



THE FINISH LINE



Linda Lewallen and Michelle (Curly) Young on the run.

Editorial -	Page 2
Training Calendar -	Pages 3-4
Birthdays -	Page 5
New Mad Dogs -	Page 6
Upcoming Races -	Page 7
Mad Dog News -	Page 8
Race Results -	Page 9
Mad Dog Pix -	Pages 10 - 14
Articles & Reports -	Pages 15 - 30



RUBIN CRYOTHERAPY & ELITE RECOVERY

- Whole Body Cryotherapy Chamber
- Alter G •Pilates •Infrared Sauna
- Theralight 360 Light Pod
- Compression Sleeves
- 30 Minute Active Isolated Stretching
- Bodysound Chair

1700 Dr M.L.K. Jr St N
St. Petersburg, FL 33704
(727) 351-8305
RubinHealthCenter.com

REEDER & NUSSBAUM, P.A.
Personal Injury Law

727-521-2889 CounselorsOfLaw.com

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.

Club Contact Information:

Website: www.stpetemaddogs.com E-mail: info@stpetemaddogs.com

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.

Advertising rates are as follows:

Space	1/2 page	Full
Page		
Width x Height	7 1/2" x 5"	7 1/2" x 10"

Cost per Issue \$30 \$50

Advertising checks should be mailed to:

St Pete Mad Dog Triathlon Club, P.O. Box 635 St Petersburg, FL 33731-0635.

Please make check payable to St Pete Mad Dogs.

ST. PETE MAD DOGS BOARD OF DIRECTORS

BOD@STPETEMADDOGS.COM

PRESIDENT	JOHN HOLLENHORST
VICE PRESIDENT/MEMBERSHIP	CAROLYN KIPER
TREASURER	DAVE PROFFITT
SECRETARY	GAIL LOHMAN
EDITOR	CHUCK LOHMAN
LOGISTICS	MIKE DEACY
SOCIAL DIRECTOR	GINA HUBANY
TRAINING	FRANK ADORNATO
COMMUNICATIONS	TIM HUDSON
ASST. SOCIAL DIRECTOR	JENN OLVEDY
AMBASSADOR	RUE MORGAN
AMBASSADOR	KATHY MORGAN



Editor's Column

Hope all Mad Dogs had a pleasant Thanksgiving. I was a bit dismayed to learn on the news that to say, "Happy Thanksgiving" was politically incorrect and offensive to Native Americans since they identify this as the long road down from a once more pleasant existence. Probably some truth here. In recent years I learned that Columbus Day is also politically incorrect (except perhaps in some Italian American communities). Logically, Native Americans were already here, and the Vikings beat Columbus to the New World by about 500 years.

(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. 14.5 miles 20-21 mph. 7:50 slower ride..	6 pm. From Northshore Pool Parking Lot (16 miles) St Pete Road Runners
TUESDAY		8 am. From USFSP 14.5 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. Only during Dsylvight Savings Time.	8 am. From USFSP 14.5 miles 20-21 mph. 7:50 slower ride..	7:30 am. Bayway Bridge Repeats. Meet at Sun Blvd & Pinellas Bayway.
THURSDAY	5:30 - 7:00 AM St. Pete Beach Aquatics Club coached by Leo Briceno -fee	8 am. From USFSP 14.5 miles 17-19 mph. Three bridges ride to Clearwater. Check Facebook for details.	5:15 AM. Bayway Bridge Repeats. Meet at Sun Blvd & Pinellas Bayway. (Burgasser Road Runners).
FRIDAY	8 am. Group swim @ Pass-a-Grill. Meet at Hurricaneman restaurant	8 am. From USFSP 16 miles 20-21 mph. 7:50 slower ride..	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		
		8:30 am. Advanced ride. From St. Pete Library 9th Ave N & 37 St.	6:30 AM Long run alternating from Hurley Park PAG and Northshore Pool. SP Road Runners		
		Ft De Soto 8:00, all paces, 20 miles Mad Dogs	Following the bike ride a 4-mile run Mad Dogs		

DECEMBER BIRTHDAYS



Gabi Lohman's first birthday. Woof, woof.

