



THE FINISH LINE



**Patricia
Junqueira
flexing for
her fans !**



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Established on November 6, 1993, the St Pete Mad Dogs Triathlon Club is a not for profit organization designed to promote the sport of triathlon. The club is comprised of fun loving triathletes who train, race and howl together, with members of all levels of experience and expertise.

The Finish Line is a medium for communicating the latest club news, as well as an informal source for what's happening in the sport of triathlon as it affects us. Articles published in The Finish Line may contain opinions of the author, not necessarily the club.

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Articles, or photos may be submitted to the Editor @ newsletters@stmaddogs.com.

Items should be sent by the 15th of the month preceding the issue.

Advertising requests should be submitted to Chuck Lohman @ advertising@stpetemaddogs.com. For questions, please e-mail him.

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Space	1/2 page	Full
Page		
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Editor's Column

Question to ponder: I think everyone has experienced frustration with the dilemma: "Why did they discontinue my favorite pair of running shoes? I loved the way they fit; the lacing was perfect; I never got a blister." I copied an article from Slowtwitch in this issue which may give some insight into the question.

Another article from the same site talks about using a gravel bar on your road bike.

(continued on page 6)

TRAINING CALENDAR

	SWIM	BIKE	RUN
MONDAY	5:30 - 7:00 AM St. Pete Beach Aquatics Club coached by Leo Briceno	8 am. From USFSP 6th Ave & 2nd St. South. 16 miles 20-21 mph.	6 pm. From Northshore Pool Parking Lot (16 miles) St Pete Road Runners
TUESDAY	6:30-8 pm. Northshore Pool. Coach Joe Biondi \$9.00 fee	6 am. Base miles 22-25 mph ride from SPB&F 4th St. store. 8 am. From USFSP 16 miles 17-19 mph.	5 pm. Track workout coached by Joe Burgasser. SPC Track 5th Ave and 70 St N.
WEDNESDAY	6:00 pm. Mad Dog OWS Meet at Hurley Park.	8 am. From USFSP 16 miles 20-21 mph.	7:30 am. Bayway Bridge Repeats. Meet at Sun Blvd & Pinellas Bayway. 6:00 PM Run from Bayboro Tavern (CANX after 03/17/21)
THURSDAY	5:30 - 7:00 AM St. Pete Beach Aquatics Club coached by Leo Briceno -fee 6:30-8 pm. Northshore Pool Coach Joe Biondi \$9.00 fee	8 am. From USFSP 16 miles 20-21 mph.	5:15 AM. Bayway Bridge Repeats. Meet at Sun Blvd & Pinellas Bayway. (Burgasser Group).
FRIDAY	8 am. Group swim @ Pass-a-Grill. Meet at Hurricaneman restaurant	8 am. From USFSP 16 miles 17-19 mph.	6:30 AM From Fit4Life 75th Ave. St. Pete Beach SPRR
SATURDAY		8:30 am. From Northshore Pool. Rides staged by speed: 16-18MPH, 20MPH, 22 MPH, 24 MPH +	

TRAINING CALENDAR

SUNDAY	SWIM	BIKE	RUN		
		<p>8:30 am. Advanced ride. From St. Pete Library 9th Ave N & 37 St.</p> <p>8 am. Intermediate no drop ride. From SPB&F 4th St store</p> <p>10:30 am. Beginner no drop ride. From SPB&F 4th St store.</p>	<p>6:30 AM Long run alternating from Hurley Park PAG and Northshore Pool. SPRR</p>		
		<p>Ft De Soto 8:00, all paces, 20 miles</p>	<p>Following the bike ride a 4-mile run</p>		

APRIL BIRTHDAYS



Paula Vieillet	1st
Markus Mittermayr	4th
Joel Blakeman	6th
Dave Proffitt	6th
Terry Fluke	9th
Noah Vallant	12th
Winston Allen	13th
Rod Coggin	15th
Bill Kolar	23rd
Rose Marie Ray	26th
Michael Oertle	27th

WELCOME NEW MAD DOGS!

3921 - Joseph Kharzouz - Treasure Island

3922 - Marcello Lazzaro - Madeira Beach

3923 - Emilce Leiva - Madeira Beach

3924 - Waidson Duarte - St. Pete

Editor's Comments continued:

I'm not sure I want to change bars but it's an intriguing concept.

