



THE FINISH LINE



Bill Hendrick at IM 70.3 NC. You be the judge. Has he begun to resemble the incredible hulk, or is someone drafting him? Or both?
 (photo by Karen Hendrick)

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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 chuck.lohman@yahoo.com. Items should be sent by the 15th of the month preceding the issue.

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.

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Editor's Column

Well, Tampa Bay Mad Dogs dodged Hurricane Ira. For a while, it appeared to be heading right for us, before swerving at the last moment for the Venice/Ft. Myers area. We missed the tremendous destruction and loss of life here, but may not be as fortunate the next time. I hope all of you have not become so cavalier that you all think you can just ride out any serious storm headed our way. Just as you would prepare for an ultra distance triathlon, please make up your plan, gather the gear on your list, and prepare to react to a change in weather or circumstances.

please go to page 7..

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.	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.	8 am. From USFSP 14.5 miles 20-21 mph.	7:00 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. 7:30 AM 3 Bridges Ride from Captiva Key Condos at moderate pace. 45 miles total, or 35 miles from 30 Ave, North.	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.	6:30 AM From Fit4Life 75th Ave. St. Pete Beach SPRR
SATURDAY		8:00 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		

MAD DOG NEWS

MAD DOGS KEEP IT IN THE FAMILY!

Mad Dog John Hollenhorst won his age group at IM 70.3 North Carolina, but declined the slot to Worlds next year in Finland due to an earlier race commitment. The slot, however, rolled down to Mad Dog Randy Brown who happily took it!

IT'S ELECTION TIME FOR THE MAD DOGS

The Mad Dogs will be holding their election for the Board of Directors in November. The positions up for election are: President, Secretary, Editor, Director, Director. Officers positions will serve for two (2) years. The Nominating Committee is searching for members interested in serving in any of these positions. All active members in good standing are eligible. If you, or anyone you know, are interested in serving on the board, please contact Ginger Herring, Nominating Committee Chair, at gingerherring16@gmail.com.

Save the date! Mad Dog Anniversary party this year will be held on December 3rd from 6PM to 8:30 PM at the Pinellas Ale Works, 1962 First Ave S in St. Pete.

“The society that separates its scholars from its warriors will have its thinking done by cowards and its fighting done by fools.”

Thucydides

NOVEMBER BIRTHDAYS



Todd Bibza	1st
Carrie Hanley	1st
Stephen Kovac	5th
Mark Herlyn	7th
Paul Thibault	7th
Mike Hood	8th
USMC (246th)	10th
Lin Dolen	11th
Paul Andrews	13th
Zeina Abdo	14th
Carol Jean Vosburgh	15th
Brian Kelly	18th
Karen B. Smith	18th
Art Singleton	20th
Kristi Leconte	24th
Michael Deacy	29th

WELCOME NEW MAD DOGS!

#3978 - Leo Budo	- St. Petersburg
#3979 - Raymond Butts	- St. Petersburg
#3980 - Aaron Lynch	- St. Petersburg
#3981 - Jan Pehrson	- Green Cove Springs, FL
#3982 - Michael Cegielski	- St. Pete
#3983 - Dwane Sutter	- Apollo Beach
#3984 - Laura Robertson	- Treasure Island
#3985 - Chris Radican	- St. Petersburg

Editor's Comments continued:

As the event turned out, there was no serious, widespread damage in our area, with most just suffering an inconvenient temporary loss of electricity. Fort DeSoto had enough debris blown around that the Suncoast Triathlon was postponed from October to November 20th.

The November/December months feature IM Florida at Panama City Beach and IM Florida 70.3 at Haines City. Best wishes to intrepid Mad Dogs who are taking on these major events.

Finally, I know that all of you will join me in wishing our United States Marine Corps a Happy 247th Birthday on the 10th of November!

Mad Dogs Rule,
Chuck Lohman, Editor

UPCOMING RACES



5 Nov - IM Florida
Panama City Beach, FL
Ironman
www.ironman.com



13 Nov - Miamiman
Miami, FL
Half Iron/Olympic
www.integritymultisport.com



20 Nov - Suncoast Tri
Ft. Desoto
Sprint/Tri/DU/AB
www.runsignup.com



3-4 Dec - Clash Daytona
Daytona, FL
Half Iron/Oly/Sprint Tri/Du
www.clash-usa.com



11 Dec - IM 70.3 Florida
Haines City, FL
Ironman
www.ironman.com

RACE RESULTS

All Mad Dogs are encouraged to submit race results. E-mail me at chuck.lohman@yahoo.com. There is no automatic program to search for Mad Dogs in every race. Thanks.

