



Bob Harris (upside down) and Mike Margraf chilling out in The Cave.



Team Swift group shot after racing at Whitnall Park RR during Superweek



T-Mobile rider Lynn Gaggioli sports a Team Swift T-shirt to show support for all the girls.

## Team Swift Race Report #16

### Superweek

July 12	Alpine Valley Road Race	East Troy, WI	RR (125 km)
July 13	MGA Proving Grounds RR	Lyons, WI	RR (125 km)
July 14	Whitnall Park RR	Hales Corner, WI	RR (100 km)

For Complete Results go to the Superweek website at:

<http://www.internationalcycling.com/results.php?year=2004&class=18>

### Team Swift finishes twice in the top 5 at Superweek

Superweek, as the race series is commonly called, is 2 ½ weeks of racing in and around Wisconsin. This collection of races has been a part of American cycling for many years. Superweek is often touted as the longest series of races in the month of July besides that other one in France. Fortunately three of the Junior boys World Championship Qualifying races are a part of Superweek. We often stay a few days longer to participate in some of the Senior races for more racing experience.

Team Swift coach Laura Charameda was able to take a larger group of 8 juniors this year. Five 17-18 year olds (Chase Renick, Mike Margraf, Reno Garcia, Anton Nicola & Aaron Woolsey), two 16 year olds (Joe Iannarelli & Bob Harris) and one 18 year old girl (Lia Winfield). The Team stayed with some wonderful host families. One of which is at the Gorichan's where the riders stay down in the famous "Cave" (as the previous juniors have come to call the basement room). We were lucky to have three other families provide housing for riders too since there were so many more of us this year. I would like to thank each family so very much and makes it possible to attend this event, easier to make good meals, do laundry, and watch the Tour de France coverage on OLN!!!

This is a great group of young riders who learned so much as individuals and as teammates over the course of the week. I am very proud of them for their racing style and results. Great job Team Swift.

## Team Swift Girls Report

\*Lia Winfield is the first Team Swift Junior Girl to travel to Superweek. There were no separate Junior Girl races so as a Category 3 Women she raced in the Pro,1,2,3 combined field. This is a big jump and I was very proud of her to take on the challenge. There were national caliber riders like Tina Mayola-Pic (Genesis Scuba/FFCC), T-Mobile's Lynn Gaggioli and Team Swift Assistant Coach, riding for Velo Bella, Brenda Lyons. The Pro level women have been very helpful to Team Swift girls and I would like to thank all the Pro's that take the time to give advise to these young riders.

\*I have also included Lia's first race after Superweek to show what a difference exposure to the big races can make. She came back and raced great at the local Santa Rosa Criterium.

## Men's Results

### Oneida Bingo & Casino Tour of Alpine Valley Road Race

East Troy, WI

July 12, 2004

#### Junior Men 16 – 18, Field

1	2053	Zach Bolian	Hot Tubes
2	2018	Alex Boyd	Major Motion Cycling ClubOxnard, CA
3	2036	Matthew Brandt	Nova/IS Corp
4	2051	Zachary Taylor	Hot Tubes
5	2028	Michael Chauner	Team Rio Grande
6	2008	Jimmy Feely	MNJRC
7	2044	Chris Ruhl	Team Rio Grande
8	2012	Michael Sheppard	Major Motion
9	2015	Adam Switters	Lombardi/Klein
10	2007	Chad Beyer	Domenics/Team Strada
11	2055	Brad Armstrong	Hot Tubes
12	2006	Clint Rogers	Lombardi Sports/Klein
13	2030	Josh Nagode	PCW Cycling
14	2049	Ulric DeYoung	UW Health/Trek/Digisound
15	2031	Chris Stockburger	Team Rio Grande
16	2039	Alex Welch	Power Train
17	2013	Derek Laan	MNJRC
18	2040	Peter Stetina	TIAA-CREF/5280
19	2058	Todd Elenz	Advantage Benefits Group
20	2042	Tom French	PowerTrain
21	2059	Kip Spaude	GDVC
22	2033	Taylor Lane	Team Rio Grande
23	2004	Luke Pennington	Bike Gallery
24	2003	Wynn Roberts	Baraboo Sharks
<b>25</b>	<b>2024</b>	<b>Chase Renick</b>	<b>Team Swift</b>
26	2034	Bjorn Selander	ALAN
27	2054	Ryan Keels	Hot Tubes
<b>28</b>	<b>2026</b>	<b>Reno Garcia</b>	<b>Team Swift</b>
<b>29</b>	<b>2023</b>	<b>Aaron Woolsey</b>	<b>Team Swift</b>
30	2050	Cassel Lessinger	ISCorp/Nova
31	2021	Mike Margraf	Team Swift



32	2010	Jens Brabbit	Minnesota Junior Cycling
<b>33</b>	<b>2022</b>	<b>Anton Nicola</b>	<b>Team Swift</b>
<b>34</b>	<b>2020</b>	<b>Joseph Iannarelli</b>	<b>Team Swift</b>
35	2005	Benjamin Silk	Team Power Train/Tulsa world
36	290	Mike Souers	PBF/Citgo
37	2057	William Dehli	Stone Creek Coffee/One Percent More Racing
38	2011	Joseph Lewis	MNJRC
39	2016	Julio Jacob	

