



THE FINISH LINE



Vintage picture of Mad Dog #1 Rue Morgan mastering the paddleboard. Go, Rue, go!



Editorials -	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 - 13
Articles & Reports -	Pages 14 - 32



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

I remember, back during my racing years, that I always wondered about the cost/value of the various brands of aero wheels. I concede that these wheels are faster for competitive triathletes than 32 spoke road wheels, but I always wondered about comparisons of Zipp vs Campy vs Enve vs Hed, etc. I found an article on *Slowtwitch* by Greg Kopecky which has an interesting take on the subject. It's included in the newsletter.

(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 Swim starting 03/17/21. Meet at Hurley Park, 1600 Gulf Way, Pass-a-Grille.	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, ends March 10.
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>See Facebook for details.</p>	<p>Following the bike ride a 4-mile run</p>		

MARCH BIRTHDAYS



Rik Hanley -	3rd
Amanda Skillman -	3rd
Diane Spicer -	4th
Zoe Sullivan -	7th
Bill Hamblin -	10th
Caroline Meers -	12th
Karen Lopez -	19th
Gail Lohman -	23rd
Paul Talewsky -	24th
Rene Vallant -	24th
Kim Linzer -	25th
Monte Hoge -	28th
Daniel Kiran -	28th

WELCOME NEW MAD DOGS!

- # 3914 - Carica Onyshuk - Apollo Beach, FL**
- # 3915 - David Secunda - St. Pete**
- # 3916 - Jocelyn Santana - St. Pete**
- # 3917 - Michael B. Collins - Findley Lake, NY**
- # 3918 - Mike Marchev - Delray Beach, FL**
- # 3919 - Dody Saputo - St. Pete Beach**
- # 3920 - Stuart Cohen - Germantown, TN**

Editor's Comments continued:

Concerned about insurance coverage with the spate of recent bike accidents? Mad Dog Joe Bayliss submitted an informative article on the subject, and it's included in the newsletter. Wednesday night swims begin again March 17th with the advent of DST. If you want to stay for the social mixer after the swim, please remember face masks (for at least a little longer).

Mad Dogs Rule,
Chuck Lohman, Editor

UPCOMING RACES

12-14 Mar - Challenge Miami
Half/Sprint/Du/AB
Homestead-Miami Speedway
www.challenge-miami.com

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

Tentative Dates for Local Races

13 Mar - Florida Challenge
Half/Sprint/Du/AB
Clermont, FL
www.runnersignup.com

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



13 Mar - Great Clermont Tri
Olympic/Du/AB
Clermont, FL
www.runnersignup.com



MAD DOG NEWS

Looks like St. Anthony's Triathlons are postponed to the weekend of 1-3 Oct 2021. I pardon all Mad Dogs who remain skeptical.

Sign noted in Texas...."What if soy milk is just regular milk introducing itself in Spanish?"

For all crazy Mad Dogs with too much training time on their hands.....(you know who you are). Ultraman Florida is a three day athletic endeavor guaranteed to test an athlete's physical and mental limits. It is a journey that will touch your soul and create memories that will last a lifetime. The race covers a total distance of 321.6 miles (517.5km), around central Florida; it requires that each participant complete a 6.2 mile (10km) open water swim, a 263 mile (423km) bike ride, and a 52.4 mile (84km) ultra-marathon run. Day 1 consists of a 6.2 mile swim and 92 mile bike, Day 2 is a 171 mile bike, and Day 3 is a 52.4 mile run. It's held annually at Clermont in February. Perhaps next year??

Language lesson in Southern Speak for Northern Mad Dogs or recent arrivals from the North. When addressing a local, second personal singular is "Ya'll." Second person plural is "All ya'll." You are welcome.

"The Supreme accomplishment is to blur the line between work and play."
Arnold Toynbee

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.

This is a retro race report from 2019 since no Mad Dogs had listed finishes in February 2020 or 2021. Reminisce at your leisure!