Edward Aguilu	1st
Robert Eaton	4th
Scott Barnas	5th
Rue Morgan (MD #1)	6th
Andy Adams	7th
David Longacre	8th
Jen Zoby	10th
Jan Thompson	14th
Stuart Cohen	15th
Lillian Koziol	17th
Jocelyn Santana	17th
Randall Brown	22nd
Cathy deHaan	22nd
Lonnie Spangler	24th
Kip Vosburgh	29th
Lorraine Hurley	30th

WELCOME NEW MAD DOGS!

Mark Herlyn - St. Petersburg
Colleen Murray - Largo
Michael Simon - St. Petersburg
John Rafter - Highlands, NJ
Peter Lieberman - Tampa
John Mrosek - St. Petersburg
Brett Woyshner - Tampa

Editor's Comments continued:

I guess I don't have to go into details about the problem with "Merry Christmas." Peace activists are concerned about Veterans Day. Some folks believe the Fourth of July is offensive. Vaxers and non-vaxers are angry with each other. Sometimes it seems like people are looking for an opportunity to be offended. Let's all just take a deep breath and listen instead of shouting at each other. This is the only planet we have to live on at present. Is it OK to wish everyone a Happy New Year?

Mad Dogs Rule,
Chuck Lohman, Editor

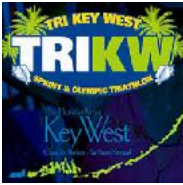
UPCOMING RACES



4-5 Dec - Challenge Daytona
Daytona Beach, FL
Sprint & Olympic Tri/Du
www.challenge-daytona.com



1 Jan - Hair of the Dog Fun Tri
Fort DeSoto at 1 PM
Sprint with all events optional
Get ready to Party!



4 Dec - Key West Triathlon
Key West, FL
Multiple Events - Sprint/
Olymp



9 Jan - Alpha Win Sarasota Tri
Sarasota, FL
Half/Olympic/Sprint Tris
www.alpha.win/event/sarasota



12 Dec - IM 70.3 Florida
Haines City, FL
Half Iron Distance
www.ironman.com



19 Dec - FDS 3 Triathlon
Fort De Soto
International/Sprint
<https://fortdesototriology.com/>

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.

IM Florida - 6 Nov

Finishers -

Adriana (Double A) Anderson
Sergio Asturias

Florida Good Life Games - 7 Nov

1st Place -

Coleen Murray

St. Pete Run Fest - 13/14 Nov

1st Place -

Frank Adornato

2nd Place -

Betsy Banks
John Hollenhorst
Claudia (I'm not Patricia) Junqueira
Michael Oertle
Roger (Big) Little

3rd Place -

Aaron Freedman

4th Place -

Pam Greene
Andy (Esquire) Reeder
Jill Voorhis

Miamiman - 14 Nov

1st Place -

Danny (Original Gangster) Hicks

Game On Suncoast - 20 Nov

1st Place - Sprint Tri

Tony Handler
John Hollenhorst

1st Place - Olympic Duathlon

Reva (ReMo) Moller (Overall)

Ironman Arizona - 21 Nov

Finishers -

Jenifer Hutchinson
Sandy Weiss

Ironman Cozumel - 21 Nov

Finisher -

Patricia (I'm not Claudia) Junqueira

MAD DOG PICTURES

Mad Dogs Gathered for the Last Wednesday 6 PM Swim of the Season. Pictures from Pam Hollenhorst



Mad Dogs with Happy Dog, Gabi, at the Beach



John Hollenhorst with Jill Voorhis and David Longacre



Paula Shea, Gail Lohman and Maurice Kurtz



Steve Shelton, Terry Ellis and John

MAD DOG PICTURES



Macarena Martin, Kathy Morgan and Kelly at Pass-a-Grill



Gail (Cruella) Lohman and her Portuguese Water Dalmation for Halloween



Keith Nelson in Gettysburg. Fire the Cannons. Go Bucs!