## Point Beer MGA Proving Grounds Road Race

Burlington, WI

July 13, 2004

Junior Men 16-18, Field

1	2051	Zachary Taylor	Hot Tubes
2	2012	Michael Sheppard	Major Motion
3	2008	Jimmy Feely	MNJRC
<b>4</b>	<b>2026</b>	<b>Reno Garcia</b>	<b>Team Swift</b>
5	2034	Bjorn Selander	ALAN
6	2037	Jason Carr	Nova/IS Corp
7	2053	Zach Bolian	Hot Tubes
8	2056	Nick Frey	Hot Tubes
9	2007	Chad Beyer	Domenics/Team Strada
10	2045	Elliot Gaunt	MainLine Cycling Club
11	2062	Luke Pennington	Bike Gallery
12	2031	Chris Stockburger	Team Rio Grande
13	2058	Todd Elenz	Advantage Benefits Group
14	2063	Alex Boyd	Major Motion Cycling Club
15	2033	Taylor Lane	Team Rio Grande
16	2066	Guy East	NUVO
17	2015	Adam Switters	Lombardi/Klein
<b>18</b>	<b>2024</b>	<b>Chase Renick</b>	<b>Team Swift</b>
19	2040	Peter Stetina	TIAA-CREF/5280
20	2049	Ulric DeYoung	UW Health/Trek/Digisound
21	2005	Benjamin Silk	Team Power Train/Tulsa world
22	2057	William Dehli	Stone Creek Coffee/One Percent More Racing
23	2068	Gabriel Mendez	TopPro
24	2054	Ryan Keels	Hot Tubes
<b>25</b>	<b>2021</b>	<b>Mike Margraf</b>	<b>Team Swift</b>
26	2010	Jens Brabbit	Minnesota Junior Cycling
27	2032	Tucker Olander	Team Rio Grande
28	2042	Tom French	PowerTrain
29	2039	Alex Welch	Power Train
30	2052	Spencer Beamer	Hot Tubes
31	2060	Mike Souers	PBF/Citgo
<b>32</b>	<b>2022</b>	<b>Anton Nicola</b>	<b>Team Swift</b>

## Saturn Whitnall Park Road Race

Hales Corner, WI

July 14, 2004

Junior Men 16-18, Field

1	2052	Spencer Beamer	Hot Tubes
2	2015	Adam Switters	Lombardi/Klein

3	2008	Jimmy Feely	MNJRC
4	2044	Chris Ruhl	Team Rio Grande
5	2022	Anton Nicola	Team Swift
6	2073	Luke Pennington	Bike Gallery
7	2039	Alex Welch	Power Train
8	2054	Ryan Keels	Hot Tubes
9	2055	Brad Armstrong	Hot Tubes
10	2031	Chris Stockburger	Team Rio Grande
11	2030	Josh Nagode	PCW Cycling
12	2048	Chris Monteleone	Hincapie Sports/Bianchi
13	2058	Todd Elenz	Advantage Benefits Group
14	2050	Cassel Lessinger	ISCorp/Nova
15	2007	Chad Beyer	Domenics/Team Strada
16	2049	Ulric DeYoung	UW Health/Trek/Digisound
17	2040	Peter Stetina	TIAA-CREF/5280
18	2076	Joseph Iannarelli	Team Swift
19	2063	Alex Boyd	Major Motion Cycling Club
20	2034	Bjorn Selander	ALAN
21	2013	Derek Laan	MNJRC
22	2010	Jens Brabbit	Minnesota Junior Cycling
23	2037	Jason Carr	Nova/IS Corp
24	2059	Kip Spaude	GDVC
25	2011	Joseph Lewis	MNJRC
26	2038	Peter Edge	Team Champion/Tom's Pro Bike
27	2025	Robert Harris	Team Swift
28	2042	Tom French	PowerTrain
29	2060	Mike Souers	PBF/Citgo
30	2065	Aaron Woolsey	Team Swift
31	2009	Cullen Geppert	MNJRC
32	2012	Michael Sheppard	Major Motion
33	2079	Chase Renick	Team Swift
34	2077	Scott Hempel	CZ Velo
35	2053	Zach Bolian	Hot Tubes
36	2056	Nick Frey	Hot Tubes
37	2051	Zachary Taylor	Hot Tubes
38	2028	Michael Chauner	Team Rio Grande
39	2026	Reno Garcia	Team Swift
40	2036	Matthew Brandt	Nova/IS Corp
41	2033	Taylor Lane	Team Rio Grande
42	2046	Daniel Holloway	Lombardi Sports/Klein
43	2005	Benjamin Silk	Team Power Train/Tulsa world
44	2032	Tucker Olander	Team Rio Grande
45	2017	Jared Downing	Major Motion
46	2047	Jared Faciszewski	Nova/IS Corp
47	2021	Mike Margraf	Team Swift
48	2014	James Anderson	Team Rio Grande
49	2078	Guy East	NUVO
50	2001	Jordan Stohl	Team Bikesport/AAVC
51	2019	Erik Loberg	Stone Creek Coffee/One Percent More Racing

## Reno Garcia

Alpine Valley Road Race  
July 12

Today's race was the first of three world qualifying races, and the hilliest one in the series. We started a bit late and got a neutral promenade for the first mile or so, and then the race began. Having not ridden the course before I didn't know what to expect as far as the climbing and descending went. I almost got pushed off the road on a



Jonas Carney of Jelly Belly congratulates Reno Garcia after his sprint for Fourth Place.

couple of the descents. I was a little bit uncomfortable with the new riders in this race and rode a really timid race as a result. On the second or third lap the pace picked up and a crash happened to the far right of a climb and as I stood to start climbing I slowed down dramatically and was rear ended by another rider, this caused my cassette to not allow me to coast and for some reason my chain jumped in between the spokes and the cassette when I shifted so I wasn't able to pedal the bike at all. This caused me to get off the bikes, fix it, and try and catch up to the main field, after being dropped I pulled out and put my legs up in the van. I was more motivated by my failure to complete the race the next day. I felt like I let the team down and that I hadn't done enough to help support other riders on the team.

## Reno Garcia

MGA Proving Grounds RR

July 13

4<sup>th</sup> Place

Today I was more relaxed and focused, I just felt like I had to finish the race no matter what. We started with another neutral promenade and went onto the course. I knew that there wouldn't be any significant climbing today, only some small power hills. I sat on the front with three or four Hot Tubes riders and stayed with them as they chased down every attack that went. Then they let one Lombardy and one Hot Tubes rider go, so the pace slowed right down. Once the riders were assimilated back into the pack, individual riders pushed the pace up on the hills and on the down hills. Towards the middle of the race the pack had dwindled to about twenty riders and people started looking at me to do some work on the front, but I just looked at them with a blank stare and stopped pedaling. I'm not sure if that was the right thing to do, but I think it saved me some energy.

With about four or five laps to go people just started attacking everywhere some more than once, just trying anything to get away. I didn't see it happen but three riders got away, and on the last lap going into the final 2k two people attacked and I thought "what the hell" and went with them, as they started to slow down on the small hill. I looked back and noticed that the pack wasn't going to chase so I went as hard as I could, past the other riders and onto the final flat before the finish. Nothing was looking familiar to me until the final small climb to the line. So I'm happy about finishing this one.