London Marathon

Finishers -

Terry Ellis
Steve Shelton

Ironman Worlds

Finishers -

Rose Doyle
Tom Kennedy

IM 70.3 North Carolina

1st Place -

John Hollenhorst

4th Place -

Randy Brown

Finishers -

Bill Hendrick (Best picture award)

Crystal River #3

1st Place -

John Macedo
Bonnie Theall

3rd Place -

Catherine Jadot

IM 70.3 Worlds

2nd Place -

Paula Findlay (Overall)

7th Place -

Jackson Laundry (OA) (MD Homestay)

Competitors -

Cody Angell
John Hollenhorst
Brad Kirley
Andy Reeder

MAD DOG PICTURES



Another shot of the finish line

Steve Shelton and Terry Ellis @ London Marathon



MAD DOG PICTURES



Roger Little, Gail Lohman, Claudia and Patricia Junqueira



Tom Kennedy with Yom Loo at Kona



Todd Bibza remembering



John Hollenhorst's bike preparing to climb Snow Canyon in St. George, UT

MAD DOG PICTURES

From Pam Hollenhorst and Karen Hendrick



OK, you be the judge...has Bill Hendrick morphed into the hulk, or is someone closely drafting him?



John Hollenhorst wins his age group at IM 70.3 NC

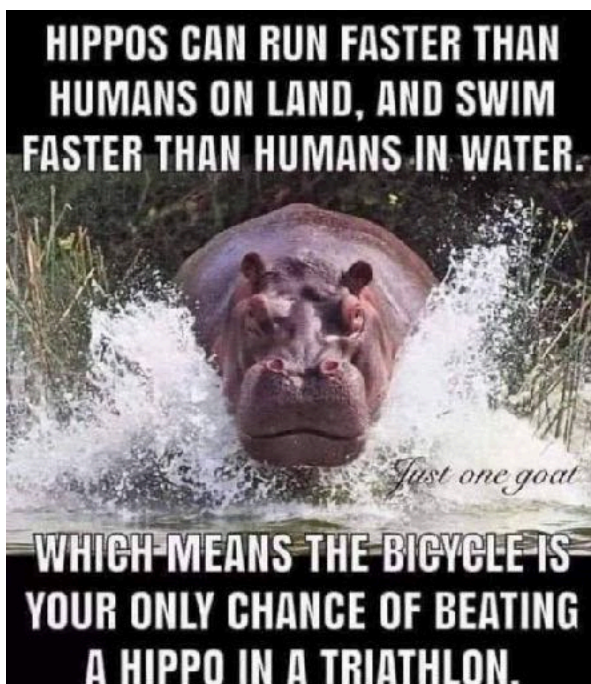


M 70-74 podium. Left John, 2nd from right Randy Brown.

MAD DOG PICTURES



Mad Dog Paula Findley Places 2nd overall at IM 70.3 World Champonship!





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There's a Popular New Tri Saddle

DAN EMPFIELD

Tue Oct 18 2022 Slowtwitch



You're probably not riding this new popular new tri saddle. I write this because you were more likely riding an ISM if you raced in Kona, and if you weren't riding an ISM you were aboard a Fizik, Specialized, or just about anything else. Not this.

Look at the chart below and you can see what the most popular 10 saddle brands were in Kona.

To read that chart accurately first understand the following inaccuracy: When I list Women AGers I'm really listing Thursday racers, which included men. But that day belonged predominantly to women, so I listed it the way I did. ISM was the big winner – again – because it probably remains the predominant aftermarket purchase by those looking for the most comfortable saddle when riding in the tri position.

The surprise to me was that Fizik took the second spot. I didn't see that coming. I do suspect it's an OE spec thing at play. In the old days Fizik won this count and by "old" I mean it was far the most popular saddle in Kona between 2000 and 2010 because of its OE spec and because the Fizik Arione Tri and Tri 2 were among the most comfortable saddles out there. Then came split-nose saddles, chiefly the ISM, and that changed everything. But now Fizik is back and if it's OE spec it's not just that. They make good tri saddles.

