

2005 Team Swift Race Report #3

McLane Criterium Foothills Road Race

Merced, March 5 & 6, 2005

Ethan Weiss wins the 15-16 year old Junior Criterium, Bob Harris finishes 6th, Alex gets the flu, stolen cars and more!

	Race#	Rider	Team
1	441	ADAM SWITTERS	LOMBARDI SPORTS
2	449	TYLER GOUGH	TIENI DURO
3	439	DANIEL HOLLOWAY	LOMBARDI SPORTS
4	465	JARED DOWNING	MAJOR MOTION
5	462	JOSEPH IANNARELLI	TIENI DURO
6	463	ROBERT HARRIS	TEAM SWIFT
7	436	ETHAN WEISS	TEAM SWIFT



Ethan Weiss, Bob Harris and Alex Reimer at McLane Pacific Criterium 2005.

Ethan Weiss

Juniors 15-16
Criterium – Junior 15-16
Road Race – Elite 3
Criterium – 1st
Road Race – 34th



Ethan Weiss (Team Swift) and Jared Downing (Major Motion) bridging to the breakaway.



Coach Laura congratulates the Team Swift riders for a great team race..

For this early March weekend, the team van headed down to Merced for the very large, NRC (National Racing Calendar) race, the McLane Pacific Cycling Classic. We took the three hour drive pretty easily and settled into bed at about 10:30 PM Friday night.

We awoke to the wake-up call at the ripe hour of 5:45 AM to prepare for the 7:30 AM Junior Criterium in downtown Merced. When we rode from our fine lodgings of Motel 6 to the course 1.5 miles away, we found the fog to limit seeing more than 300 feet in front of us. Luckily, the fog burned off for the most part by race time.

The race started quickly, with a Major Motion rider going off the front and me blocking. Because neither Major Motion nor Swift had full squads, we decided to work together from the beginning. The race proceeded with my teammate Bob Harris and me containing many attacks from mostly the Lombardi riders Adam Switters, Daniel Holloway, and Eric Riggs. Both Bob and I were riding very well that day, and it showed. Eventually, I noticed a breakaway up the road containing two Lombardi riders and about seven others. I knew this had the firepower to stay away, and I knew we needed a Swift rider up there. I quickly launched myself away from the pack and bridged up to the break. Unfortunately, the Lombardi riders were not working at all, but I knew that if the break was to stay, I would likely have the 15-16's all tied up. As a result, I began working with the Major Motion rider again, and the two of us pulled the group along for three to four laps until the group was caught. At that point I thought my race was over, but I sat in a half lap and refocused. The attacks came thick and fast over the last four laps, but Bob and I were able to stay with them all. When it came to bell lap, I was right at the front. Through the chicane and I was sitting in at about third or fourth wheel. Switters was off the front and at the finish he came out a few bike lengths ahead of the front pack. Going into the last corner, I was second wheel sitting behind Holloway. As soon as we turned the corner I went for it, nothing left behind. I came across the line seventh in the entire Junior field, with Bob one place ahead, but I had won the 15-16 category, and that was what I was truly proud of. After a season of second places last year, behind a certain rider, I was very happy to come out with the win. I would not hesitate to say that this was one of the best team performances in a while for Swift. We chased, blocked, and sprinted in an extremely successful manner.

The road race situation was interesting. I had planned on racing the 4/5 category, but I went to sign up on Saturday to find it was full, and I was approximately 20th on the waiting list. When I talked to Laura that evening, we decided I would either try to find a way into the category, or submit my upgrade to category 3 status. I began to recall my top 10 finishes and we brought that sheet to the race official Sunday morning. The official, Jan, was

very nice in allowing me to move up on such short notice, and before I knew it I was officially category 3.

I jumped into the 72 mile race not knowing what to think, but it turned out that I was feeling great and was able to go with all the moves. Before we knew it, we were in the last 10k with the hardest climb of the course, a stair-like mile-long roller. There were some hard attacks but it all came together again for the tricky finish, a long roller with a chicane in it, then after cresting, 150m to the finish. I put everything I had out there and was able to finish in the 30-35th range, as I would guess.

Overall, the trip was fantastic except for the unfortunate sickness of Alex, not allowing him to race to his fullest either day. This was a very odd weekend with many interesting things occurring but I'm glad it worked out so well.