## Reno Garcia

Whitnall Park RR

July 14

This was a sixty mile race on a 1.7 mile course so we did 35 laps. The terrain was about the same as the day before so I knew that I would at least finish this one. It was a really fast course with some attacks at the feed zone. I got into a chase group but that was my fault for not being in the front and going with moves. The lead group lapped the field and there was some confusion about whether or not my chase group was working with the lead group when

they came around us, so the officials just went ahead and moved everyone in the group back ten places. The final sprint was fun but it is stupid racing and sprinting for 37th place. I like sprinting for first better.

## Anton Nicola

### Superweek

When I got onto the airplane to head to Superweek, I knew exactly what to expect. I knew very well what my competition was going to be like. I knew completely how big these events were. I got on that plane knowing that for 3 days, I would be doing the biggest and most important races in my life at this point of my cycling experience. I knew that these races were going to be brutal, and painful. What I didn't know is the pain, and frustration of getting dropped halfway through an 80 mile race to finish it by myself. 2 days in a row of that to make it worse. The mind games you play with yourself while you're out there on the lonely course just trying to finish. "Should I keep going, or save my energy for tomorrow's race?" "Ah, my back, and neck are hurting." "Oh look, there's a nice shady spot to lie down on." Comfort was all I was thinking about when racing a dead end race. No prize money for me at the finish line. No applause for doing an awesome job. Nope, just people starting to clean up for the day when I roll across the finish line. No recognition for what I've done, and accomplished. What a hassle to have just one more rider come in. The waste of more ink and paper to print off just one more name for just another rider that finished way after the everybody else. When I was out there struggling to crest the hills and digging deep to painfully power through the wind, I kept asking myself, "Why am I so stubborn to keep going till the end when I KNOW that there's nothing there for me? Why do I keep putting myself through so much pain, and frustration to keep turning the pedals for a race that I have lost over 40 miles ago?" When you're out of contention for 1st place, it's so easy to give up, and quit. I believe that the hardest thing to accomplish in competitive cycling is overcoming that little part of you that says, "Give up and pull off to the side of the road. You're done with; it's over, just quit." This is the reason I stayed in those two first days of frustrating, and disappointing races. To overcome these thoughts, and to keep going. To strengthen my mental capacity for future, and harder races. My motto still stays the same. NEVER GIVE UP.

## Anton Nicola

July 12  
80 Miles  
33rd

This was the first day of racing. I was a bit nervous, and ready to just start the race. The race began with a couple of shoves from a rider of the Hot Tubes team. Exceptional riders they might be, but common courtesy, and respect for other people was much diminished when riding these races. The course was hilly, and the race started off with a high pace to get used to



the course. A couple of rubbing wheels, and skittish riders that felt intimidated by such good racers in the peloton was very common. Cutting racers off to hold a position, or cussing a rider out to make him back off. And occasional chain stuck by riders who forgot the finesse method of shifting when climbing. Exciting laps with a crash or two from racers who overlapped wheels, or put their spokes into other rider's derailleur's. The comical enjoyment mixed in with trying to miss the crash while glancing at the fallen riders who were now looking for their, "missing" bikes. The Chivalriless act of attacking through the feed zone to drop riders. Chaos of trying to get water bottles to last you just one more lap. Racers throwing, dropping, and grabbing bottles was the typical layout for every lap. To try and grab a bottle before getting spit off the back of the attacking peloton. All of this was part of the first half of the race that I was with the pack. There was a breakaway of 4 riders that was off the front too long for my comfort. I noticed that Hot Tubes was just sitting on the front doing nothing but blocking. Seeing that no one was going to the front to help chase, I knew that if this went any longer, this break might stick, so I go to the front, and give a hard long pull. A downhill gave some rest, and then I went back to the front, and gave another long hard pull, which was followed by some other riders helping out. Once the field slowed down, I went back up to the front, and gave yet another hard pull. This time, the pack let me get off the front about 20 meters till Hot Tubes had to chase me down, and sit on my wheel. Then other riders saw that we were so close to the break, and everyone just took off. I hung in there to hold on just a little more. Over the first hill, hanging on to half of the second hill to drop off, and finally crack. Luckily Joe cracked just a little bit before me because he also was chasing down the break before I made my appearance at the front. So for over half of the race we worked together, and finished. Out of the 70 riders that started, only 39 finished. They had me listed as 33rd, but however, some people who dropped out of the race chose to ride across the finish line with their numbers still pinned on. So I am thinking I got 25th-28th place.

## Anton Nicola

July 13  
80 Miles  
32nd

I was looking forward to this race. Not as hilly as the first course, and I knew how to hold a draft very well in both cross winds, and head winds. I shut down the first attack from Hot Tubes, and got in with the second consecutive attack with Hot Tubes. I sat on his wheel till he turns around, and tells me to pull. I told him exactly what Coach Laura told me to tell the break so early in the race. "Sorry, my coach told me not to pull for the first part of the race." Along with some choice words, he proceeded to tell me that I was going to get dropped. He attacked me again, and I started to follow, but didn't have the legs to keep up with him and stay on his wheel. I didn't want to blow my legs so early in the race. So I drifted back into the pack, as Daniel Holloway was sprinting past me to bridge the break. Not much went on for a little bit until I told Bob to attack up a climb. The

field just let him go, and Swift hurried up to the front to block, and cover attacks. Bob stayed out for a good 15 minutes until the pack caught him. A couple of minutes later, Chase attacked, and once again, Swift hurried to the front to help block, and cover attacks. Working with Hot Tubes, we managed to keep Chase out there a good long while until Rio Grand sent all of their guys to the front to hammer down the break. Blocking at the front along side a Hot Tubes rider, we start to chat, and keep rolling a nice easy pace when, BAM, Luke Pennington attacks from the side of the field. This actually scared me, and my reaction was just to jump and might as well while I'm standing, I decided to sprint up to him to shut his potential break down. Looking back to see my determined, hunting look on my face, he sits down, and gives up before I even get in his slip stream. Noticing the hopelessness in his voice of getting away, he told me that I did a very good job in shutting him down. A little over half of the race, I'm getting my water bottle, and Hot Tubes attacks once again through the feed zone. I think that is a cowardly, cheap, Category 5 way of making moves. I got dropped, and I didn't have the power to catch back up. I just wanted the stupid water bottle so I could have some H2O when I was thirsty. So I rode to finish the race yet again off the back. Congrats Reno on your placing.