It's no fluke that Specialized sits #3 and it's so close to Fizik you might say these two brands are in a virtual dead heat. Yes, the Sitero enjoys some OE spec but mostly (or only) on Specialized tri bikes. And yes, there were a lot of Specialized bikes in the race, as this is still the 4th-most ridden bike in Kona even though this brand appears to have lost its current interest in tri bike sales. The Sitero is a legitimate aftermarket choice for those looking for a comfortable saddle.

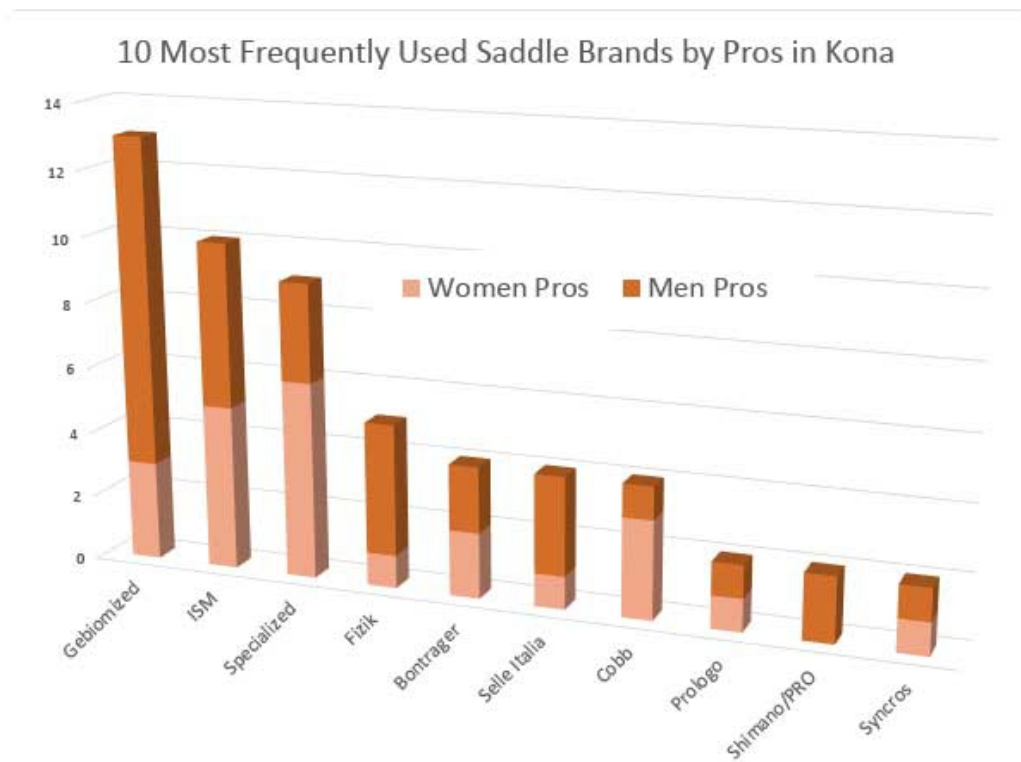
But the saddle that really surprised me was the 10th-most used saddle by the AGers, made by Gebiomized. I counted every piece of equipment used by every pro in both Thursday and Saturday races and it was a shock to see this saddle on so many bikes. In fact, I probably undercounted this saddle. As you see from the chart below this was the most-used saddle by pros in Kona.

I developed a different, better method for counting saddles for the Saturday race based on my Thursday experience. There were saddles in the women's pro race I didn't count at all because I couldn't identify them. I now believe a number of those were Gebiomized saddles. Even so, as you see this was the most used saddle in the pro field. Was this a case of a brand buying placement in the race? I seriously doubt it. There's just not enough money in a saddle contract for a pro triathlete at this level to sit uncomfortably for hours during training and racing.

