

**Team Swift Race Reports**  
**San Dimas Stage Race**  
 +  
**March 2016**

**Race Reports for:**

1. San Dimas Stage Race
2. Chileno Valley Hopper
3. Land Park Criterium
4. Copperopolis Road Race
5. Wind Farm Road Race
6. Berkeley Streets Criterium
7. Vleeshuis Road Race
8. Chuck Pontius Road Race
9. Chuck Pontius Criterium
10. NorCal MTB #1
11. NorCal MTB #2

**San Dimas + March Top Results:**

1 <sup>st</sup> Place	Wind Farm Road Race	Juniors 15-18 Cat 4/5	Tomas Mitre
1 <sup>st</sup> Place	NorCal Mtb #1	Freshman D.2	Gianni Lamperti
1 <sup>st</sup> Place	NorCal Race #2	Freshman Girls	Sawyer Taylor
2 <sup>nd</sup> Place	NorCal Race #1	Freshmen Girls	Sawyer Taylor
3 <sup>rd</sup> Place	San Dimas, Road Race	Juniors 15-16	Luke Lamperti
3 <sup>rd</sup> Place	San Dimas, Criterium	Senior W. Category 4	Sawyer Taylor
3 <sup>rd</sup> Place	San Dimas Overall G.C.	Senior W. Category 4	Sawyer Taylor
3 <sup>rd</sup> Place	Copperopolis Road Race	Senior Category 3	Ben Cook
3 <sup>rd</sup> Place	Wind Farm Road Race	Juniors 15-18 Cat 4/5	Ethan Frankel
3 <sup>rd</sup> Place	Wind Farm Road Race	Juniors 13-14	Andrew Mathiesen
3 <sup>rd</sup> Place	Norcal MTB Race #1	JV Boys D2	Isaiah Chass
4 <sup>th</sup> Place	San Dimas, Time Trial	Senior W. Category 4	Sawyer Taylor
4 <sup>th</sup> Place	San Dimas, Road Race	Senior W. Category 4	Sawyer Taylor
4 <sup>th</sup> Place	San Dimas, Overall KOM	Senior W. Category 4	Sawyer Taylor
4 <sup>th</sup> Place	NorCal Race #1	Junior Varsity D1	Ethan Frankel
4 <sup>th</sup> Place	Norcal MTB race #1	JV Boys D2	Ryan Yust
4 <sup>th</sup> Place	Norcal MTB Race #2	JV Boys D2	Isaiah Chass
6 <sup>th</sup> Place	San Dimas, Criterium	Juniors 15-16	Luke Lamperti
6 <sup>th</sup> Place	San Dimas, Overall G.C.	Juniors 15-16	Luke Lamperti
6 <sup>th</sup> Place	Land Park Criterium	Juniors 13-14	Andrew Mathiesen
6 <sup>th</sup> Place	Berkeley Streets Criterium	Senior Category 4/5	Ethan Frankel
6 <sup>th</sup> Place	NorCal Mtb #2	JV Boys D2	Gianni Lamperti
7 <sup>th</sup> Place	San Dimas Road Race	Juniors 17-18	Ben Cook
7 <sup>th</sup> Place	Berkeley Streets Criterium	Senior Pro/1/2/3	Ben Cook

7 <sup>th</sup> Place	NorCal Race #2	Junior Varsity D1	Ethan Frankel
8 <sup>th</sup> Place	San Dimas Time Trial	Juniors 15-16	Gianni Lamperti
8 <sup>th</sup> Place	Land Park Criterium	Juniors 13-14	Andrew Mathiesen
10 <sup>th</sup> Place	Berkeley Streets Criterium	Senior Category 4/5	Tomas Mitre
10 <sup>th</sup> Place	Chuck Pontius Criterium	Senior Category 3	Parker Rous
10 <sup>th</sup> Place	Chileno Valley Grasshopper	Open	Gianni Lamperti
11 <sup>th</sup> Place	San Dimas Criterium	Juniors 17-18	Tomas Mitre
11 <sup>th</sup> Place	San Dimas, Time Trial	Juniors 15-16	Luke Lamperti
12 <sup>th</sup> Place	Chileno Valley Grasshopper	Open	Ben Cook
12 <sup>th</sup> Place	San Dimas Road Race	Juniors 15-16	Gianni Lamperti
12 <sup>th</sup> Place	San Dimas, Overall G.C.	Juniors 15-16	Gianni Lamperti
13 <sup>th</sup> Place	San Dimas Criterium	Juniors 15-16	Gianni Lamperti
19 <sup>th</sup> Place	San Dimas Criterium	Juniors 17-18	Ben Cook
19 <sup>th</sup> Place	San Dimas, Time Trial	Juniors 15-16	Isaiah Chass
20 <sup>th</sup> Place	San Dimas, Overall G.C.	Juniors 17-18	Ben Cook
21 <sup>st</sup> Place	San Dimas Road Race	Juniors 17-18	Tomas Mitre
21 <sup>st</sup> Place	San Dimas, Overall G.C.	Juniors 15-16	Isaiah Chass
23 <sup>rd</sup> Place	San Dimas, Criterium	Juniors 15-16	Isaiah Chass
26 <sup>th</sup> Place	San Dimas, Road Race	Juniors 15-16	Isaiah Chass
27 <sup>th</sup> Place	San Dimas, Overall G.C.	Juniors 17-18	Tomas Mitre
29 <sup>th</sup> Place	San Dimas Time Trial	Juniors 17-18	Ben Cook
29 <sup>th</sup> Place	San Dimas, Road Race	Juniors 17-18	Parker Rous
29 <sup>th</sup> Place	Vlees Huis Ronde Road Race	Senior Category 3	Parker Rous
30 <sup>th</sup> Place	Chuck Pontius Road Race	Senior Category 3	Parker Rous
35 <sup>th</sup> Place	San Dimas, Time Trial	Juniors 17-18	Parker Rous
38 <sup>th</sup> Place	San Dimas Time Trial	Juniors 17-18	Tomas Mitre
40 <sup>th</sup> Place	San Dimas, G.C.	Juniors 17-18	Ethan Frankel
42 <sup>nd</sup> Place	San Dimas, Time Trail	Juniors 15-16	Esteban Ramirez
42 <sup>nd</sup> Place	San Dimas, Road Race	Juniors 17-18	Ethan Frankel
44 <sup>th</sup> Place	San Dimas, Time Trial	Juniors 17-18	Ethan Frankel
44 <sup>th</sup> Place	San Dimas, Criterium	Juniors 17-18	Ethan Frankel
62 <sup>nd</sup> Place	San Dimas, Time Trial	Juniors 17-18	Ryan Yust

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## Rider Race Reports

### 1. San Dimas Stage Race

4/1-3/16

San Dimas, CA

San Dimas Stage Race – Junior Men 17-18 year olds

## **Ben Cook**

29 <sup>th</sup> Place	San Dimas Time Trial
7 <sup>th</sup> Place	San Dimas Road Race
19 <sup>th</sup> Place	San Dimas Criterium
20 <sup>th</sup> Place	San Dimas, Overall G.C.

### Stage 1: Time Trial

It was a blistering day as usual at the San Dimas Uphill Time Trial. We spun the few miles to the course easily, the whole time looking up at the mountain we were about to face. Once we got to the tent, riders got on the trainer at different times depending on our start times. Coach Laura had printed out a really helpful schedule for us to time our warm-up before the race, so we all followed that and ended up at the start line on time.

After a brutal warm-up with Ethan, I got off the trainer feeling fresh and ready to go. At the start line coach took my last water bottle told me to just relax and do my best. The official held me up and counted me down from 5 to 1. "Go!" And I took off down the road. I watched my power, knowing just what number I wanted to hit. I kept the pace up on the flat section before the real climb, but noticed it was harder to hold my power up. The first section of the climb was windy and relatively steep. I held my power where I could and looked up the road, pushing the pace when it got steeper. I always felt like it was hard to put out power on this course, but today I just did my best and tried to keep my number as high as it could be.

In the last 3k the road really flattened out, but I stayed in the little ring this year and pushed on the pedals as hard as my body would let me. My heart rate was soaring in the heat, but I sprinted into the line to beat my time from last year by over a minute. In the end I was happy that I could lay down a faster time but it was not where I wanted it to be. Interestingly enough, my first year at the race in 2014, I set a time just 20 seconds behind today's time. But today was much hotter and would make it a harder day. I rolled down somewhat disappointed but knowing I did the best I could, ready to kick some butt in tomorrow's road race.

### Stage 2: Road Race

After a hard time trial the day before, I was coming into the road race with little pressure and ready for a fun race with my teammates. After a good warm-up we rolled to staging to line up at the start. At the line we all joked and laughed as we ended up at the back, but Coach knew we would move right up to the front. Off the line I slid up the right side with Ethan and in just a few hundred meters we were at the front. Ethan covered attacks for me for the first few laps. The KOM hill proved a fast and brutal climb each lap, with Hot Tubes setting a fast pace to keep their rider in the jersey. About 3 out of 6 laps in I wasn't feeling too great and was worried about how I would fair on the hill, so I came up to Tomas and checked in with him. "I'm feeling good, it's hard but I can hang in there for sure." He said confidently. I made the call at that point to work for him, so I found Ethan and Parker and let them know what the plan was

right away. On the feed zone hill riders attacked and a group began to form, so I hit the front and had Tomas right on my wheel. I had him sit up and tried to get in the group myself to take some pressure off his shoulders, but our group was caught on the downhill. From there I stayed tucked in the field near Tomas as Ethan covered moves for us. I led him into the climb where he would gain as much position as he could, I would usually finish the hill right behind him and we would rejoin the front of the group together.

Here I learned a bit more about working for teammates. On my trip to Europe I had trouble balancing workloads for teammates, I felt like I either stayed out of the wind completely or I slaved on the front all race, and there was no middle ground. Here, Tomas and I were both getting the rest we needed too, and worked as a unit. Ethan was also getting the rest he needed and I made sure he knew that he didn't have to kill himself for us. I was really happy that we all had our goals respected, and it gave me even more motivation for us to do well. Even our teammate Ryan, who was in his first national race (and picked one hard race to start out on), had a great first few laps before the pace got too fast for him, and he still finished strong, even though he was out of the main field.

On the final straight away, Parker, Tomas and I were lined up and heading to the sprint, when a crash in front of us spread us across the road, but we all came out safely. Just a few hundred meters later another crash took out the whole right side of the field. At 1k to the finish I found myself moving up in what was left of the field, and I could tell that Tomas and Parker were stuck behind the pile up. I moved my way up the wheels in front of me, and finally at 200 meters realized that there were only a few riders left in front of me. I sprinted as hard as I could but couldn't come around the two riders ahead of me, and the finish line came awfully quick. I counted the riders in front of me and realized that I was in 7th! After a break being away all day the race came together as I had hoped, I was able to do well in the sprint. It was a bummer for Tomas who was held back by the pile up and finished in the group.

We later found out that Parker had crashed hard, and broke three of his teeth. When Tomas and I rolled back to check on him he was all smiles and thumbs up, despite his new need for dentures and his completely shattered bike. At the end of the day it was a crazy road race as always at San Dimas, but it was the most successful one we had raced in a long time, and all of the riders were happy with the role we played to work for Tomas, and ultimately to my lucky result.

### Stage 3: Criterium

Coming into the last day of the San Dimas stage race, my teammates and I knew just how we were going to attack the course. Tomas and Ethan were great sprinters and I already had my luck yesterday, so I figured they would be good for the finish. The first few laps were fast but we all held good position, and all three of us had the chance to be in some moves. At around 6 to go I found myself towards the back, and found a gap and sprinted right up to the front of the race. I found myself in the top 5 with no other teammates around me. In retrospect, this is where I made my biggest mistake as a finisher and as a leader. I was in the top 5/10 and was

comfortable, but it was just too early to be so close to the front. At this point I should've headed back a few places to find my teammates and pull us all to the front, instead of staying there and forcing us all to race for ourselves, and not as a team. I stayed top 10 all the way until 1 to go, when just 800m from the line a move went at the top of the hill and the pace just got too fast for me after being in the front so long. I tried to jump on but had nothing to chase it down, and Tomas came around me on the downhill. I tried to head around him to give him some sort of lead-out but to no avail. I floated back all the way to the finish, and managed to hold onto a top 20 as Tomas sprinted ahead for a great placing him in 11th.