## Anton Nicola

July 14  
62 Miles  
5<sup>th</sup>!!



Anton making the winning break at  
Whitnall Park

Today Laura looked me in the eye, and told me to cover the breaks early. To make sure nothing got away without a Swifter in it. So knowing how I finished the last two days being a domestique, I interpreted that as, just commit suicide. Go out there, and just kill yourself for the team, so that they don't have to. So at the start line, I was prepared to go out there, and just give it all I had till I absolutely could not rotate the cranks anymore. I accepted the fact that I was part of a team, and if that meant getting spit off the back EVERY single race in this series to help the team, then I was willing to do it. I knew that my turn in the spot light would come later, but this week wasn't my turn. I was prepared to ride this race for the team. I'm on the start line, ready to give it my all for the team. The gun blows, and I clip in, and get to the front of the pack. 4th in line. An attack already goes off the front from the high pace. I cover it. Another one goes, I cover it once again. Noticing that he's bluffing to make it look like he's tired. I weasel around the crafty Hot Tubes rider to snatch the wheel of the Trio break that was beginning to form. Sitting on the wheel to just wait for the next attack, I wait, and I pedal in pain from shocking my body so intensely from the gun. I hold the wheel of what is now a 5 rider line. I look back only to see nothing but blank road behind us. Amazed, I take my short pulls to wait for the pack. Hoping that they would catch us

soon so that I wouldn't have to be in this break for too much longer. I look behind us when we round the last corner of the 3 mile circuit only to see nothing behind. Hoping they would catch us really soon, I still am cautious about taking my full length in pulls. Starting to gain time on the field lap after lap, I soon begin to realize that my Team Leaders in the main peloton were hungry to attack once they caught us. I relaxed, and went with the flow of the break. Before I knew it, the follow vehicle with an official came up beside us, and told us that when we lapped the field, that we were to go straight through, and we were not to help any of our teammates. Shocked, I confirmed to the official if we were LAPPING the field. She said yes, and also confirmed that we were under a minute from lapping them. Pumped I knew that this break might have a chance at sticking. Once we caught, and lapped the field, I knew that we were safe, and that this break was gone for good. I knew that this was now MY race. My time to shine. For 62 miles I shined. I loved the feeling of my teammates shutting down every attack made to keep the break going. I loved the feeling of knowing that I was going to beat a lot of top juniors in Nation. I didn't know what was better. To sacrifice your placing for the team, or the pressure of getting a good placing for the team because THEY are sacrificing their placing for you. Running out of energy, I barely hold on. Trying not to make myself noticeable, I keep the flow going of rotating through our pulls. With a solemn, determined look on my face, I held in my pain. Going into 2 laps to go, Adam Switters attacks, and I didn't have the power to go with him. Frustrated, and mad, I climb up the sharp little incline to cross the start/finish line by myself where the announcer announces over the microphone that "Anton Nicola from Team Swift has been dropped from the break; let's give him a big round of encouragement." I gritted my teeth, and gave it all I had to chase back on. I wasn't going to let this break do this to Swift. No, no. Not today. Halfway into the lap, I catch back onto the break. Relieved, I just sit on for a while. I knew that now I had made a show out of this race by getting dropped, and catching back on. Next time we came through the finish line, the announcer announced with excitement in his voice that I had caught back up to the group. I just got nicked out of 4th place by another racer. 5th was a very exceptional placement for me at this event. I was so excited. I wasn't even planning on staying off the front today. Thanks so much teammates for supporting my move, and working as a team this whole week. It's been a pleasure racing with you guys.

## Anton Nicola

July 14  
62 Miles  
5<sup>th</sup>!!

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Anton making the winning break at  
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Anton thanks his Team Swift teammates in a post race interview

So, what is it? I get shelled the first two days, and barely finish the race, and then come back the third day to take a 5th. A little bit of luck? Sure. The right circumstances for the right time? Yes. Being in the right spot, at the right time? Definitely. But what if I had quit the first two days? What if I had given up when I saw the field sprinting up the hill without me? What if I had listened to that part of me that told me to pull to the side of the road, and quit? Would I have kept pushing myself to stay in the break? Would I have dug deeper to catch back onto the break once I got dropped? Would I have shown anything to my teammates about not giving up? Like I said, I wanted to strengthen my mental capacity for harder races in the future. I didn't know that it would come so soon.

Thanks to all of our sponsors who have sponsored us this year.  
Thanks Laura for Directing this program, and taking us to the events so that we can make it to these races, and learn a lot from this experience.  
Thanks Matt for coaching and mentoring me in my racing.  
Thanks to my host family that put me up for the week.  
I really appreciate all of your hard work that you put in so that I can succeed in racing.

Sincerely,  
Anton Nicola

## Chase Renick

Superweek  
Monday July 12  
25<sup>th</sup> Place

To begin explaining about the races in Wisconsin, they were a lot harder than I expected. I even tried to expect that they would be extremely hard and I still was really surprised. Anyway, the race was great I really enjoyed the course and the experience I had being around such great riders. I don't know if I consider myself yet a major favorite for the win but I think that I am a contender. The race was kind of disorganized in the sense that the main peloton was neutralized halfway through the race when there was a break up the road. Honestly I did not think that the break was going to stick and it probably would not but I was still learning about how teams sit up when they have a rider in the break. About half of a lap to go the field was basically about 15 riders and I was one of them and I just got dropped from the group because of some lack of fitness and the mistake of not eating the third Clif bar. Any way I was happy to finish the race and gain more experience. Man I love to race.

## Chase Renick

Tues July 13



Startline of the Superweek Junior World Qualifying Series Events

## 18th Place

Trying to make an improvement on the day before, I had a great mindset entering this race. The day was really hot and there was an early break again with Hot Tubes and Lombardi. The gap extended to about 4 minutes and I was sure that I had missed the winning move that had gone within the first lap of the race. However, Rio Grande a team from Colorado was unsatisfied with another win from Hot Tubes. They chased for good 4 or 5 laps in order to catch them and it was definitely one of the hardest races yet. When we caught them Hot Tubes went crazy and kept attacking until they had a rider off the front which happened to be Zach Bolian. On the last lap as we came through the feed zone I felt this moment like I needed to attack but I thought that I had a better chance in the sprint. Right at that exact moment Mike Sheppard attacked, a good friend of mine, and I hesitated. That hesitation cost me a top 3 finish and then my team mate attacked and he got 4th. I was pretty devastated after the race knowing that I felt that moment that probably would have got me the placing I have been searching for but I am catching on and I will be patient.