IM 70.3 Dubai - 1 Feb '19

Finisher - Tom Kennedy

Gasparilla Distance Race - 23-24 Feb '19

15 K

1st Place -

Joe Burgasser

2nd Place -

Bob Ranta

5th Place -

Dan Chechele

Annette Frisch

6th Place -

Wendy Tocha

5K

1st Place -

Bill Riley

Finisher -

Tom Singletary (42nd Gasparilla Classic)

Half Marathon

1st Place -

John Hollenhorst

3rd Place -

Laura Jansik

8K

1st Place -

Frank Adornato

2nd Place -

Annette Frisch

8K (Continued)

3rd Place -

Carol Hollenbeck

5th Place -

Linda Musante

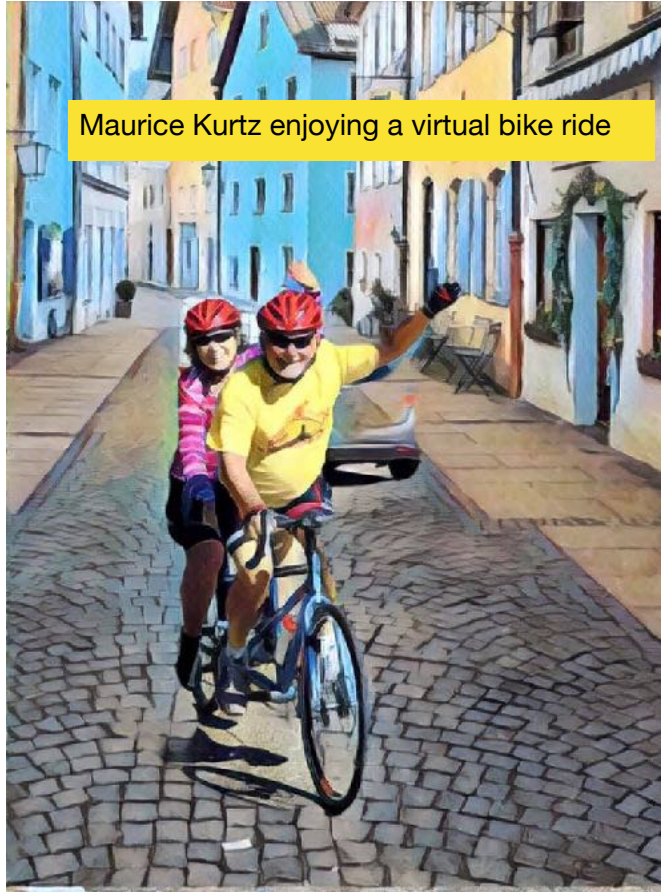
6th Place -

Cathy deHaan

MAD DOG PICTURES



Vintage picture of Mad Dog #1, Rue Morgan mastering the paddle board.



Maurice Kurtz enjoying a virtual bike ride



Chris Poor (I think) ready for the big game!



Nice picture of a Roseate Spoonbill for any Mad Dog birdies

MAD DOG PICTURES



“Doc” Rubin on vacation terrorizing the fish!



Jessica and Todd Bibza at the Super Bowl Celebration Week



Larry Yost's Birthday Celebration

MAD DOG PICTURES



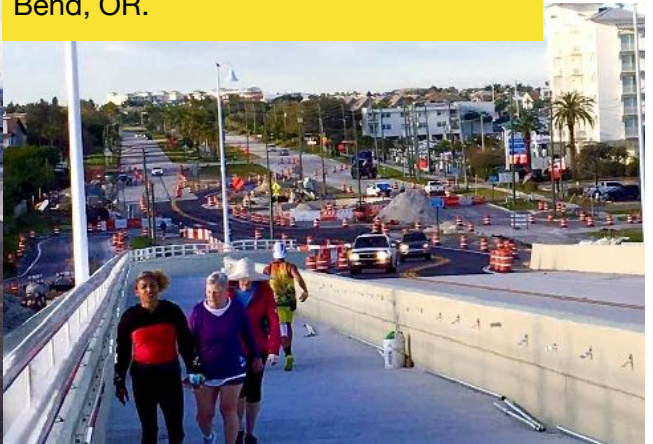
Mad Dogs Danny Hicks and Jan Thompson dining out with friends.



Pro Triathlete (and Mad Dog homestay) Eric Lagerstrom moving from Tuscon to Bend, OR.