Ethan W.

Bob Harris

McLane Pacific Criterium and Road Race
March 5th and 6th 2005
17-18 year old
Cat. 3
6th and 55th



Bob Harris covers one attack and is ready for the next one..

This was my second weekend in a row traveling to Merced in the Team Swift van and it was a blast. Once again we had three guys; myself, Ethan, and Alex. Team Swift Alumni, Duke Schimmer traveled with us and was a great help in prying Alex's bike from the van's rack after Ethan somehow locked it on there. Duke also gave us quite a few laughs with his stories from Canada and other Team Swift Trips. All in all, the long ride down to Merced wasn't bad with such great company. The highlight had to be this one truck stop where we stopped for gas and a bathroom break. The bathroom was a little shack with a large dog door in the wall, I suppose this was put there for the purpose of being able to stick your head in and bark some words of encouragement if whoever's in there is taking too long. Anyway, on to the important racing stuff.

McLane Pacific was our first national calendar event this year so we knew that we would be up against some serious competition, both in our junior category criterium and senior category road race. The criterium course was awesome; it had a few corners in very close succession, so there was a nice flow to it. The junior race started at 7:30, which is really early when you have to register and warm up and all that jazz. We put in a pretty good warm-up, only to have to wait at the starting line for about 20 minutes while they moved cars off the course. When the race finally got underway, two guys went off the front right away. We let Lombardi do all the work because they had the strongest team. They went with their usual tactic of taking turns attacking. Once Ethan and I figured out the order they were going in it was pretty easy to mark them. About 10 minutes into the race my rear tire blew out going into a turn, and it was quite a hair-raising experience trying to make it through the turn. I had to take a free lap to get a spare wheel, and when I got back into the race, a couple guys had gotten away. Ethan managed to bridge up to the



Bob Harris (far right) lunging for the line to finish 6th in a very strong junior field.

group, and I went with all of the attacks coming from the main group.

Near the end Ethan's group was caught, so we focused on the Sprint. I positioned myself on Joe's wheel because he is one of the top sprinters. Coming down the final straight I came alongside Joe but couldn't quite pass him. This may have been because the spare wheel I took from neutral support had a 14-tooth cog as opposed to the 13 that I normally run. Anyhow, this race was a really strong showing for our team. We were right up there in the thick of things, and Ethan finished way ahead of his competitors in the 15-16 category.

There isn't a whole lot to say about the road race. It was pretty long at 75 miles, and I was mostly in it for the fitness and experience. I sat in for the entire duration and ended up with some horrible tan lines and a mid-pack finish. I was content with this because some tan is better than no tan, and this was not only the longest race I have ever done, but it was also only my second race with the Cat 3's, and I didn't even keep up last time.

So all considering, this was a great weekend for our team, we emerged as a serious contender in the juniors, and showed that we can hang tough in the 3's.

More Soon,

Bob H.

Alex Reimer

Junior 15-16 year old
Category 5

Well, what can I say about Mclane? Mclane was one of the craziest times I've ever had. We drove up in the van and our first stop is at a gas station with a big hole in the door just so everyone can look in. Then once we get there my bike refuses to get off the rack. We end up taking off the rack and messing with the broken off lock and get the bike off the rack which took about 30 minutes. I was so happy to get it off the rack. We head over towards Victorria's Burritos. Bob and Duke order a Californian burrito for those who don't know what that is it's basically a burger and fries wrapped in a tortilla. Ethan and I order pure chicken burritos. They weren't kidding when they are all chicken. We get back to the hotel and Bob conquers his mighty Californian burrito.

We wake up the next morning to the race. We eat, get ready and head over. Next thing I know I'm at the start line waiting for it to start. We take off and after 3 laps I drop out. I realize I have something horrible wrong with me. Throughout the entire day I'm feeling horrible and I find out that I have the flu. :(The races were great to see the master fly by. I get a flat so I steal Duke's wheel and ride home to take a nap. At about 6 o' clock my flu acts up horribly

and I'm just fed up with it. I tried just about everything till Ethan calls his dad and his dad suggested my dad drive out to Merced to pick me up. At 12 in the morning my dad arrives to pick me up. I head home. Well that's what happened, The Flu, Flat tire, Bike stuck to rack and crazy burritos.