Brad Kirley's Halloween Display



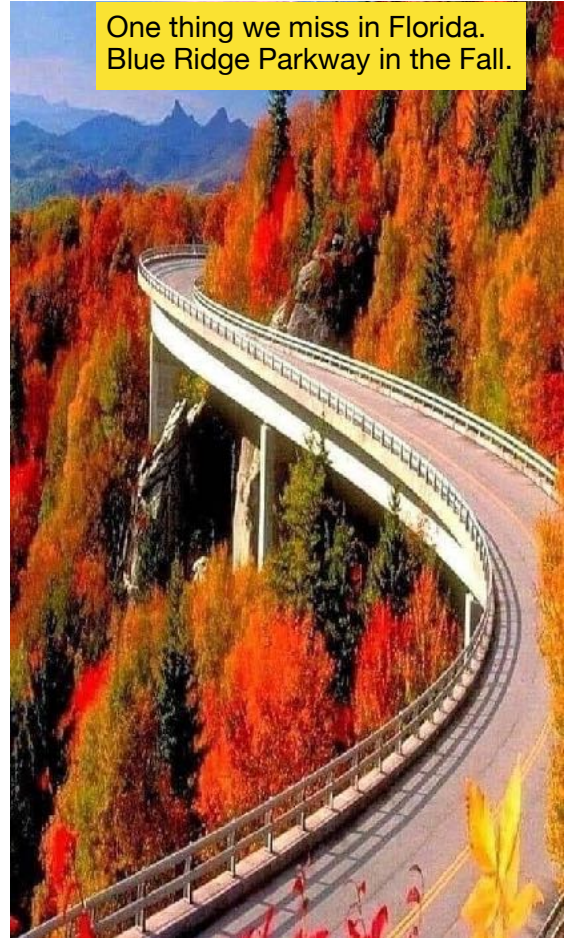
Sunrise by Carolyn Kiper

MAD DOG PICTURES

John Allen and Betsy Banks modling their latest rain coats



One thing we miss in Florida. Blue Ridge Parkway in the Fall.



Pro Andy Starykowicz. Look at his thighs and guess why his bike split is so fast!