Eric Lagerstrom at Challenge Daytona



Mad Dogs on the newly opened Tierra Verde Bridge

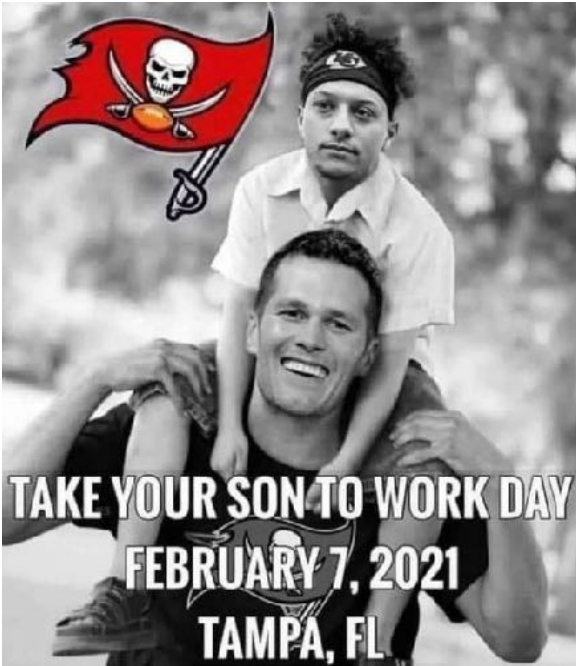
MAD DOG PICTURES



Mad Dogs celebrating Larry Yost's birthday



Coach Leo and Jackie Doucette at a Cold Winter swim



Tim Kennedy learning to cook after his retirement

Humor from Frank Adornato

Noting all the recent bike accidents in the St. Pete area, Mad Dog Joe Bayliss offered some advice on insurance. Read and Heed!

Insurance Primer

Late last year, I participated in a scavenger hunt hosted by the St. Petersburg Bike Club. Unfortunately, during the event, one of the participants was struck by a vehicle and sustained some injuries. Law enforcement came out and investigated the accident and I heard the injured bicyclist tell the officer when the ambulance arrived that she would go to whatever hospital was closest for treatment; that it did not matter to her where she went as it would be on the driver's insurance. That was an incorrect statement on the cyclist's part and one I have heard numerous times over the course of my practice.

Under Florida law, we (as motorists) are required to carry at least \$10,000 in Personal Injury Protection (PIP) coverage. This coverage applies when you are involved in an accident with a motor vehicle. 80% of your medical bills and 60% of your lost wages are covered by your own automobile insurance up to a certain limit, regardless of fault. The remaining 20% is the insured's co-pay. In the above real-life scenario, the bicyclist's PIP coverage would take care of 80% of her medical bills up to the limits of her PIP coverage, even though the driver was at fault in the accident. Importantly, the bicyclist is not required to prove the driver was at fault to have her PIP insurer pay her bills.

Many insurers offer optional coverage that will cover the 20% of the medical bills not paid by PIP. This coverage is called Medical Payments coverage (Med-pay). Some med-pay policies may also cover the PIP deductible if one was selected by the insured. It is important to review the policy language regarding any med-pay coverage purchased to see if the deductible is covered.

Under current law in Florida, you must receive treatment from certain health care professionals within 14 days after an accident and it must be determined that the injury is classified as an emergency medical condition. Otherwise, the PIP benefits can be reduced by up to 75%. Note also, that PIP coverage is also subject to any deductible the insured selected when the policy was purchased. Going back to the example above, the injured cyclist was transported by ambulance to an emergency

room where she received treatment for presumably an emergency medical condition. Under this scenario, her access to the full amount of her PIP benefits would be protected.

Notably, under Florida law, motorists are not required to carry bodily injury liability coverage in order to drive a vehicle in Florida. I have handled numerous cases where we learn that the at fault driver does not have any bodily injury insurance coverage. On many other occasions, drivers will carry bare bones minimum coverage limits of \$10,000.00 for bodily injuries. As many know, in these instances, it is important to have uninsured/underinsured motorist coverage. Simply put, you are protecting yourself in situations where you are injured through no fault of you own by uninsured or underinsured drivers. It is my recommendation that if you do not carry this coverage, you should add it to your policy immediately.