"Woohoo!" He yelled afterwards and I cracked a smile out of all my seriousness. I realized that today wasn't about victory or working our butts off for a single rider, but it was about having a fun and wild last race of San Dimas, and I was so happy that Tomas achieved just that and placed exceptionally well too. We later found out that Ethan had crashed at the top of the hill with Leo, a friend of ours from Limitless Cycling. They were both okay in the end, but Ethan was bummed to end his race early as he was right on Tomas' wheel at the top of the hill. It was a bummer to see so many crashes with Parker yesterday and Ethan today, but they were both troopers about it and stayed in great spirits.

At the end of the weekend it was probably my most successful San Dimas stage race, placing well in the challenging road race stage instead of the time trial this year and in a much more competitive field too. Overall the team was really happy with our performance, and we had a blast down at San Dimas, on and off our bikes. Until next year, San Dimas!

-Ben

## **Tomas Saldaña-Mitre**

38 <sup>th</sup> Place	San Dimas Time Trial
21 <sup>st</sup> Place	San Dimas Road Race
11 <sup>th</sup> Place	San Dimas Criterium
27 <sup>th</sup> Place	San Dimas, Overall G.C.

### Stage 1: Time Trail

I was really excited to finally race San Dimas as it was a major team event and it was an opportunity to test myself against the best juniors in the country. The uphill TT was a target personally because I had performed well in an uphill TT earlier in the year and knew if I could find a rhythm I would be able to really put up a good time. After a super calculated warm up I felt ready, but also exceptionally nervous, as I was about to begin the biggest race of my life. I had the 4th time at the start and immediately set the goal of catching my 30 second man. When I rolled off the line I started exceptionally fast and caught my 30 second man before the first major turn. Although this was great for my confidence it burned a few of my matches that caught up to me in the last kilometer. I was able to catch all three riders ahead of me and was feeling great until the boulder cycling rider who started behind me passed me with 1.5

kilometers to go. Eventually I started fading and the riders I had passed made up ground and we finished as a small group, and I received a time I felt like I could have improved upon. Luckily there were two stages ahead of me.

### Stage 2: Road Race

Having placed myself in a solid GC spot I knew I had room to improve and I knew the course could play into my advantage if I could stay in the front group throughout the entire race. I marked a handful of riders to follow throughout the race like assorted Hot Tubes and high GC riders like the yellow and polka dot Jersey riders and teams. Ben, Parker, Ethan and I worked to hold strong spots throughout the race. After three laps Ben and I connected and decided that I was going to lead the race since Ben wasn't feeling 100% and he felt I could make a strong bid in the finish in the final sprint. The final lap was more eventful than expected as I had a major cramp at the top of the KOM climb, Heckler Hill, and had to fight all the way up the second major climb leading to the final mile. I luckily caught back on with a half mile to go and I could tell everyone was nervous leading into the finish. With about a quarter mile there was a major crash that left my teammate Parker with some serious road rash and teeth damage and a few other riders with injury. Luckily I wasn't caught up in the crash and tried to position myself in a good spot leading to the finish. I ended up getting boxed in and finished with a 21st place which I was actually really excited about. I'm sure Parker would have had a better placing had he not crashed and Ben was able to secure a great 7th place.

### Stage 3: Criterium

As I race mostly criteriums during the season I was excited to test myself against the best racers in the country and the course had a little bit of everything, which really suited my riding style. When we all rolled off the line, I immediately found myself in the second hardest gear and never really used anything else besides the very limit of my cassette. Initially I struggled keeping a good spot in the head of the race but I started feeling my legs and began learning from the better riders like the current national champion who displayed great ability to move within the group and establish a strong spot when it count. With two to go I found myself following wheels way back in the pack, I think in 30th and 40th place and felt frustrated I wasn't competing, rather, I was just riding to finish. This got to me and I decided to go all in on the last lap. I saw the Hot Tubes team including the national champ form a pace line and I hopped on his wheel rounding the 3rd corner. We quickly shot to the top 20, then the top 10, and then as we hit the second the last corner, I gambled and rode into a gap that probably wasn't there. This shocked me and I fought back onto the Hot Tubes train going into the last corner. We pushed and pushed and set up for a great finish, and I was able to hold my spot and crossed the line in 11th place, the best result of my cycling career thus far. There were mistakes in the race that I can now learn from and improve upon in my future races later in the year.

-Tomas

## Ethan Frankel

44 <sup>th</sup> Place	San Dimas Stage Race, Time Trial
42 <sup>nd</sup> Place	San Dimas Stage Race, Road Race
44 <sup>th</sup> Place	San Dimas Stage Race, Criterium
40 <sup>th</sup> Place	San Dimas Stage Race, G.C.

### Stage 1: Time Trial

YES! SAN DIMAS! Last year, it was my first-ever stage race and had been a great experience. Since then, I raced Valley of the Sun and the Chico Stage Race, both of which were extremely challenging. This year, San Dimas was a Junior National ID race, so the top juniors in the nation were going to be racing. I wasn't expecting much: I was there to race with the team, race my hardest, and learn from racing with the best.

After touring colleges the day before and getting a solid pre-race ride in, I felt excited and ready for Friday's time trial.

In 2015, my time trial had been horrendous. It was an uphill, 5-mile long TT, and I'd been dehydrated and my pacing had been terrible. This year, I was determined to fix those two problems. The first problem was easy to fix: I simply replenished the water in my body and made sure to keep up my healthy eating. The second was going to be more difficult: I had to mentally pace myself for almost 20 minutes. There was no preparation for pacing, only the mind and maybe some practice.

My start was late in the day and I was the last Team Swift rider to head off. I had a great warm up and a few minutes later I was on my pedals looking at the ground just in front of my wheel. I could hear Coach telling me, "Remember, aerodynamics are also key. Stay aero." I nodded. The race official said to me, "You're off in 5."

The last 4 numbers came too quickly and I put the pressure on the pedals. I was in my drops for a minute before I found my rhythm. Soon enough, the climb began. I figured I would stay in my big ring for a little while until it pitched a little steeper. For now, I was feeling good and I was still out of the saddle.

A kilometer later, I approached my 30-second man. I caught and passed him, remembering to stay as aerodynamic as possible because I was riding into the wind. I was still in my big ring, but I could feel a pressure against my chest. It got a little hard to breathe so I unzipped my skinsuit slightly. But the feeling never disappeared and I lost focus on the TT thinking about my breathing.

I passed the 2 km to go sign. I heard hard breathing behind me and Rupert, a Limitless rider, soon passed me. However, it wasn't his race that I was concentrating on, it was mine. I hit the 1 km to go, and launched out of my saddle, still in my big ring. I came across the finish with a time nearly 3 minutes faster than last year's. Ben, Parker, Tomas, and I had all finished within 45 seconds of each other, with Ben placing the best at 29<sup>th</sup>. It was a tough day but we were all excited for the next two stages!

### Stage 2: Road Race

5 miles of flat roads with 1 mile of difficult climbing and 1 mile of gnarly descending. Multiply by 6 laps. Welcome to the San Dimas Hospital Road Race.

The 17-18s field had an early morning start, so after waking up at 5, eating breakfast at Denny's, and warming up on the road, Ryan, Tomas, Ben, Parker, and I lined up near the back. A minute later, we were rolling. We quickly shlammed to the front and rounded the first corner. Immediately, Hot Tubes sent a rider up the road with an independent rider. I hopped onto his wheel and the three of us had a gap of several seconds before we even hit the next turn. We kept up the pace for a while before we were brought back, but I was feeling good about my legs and was satisfied that I'd already covered an attack. Today, I was working for either Ben or Tomas. A lap later, another Hot Tubes rider attacked and went solo. He would be gone for almost the whole race, until he was brought back in the final lap.

Lap 2: eventful. At the beginning of the lap, a bottle popped out of my cage. Again. Third time. Yes: it's time for a new bottle cage. So I was down a bottle, but I still had some water. We would be allowed to feed in two laps, so I wasn't terribly concerned. I struggled up Heckler Hill but managed to make it to the top with the front group.

On the third lap, a rider hit a curb and went down in front of me. I braked hard but couldn't avoid smashing into his wheel. I unclipped, but thankfully I didn't go down. With my adrenaline rush satisfied, it was time to catch the field. They were moving quickly, but thankfully I was able to chase back and help out Ben and Tomas for just one more lap.

It was the fourth lap that got me. I had chased down another attack, and I was feeling the effects. To make matters worse, I had only one bottle. I badly needed the feed. We passed the feed zone and I never caught a glimpse of the Team Swift feeders. I attempted to take a bottle from someone else because they had missed their rider. However, they fumbled it and I never got a bottle. I was without water, and this lap was a KOM lap, meaning Heckler Hill was going to be fast. I hit the wall as the slope steepened and I was off the back. For two laps, I was struggling without water and trying to make the time cut. I finished safely, and I was happy I was going to race the Criterium. Ben had sprinted to 7<sup>th</sup> place, and all of us were extremely happy with that result. Unfortunately, Parker had gone down hard in the last kilometer and broken his fork and his front teeth. It was a disappointing way to end the day, but we were now going to focus our energy on performing well at the crit.

### Stage 3: Criterium

With Parker out and Ryan barely missing the harsh time cut, Team Swift was down to just 3 riders. The criterium started even earlier than the road race, so we warmed up in the dark and lined up to race as the sun was rising.

The 45 minutes went by so fast. Two riders went off the front early on and several teams were active in the chase. I tried to stay up front to cover attacks, and even launched one of my own. The two of them were just too far to catch, and they stayed away for the whole race. So it was now a race for third. With 4 laps to go, Tomas and I were moving up nicely. Ben was already in the top 10-20 and was riding strongly. With two to go, I found myself in the top 20. The final lap approached. A rider asked me, "Is this the last lap already??"



I croaked out a "Yes" before I got out of my saddle and burned a match to get to the front. I was now in the top 10. We were approaching the third-to-last-corner. I observed an attack from the left side and began to follow. Suddenly, a rider to the right of me swerved and I moved left to avoid hitting him. At the same time, Leo from Limitless got pinched and moved slightly to the right.

It all happened so quickly and the next thing I knew, I was laying on the ground, my skinsuit trashed. Leo was in a lot more pain than I was and had to be taken to the hospital. I felt terrible about what happened to him, but luckily we both got away with just some road rash and bruised egos. Tomas finished 9<sup>th</sup> in the field sprint to take 11<sup>th</sup> in the crit, which was a great result. The weekend was a series of unfortunate events, but we had some great performances and I was glad to have this awesome experience.  
-Ethan Frankel

## **Parker Rous**

35<sup>th</sup> Place     San Dimas Time Trial  
29<sup>th</sup> Place     San Dimas Road Race

### Stage 1: Time Trial

This time trial is by far one of my favorite courses we race on during the year. It has been good to me in the past and this year I hoped to improve on it. I felt good while warming up and on course and while I knew I was giving a good effort it didn't seem fast enough. My suspicions were further confirmed as the riders who started 30 seconds and one minute behind me caught me a little over half way up the mountain while I caught no one. Little did I know these two that caught me went on to go 1, 2 on the stage. Pushing this out of my head was hard but I managed to do so and finished with a time of 18:14, ten seconds slower than last year. The time still stuck me in good company in the results and close to my teammates. As I know none of us were thrilled with the times we put out but it was an alright performance.

### Stage 2: Road Race

Lining up I knew this would be a tough race and the back row start was not ideal but soon enough the race was underway and Hot Tubes controlled the front (this was a constant theme throughout the race). The group got small quickly as the pace was never slow and by lap 4 the field was cut from 83 riders to 30. This damage, done by Hot Tubes seemed to do nothing for them but help chase down their own rider off the front and tire themselves out. By the last lap of what had been a crazy race with multiple crashes and a high pace there was no one left out in front and the group eased up a little bit. This was mainly because Hot Tubes had nothing left and most of the group was feeling the pace of the last couple laps in their legs. Happy with where I was I knew that if I could get over Heckler Hill at least mid way up the group I would be in good shape, so I did just that. Seeing Thomas and Ben still in the race made me feel pretty confident that we could create something good out of this race. That all changed after the descent on to the finishing straight where two guys in front of me went down

and when I hit them I flew over the bars. I was a little banged up and lost some teeth but the rush of adrenaline was too much so I took Gianni's bike and was able to finish. Finishing was important to me not only because it meant there was a possibility of starting the next day; it also meant that I wouldn't regret not finishing later on. My place would've been 29th if I finished last in my group. The results sheet has me currently as a rider that finished outside the time cut with no place despite having been well inside the final three kilometers when I crashed.

I'm doing well and will be back for Sea Otter.

