

# Team Swift Race Reports

June 2016

## Race Reports for:

1. USA Junior National Road Race Championships
2. Nevada City Classic
3. ICCC Dash for Cash
4. Pescadero Road Race
5. Tour de Nez
6. NCNCA District Time Trial Championships

## June Top Results:

1 <sup>st</sup> Place	USA Jr National Champs, Crit	Juniors 13-14	Luke Lamperti
1 <sup>st</sup> Place	ICCC Dash for Cash	Senior Category 3	Ben Cook
1 <sup>st</sup> Place	Nevada City Classic	Junior W. 15-18	Sawyer Taylor
1 <sup>st</sup> Place	Nevada City Classic	Juniors 13-14	Andrew Mathiesen
2 <sup>nd</sup> Place	USA Jr National Champs, RR	Juniors 13-14	Luke Lamperti
2 <sup>nd</sup> Place	Nevada City Classic	Juniors 15-18	Ethan Frankel
2 <sup>nd</sup> Place	Nevada City Classic	Senior Category 3/4	Luke Lamperti
2 <sup>nd</sup> Place	Tour de Nez Criterium	Juniors 13-14	Andrew Mathiesen
2 <sup>nd</sup> Place	NCNCA Time Trial Champs	Juniors 13-14	Andrew Mathiesen
3 <sup>rd</sup> Place	USA Jr National Champs, TT	Juniors 13-14	Luke Lamperti
3 <sup>rd</sup> Place	Nevada City Classic	Senior W. Cat 3/4	Sawyer Taylor
4 <sup>th</sup> Place	Nevada City Classic	Juniors 13-14	Grant Feige
4 <sup>th</sup> Place	Mt Diablo Hill Climb	Juniors 17-18	Miles Daly
5 <sup>th</sup> Place	Nevada City Classic	Juniors 15-18	Gianni Lamperti
6 <sup>th</sup> Place	Nevada City Classic	Juniors 15-18	Isaiah Chass
6 <sup>th</sup> Place	Nevada City Classic	Juniors 15-18, 4/5	Creighton Gruber
7 <sup>th</sup> Place	Nevada City Classic	Juniors 15-18	Luke Lamperti
8 <sup>th</sup> Place	Nevada City Classic	Senior Category 3/4	Ethan Frankel
9 <sup>th</sup> Place	Nevada City Classic	Juniors 15-18, 4/5	Esteban Ramirez
10 <sup>th</sup> Place	USA Jr National Champs, Crit	Junior W. 15-16	Sawyer Taylor
10 <sup>th</sup> Place	Pescadero Road Race	Senior W. Cat 3/4	Sawyer Taylor
11 <sup>th</sup> Place	Nevada City Classic	Senior Category 3/4	Gianni Lamperti
12 <sup>th</sup> Place	USA Jr National Champs, RR	Junior W. 15-16	Sawyer Taylor
13 <sup>th</sup> Place	USA Jr National Champs, TT	Junior W. 15-16	Sawyer Taylor
14 <sup>th</sup> Place	USA Jr National Champs, Crit	Juniors 15-16	Gianni Lamperti
16 <sup>th</sup> Place	USA Jr National Champs, Crit	Juniors 17-18	Ben Cook
17 <sup>th</sup> Place	Nevada City Classic	Senior Category 3/4	Isaiah Chass
22 <sup>nd</sup> Place	Nevada City Classic	Senior Category 3/4	Parker Rous
25 <sup>th</sup> Place	Pescadero Road Race	Senior Category 3	Ethan Frankel
28 <sup>th</sup> Place	USA Jr National Champs, TT	Juniors 15-16	Gianni Lamperti

29 <sup>th</sup> Place	Pescadero Road Race	Senior Category 3	Parker Rous
34 <sup>th</sup> Place	USA Jr National Champs, RR	Juniors 15-16	Gianni Lamperti
34 <sup>th</sup> Place	Nevada City Classic	Senior Category 3/4	Esteban Ramirez
36 <sup>th</sup> Place	USA Jr National Champs, RR	Juniors 15-16	Isaiah Chass
38 <sup>th</sup> Place	USA Jr National Champs, Crit	Juniors 17-18	Ethan Frankel
46 <sup>th</sup> Place	USA Jr National Champs, TT	Juniors 17-18	Ben Cook
49 <sup>th</sup> Place	USA Jr National Champs, TT	Juniors 15-16	Isaiah Chass
65 <sup>th</sup> Place	USA Jr National Champs, TT	Juniors 17-18	Tomas Mitre
70 <sup>th</sup> Place	USA Jr National Champs, RR	Juniors 17-18	Ethan Frankel
71 <sup>st</sup> Place	USA Jr National Champs, RR	Juniors 17-18	Ben Cook
75 <sup>th</sup> Place	USA Jr National Champs, TT	Juniors 17-18	Ethan Frankel
77 <sup>th</sup> Place	USA Jr National Champs, Crit	Juniors 17-18	Tomas Mitre
81 <sup>st</sup> Place	USA Jr National Champs, RR	Juniors 17-18	Parker Rous
93 <sup>rd</sup> Place	USA Jr National Champs, Crit	Juniors 17-18	Parker Rous
95 <sup>th</sup> Place	USA Jr National Champs, RR	Juniors 17-18	Tomas Mitre

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## Rider Race Reports

### 1. USA Junior National Championships 6/30-7/3/16 Louisville, KY

#### Time Trial Reports

#### **Luke Lamperti**

3<sup>rd</sup> Place USA Junior National Championships, Time Trial Juniors 13-14

I knew this course was going to be hard. It started with a climb and finished with a descent that I knew was going to be spun up. As I sprinted out of the start house I quickly got into an aero position. I started focusing on turning the pedals. I would could to 3 in my head and then restart. I would focus on getting over the top of rollers and pushing it down the other side. I made it to the turnaround and had a good turn around I sprinted out of the other side. I got back to focusing. I pushed it all the way and was almost blown up as I hit the descent. I was spun up so I pedaled every three seconds. Once I hit the bottom I sprinted to the line. I gave it what I had and went all out. First and second place were less than a second apart and I was 9 seconds back. I am happy with my result.

-Luke

#### **Ben Cook**

46<sup>th</sup> Place USA Junior National Championships, Time Trial Juniors 17-18

The time trial would be the first of our three races at nationals, and I always considered time trialing one of my strong suits. There are a lot of logistics and preparation in the days before that go into a good time trial, and I think there were a few things I lacked leading into nationals that made things harder for me. I got to the race course about 2 hours before my start, and the first thing I did was go pick up the disk wheel I was borrowing from a friend of mine from Mike's Bikes, which ended up taking more time than expected. At that point there were no teammates of mine at the race course, so I began my warm-up on the road. 30 minutes later I came back and hopped on the trainer for what little time I could but generally got a good warm-up in.

The night before the race I had my bike checked with the UCI rig at registration, and it did not pass, but not by much. So that night I went to the bike shop and adjusted everything even a little more than necessary to make sure it would pass. When I showed up on the start line, my bike looked just like it did the day before. I was shocked and my head was thrown for a loop, but I undid my bar extensions and slammed them all the way into the base bars, and made it out with only an equipment fine and a much worse fit than expected.

Needless to say, the rest of the time trial was a bit of a mess. My thoughts were clouded and confused and I had a hard time focusing in the race. I came in after a rough TT with my power much lower than expected for 46th out of 85 starters. At the end of the day I relearned some big lessons about organization and preparation for major races like national championships. I took my bad race and put it behind me for the road race on Saturday.

-Ben

## **Ethan Frankel**

75<sup>th</sup> Place, 2016 USA Junior National Championships, Time Trial      Juniors 17-18

"Wow. I'm really here. The national championships." That was my first thought as I stepped off the plane onto Kentucky soil. It was my first ever nationals, and it had taken a lot of hard work even just to qualify. After a frustrating, injury-marred 2015 season, I hadn't been able to upgrade to Cat 3, and had missed my bid for nationals in my home state.

After much effort and over 30 individual races this season, I was able to upgrade and improve enough to be competitive at nationals. Racing the best in the nation (and some of the best in the world) was a nerve-racking and exciting prospect.

I arrived three days before the time trial and had a couple of days to get used to the heat, check out the city of Louisville, preview the TT, road race, and criterium courses, and keep my body properly hydrated and fueled. Finally, the first day of racing arrived on Thursday, June 30<sup>th</sup>, 2016. After a trainer warm-up and rolling around, I headed over to the start ramp for a bike check and rollout. The bike check was new for me, but my bike passed: I had clip-on bars on my road bike.

Subsequently, I was lined up on the ramp, with 20 seconds until I headed off. I've done a grand total of five competitive time trials (plus a few in training), so it is my weakest discipline by far. For me, the most challenging part is focusing on my own race and keeping a steady pace. Uphill time trials (such as San Dimas) are easier for me to focus because they are steady and I am able to concentrate on my body, not so much pacing myself on unsteady terrain.

This 21-kilometer nationals' course was not steady terrain whatsoever. It started on a two-minute climb, and then merged into rollers. After several kilometers of ups-and-downs, there's another two-minute climb at the top of which is the turnaround.

I felt great as I sprinted off the ramp toward the start of the first climb. I monitored my heart rate and power up and over the climb. For the next several miles, the course was rolling. A rider who had started a minute-and-a-half behind me blasted by. I recognized him as a Specialized junior who had been racing through all of Europe, and did not let it get to my head. Instead, I stayed in position and kept fighting.

The next 10 kilometers were a blur as I made the turnaround and headed back the way I'd come. Most of it was downhill, and I had the wind coming slightly from behind on my right side. I finished with a time that I wasn't very happy with, but I knew that mentally, I hadn't had a good time trial.

Physically, I was as fit as ever. But in these types of races, mental focus is just as important if not more so. If I've learned anything from the four TTs that I've raced in this year, it's that you have to be dialed in the entire time and be thinking about the small things that could gain you a second here and a second there. That includes finding a rhythm and sticking to it, but for me at this race, I never found it. I'll never be in another junior national championships race, so I was disappointed with my performance. However, with the TT behind me, it was time to focus on the road race and criterium, which were going to be fun, exciting, and ridiculously fast.

-Ethan F.

## **Sawyer Taylor**

12<sup>th</sup> Place      USA Junior National Championships, Time Trial      Juniors W. 15-16

On Thursday morning, I woke up and for the first time ever I was actually pretty excited for a time trial. I have very little experience in this race and don't have the right gear but I loved the nationals TT course and was going eighth to last. On top of this, nationals are really the only race that all of the really strong 15-16 junior girls come to and I was excited to see some of my competitors and friends again for the first time in an entire year.