There are some interesting local short races and IM 70.3 triathlons coming up in the next 2 months. With more and more adults completing their COVID inoculations, I know Mad Dogs are double timing in place and ready to go. Please remember to mail me your results (particularly from remote races). Note the *Girlz on Fire* competition at Clermont (popular with the ladies). I'm anxious to fill up page 9 with your input!

Info for all those who ride Mon-Fri with the St. Pete Bike Club. After the ride we're gathering for coffee at the Grind beside USF-SP.

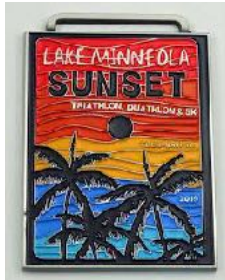
Mad Dogs Rule,
Chuck Lohman, Editor

UPCOMING RACES

Tentative Dates for Local Races



3 Apr - HITS Ocala
Ocklawaha, FL
Sprint to Iron Tri, AB's
www.hitstriathlonseries.com



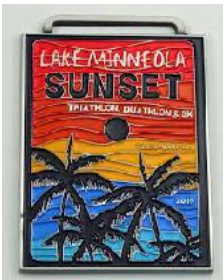
24 Apr - Lake Minneola Tri
Clermont, FL
Sprint Distance Tri/Du/AB
www.runsignup.com



17 Apr - Escape from Ft. DeSoto
Ft. DeSoto
Sprint Triathlon/Duathlon
www.runsignup.com



8 May - Girlz on Fire Tri
Clermont, FL
Sprint Distance Tri/Du
www.runsignup.com



17 Apr - Lake Minneola Tri
Clermont, FL
Sprint Distance Tri.Du/AB
www.runsignup.com



15 May - IM 70.3 Gulf Coast
Panama City Beach, FL
Half Ironman Distance
www.ironman.com



18 Apr - IM 70.3 Florida
Haines City, FL
Half Ironman
www.ironman.com



16 May - Dunedin Rotary Tri
Dunedin, FL
Sprint Distance Tri/DU
www.runsignup.com

MAD DOG NEWS

Considerations on aging up.... A thoughtful friend of Gail's told her, on her Birthday, "At least you don't have to worry about dying young." Think carefully about using this greeting to a friend!

Senior Mad Dogs go out of there way to assist a new Mad Dog! Mike Collins is a new Mad Dog looking for a new residence. John Hollenhorst found him a nice Condo, and Pam took him shopping for furniture and essentials. Above and beyond the call of duty!



Michael Collins

James Clear Quote from Michael Collins:

"People who excel tend to obsess over the details.

People who struggle also tend to obsess over the details.

The difference is what details they focus on. Minutiae vs polish.

Most things don't matter — but when it does, you want to get the details right."

With the St Anthony's Triathlon postponed until the first weekend in October, the race organization has a question for you. Would you be able to host a visiting professional triathlete in you home for the weekend? Athlete requests are already coming in, but we are hesitant to make any commitments until we hear from past and future homestay providers. Please contact Pro Athlete Coordinator Carolyn Kiper, Mad Dog #983 at cskipper@gmail.com. This a great chance to meet young protriathletes and welcome them to St. Pete!

RACE RESULTS

All Mad Dogs are encouraged to submit race results. There is no automatic program to search for Mad Dogs in every race. Thanks.