What a wonderful weekend
Alex Reimer

Alumni Reports

"Dude, where's my car?"

Reno Garcia

McLane Pacific Criterium and Road Race
Team: McGuire Racing
Senior category 3

So I woke up on Saturday morning really excited about the day's race. I got all of my clothes ready for racing and headed out to the parking lot of Motel6 and found that my car was gone! I felt scared and didn't know what to do. So I went to the front office and got the phone # to the local police and filed a report. The waitress at Marie Calendars told me that her car got stolen twice and that the recovery rate is very low. Not your typical start to a race morning....or maybe it is for Merced. I had my bike, clothes and racing license so I figured even without my car I might as well go race.

McLane Pacific Grand Prix:

Place: field

This race was nerve racking for me because I crashed out last year, so I really wanted to finish with both wheels on the ground. It started fast with a prime on the first lap, this didn't bother me because I wasn't as warmed up as I need to be (my rollers were in my car) so my legs started to feel better after the first half of the race. I had a couple of close calls during the race in the chicane section of the course with people taking different lines. I was able to avoid one major crash and after that the field seemed to mellow out and ride smoother through the remainder of the race. I found it difficult to move out in the field without taking inside corners so I was pretty much stuck in the middle of the pack for most of the race. I think that over all I have a good race, considering I found out my car was stolen less than an hour before the race.

McLane Road Race:

Place: field

I was excited about this race because I didn't crash in the criterium again and actually got to start the road race this year. We started out with a neutral promenade. Most of the race really mellow. I moved around in the pack a lot, talking to people and enjoying the ride. I moved to the front a couple of times and covered some early action with less than half of the ~72m race complete. After that the pace started to pick up and A LOT of people flattened out. I couldn't count how many. The finale was a good one. A down hill shot

to the finish line after a short climb. I think it evened out the field a little bit, giving everyone a chance to get some speed for the sprint. I wasn't able to get around all of the people pulling out of the field sprint in the last 200m so I finished in the field somewhere.

--reno

10 days later: I got my car back and the inside is GONE! My bike racks are GONE! And I guess they hot boxed the car with cigarettes, so my car smells like an ashtray.

I found the guys ATM card inside the car and I'm mailing it to the Merced fuzz so I hope they catch Julio.

Lia Winfield

Team: McGuire Racing Team
Women's Category 3

What I was looking forward to most about this weekend was being able to race for the first time with a team. It was awesome to be warming up, racing and just hanging out with so many great teammates.

Saturday morning: I felt comfortable in the criterium, and managed to stay near the front of the pack throughout the whole race. Seeing green and yellow around and in front of me, coupled with my fear of dropping too far back and having Laura, who was mentoring the women's category 3/4 criterium, yell at me to move up:) definitely helped me maintain good position during the race. I wanted to attack early in the race, but chickened out.. but promised myself I would attack in the road race. Six laps to go, I found myself a little farther back than I wanted to be, but I managed to move up quickly. Last lap, Jen told me to get on her wheel, I tried but couldn't stay on it (must work on that!!) I came around the last corner in a good position, stood up and started sprinting as hard as I could and crossed the line in 8th. Overall I was really happy with the race and very proud to be a McGuire rider.

Saturday evening: we met with Laura to discuss the race plan for Sunday, which was extremely helpful not only for planning the RR the next day, but for learning how to develop a plan for all our races in the future.

Saturday night: Thanks to everyone for a beautiful rendition of Happy Birthday:)

Sunday morning: I think the Holiday Inn employees were a little overwhelmed by the amount of food cyclists can consume during their complimentary breakfast...

Later Sunday morning: McGuire was there to race. We were constantly launching and covering attacks, and keeping the pace really high. I kept my promise to myself and attacked twice during the first lap. Coming into the last few miles of the race, again Jen told me to get on her wheel and

again I stuck to it for as long as I could, but wasn't able to stay with her for as long as I should have. I came over the little roller and saw the finish line just down the hill in front of me, peddled as hard as I could (which at this point wasn't very hard), felt my left quad and right hamstring threaten to (but fortunately didn't) cramp and crossed the line in 10th.