My mom and I got to the course over two hours ahead of time. With over an hour and a half until I went off, I got on my bike to start my warm up. I was able to hit all my zones pretty well and with fifteen minutes to go I hopped off my trainer, did one last jump on the road, and headed to the start. My mom met me there with an umbrella and ice to keep me cool before my start. Before I knew it, it was my turn to go. I reset my computer and got on the start block to begin the sufferfest.

I eased into it on the first hill starting in zone three and progressing TT pace. For whatever reason, my cadence sensor wasn't working but I decided not to mess with it and just do it by feel. But as soon as I got into a good rhythm, the hill had ended and I was descending. This was kind of how the entire TT went. I would get a good rhythm on the flats and climbs but would have to change it up on the descents. A few minutes in, I passed my thirty second person, then my minute person. Right before the turn around, I passed my minute person at nineteen minutes. This was not where I needed to be so I really pushed it on the descent and up the first hill coming back and made up some time. I was happy to notice that my cadence sensor had started working again and was able to use this to help me find my rhythm. On the way back, I passed two more people before the final descent. Then, on the final flat stretch before the finish, the racers who ended up getting first and third in my category passed me. I ended up with a final time of 36:26.37 which placed me in thirteenth. While this was not the time or placement I was hoping for, this was probably my best TT of the season. This is definitely a race that I want and need to practice for next year to hopefully do better in when I'm a 17-18.

-Sawyer

### **Tomas Saldana-Mitre**

65<sup>th</sup> Place    USA Junior National Championships, Time Trial    Juniors 17-18

The time trial course was a straightforward out and back with a tight full turn at the end that only consisted of 1 lane on each side making it very narrow and very fast. Right before my start time I had an issue with the wheels that I was borrowing as the cassette came off during a final warm-up interval and I had the extraordinary luck as my mom arrived just as I came back to the team tent with my own wheels. Ethan helped me change my wheels and I inflated them with only 5 minutes until my start time, making the already nervous day extra exciting. The official checked my bike and watched a few riders take off ahead of me. By the time I made it onto the ramp I was ready to go and after my 30 second man was up the road I was given the signal and I accelerated up the road. Initially I struggled with pacing as the excitement made me accelerate but the road forced me to maintain a more even pace as the course started on a long 2 minute climb.

After the first ten minutes I found some rhythm and I began making ground on the rider in front of me. I made it to the roundabout and started feeling the heat and the climbs in my legs, but when I looked back I didn't see a rider for over a minute so I forced myself to push through the descent to begin clawing back some seconds. Soon after the start on the next small climb, a Specialized rider flew by me and I tried to match his gear and cadence. As it turned out, for the majority of last 5 minutes, I was able to push the 52x14 at a high cadence and looking back I think I may have been able to force myself to push a harder gear for the earlier part of the race but regardless I feel pretty happy with my performance on normal bike and gear coming in the middle of the field at 65th.

-Tomas

## **Isaiah Chass**

49<sup>th</sup> Place    USA Cycling National Championships, Time Trial    Juniors 15-16

Not wanting to blow up too early on the course, I sprinted out of the starting house, and got up to a comfortable speed that I could build up from. Coming up to the first hill, I kept telling myself to stay low and stay seated as much as possible. The more that I stood up over the hills, the faster my legs would build up with lactic acid. Going over the top, I kept my speed up and pushed hard to accelerate. I knew going over the top of climbs was where I could make up a lot of time. Coming up to the turn-around point, I kept my cadence up as high as I could on the downhill, and kept up my power until the turn around. I used my speed to get through the turn around and get back up to speed quickly. Coming out of the turn-around was a downhill, so again I kept my cadence high since I was close to spun out. With less than half of the TT left, I started picking up my heart rate and pushed as hard as I could over every single roller from there to the finish. I stayed in the last few cogs and grinded through the rest of the course. Going down the last downhill, I got as low as possible and pushed as hard as I could. With 100 meters to go, I stood up and gave everything I had until the finish. I wasn't very happy with the result, but I was happy with the second half of my TT. The first quarter, I didn't think I got up to speed quick enough and I think I could have gone out a little harder.

-Isaiah

## **Gianni Lamperti**

27<sup>th</sup> Place    USA Cycling National Championships, Time Trial    Juniors 15-16

Once I warmed up for the TT I jumped off my trainer and rolled around before going to the start. Once I had rolled around to check my gears, I went to line up. I started out in a high tempo and stayed around the same pace until over the top of the first climb. At this point I was at my TT pace and stayed there for as long as I could. Coming into the turnaround I took a drink of water and shifted into a lower gear to come out. Once I was back up to speed I kept myself at my TT pace until about 3km to go and I started to build. When I finished I learned a lot. It was not my best time trial but I will be ready for next year.

-Gianni

## **Road Race Reports**

## **Luke Lamperti**

2<sup>nd</sup> Place    USA Junior National Championships, Road Race    Juniors 13-14

Bang!! And the race was on. I quickly got clipped in. Our race was 4 laps and 30k so it went fast from the start. We rolled at an okay pace until the first climb where

we picked it up a little. A rider attacked over the top as we went downhill. Then the pace slowed, as nobody wanted to pull so I attacked. They were all on my wheel so I pulled off. Then they kept the pace a little harder. Just before the finish of the first lap I attacked to test out the finish. It was good because I was able to see how I wanted to play the finish. As we went into the second lap a rider rolled off the front and got a gap. I sat back and let other people pull. He never got out of sight. We pull him back as we went into the third lap. On the first climb of the lap I attacked and went hard over the top. I had a little gap but got pulled back going down. Then we rode a good pace until half way through the 4<sup>th</sup> lap. Nobody wanted to pull so a rider attacked. I followed. Just after we crossed the 1k to go sign a rider attacked I was 3rd wheel. With 500 meters to go I was second wheel. I jumped and got a gap at 300 meters to go. It went downhill and I was spun up. I kept sprinting to the line. I got passed with about 100 meters to the line. I was really bummed to get second but had fun.

-Luke

## **Ethan Frankel**

70<sup>th</sup> Place USA Junior National Championships, Road Race Juniors 17-18

Heat, humidity, high speeds, harsh corners, and hopeful racers all contributed to the madness that was the Juniors 17-18 nationals' road race. It started in the late afternoon under threatening Kentucky clouds, and it was easily the craziest race I'd ever experienced. The course was a 4.75-mile loop with several short, punchy climbs, wacky descents, and extremely sharp corners. Coming off of some great races at Nevada City earlier in June, I was pretty sure the course suited my punchy climbing style. But wow, I had no clue how lunatic the speeds were going to be. After warming up with Ben, Parker, and Tomas, the four of us prepared to line up at the start. We were the first to roll out, and the first to the start line. As Coach Laura put it: we had already won!

Five minutes later, the countdown from 15 seconds had started and the cannon was loaded. A loud boom ensued, and everyone began to clip in as Tomas, Ben, and Parker shot off the start line. Within the span of 15 seconds, I found myself 75 riders back in the 134-person field. I had failed to clip in and failed to take advantage of our great starting position. After 150 meters, which seemed like an eternity, I was finally clipped in and sprinting to the front again.

When I settled in and looked up, I immediately spotted Parker and Ben a dozen or so wheels in front. Tomas, however, was nowhere. And then I looked up. *Oh, of course he did*, I thought. Tomas Mitre was your new 400-meter road race national champion (our team joke)! After shooting off the start line faster than the cannonball that started the race, he was off the front; solo, against the best racers in the country. Not for a couple of seconds, but for a full minute. It was the craziest, boldest, most Tomasesque maneuver I'd ever seen. And it was awesome.

By the time we hit the first climb, Tomas had been caught, I was back in the top 60, and a dozen crashes had occurred (none of which we were caught up in, thankfully). I moved my way up towards Ben as we crested the first climb and began a

short descent. A sharp turn followed. Sorry, let me correct that. An *extremely* sharp turn followed. Brakes were slammed on, rubber started to burn, and people flew off course and unclipped as we went from 35 miles per hour to five in under 10 seconds.

I located Ben and saw that we had safely made it through the turn. Parker was a few behind me but I couldn't see him, and I had yet to find Tomas after he was caught. We finally started the next climb after a nerve-racking descent. I moved up nicely through the feed zone, finding my way into the top 50. On the next hill, I finally found Tomas. He went through the field pretty quickly, backwards. It seemed that his 400-meter dash effort had gotten to him.

For the next two miles, I held my position and stayed safely within the field. Finally, we passed the start/finish the signaled the end of the first lap. One down, 14 to go.

Then laps two, three, and four came. These were the hardest 15 miles I'd ever done in my life. I struggled for three laps to even stay with the field. Over the course of those laps, the lead pack had been whittled down from 100 to 40. And I was up there. I was feeling great. On the third lap, Ben had been struggling and I passed by him as he started to drift backwards. It was such an intense race that I was amazed I had lasted as long as Ben. I'd soon be seeing him again...

After four laps passed, I had reached my limit. We went over a roller and I was suddenly five, ten, 15, 20 seconds behind the group and the gap was only getting bigger. I kept going solo for a half-lap, and finally saw the second group approach me. It was 30 riders big, with some pretty big names in there. Juniors that had raced in Europe had been dropped by the speed of the leaders. It felt great to have a group with me, and it was even better when Ben called to me. "Ethan! I'm sorry I ever insulted your pedal stroke," referring to yesterday when he had insulted my pedal stroke.

"Why do you say that now?" I responded.

"Because it's obviously better than mine!"

Having someone, a friend, by your side during the race made everything so much better. We laughed and continued to race in the group for a couple of laps. We were already five minutes back from the lead group after a single lap. There was no chance we were going to catch them. So I was surprised when all of a sudden attacks started to occur. And counterattacks, and pushing, and shoving. Wow, we were vying for maybe 50<sup>th</sup>? place and it was almost as aggressive as the front of the race.

We passed the finish line another time (lap 6) and Ben and I were riding safely within our limits. We were chatting but focused, in case we needed to chase down attacks or cover moves. We hit the first climb. "Ben! Saddle!" I yelled to him.

Thus, my loose saddle ended my nationals' road race. I scampered over to a spectator and kindly asked for a multi tool. Fortunately, he did. Three minutes later, I was back on my bike, but I wasn't ever going to catch the group.

Ben and I both crossed the line off the back and our races were finished after 7 laps. We talked about how aggressive the racing was and were proud just to have raced as well as we did. It was disappointing not to finish with the leaders and having my saddle fall off was a terrible mistake that should never have happened at a national

race. With both a disappointing road race and time trial, my nationals experience was not shaping up to what I had hoped. But I still had another day for redemption.  
-Ethan F.