-Parker

## **Ryan Yust**

62<sup>nd</sup> Place San Dimas Time Trial

### Stage 1: Time Trial

Going into my first stage race I was pretty nervous. My goal was to "just finish". I also had never done a time trial before. We started off the day with a ride over to the venue. We set up our trainers and started to warm up. I got to the line and rolled out. My team mates said that the most important thing was to pace myself and don't blow up. I kept that in mind. I started at 175bpm and went into the first left turn and stayed at that for a few minutes and realized I could pick up the pace. I brought it to 185 bpm, my threshold and I did it for about 10 more minutes. Then for the last 4 minutes I went to about 190-199. It hurt and I finished in 20 minutes.

### Stage2: Road Race

My legs felt okay going into the 2nd stage of my first stage race. Racing over multiple days is a big game changer. It definitely affects your performance and I was not able to hang with the main pack the whole race. On lap 2 I fell off the back on the hill. There were about 10 of us that eventually settled in and we worked together to try and catch the main field but we couldn't do it because of a few reasons. The first was the USA cycling officials wanted us to reduce our speeds so that the woman leaders could pass so we were going about 10 mph, then about 2 minutes later the women's pack went by and everyone around me was upset that the officials were holding us back, but I was ok with it. My legs at this point were dying. Eventually the officials let us race again and we passed the women's field in about a minute. That's when I saw Sawyer at the front of her race and I told her nice work and stop pulling so much at the front because she looked like she was doing tons of work for the women's field. On the last lap everyone was working together because everyone finally realized we weren't racing each other we were racing against the time to make the time cut. We ended up missing the time cut by 50 seconds. Had the officials not pulled us over we could have probably made it. I wasn't upset, that's racing. I had a blast. I learned what it's like to race 2 days very hard in a row and I'm stoked I got to cheer on my team in the Criterium the next day.

-Ryan

## San Dimas Stage Race – Junior Men 15-16

### **Gianni Lamperti**

8 <sup>th</sup> Place	San Dimas Time Trial
12 <sup>th</sup> Place	San Dimas Road Race
13 <sup>th</sup> Place	San Dimas Criterium
12 <sup>th</sup> Place	San Dimas, Overall G.C.

#### Stage 1: Time Trial

The morning of the TT I helped get my teammate Sawyer get ready for her TT as she was the first one to go on the team. I was the second to go at right around noon. After eating and getting ready I got on the bike and started to easy spin on the trainer. I did a good warm up then jumped off about 25 minutes before my start. Once I put on my race wheels and did the rest of my stuff I rolled to the start, rolled out and got in line. I started out pacing myself but not going too hard. Once I got around the corner to go up the hill I started to build up to my TT pace. I did what I could to get up the hill as fast as I could. I kept a good cadence and tried to stay as aero as I could in the headwind sections. When I got to 2k to go I started to ramp up and go as hard as I could. Once I finished with a time of 18:02 and got 8th. I knew I did everything I could have and could not wait for the road race.

#### Stage 2: Road Race

The morning of the road race we met our team then to rode down the course to warm up. Once we finished our warm up we rolled out and went to the line. When we started the race it was neutral until the start line, a few hundred meters down the road. A few minutes later Swamis' was on the front attacking and they would be pulled back instantly. Coming to Heckler Hill it went fast and we were all in top 10. The second lap was a KOM lap and I knew a kid from Monster Media was going to go for it. I could not get by him and went over the top in second. Then coming into the third lap there was a group that just easily rolled off the front and got about 20 seconds on the field. At one point we brought them back down to about 5 seconds and did not close the get all the way. They then brought it back up to about 1 minute they were gone. We were just rolling around and nobody was doing anything. Going into the climb on the next lap I was on the polka dot jersey and he attacked and I could not hang with him over the top. I thought that the yellow and green Jerseys would be right there to follow but they could not hold his week either. He got a gap with the Monster Media kid and they bridged all the way to the break. I stayed in the group and only got away once more for a second where right after the Feed Zone the Green Jersey attacked and I was on it with the yellow, but it was way too marked to go anywhere. Over the hill on this lap the yellow jersey attacked and then once again I could not hang with it. He rode by himself to the finish and I came in with a group of about 10 where I got third in the sprint. I was not happy with how I finished, but lesson learned.

### Stage 3: Criterium

The Morning of the criterium I woke up at 5 and was on the trainer by 5:45a.m. We did part of our warm up at the hotel then spun to the crit course to finish and pre-ride the course at 6:20. My race started at 7 so it was perfect as we got signed in and rolled to staging about 15 minutes before our start. We all got on the front row and started off aggressive and all three of us were in the top five going into the first corner. There were moves starting on the first lap but they were all chased down instantly. It was going to be really hard to get off if you wanted to as everyone was really attentive. We were trying to keep Luke in the top five GC as the kid below him was only two seconds down and the hotspot sprint was worth three seconds. There was a prime coming on the next lap and I was second across the line for the prime and was in the front for the next lap. Coming into the last corner there were two Swamis riders on the front and I went to dive inside to be second and being smart, the Swamis rider pushed me inside. This made it to where I had no drive coming out of the corner. I started sprinting, hoping I could catch him by the line and I was closing but there was no way I could have caught him. I got second in the hotspot but if I was smart I would have pulled off letting my brother get a higher position, letting him get a bigger time bonus. The race was pretty smooth and we were all at the front for the rest of the race. Coming into the last lap it slowed down a lot and the field was not strung out at all. I was at the front and I should have taken initiative and strung the field out for Luke. Coming around the second to last corner a LUX rider started to lead out his teammate and went as hard as he could own the back stretch and at that point I could not do anything. I came into the last corner too far back to do anything and ended up in 13th. I learned a lot this weekend and defiantly look forward to next year.

-Gianni

### **Luke Lamperti**

11 <sup>th</sup> Place	San Dimas Time Trial
3 <sup>rd</sup> Place	San Dimas Road Race
6 <sup>th</sup> Place	San Dimas Criterium
6 <sup>th</sup> Place	San Dimas G.C.

### Stage 1: Time Trial

The morning of the time trial I was excited because this is my favorite time trial course. It's a sweet 4.25 Mile climb. I got my stuff ready but had time because my start was around 1 o'clock. I was able to just rest and not do much so I was prepared for the race. About 2 hours before the racing teammates came to the Motorhome. Then we started our warm up with about 1:15 till our start. We all were doing different stuff because our starts were apart a little bit. After I did my warm-up I got off the trainer and put on my race wheels. Then I went to the bathroom one more time and headed to the start line. On my way I did a few more jumps and then went to the start house. I had about 10 minutes till my start. I did roll out and then sat in the shade. Then before I knew it I was on top of the start ramp ready to go. The official countdown from five

and then said go. I started off riding in the low zone 4. Then when I had to climb I started to progress my way up. I knew it was going to be around 18 minutes so I progressed myself knowing it would be somewhere around that time. I slowly progressed so I knew I would be blown up at the end of 18 minutes. When my clock at 16 minutes I know it was timed up the pace some more. I started to really dig deep but I knew I only had to do it for two minutes. I push there and sprinted to the line. I was super happy with my result and looking for the road race the next day. I will have this Time trial in mind for next year.

### Stage 2: Road Race

The morning of the road race I was sore from the Time Trail the day before. I was still super excited to race. My brother/teammate Gianni got 8<sup>th</sup> in the TT so we were going to work for him in the road race to see if we could move him up in GC. We started off super easy with everybody rolling and no attacks. Then the moves started going and I was on them. Nothing was getting away so people gave up. As we rolled into the second lap. There was a good pace being set at the front. We were not going too fast. The KOM was coming so we started to pick up the pace as people got into position. As we hit the base of the climb my teammate Isaiah attacked as I followed 4<sup>th</sup> wheel. I sat on the leaders over the KOM climb. Then we rolled still with most of the field. Nothing really happened except for a few attacks. There was an attack right before the feed zone. I jumped on it because it did not have many marked riders. I was able to roll with them so I did. We quickly got a good gap. As we got closer to the hotspot sprint we were losing a little bit of time. Then they were within 20 seconds and 2 riders bridged the gap. Then the chase was not organized so we started pulling a gap again. Before we knew it the moto ref said we had 50 seconds and the gap was pulling away quickly. As we rolled through the line we had 1 lap to go. Now we had a 1:20 on the field. We were still rotating well but everyone was starting to pull less and less as we got closer. Then we hit the climb and a rider attacked. We were about 3k out so we all worked together to catch him quick. A rider got on the front of our break and started drilling the pace. Then everybody started their sprint. I did not have my best sprint but was happy with third. I will be looking forward to next year.

### Stage 3: Criterium

The morning of the Crit I woke up early because our start was at 7 o'clock. We were on trainers at the hotel at 5:45 and had plans to roll from the hotel to the start at 6:20. We left to go there and did some jumps on the way. When we got there we rode the course. We lined up and the race was on. I got clipped in fast and sprinted to the first corner. I knew if I go to the first corner first I would be at the front of the race so I did not get stuck at the back. Then everybody sat up and a few attacks went but everybody was covered and we kept rolling. There were some primes, so people were sprinting to get them. Then the hotspot sprint was here. We were at the front but not sure if this was the lap. The kid I could not let get the hotspot was only 1 second down but he beat me in the sprint for time.

We did not have long to go so I moved up to the right position. With 2 laps to go I was where I wanted to be with one to go. The pace was slow so the field was swarming. We now had half a lap left so I was where I needed, and then coming down the hill the field swarmed. I sprinted out of it and then went down the right side as we enter the last corner I faded into third wheel. People started sprinting as we came out of the last corner. I sat on them and then started my sprint. I was hung up and only able to make it around one of them with other people coming fast behind us. I ended up not staying top 5 in GC but still happy with my result. I will look forward to next year.  
-Luke

## **Isaiah Chass**

19<sup>th</sup> Place San Dimas Time Trial  
26<sup>th</sup> Place San Dimas Road Race  
23<sup>rd</sup> Place San Dimas Criterium  
21<sup>st</sup> Place San Dimas, Overall G.C.

### Stage 1: Time Trial

We got to San Dimas on Thursday and had time to pre-ride the TT course, so I had a good idea of the course as well as riding and racing it last year. The day of the Time Trial we rode to the TT course, which was about 15 minute away. On the trainer, I did a hard, long warm up because this Time Trial was a short one, and I would have to be completely warmed up so I could go hard straight from the gun. After warming up, I got off the trainer, put on my race wheels, and went on the road to do a few more sprints. After feeling really warmed up, I took a Clif Shot, and rode over to roll out. After roll out, I went to the starting tent, where I waited for my start. As I was being held up by an Official, I took a few deep breaths and got ready to sprint. When the Official said "go", I stood up sprinted off, but not too hard that I would be blown up. After getting up to speed, I got settled in and tried to not get my heart rate up too high by before the climb even started. When the climb started to pick up, I picked up the pace as well. I didn't want to blow up too quick, but I also didn't want to waste too much time by not going hard enough in the beginning. About half way through, I started picking up the pace again knowing I only had less than 10 minutes of effort to do. At the top of the climb, when it started to flatten out, I shifted into a harder gear, and started going all out, knowing that I was only less than a minute to the finish. At 200M to go I stood up and sprinted as hard as I could go the line. After the Time Trial, I rode back down the climb, and then pre-rode the Road Race course with the rest of the team. Next, it was time to get ready for the Road Race early the next morning.

### Stage 2: Road Race

After riding to the road race with my teammates, we all signed in, and then went to warm-up on the road. After doing jumps on the road, I rolled over to staging with my teammates Gianni and Luke and waited for the start. When the race started, it was

neutral for about a minute or two until we crossed the Start/Finish line, and then it was on. A few attacks went right away, but everybody was fresh so they got right on them. The rest of the lap, I stayed towards the front, but the pace was pretty slow. We still weren't going very fast on the second lap, so I was going to go for the KOM at the top of Heckler Hill. There was a technical few corners before Heckler Hill, so I moved up before that, and then attacked going into the climb. I sprinted as hard as I could, but I soon realized that I had gone too early. When the climb started to pick up, the other riders started coming around me, and my legs were screaming. I got over the top of the climb, towards the back of the field, and I was hurting at this point trying to recover. When the field started to slow up, I moved back up in the field, and rested for a few minutes. On the 3<sup>rd</sup> lap, a group rode off the front before the feed zone. My teammate Luke got in it, and they started getting farther and farther off the front. They were starting to get out of sight. The field didn't really chase, so coming into Heckler Hill I tried to stay towards the front, so I wouldn't get dropped going over the top, which was the hardest part for me. The group mostly stayed together and then on coming into the 4<sup>th</sup> lap, the pace started to pick up. The yellow jersey wearer was trying to split the group up and get off the front. I stayed with them going over the feed zone climb, and then going into Heckler Hill I knew it was going to be hard to stay on. I got a little gap before the climb, and then started sprinting into the climb to get a gap. If I could get a little gap on the climb, then hopefully I would have some room so I wouldn't get dropped going over it. The group was on me about halfway up it, and then there was a split in the group going over the top. I wasn't able to get in it, but my teammate Gianni did. The rest of the lap, I stayed in the group I was in, and then coming into the finish line for the 5<sup>th</sup> lap, I attacked to try to bridge up to the group ahead of me that split going over the climb. I got 2/3 of the way, and then my legs started to tighten up. I couldn't get onto the back of it and they started going harder, so I sat up and waited for my group. I got back in it, but my group wasn't going very hard, until we picked up the pace over the feed zone climb, and then went hard down the descent. Going into Heckler Hill, my group went pretty easy over it, and we went easy for the next mile or so. A few people tried attacking, but didn't stay away. I made a move about 3k to go, but they got on me. Thinking that it was going to come down to a pack sprint, I sat back in the field. Coming into 1K to go, I moved up, and rode wheels close to the front. At about 300M everyone started sprinting, so I jumped hard, and sprinted to line.