## Chase Renick

Wed July 14: CR 33rd

I am sorry for anybody that is reading this because this last race was a joke for two reasons. The first reason was that the winning move was made half a lap into a 100 kilometer race. The second reason was why I did not get on riders wheels that were not in the break such as Adam Switters or Stockburger because they bridged to the leading break. Once these moves were made and other good riders started attacking but I kept on sitting in pissed off that I missed the winning move again. This was a severe lesson to me and I realized that I had been analyzing too much during the race and not doing enough racing. Perhaps one of the most profound lessons that Laura has help me realize is to know that racing is run off an instinct an emotion or feeling, and once you begin to analyze to much all your calculations have wasted the energy needed for the emotion. I am not sure I explained that correctly but I know what she meant and I am going to start applying it the first day in Canada. There is great racing in Wisconsin and I love the lessons and the character that cycling is teaching me. Talk to you later

The Champ,  
Chase Renick

## Joe Iannarelli

Hello, this will be quick since I am in Wisconsin and I am using someone else's computer. First road race: Before the race Laura told me to be in front



Joe, Bob & Lia hanging out after their race

in the beginning of the race to go with attacks. Sure enough there were attacks right from the gun. The first one went but I was still stuck by the edge of the road so I couldn't follow and this attack stuck for a while. I got to the front pretty easily and the pack started to shred pretty quick. I stayed up front covering attacks and pulling to be some people back. I did this for four of the eight laps and then finally cracked on one of the climbs. By the time I cracked the pack had already dwindled dramatically. Luckily Anton cracked a little bit later and I caught him. We reeled in quite a few people on the flats, dropping some and keeping some till we finally had 6 of us. The last lap came and the finish line finished somewhere else. One of the race official yelled to us a quarter mile to go so I cranked it around 30 for the whole time until the end when Anton came sprinting by and we finished off our little grouping. I took in the high twenties most likely even though results have me listed as 30 something because a bunch of people crossed the line that had dropped out. I was pleased with this race because the fact that I was going up the steepest climb decently. Road race number 2, oh and I have no clue what these road races were called. This road race wasn't that hard but the day before took its toll and I just didn't feel like I had the energy nor will to finish this race. I dropped somewhere with four or five laps to go, I never saw a lap card counter visible there. I just watched the finish. Gooooood job Reno. The third road race. I did feel a little bit better today. Before the race Laura told me that I was expendable to chase and mike so I made sure I did my work. the race started and Anton got on the first brake after that the pack slowed and that brake got a couple of minutes then the attacks came and I followed just about every attack with some very hard kicked. The few that I didn't follow made up chase group number two, I just figured that out but before I knew it I was in chase group number three with a few guys. This was especially hard considering the amount of work I did covering in the previous laps. I was trying not to pull in the chase group but every time I tried to stay back gaps would open because other people did not want to pull so I just ended up doing work to catch the second chase group. Finally we lapped the field or another group but by this time things were getting confusing. Riders that got lapped must have jumped into our field because somehow our group just magically got a little bit bigger. the final lap came and I sat along the front with some other hot tube riders then tried to lead it out up the final stretch then got swarmed but I had the power to jump back in but there was really no were to move up. They placed me as 18th. I could have definitely placed myself better if I wasn't being stupid in the sprint, thinking I was god trying to lead it out. I am pretty sure they sorted out the riders that weren't supposed to be there after a bunch of people protested. In conclusion this week was fun and I learned how to suffer that little bit more again and I will go back to California being a better and stronger rider with this experience and come back next year to place high in every race. Oh and I don't have time to proof read this so there is mistakes whoever is reading this.

-JOE



Aaron Woolsey with his Team Swift teammates preparing for the races

## Aaron Woolsey

### Superweek

Going into Super week in Wisconsin, I knew that these Junior World qualifying races were going to be some of the hardest races that I have ever competed in. For one, I would be competing against the best juniors in the United States, and two I would be racing consecutively for a week. I had a small taste of the competition from when I raced with the team down in Redlands for a junior World qualifying race. But who would expect that Aaron Woolsey would have to pull out of the first day of racing because he couldn't keep up with the demanding pace and course, and the next day get dropped half way and have to come in alone, so exhausted that he couldn't even get off his bike when he was done. The final day mustering up the courage and integrity to finish with the main field, coming in so weak that he was shivering from dehydration. This week would turn into one of the best cycling trips for racing and for team bonding.

## Aaron Woolsey

### Alpine Valley RR

DNF

This race started out with a neutral promenade that had to climb a huge hill that the peloton almost dropped riders on the promenade. After that the race turned into a war zone of attacks and mishaps. Battling the course was one, but the other major battle was maneuvering around less experienced racers. Dropping water bottles, not steering correctly, and not shifting properly on the hills are contributed to a trouble some race, that kept you on your toes the whole race. This first day for me was just trying to stay out of trouble and on my feet. I tried to get a feel for the field and learn how they raced. I moved up through the field a couple of times to see how my teammates were doing, because my role was to protect Chase and Mike from attacks and any problems that would occur. I would do my job after Joe and Bob were tried and then Anton, Reno, and I would go to work to try and keep Chase and Mike fresh for the finish. When I started moving up I noticed that my legs couldn't keep up. On the next lap going up one of the large hills there were a couple of crashes and I hit Reno's wheel because someone had already crashed into him and messed up his derailleur. I was able to keep going even though I lost contact with the field; also Reno was able to get back on. On the next lap my legs couldn't take it anymore and I had to pull out. I realized after I had pulled out that I made a huge mistake and no matter how hard the race would get I would never drop out of a race after today. That Night Reno and I made a pact that we would finish every race after today.