## **Ben Cook**

71<sup>st</sup> Place USA Junior National Championships, Road Race Juniors 17-18

After a rough time trial, I was looking nervously towards the "road race" that waited on Saturday. I would be racing against 134 other 17-18's on a tight and technical 5 mile loop, with two climbs per lap. The race would be very similar to a kermesse, or a European circuit race, which I was able to race many of last summer. This thought really didn't comfort me much; as I had a hard time in many of the races I did in Europe last year.

My teammates Tomas, Ethan, Parker and I were fortunate enough to line up on the front row, but right off the start line the race was blazing fast. Tomas took off right from the line and ended up out in front of the race and start line carnage. The whole first lap was filled with pushing, rubbing, yelling, and numerous near crashes happening around me in the top 30, with many riders brushing and locking wheels. Both of the climbs were absurdly fast, and I looked down to find my heartrate at 198, nearly at its max, about 5 minutes into the race.

The next few laps were much of the same, and I was able to move up from about 50th towards the top 25 for a few turns, but quickly blew up afterwards. I tried to dig as hard as I could over the climb, but was detached quickly and found myself all alone with Charlie MacFarlane, one of my teammates for the upcoming Tour de l'Abitibi in Canada. At this point in time Tomas and Parker had already become detached, and Ethan was very impressively still hanging onto the back of the group.

Needless to say, the remainder of the race was fairly uneventful. Ethan soon dropped off and joined me, as we hopped in with a group of about 20 riders behind us. We were able to ride another lap before being pulled with 8 to go of the 15 lap race. We got off the course, utterly amazed at the speed of the race we had just tried to hang onto. At the end of the day, only 32 riders finished the 130 rider race. I was bummed to say the least, but I knew that there was not much to do about the result except for look up towards the criterium tomorrow. Ethan and I met up with Parker and Tomas and the rest of the team and recapped the wild race, then went out for a good dinner and put the day behind us.

-Ben

## **Parker Rous**

81<sup>st</sup> Place USA Junior National Championships, Road Race Juniors 17-18

My first ever national championship event and it was with a very worthy group of riders. Even though to race you had to be at least a category 3 on the road to race we had over 130 racers in it. Luckily the course was closed to traffic so we were able to use the whole road. At the race the whole team was able to get a front row start which is

unbelievable considering not only the competition but also the number of racers. From the gun Tomas took off on something that can be defined as a cross between an attack and suicide but he was quickly brought back. I still being a little gun shy from earlier wrecks slipped toward the back of the pack and eventually on the 4th lap I was dropped off the back. There were many others that were in my same situation so I had a couple people to ride with. At that point in the race I was not completely blown up where the others in my group were still recovering from the efforts that dropped them. As a result I found myself taking the majority of the pulls and then dropped myself. I was then picked up by a group with Tomas and he was doing the majority of the work for his group. Go Swifties! I sat in the group for the last lap and a half and started thinking of the finish, even though it was for 80th place I didn't have many group finishes this year so it's good to practice them. Coming into the final kilometer Tomas was leading the group and putting out a pretty hard pace. Two riders then attacked early and got a gap. I would typically go after them at this point but there was still a small rise still to come and I was just too far out to attack so I played it cool. As the climb started to ease up I spotted the 200 meter sign and attacked hard. I opened up a gap quickly and held it into the downhill and through the finish. I caught one of the two riders that attacked early and was gaining fast on the other. 10 more meters and I would've caught him.

-Parker

## **Sawyer Taylor**

12<sup>th</sup> Place      USA Junior National Championships, Road Race      Juniors W. 15-16

"How stoked are you for this?" asked my friend Mackenzie as we sat on the front line of the 15-16 girls road race on Saturday morning. "Never in my life have I been more excited to race around the same course seven times in a row," I said.

I had been looking forward to this race all season. The course was fast, fun, and suited me well. I knew that if I raced my best I had a really good shot at podium. And whatever happened, this was a race that promised to be fun.

We started off fast with Meghan Doherty (who won my time trial on Friday by over a minute) launching the first attack right off the start line. I grabbed a wheel and was in a good position for the first climb where there was another attack. The remainder of the first lap went over similarly to this with different top racers in my category launching attacks out of corners. I just rode wheels and was able to stay off the front. Then, on the flat section after this start/finish, my group's pace slowed drastically and I found myself slipping to the middle of the group. Coming up over the first climb there was another attack this time by a Frasier girl. The whole group surged forward and by the top of the climb we were bunched together pretty tightly. I heard a crashing noise and saw Katie Clouse go down right in front of me. I barely missed her and moved up towards the front. With one of the fastest girls in the group down, everyone started attacking hard in an attempt to keep Katie from getting back on. But by the end of the second lap, she was back on probably due to slow cornering by a

larger group on such a tight course. Coming into the finish straight going into the third lap, there was yet another crash, this time behind me.

At this point in the race, I had realized how easy it was to crash on this course. While there were some very experienced racers in my group, there were also some who were really struggling to hold their lines and take corners at higher speeds. On both our third and fourth lap, racers cut in on the inside of the first corner over the top of the first hill and nearly crashed out the entire field. Another time I watched two girls rub wheels and almost go down as one cut the other off. Again and again we had closer and closer calls as racers made sketchier and sketchier moves. Being farther back in the field meant that you were hammering it out of every corner and more likely to get caught in a crash making it safer and more energy conservative to be farther up in the field in either second, third, or fourth wheel. The problem with this is that this was where everyone wanted to be so grabbing a wheel was hard. And as soon as you started to slip back, you were suddenly locked in the middle of the place and unable find an opening for a sprint.

Going into our fifth time up the feed zone hill on our last feed lap, I had the perfect position in second wheel. I dropped my first nearly empty bottle but decided not to take a feed because I had a full bottle of water and had just taken a Clif shot. I was able to hold this position for almost the entire lap until the finish straight where I was pushed out to the front for a few minutes before falling back into the middle of the group. I wasn't able to get out and move to the front so I just stayed where I was. I lost a lot of time going around corners because I wasn't very confident in other riders cornering abilities and was being extra cautious. On our second to last lap, there would be no recovering from a crash. Crossing the start/finish to start our last lap, I was fifth wheel. On the flat straight before the finish, our pace slowed down again and I fell to about mid pack.

Climbing up the first hill for the last time, there was a big attack and everyone moved forward. A girl came up on my right, cut me off, and we rubbed wheels and nearly crashed. I knew that I needed to move up, so on the descent I attacked and moved to the front. This was probably my biggest mistake I made in this race. If it tried to fall back, I would have been just pushed to the back of the group and would have been in a bad position for the corners, more likely to crash as I almost just did, and unable to respond to attacks. But now I was in the front and pulling on the last lap. I thought about trying to just go for a break, but with Meghan Doherty (who had proved herself to be one of the strongest racers in the TT) on my wheel I knew this would be unsuccessful. So, I pulled for the remainder of the last lap. At one kilometer to go, an attack happened and I wasn't able to grab a wheel. Coming into the final hill, I was in terrible position for the sprint and was only able to come away with twelfth only a few seconds behind first.

Needless to say, I was very disappointed. Had I been more strategic in this race, I probably could have been on the podium and at least in the top ten. However, I did learn some things that will definitely help me next year in the 17-18 category.

-Sawyer

## **Tomas Saldana-Mitre**

95<sup>th</sup> Place    USA Junior National Championships, Road Race    Juniors 17-18

The road race course looked really fun and promising during the pre race rides and I knew that if I could hang on I would be able to do okay. The race did not go as planned, but, it was exciting and really fun regardless. Like other big stage races, it was a race to the start and it is fair to say we won that one by far. All of our 17-18 riders were on the front line. After the cannon fired I sprinted off the line, assuming everyone else in the race was going to do the same, unfortunately, this was not the case. I kept going until I reached the lead car which hadn't accelerated up the road yet, meaning I had to slow down until the driver looked back and realized a rider was there. At this point I looked back and noticed that no one was near me and the field was just staring at me like I was a madman. Looking back, that was probably the highlight of the race for me because soon after drifting back to the main field, a barrage of attacks went and I was forced to waste even more energy just trying to hang on. By the second lap I was drifting back and I found myself in a chase group around 15 seconds from the main field. Another rider and I were forced to lead the rest of the dropped riders as close as possible for the next 5 laps and we ended up getting pulled with 9 to go. I was disappointed but it was fun and exciting and I enjoyed the experience as well as the racing and the team did a great job overall.

-Tomas

## **Isaiah Chass**

36<sup>th</sup> Place    USA Cycling National Championships, Road Race    Juniors 15-16

Getting on the front row for the start, I was ready to race from the gun. When the race started, I couldn't get clipped in for a few hundred meters, so by the time I got clipped in I was almost at the back. Coming out of the first corner I was able to get through the whole field and was at the front quickly. The first climb stayed super fast, and I made sure to stay on a wheel and stay seated as much as I could to conserve energy early in the race. I would drift back a little bit on some of the climbs, but when the field would slow up at the base of the climbs, I was able to move my way back up through the field. I was struggling on the climbs as the attacks started coming, so I realized that I was going to just need to try to survive and stay with the lead main field. I started feeding pretty early in the race, as I was already through almost 2 bottles within the first 40 minutes. I fed almost every other lap and stayed hydrated. The pace stayed super fast the whole race, and was starting to get even faster over the top of the climbs. The strong teams wanted to spread the race out and they were doing exactly that. With 4 laps to go, going into the feed zone I was near the back to get a bottle. By the top of the feed zone, an attack went and the field surged. I couldn't get back in the field and hold on over the next climbs, so I finally cracked. The field had already blown up quite a bit, so there wasn't anyone around me when I got dropped, so I was on my own for the rest of the laps. With one lap to go, two riders came up to me, so I worked with them for the rest of the lap. Seeing 500 meters to go, I was second

wheel, and going over the last roller with 200 meters to go before the finish, I jumped hard on the inside and sprinted as hard as I could. I was sprinting it out with one other rider and he was able to hold me off to the finish.

-Isaiah

## **Gianni Lamperti**

34<sup>th</sup> Place USA Cycling National Championships, Road Race

Juniors 15-16

At the start I rolled out then lined up on the inside on the second row. The course was short and was only about 7 kilometers with one short climb and a few punchy rollers. When the race started I stayed close to the front for over the first climb. Once I went over I lost a few positions and was about midfield for the rest of the lap. Starting here on the second lap I was once again close to the front on this lap. I then again couldn't keep my position over the top for quite a few laps so I would have to go all out over the feed zone to stay in. With three to go Kevin Vermarke attacked up the left and I followed him. We both had a gap on the field but I could not get all the way to him and we both got caught at the bottom of the climb. I couldn't stay in and rode the last two laps hard to the finish.