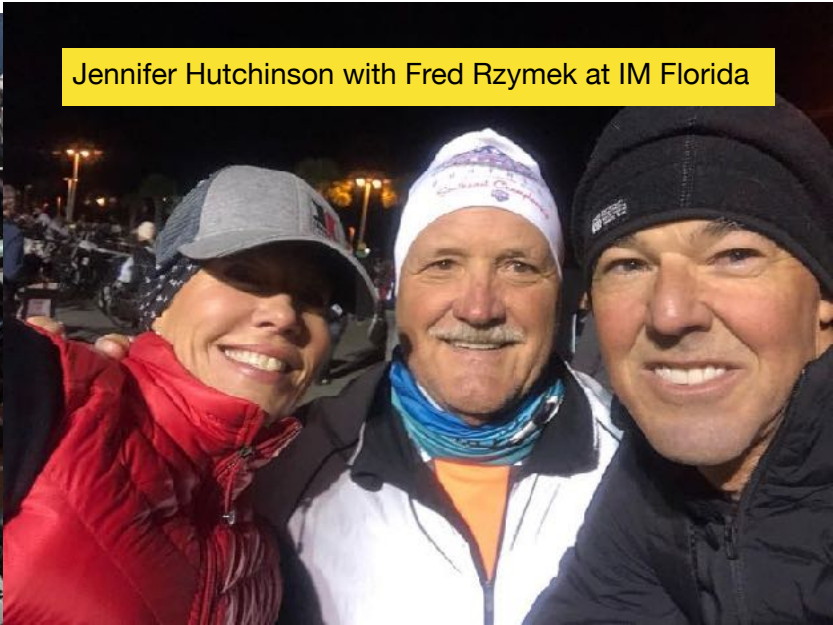


Mad Dogs celebrating surviving another Sunday Team Workout

MAD DOG PICTURES



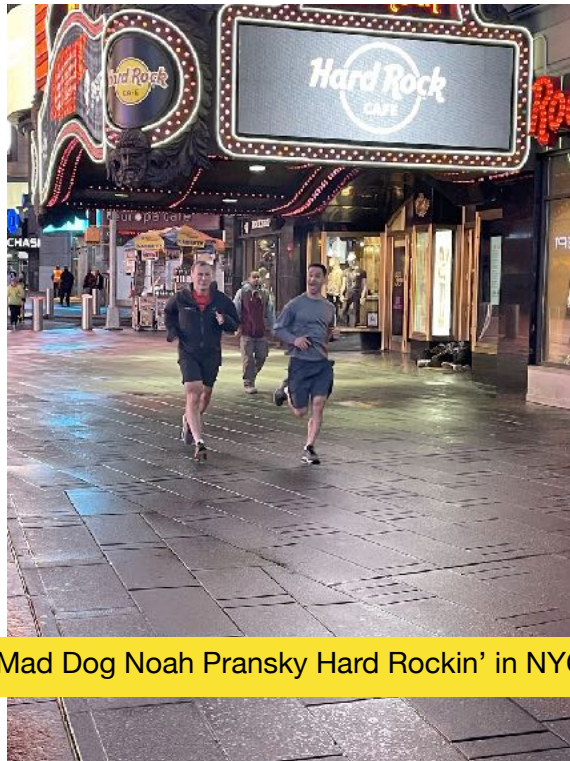
Eddie Carvallo ready to start IM Florida at 45 degrees!



Jennifer Hutchinson with Fred Rzymek at IM Florida



Bryan and Gina with a friend at Savage Race



Mad Dog Noah Pransky Hard Rockin' in NYC

MAD DOG PICTURES

Andy Meng's Pictures from the St. Pete Run Fest



Bill Hendrick and David Longacre



John Hollenhorst



Lenny Aron



Rose Doyle at JFK 50 miler



Mike Hood

MAD DOG PICTURES

Pam Hollenhorst's Pictures from Game On Triathlon



Reva Moeller going for the win



John Hollenhorst atop the podium with Randy Brown



Sandy Weiss and Aaron @ IM Arizona



Linda Lewallen and Michelle Young

MAD DOG PICTURES



Gail & Gabi Lohman
with Linda



John Hollenhorst



Chris Oertle



Jackie Yost going strong!



RUBIN CRYOTHERAPY & ELITE RECOVERY

Helping Bodies Recover Faster
RUBIN
CRYOTHERAPY
& Elite Recovery

- Whole Body Cryotherapy Chamber
- Alter G • Pilates • Infrared Sauna
- Theralight 360 Light Pod
- Compression Sleeves
- 30 Minute Active Isolated Stretching
- Bodysound Chair

1700 Dr M.L.K. Jr St N
St. Petersburg, FL 33704
(727) 351-8305
RubinHealthCenter.com

Training Tip - Strength Training - Make It Part of Your Triathlon Training.

(This is a summary of the Mad Dog Zoom Coaching session from November 2nd. The complete presentation is available as a video on the Mad Dogs [website](#).)

Strength Training (also known as resistance training or weight training) should be an integral part of every triathlete's workout plan. Often, because of time limitations or an under-appreciation for the benefits, strength training is not included or it's done half-heartedly.

There are many reasons why you should have a regular routine of strength training on your calendar.

- It increases muscle strength which translates to more power and faster speed.
- You can focus on sports specific muscles.
- You can work to strengthen specific muscle groups that need attention.
- It will improve bone strength.
- It helps with muscular balance and better body symmetry.
- It burns body fat.