If involved in an auto accident, be it car vs. car or car vs. bike, I always recommend that you contact the police from the scene of the accident to come investigate same. We hear all the time about the at-fault driver immediately offering to fix the damaged bike or car without the need to get the police involved. Do not ever agree to this. I am a bit jaded after practicing this type of law for many years, but frankly, there's no reason to trust an at-fault driver to make good on a promise after damaging your bike or car, not to mention taking care of any injuries you may have sustained. Just no!

Review your auto policy and check your coverage types and amounts. At a minimum, as stated about, if you do not carry uninsured/underinsured motorist coverage, call your agent, and add same. If you have any questions about coverage, feel free to call or e-mail me anytime. My e-mail is jbayliss@bbandbfla.com. Phone number is (727) 322-1739.

Training Tip - Nutrition vs. Fueling

The High Fat - Low Carb Diet has become very popular in recent years and for good reasons. Many clinical trials have been conducted with positive results for the HFLC diet. An extensive study in patients from 18 countries around the world and published in Lancet Medical Journal, suggests that it is more heart healthy to eat a diet higher in healthy fats - as much as 40 to 50% of your daily calories - when compared to higher carb / low fat diets, which can contribute to coronary disease. For an athlete, the HFLC diet also will help improve performance and recovery.

However, a big contradiction for competitive athletes is that the High Fat - Low Carb diet may not be the ideal fuel to be used during training workouts and races. During high effort workouts and races, the body uses stored muscle glycogen for fuel, and burns about 500 to 1000 calories an hour. But the working body can't digest more than 350 calories an hour. Digestion is slowed during intense exercise, and if we try to eat too much or too fast, we're sure to get some GI upset. Therefore the fuel we take in needs to be easily digestible for quick stomach emptying.

All of which brings me to my point, that athletes should differentiate between nutrition and fueling. Think of **Nutrition** as everyday eating for nourishment and good health - our breakfast, lunch and dinner. Meals should include a balance of carbohydrates, protein and healthy fats at an approximate ratio of F40/C30/P30 (up to as much as F50/C25/P25). Eat slowly digested complex carbohydrates, avoid simple carbs and sugars, and drink plenty of water and sugar free liquids.

Fueling is what we eat and drink in training and racing for athletic performance and recovery. With a goal of calorie replacement and fast stomach emptying, fuel up with carbohydrate gels, sports drinks and water. Yes, these are high in simple carbohydrates with perhaps some protein and no fat, but that promotes quick digestion and calorie absorption by the body. Aim for about 50 to 100 calories every twenty minutes, alternating between gels with water and sport drink.

Also remember the "60-minute window". As soon as possible after your workout or race is over, you want to replenish muscle glycogen stores with a meal of complex carbohydrates and protein. Eating this recovery meal within 60 minutes of completing your workout will offset fatigue so you're fresh and ready for tomorrow's workout.

And whatever you plan to eat and drink during your racing should be tried and tested in training. Nothing New On Race day!

Train smart. Race fast.

Frank Adornato





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 - Random Thoughts on How To Be Better Triathlete

All triathletes know that they need to train for the swim, the bike and the run. Many also know the importance of strength training, and stretching. But there are some things that many triathletes don't consider or they underestimate how important they are. Here are some random thoughts of seven things that can make you a better triathlete.