-Gianni

### **Criterion Reports:**

## **Luke Lamperti**

1<sup>st</sup> Place USA Junior National Championships, Criterion

Juniors 13-14

It was raining the morning of the criterium. It stopped a little before my start but the roads were still wet. I had first call up so I could start in the front, but when I was riding to the line after rollout my chain came off and went under the chain guard. My brother & dad jumped over the fence to help take it to the Mavic pit. They had to take off the crank to fix it. They did a great job and with help from the officials I got my bike back for the start.

Once we started there were a few small attacks. I followed them and countered one but they did not go anywhere. We rode at a pretty hard pace for a while then they already started showing lap cards. We had 5 laps to go and riders were attacking on the front. I was just following their moves. This was happening until we had 2 laps to go. I jumped up the left side. I got a gap and went for it. I held it for half a lap. Then when they caught me I went back to like 5<sup>th</sup> wheel. With 1 to I stayed 5<sup>th</sup> wheel and moved up like 4<sup>th</sup> wheel with 3 corners to. Then coming into the last corner the rider in front of me attacked. I followed him. We got a little gap and then about 200 meters from the line I jumped him and made it to the line with a gap. I was super happy to win the crit again.

-Luke

## **Ben Cook**

16<sup>th</sup> Place USA Junior National Championships, Criterium Juniors 17-18.

After having a challenging few days in the road race and time trial, I had all but given up on my national championships in the criterium. We had ridden the course once, but it wouldn't be nearly the same when we raced it in potentially rainy, slippery conditions. I had heard from Gianni earlier in the day in his 15-16's race that the course was slick and wild, and that he felt his rear wheel sliding out many times in the race, particularly in turn 1. With that being said, I threw on my tubular wheels for the first time all week, and got ready for a wild ride.

Our race wasn't until 5:30pm, so Ethan, Justin and I headed into Louisville for the last time to visit the Louisville Slugger and Muhammad Ali museums. After playing tourists for a while and grabbing a good lunch, we headed back to the hotel to get ready for our race. By the time we got to the venue, the rain had cleared up and the roads were finally beginning to dry. I spotted an open trainer and coach gladly offered it to me for my warm-up, since I couldn't fly my own in. For the first time in what felt like forever, I threw my headphones on, focused in, and did the best, hardest warm-up I had ever done.

After that, I filled up both my bottles and spun around on the road nice and slowly and scouted the staging area. When it was time to stage I ended up right in the front row, and managed to save a spot for one of my other teammates that would be coming in after me. I would be racing with Ethan, Tomas (your newly crowned 400 meter national champion), Parker, and our friend Justin. On the line I called them forward to the spaces I had saved, and Ethan took the one right next to me. Of course, there were 40 riders to be called up ahead of us, and none of us were one of them.

But Ethan and I squeezed into the first row to be rolled out, and from there I nabbed us a spot in the 4th row. After riders were called to the line, we snuck our way up to stay in the 3rd and 4th row, with the other three behind us. It was almost time to start.

After getting a solid butt-whooping in the road race, it was fair to say I was down on my spirits. I talked to coach, and we realized that in the criterium, I just needed to race my own race and have fun. I was really grateful to get that trainer and get a solid warm-up in to help get me in the zone, and I decided not to wear my heartrate monitor or connect to my power meter today, like I had done in the first few races of the season, of which I had fantastic races and had a lot of fun in. I had a great song stuck in my head and was ready for some fun. I placed my hands on the drops, picked my foot up, and got ready for a fast start.

"BANG!" Fired the cannon, and we were off! I sprinted down the road with the other riders and rounded the first turn with Ethan at my right. "Wowee that's tight!" I said with a laugh, and he laughed back. The first few laps were a blast as I held position around the top 75 riders, laughing and talking all along. I remember a specific time when the course narrows quickly, and both sides of the field end up running off

into the grass. I came into this section hot on the right side, and ended up having to hit the brakes and dive into the left when a rider in front of me was pushed off.

"Sorry dude! That's my bad." I said to the guy on my left, not expecting any answer. "You can thank me later bud!" He said with a laugh. The race today was fast and hard, but I was all too serious and aggressive in the road race, everybody was, and everybody was too scared of crashing on the tight course to race smart. Today, we were all comfortable, and by keeping the mood light, I was having a lot more fun and doing a lot better than ever before.

I looked up at the lap timer to see that we had 10 to go. I held position around the top 40 without wasting too much effort, I knew I didn't want to slide back any further. As coach said before the race, crit racing was our specialty, and we knew how to race these things well. Ethan drifted up alongside me numerous times, and I gave him a wheel whenever I could. Besides that, I didn't see too much of Tomas and Parker. I carried on, and began to move to the front at 7 to go. However, I remembered my mistake from the San Dimas criterium, where I went to the front around the same time and tried to hold my position to the finish, but lost it on the last lap. So I told myself it was okay to slip back some, and I found myself back in the top 30 again.

I spent the next few laps resting while I could, and maintaining position. Finally around 4 to go I began my start to the front. Quickly I found the open roads easy to move up on, and by 3 to go I was pushing into the top 20. I held position for the next two laps, and then we hit 1 to go. I was hanging around the top 10/15 at this point, feeling very confident in my position. Around the back stretch of the course before the finish I found myself in the middle of the field, and knew I had to pick a side. I picked the left and began to move up. Right then a rider unclipped from his pedal and nearly crashed, and I moved back to the middle. We were at 350m to go. I began to look at either sides of the diminished field ahead of me, and picked the right side. I darted up the field, when he lost his pedal again and caused more bumping in the field. I knew that if I was on the outside of the left hand turn I would risk crashing, especially with what had just happened. I decided to stick to the middle, and sprinted up the outside when we came out of the corner. I knew I had lost some position, so I gave it everything coming into the line to make up as much as possible. I passed riders left and right, and finally crossed the line in 16th, a position I was very happy with.

At the end of the totally wild and hard criterium, I was really happy with the way that I had raced, though bummed that I lost so much position in the last turn and lost myself a possible top 10 spot. I rolled in to find that Ethan had managed himself 35th! Out of the 120 starters I was really really happy for him, as we made a good team and had a lot of fun racing together. Tomas and Parker were unfortunate in getting caught behind crashes; it was a bummer to miss them where Ethan and I were in the field.

Finally we lined up for a few team pictures, and I walked back to the car for the last time this week. After three really challenging days of racing, I was proud to say I had a great day today.

-Ben

## **Ethan Frankel**

38<sup>th</sup> Place USA Junior National Championships, Criterium Juniors 17-18

"You guys are great at this, just have fun!" Coach Laura repeated to us before the start. Nods from all of us. Deep breaths. The next 60 minutes were going to consist of over a hundred 17-18 year-olds racing their bicycles at a blistering fast speed.

Ben and I were lined up in the fifth row, top 60. Tomas and Parker weren't quite as lucky and were stuck at the back. The start wasn't quite as horrendous as my road race start. I was able to clip in quickly and maintain a top 60 position.

We rounded the first corner. Ben and I were side by side. "So fast!!" he yelled. "Woweewa!" I answered.

The following half-hour was an obscure nightmare accompanied by times of relief. Throughout the race, crashes were happening every lap. I was reluctant to risk my skin by doing what some of the others were doing, including going onto the grass or cutting corners and veering out of their line. I carefully moved up and occasionally saw Ben or Tomas. This criterium was so much different than the other ones that I've raced this season. This criterium was the only one where I wasn't at the front at some point of the race. Rather, I was clinging on and just hoping that I wouldn't crash.

35 minutes into the race, a rider went down next to me. I could see him losing his balance out of the corner of my eye and I slowly edged forward. He tumbled onto my rear wheel, swinging me to the outside of a turn. I stayed upright, and kept my calm. There was no point in panicking at any time during the race. If I was caught behind a crash or nearly crashed, the best thing to do would be to safely move around and chase back on. This happened two more times over the next 25 minutes, but I never went down (although I did unclip when about 10 of us got pinched when five riders went down in front of us).

Finally, the last lap approached and I was still farther back than I would've liked. As we rounded the final corner, I opened up my sprint. I passed a dozen riders during the long, 200 meter straightaway, which was good enough for a mid-pack finish with the best racers in the country. Ben had finished 16<sup>th</sup>, which was an amazing result. He had raced superbly and deserved such a strong finish.

This was the craziest, most fun and exciting criterium I'd done this year, and I was proud to come out of the nationals experience unscathed and a better racer than I had entered. It had been my first, and last, nationals as a junior, and it was such an amazing learning experience, and such a fun time with Team Swift.

-Ethan F.

## **Tomas Saldana-Mitre**

77<sup>th</sup> Place USA Junior National Championships, Criterium Juniors 17-18

The Crit was definitely my specialty and even though I started at the back, I still wanted to try my best to make the most of the race. After we finally clipped in and started rolling, I made an effort to move up and gain some sort of position. The speed of the race was pretty high from the start but I was able to make use of the pack to

slingshot myself up to the top 50 and get a better look at the front of the race. Unfortunately, as I was making my way up to a better spot, a rider went down in front of me and I had to unclip and avoid it. This basically reset any progress I had made and I had to fight back for a spot again from nearly the back. Soon I found my rhythm again and was able to finally get a glimpse of the front, about 40 riders back, and I felt that I could now make something of the race. Just as I was celebrating my small accomplishment, 4 riders went down in front of me and I was pushed into the barrier with my Garmin ripped off and my shifter and brakes bent. I didn't realize until later but I had hit my knee against someone's bike which left an annoying cut and bruise, but the adrenaline in the moment distracted from any noticeable pain. The other crashed riders were allowed to join back on in the pits and the chase was back on. Again, I moved from the back to the middle and then tried moving up with about 6 to go another pile up forced me into the pits. I was fine but the lack of position really stopped any chance I had at a good finish. Overall I enjoyed the race and nationals as a whole and am glad that I was able to have this experience with the team.

-Tomas

### **Parker Rous**

93<sup>rd</sup> Place      USA Junior National Championships, Criterium      Juniors 17-18

The exact opposite of the road race I found myself at a back row start of the crit. I didn't mind this because this race was supposed to be more of a confident booster than something that I should actually do well in. There was rain earlier in the day but the streets had dried before my race and the course was very safe and fun. I sat in the group for most of the race and was able to scoot around all the crashes for once. The race got inside of the last 10 laps, it started to heat up as many of the big teams started to make it to the front. It was on this lap, in the finishing straight where I was caught up in a crash. Although I didn't go down, I had to unclip and come to a complete stop and since I didn't actually hit the deck I wasn't awarded a free lap. I found myself chasing with a few others that were dropped. We kept the gap at a pretty constant time for the first lap but then we started to lose ground fast. Before long we came around to the start finish and we were pulled from the race. Not a good crit in terms of racing but I was satisfied with it after the way I felt after the road race.