Here are a few points to remember when you set up your workout plan.

- Schedule three sessions per week with one or two recovery days between. It's actually during the recovery days when muscle cell growth occurs.
- For each exercise, do 3 sets x 12 to 15 repetitions per set. The amount of weight you use should make the last repetition difficult with muscle fatigue. (Finding the right weight for each exercise may take some trial and error in the beginning.)
- Work your body parts in pairs to promote body balance and symmetry.
 - For example: chest and back; quadriceps and hamstrings; biceps and triceps, etc.
- Don't rush the workout. All movements should be slow and controlled. And make sure your biomechanics are correct. You'll see better results with optimal benefit and you'll reduce the risk of injury.
- If you're new to weight training, consider working with an experienced trainer to ensure you're doing the right exercises and your form is correct. It's also a good idea to use a full body mirror so you can watch your movements and ensure you're doing each exercise properly.
- A basic whole body session will take between 40 to 45 minutes, which is about two hours a week. ... not a lot of time spent for such a big return.

And don't forget to work your core muscles. There are four groups of muscles that make up your core: center abs (rectus abdominis, commonly called the "six pack", side abs (obliques), inner abs (transverse abdominis), and back muscles

(erector spinae on both sides of your spine). A strong core will benefit all three sports: higher legs in the water for less drag and faster swims, less back pain from long hours in the aero position on the bike, and better running posture for efficiency, comfort, and speed.

If you haven't been doing strength work, now is the time to start. As we move into the cooler, off season months, hit the gym and get it done. If you don't want to go to a gym, you can work out at home with dumbbells, resistance bands, and your own body weight. And when spring rolls around, keep the strength workout on your calendar. You'll be a better athlete if you do.

Train smart. Race fast.

Frank Adornato



Crazy 2021 Halloween

The Lohmans experienced a most unusual Halloween this year. The Circle we live on was well decorated and everyone tried to make it a fun experience for the youngsters. I don't know if it was due to post COVID lockdown mentality or irrational exuberance, but things got a bit out of control. In our neighborhood, there were hundreds of kids out candy seeking, bounce houses for youngsters, and tents for parents sampling adult beverages. Apparently, one very drunk woman, accompanied by her child and husband, was concerned that our lawn was too dry. She came staggering into our yard, stripped off her onesie, and watered both our grass and her outfit. Everyone was stunned. Gail snapped her picture. Then "Ms. A" grabbed Gail and attempted to "borrow" her phone while screaming obscenities.

Gail tried to call the police by dialing 411. She couldn't understand why they didn't pick up, later learning that she needed to dial 911 instead. It took the woman's husband and several neighbors to get the drunk exhibitionist under control. She staggered around Darlington Oak Circle and passed out in another neighbor's lawn with her legs in the street. The Doctor across the street made sure she was still alive before helping her husband load her into a vehicle to send her home with her infant daughter. We still are trying to learn who she was and who invited her to join the neighborhood party. Oh well, at least it wasn't boring. Next year, though, we may need to establish a checkpoint with a breathalyzer at the entrance to the neighborhood.