## Aaron Woolsey

MGA Proving Grounds RR  
In the 30's

I had a new perspective after the first day I would finish and make myself present in the peloton. This race was a little shorter and less hilly. I started out getting used to the racers and course and then moved my way to the front to talk to Anton. I started covering attacks and breaks. So overall my legs were starting to really feel good. I then told the team I was going to sit at the back and refuel. I feel that this race we really started to communicate and talk to each other, so that we all were not tired when an attack or break would happen. But again almost half way through the race I got dropped and I worked really hard to get back on. I could feel myself getting weaker and weaker. On the next lap Joe and I got dropped and he tried to bridge me back on but we both were really tired. I kept going even though I was dropped. I finish the race so tired and exhausted that I could hardly move. On the way home I fall asleep in the car. I finished on the mid-thirty's.

## Aaron Woolsey

Whitnall Park RR  
26th place

By the time came for the last junior race I was so motivated that I could hardly stand it. I know I had it in me to finish with the main field and I wanted to do some damage. The race was a fast Circuit style race when some hills. It was a really fun course to race on. The main tactic was to stay hydrated long enough to make it to the feed zone. The feed zone didn't open until about 17-15 laps to go and then with like 7 laps to go the feed zone was closed. So there wasn't a big window of time to get water. In this race I was feeling strong enough to work hard and even attack. I found myself with Joe in a small break early on. Laura just had us sit on it until get got reeled in by the pack. The really awesome part of the race was that Anton sat on a break from the gun and was in it to the very end. Anton got 5th place, congrats. It was great blocking and working for you Anton. Towards the end of the race the peloton slowed way down and we got lapped by the lead breakaway group with Anton in it. We all cheered for Anton. The weird thing that happened was that half the field bridged up to the break and started working with them. This caused all kinds of problems in the peloton. The huge group was pushed back and my group was pushed up in the overall standings for the day.

This week at Super Week was a huge learning experience and opportunity. You learn so much more than in a whole year of racing. Just the competition alone makes you stronger, faster and smarter as a racer. Thank you teammates and Laura making the trip a trip to remember forever.

-Aaron Woolsey



Mike Margraf finishing strong in Superweek

## Mike Margraf

Superweek

7/12/04

Tour of Alpine Valley Road Race

I was off to Milwaukee, Wisconsin this past week to race the three junior world qualifying events. We started out with the Alpine Valley Road Race. It had a bunch of rollers but nothing very big just power climbs. We had a good strong team there with seven of us. We started our 80-mile race with about 60 juniors. The race immediately started hard especially over the rollers. I was really having to dig deep to get over the rollers as Hot Tubes powered at the front. Going into the last lap I was dropped on one of the rollers and watched the now shrunken pack roll away from me. I was pretty disappointed, as I knew I could do better but I just did not have it and the rollers were too small.

## Mike Margraf

7/13/04

Proving Grounds Road Race

Again this race was a long one at 80 miles however I was excited for it because I love racing hard and long day after day. As this race started I felt much better than yesterday. I was staying right in the top ten and watching for breaks. Our team was working really well today as we were all near the front and covering attacks. Going into the last lap the pace really picked up as Adam Switters kept trying to get away. However during all this Zach Taylor from Hot Tubes attacked and got away. It was looking like it was going to be a sprint for second place, however with just a couple miles left one guy attacked and then Reno attacked and everybody just kind of looked at each other while I thought "sweet!" I then decided to give it a go up the roller right before the finish but I was caught and out of gas so I rolled in for 25th place. Reno was able to pick up fourth, which was really great for Team Swift and Reno. We worked so well as a team so we deserved to get a decent finish.

## Mike Margraf

7/14/04

Whitnall Park Road Race

This race was a little shorter than the first two at 62 miles and the course was only 2 miles long so we had to do a whole bunch of laps. As we started the race I was feeling really good and we had the whole team near the front. About half way through the first lap a couple guys attacked (one from Hot Tubes) so Anton went with them. I was right on Anton's wheel but since he had it covered I would stay and block and save my energy for later on in the

race. However quickly the break was up to a minute and nobody wanted to work because all the big teams had a guy in the break. Joe and I stayed right at the front covering attacks. Somehow Anton the “animal” was able to stay with the break as they lapped the field. Anton was able to pick up fifth and I was somewhere in the pack. I was a bit disappointed because my legs were feeling really good but Anton was the lucky man and got onto the break and stayed with it. He deserved it and I am really happy for him.

All in all I had a great time and the team rode as one during the races. We really worked well together. I would have loved have gotten a podium finish but that is just how it goes sometimes. It was such a great experience I not only learned so much more about racing but also how people live in Milwaukee.

I’m off to Canada for Tour de l’ Abitibi. I am feeling really excited for this race as I feel my form is really coming on strong and also I want to let out a bit of steam from my mediocre performances in Milwaukee.

Keep reading,

Mike Margraf

## **Bob Harris**

7/12/04

Alpine Valley Road Race

I came to Milwaukee with pretty low expectations. All of the course profiles were pretty rolling and my performances in hilly races this year have been abysmal. Additionally all of the races were over 100k and most of my training has targeted 40-minute criteriums. The Tour of Alpine Valley Road Race went exactly as I expected. I was very happy with myself to have made it just over an entire 10 mile lap with the main field before being dropped. The course was just so difficult with a bunch of short steep rollers and strong teams pushing the pace on the front. After dropping out early in the second lap, I rode to the feed zone to help Laura with the feeds and rest for tomorrow.

## **Bob Harris**

7/13/04

MGA Proving Grounds Road Race

I went into Superweek expecting the MGA Proving Grounds RR to be my best chance at a good finish or even just a finish for that matter. Although it was still around 80 miles long the rollers were less frequent and shorter than in the other two races. When the race started, I found myself in a very good

position near the front (a rare occasion for me) so I decided to make the most of it! When Daniel Holloway and a Hot Tubes rider went off the front, I attempted to solo-bridge the gap. While I did not succeed at catching the two-man break, I obtained a very large lead over the main field. I was hoping that someone else would bridge to me so I would have a chance at staying away or maybe even catching the break, but that did not happen. It was still very encouraging to me that I was able to break away from the field, build a sizeable gap, and hold on to it for 6 miles. Even after I was caught, I managed to stay in the field for another 2 laps, so I made it 3 times further than the previous day before being dropped. I learned a ton in this race about how to obtain and hold a good position in an aggressive pack, and how to deal with the rollers.