-Parker

### **Sawyer Taylor**

10<sup>th</sup> Place      USA Junior National Championships, Criterium      Junior W. 15-16

"On the whistle ladies!" the USAC official yelled as I shifted impatiently on the start line of my last race at road nationals. After a disappointing road race, I really wanted to do well in this crit. Yesterday I had proved that I had the power to be a competitor in a national level race. I knew that if I raced smart I had a shot at podium. At only thirty minutes, this race would be short but fast.

With a loud tweet of the whistle, we were off. My legs protested loudly as I followed the first attack and moved up going into the first corner. But if I was tired, I knew that the rest of the field probably was too. The race followed a similar pattern. First, someone would attack going into the first corner and we would stay pretty steady going into the second and third corners. Next, someone would attack between the third and fourth corner and we would take the fourth and fifth corner fast. Then, someone would attack going into and out of the last corner and we would take the finish straight fast. Because of all the changing of positions, it was hard to ride the right wheels and I often found myself stuck in the middle of the pack and unable to follow attacks.

Going into the third lap, I was on Meghan Doherty's wheel when she had a mechanical and had to go to the pit. But with seven laps to go, we knew she would not be getting a free lap and would be chasing. In an effort to keep probably the strongest girl in the 15-16 field from getting back into the race, riders started attacking harder and the pace got even faster. We managed to keep her away for the remainder of the race.

With two laps to go, I was four wheels back coming into the first corner, moved to second wheel going into the last lap. Going into the third to last corner, a racer attacked and I followed and ended up in the front for the second to last straight. When Jan Tullis attacked, I went for it, but so did five other racers and I was pinched out in the corner and ended up in tenth. Looking back, I realize that I should have attacked going into the last corner. While this would have meant leading out the sprint, I would have had a much better shot at podium.

Even though I didn't do as well as I hoped at road nationals, I know what I need to do to race really well next year. In addition, I had so much fun on and off the bike and am really looking forward to next year. Until then, Louisville!

-Sawyer

## **Gianni Lamperti**

14<sup>th</sup> Place    USA Cycling National Championships, Criterium    Juniors 15-16

The day of the criterium it was calling for rain later in the afternoon, but as soon as we got there early in the morning it started to rain. I did a lap on the course and decided it would be a fun race if it rained. The course was long for a crit and more like a short circuit. It was really wide open too, so it would be good if it rained as it would make it more technical. Once I warmed up and went to the start line, the race started. Right off the gun Hot Tubes went to the front and set a pretty good pace just to keep it safe for the first couple laps. On the second lap I was caught behind a crash and spent the next lap and a half getting back to the front. Once I got there I decided that it would be the safest and best place to ride for the rest of the race. So I tried to stay in the top five for most of the race. It was really slippery; especially in corner one, where there was some oil on the outside line. Almost every lap your rear wheel would slide a little through this corner. Coming into the final lap I was top 5 and I felt like I could do really well. I was fourth wheel coming into the second to last corner and the kid in front of me started to slide so he straightened up his bike and went to the outside, taking me

with him. At this time Andy Schmidt jumped out of the corner and got a gap. I came back into the field, a lot farther back now and started to move back up. Coming into the last corner I got back into the line and a Friazer kid came up the inside and cut off a lot of people almost making us crash. I then started my sprint from the corner and went all the way to the line. I was happy with how I rode throughout the race, but bummed of how the last lap played out. I learned a lot about racing in the rain and how different it is.

-Gianni

## **Isaiah Chass**

DNF USA Cycling National Championships, Criterium Juniors 15-16

The race started off sprinting to the first corner. I started a few rows back from the front without a call up, so the first thing I focused on when the race started was to get to the front as fast as I could. By the end of the first lap, I had moved up to top 10 and was riding near the front. I needed to stay near the front because it was a lot smoother and the race was going to be so fast that once I was at the back, I would never be able to get back to the front. With the rain letting up, I thought the road was getting a little slicker, and I was started to get a little bit sketched out. Going into corner one on every lap my rear wheel would slide about a foot. Trying to keep my head in the game, I put myself at the front near the riders that would corner much smoother. With five laps to go I was a little farther up from mid pack. I needed to be much farther up by three to go, so I worked on moving up on the next two laps. I wasn't right where I wanted to be, but I could move up a little more. Coming into two laps to go, I came out of the last corner and felt something wasn't right, so I looked down at my rear wheel and I had a flat. No more free laps so my race was over.

-Isaiah

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**2. Nevada City Classic** 6/19/16 Nevada City

## **Ethan Frankel**

Racing Age 18, Senior Category 3

2<sup>nd</sup> Place Nevada City Classic Criterium Juniors 15-18 Cat 1/2/3

The Nevada City Classic: arguably the greatest criterium in America, arguably the hardest criterium in America, arguably the most fun criterium in America, arguably the most crash heavy race in America. (Up + down) x 15 = Nevada City Classic. Yep, on this course there is no time to recover, and it consists of a 2-minute climb that gains a couple hundred feet per lap. Not to mention there's a false flat at the top. Then there's a wicked-fast descent during which almost everyone "aerotucks" and speeds can reach

nearly 50 miles per hour. Following the crazy descent, two consecutive 90-degree turns ensure multiple crashes in each race.

In the juniors' races, we had over 10 Team Swift riders! We had five in the 15-18 Cat 1/2/3, two in the 15-18 Cat 4/5, three in the 13-14s, and Sawyer racing the junior girls. Gianni, Isaiah, Luke, Parker, and I were going to race aggressively to get the win. The top step of the podium was our big goal.

As many junior races do, this one started off fast. Gianni, Isaiah, Luke, Parker, and I all got to the front immediately as Limitless, Muscle Milk-Specialized, and Tieni Duro sought to control the race. Luke was one of the first to go off the front. A lap later, Gianni went. Then Isaiah, and then me. We had this race on lock, until Drew Levitt from Tieni Duro came along. He was the only Cat 2 rider, and boy was he strong. Drew is a 6-foot-five-inch slab of muscle and kindness. He's a great racer, and a genuinely nice person off the bike.

Four laps in, Drew attacked and had at least 10 seconds on the rest of us. A lap later, Parker put in a hard dig to bridge to Drew, and succeeded! Parker stuck for two solid, fast laps, and in that time the gap went from 10 seconds to 40. Eventually, I saw Parker slowly dropping back and I knew that he had done everything to try to stay with Drew, but he was simply too strong.

Several laps later, as we passed the "5 to go" card, it was still Drew off the front and the pack had been whittled down to just Gianni, Finn from Tieni Duro, another Muscle Milk-Specialized rider, and myself. Gianni started to hammer at the front. We still weren't gaining much ground on Drew, but we dropped the rider from Muscle Milk. Gianni seemed to peter out, and there were still 10 seconds to Drew. I went to the front and drove the pace, and tried attacking Finn. I heard Gianni's voice behind me, "GO, GO, GO!"

Apparently, he was saying "NO, NO, NO!" which I discovered after the race. He was trying to fool Finn into thinking he was tired, and then make his move when we got closer to Drew. We made the mistake of not communicating about that, and it was a big error on my part not to realize what he was doing. If it had been both of us that were able to bridge to Drew, our odds would've been much better. However, mistakes were made, and there was nothing we could do to change my actions. As Kurt Vonnegut said, "So it goes."

After half of a lap, I bridged up to Drew, with Finn on my wheel. If it had been a clean attack, meaning I hadn't brought Finn with me, it would be one-on-one, which were still much better odds than two-on-one. But I had gotten myself in a stickier situation. So it goes.

Finn was clearly working for Drew; he was at the front for most of the four laps the three of us were together. We had 30 seconds on the next group, which Gianni, Luke, and some Muscle Milk riders comprised. It was going to be a 'Battle of the Break' to the finish.

As we hit the final climb, Finn went to the front to lead out Drew for the finish. I was contemplating attacking them both on the climb, but I knew Drew could easily follow my move and eventually come around me; he was much stronger than I. So my

best bet was going to be waiting it out and then trying to sprint around Drew. I felt confident that I could beat Drew if I jumped hard around him, me being a punchier sprinter.

With just 250 meters to go, I was in 3<sup>rd</sup> wheel, and that was where Drew attacked. I was initially able to follow, but underestimated his strength and finally couldn't hold on for the last 100 meters. I finished just two seconds in arrears (and Gianni came in 5<sup>th</sup>), disappointed with my mistakes. But I was so happy with how much stronger I'd become, even compared to just a couple of months ago. Yes, I made mistakes, but after talking it over with Coach and the team, I realized that I could fix them simply by communicating during the race.

Mistakes are made in every race. So it goes.

-Ethan F.

## **Gianni Lamperti**

5<sup>th</sup> Place      Nevada City Classic      Juniors 15-18

Once the race started we rolled at a tempo pace for the first few laps. Because nobody was making any moves, Luke initiated and attacked. He stayed off for half a lap and got caught going into the descent. He then went faster than everyone through the bottom corners and once again was off the front until the top. In the feed zone going over the top Drew Levitt attacked and I was boxed in and could not chase it but my teammate Parker was on the move and covered it for us. He was with him for two laps and then I saw him up the road by himself. I then attacked and another Tiene Duro kid came with me along with Ethan. I pulled for a lap and a half and brought back a lot of time. At the bottom I got passed and could not stay with them going up the climb. I was by myself for a lap before a Muscle Milk kid came and passed me. I got on his wheel and stayed there until the finish. My teammate Ethan got second and I got fifth. I then went back to the car and drank my Clif Recovery and jumped in the cold creek to get ready for the next race.