1. All your workouts should focus on efficiency of movement, with the key word being EFFICIENCY. You train many hours a week, and the more efficiently you move, the better and faster you'll be. And injury-free also. All of my comments below will help you develop better biomechanics and efficiency of movement.
2. Work on mobility every day. You spend many hours a day training. Adding 20 to 30 minutes a day for stretching and mobility work is time well spent.. This will maintain (and add) agility to your muscles, joints and connective tissues (tendons and ligaments). More agility equates to better range of motion in all three sports.
3. Get a bike fit. You spent probably thousands of dollars on your bike and you're riding in the saddle many hours a week. Getting a proper bike fit will ensure that the geometry of the bike meshes with your body size and frame. You'll ride more comfortably, more efficiently, and pain free. Just a small anomaly in bike geometry can lead to back and neck pain which impairs your riding and can also have a negative impact on your run. As an example, if you've ever experienced lower back pain getting off the bike into T2, that could possibly have been the result of being stretched out too far over the aerobars. A bike fit will identify and fix problems like this. It's money well spent to pay about \$200 for a quality bike fit.
4. Change your running shoes periodically; usually that means every 300 to 500 hours running. Many runners hold onto shoes too long, especially if the shoes felt really good when they were new. They become their "lucky" shoes. Check the shoe bottoms periodically for wear. Excessive wear on the bottom of the shoes might be a cause not only foot and ankle pain, but imbalances can lead to knee, hip and lower back pain too. It's also a good idea to keep two pair of shoes so you can alternate between pairs. (I know, some of you may say "What, ONLY TWO pair!") This allows the insoles to relax back to normal between use, and they'll feel better and possibly last longer. Another idea is to write under the insole of the shoe, the month when you first wear a new pair of shoes. That will serve as a reminder of how old our shoes are.
5. You're probably swimming in a chlorinated pool several times a week, and maybe your skin is dry and itchy from all the pool chemicals. To help reduce this, wet down your body with a shower before you dive into the pool as well as after you get out of the water. If your skin is dry when you get into the water it's more likely to absorb some trace chemicals which cause dryness and itch.
6. Train to extremes. To get the most benefit out of your workouts in all three sports you need to include high intensity interval sets. When doing these, make sure that hard

efforts are at high end heart rates and easy efforts and recovery are at low end heart rates. Too often we get stuck training in the middle which is the least beneficial.

7. RECOVERY is not a nasty word! Take one rest day each week for recovery. Your body and mind need periodic and regular recovery if you want to stay in the game for the long haul. Some triathletes think they're super human and don't need a rest day, but the human body is not a machine. It will break down from continuous overuse or abuse. It's not a matter of "if" but "when". One recovery day a week will not reduce your fitness level. In fact you'll come back the next day fresh and strong. And if you're older, you might need to occasionally consider a second weekly rest day or "active rest" day.

Train smart. Race fast.

Frank Adornato



St. Anthony's Triathlon 2021 Race Weekend Rescheduled

ST. PETERSBURG, FL., (Feb 1, 2021) –

As the COVID-19 pandemic continues, the St. Anthony's Triathlon has decided to reschedule the weekend of events for the 38th annual race to fall, Oct. 1-3, 2021.

"This was a difficult decision to make but the safety of our athletes, volunteers, sponsors and fans is of the utmost importance to St. Anthony's Hospital and to our Triathlon team," said St. Anthony's President Scott Smith. "We will continue to monitor the pandemic and are hopeful that by fall we will present a safe and healthy race."

The St. Anthony's Triathlon has been an annual tradition since 1984. The 2020 event was cancelled due to the COVID-19 pandemic and the April 2021 dates were tentatively scheduled pending pandemic status.

While refunds will not be offered for registrations made for either the 2020 or April 2021 dates, deferrals can be made to the 2022 event. Registration continues for the 2021 Triathlon at <https://runsignup.com/Race/FL/SaintPetersburg/StAnthonys>. Events will include the Olympic, Sprint and Meek & Mighty triathlons.

Registration is still available at the lowest price. All dates for price increases have been updated on SATriathlon.com.

Patrick McGee, Triathlon manager and race director, said that everyone who has registered for this year's race or has claimed their deferral from 2020 is already set for the October dates.

"We continue to work to provide a safe environment for everyone," he said. "We can't wait for everyone to get on the course and see you cross the finish line."

Here is some additional information about registration and deferrals:

- The deadline to claim a deferral from the 2020 race has been extended. Participants can log into RunSignUp.com and access Profile > Deferrals > Complete Deferral. This will take participants through the registration process and allow registration for 2021. Deferrals from the 2020 race can be made for free until Aug. 15, 2021. After that date, there will be a fee added to registration costs for this year's event.
- To defer entry to the 2022 race weekend, which is tentatively scheduled for the end of April, participants must log into RunSignUp.com. Then go to Profile > Upcoming Events > Manage Registration > Defer Registration. On the Defer Registration page, participants will see Deferral Information and Total Payment. They must confirm the information is accurate and then click the "Confirm Deferral" button. Participants will receive an email notification showing details of the deferral. Participants have until Sept. 1 to defer the entry for free. After that date, standard deferral rates will apply for each event.