Clermont Intimidator (Half) - 13 Mar

5th Place -
Andy Reeder

Challenge Miami (Sprint) - 13 Mar

1st Place -
Catherine Jadot

Finisher -
Jesse Mocha

Challenge Miami (Half) - 14 Mar

1st Place -
Jessica Bibza

Finisher -
Claudia Junqueira

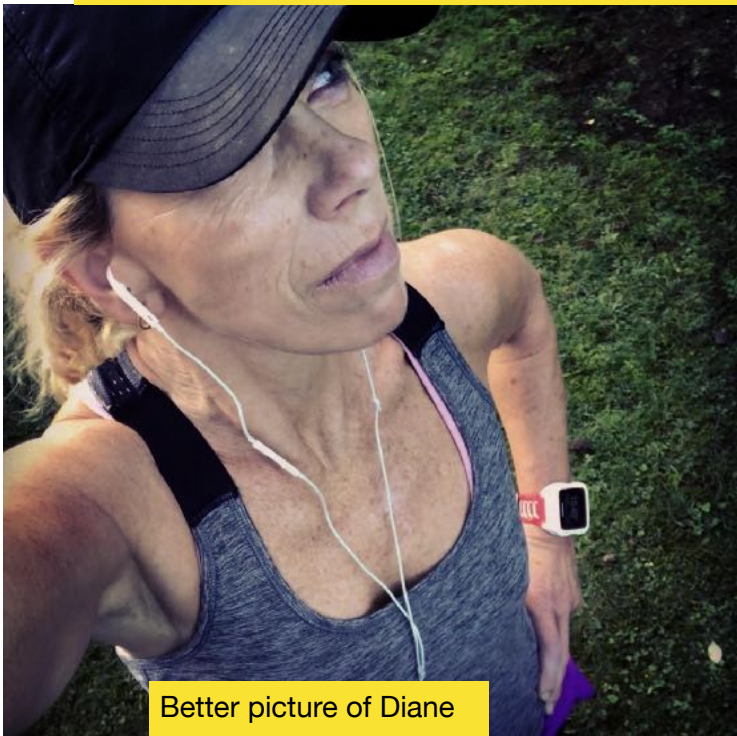
MAD DOG PICTURES



British Mad Dog Diane Murphy Weaver swimming by Tower Bridge in London. Epic swim!



How we can tell when Carolyn Kiper is hosting triathletes.



Better picture of Diane



Patricia Junqueira showing off!

MAD DOG PICTURES



Claudia Junqueira (I think) racing in Miami Challenge Half



Bill Riley earns another Purple Heart!



Rue and Kathy Morgan prepping for St. Pat's Day

MAD DOG PICTURES



Steve Shelton and Gail at Fort DeSoto

John Hollenhorst with niece, nephew and great nephew. They were the models in this Trek ad campaign pictured behind at ABC Bicycles on Central Ave.



MAD DOG PICTURES



Birthday Party for Jackie Yost (but never mention which one)! Thanks, Pam Hollenhorst.



A Gravel(ish) Handlebar is the New Aero Road Bar **Dan Empfield Slowtwitch March 11, 2021**

I'm building up a new aero road bike, and I'm putting a gravel handlebar on it. What I will establish below is that this is the road bar of the future, and it is in fact the road bar of the present among those who are the most particular riders in the pro cycling peloton.

I don't mean that the exact bar I'm riding is the most aero road bar, but it's close to it, if what we want to be "aero" is the whole "system", rider and machine.

Let's start by looking at what's getting ridden in the pro peloton right now, and I'm going to use a Slowtwitch favorite, Victor Campenaerts, as my example. There's a [thread about Victor right now](#) on our Reader Forum, and he's instructive because he's a former triathlete – perhaps a future triathlete, when he's had enough of bike racing on the world stage – and he's the current record holder in the hour. He is known for being meticulous in his position and bike preparation; and he's known for optimizing his aero position. Victor rides on Team Qhubeka Assos and that team is fortunate to have as its aero consultant Xavier Disley of Aerocoach, “Xavier” on our Reader Forum.



Included is a picture of Victor on his road bike and you'll note some things. First, you can see who's clearly the most aero rider in what is a hoods position (not typically considered the "aero" position aboard a road bike). Of course he is pulling this echelon, so, it's important for him to be more aero while riding in front. But he's not in the drops. He does spend a lot of time in the drops, but the hoods might be a more aero position for him, I think, because of his choice of handlebar (and we'll talk about why).

The bar he's riding, and the way it's set up, is notable. First, it's got flare. Not flair! Flare. Well, it might have some flair as well, but the drops are, on center, probably 5cm wider than the bars are where the hoods attach. Furthermore, he's got his hoods tilted inward, and twisted inward. This allows him to get his hands narrow, and keep his forearms narrow. Narrowness is among the most important aspects of riding in the aero position, and this is Victor's way of borrowing from his superb aero position in service of his road position.