-Gianni

## **Luke Lamperti**

7<sup>th</sup> Place      Nevada City Classic      Juniors 15-18

I had several teammates in this race but there were some other strong teams as well. The Ref blew his whistle and the race was on. We sat back and watched the front for the first lap. Then heading into the climb on the 2<sup>nd</sup> lap I attacked. I got a good gap and held it over the top. Then as we headed down the hill I got caught. Then half way up the climb the next lap I attacked again. They caught me right before the top and a rider from another team attacked with Parker from our team on him. Then we were slowing the pace at the front and letting other people chase. We did this for a few laps before we saw Parker fading back into the field. We now had no one in the break and there was a solo rider up the road. We quickly sent Ethan up the road to chase. He wasn't able to make it all the way so Gianni went and pulled him to the

leader as Parker, Isaiah, and I controlled the field. We rode the rest and then on the final lap I followed a move over the top and Isaiah and I went 1,2 in the field sprint.  
-Luke

## **Parker Rous**

Unknown place  
1/2/3

Nevada City Bicycle Classic

Juniors 15-18 Category

I went to this race wondering why it was such a dearly held Northern California classic race. I left with that question answered. For anyone who hasn't done this race, the best way to describe it is a hill, to a downhill, to a sketchy off-camber corner that resets the whole lap. Yet they still call it a "crit". The junior race was the first of two races I did that day. Lining up with a decent junior field was nice because the last time I had done that was back at Sea Otter. The start of the race was fast as typical of any circuit type race. Soon the other junior fields that started with us had dropped off and the real racing began. There were some dummy attacks thrown in by a few teams, but nothing that looked too dangerous until Drew Levitt of Tieni Duro decided to attack. I jumped across and we started to work together. This situation didn't last long because I couldn't hold the pace and I dropped off his wheel. As I made it back to the group Gianni and Ethan took off in another promising attack. This move with a few other riders caught Drew eventually and that proved to be the winning move. Stuck back with the rest of the group I never fully recovered from the effort I made in the move early in the race. I went too soon and too hard so all I could do was sit on and every once in a while come through and take a pull. I went to set pace on the climb but I was ridiculously slow, all I was trying to do was give Luke a break on the front. Little did I know we were on the last lap. Having known this I would have gone as hard as possible almost in a lead out like situation because I knew at that point I had no sprint in me. Most of the group came around me and that was that. Looking at the results sheet later, it had me listed as a "DNF" which is clearly false because I finished. I'm not sure what place I truly got in this race.

-Parker

## **Isaiah Chass**

6<sup>th</sup> Place

Nevada City Bicycle Classic

Juniors 15-18 Category 1/2/3

Starting off on a downhill into two corners, I wanted to get clipped in quickly and be top five going into the first corner. The first lap, everything stayed together, until on the climb on lap two, when my teammate Luke attacked. He was able to get a gap, so I was following wheels to the top of the climb. He got caught at the top, and then it stayed together down the descent. I moved up on the descent, and was around 5<sup>th</sup> wheel going into the bottom corners. There was another attack at the base of the climb by my teammate Luke and he stayed off for about half the climb. When he got caught, another attack went and my teammate Parker got on it. I was just barely hanging on

the back of the group, and starting to drift off the back by the top of the climb. Going over the top I was able to make a jump and get back on. The next laps I was barely hanging on the back of the group, but I was able to recover a little on the descent and get ready to do it again. With two laps to go, my group slowed up on the climb, and took it slow down the descent. On the climb on the last lap, a Tieni Duro rider was able to get away, and then a DNA Cycling rider attacked going over the top. My teammate Luke was on his wheel, and then I jumped on Luke's wheel going down the descent. I jumped hard with a few hundred meters to go and went to the line for 6<sup>th</sup>.  
-Isaiah

### **Creighton Gruber**

6<sup>th</sup> Place      Nevada City Classic      Juniors 15-18, 4/5

I got to the start line ready for the race that I had been waiting for all season. Then the race started. I took the first two corners pretty bad. And then when we hit the hill I shifted down and dropped my chain. I was asking myself "How does someone drop their chain when they have Di2?" Luckily the chain went back on with a shift. Since I lost all of my momentum, I said goodbye to the pack and set my own tempo. Having fun on the descent and being encouraged by friends and family on the climb I slowly started clawing back people that got drop. I finished sixth out of seventeen. I immediately got in my car and headed down to Davis for USAC Talent ID camp.  
-Creighton

### **Esteban Ramirez Fregoso**

9<sup>th</sup> Place      Nevada City Classic      Juniors 15-18, Cat 4/5

This race was more difficult than Cat's Hill. That is an enormous statement. With the combination of scalding heat and steep ascents this made for a less than desirable racing environment. Pretty much every aspect of this race was difficult from conserving energy to the climbing and the dangerous downhill. It was difficult to conserve because of the size of the course itself. On the first two laps I set a pace for myself that I kept to for the rest of the race. Any faster and I would've lost all of my energy within seconds. I went under the shower on most of the laps and that really helped me from overheating. On the last lap I could not muster the energy to accelerate to the finish I could only ride at the pace I was doing because it was the fastest I could go. As soon as I finished I immediately knew there was no possible way I could do the other race I signed up for that was even longer than the one I had just done. So I played it safe and decided sit out the next race so I would not seriously injure myself. I'm not sure if I would do this race again because of how difficult this course was with punchy climbs but these difficult courses are important for gauging a racers true ability and it shows where they are lacking.  
- Esteban

### **Sawyer Taylor**

1<sup>st</sup> Place      Nevada City Classic      Junior 15-18 Girls

Nevada City Classic is such a fun race and one that I had been looking forward to since last year. In addition, this was my first crit and third race since my concussion. I was finally feeling good again and was super excited to finally race well again. My family was unable to leave early enough to get to the course in time for me to get a good warm up for the junior's race so I treated the junior's race as more of a warm up race. This was okay because I was the only girl and would win my category as long as I didn't crash out. The race started and I just let the 15-18 boys do their thing. I ended up riding with a 17 year-old who was having breathing problems and I cheered on my teammates as they rode by. It was so awesome to see my team doing so well in such a strong junior's field. By the time I finished, I was even more excited for the women's race.

-Sawyer

### **Andrew Mathiesen**

1<sup>st</sup> Place      Nevada City Classic      Juniors 13-14

After a great dinner of pasta I went to sleep and we arrived at the event at nine forty. I went to registration then went to warm up and got ready for the race. My group, juniors 9-14, first lined up with the junior field but the officials called us out and told us to wait about 5 minutes. While waiting it was very hot and my parents and I learned that we should bring an umbrella to provide some relief from the sun while we wait. Even on the first lap my legs began to hurt but not close to as much as they did in the following laps. Thankfully, during the race there was a hose that you could go under to cool you off and I did it for every lap. In the race there were many breakaways and all of them consisted of me and another competitor. After each break away the pack started decreasing each time because of the people that could not keep up. For the first few laps I had Grant, from Team Swift, draft off me while I drafted off one of the strongest riders of the event. During the next several laps the person I was drafting off of, attempted to breakaway numerous times but I would catch him. One time his breakaway worked and we pulled away from the main group. We still had five laps to go but it was only him and I. On the last lap it was a little sketchy because we were going a lot faster than the previous laps. The last descent towards the finish was fast because I was in my hardest gear sprinting as fast as I could to the finish. A couple meters before the line my opponent could not keep up. The course was challenging because you could not rest anywhere on the course, but overall I really enjoyed the race.

-Andrew

### **Grant Feige**

4<sup>th</sup> Place      Nevada City Classic      Juniors 13-14

I got up early for my third race ever. I was excited about doing the Nevada City Classic because the course was much hillier than any of my previous races. I would later find out that that only makes the race harder. Once I got to the race I saw the town and it looked great. But once Ethan took me on the course with Luke and Parker I found out that the finish on the hill was coming DOWN and not up which I would have liked much more. I found Andrew and we shared our opinions on the course with each other. So once the race started we were ready, or so I thought. Once it started I was surprised by the pace in that it was really slow going up the hill but I remembered we would have to do this many times so nobody was going too hard. Andrew and I sat comfortably at first getting aero on the descent which I actually realized was the most relaxing part of the course. It was hot and at the top of the climb these people had this shower thing that I may have tried to drink from because it was water and I had flavored water. Towards the end, I would take it easy on the corners and waste energy catching up on the climb and I was finally dropped on the last lap or so. But I wasn't the only one so I managed 4th. I think that if I stayed with the group I could have gotten on the podium. After that I was looking forward to a flat race and going to Game 7 of the NBA Finals.

-Grant

## **Ethan Frankel**

8<sup>th</sup> Place      Nevada City Bicycle Classic      Senior Category 3/4

My heart rate was up in the 190's for two whole laps. There was absolutely no recovery time. That's what happens when you crash hard on the first lap and have to chase back for two-and-a-half laps. It happened so fast.

After the juniors race, we talked to Coach Laura about our races, recovered, ate, and jumped in the creek that ran next to the course. Then it was back to racing business. The five of us (Gianni, Luke, Isaiah, Parker, and I) started off in terrible positioning because of junior rollout that 30 other adults didn't need to do. So not the best start, but I knew we could all move up promptly. As the race started, Luke and Isaiah moved up nicely, as Gianni, Parker, and I got stuck and stayed toward the back of the field. We reached the climb and I rolled to the top 20 on Gianni's wheel. And then we arrived at the second corner on the climb: a sharp, skinny left-hander. Before I knew it, Gianni was nearly stopped and had unclipped. There was no time to react, so I did the next best thing: run into him and fall into the barriers. We had been moving at 20 miles per hour and I came down pretty hard on the metal barrier, knocking it into a tree. "No free lap! Keep going!" shouted the race official on the motorbike behind me. Great... I hopped back onto my bike and started slowly with the help of a generous spectator. I looked up only to see the field at least 10 seconds ahead and getting farther.

For the next 2.5 laps, I was leapfrogging from dropped group to dropped group and eventually made it back to the front, huffing and puffing, and exhausted. However, I was proud of the perseverance I had displayed in those few laps and I remembered when just a year ago, I was one of those dropped groups that I had leapfrogged from.

Parker is known amongst the team as the most incident-prone. Nearly every race that he has been to with Team Swift, something has gone wrong and he's gone down. This race was no exception. At the beginning of lap two, going into the first corner, several riders had gone down in front of him and he hit the hay bales on the side. He took a minute to compose himself and got a free lap, but he was strong enough to finish with the pack, another story of incredible perseverance.

After getting myself back into the lead group of 15-20, I recovered for a couple of laps. I saw that Luke was racing superbly: never outside the top 5 and covering many attacks. Gianni and Isaiah were also up there, so I made my way up toward them. A few weeks back during a Tuesday Night Twilight training race, Coach Sam Bassetti and Tyler Williams talked to a handful of us to discuss race tactics. They emphasized staying scattered throughout the field. A big clump of teammates at the front isn't ideal because it is difficult to follow moves that come from behind. If we are all scattered, we can see moves from the back, middle, and front of the race and either communicate that to our teammates or cover the moves ourselves. During this race, we worked on that, but most of us were still near the front. That will take some work, but we're definitely getting better.

I was surprised that everything stayed together, because at Nevada City, a break almost always establishes and wins the race. When I placed 2<sup>nd</sup> in the juniors' race, we had formed a break. But this was much different. Limitless drove the pace at the front, ensuring that no moves were able to leave their sight. Their goal was to set up Alex Smith, a strong 19-year old sprinter. So for the next 10+ laps, it was all together. By the start of the final lap, I had moved into top-10 position with Luke and Gianni. We were looking good. A Rio Strada rider tried to go on the false flat at the top of the climb. I was able to follow and suddenly it was back together once again. We reached the top of the false flats and it began to descend. I was now 10<sup>th</sup> wheel, right on Gianni. Luke was just two wheels ahead of us.