### Stage 3: Criterium

In the morning of the Criterium, which started early at 7:00 a.m, I started a little warm up on the trainer, so that when I got to the course I could start doing sprints right away to warm up. After spinning for a little bit on the trainer I rode with some of my teammates Crit course to do more sprints on the road. After a good warm-up, I rode to registration to sign in and do roll out. Then I lined up and waited for staging on the course. When we were called to the line, Gianni, Luke, and I were all able to get on the front line for the start. When the race began, my teammate Luke got a good start and was leading through the first corner. I got on the wheel behind him, so I was third

wheel. After the first few corners there was an attack and I got on his wheel. The race was a short 40 minutes so it was going to most likely be fast and have a lot of attacks. After a few laps, I got off the front with one other rider. We took a few hard pulls, and then the field caught us again. I drifted back in the field, and then moved back up after a few corners. The hot spot time bonus was coming up, and the team plan was to make sure our teammate Luke was at the front for it. The hot spot didn't go how it was suppose to for us, so now we were racing for a win, not that we weren't the whole time, but now we really had to. I stayed towards the front for most of the rest of the race. With 3 to go all my teammates were at the front and we were staying there. On the last lap, the field wasn't going fast enough, so it started to swarm the front, I was 2<sup>nd</sup> wheel going into 3 corners to go and at the top of course, the field started to come around the left side. I got pushed back, and was now towards the back of the field. It was now a drag race into the last corner and I was trying to move up. I couldn't get back to where I was and I was close to the back coming out of the last corner. Coming out the corner I sprinted to the line, but was way too far back to do anything. The race didn't go how it was supposed to for us, and we lost a top 5 GC spot. I learned a lot after the race about what we really should've done during the race, but it was still disappointing. After learning from my mistakes, I was ready for the future races, especially next year's SDSR.

-Isaiah

## **Esteban Ramirez-Fregoso**

42<sup>nd</sup> Place    San Dimas Time Trail

### Stage 1: Time Trial

I like time trials. They are actually my favorite type of race because of the sheer simplicity but when its 1200ft in 4 miles, it's definitely going to be a tough one.

I felt as though I wasted too much energy warming up because I already felt somewhat fatigued after 400ft into the race. I was feeling great about the race until the rider behind me passed me at a half a mile or so. I kept the same pace though (270-310 watts) then soon after around halfway I got some abdominal cramps so I just repeatedly jabbed the cramp very hard and I guess that worked because it went away in about a minute. It was basically smooth sailing from there besides the fact that two other people passed me and I was in minor pain from climbing that mountain. I felt I did pretty well considering that I'm just going to all these races just to gain experience and learn new race tactics. When I finished I felt very tired but I did not pour every last drop of energy into the final kilometer of the TT which I should've gone all out. So things that I would do differently next time is to not warm up as intensely, eat a small portion of a banana 30mins before and taken some calcium lactate supplements to aid the cramp. Also do more uphill training.

-Esteban



## San Dimas Stage Race – Senior Women Category 4

### **Sawyer Taylor**

4 <sup>th</sup> Place	San Dimas Stage Race, Time Trial
3 <sup>rd</sup> Place	San Dimas Stage Race, Criterium
4 <sup>th</sup> Place	San Dimas Stage Race, Road Race
3 <sup>rd</sup> Place	San Dimas Stage Race, Overall G.C.
4 <sup>th</sup> Place	San Dimas Stage Race, Overall KOM

#### Stage1: Time Trial

San Dimas's uphill time trial was a race that I was thinking about months before it happened for a couple reasons. First of all, I very rarely practice or race time trials, so they are always new and exciting to me. Secondly, I had never done an uphill time trial previous to San Dimas. I had practiced a couple, but I had never raced one and was excited to see how I would do. And lastly, I wanted to see how I had improved since Valley of the Sun Time Trial.

So while I was on my trainer at 7:45 warming up for my 8:53 start, I was pretty excited to suffer up a mountain. I got in a pretty good warm up on my trainer and they did a few last jumps on the road with Coach. Then, I headed to the start line.

My start was ugly. I was in too high of a gear, and my first few pedal strokes were choppy and sloppy. But I got my rhythm back pretty fast, got in my drops, and passed my thirty second person on the flat section. It took a few minutes for me to get into my rhythm on the climb. I think that I actually lost quite bit of time here.

A quarter of the way into the climb, I had passed my one minute person. By now, I had my rhythm, and I was at lactate threshold. At halfway, I had passed my minute thirty person. I was still at my lactate threshold, but for some reason I felt like I was getting no power. My cornering was pretty good though. I cut and powered though almost all of the corners as tight a possible without going over the line.

With two kilometers to go, I started revving it up. But with one kilometer to go, two women came up behind me and passed me. One was the woman who won my category's time trial and the other was a three. At this same time, we all passed my four minute and thirty second person.

I ended up finishing pretty strong with a time of 22:11. This time got me fourth but was not as good as I had hoped for. For my next time trial and my practice time trials leading up to it, I want to work mostly on my pacing as I think that this was something that really slowed me down. I also want to get better at getting my rhythm faster as this definitely slowed me down in the beginning.

#### Stage 2: Road Race

"On the whistle ladies! Two minutes." said the official as the category three and four women shifted on the line. I started my Garmin, tightened my Sidi shoes for probably the twentieth time, and took a sip from my water bottle. After getting fourth in the previous day's time trial, I was ready to crush it today.

"Twenty seconds!" I took a deep breath and clipped in. I had gotten a pretty good warm up in and had everything I needed. I felt ready.

"Tweet!" We were off. Just after turning the first corner people started shifting around and trying to move up. As we passed the finish line, the two women behind me clipped bars and almost crashed. Someone yelled something about avoiding a crash before we started our first lap.

The neutral start ended when we passed the turn off after the finish line. The pace picked up and I moved farther forward in the pack. Coming into the coned off left hand turn after the straightaway by the airport, I was fourth wheel back so I wasn't pinched and I didn't have to sprint.

The first lap was pretty relaxed. Our pace wasn't slow, but I felt totally fine coming up the feed zone hill and was second row back on the descent. I had already driven and ridden the course with the team, but on the first lap my group was really just getting a feel everything. Coming over Heckler Hill, I moved towards the front and was able to stay with the front most group as we came to the top of the dam.

The pace started to pick up as we neared the finish. But only half a mile from the finish, officials pulled over my group and brought us to a dead standstill. As this was not a sprint lap, there was nothing wrong with this. However, I was a little worried that this might occur later on in the race on a sprint lap or even on the finish when it mattered more.

The second lap was our QOM lap, so I expected the pace to be higher. I was right to a degree. Even after being neutralized, the field took the first two miles of the second lap pretty easy. Then, the attacks began. Right before the feed zone hill, one woman actually got pretty far off the front and we had to work to bring her back. By the top of the feed zone hill, the group was together again.

At the base of Heckler, my group made the first right hand turn only to find that the path we had taken on the previous lap had been coned off. However, the leaders on the pack just made the turn anyways. On the first half of Heckler, the group began to string out. Then, on the second half of the climb, everyone sprinted. I was able to stay fifth wheel coming over the top of the hill and was the sixth to the top of the hill. While I did not get any QOM points, I was again in the front most group coming onto the top of the dam.

The third lap was our sprint lap. Up until Heckler Hill, the lap went the same as our QOM lap. People tried to break, but nothing really happened. Then, on the bottom of Heckler, the group made the same turn as it had on the first and second lap. Then, we climbed up Heckler faster than our first lap but not as fast as the QOM lap. But still, no breaks happened. Coming into the finish, I was excited for the sprint. I could tell that a lot of other riders were too. But less than half a mile from the finish (in the same exact place where we had been pulled over the first time) our group was neutralized. Then, about three minutes later, we started and almost had to go directly into our sprint. I was really thrown off by this, and as a result, did not do as well as I would have liked to on the sprint. This was really disappointing for me and I hope that future scenarios such as this can be avoided with more adequate planning.

Coming into the last lap, I felt pretty good despite the problem with our sprint lap. I moved towards the front of the pack and got in third wheel coming into the second turn. I was able to stay here until the feed zone hill where I moved up a wheel. I led on the descent, but I slipped back when we started to climb again. Coming up Heckler, I stayed as close to the front as possible and was sixth over the top. Then, a break formed and I was able to latch on. We formed a pretty good gap without the leader of the cat three women. Coming into the sprint finish, I was not able to get a good position, and I was pushed towards the left side barrier. I was not able to sprint very well, but still managed to get fourth in the cat fours. If I had started my sprint earlier, I would have had a better position and would have likely placed better. This is definitely something that I want to work on for future races.

### Stage 3: Criterium

As I lined up for the third race at San Dimas Stage Race, I was not feeling very confident. I had kind of a rough morning with a very early start time, grandparent, and a helmet misplacement issue. I won't get into either of the last two, but they made for a lot of stress and a not so great warm up. I wasn't expecting to have a great race, but I was still hoping that it would be fun.

As soon as the whistle blew, we started to hammer. Coming into the first corner, I was third wheel back and already in zone four. After the third turn on the flat section, people attacked moved around a lot. Then, after the fifth turn, the junior racers would have to move out of the front where the course descended. The course then made its final turn into the finish straight.

The next lap was very similar to the first. On the third lap, there was a prime in which I practiced getting into position for the finish and was able to cross the line in fourth. Coming into the fourth lap, I was second wheel behind Meghan. A lap and a half later, I was in the same spot coming into the last corner for the hotspot sprint. But after the corner, I had slipped to fifth wheel. We started at sprint for the line. I took the far left line and Meghan moved to first wheel on the right. She won the sprint for the threes, but I almost caught her, took second overall, and won it for the fours.

With twenty minutes to go after a hard sprint, I actually felt considerably good. With three laps to go, more and more attacking began. The pace increased even more going into the last lap. After the third corner, I had a good position and was about three wheels back and was able to keep this position up until the fourth corner which I took too wide and moved to fourth wheel. Coming into the last corner, I was not able to move forward anymore and was again pinched in the corner before sprinting to the line and taking third in my category. Because I took the hot spot sprint and placed pretty well overall, I was able to move from fourth to third in GC.

-Sawyer

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## **2. Chileno Valley Hopper**

3/12/16

Occidental

**Gianni Lamperti**

## 10<sup>th</sup> Place Chileno Valley Grasshopper

The morning of the Hopper I felt pretty good and knew it was going to be hard with the weather. It was not too cold but it was windy and raining. Once we started it was tempo over Coleman, the first climb which is about a 7 minutes. Once we got over the top and went down into the valley it started to go a lot harder. Then as we started back out of the valley it started to go super hard. The group split down to about 20 guys as we went over the top and down to the coast. On the decent down to the coast I lost a bottle on the bottom of the decent. Once we were on the coast it was blowing super hard and you had to be to the left side of the field. The group split again going over one of the rollers on Highway 1. My brother did not make the split and neither did my teammate Ben who was stuck in one gear. It was down to 10 guys and it was pretty hard for me. I tried to sit on the back but it was easier just to rotate through. At this point it was raining pretty hard and was blowing hard as well. I was just out of water because I dropped my bottle but knew I could make it into Tomales where I would have to stop for a minute to get water. At the base of the Dillon Beach climb I was rotating to the back of the group when I hit something, almost crashed and flatted. I got off my bike and fixed my flat as fast as I could then jumped back on the bike and tried to catch the group of three that had passed while I was fixing my flat. Once I was back on I tried to catch them on the way to the top of the climb but then saw the race mechanic and luckily he had some water that I could have. I then started out and rode by myself almost all the way to Marshal Wall. I was lucky to get caught by the group a little bit before the climb. I rode with them until the top where it split again and it was down to about 15 guys. My teammate Ben and I rode in that group until the bottom of Joy Road. I was off the front of the group with a guy and he attacked me a few times going up the climb. I was on the verge of cramping so I stayed with him and got him at the top for 10th. It was a hard but really fun day and I learned a lot about riding in bad weather.