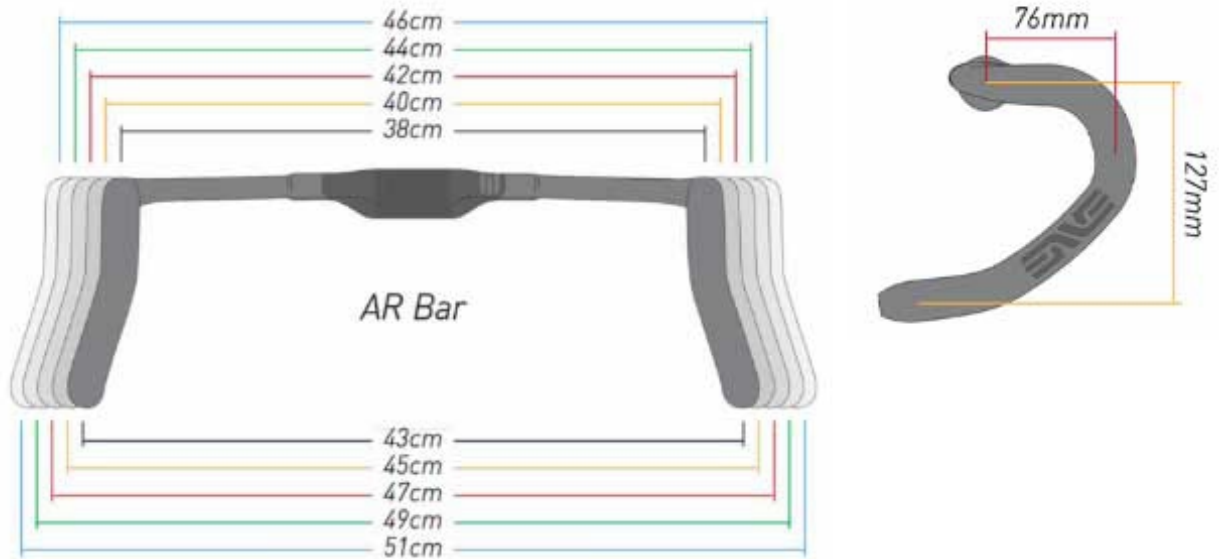
A lot of riders in the peloton – Victor's teammate Giacomo Nizzolo, and Remco Evenepoel of Team Quickstep – are rotating their hoods inward. (Rotating around a vertical axis, rather than slanting the hoods from the vertical plane. Victor does both: his hoods are both rotated inward and slanted from vertical.) Remco rides with hoods rotated inward, but not slanted because he doesn't ride with bars like these. The closest I can find to the bar Victor is aboard is the [AR Road handlebar by ENVE](#) (pictures and schematic below). The AR is an aero road handlebar, but it's got a gravel-like flare. It's got a hole in the center section, where the stem clamps to it, if you're routing your hydraulic lines through the stem.



The interesting thing about this bar is that the aero theme is not just about the bar itself, but about the rider position when using this bar. The typical thing is for a bike fitter to measure your shoulder, as with a giant caliper, and if your shoulders (which correspond to a man's suit size) are, say, 42cm wide – if you wear a suit jacket in size-42 – then you'd ride a 42cm bar. But... maybe not anymore. If what you want is an aero hoods position, but a stable drops position, you might now get both with (say) a 40cm bar (at the hoods) that measures 45cm at the drops. Or, you may opt for a 38cm bar at the hoods, and just get used to that narrow position when climbing out of the saddle with hands-on-hoods. You aren't losing stability during sprinting because, remember, that bar would measure 43cm at the bottom of that bar, and probably 41cm or 42cm on center where your hand hits the drops.

You can make this bar even more "aero" by tilting the hoods in, as Victor does, which brings your hands and arms in. In essence, you're riding more like a 38cm or even 36cm bar – or narrower – in terms of your body's narrowness. These guys are just learning how to ride with a narrower hands position when climbing out of the saddle. They still

VOLL



have that big base of support when sprinting and descending in the drops.

The odd thing, to me, is that I came to the same conclusion about the bar I want for road riding – same bar – but for very different reasons. The more I'm riding around on my gravel bike, the more I want something like a gravel bar on my road bike. I like the shallow drop. You can't get that without flare, otherwise your wrists will hit the tops. Flare gets the drops out of the way of the tops. That shallow drop – maybe 120mm, maybe even 115mm – lets me use that drops position a lot more. I like a very short reach, very shallow drop bar, so, maybe 70mm of reach and 115mm of drop, if I can get it. That ENVE is 76mm and 127mm respectively, not quite what I want, but it's very short and shallow for a road bar (it is a road bar, not a gravel bar).