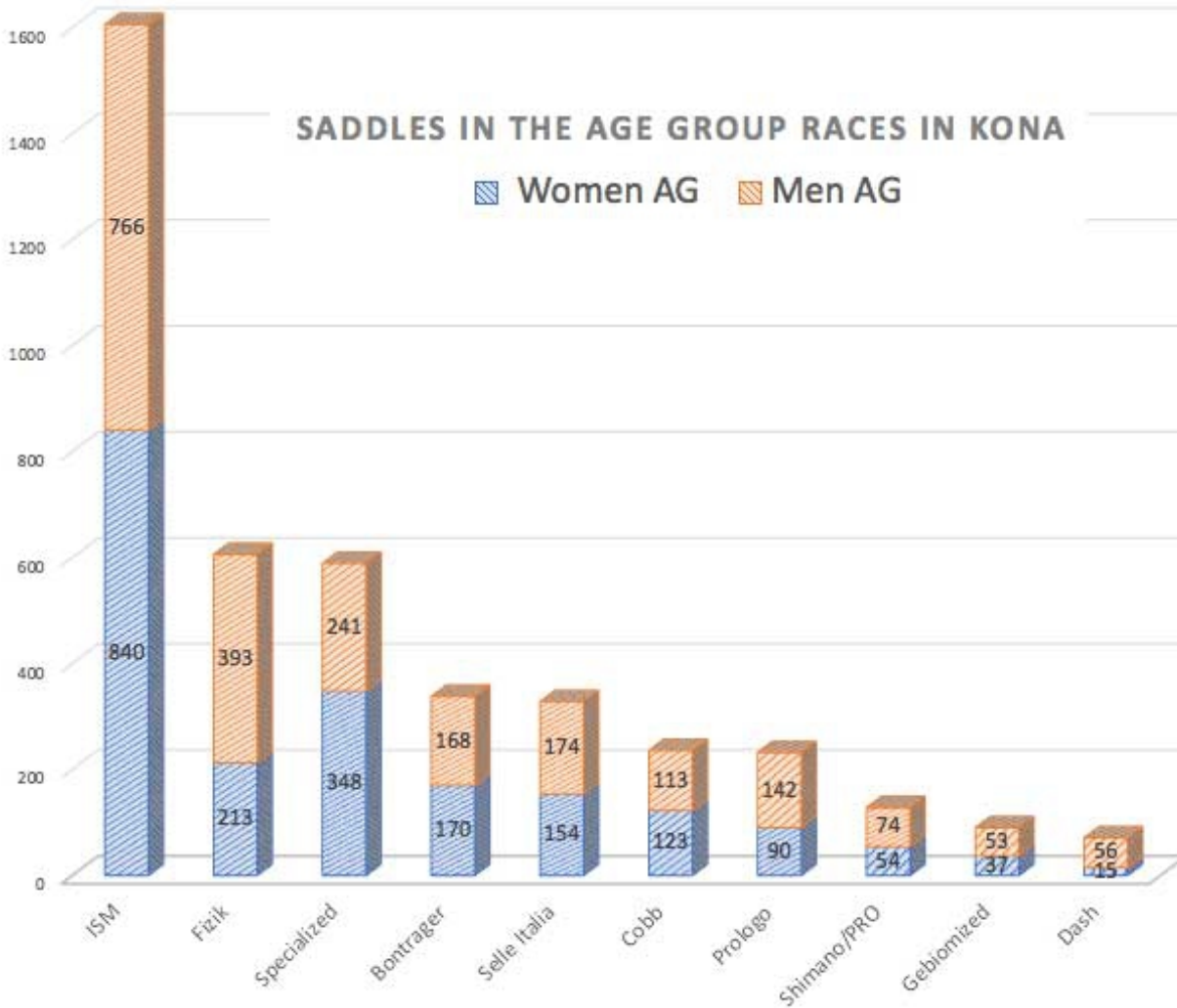
This saddle showed up mostly under the derrieres of European pro athletes and I highly suspect that the 100 Gebiomized saddles in the AG race also came over from Europe. (Gebiomized is a German brand.) To remind you what Gebiomized is all about, there's a powerful narrative here. This company is best known for its pressure mapping system used by a lot of bike fitters. You place their pressure maps on saddles, aerobar armrests,

inside cycling shoes, and you can see on a computer screen color coded images that show where your pressure is applied. You then cure these hot spots using whatever strategies you as a fitter might employ and – the theory goes – the customer is now more comfortable.

I don't want to speak for Gebiomized – and I'm not their salesman – but it stands to reason that you could use the data to design a saddle that solves point tenderness issues.



Note that this is not a split nose saddle. In fact, if you look at all of these saddle brands listed above, you'll see that the single nose saddles – Fizik, Specialized, Bontrager, Selle Italia, Gebiomized, Prologo, PRO and so on, add up to about 2,450 saddles. while these are all single nose saddles they overwhelmingly look quite different than road saddles. Adding up ISM, JCobb, Dash you get about 1,950 saddles (both these totals are rounded to the nearest 50).



This isn't an exact science. The Selle Italia Watt Superflow is kind of a split nose saddle, but barely so. If you stipulate that all the Selle Italia saddles in the case were split nose (certainly not the case, but please play along) then split nose saddles outnumbered single nose saddles in Kona this year.