-Gianni

## **Ben Cook**

### 12<sup>th</sup> Place Chileno Valley Grasshopper

It was that time of the year again- Valley of the Sun was over, the flowers were in bloom in spring, and the sun was shining. Wait... My bad. That was the last two years! This time things were a little bit different. Forecasted storms and potential flooding greeted us on the freezing morning of the Chileno Valley hopper. This year only 100 brave souls lined up at the start, compared to last year's 300. Among those 100 were Swifties Luke, Gianni, Isaiah, Sawyer, and my dad. With a little announcement from the organizer, we were off and heading up and out of Occidental. On the very first downhill Isaiah came zipping by me, and I soon noticed he had no water bottles. "What happened?" I asked. He looked down with a look of shock, and his face turned red as he realized he lost both his bottles already. I gave him one of mine, and then realized that Gianni had also lost a bottle, and soon realized that it was going

to be one hard grasshoppers for Team Swift. Gianni and I struggled up the first steep climb in the rain. I moved up nervously to meet Luke at the front with our Coach Sam, a former Swiftie himself. I drank some from my one bottle. I shifted into the big ring and down in the back for the coming false flat at the top of Colman Valley, but something was wrong. I felt the pressure on the pedals as I shifted to the big ring, but nothing after that. I shifted down in the back, then up, and nothing happened. The electronic buzz of Di2 accompanied the big and little ring, but my rear derailleur was down. I tried not to panic and fix it as best I could. I knew that the problem was in the shifter, as this had happened before, but never as serious as this. I got the shifter to work temporarily but it soon cut out again. I told Coach Sam of the problem and we decided I would stop on the side to try to fix it. I took one pull up the climb and pulled off into the mud on the side of the road. I frantically pushed every wire I could for about 10 seconds, and then hopped on my bike to find my derailleur functioning again! I began to shift down again, but in the middle of my run down the cassette, the derailleur stopped moving again. I threw my bike into the big ring and took off after the group, with nothing but my 19t gear in the back, and my big and little ring to help me out.

At the bottom of the downhill the famous crosswinds picked up and shattered the group apart on Hwy 1. Luke and Gianni were sitting near the back of the group trying to keep me on board, but I was too spun out to hang in, and after a few painful miles of trying, I finally pulled the rip cord and fell off the group. I waved Luke and Gianni forward to race their own race, there was nothing I could do to stay in.

I pulled over on the side of the road, seeing not a single rider behind me for at least a mile, and tried to fix my bike, but to no avail. I took the liberty of going to the bathroom and eating a bite of food as I accepted my fate. I waited about three minutes before a large chase group of riders finally caught me. I hopped in and began to find a rhythm with my limited gearing. Luke jumped up from the side of the road just as I had a few miles later, as he had gotten dropped from the leaders, and decided to take a similar break. He greeted me with a smile and a fresh water bottle, courtesy of Isaiah's dad who was sagging for us. We rode steadily down the rest of Hwy 1 until the bottom of Marshall Wall, when Gianni came back to our group as well, telling us about his flat tire when he was with just 7 leaders left. We were bummed for him but there wasn't much to do, all things considered it was still dumping buckets out and the roads were still flooding, so it was somewhat expected to have flat tires and failed shifting. Up Marshall Wall I felt the pain of my gearing in both my knees and my spirit, and considered just dropping out of the race all together. Finally Gianni reminded me that there were only 30 more mostly flat miles to go, and that there were only 9 riders left up the road. "That's it? So we can get a top 10?" I asked. "Yep. There were 7 of us; people are pulling out like crazy. Let's just ride it out and see what we can do." I was suddenly motivated to ride on. Gianni and I got two fresh bottles at the top of the feed zone climb and took off down the descent and after our group. We chased hard and finally caught on.

Because of my gearing I probably wouldn't make it up the infamously steep Joy Road that was ahead, so I decided to work for Gianni. For the next 30 miles I helped

set the pace in our dwindling group of about 7 riders. We battled on through the worst rain and wind I had ever experienced, conditions so bad that I couldn't see riders 10 feet in front of me. At one point Gianni looked at me and said "Benji, it's pretty impressive that your still here dude." I didn't mean to brag, but I was really happy I was there too. My gearing didn't seem to bother me too much at this point, and I was happy to help Gianni.

Entering the final climb up Joy Road we had about 6 riders left in our group. The rain had eased up on us in anticipation of the brutal finish that waited just a few miles ahead. After a few more minutes of rotation, the road finally pointed upwards. At about 20% to start off, I was pedaling at nearly 20rpms to keep upright, zig zagging across the road as Gianni took off with one other rider. As the road continued to pitch upwards, the gear got harder and harder to maintain. Finally I felt the pain in my knees and found a nice grassy shoulder to hop off my bike and start running. The rider behind me started laughing, but I soon remounted and chuckled along with him for a moment. I carried onwards alone and finally after what felt like a lifetime, sprinted solo into the finish line in my now famous 38/19 gear.

I found out at the top that Gianni had taken the 10th place spot and I ended up in 12th, with just one other rider in between us. We rolled down to the cars freezing, but happy after such a gnarly day. So many mechanicals and problems could've stopped us from riding today, but instead we pushed onwards and ended up not just riding, but excelling. While it wasn't as good as a finish as we could've claimed, Gianni and I were just happy to have survived such a crazy ride, and I was even happier to go home and hop in a warm shower.

-Ben

## **Luke Lamperti**

Chileno Valley Grasshopper

All week prior to the hopper it was raining and everywhere was flooding. So I made sure all of my equipment was ready to ride. The morning of the race it was supposed to rain around 10:00 which was the time we started. As we rolled out it was raining really light but not horrible. About thirty minutes in the pace picked up and then the group started to split up the first climb. I made the split of about 20 riders. We rotated until the coast. When we hit the coast the wind was horrible and guys were all over the road. We finally got in a line and were able to rotate all the way to Valley Ford. I got hit by cross wind and the back of the group got split off. I knew this was a bad thing for me because I could sit up eat and drink so I was rested and ready for the next group. When they caught me I got in and was able to rotate with them until we got to Marshall Wall where I was barely able to hang on and then I rode on the tail end until Wilson Hill where I got dropped from them. At the top I stopped at the feed zone to get some food and fill up my bottles. Then I was waiting for groups but I looked across the valley and there was nobody so I started riding. I did not see anybody so I rode by myself for the rest of the day and then when I got to the bottom of Joy Road I decided to ride home and shower and get food. I had a blast and will be exited to do it next year!

-Luke

## **Isaiah Chass**

DNF Chileno Valley Grasshopper

The morning of the grasshopper, I was feeling a little under the weather, but for some reason I was super excited to go out and race in the cold, wind and rain. I got to the start a little early so I could warm up a little before heading out. It is usually pretty hard right out of the gate, especially because it starts out on a pretty good sized climb, so I wanted to be at least a little opened up. We started out up Coleman Valley Road, and I decided to stay close to the front in case splits started opening up in the group. Going over the top of the first climb, I was near the front, and stayed there down the descent. At the bottom of the descent, I realized that I had lost both of my bottles, but thankfully one of my teammates gave me one of theirs. On the next climb, I was at the front at the start of the climb, but as the road started to pitch up, I started drifting backwards. I saw the riders in front of me pulling away, but I couldn't push hard enough to get there. At the top of the climb, I realized how hard of a day it was going to be. I rode with a few other riders along Coleman Valley to the coast, and then rode with a big group along the coast towards Valley Ford. Going towards Valley Ford, the wind really started to pick up, and I was getting blown across the road like a kite. I kept getting dropped off the back of my group due to the wind, but when we turned off towards Tomales, I caught them again. On the rollers towards Tomales, I couldn't stay with my group, and my body was just not feeling it. After getting dropped off the back of that group, I made my way to Tomales, and decided that it wasn't worth it to keep riding another couple of hours in the cold and wet, so from Tomales I rode back towards Occidental.

-Isaiah

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## **3. Land Park Criterium**

3/13/16

Sacramento

## **Andrew Mathiesen**

8<sup>th</sup> Place Land Park Criterium Juniors 13-14

A couple days before race day I was sick and could not sleep that well. That day I went to school and after I got all my stuff ready for the race tomorrow. That night I slept well for the first time in a couple nights. In the morning I put my bike and my clothes in the car, and then left for the race. My family got there two hours before the race started so we got the trainer out and I started putting my clothes on. While I was doing this I forgot that I left my shorts at home. So I used my basketball shorts which were heavy when wet. I did pyramids until thirty minutes before the race then went to watch the racers that were racing till it was my turn. After they were done racing, I did roll outs with all my opponents. We went to the starting line and so after the race

officials blew the whistle. We were off during the race we all stayed in the pack I was usually at the front most of the time. At the end I was exhausted and I pushed all the way to the finish line but as I was on my pedals as the group passed me at the finish line. I don't think it was a good race but I was sick on that day so I did not feel so bad I lost.

-Andrew

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## 4. Copperopolis Road Race

3/26/16

Copperopolis

### Ben Cook

17, Cat 3

3<sup>rd</sup> Place      Copperopolis Road Race      Senior Category 3

Copperopolis- a small town/farm about an hour past Stockton, and 2 ½ hours from anywhere in San Francisco or Marin. Famous for its brutally rough roads and infamous climbs, Copperopolis is known as the toughest race in Northern California, or all of California for that matter. Today, I was going in for the win.

I drove myself to the race for my first time, a 5am departure made for an interesting yet calming drive. I made it to the race at about 7:20, just 50 minutes before my start. I made myself a peanut butter and jelly sandwich, rolled over to registration and realized the line size for both registration and the bathrooms. I asked a volunteer if there were other restrooms nearby, and he pointed out a porto-potty just a few hundred meters down the road with no line. I came back and got my number and met up with Coach Sam, who would be racing the pro/1/2 race with his team. 20 minutes later, I was registered, had my number pinned, and was ready to down another PB&J.

I spun around some on the stretch of smooth pavement near the start line to warm up. The race ahead was 85 miles, so I stopped by the car one last time and packed up all the food I had with me. I lined up at the start just in time and right next to my friend Owen from Dolce Vita/Freewheel Cycling. With the blow of the whistle we were off and onto the first "cobbled sector" of the infamous Paris Roubaix of the West. 35 riders bounced around down the road until the bottom of the first climb, where a few riders from Cyclesport/Muscle Milk set the pace a hard tempo. I worried as I realized I was without teammates in the race for the first time since last year, and my job to win would not be an easy one. At the top of the climb things mellowed out and I went up to Owen for some conversation.

"It sure is much lonelier without teammates in the race." I said to him, realizing at the same time that he had three other Dolce's with him.

"Yea, it can be. So fill me in Ben how is school? How's your dad? Tell me about it." He asked. At the time I didn't realize his little trick to keep me occupied and happy, and we went on to chat together for the rest of the lap. That was really nice of him to talk, and I went on into the second of four laps much happier than I did the first.



At the bottom of the climb things remained mellow with about 25 riders left in the field. I grabbed a neutral bottle in the feed zone and got ready for the next climb. The pace was even higher than the last, but I remained calm as we picked off riders at the front. I felt strong over the rough and steep roads, and soon picked out some of the other stronger riders as well. A rider from the Fig Mountain Brew Co. team rode strong at the front of the climb. I also highlighted Brad Butterfield from Mikes Bikes as being a particularly strong climber, setting the pace with the Fig Mountain rider. At the top of the climb a rider attacked and I rolled with him. We got a small gap but were caught back by the top of the climb. Some riders dilly dallied off the front but nothing stayed away. Owen found himself off the front for a good few miles before the sharp left turn halfway through the lap, but nobody joined him.

"Come on, I figured at least you would come out to play with me!" He said with a smile.

"Sorry, not my turn for the break today!" I said. We laughed and rejoined the field. On the false flat before the final climb of the course the Dolce's, being the strongest team, picked up the pace and started putting some attacks into us. I tried not to chase but was forced to follow a few times, wasting some energy here and there. I ate some Bloks before the last climb, my usual place to eat each lap. On the downhill we dropped a few more riders and sped through past the parking lot. As we entered the feed zone, Owen called for a groupetto, or group bathroom break. We all laughed and agreed, all but two riders at the front. The two guys just kept pulling and said that they didn't want to stop, and the field wasn't too happy with that. I understood, this being a bike race after all, and so we continued up the feed climb, where I grabbed another bottle and prepared for the main climb.