There was less than 500 meters to the finish, and I saw a flash on my left. Gianni and I both followed at the same time, and we were now top 5 going into the descent. Simultaneously on our left, Luke was following Alex's move. Gianni pulled off (I later learned that he had cramped badly for the first time in months) and I started sprinting for the finish. I rolled across the line in 8<sup>th</sup> and saw Alex's hands go up. I knew immediately that Luke had taken second, but it was because he was spinning at 180 revolutions per minute with junior gears on. He still rode an amazing race. During our debriefing, Coach commended Luke on never being outside of the top 5. Ever!!! This was quite an exciting and challenging race. After crashing, I wasn't sure if I would have the willpower to continue. And if I had managed to get back to the leaders, I didn't think I would be able to hang with them. However, I raced my hardest and ended up with a pretty good result in a tough race. Additionally, the five of us had worked really well together to race defensively and smart. Parker stayed with us after his crash and Isaiah had also cramped but had been active for several laps and managed to finish just behind the main group. I was really proud of the team, especially since we didn't have Ben to lead us like we have previously.

-Ethan F.

## **Gianni Lamperti**

11<sup>th</sup> Place    Nevada City Classic    Senior Category 3/4

At the start we had to do roll out so we started toward the back. I moved up to the top 20 on the first climb and at the top, I was on the inside and the guy in front of me stopped as he got pinched off. I uncoupled and almost went over the bars. Behind me my teammate Ethan crashed into the barrier I was at the back of the field by this time but was back towards the front by the next lap. I stayed a little bit farther back than I should have been for the next few laps. A little while in I went to the front as in the top 10, but I should have ridden in the top 5 the whole time. My brother was I the top 3 the whole time and he got second. On the last lap I started to cramp over the top and the move went right in front of me and I tried to go with it but couldn't. It was a super fun race and I learned a lot about the race and the course.

-Gianni

## **Parker Rous**

22<sup>nd</sup> Place    Nevada City Classic    Senior Category 3/4

My second race of the day was with a bigger field and many pairs of fresh legs. I knew this was going to be a tough race but as Coach predicted, the juniors even those who already raced would be the strongest in the group. Roll out before the start gave me a back row start so I knew that the first few laps would be all about moving up in position. Coming around for the second lap a few juniors took the inside line in the off-camber corner and crashed, sliding across the road. Who happen to be there but me. I hit the hay bale which took most of the force of the crash but riders then continued to crash into me. After getting up and fixing my bike I got on and began to chase because there were no free laps offered in the race. I chased hard for laps and got in a good workout and had just enough in me to hang on to the group when they came around to lap me. The race Moto then had me sit at the back and then drop off the back going into the finish to ensure that I wouldn't contest the sprint. I ended up 22nd.

-Parker

## **Isaiah Chass**

17<sup>th</sup> Place    Nevada City Bicycle Classic    Senior Category 3/4

The race started off pretty slow, so I was able to move up right away. I wasn't feeling great from the start, but the front was much smoother and I was able to stay in. There weren't really any attacks that got off, but there were quite a bit of accelerations. I didn't have the legs to attack, so I followed wheels close to the front. With  $\frac{3}{4}$  of the race done, there was a big acceleration, and I started drifting back. I was just barely hanging on again, and was able to hang on for one more lap until I got dropped close to the top of the climb on the next lap. I was pretty much by myself for the rest of the race, so I just rode the rest without trying to get lapped. The race didn't go how I

wanted it to go, but I learned a lot about dealing with the heat. I am excited to race it next year.

-Isaiah

## **Sawyer Taylor**

3<sup>rd</sup> Place Nevada City Classic P1234 Women (scored in 3-4's)

This race started fast with the pro women moving to the front and hammering it. Going up the first hill, I dropped my chain. While this messed up my flow, I was able to get it back on pretty quick and jump back on. By the end of the first lap, the field had split with the fast P12's in one group and two chase groups. I was somewhere in the first chase group with six or seven other racers. I was in the front as little as possible and mostly just tried to ride wheels and keep my cadence high. Riders dropped off until there were only three of us. We passed other racers but it was hard to keep track of who was being lapped and who was actually in my category. The forty-five minute race went by fast. The finish was on a descent and I knew I would be all spun out in my junior gears so I attacked early but was still passed by two women going into the finish. I ended up with third in the 3-4 field and am happy to say that I wasn't lapped by the lead group. Until next year Nevada City!

-Sawyer

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## **3. ICCC Dash for Cash**

6/4/16

Pleasanton

## **Ben Cook**

1<sup>st</sup> Place IC3 Dash for Cash Criterium Senior Category 3

Check out that place! 1st! Booya! Yea! Ok. I'm done now. That was exciting.

I drove to the race in my car listening to good music and did the trainer warm up blah blah blah. I had a solid warm-up and lots of time to get registered which has always made a big difference for me. I pre rode the course with one other rider and we chatted about the race. We would have a pretty small field today, but it was nice to meet a friend already.

I rolled into the start line to find just 13 other riders with me, 4 of which were from Mikes Bikes, and 3 of which were from a team I hadn't heard of before, called A Bloc racing. The race referee gave us our instructions, and I was excited to be counted down by a good friend and supporter of Team Swift, Phil Roberts, of whom we met at Chico Stage Race earlier in the year. I was unable to race Pescadero Road Race earlier in the day with my teammates as I was taking the SAT in the morning, so I was eager to get racing in this afternoon. I placed my hands on the drops, picked up my foot and got ready for a fun and exciting race.

"TWEET!!" Went the whistle, and we were off! Right off the line, a rider from A Bloc took off the front, and the "field" had no motivation to chase. I watched carefully

as he, who I later came to know as Deniz, swept up the first few primes. About 15 minutes into our 45 minute race, I began to think about my friend up the road. Should I worry? Am I already done for? How do I get him back? There were four stretches on course, three of which had some kind of headwind or crosswind to them, but one had a wicked fast tailwind to it. I decided to try my cards and attack the field there. I drifted to the back on the start/finish stretch, came around the corner in 10th or so wheel, and finally took off on the right side down the road. I attacked steady and powerful, and had a few seconds gap by the corner. I tried to hold onto the next straight, but I had no kind of a gap to stay away. I realized it hadn't work and stayed in the field, which soon slowed down after my failed attempt to break away, and Deniz opened his gap. It was time for plan B. Chase.

I realized that Mikes Bikes was the team caught out but wasn't helping in the chase, so I gathered two of their riders and we hit the front together. It was a hot and windy day, and I knew that even with a bit of tempo we might be able to catch Deniz, or bring him into bridging distance. That was plan C.

The Mikes riders and I rotated on the front for a few laps, and aside from a few hiccups in our coordination, brought Deniz back smoothly. I waited a lap as he hovered at 10 seconds. Finally, I drifted to the back of the field once more, which was allowed, as I had just done some good work for a few solid laps. Finally, the tailwind stretch came around, and I geared up to attack. I kept my hands in the drops and got in a bit larger gear to take off from. A few seconds after we rounded the corner, I jumped. I jumped hard, too. I didn't blow myself on the acceleration like last time, but I attacked for the whole straight away, the whole next 20 seconds I was out of the saddle opening my gap. I came around the corner and got out of the saddle again. I remember reading online that a solid attack doesn't just go for the first few seconds, but for the first few minutes, and then the rider holds his power. I thought of myself as attacking for the next four minutes. Within just two minutes of my attack I had caught Deniz, and we maintained our gap to the field. I pulled him for half a lap, he took his turn, and finally I realized that I would need to carry on alone, as he was cracking badly. I pulled around him quickly and picked up the tempo, and soon he popped off. We were at five laps to go.

I carried on down the road solo, the field hanging around 15 seconds behind me. I kept my heart rate and power steady as the lap cards showed four to go. "This is Ben Cook from Team Swift mixing up the race by taking a solo dig, let's see what he does here!" boomed Phil over the speakers. I was more motivated than ever as I kept up down the road. I took a drink and refocused as I pushed through the back stretch. It was an amazing feeling being alone off the front. It felt like everybody, no matter who, was cheering my name and pushing me onwards, cheering for me to make it to the finish line all alone. I kept rechecking my heart rate to realize that I was holding the same number that was very slowly increasing by about one beat per lap. It was just like a good time trial, I was at my max.

The next two laps really hurt. I kept pushing and drinking and shifting and trying to make myself comfortable, but everything hurt so bad. But I was holding speed and I was holding power, and that was what mattered.

"HE COULD GO, ALL, THE, WAAAY!!" Yelled Phil over the speakers. Oh, how I had waited my whole life to hear those words in a moment like this. It was the last lap. I had each whole stretch to myself. I was done looking behind me; there was one thing to do at this point. I held my heart rate, power, speed, and all other numbers steady all the way until the last stretch. I looked behind my one more time and nobody was there. I raised my hands off the handlebars and in true Tomas style, raised my left hand to the sky, and buried my face in my right armpit. What an excellent dab it was. At the end of the day, I had a lot of fun racing the IC3 dash for cash, and was so happy to have such an awesome crowd, and field of strong and smart racers to ride with. It was a tactical test to see how I would pull off the win, and with smart racing from A Bloc, I almost lost it. I hung around and congratulated the Mikes Bikes and A Bloc riders, as well as everybody else in the field that raced. We were such a small group that we could all huddle around and talk in one spot. We chatted, said congrats, and went on our own ways. The biggest thing I realized from the day was not how hard the race was, or how smart everybody was, like I realize in typical races, but that every single rider in the field had a good time. I changed, hopped in my car, and called my parents right away.

-Ben

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#### 4. Pescadero Road Race

6/4/16

Pescadero

#### **Sawyer Taylor**

10<sup>th</sup> Place    Pescadero Road Race `    Cat 3-4 and Masters 35+ Women

Waking up the morning of Pescadero Road Race, I was tired from a long week of school and a cold but totally stoked to race hard in my first road race back since my concussion. I was not at all disappointed. As soon my field consisting of the 3-4 and master women hit the first hill, the race was on. Tanya Frederics (the masters national champion) moved to the front and started to hammer it. By the time we were on the descent, the field had already split. Coming up the second pitch, more people started dropping off but I managed to hang on almost till the top. I dropped off a little and had to catch the lead group on the twisty descent to the flat stretch of highway 84 leading to Haskins Hill.

Although I didn't have a lot of trouble hanging with the group on highway 84, a group of five women managed to get away about halfway up Haskins. The rest my original group and I charged after them but ended up breaking up on the climb and did not see them coming over crossing the finish line for the first time. At the bottom of the descent, we regrouped and started pacelining to catch the leaders. After a few hard pulls, we caught them right before going into the first hill on our second lap. Again, I managed to hang on going up the first climb. However, I did totally lose the lead group on the second climb this time and ended up riding on the 84 alone for most of the way. By the time I got to the feed zone hill and finish hill, I saw and passed a few other riders climbing to the finish and ended up getting 10th in the 3-4 field.