Of course the Watt Superflow is going to end up on a lot of bikes, because it's spec'd OE on Canyon Speedmaxes. But it's also a legitimate OE saddle. One reason you see a lot of Prologos in the race is that this is the predominant OE saddle spec'd by Cervelo. Prologo is less popular in the pro field and I think that's a clue that OE saddles are not changed out by end users. I think we'd need to do a drilldown on saddle models (not just brands) to know which are likely OE and which are aftermarket purchases. A count of all aftermarket saddles would be a much more compelling stat.



There is one saddle I'd like to mention, ridden by Rudy Von Berg. It was the only such saddle I saw in the pro field. The brand is Wove, pictured just above, and it was developed our very own Slowtwitcher Nick Lehecka. Bravo Nick. I believe that was an early prototype, so better to look at the images in the link below for the finish product look.

The saddle in the image highest above is that is the Gebiomized on Lionel Sanders' Canyon Speedmax. (Here's [this saddle's link for U.S. readers.](#)) As you see the model is the Stride, and that brand and model of saddle was also ridden by Anne Haug, Florian Angert and Braden Currie. Here's [more about the Wove saddle.](#) I think you'll see some features these two saddle brands saddles share.

TriBike Transport or Take it With You?

DAN EMPFIELD

Fri Oct 28 2022 Slowtwitch

I sat on a plane at LAX getting ready to take off, destination Kona. This year was unprecedented with 4,500 bikes racing instead of 2,800. The plane was delayed and the pilot came on the intercom to explain why: the need to load a larger number of bikes into the cargo hold. As we finally prepared to take off the pilot gave us the bad news: The bikes belonging to two dozen passengers on the plane weren't going to make it on this flight.

I had been chatting with the man sitting next to me, who was entered in the race. "I hope your bike made it onto the plane," I said and he looked at me with a wry smile and replied, "I sent my bike ahead with TriBike Transport."

We're polling this question right now and it's very early in the poll (the poll was just put up a few hours ago and has just under 200 responses). The question is how your bike will fly if you fly to an IRONMAN race. The ardency of our Slowtwitch population is evident when you consider that, "I will never fly to an IRONMAN," is one option and only 19 percent of you selected that. But as of now, when you factor out that 19 percent, 62 percent of you report that you'll take your bike with you on the plane; and 35 percent say you'll use TriBike Transport. The remaining 3 percent will choose another solution.

As we've reported [it's easier to fly on the plane](#) with your bike these days, because major airlines have inexplicably (but thankfully) removed the high charges for checked bikes. But the anecdote I relate above is not exceptional. A [thread popped up on our Reader Forum](#) a few months ago on the travel problems associated with IRONMAN Alaska. The CEO of Alaska Airlines, himself an IRONMAN athlete, went into overdrive to get athletes their bikes for that race.

But IRONMAN Alaska's cargo bottleneck wasn't unanticipated. The airline reportedly told IRONMAN months ago to warn its customers to find other ways to get their bikes to Juneau for the race. Sometimes those warnings aren't adequately shared; sometimes athletes don't weight those warnings

as they should. A lot of athletes resorted to BikeFlights as a last minute option, but even then, “Some of us opted for Bike Flights and now our bikes are stuck in Anchorage via UPS,” lamented one competitor on that forum thread.

If you do travel to an IRONMAN via air, there are two things I would consider if I’m on the fence about taking the plane with me versus sending it ahead on TriBike Transport (or sending it using some other means). First, will this race result in an unanticipated flow of bikes? Any first-year IRONMAN race is a candidate for this. Any race that blows up big, year over year, in registration totals is a candidate for this.

Second, is this race contested in a rural area, served by a smaller airport? What equipment will the airlines use to get you to your final destination. Even a 737 is not a large plane. When we used to fly into Penticton for IRONMAN Canada the planes were positively tiny.

TriBike Transport has a stellar reputation among U.S.-based triathletes, but it does represent an additional race cost, for sure. Some folks deem this money well spent even if getting the bike to the race in time is not a consideration. There is no assembly or disassembly. I’ve got a bit of experience in what athletes do to their bikes – or what the airlines do to their bikes – from my Quintana Roo days. We used to perform no-charge neutral support at IRONMAN Hawaii, back in the 1990s, and at our peak we had 11 mechanics at 11 workstations under 6 pop up tents in a row on the front lawn of the King Kamehameha Hotel. There were only 1,400 racers back then and we worked on 600 bikes. We saved a lot of races that the airlines did their best to ruin, and that was before TSA looked inside every bike case. (I’ve written elsewhere about how to [best inoculate yourself against TSA bike handling misadventures](#).)