A Dolce Vita rider took off at the bottom of the climb, cutting our work out for us. We blasted along the one and only smooth part of the climb, it felt like floating in space to suddenly be on a road so smooth compared to the rest of the course. The Fig Mountain rider and Brad soon took off down the road when the climb got steep. I bridged on up to join them, along with Owen's teammate Erik, and we formed a lead group up the climb and strung out the field behind us. We took turns pulling, and soon Owen had joined us once the gradient eased up. We blasted away, the Fig Mountain rider obviously the strongest of the bunch. At the top of the climb we held our gap for a few miles but the race eventually all came back together, about 13 riders left at the top. We rolled easy again and a few more riders caught on, making it about 17. I ate before the last climb and got ready for the fourth and final lap.

63 miles in, we were about to drill it as hard as we could up the final major climb. I ate an extra few Clif Shot Bloks to get ready, and before I knew it Brad was on the front drilling the pace. I hopped on his wheel and we got a gap. We accelerated away from the field and opened our lead up even further, I looked back to see the field struggling to keep up as riders were detached. Erik made his move and joined us, making it three. I later found out that the Fig Mountain rider had flatted on the downhill. We carried on up the climb, looking back occasionally to check on our gap. I felt strong but nobody was going to pull an attack, so we hammered to the top as a unit. But as we rolled over the crest of the climb we looked back to see the remaining

5 or 6 riders steadily making ground on us. We called it a good try and came back together, making a lead group of just 9 riders.

The rest of the lap was steady as we continued along the false flats and rough roads before the final climb. I wanted to try to make a move near the top but didn't know about going solo. I went up to Brad and told him about my plan to attack, and he shared the same idea, so we agreed to go together. Rolling into the bottom of the climb I could feel tension in my legs as I waited. We all shifted into the little ring as we rolled through the gravel and potholes before the climb really pitched upwards. Right before the climb pitched I felt a tailwind, looked back to see Brad on my wheel, and jumped out of the field as hard as I could. I sprinted in the drops as I bounced over the patchwork and potholes, and looked back to see the field strung out and dropping off behind me. I continued to push as hard as I could until the top but I didn't have the gap I needed to stay away. I rolled over the top of the climb and kept the pace up until the descent, where Riley from Dolce Vita took up the pace making.

It was the final rough descent to the finish, and thus far I had no issues. Towards the bottom I tried to pedal but heard the sound of metal slapping on metal, and looked down to see that my chain had dropped off and was stuck in between my crankset and frame. I tried not to panic and began shifting from the little ring to the big ring, and did that a few times but couldn't get the chain unstuck. I started to worry and blame my bad luck but kept calm enough to keep trying different solutions. Erik shot by me and wished me good luck; I was still just on the tail end of the group. Finally I shifted all the way to the easiest gear in the back, and I guess that bent my chain enough to somehow allow it back onto the chainrings. I shifted into the big ring and back into my smallest gear in the back and sped off down the road towards the group.

In fact, I sped right by the group, and joined a rider that was about 10 seconds off the front. We tried to go for a ways but were caught by the field around 500 meters. I ended up on the front, nobody wanting to pull around me in anticipation of the sprint. I just embraced my position and knew that the uphill sprint would still suit me well enough to win. I had really wanted to win this race, and coming into it I knew it was possible. We hit the bottom of the uphill sprint and passed 250m. I was in my drops ready to jump. I waited, nobody dared come around. At 200m I made the move, I cranked the handlebars and took off down the road, sprinting as hard as I could, putting every ounce of power into the pedals that I could. I looked back to see that I had a gap at 100 meters to go, I could feel the win coming up and could see the finish line. I kept yanking and twisting my bike to try to get it to move faster as I headed for the line, but I felt the rush of wind along my left side as Brad passed by. I kicked and squirmed on my bike, I did everything I could to fight to the finish, but there was nothing left. Erik came around Brad, and I threw my bike into the finish line, just as one more rider came up on my left side. Erik yelled in excitement as he crossed the line in first, and we all three rolled down together after a super hard race. I couldn't tell if that other rider, also named Ben, had beat me in the sprint, so I was either 3<sup>rd</sup> or 4<sup>th</sup>. Either way, I was extremely happy with the race, but bummed that I didn't get the win I had dreamed of.

I later checked the results to see that I hung onto 3<sup>rd</sup> place. Erik, Brad and I hung around and did podium, and most of the racers in our group of 9 at the end joined us in a little after party by the cars as we drank chocolate milk and chatted. Finally I got changed and headed for home, grabbing some cheap lunch at a gas station for the long drive back. I continued my drive on home alone as I had come, rolled the windows down and played my music. I headed back to Sonoma this time, where my aunt was staying, and met my family there for the night. I ate a big and much needed dinner to get ready for the Berkeley Streets criterium the next day, which would be another great race for sure.

-Ben

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## **5. Wind Farm Road Race**

3/26/16

Bird's Landing

### **Tomas Mitre**

1<sup>st</sup> Place      Wind Farm Road Race      Juniors 17-18, Cat 4/5

Arriving at the course I saw that it was going to be a great day and Ethan and I were discussing what tactics to work with if the field was bigger, which ended up being more exciting than I expected. My saddle was loose as we were warming up and we timed our warm-up so we'd arrive 5 minutes before the start, but, the staging started early and Ethan and I rolled to line as the official was giving instructions and luckily a coach that was standing there with Allen keys tightened my saddle for me with 2 minutes to go. Everything ended up working and the race started fast as expected; Tieni Duro had the numbers and kept putting attacks off the front, which I was forced into marking since no one else was really responding besides Ethan. As the pack neared the left hand turn into the start of the rollers, a few attacks took place which I made sure to cover and then on the biggest roller, I countered a Tieni Duro move and broke away. It was about halfway through the race and I monitored my heart rate and power so that I wasn't going to get caught. Fortunately I took my teammate Ethan's advice about positioning in the gravel which really let me go full power and avoid unnecessary flats. Overall I really enjoyed the course and how the race went and am super happy that Ethan was also able to out Sprint the field for 3<sup>rd</sup>.

-Tomas

### **Ethan Frankel**

Racing Age 18, Senior Category 4

3<sup>rd</sup> Place      Wind Farm Road Race      Juniors 15-18 Cat 4/5

"What's that rattling?"

"Dude, I have no idea." We were trying to diagnose it: as a loose water bottle cage? Cassette?

5 minutes passed, and Tomas and I had completed our zone 3 warm up and a pyramid. Suddenly, I had a revelation. "Tomas! It's your saddle."

"Oh god," was his response. We were 5 minutes from the nearest person, and we had just 7 minutes until the start of our race. We raced over to the start and arrived just as the race official was instructing the 20 other riders. We finished our rollout and then asked a Limitless coach, Mark Fiori, if he could kindly tighten Tomas' saddle. After that eventful and stressful start, we were rolling; onto a 21-mile road race with a two-mile section of gravel.

The first minute was mellow. Then Tomas and I attacked together. The field quickly got split up, and there were perhaps 10 remaining riders besides the two of us. A few Tieni Duro riders attacked—they had 6+ in the field. Tomas and I covered several attacks and initiated a few of our own.

The last time Tomas and I had raced together was Cherry Pie, and he had won both the Cat 4's and the juniors, and I had helped him win both. So we were expecting another win from either of us.

Ten miles in, there was finally a hill longer than 100 meters. A Tieni Duro rider, Finn, was off the front by several seconds. Tomas attacked, and the field surged. I stayed safely in the top 5, but didn't chase down my own teammate. Before the gravel started (halfway into the one-lap race), Finn and Tomas had close to a minute on us. Another Tieni Duro rider, Leonard, and I controlled the race at the front. Soon, Tomas was out of sight. He'd dropped Finn.

I wanted to chase down Finn, but didn't want to get too close to Tomas. I bided my time and we made it safely through the gravel. Now, we had just 6 miles to the finish. There were some short rolling hills and one longer, punchy hill. I chose this point to attack, and hopefully catch Finn to contest second place. The attack split the field. By the time I had finished my two-minute effort, there were only 7 others with me. I recovered, but no one was willing to do work at the front. There were only 4 miles left to race. It was going to be useless to try to gain 45 seconds in that short amount of time. I'd be content with a third place finish, especially since Tomas was certainly going to win.

Leonard and I chatted a bit about the Chico Stage Race and San Dimas, while staying at the front. Eventually, we pulled off and refocused on the race at hand. There were only a couple of miles left. I stayed in the top 5, and felt very relaxed and confident.

Finally, the 1k to go sign came. I was third wheel, and there was a Velo Wrench and SJBC rider controlling the front. I knew exactly what I was going to do: launch my sprint as soon as we rounded the final corner with 200 meters to go and it pitched uphill.

The corner approached. I was exactly where I wanted to be, and my legs felt amazingly fresh. I came around the SJBC rider on the inside and I was out of my saddle. I put my head down and looked under my elbow. Wow I had at least a two-second gap! I knew I had the field sprint in the bag, but I was still going to go all out. I came across the line and was extremely excited that Team Swift had gone 1 and 3.

Tomas had again made a long-range attack, like he did at Cherry Pie. The two of us had again had tactically smart races, and we congratulated each other.

After I got home, I looked at my power numbers from the race. I had set a new 30-second power during the sprint and in the process achieved the Strava KOM. It was a sure sign of my improvement and strength, and I was so happy with my performance.  
-Ethan Frankel

## **Andrew Mathiesen**

3<sup>rd</sup> Place      Wind Farm Road Race      Juniors 13-14

The day before the race I had everything was ready. That night I ate pasta then went to sleep around nine thirty. The morning of race day my parents woke me up at four in the morning to have me put the bike in the car. Then I had an egg and woke up my friend. After he finished eating breakfast we went to the car to leave. It took about one and a half hours to get there. When we got there we had to park on a grassy field. After we parked I went with my mom to sign up and register for the race. Since we could not sign up beforehand we had to sign up then. After I got my number I relaxed in the car for thirty minutes because we got at there a little early. When I saw some of my team members, I went over to them and talked to them about the race then left them to prepare my things. While I was talking, my dad was getting my bike ready for the trainer and once I got back I was on the trainer pedaling at 85 rpm for ten minutes. Then I did a one minute pyramid and felt way more tired than I should have been, so I relaxed till I felt better. After, I went to were rollouts were and got myself checked off.

As soon as the official blew his whistle I was off. The group split up as soon as we got over the first hill. I was with the first four people and as soon as we went two miles, we dropped someone. It was switching in between someone else and me. There was this guy in the back that would draft the whole time and would not get into the front. Halfway through my race a flag guy forgot to turn us around. So instead of doing 12 miles I did 23 miles. At the last part of the race the two riders that were behind me passed me but I caught up to them 200 meters from the finish line and from there they flew right by me again. But I finished strong and could not catch them.  
-Andrew

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## **6. Berkeley Streets Criterium**

3/27/16

Berkeley

## **Ben Cook**

7<sup>th</sup> Place

Berkeley Streets Criterium

Senior Pro/1/2/3

I spent the night before the race in Sonoma with some family, and ended up getting stuck in an extra hour of traffic. I debated even showing up to the race and just turning around and going for the strava KOM on Cavedale climb. However, I ended

up sticking to it and made it to my start about 40 minutes before.

I showed up to the race to find that my awesome teammates Ethan and Tomas had registered me, and had stuck around after their Cat 4/5 race to watch me in the pros. I pinned my number, not even to a skinsuit but just an extra kit I had in my bag, and lined up with about 30 other riders. The race started fast and I tried to maintain position in the top third of pack. I knew that with such a short lap it would be a race of attrition, position, and aggression. I would have to stay in the front for most of the race, and hopefully that position would carry me fast into the sprint. At the start a break of 4 had gone off the front. I tried to get with it but it was out of my ability, considering that the move was made of 3 Continental Pro's and a Cat 1.

Halfway through the 60 minute race that break had lapped the field, creating a suddenly new tactic in the race, the field sprint. Those riders who lapped us would have to win the field sprint to beat each other, but would serve as a good launching pad for my own finish. The last few laps were fast and full of attacks, but I stayed in the top 5 as long as I could. At 2 and 1 to go I was sprinting full gas up the hill to hold position. On the last downhill I was gapped a bit, as I usually seemed to struggle with this race, and finished right behind those who lapped us, and I think one or two other guys had beat me in that sprint, giving me a top 10 finish!