## **Bob Harris**

7/14/04

Whitnall Park Road Race

This was the race that I was most worried about, 62 miles on a short rolling course with a rather large hill going through the feed zone to the finish. What I didn't realize is that there was actually a lot more time between hills than in the other two races. I struggled through the first 10 of about 30 laps, expecting to get dropped any second. Anton was off the front in a 5-man break, and there were a number of teams anxious to bridge the gap so the pace was very high. Joe was just a monster on the front chasing down every attack; it was just amazing to watch. Eventually a chase group made it off the front with some of the other teams, so the pace went down a lot. Near the end of the race the break lapped our field, and the announcer gave us clear instructions to let the break through and not to jump into it. Yet about 15 riders went with it, and were later relegated. I just sat in the main field for the rest of the race and took 3rd in the sprint so in the end I finished around 25th. I would have finished a little higher but a number of riders jumped into the chase group when it lapped us, and they were not relegated.

I want to thank Laura and my family for giving me the opportunity to come on this trip. I learned a ton so I will be ready to race for high places when I come back the next two years. I also want to thank my team because the trip would not have been so much fun without them. Finally, very big thanks goes to my sponsors because it makes it all so much easier when you have a solid, smooth running bike underneath you, good energy drinks and food to keep you going, and a comfy helmet on your head just in case.

More Soon,  
Bob Harris





Nathan Miller of McGuire Real Estate Pro Team talks to Lia about race strategy

## Lia Winfield

### Superweek

I really didn't know what to expect from Super Week. Everyone I had talked to had had a great time, and so I was very excited. Not only was I looking forward to all the racing, but I knew that just hanging out with my teammates would be awesome.

We flew early on Saturday morning from the San Francisco Airport. From SFO we flew to Chicago and then to Milwaukee. Our flight from Chicago to Milwaukee was delayed because there were too many bike bags for the plane to handle. We watched out the window of the airport as the crew tried for about two hours to fit all the baggage in the plane. We finally got in line to board the plane even though we could still see some of our bike bags on the ground. When we arrived in Milwaukee, some of us had to wait for the next couple of planes from Chicago to bring all our baggage. Fortunately it's about a 15 minute flight, so that was no problem. Once all packed and in the rental vans, we headed for our host houses. I had never been to Wisconsin or anywhere near it, so everything was new to me. The houses and the neighborhoods they were in were beautiful. Every house has three stories. It was so different from California. I stayed in a house with Chase on the corner of Shepard and Hampshire, just blocks from Lake Michigan. We had two wonderful hosts Bob and Carol. Our teammates were in houses just a few blocks away. Sunday was spent riding, grocery shopping and getting a feel for Milwaukee.

Monday was our first race. It was the Alpine Valley Road Race, and for me it was about 70 miles. I knew this was going to be very, very hard race because I was racing with pro 1/2/3 women, on a very challenging course that would be my longest race yet. Each lap was 9 miles with rollers and two short but steep climbs. I was pretty nervous. I was on the start line with pro women who race all over the U.S. The race started out with a neutralized hill.

Once we got onto the course, the gun to start sounded and we were off. There were probably fifty or sixty riders in the field and I stayed in pretty good position. Close, but not too close to the front. The pack went very hard up the rollers. Since this was such a long race, I really had to focus on eating and drinking enough. On the steep climb at the start of the 4th lap, I couldn't hang on any longer. I watched the pack speed away as I struggled up the hill. I'd stayed with the group for 3 out of 7 laps. I did one more lap by myself and then called it a day; knowing that I had to be rested for another long day tomorrow and that there was no point in tiring myself out too much. The moment I dropped out of that race, I was thinking about the next day. Everything I did that evening was in preparation for the next race.

The next race was Tuesday at the MGA Proving Grounds. It was a road race with an 8 mile loop and rolling hills, no steep ones like the day before.

Again it was long, and this time there were some even bigger names in women's cycling there. Like the day before, the pack went hard up the rollers and slowed on the flats. Again my goal was to stay near the front and learn how to move up in the field. Moving up with difficulty because we couldn't cross the center line on the road. If you did, the follow car would call you back and sometimes even eliminate you from the race. I was really happy with how I was moving up in the race. It was very important to be towards the front before any roller and before any corner. Since the course was relatively flat, there was a lot of wind. Laura had warned us before the race to watch out for cross winds, especially around corners. Well, I remembered that, and was thinking that when we came up on a right hand turn to a long flat section. We had just been neutralized to allow the pro men to pass us, and I had drifted farther to the back of the pack while I ate my Clif bar. A little while after we had stopped being neutralized, we came to that right hand turn. I didn't have time to move up. Once out of the turn, the front of the pack accelerated hard, I tried to catch the wheel in front of me but could not. Women were coming around from behind me, but I didn't have the strength to jump off their wheels. The wind was strong, plus I was spinning out because of my junior gears. That's where I got dropped. I was extremely frustrated and mad at myself. I knew that that could happen in a corner and it did. I was fighting back tears as I came through the feed zone. I did two more laps by myself and then I called it a day. (I did 3 or 4 laps with the group, 1 alone and 1 with my teammate Bob). This was a frustrating race, but I learned something so important. Be near the front for corners. Because I am not the strongest rider out there, I have to learn how to be smart. And learning from my mistake right there is going to make me a better, smarter racer.

Wednesday was the Whitnall Park Road Race. It was actually more of a circuit race because each lap was only 2.3 miles. This had rollers and one steeper hill. I wanted to hang in for as long as I could and finish the race. I got dropped on the hill about half way through, but I wasn't going to quit this race. I was lapped twice but I finished the race! I came to the finish line and the pro men, who were lined up to start, had to move over so I could cross the line. They cheered though.

It was tough not being able to finish these races. I'm just not as strong as the other women. I learned so much though. Not only did I learn a ton about racing, but I learned how to travel with my bike. By this I mean, how to pack it into a bike bag, how to pick what foods I need from the grocery store, how to stay hydrated, how to stretch. There's so much more to cycling than just the race, it's everything you do before and after. And I love it all.

I took Thursday off, and watched the guy's race. Friday was Brewers Hill Criterium, but my legs were so tired I didn't last very long at all.