In addition to being a past regional championship race and the USAT Southeastern Club Regional Championship, the St. Anthony's Triathlon has been named as one of the Top 10 Great Destination Triathlons in the United States by Complete Tri and as one of the "5 Bucket-List Olympic Distance Triathlons in North America" by Triathlon Magazine Canada.

Ranked as the fourth largest triathlon in the country by USAT, the three-day St. Anthony's Triathlon Weekend includes:

- The Olympic-Distance Triathlon, set for Sunday, Oct. 3, which is known for its talented professional field.
- The Sprint Triathlon, also on Oct. 3, which features shorter distances than the Olympic-distance race along the same course.

- The Meek & Mighty Triathlon, on Saturday, Oct. 2, a race for novice adults and children who are new to the sport of triathlon.

There also are relay team options in the Olympic-distance and Sprint races. The weekend includes the St. Anthony's Triathlon Sports & Fitness Expo, a showcase of the latest equipment for multisport athletes, workshops for athletes to prepare for the races and information tables featuring various St. Anthony's Hospital and BayCare services.

For more information about the events, visit **SATriathlon.com**. Athletes and fans can be a part of the conversation on the St. Anthony's Triathlon Facebook page at **Facebook.com/StAnthonysTriathlon** by using the hashtag, **#StAnthonysTri**.

Are Wheels Getting Any Faster?

GREG KOPECKY Slowtwitch Thur Feb 11 2021

It's 2021. Are bicycle wheels done getting faster?

Perhaps I should clarify further that I'm talking about upper-echelon carbon wheels, which will set you back four figures or more. I've been involved in the high-end wheel game for over 15 years now, and have worked both as a journalist, and directly for two major carbon wheel manufacturers. I've toured the factories of several more. I'm not bragging here – just trying to communicate that I've analyzed and used more wheels than the average cycling consumer.

Every year, I receive press releases saying roughly the same thing – our new wheels are faster than our old wheels, and faster than our competitors. I'm not suggesting that innovations and improvements aren't happening; I'm just pondering out loud whether we'll see any meaningful improvements in the future – at least under the given rulesets of our sports.

That last point is an important one, because it has driven much of the recent evolution. I'm referring, of course, to the recent introduction of disc brakes to road and triathlon bicycles. I was an early proponent of disc brakes, and built up my first disc brake-equipped cyclocross/road/gravel/everything bike in 2007. People scoffed and laughed at me back then. Now everyone and their brother has a bike like that.

But that's beside the real point – which is that the adoption of disc brakes and thru axles required that we buy new carbon wheels for our new bikes – and these new wheels had the opportunity to be designed differently (and potentially faster). In other words, we all generally agreed that we were reaching the limits of wheel speed, and the current focus is now on potential improvements due to the rule changes around braking systems.

The state of road and triathlon racing wheels is interesting in 2021. For the most part, wheels have gone wide. Rims from 20 years ago had internal widths of 13 - 15mm. Now they're at 17 – 21mm. Tubeless compatibility is

near-standard (which allows, but does not require, that you use tubeless tires). Some brands, such as ENVE, are moving heavily into hookless beads. Others, such as DT Swiss, are staying with hooks.

The hooked vs hookless debate is interesting. We've reported on it [extensively](#) (yes, [extensively](#)). To be clear, the rider won't perceive any difference between a hooked vs hookless rim (i.e. with ride quality); its design affects tire compatibility, rim diameter control, and potential tubeless tire sealing.

And what of aerodynamics? Is there any consensus on whether modern wheels are becoming faster? Is this affected by the bead design (hooked vs hookless)? Has the move to disc brakes allowed for unique rim shapes that weren't possible before – and which outweigh the aerodynamic cost of the brake caliper and extra spokes required to build a strong disc brake wheel? After an intense investigation into these topics, I can only respond with a resounding... 'I don't know.'

I truly don't mean to be a Debbie Downer. Many of the newest wheels are outstanding. If you can afford the price tag, you can take your pick of a number of wonderful premium products. You won't be disappointed.