I also like the fact that my hand does not have to grab a tube that is parallel to the direction I'm traveling. Aero bar extensions are made that way, but here's the operating datapoint: the narrower your elbows, the more your hands like to grip an extension oriented fore-aft. But you'll note that the road riders who've adopted that phantom aero position – laying their forearms on the tops – end up with hands that are facing palm downward. This is because the elbows are quite far apart from each other in this position. If your elbows are very close to

each other, that twists your arms into a position that makes extensions work as they do. The farther apart your elbows, the more your hands want to grab something in the transverse plane.

What I want is both a hood, and even more so the drops, that are not oriented fore-aft, but at a slight angle. In Victor's case, the flare of the drops in his handlebar allows him a more ergonomic hand position, and the inward canting of the hoods does the same. I like what Victor's got going in here, but I don't know whether he needs, notices, or cares about the ergonomics. He's doing what he's doing (I suspect) for aerodynamic reasons.

Dude, Where's My Shoe?

By Ryan Heisler

Slowtwitch

Wed Feb 24 2021

As a former specialty running retailer, my most consistent customers were also the ones who were least likely to change their run model from year to year. They'd come into the store, ask for the same version of what was on their feet, try them on, and move on. Heaven forbid if you brought out the new model of that same shoe. "They changed it! Again! Why? I just started to get used to what they changed from last year!" But we'd usually get them on their feet, things would feel more or less the same, and we'd be on our way.

That way of thinking started to turn upside down from 2008 to 2012, as we cycled through minimalism, the introduction of Kinvara, and the proliferation of HOKA One One and its impact on the running community at large. The combination of cushioning, low offset, and bucket seat construction (whereby you are enveloped by the midsole, as opposed to sitting on top of it) led to significant overhauls of every single brand's product line. Saucony, for instance, stopped making shoes with a heel-toe offset greater than 8 millimeters. Brooks went heavy on cushioning and became the #1 brand in specialty running. And then there's the proliferation of carbon fiber models, which all started with Nike's VaporFly.

So, what happens when a brand is evolving a shoe? We talked with Colin Ingram, Director of Product at HOKA One One, about how that happens specifically with a given brand.

First, a primer on shoe product cycles. Speaking generally, a given model of a shoe will be on the shelves for 12 or 18 months. There are rare exceptions to this rule where a shoe might carryover for 24 months without a change; these tend to be specialty models like the Brooks Beast. But in order for that shoe to wind up on the shelf, it's usually an 18 to 24 month cycle of drawing, concepts, initial sample manufacturing, revisions as necessary, and then showing the shoe to retailers to begin futures orders.

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To put that in perspective, retailers are booking their fall product sales now. Shoe manufacturers, meanwhile, are looking at fall 2022 and spring 2023 releases now. It means they're looking at what trends exist today, and attempting to predict where the market is heading. This is an advantage for brands like HOKA and Saucony, which are part of Deckers and Wolverine Worldwide, respectively; they can draw on data from their lifestyle brands like UGG and Teva (Deckers) or StrideRite and Sperry (Saucony) to help influence design trends. According to Ingram, at least in the case of HOKA, they are viewed as the technology pushing brand within the Deckers



portfolio, but there are elements of try-on feel or fit that can be passed across brands.

That's the basics of the manufacturing process. But back to the original example of people who hate change of models. For instance, Dan wrote in his review of the re-released Bondi B: "I hope HOKA remembers the Bondi B; that it starts fresh, adds what it's learned about uppers and foam, but respects and honors what made this shoe such a favorite among triathletes, and eventually road runners." For some runners, the loyalty is tied to a specific model. Dan's benchmark shoe is always that Bondi B; you can see that across his reviews of the recent Mach 4, or the Carbon X 2.

Talking with Ingram, HOKA's approach is to have loyalty to the experience in the shoe, and not necessarily the specific model. HOKA's brand motif is to have an exceptional amount of cushioning for the weight, and to align its products accordingly based on marketplace trends. When HOKA first launched, for instance, it was targeted to ultra runners and elite athletes. This led to lighter, softer foamed shoes. As HOKA product has expanded over time, however, the target has shifted. The average American male weighs 198 pounds. The first batches of Bondi, or Mafate, simply didn't stack up to the lifespan expected due to how soft the foam was. In order to give the heart of the marketplace the intended experience, the shoe had to get stiffer; had to get bulkier; had to evolve. When told that Dan self-describes as a heavier runner, Ingram laughed: "he's absolutely not."