I was happy, but a bit bummed I couldn't keep up on that last downhill. I always got a bit gapped before then, possibly because of junior gears but it didn't feel like it since I wasn't too spun out, or possibly from not accelerating hard enough out of the upper corner. Either way, for a race that I almost didn't show up to, and then almost got dropped in the first 5 laps, I was happy to pull a good finish out and have a blast on such a fun little downtown crit. Until next time, Berkeley!  
-Ben

## **Ethan Frankel**

Racing Age 18, Senior Category 4

6<sup>th</sup> Place, Berkeley Streets Criterium, Category 4/5

No. No! NO! AGHHHH! That was the extent of my thoughts when the race finished. I was completely confused. Didn't we still have 10 more minutes of racing? Apparently not, and I had just *soft-pedaled* through the FINAL SPRINT of the race. I was so angry with myself. Now, let me tell you the rest of the story.

Tomas and I had just come off a refreshing win yesterday with Tomas taking the juniors win at Wind Farm. He finally got the points needed for his Cat 3 upgrade, so now it was my turn. He was going to work for me. We talked with our Captain Ben about the strategy for the race and decided that Tomas would initiate attacks and cover everything and anything. Basically, my job was to sit in and eventually win.

We warmed up quickly and registered. We did a couple of laps on the course, which was absolutely awesome. It was a four-corner course that started on a 200-meter climb, and then flattened out. The next corner was a descent, and it was going

to be fast. The third corner was sketchy pavement and was slightly uphill. The last corner led into the final straightaway.

Then we lined up for a 45-minute race. According to the race officials, we didn't actually have to do junior rollout, but we had junior gears on. We were going to be spun out for the descent. Oh well! There was a neutral start, and Tomas and I were immediately at the front. At the end of the neutral lap, Tomas attacked and I let the riders behind me do the chasing. For the entirety of the race, Tomas was either first or second wheel. He did a phenomenal job of covering attacks and wearing down the other racers. I did almost no work, but any attacks that Tomas was too far back to cover I was on top of (there were only one or two of those instances).

I had some time to look at my numbers on my computer after the race and saw that my peak wattage wasn't the finish: it was in the middle of the race when I covered an attack. That shows how weak my finish was. And my heart rate never went above 185, which is very low during a race.

Anyways, when we were about 30 minutes into racing, Tomas backed off, and he had worked as hard as he could. I thought that we still had several laps until the finish, but apparently we only had about 6 at that time (which I learned after the finish). Somewhere in the middle, I glanced over to the lap cards but there were none until 10 laps to go. I never looked at the lap cards after that. That was my fatal flaw. I was too focused on the race in front of me and not around me. Racing isn't just about the wheels in front of you, but also everything that happens around you. You have to be aware of crashes, lap cards, bells, anything that pertains to your race not just the bikes next to you. That was a valuable lesson that I will always have with me. I was positioned in the top 10 for the final few laps, but I never heard the bell. All of a sudden, we rounded the fourth corner (I still believed we had several laps to go and was sitting in). A racer took the turn too wide and crashed into the barriers. I narrowly avoided it, and I was in 6<sup>th</sup> position. Everyone started surging, so I went with the flow but never put out a sprint-worthy effort.

We passed the line, and I had soft-pedaled through it. SOFT. PEDALED.

So after my initial bout of anger, I calmed down and told myself that mistakes happen and this is a one that I won't make ever again. I was so confident throughout the whole race that I was going to win. I had been working on my sprinting for months and I was putting out great numbers and in crits, I was almost always well positioned (meaning I'm a smart crit racer). I guess today, I was a really, really stupid crit racer. But there were definitely some positives that Tomas and I took out of the race. Firstly, we knew Tomas was amazingly strong. He did such a great job at the front, and I have to accredit my top-10 result to Tomas. Secondly, I was at the front for the whole race, and I know that I am stronger than I have ever been, even though today may not have been my smartest race.

-Ethan Frankel

## **Tomas Saldaña-Mitre**

10<sup>th</sup> Place    Berkeley Streets Criterium    Senior Category 4/5

The criterium was the second race of the UC Berkeley race weekend and having already secured my upgrade I wanted to race for my teammate Ethan so he can also upgrade and we can have a full Cat 3 team. To try and help him I worked at the front for nearly all the race besides the 2 laps leading to the bell lap where I recovered. My efforts consisted of attacking off the front on the climb and pressuring other riders to follow, allowing Ethan to follow wheels and still maintain a strong position in the front for the final. As the race progressed, riders who I was attacking became restless and exploited their bigger gears on the decent, limiting my advantage I would open on the climb. Although this was slightly frustrating I enjoyed the challenge and worked on my cornering and descending to make up for the mechanical limitation with superior technique which actually really helped my position entering the final laps. After I started fading I saw Ethan in a great spot with 2 to go. He was looking strong and began putting some pressure to secure a spot for the sprint. Unfortunately I forgot to mention the lap card count and we both didn't see them until 1 to go so he was caught off guard in the sprint. I was able to catch back on the end of the pack and salvage a 10th which I was happy about considering my efforts earlier. Overall it was a great weekend and I am glad I was able to do it.

-Tomas

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**7. Vlees Huis Ronde Road Race**    3/5/16    Bakersfield

## **Parker Rous**

Age 16.    Cat 3 senior

29<sup>th</sup> Place    Vlees Huis Ronde Road Race    Senior Category 3

There is a 5 mile flat section before the start of a very hilly road race. The group took it easy at the start but hit the main climb that's 4 miles in length. I made it over the top with the group but it wasn't without a large sacrifice, my PR on it having been 35 seconds slower than what I did during the race. That's saying a lot considering I train on this climb often. I then spent the remainder of the lap that is 25 miles long dangling off the back of the main group. Finally I was dropped half way through and picked up another rider who I worked with until the main climb where I dropped him and rode the rest of the race solo. This race was disappointing for me because it's my home race and I have experienced success on the course before. Overall a hard day of training.

-Parker

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## 8. Chuck Pontius Road Race

3/25/16

Castaic

### Parker Rous

Age 16/Cat 3 senior

30<sup>th</sup> Place    Chuck Pontius Road Race    Senior Category 3

Another hilly road race with a fair distance. I rode strong the first lap but began to cramp in the second lap and got tailed off. I didn't feel well to the point where I almost threw up a few times. Knowing I was probably dehydrated I decided to shut it down and I soft pedaled into the finish keeping in mind I had a criterium the next day.  
-Parker

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## 9. Chuck Pontius Criterium

3/25/16

Valencia

### Parker Rous

Age 16.    Cat 3 senior

10<sup>th</sup> Place    Chuck Pontius Criterium    Senior Category 3

First Category 3 criterium and I knew I felt good during warm up, despite the result of the previous day's road race. This was special as it was also the first road event I got to race with my dad. I raced the crit aggressively finding myself in most of the moves that went up the road and even launching a few of my own. I rarely dropped back further than tenth wheel and I felt unusually comfortable when battling for position. It has been rare for me to race constantly at the front of the race so I was proud of this. My dad took up the lead out on the last lap and I slotted in 4th wheel. Unfortunately I was on the inside of the final corner and tapped the brakes. Ended up 10th which I know is a reasonable result but it doesn't depict the work that I put into the race as results often do.  
-Parker

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## 10. NorCal MTB #1

3/6/16

Fort Ord

### Ethan Frankel

Racing Age 18, Senior Category 4

4<sup>th</sup> Place    NorCal Race #1    Junior Varsity D1

Right now, I'm sitting at my desk admiring the medal I've just earned. It was the first podium and medal of my high school mountain biking career, and it was much

more than what I'd anticipated. I knew that I'd grown much stronger in the past year, especially with the amount of time and effort that I've put in on the bike in the last few months. Last year, my strongest JV result was this same race, and I'd finished 8<sup>th</sup>. This year, the competition was much stronger and there were several strong juniors and sophomores in the race.

After a fun time with my teammates on both my high school team and Team Swift, I warmed up and headed to the start. I had no call-up and started near the very rear of the pack. It was going to be an adventure picking off 30 riders in front of me.

"The JV D1 boys are off in 5! 4! 3! 2! 1!" Vanessa called. There was a surge and I quickly clipped in. Not five seconds later, a rider went down next to me. I swerved. My handlebars clipped the side, but I quickly and deftly corrected and was sprinting away, nearly last of the 47 starters. The race from then on was 1-hour, 15-minutes of chasing. By the end of the first lap, I had caught and passed more than 20, and sat in 11<sup>th</sup> place. I was tiring rapidly, however. I took a drink and sat in on a Drake rider's wheel to catch my breath.

I was far behind the leaders already; too far to make an effort to catch them. I caught and passed several riders, and by the start of the last lap, I was 5<sup>th</sup> or 6<sup>th</sup>. The final lap was the hardest 18-minute time trial I've done. I caught a San Rafael rider that I'd been chasing down for a long time. At this point, I had no idea where in the top 5 I was placed, but I was already superbly proud of my result.

With less than 250 meters to go, I caught a Woodcreek rider. As the trail began to pinch into single track, I tried to come around him. There were two more corners before the finish, and the sprint was so short that if I wasn't in front him by that point, I wouldn't be able to sprint past him. I called out "On your left!" His response: he sped up, even as I was off the trail trying to pass him. It was sort of an irritating move, but he was strong enough so I sat on his wheel.

We rounded the final corner and I unleashed a sprint. I was coming around him quickly, but like I said, the straightaway was too short and I finished just half of a wheel-length behind him. We had sprinted for third, and he had won.

I was ecstatic with my result. Never before had I done that well in a mountain bike race, especially when I started from so close to last. Mountain bike racing suits me much less than road, especially since the strongest rider always wins, not necessarily the smartest. That's why I will always love road cycling more than mountain biking. It's as much a battle of the minds as it is a battle of the bodies. However, my result indicated an amazing improvement in fitness and strength, and I was proud to call my dad after the race and tell him that I'd received my first podium result.

-Ethan

## **Isaiah Chass**

3<sup>rd</sup> Place      Norcal MTB Race #1      JV Boys D2

The Norcal MTB races are always a lot of fun and have a really big turnout. My race was on Sunday, so we got to the venue on Saturday, with enough time to pre-ride the course. I liked the course a lot, which had a lot of short, punchy climbs, and fun

descents. After seeing the course, I went back to the hotel where I got my bike ready and then went to dinner. My race was late in the day at 1:30 p.m., so I slept in a little, and had a lot to eat when I woke up. I got to the course early so I could watch my teammates start, and then I got ready to go out on the road to warm-up. After warming up, I got to staging early because I didn't have a call-up, and then waited to line up on course. The race started off fast, and I got to the front after the first corner. I was at the front by the descent, but I didn't want to blow myself up by going too hard at the beginning. About half way through the lap, a course marshal told me I was in 5<sup>th</sup>, and I realized that the leaders had already gotten out of sight before I was at the front at the start. After thinking I was in the lead for almost half a lap, the leaders had a gap on me so I had to pick up the pace and try to catch them. I went as hard as I could for the rest of the lap, but coming around to the Start/Finish line the announcer said I was still 1-minute back. I caught up with another rider and was now racing for 4<sup>th</sup>. I stayed on his wheel trying to recover a little, and then worked with him to catch 3<sup>rd</sup>. We caught him and now we were racing for 3<sup>rd</sup> place. I worked with the other rider, and by the last lap, I knew I wasn't going to catch the leaders, so I sat on the other rider. About half way through the lap, I attacked him on a gravel climb, and got ahead. I went hard down the descent, and tried to get farther ahead. He was on my wheel going down the descent, so I didn't go too hard, so that I could jump again going into the final sprint. There was a little hill before the finish, so I attacked again going over that and started going as hard as I could to the finish. Coming out the last corner, I sprinted to the line and was able to get 3<sup>rd</sup>.

-Isaiah

## **Ryan Yust**

4<sup>th</sup> Place      Norcal MTB race #1      JV Boys D2

Looking back at this race I did better than I expected. I was hoping for the top 10 and I ended with 4th. My legs felt really fresh going into the race and I was ready to throw down some power. I was the last call up in 15th place so I was in the 3rd row back. We started and immediately I worked my way to the front. I was around 6th wheel and the front 2 riders were gone. Isaiah caught me after about 10 minutes in the race and we worked together to chase down the lead riders. On lap 2, we caught 5th place, 4th and 3rd. We continued to work together to try and get some time on the leaders but we couldn't - they were unobtainable. So Isaiah and I were battling it out for 3rd place. On the last gravel hill it was about .5 miles until the finish and we were on the 3rd and final lap. I was on Isaiah's wheel and he attacked hard out of the saddle, full sprint he was trying to shake me off his wheel. I held on and I had the legs to pass him right then but I didn't take the chance. That was my crucial mistake in this race. I could have went, but I didn't because it was all downhill from there and I thought Isaiah would either make a sketchy pass for both of us or I couldn't sustain that power until the finish. He would pass me in the final 100 meters. I made every attempt to pass him on the downhill but he was going ridiculously fast and I couldn't do it. We got to the final turn and I sprinted to get in front but it didn't happen and Isaiah

beat me to the line by less than a second. 4th place in JV so far is my best cycling result and I'm very proud at how it turned out. Now I'm looking at Norcal race #3 to improve.