I suppose what I'm getting at is that I think the time may have arrived where the debate about any continued marginal performance gains is largely not worth our time. I look at the behavior of actual consumers, which confirms my viewpoint. Even out on smooth roads and paths, I see a lot of gravel bikes. Fatter tires and wheels. Also: People choosing bikes and wheels because of the cachet, and because they just like them.

I ask people about their equipment choices, and it appears that people have been overwhelmed by tech information overload, and just end up buying what their buddy or bike shop recommended. It's as if we've gone backwards in time – to a purer state of riding – and I think it's a good thing. I'm on board. When I shop bike products today, I look for brands that I trust, backed by good people. Am I always choosing the fastest stuff? Gosh, I don't know.

With that said, it's been easy for me to get behind the latest efforts of DT Swiss. I haven't had a single failure or reliability problem with any of their products in my ~20 years as a serious cyclist (and I value reliability above all else... what good are fast wheels if they can't make it to the finish line?).



REEDER & NUSSBAUM, P.A.
Personal Injury Law

727-521-2889 CounselorsOfLaw.com

Changes to the European Ironman and Challenge Schedules for any adventurous long distance Mad Dogs

At 6am European time athletes started to get emails and various social media channels were filled with the news that the 2021 Challenge Roth would move to September. The race organization also made themselves available to a Q&A via Facebook live.

"DATEV Challenge Roth will take place... but not in July. Due to the still dynamic COVID situation we will postpone DATEV Challenge Roth by two months - from 4 July to 5 September 2021. Athletes can transfer their registration from 4 July to 5 September or, alternatively, move it to next year's race, which will take place on 3 July 2022, all free of charge.

Cancellation is also possible, in which the athletes receive a refund of their entry fee less a processing fee.

We know that it's not easy and the postponement of the race might not be in everyone's favor, but we try to make the very best decision for the sport especially you the athletes," was the message posted on the Challenge Roth Facebook page.

A few hours later IRONMAN Europe announced that they are moving 6 races. Most will also move to September. However, there were others that did not have a rescheduled date announced.

"While we were very much looking forward to welcoming athletes back to our early-season races, today, IRONMAN Europe, Middle East and Africa announced an update to its 2021 race calendar due to the ongoing effects of the Covid-19 pandemic. A total of six races will be postponed to a later date in 2021:

- IRONMAN 70.3 Marbella - April 25, 2021 ****NEW**** September 19, 2021

- IRONMAN 70.3 Venice-Jesolo - May 2, 2021 ****NEW**** September 26, 2021
- Zafiro IRONMAN 70.3 Alcúdia-Mallorca - May 8, 2021 ****NEW**** TBC
- IRONMAN Mallorca - May 15, 2021 ****NEW**** TBC
- IRONMAN 70.3 Aix en Provence - May 16, 2021 ****NEW**** September 19
- 2021 IRONMAN Lanzarote - May 22, 2021 ****NEW**** July 3, 2021," said the IRONMAN Europe release.

There are many other events that are already in that September time slot including these following IRONMAN events in Europe or of interest for European athletes.

- IRONMAN Nice - September 12
- IRONMAN Wales - September 12
- IRONMAN 70.3 World Championships St. George, Utah - September 17
- IRONMAN Italy Emilia Romagna - September 18
- IRONMAN 70.3 Weymouth - September 19

Hopefully by the fall a large percentage of the population will be vaccinated, but nothing is yet guaranteed in terms of which races will happen or how freely we will be able to roam between countries or within countries. Germany, for one, has a lockdown right now that would make any event impossible. They even cancelled Fasching there.

Your community cycling store!



Sales - Service - Rentals

Mon-Fri 10 AM to 7 PM
Sat-Sun 10 AM to 6 PM

1205 4th St
Saint Petersburg, FL 33701
727-822-2453

www.stpetebicycleandfitness.com



TRAVEL WELL! RACE BETTER!

Website: www.DestinationMiles.com

Destination Miles brings together a community of busy athletes who share the same passion for fun, travel and racing, while lessening the burden of planning the travel details. We're proud to offer our athletes an amazing, safe, fun pre and post race travel experience.