Quintana Roo's New Superbike: The V-PR

DAN EMPFIELD

Thu Nov 04 2021 Slowtwitch



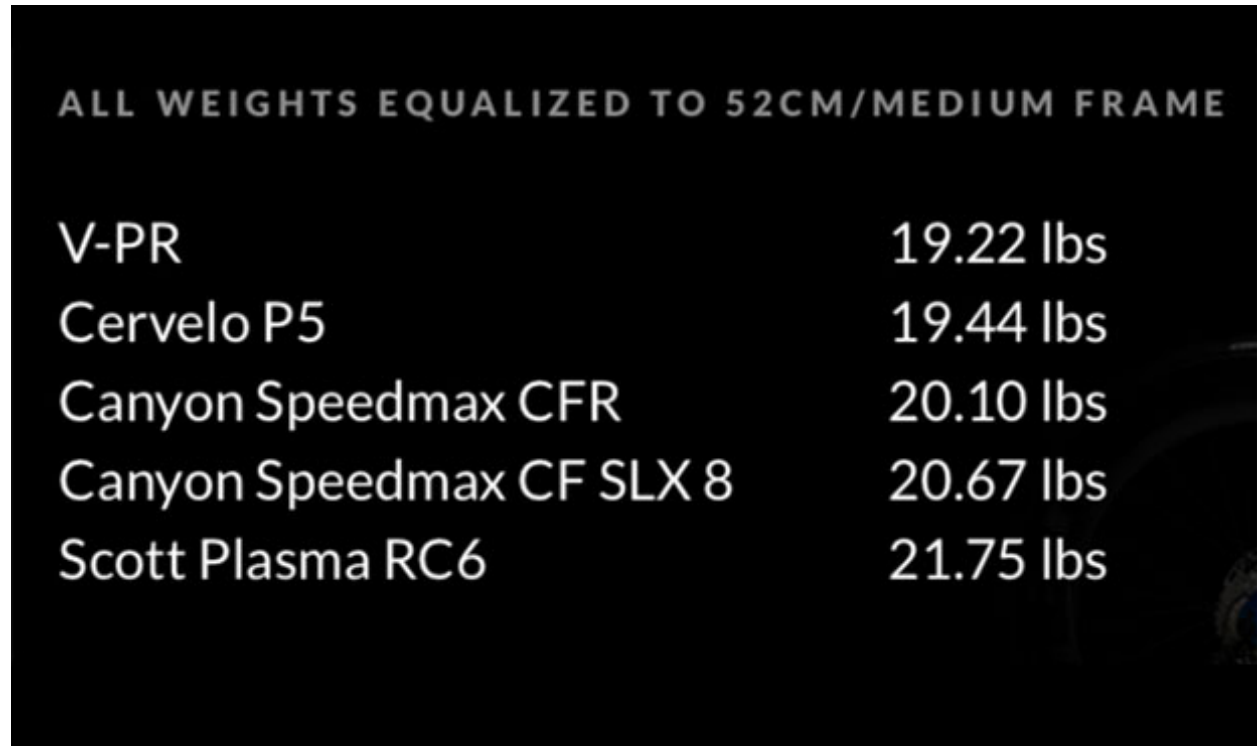
Quintana Roo announced today the V-PR, an exciting and capable new flagship tri bike. “Luck is the residue of hard work,” is the old saw that came to mind when contemplating this bike, because – as we shall see – QR made decisions years ago that recent history has validated.

This is a superbike but, in keeping with QR’s philosophy, it lets its strategic partners do what they do best. QR doesn’t build handlebars or hydration systems but with this particular bike it did nudge its partner manufacturers toward some design modifications you’ll see in the V-PR. This is not a reworking of the PR series; the frame is an entirely new mold, one-piece construction; no bonded joints; no common sub-assemblies. QR took a pretty hard look at everything about its heretofore best tri bikes and asked (itself) what might be done to make them lighter and slipperier.

Weight

Some of the details of the carbon fiber used in this bike were revealed to me but I’d like to know more before I spout off in an area in which I’m barely literate. Suffice it to say that the frame is light and, one assumes,

passes fatigue testing. (On that latter note, one hallmark of this brand is the rarity of product failures all the way back to its 1987 inception.) The weight of the bike is shown in the chart below compared to those in its competitive set.