This is why, for those who adored the original Bondi, you need to look beyond the model name. According to Ingram, you have to figure out the feel of the shoe you're seeking, and see then how it aligns with the model line-up in a given year. That's what made the Mach 4 a home run for Dan; it has become that shoe in the line-up that offers the stability for his orthotic, the fit around the foot, and takes into account the vast improvement in uppers that Ingram and team have put into place. (Ingram is formerly of Mizuno and New Balance; you can sense a few of those old upper elements kicking around in those shoes if you're an old shoe geek). What someone likes out of shoe doesn't change; instead, what shoe it is in the model line-up does. In Saucony speak, it's why I went from the Mirage to the Fastwitch, back to the Mirage, then onward to the current Freedom and

Triumph. I like a little more cushioning than I did when I was 25, but otherwise, I want the same basic things out of my shoe.

In summary, then, it's not enough to just eyeball the specs of a shoe to try to make the determination as to whether or not you'll like a particular shoe year-over-year. Brand loyalty will exceed model loyalty, at least for now.

Training Tip - Stretching Before and After Your Run

If you want to get the most out of every run, warm up before the run with dynamic stretches or movements. And to help with recovery after a workout, do a cool down and stretch before considering the workout complete.

Dynamic stretches increase blood flow and warm up the muscles, tendons and ligaments. This will make the workout more productive, it will be more enjoyable, and there's less risk of injury. About five minutes is all you need to do. Some examples of dynamic warm up stretches include:

- Leg strides. "Walking in place" and raising your knees high.
- Leg swings, from the hip, front to back and side to side.
- Butt kicks (for the quads and hamstrings). Do these walking or standing in place.
- Straight leg out (for the glutes and hamstrings).
- Standing "table tops" . Grab one foot and pull it up so that foot is approximately as high as the opposite knee. With your other hand, grab the bent knee and hold the shin parallel to the ground. (This engages the periformis.)
- High knee jogging slow (overall warm up).

When the main set of your workout is over, allow time for a cool down followed by static stretching. Examples include:

- Standing hip flexor stretch. (Feet are separated wide front to back, and both heels are flat on the ground. Back leg is straight. Front knee is bent. Push your hips forward and squeeze your glutes. Hold for 10-15 seconds.)
- Achilles stretch. (Same as above except bend both knees. Important to keep your heels flat on the ground.)
- Pelvic tilt (also called a pelvic tuck). (Standing with your back to a wall or laying on the ground, tilt or tuck your lower back into the wall or the ground. Feel the entire length of your spine in contact with the wall or ground. Hold for 10-15 seconds.)
- Standing "table tops". Same as above.

And remember to do these same stretches before and after a race. Dynamic stretches before a race allow you to take off fast (which we all do) without risking a pulled muscle or tendon.

Train smart. Race fast.

Frank Adornato





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MiamiMan 2010 Race Report

By Chuck Lohman



For those Mad Dogs who either lack the luck or speed to compete in the Clearwater 70.3 World Championships in mid-November each year, there exists a very attractive alternative race: MiamiMan. This race will become increasingly popular next year when the Worlds move to Las Vegas in September.

MiamiMan is actually four simultaneous races; a 1/2 Iron Triathlon, a 1/2 Iron Duathlon and Aquabike, and an Olympic Triathlon – something for everyone. The check in procedures on Saturday went very smoothly, and we ran into Mad Dogs Joe Ramirez and Rich Russell while going through the in-processing. The goody bag was so well packed that we needed a porter to help us lug it around. You were offered a choice of short sleeve shirts in different colors, or a black long sleeve one. Next, you could choose between a hat or a visor. The very extensive Expo had plenty of merchandise available. Race officials used the new Tri-Tats for body marking. They seemed to adhere better to the ladies than to the guys with hairy arms and/or legs.

We racked our bikes overnight with individual named and number spaces, and only six bikes per rack. It's been a long me since we had seen such a spacious setup.

The swim was in a clear, alligator free lake with a water temperature of mid-70 degrees. Swim caps were shaped like colorful fish complete with tail and dorsal fins. When I watched the warm up swimmers, it looked like a Nemo convention! Visibility was usually about 15 feet underwater. The 1/2 Iron distance waves kicked off at 0700 for the two lap swim, and the Olympic waves at 0800 for their single lap. The only confusion occurred when some of the Olympic distance swimmers took off an hour early with their long distance counterparts who were wearing the same color race hats. I guess it was a good opportunity to swim the entire course early as a recon/warm up. Reading the schedule is soooo boring.