Thanks so much to everyone for making it a great weekend, I'm really glad to be on McGuire.

-Lia

*Coach Laura raced in the Pro women's criterium and finished 8th!

http://www.cyclingnews.com/photos.php?id=photos/2005/mar05/mclane1/mclane_crit_05_1178_R

A Tid Bit Nippily



Steven Cozza

US National U23 Team

March 3, 2005

March 1, 2005 Belgium: The first race of the year came at us like a snow storm. It felt like we practically just stepped off the plane into a 145kilometer, -5C, snowing and cold as ever Belgium race. This brought nothing but a smile to my face because just a week ago we were all complaining about the 65 degree but raining weather back at the training camp in San Diego and now its 25 degrees and snowing here in Belgium. Talk about shocking are body☺

After having the team meeting the night before all seven of us sounded pretty pumped to get racing again after a long hard winter of training. There wasn't much pressure on us mainly because we are all still recovering from jet leg and also it was for all of us the first race back over in Europe this year. Before the race even started I was completely stoked because of the harsh weather conditions. The more snow the more exciting as I see it. I don't think my other teammates quite felt the same but we all managed to make the best of the conditions. After all we are in Belgium, what else could you expect? On the drive to the race starting near Brussels we thought we were in for a sunny day. Not a chance. Even though it was sunny it started snowing off and on just on the drive to the race. Only in Belgium can it snow and be sunny at the same time. After an hour drive in the sunny, periodically snowy weather we began the process of getting ready for the race. Every rider pretty much has his own way of mentally and physically getting ready for a race so we all got to business in the changing room.

Finally after getting our legs rubbed down by our soigneur with what seemed to be gallons of hot cream all the tense minds and frozen bodies came to the

start line. When I stepped outside I kind of wish I had rubbed the hot cream all over my body. We all looked like a bunch of Popsicles getting ready to slide down the road together. The shots were fired and we were off to a start fighting to get behind the nice warm exhaust of the car that was leading us out. The only one who survived the race ended up being the guy who got behind the warm tale pipe. Just kidding, well kind of. It was so cold during the first hour so of the race that I felt like I was back up in the mountains on my way to Everest. After about an hour of fast racing we all seem to be finally thawing out. Attempts were made to break away from the peloton but nothing was sticking. After the first cobblestone section finally a break of 10 riders got a good distance up the road. None of our guys were in it so teammate Matt Crane made an attempt to bridge up to the brake with 4 or so other guys and made it across. We were all stoked because we had someone in the move and now we could just sit and wait for the next group of guys to try and bridge up. Having a teammate in every break is insurance and takes a lot of pressure off the team from having to do a lot of work wasting energy. Since we only had one of our riders out of the 15 in the break this wasn't the best winning ratio so I kept my eyes opened for any opportunity to bridge up with other riders. With just halfway through the race about half the riders and all our team but Tyler Farrar and myself were out of the race. A few of our guys flatted out through some of the cobble section and the others just didn't have great legs because of jet leg ect. The break narrowed down to only a few riders that ended up staying away. The rest of the field seemed to be lazy and not motivated to bring it back so Tyler and I made sure to just focus on getting good conditioning from the race rather than look at the negatives of not having much luck and being in a winning position. I was a bit disappointed because I felt extremely well and was able to put in good hard efforts but never managed to go at the crucial most important moments. This race was by far the best I have ever felt for a first race back over here in Europe so that was a good sine. I am confident in the races to come that our team will post some impressive results along with some wins. This will now be my fourth season over here and I still have a lot to learn. Part of racing well over here that our director Noel always points out is not just physical strength but having experience and racing smart tactically.

Our next race is not now till next week so we are putting in good training hours as a team through the Flemish country side sometimes pre riding some of the cobble climbs in races to come. The rides are incredibly freezing so cold that the water in our bottles begin to freeze but this will only make us tougher as riders.

And now it is time to let the dedication, sacrifice and hard work in training to pay off in our racing. My next big race is GP Waregem on the 23rd. until than train train train.

Carpe Diem,

Thanks for reading

Steven Cozza

www.stevencozza.com



Steven Cozza after a cold rainy race in Belgium.

"The milk stuff is protein "after-race-mix" they make for us to drink...Yummy!"

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