ALL WEIGHTS EQUALIZED TO 52CM/MEDIUM FRAME	
V-PR	19.22 lbs
Cervelo P5	19.44 lbs
Canyon Speedmax CFR	20.10 lbs
Canyon Speedmax CF SLX 8	20.67 lbs
Scott Plasma RC6	21.75 lbs

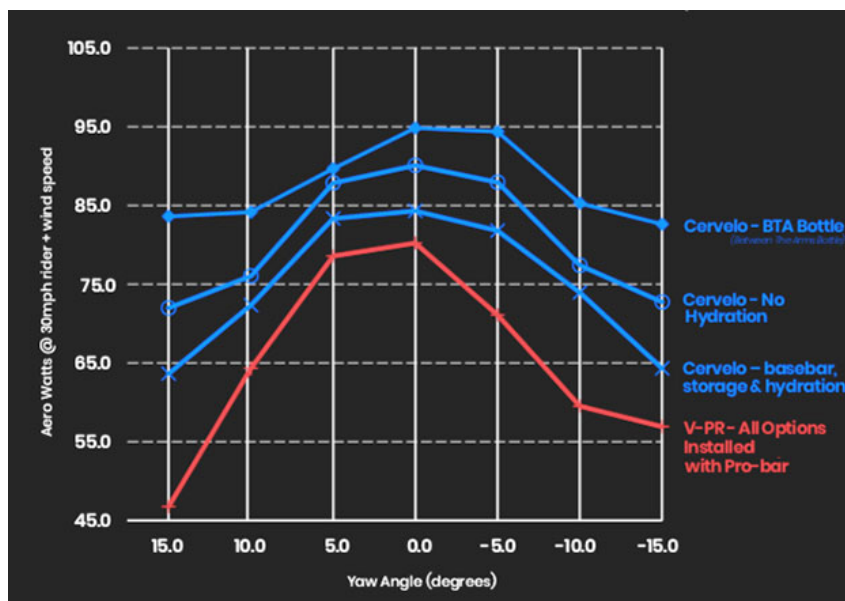
This is kind of a big deal for QR because it had not been thought of as making particularly lightweight bikes. Not boat anchors, mind you, but not featherweights either. While I can pretty easily get a road bike down to 16 pounds and a gravel bike to 18 pounds, it's hard to get any tri bike under 20 pounds, complete, because there are handlebars on top of handlebars. Anybody hoisting his or her tri bike onto the roof rack knows this.

Therefore it's a particular achievement getting this bike, with all its surface area, to under-20-pounds complete and, perhaps with a little work by the end user, somewhere in the 18-and-change pound range. This new frameset – when you take the associated frame parts, like the seat post, fork and so on – is a whopping 25% lighter than Quintana Roo's PR6 frameset.

Aerodynamics

This is going to take some explaining. Here is a chart below prepared by the folks at Quintana Roo. As you probably know this chart represents the aero performance of this bike in a sweep, and by sweep we mean wind blowing on a bike from one side all the way to the other. This gives us a sense of how the bike will perform in a straight-on wind as well as sidewinds.

The bike used for comparison's sake is the very capable Cervelo P5 Disc. Of course it's assumed that the bikes are set up exactly alike, and that the competitor's bike is set up honestly. I was assured, when I asked, that every attempt was made to make each bike as fast as possible.



The units here are “watts” and of course watts are not the units measured in the wind tunnel. Rather, it’s the force applied to the scale on which the bike sits, and that scale records this as does your bathroom scale: in grams or pounds. It’s referred to as drag, as in, so many grams of drag. The units here are the result of a solved math problem that translates units of drag into the amount of power it takes to overcome that drag. But still, the watts shown here don’t make a lot of sense if you just look at the watts without context. It certainly takes more than, say, 85 watts to ride any bike at 30 miles per hour. In this case, what QR has done is remove what it considers

the power needed to overcome the mass of the rider. What remains is the power it takes to overcome the mass of the bike.

If this is an accurate depiction, you see (of course) that most of the force you apply to the pedals is used to overcome the mass of our bodies. But also what's removed is the power required to overcome rolling resistance. The 65, 75, 85 watts it takes to propel this bike at 30 miles per hour in this chart is really just what is required to propel the complete bike – sans rider – through the air. By removing all other equal factors QR is attempting to zoom in on just the differences between the bikes.