-Ryan

## **Sawyer Taylor**

2<sup>nd</sup> Place      NorCal Race #1      Freshmen Girls

As I looked out of my Monterey hotel room on Sunday morning, I saw hail falling from the sky. Big, round pellets of hail. Great. Thankfully, by the time my mom and I got to the course, it wasn't even raining. We were some of the first people there and got a great spot before unloading the car and bring all my stuff to the pit zone.

By 8:00, I was on the course. Unfortunately, I was only able to do half a lap the day before because the course was closed because of rain, so I had to do my pre ride the morning of the race. Even in its muddy state after a few days of rain, I loved the East Garrison course. I'm not as technically skilled as I am strong, so East Garrison's gentle turns and easy obstacles made it a great course for me. After riding the course, I had a team meeting, got my number, and warmed up on my trainer. With thirty minutes to go, I got a spot on the line. Because I got there so early, I was in the front row. As we were being staged, my road and mountain teammates came up to me to wish me luck.

When we finally got to go, I sprinted up the first climb. I was third wheel back when it leveled out when the two girls in front of me clipped wheels and crashed. I barely got around it, but I'm not sure how the rest of the field did. The next time I looked behind me (right before the first drop); I was so far ahead of the field. I couldn't see or hear anyone. After the second flatter section, there was another pitch, which I powered up. Then, I saw my coach who was sweeping the sophomore girls. Then, I started passing a ton of people. By the time I crossed the road to go to the other section of the course, I was still way ahead. My heart rate was pretty high, but I felt like I could hold it.

A few minutes into the second half of the course, there was this one steep, muddy pitch. I shifted into my little ring, and my chain literally doubled over on itself and I had to stop and un-jam it. This took me a little less than a minute and really messed up my momentum.

Coming into the finish, I was feeling a little gassed and almost ate it on the downhill right before the finish. Then, right after going over the finish line, another freshman girl passed me. I was able to hold her for a while, but a few minute later and she dropped me. The chase was on. Everything went over okay over the first two pitches. I passed other girls and was able to make up some time. Coming up to the top of the third hill, I was able to see her in the sea of sophomore, junior varsity, and varsity girls.

Coming into the descent after the hill right after crossing the road, I was feeling okay. I was tired and my legs were burning, but I still felt like I had some gas left in the tank. Then, we went through another puddle and up another little pitch. I quickly

shifted into my little ring. Again, I lost my chain. It got stuck in my front derailleur, and I had to stop and un-jam my chain. This took at least a minute, and again, screwed up my momentum. Coming into the last climb before the finish, I was going pretty hard. After passing by the pit zones, I sprinted to the finish, taking second in my category.

Despite the mechanicals, I was happy with how my first NorCal race went. I look forward to a great season in the mountain!

-Sawyer

## **Gianni Lamperti**

1<sup>st</sup> Place      NorCal Mtb #1      Freshman D.2

This was going to be my first race in the NorCal League and I was really excited. The course was really wet due to heavy rain over the last two days but held up really well. The morning of the race it was raining but stopped about 2 hours out from my start. From that point on there were just light showers for the rest of the day. At about an hour out I went and warmed up with my new mtb team out on the road. Once I finished I went to the staging about 30 minutes before and got ready to go. I got to the left side where I wanted to be and let the other three categories that were in front of mine, but in the same wave by. I ended up in second row, which was perfect. Once we took off I was up the left side and got onto third wheel before the single track. The kid in first wheel was going super hard and blew up after the first climb. I was second wheel now for a couple seconds then I passed the first place right over the top of a roller. I passed him for the lead and he was with me for a little bit. Coming into the second lap I had a pretty big lead so I slowed up a little just to take it safe. I rode smart and had a really good race and can't wait for Granite Bay!

-Gianni

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## **11. NorCal MTB Race #2**

3/19/16

Granite Bay, Folsom

## **Sawyer Taylor**

1<sup>st</sup> Place      NorCal Race #2      Freshman Girls

I had so many mountain bike mechanical problems it would actually almost funny from a spectator's perspective if they were cheering for another team. I'll get to what happened in a minute, but I'd like to point out that it (thankfully) didn't mess up my race.

The morning heading to the race went okay. I got to the course two hours before my race started, and one of my coaches went out to pre-ride the course with me. While this was helpful, it made the pre ride take much longer than it should have as my coach made me go back and repeat more challenging obstacles even if I ended up getting off my bike and ran them. I saw Ethan on the course's last climb. "Not exactly the roadie's course, is it?" He said. "I couldn't agree more," I said as we approached a rocky section. By the time my coach and I finally got back to the team

tent, we only had twenty five minute until my start! I still had to change and do few jumps on my trainer too! Still, I somehow go to the line in time.

The major mechanical happened on the start line where I cracked my back using my seat post to help me twist. This is something that I do all the time without any problems. This time however, my seat decided that it was going to twist about forty-five degrees. Marvelous. I didn't have time to check what happened as call ups were about to start and I was first. So I just knocked it back into position.

When the whistle went off, I had a very ugly start. Because my seat had shifted, I was kind of thrown off and had some trouble clipping in and dropped about ten places. Then, I narrowly missed a crash in the very first corner. However, when we hit the first hill, I was off the front with two other riders. I didn't know one of them, but I did know the Tam girl from the last race. Despite crashing, she got third and was probably my biggest threat as the girl had won the first race was now racing junior varsity.

The first three quarters of the first lap, I stayed with the two girls I started off the front with. The Tam girl was definitely the stronger of the two but the other girl easily cleared everything on the trail. When we hit the big climb, however, I dropped the two. Coming through the finish line, I had a gap.

For the first quarter of the first lap, I was in zone four and widened the gap. Then, I dropped back into zone three. For the next half a lap, I was able to relax and focus on not crashing and passing people from other categories. As I got to the top of the second to last hill, I heard a rider say, "Passing on your left." I looked behind me and saw the Tam girl.

Well, it was go time. I pushed to the top of the hill and sped down the descent. I was taking the corner pretty fast and almost crashed into some spectators. Coming up the last climb, she was still behind me but losing ground. I was a little more cautious coming down the last climb and lost the gap I had begun to make.

We hit a flat section, and I was able to pull ahead into the final stretch. I had to pass two more sophomores before the feed zone which cost me some time. I gained it back on the sandy section which I was able to power through. Then, I sprinted up the last little hill and pushed it to the finish taking first in my category by seven seconds.

I realized a couple things from this race. First of all, I really need to work on my technical skills. I was able to get away with it in the first race, but not being as skilled as certain riders really slowed me down. Secondly, I should know my field better. If I would have kept a more constant speed on my attack, I likely wouldn't have been caught and wouldn't have had to work as hard in the finish. This ended up not being a problem in a freshman race, but it will be in the junior varsity and varsity categories.

-Sawyer

## **Isaiah Chass**

4<sup>th</sup> Place      Norcal MTB Race #2      JV Boys D2

The second Norcal MTB race was at Granite Bay in Folsom. I liked this course as well, which was a little more technical than last race, but it still had some punchy

climbing. I got to the race early, and watched a few races before getting ready to warm-up. I warmed-up on the road again because it worked for me well last race. This race I had a call up, so I could show up to staging a little later. I rode to staging about 15 minutes before my race. After lining up, we started quickly because there was a gap between riders on the course already. I got clipped in fast from the start, and was 2<sup>nd</sup> wheel going into the first corner. One rider passed me before the climb, so I was 3<sup>rd</sup> wheel going into the first climb. When we started the climb, I was already hurting, so I knew it was going to be a hard race for me. One other rider passed me, so now I was in 4<sup>th</sup>. I tried to stay on his wheel, but I just couldn't hang with him. I was by myself for the rest of the lap, and I could start to see the 3<sup>rd</sup> place rider ahead of me. On the second lap, I was really hurting now, but I was trying to hold my ground. I tried to just make good time on this lap, but I couldn't catch 3<sup>rd</sup> place. There was another rider that was sitting on my wheel, and he was still there on the last lap, so I started going harder on the last lap. On the climbs, I put in little attacks trying to tire him out. About  $\frac{3}{4}$  of the way through the lap, I took a bad line on the climb and lost traction, and he attacked me. After getting back on my bike, I started sprinting to catch him. He got a good gap on me, but I felt that I could bring him back and I could see him slowing down. On the next climb, I put in a big move and was getting really close. Going over the top, I got on his wheel, and sat on him. I let him pull for the rest of the lap, and then coming into the finish area; I attacked him and sprinted hard around him. I got around him and was going as hard as I could; I took the last corner as fast as I could, and sprinted out of the corner as hard as I could.

-Isaiah

## **Gianni Lamperti**

6<sup>th</sup> Place      NorCal Mtb #2      JV Boys D2

The morning of the race we got there early to pre ride the course. The weather was good but the course was a bit muddy. I was excited as it was my first JV race. After my warm up I got to staging about 30 minutes before my start because I was in General Staging. I got lucky and got was the first row of general staging, but still about 10 rows back. When the race started the kid right in front of me couldn't get clipped in so I went to the middle of the field and passed as many people as I could. I then moved up to the left side and started passing riders. There was a small group in front of me and I was past most of the riders. I went as hard as I could to try and catch them but by third lap I was pretty tired from my big effort in the beginning. It was a great race and organized really well. I can't wait for the next one.

-Gianni

## **Ethan Frankel**

Racing Age 18, Senior Category 4

7<sup>th</sup> Place      NorCal Race #2      Junior Varsity D1

"That was awful." My teammate Liam came up to me after our mentally- and physically-taxing race.

"Thanks. I appreciate your confidence in me," I replied jokingly.

What Liam was referring to was my start. Due to my great first NorCal race, I had received a 4<sup>th</sup> place call-up and was able to start in the first row. Liam started directly behind me in the second row. When the race started, I struggled to clip in. For what seemed like an eternity, my feet were fumbling to find the pedals. When I rounded the first corner, which was roughly 100 meters after the start, I was in 25<sup>th</sup> position. I had lost over 20 positions in 100 meters. Liam was stuck behind me and had to come around.

So I think it's safe to say that I had experienced one of my worst-ever starts. In general, the race was a conglomerate of unfortunate events. After the terrible start, I was chasing down the leaders. Before we hit the single track, I was back towards the top, in 15<sup>th</sup>. By the time we hit the next fire road climb (about 3 miles into the lap); I was back in the top 10. I had just burned several matches to get to that point and I knew I wouldn't be able to sustain such an effort to catch the leaders.

The Granite Bay course is one of the most technical in NorCal. It has narrow, twisting, rocky descents. It has narrow, twisting, rocky climbs. It has narrow, twisting, rocky flats. The whole course is a narrow, twisting, rocky mess. I'm no technical bike handler; I'm certainly more of a "roadie": I prefer smooth, flowing trails.

The first tough technical part that I encountered: a steep, rocky climb, I clipped a pedal and dropped my chain into my spokes. My heart rate was at 190 bpm and I was breathing quickly and heavily. I ran to the top and immediately jumped off the trail to let riders past. At the point before the rocky climb, I was in 5<sup>th</sup>. Now, I was going to lose several positions. It took me a minute to calm down and regain my breath. Then, I tackled the problem of getting the chain out of my spokes. I heard riders whisk by as I struggled to fix my technical issues. By the time I'd finished, I had taken over two minutes. I quickly hopped on my bike and started my chase. Again, like last race, I was chasing, and I was two minutes back and outside of the top 10.

Two laps later, and I found myself back inside the top 10. I rode with a Redwood racer who I'd caught half way into the final lap. We worked together to catch someone from San Rafael and it was the three of us who came to the finish together, vying for 6<sup>th</sup> place. I had nothing left for the sprint and ended up 7<sup>th</sup>.

I was so disappointed with my race at first, because I knew that I would have had a chance to be up with the leaders had I not dropped a chain or had a horrendous start. However, my second half of the race had been a spectacular chase and I ended up being happy with my effort. My high school also finished second in the team standings, which was an amazing success for us!

-Ethan