The bike routes are relatively straight forward and flat, but subject to the familiar Florida wind conditions.

The run is one of the highlights of the race with laps through the Miami Zoo. About one quarter of the route is off- road, so be prepared. As you approach the elephant enclosure on your left, remember to strike a pose for the photographer on your right. It's a great shot with the elephant in the background -- even the Clydesdales look like bantamweights. Temperatures were in the mid-70's, with slight cloud cover.

Both bike and run courses are well marked and well staffed with enthusiastic, well-trained volunteers. The aid stations used Cytomax, rather than the usual Gatorade. Gail, normally very "selective" about drink supplements, pronounced it fit for human consumption.

I have to relate a race story. Gail, as you know, is normally very sweet and supportive -- at least until the gun goes off. She passed a young man limping along during the run and asked if he were OK. He replied, "My foot is hurting." Smiling sweetly, she retorted, "Hey this is a Half-Ironman. I'm hurting. Everyone is hurting. Just suck it up!" Everyone around them started yelling, "Yeah, I'm hurting too. I've got a blister. My leg hurts more than yours, etc." The poor guy started running again. Thus is born another triathlon legend. Later, Gail explained

her actions as either an endorphin overload or to watching too many Geico commercials starring the former Drill Instructor psychologist.

Another interesting factor in the race is that a very large portion of the competitors are Spanish speaking. The announcer was bi-lingual, and I knew just enough Spanish to repeatedly embarrass myself trying to engage in conversations. Everyone was gracious , though, and a very proud father from Columbia introduced me to his 14 year old son who had just completed his first triathlon.

The awards were truly unique. Instead of the usual medals or plaques, they handed out stuffed tigers, giraffes, rhinos and alligators dressed in tiny Miami T-shirts emblazoned with the finishers' place.

We were proud to see former pro Heather Gollnick, MD #2437, awarded tiger as the first place female overall. During the Award Ceremony, the sponsors even passed out free race hats and pineapples.

Finally, the post race banquet was really well done with plenty of great food for everyone. This is an extremely well run race, with great organization and enthusiastic volunteers.



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Marathon and Half Marathon Training for Age Groupers: Fewer Running Miles. More Quality Miles.

In past years, training programs for long distance races always included long mileage runs equal to or greater than the target race distance for all distances except the marathon. Age group training programs for a 13.1 miler or a 70.3 triathlon maxed up at 15 or 16 miles. Marathon training runs usually maxed out at 20-22 miles or 2.5 hours because even then it was realized that there was more damage than benefit from ultra long mileage training runs. (Elites athlete programs are a whole different paradigm.)

In addition, those long distance training runs were slow miles. (Remember LSD workouts?) The idea was to put in the running time and work on endurance at a slow speed.

Not so much anymore.

It's been shown that for many runners, training at very long distances can reach a point of diminishing returns and major muscle fatigue which could sabotage your race day performance. Granted, some athletes are blessed with good genes and joints and they can put in the very long miles without any damage. But many of us mortals, and especially older athletes over 40, can be equally successful if their long distance runs are at slightly shorter distance - 80 to 90% target race distance ... BUT you need to include high intensity efforts in the middle of the long runs run. And, it should go without saying that regardless of your long mileage goals, your weekly incremental builds should be conservative and gradual. Add no more than 5% to your previous week's long miles. Big jumps can add to the risk for injury.

A suggested weekly long workout will include about 25 to 30% of the total run time at higher intensities. Some examples are: 1) multiple short interval sets (30 seconds up to 2 minutes) at 5K or 10K pace with a 2X rest interval (jog or walk). and 2) swing pace efforts - 1/4 mile to 1/2 mile efforts alternating without rest between a pace that is 30 seconds faster per mile than target race pace and 30 seconds slower than target race pace. Your mantra for these workouts is Quality as well as Quantity. And be sure to always include a long warm up and cool down with plenty of stretching after the run. These higher intensity efforts don't replace the speed work you should be doing on your shorter workout days.

While this approach will work for many athletes for the run portion of their training, it doesn't apply to the swim and bike in a triathlon. Neither of those includes the stress and pounding of the run, so you should build your swim and bike miles up to or beyond your target race distance.

Train smart. Race fast.

Frank Adornato





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