Although I was frustrated that the lead group dropped me, I kind of expected this on my first race back and was not too disappointed with a 10th place finish. Hopefully, I'll come back next year and crush this race. See you next year Pescadero!

-Sawyer

## **Ethan Frankel**

25<sup>th</sup> Place    Pescadero Coastal Classic Road Race    Senior Category 3

As I was napping on the drive down to Pescadero, I had a flashback to the 2013 race. It had been a terrible experience. I had crashed on the first lap of the Elite 4's race after being dropped on the second climb. I dropped out at the top of the infamous Haskins Hill, a 3-kilometer climb at about 8%. Then, the year after, I had been dropped in the middle of Haskins on the first lap. But it's a new year, and it's an improved Ethan. So I didn't reminisce on my past races and instead focused on the race at hand. The difference was that this time, I was racing the Cat 3's; making for a tougher race.

I was also going to be racing with Parker and his dad, David, who'd help us out in any way we needed, which was awesome! I had two other teammates, and a former teammate of mine, Jonathan, was also racing.

The course consists of three main climbs. The first two are five minutes long on a rough, pothole-covered road with a descent separating them. After several miles of flat to rolling terrain, Haskins looms over the riders as we enter the deep Pescadero forest. Personally, I was unsure of how well I could get through these climbs. Being a punchy climber, Mt. Hamilton was too long of a climb for me to perform well, but these were much shorter. Still, I had doubts.

The race started neutral, and Parker and I quickly sidled our way up into the top 10. Several typical, early-race attacks went, but per usual, nothing stuck. Then we hit the climbs. Surprisingly, I found myself in the top 5, ensuring I was there to cover attacks. And, in addition, I felt strong. We cruised through the next climb and then encountered the flats. David, being a spectacular time trialist, went off the front solo and stuck it until halfway up Haskins: at least 30 minutes and well over 10 miles.

Up Haskins we went, and Parker and I were suddenly top 5 again. This was the best I had felt in a long time. We came over the climb and started the twisting descent through the forest. We were still active in covering attacks, and I came up and asked Parker how he was doing. "Feeling pretty strong," was his response as he saw an attack on our left and followed.

At this point, David was pretty close to dropping. His effort had taken a lot of energy out of him, and the pace was fast. However, he still animated the race and provided Parker with some food and water.

Lap two went by quickly, and as the pace increased, riders dropped from the pack one by one. We started with 40 and we were down to just 30. At the start of the early climbs, a two-man break was established. Little did anyone know that the two of them would hold a gap and win the race by a minute. Parker and I stayed in the top 10 and helped a little in the chase during the flats. As I put my hand into my pocket to pull

out Shot Bloks, they slipped from my grasp and fell onto the ground. "Oh shoot, dude," I heard from behind me. "Do you need anything?" Parker asked.

"No, I have a Clif Bar. Thanks though." It was a big mistake not taking him up on that offer, as I would soon know. I pulled next to a rider in a gray kit that read "La Grange Flight School". "Hey, are you Eric?"

"Yeah! Eric Bryan, nice to meet you."

"You too, I'm Ethan, a friend of Ben Cook's."

"Oh yeah, of course! I love Ben!"

"Haha yeah I was talking to him about you! I'll be attending UCLA in the fall."

"YES! That's awesome, man!"

We chatted about his experience at UCLA and quickly became friends. He was going to be my teammate for the next two years, so why not get acquainted now, right? I also had another ally for this race.

Just a minute later, he attacked solo and got a solid gap as he attempted to chase down the dangerous two-man break that now had two minutes on us.

Parker and I went to the front as we approached Haskins. Gaps were going to form, and we didn't want to be stuck behind any of them. We found ourselves at the very front of the race with another strong junior from Limitless, Taylor Kring. We were in fourth and fifth position going up the climb, and we were going fast. Suddenly, Taylor fell back behind us, clearly pretty fatigued. We kept it up and we were now in second and third. I heard Parker gasping behind me, and he eventually dropped back as I stayed up in top 3. Over the climb we went, and now Taylor and I were top five through the descent as the other three were actively chasing down Eric and the two-man break.

At the bottom of the descent as it began to flatten out, Parker pulled up next to me. I was surprised but ecstatic and exclaimed, "Dude! Nice job staying in it! That wasn't easy."

"Yeah, no kidding," he responded. Then, in typical Parker-fashion, he went up to the front to help cover attacks and chase down the break. Soon, however, he began bonking and dropped off. Taylor and I were now the only two juniors and neither of us had any teammates. I was already feeling effects of a bonk. I hastily drank and ate a bit, while there were ten of us that were actively rotating. Eric came back into the group and I asked him how far up they were, if he knew. "Sorry, no idea," he replied. "I never caught sight of them."

Oh boy, this was going to be a tough one to catch. We soon came about the first climb, about 60 miles into the 72-mile race. I made it halfway. I slowly dropped back as my legs refused to turn any quicker than my mind asked them to. 20 riders passed me; half had just sat on to enjoy the ride.

The next 12 miles was a brutal time trial. The master's 1/2/3 field passed me, but other than that, I was on my own. Eventually, I was climbing up Haskins. I passed the 1k to go sign. Then the 500 meters. 200 meters to go, and I put in as large of an acceleration as my legs and body could muster. I finished about five minutes back from the group, and rapidly my mind and body came under extreme fatigue. I waited at the finish with David and Parker's brother, Charlie, for Parker to finish. Five more minutes

passed and Parker came in solo, just as exhausted as I was. The two of us gave David the rundown of what had occurred in the last lap, and we headed back to the cars: a 10-mile endeavor. I hit the wall so hard that I took all of the water and food that the three Rous' had, and finally gained back some energy. The only reason I was able to get back to the cars was because of their generosity.

This was one of my better races this season. Although I had finished off the back, I had stuck in for 60 miles, and had been aggressive, as was Parker. My climbing had improved immensely, and I was now confident in my abilities. Bonking has happened to me before, but I guess I hadn't yet learned my lesson. This one had been one of my worst bonks yet to date, so it's now drilled into my mind that it's imperative to keep energy levels at a maximum while racing and riding.

-Ethan F.

## **Parker Rous**

29<sup>th</sup> Place.      Pescadero Road Race      Senior Category 3

Like many times this year, I got to experience new races. Most of which I probably would have never gone to if it wasn't for joining Team Swift. Even though I had never raced Pescadero I was familiar with it in the way that I knew it was a big race, it was a climbers race, and that Ben likes it. Knowing these three things (especially the last one) lead me to thinking that the race was going to be extremely tough. It did not disappoint. 75 miles is a relatively long race plus the ride back to the car afterwards made it a long day. Needless to say, my placing isn't great but Ethan (who did the race too) and I learned a lot from it. For starters it was the longest race I've ever finished, this made eating and staying hydrated a must. I've never been in a situation where eating on the bike was so crucial so I made a schedule so that every 30 minutes I'd eat. Also because the climbs in this race are short and punchy which leads to technical descents so I knew I had to be in good position on the climb in order to have a safe trip down the back side of it. Ethan and I both rode the climbs well by staying in the top five on each climb. Sure we wasted a bit more energy by staying high up in the group, but this meant we weren't sprinting at the bottom of the descent to catch up to the group. I felt good for most of the race but in the last 15 miles everything fell apart. We had just hit it hard up the main climb heading into the final lap and instead of resting after the climb like the group did every other lap we continued to ride hard. This proved too much for me to handle and I dropped off. I wasn't even able to stay with the second group when they caught me so I had completely bonked. I rode most of the last lap within myself, trying not to blow up again also make it to the finish.

-Parker

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## **5. Tour de Nez**

6/11/16

Reno

## **Andrew Mathiesen**

2<sup>nd</sup> Place      Tour De Nez Criterium      Juniors 13-14

The day before the race my family drove me to Reno where we ate dinner at an Italian restaurant. My parents wanted to go the day before to help me acclimate to the elevation of Reno and for the time trial the day after. The morning of the race I had my usual, half of a PB&J and a Clif Bar. For some reason, my stomach did not feel good after I ate. When we got to the event I did my 1 minute pyramid warm-up on the trainer, and then rode the course once. After riding the course, another competitor's father came up with a plan for me, another boy, and his son to work together so we could make another competitors tired. The plan was for us to keep trying to breakaway one-by-one and make the strongest rider tired from chasing for the whole race while the other two drafted off this rider. After, his dad was done talking to us I lined up at the starting line. When the race started I could not clip in, when I was finally clipped in, the field was already passing the first corner. I sprinted in my saddle for the first three laps until I finally caught up with the group. For the entire race we were getting the front riders tired because they were always chasing us. We maintained this tactic until the last two laps. On the last lap I tried to break away for one final time but the pack caught up to me at the last few meters from the finish. As soon as I saw them I started sprinting to the finish line but I was not in the best gear sprint in. Right before the finish a boy from Reno passed me and I got second. I thought the race was hard because I was out of breath the entire race since probably because I was not accustomed to the elevation.

-Andrew

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## 6. NCNCA District Time Trial

6/12/16

Loyalton

### Andrew Mathiesen

2<sup>nd</sup> Place

NCNCA District Time Trial

Juniors 13-14

The night before race day I went to an Italian restaurant and had lasagna. When my family and I got to the event, we only had about an hour before my race. My dad started setting up the bike on the trainer, while my mom went with me to registration. When I got back, I jumped on the trainer and did my 1 minute pyramid. It was a little cold and thankfully I brought my arm warmers and jacket. Approximately ten minutes before the event I got my jersey on and was in a single file line waiting for my turn. During the race I kept my head down, elbows in, and tried to be as aerodynamic as I could. When I got to where I mistakenly thought the turnaround point was I made the turn. The official at the turn around point shouted at me to perform the turnaround again but this time at the correct spot. I did this but lost several seconds and likely lost the race at this point. On the way back I did sprints to try to catch up to everybody else. When I could see the finish line I was in a full sprint. Originally I got third, 8 seconds behind the 2<sup>nd</sup> place finisher and 16 seconds behind the winner. Another parent informed my father that the second place finisher had aero bars which are illegal until age 15. At the advice of the other parent my father requested a protest. As a result of the protest the second place finisher was

disqualified and I moved to second place. I thought the race was hard because it was my first time trial and because I had a race the day before. For the next time trial I learned that equipment matters and I should get an aero helmet, disc wheels with a minimum of 16 spokes, tubeless tires, and maybe booties which the first place had. Most importantly I learned a valuable lesson to turn around at the second cone.

-Andrew