This was one of the greatest experiences I've had. Milwaukee is a very cool place. I learned so much here. I want to work hard so I can come here next year and not get dropped. I know that it is OK that I am not that strong yet, because I will be in a few years. Plus being with the team was so



Lia & Chase with host family Carol and Bob Diggelman

great.

I really want to thank Bob and Carol for being such wonderful hosts. They were so kind to welcome us into their home and truly helped make my trip to Wisconsin a great one.

## Lia Winfield

Corporate Crit #2

July 24

2nd Place Cat 3/4 Women

This was my first race since returning from Super Week. I was so happy it was in Santa Rosa--I really didn't want to travel too far. In the morning there was a 3/4/masters women's race and in the afternoon there was a pro/1/2/3 women's race. I wanted to get some points so I registered for the 3/4 race and decided to play it by ear for the afternoon race.

It was a pretty cold morning, foggy and wet. There were about 20 to 30 women in the field. I've been doing so many pro/1/2/3 races, I didn't know what to expect. It was a 40 minute race and we started off kind of slow. I wanted to stay in the top five for the whole race, this proved to be pretty easy. There were seven primes and although I didn't get any, I sprinted anyways, worried that a break would get away after one of the primes. (I saw that happening at Super Week). About half way through, a Velo Girl attacked and some riders (myself included) tried to bridge the gap up to her. We weren't organized and eventually fell back into the group. With 4 or 5 laps to go the pack caught her anyway. With 3 to go, I started concentrating on being in a good position for the sprint, I think I was three or four riders back. In the sprint on the final lap, I came in 3rd, but one of the women in front of me was in the masters category and therefore was counted separately. I was really glad I did the 3/4 race, I actually was able to race and not just hang on for dear life. The tuesday nighters and the pro/1/2/3 races are really really good training though. I came back in the afternoon and signed up for the second race, but there turned out to be only 4 of us, and we decided to not race.

## Alumni Reports

### Steve Cozza

What a month! The month of July has got to have been my worst month ever in the sport of cycling. To start things off I had just finished healing from stomach problems. Then right after the 4th of July I had a sore throat for a week that ended up turning into a sinus infection and now it's already the 22nd and I am still on antibiotics trying to fight this sinus bug off. So it wasn't the best visit back home but I'm hoping that this will all just make me stronger

in the long run. Getting sick is just a part of pushing your body to the limits and sometimes your body just needs a break. The only problem is it happens sometimes at the worst moment during the racing season. There are ways though to prevent getting sick or decreasing the disaster of a cold. The one big mistake that I made and found out just recently from the doctor here at the OTC (Olympic Training Center) is that as soon as I had the head cold I should have started taking decongestives like Sudafed to decrease my chances of it turning into a sinus infection. But you also have to be careful because there are so many over the counter banded substances. So be sure to check first on what you can have before competition but also that there is a good use for them. Well I learned that lesson and I hope you can learn from my mistakes. The ultimate best way to stay healthy and almost never get sick is to go to bed on time for me that is around 10 pm and wake up around 7 am. Rest is very important for your bodies recovery especially if you're a cyclist. On a higher note after a long 2 days of driving I have just arrived to the Colorado Springs Olympic Training Center where all be altitude training for the next 3 weeks leading up to the USA National Championships in Park City Utah August 12th to the 13th. The OTC is a perfect environment for me to recover and get strong after this horrible early July start. The services here are just great. They definitely take care of us here that's for sure. The food is just great and the people are really nice and helpful. It is such an honor to be living where some of the greatest athletes lived and trained. It is a good feeling when you see lots of visitors coming to take a tour of the place and you live here. You can kind of say it is like an athletes dream to be here. Colorado Springs is at 6600 feet so the altitude training is great and the town seems to be pretty nice. I already have found the local Coffee shop and met some locals so that's cool.

For the first week of training I will be doing low intensity longer rides of around 3-5 hours just adapting to the altitude. The 2nd and 3rd weeks I will be doing more intervals and speed work to get my legs going again for Nationals and the rest of the season. My main Goal this season is still to win the time trial at Nationals and even though I had a bad month of July my sights are still aimed on reaching my goal. I am going to do everything in my will to prepare for my goal and can only do my best to achieve it. That's about all for now Friends,  
Steven

And for a great newspaper story see the Press Democrat of Santa Rosa with an interview of Steven on July 22, 2004

[http://www.pressdemocrat.com/sports/news/22cozza\\_c1c01\\_c1\\_sptscityc.html](http://www.pressdemocrat.com/sports/news/22cozza_c1c01_c1_sptscityc.html)

Sterling traveled with Team Swift Alumni Rider Duke Schimmer on a road trip to Superweek. Sterling, Duke & Nathan Miller stayed in the Team Swift "Cave" the week after we left.



Sterling Magnell takes time to meet with Team Swift riders Chase Renick and Mike Margraf

## **From Sterling**

... hey everyone...A quick update...

I'm really happy to say that I've pulled out of my weak spell nicely and I'm now feeling strong and healthy.

At the Tour of Ohio (June 19th -25th) I was able to ride at the front and really felt like I was part of the racing. I had some mechanical incidents that put me out of the overall so I did my best for the team and also managed to snatch a second place on the last day while riding with a pretty bad cold....There's been a nasty cold virus going around and a lot of guys on my team had it I guess. Anyways, I caught the bug about halfway through the race and got started on a miserable journey of racing sick. After the race when I got home I missed 6 days of riding and pretty much slept day and night, if I tried to ride I coughed so hard I'd have to turn around go back home. I recovered just in time to get just one ride in before drive cross country to the Superweek race series in Wisconsin, which is where I am now. In the first few stages I struggled a lot with my breathing, I would be hacking stuff up the whole time, all I could really do was finish. Now though I'm starting to feel a bit better after a week of racing and my form is starting to improve. My goal is to make it onto the podium before the last race this Sunday and hopefully finish into the top 15 overall.

Results and pictures are posted daily on <http://www.cyclingnews.com/> if anyone is interested.

I'll let you know how it goes...

Sterling

Next on the Team Swift 2004 Performance Plan Series is the US Junior National Road Championships in Park City, UT

Aug.12-22

USA Junior National Championships [www.usacycling.org](http://www.usacycling.org)