade a little but was able to hang with the main group. When we were done with the dirt we came to the feed zone. I grabbed 1 bottle. The pace was very high still as guys were drilling it at the front. We had dropped about ¼ of the field as we left the gravel.

We then rode easy until some hard efforts in the crosswinds. Then everybody was preparing for the dirt. I moved up to about top 10 as we went into the dirt. About half way through the gravel there was a field split and I was just at the tail end of it. Now I was the last of 25 guys to be on. Not long after the guy I was on started dropping off. I tried to sprint across the gap and when we hit the road again I was still only half way. I chased by myself through the feed zone. I got caught by a group right after and was able to rotate with them to get back into the field. I sat in and rested in the field. The cross winds were coming up and I knew they were going to be very hard. There was a split in the field and I was in the back I jumped across it and was super tired when I got there. I should not have done this but I already had so now I had no more matches. I ended up getting dropped and ridding to the finish with some guys in the second group. I had a fun but hard day and look forward to it next year.

Stage 3: Time Trial

I knew the time trial was short going in and we also had a crit later. I knew I was not going to win without a time trial bike and I wasn't contending G.C. so I decided to only go hard enough to make a time cut so I had more energy for the crit. So I did a good warm up got off the trainer and headed to the start ramp. I headed out and got into a good position and kept a steady pace. I was able to keep it at this I would not get cut from the crit. I just rode at this pace not super hard. I was able to make it through without getting cut and still having some energy for the crit. This was a fun TT course I liked it a lot and look forward to it next year.

Stage 4: Criterium

I was the most excited for the crit all weekend and it was finally here. That morning we got our bikes ready and had our stuff done after the Time Trial earlier in the day. About 45 minutes before our start we got on bikes and went out on the roads to spin around before our race.

When we started I got to the front fast. There were a lot of attacks and a lot was happening with a high pace. I was top 5 for the first 5 laps then things settled down and we were able to rest a little bit. I sprinted for a prime to test out the finish straight.

Then the laps cards showed 8 to go. People got excited and a solo rider got a little gap before my teammate Ben helped guys chase it down. The laps we going super fast as we had three to go I looked over and saw my teammate Ethan right there with me. I was super happy to have Ethan right up covering moves and ridding really aggressive the whole race he did an amazing job.

With two to go I was top five and with 1 lap to go I was third wheel. Coming out of the second corner there was an attack that I followed. We got a little gap on the other riders. He pulled all the way to the last corner I jumped out of it but was not able to get around him. I was bummed but happy with my result. I will be looking forward to this next year.

-Thanks Luke

7. San Bruno Hill Climb

1/1/16

San Bruno

Tomas Mitre

2nd Place San Bruno Hill Climb

Senior Category 4

Having not raced at all for a couple months, I knew that riding in a group was going to be a little nervous but making sure to follow the right wheels was what I really focused on before the race started. Once the pack rolled out, the bunch was immediately distanced as the other junior started leading the group up the initial incline and I made sure to keep him within distance as a small break formed and left everyone else behind. Right as I was settling into the small leading group, the junior attacked again, breaking away solo to what would end up being first place. I knew I could chase, but I didn't want to waste energy so early in the race so I waited until about 10 minutes into the race to finally make a move. I looked around and could see the pain in the other rider's faces and decided to make a move on the tight bend about 3/5ths into the course. My attack was sharp and only one rider even tried to catch my wheel but at that point I had found my cadence as was multiple bike lengths ahead by the time he began to accelerate. Once I had a solid gap, I began focusing on my breathing and cadence and used the steep inclines of the end of the course to increase my gap and inch closer to the leader, a bear dev team rider, who set the fastest time of the day. At about 16:30 I began to feel my legs but I saw the line and kicked as hard as I could to ensure my placing and my overall time on the day. I finished with a solid time of 16:48 and took home the small silver colored medal and a new confidence in my ability.

-Tomas

8. Foothill Mountain Bike Race

2/27/2016

Bakersfield

Parker Rous

1st Place Foothill Mountain Bike Race Senior Category 2

I don't normally race mountain bike races because I don't have a mountain bike, but local races where I can get away with doing it on my cross bike I always race. I raced the cat 2 men. I had a great start where I took the first corner first. Shortly after I realized that it was a long race so I let two people pass me but kept them in sight the first two laps. I took over the lead of the race going in to the third lap and started to lift the pace slowly. I then dropped both riders and rode about a lap and a half solo and won by about two minutes.

-Parker