Frame Features

Remember when I referred to luck, the residue of hard work? QR introduced, many years ago, what it called Shift technology. The thesis is an asymmetrical frame design that shifts the air from the drive side to the left side of the bike. This all happened years before tri bikes moved to disc brakes. The really fat left side chain stay that is the obvious feature of Shift tech is a tailor made rotor fairing.

The storage box has been redesigned. While the idea of the red blinker as part of the box was a good one, it kind of violated what appeared to me to be a QR doctrine: don't manufacture in an accessory category unless you intend to compete straight-up in that category. QR doesn't make wheels, saddles, aerobars, hydration systems. It has now backed out of the light business.

But the box has taken a step forward, not backward. In previous designs the box had to slide all the way up to exit its mount bracket, and this often meant taking off the saddle bags or rear hydration to remove the box. The new box no longer fixes that way, but it is still solidly attached. The box is also size-specific: different box sizes mate with different frame sizes.



Yes, QR relies on brands like Vision and Profile Design to manufacture for them products like aerobars and hydration systems. But QR has gotten a bit bolder on these parts, and has proprietary parts made to modify production pieces to fit their frames. If you look closely at the Profile Design Aeria Hydration – my favorite front hydration system – when deployed on the V-PR you will see parts on it that you won't get when you buy this as an aftermarket hydration system. Those parts aren't better or worse; they allow the part to integrate seamlessly with this bike.

Likewise, you may see some aerobar products now or in the future that you don't (yet) find in any catalog.

The seat post topper hardware is not hard to wrangle, as tri bike seat post designs go, and QR has a good wedge mechanism for affixing the post to the frame. Yes, you'll want to use carbon paste but, no, you don't need to sweat your seat post sliding down under pressure.

Sales & Shipping channels

Here is another area where QR made some decisions in years past and luck and fortune have favored this brand. I don't think it's a huge secret that QR has gradually moved to consumer direct. It maintains relationships with select retailers, but this brand's inertia is all toward consumer direct. Events conspired to bring QR to where it is. First, QR drafted in the wake of Canyon. QR selling directly to you would have been a lot harder were it not for Canyon's explosive success in this sales channel.

Second, QR decided to bring paint and assembly stateside. This wasn't luck, of course, this was an affirmative act taken by this brand to best accommodate its customers. Third, there is a new shipping paradigm that you may not have seen yet but it's here and its coming... like a freight train: It's boxless, complete bike delivery. Imagine Tri Bike Transport, just, instead of from your LBS to your IRONMAN race it's from your manufacturer to you. This is how you're likely to get your QR bike nowadays. It's also how you're likely to get everything from a Wahoo KICKR Bike to a Ventum and others but, like I said, this is a freight train and enterprising manufacturers will take a hard look at this delivery motif before it leaves the station without them.

The V-PR will sell complete for prices between the \$8000s and \$12,000s, depending on spec. The frameset is a hefty \$5,350. Better just to buy the whole bike.

QR has a [crackerjack configurator on its site](#) that shows the prices of bikes, and automatically updates the pic of the bike to show the config you've chosen. This bike is available for order now, and you would get delivery in about six weeks. Why the wait? Remember, they'll paint the frame as you want it painted; they'll assembled it with the parts you want; to your fit coordinates; and deliver it boxless and ready to ride at your door. All that takes a little time.



REEDER & NUSSBAUM, P.A.
Personal Injury Law

727-521-2889 CounselorsOfLaw.com



Thanks to efforts of Mad Dog Mike Kelly, the Mad Dogs have a new sponsor - VO2 Max Cycles in San Antonio, FL. The owner, Pierre Beaulieu, is offering Club Members a 15% discount on purchases (there may be a few exceptions, like items already on sale). VO2 Max cycles is located at 32755 Pennsylvania Ave. San Antonio, FL 33575. Phone is (352) 534-0888. Web site is www.vo2maxcycles.com. The shop is closed Sunday and Monday. Next time you are riding "them thar hills" up I75, drop by and check them out.