For all of that, I almost always take my bike with me on the plane when I fly to events. I have hard shell bike cases; I’ve got about 4 decades as an experienced, working bike mechanic; I’ve got the tools and I know how to pack a bike, including the best practices that attach to bikes with disc brakes. But here’s one case where I might just say fudge it, give it to TriBike Transport: If my tri bike had aerobars difficult to disassemble, specifically the inability to easily take the pursuit bar off the bike. I know

one bike maker who displays at North American IRONMAN expos who told me he always takes a few extra bikes to those events because of what he says is the high incidence of bikes breaking when shipped on planes in soft shell cases that allow the pursuit bar to remain assembled. Make of that what you will.

In preparation for this article I wrangled a discount for Slowtwitchers using [TriBike Transport](#) services for races upcoming. The code is SLOWTWITCH40 and you would place it in the promo code box at checkout. This code gets you \$40 off TriBike Transport bookings; would work for multiple events; and expires November 11th. If you need to cancel you retain full value to use in the future if it's at least 30 days from the race.

As you are considering how you'll send your bike to races to which you'll travel by air, consider some of our archived articles on this. [Travelgate](#) reminds us to know the airline's bike case policies.

I have a folder on my iPhone that contains all the apps of the airlines I fly or might fly. A screenshot of those apps are on the left, above. If you click on the American Airlines app and you navigate to baggage policies you'll find what's on the image above right. We've [written about the more liberal baggage policies](#) but ticket agents have not gotten the memo (as in, they actually did get the memo, but that memo didn't register). This is therefore a discipline in which I engage before every trip with a bike: go to the app, navigate to the policies for bikes, take a screenshot, have it ready. What they see on their screens is no different than what you have on your phone.

If you really want to be anal about this, take that screenshot when you book your travel, in case the policies change. That screenshot memorializes the policy in place when they sold you the ticket.

Training Tip - A Quick Flat Repair in a Race

One of the last things you want in the cycling leg of a triathlon is a flat tire. Changing a flat, even if you're experienced, can take five minutes or longer. That's valuable time lost, which can screw up an otherwise good race finish.

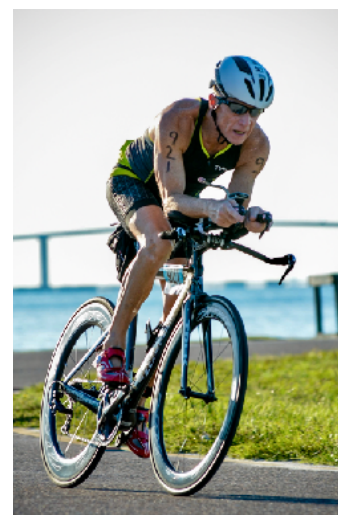
One trick I've learned is to use a quick flat fix product, such as Vittoria Pit Stop. Pit Stop and others like it are a mixture of liquid latex and propane propellant which will seal your tube for the duration of the race. They can be used with all types of tires and tubes.

In a race, I carry a can of "Pit Stop" in my pocket or I tape a can to the top tube of my bike. Thankfully, I've never had to use it, but I've spoken to others who have. If you're unlucky and get a flat tire, instead of having to take the time to change the tube, simply turn the wheel so that the valve is at the top (12 o'clock position), empty any remaining air from the tube, shake the can of Pit Stop, and insert it into the tire valve, the same as you would with a CO2 cartridge. In about 30 seconds the tire will fill with the latex substance. Spin the tire a few times and you should be good to go for the remainder of the race. Several seconds lost instead of minutes.

After the race and before you ride again, you will need to discard the old tube and replace it.

Train smart. Race fast.

Frank Adornato



Lucy Charles-Barclay's New Cube

DAN EMPFIELD Slowtwitch

Tue Oct 04 2022



Lucy Charles-Barclay has at least two Cube tri bikes on the Island right now, and the one here is an Aerium C:68X prototype. This is the official one, and a little further down you'll see a pic or two of the other. This *official* one has one very big change from the first Cube tri bikes Lucy rode. It's got disc brakes.

This bike is Shimano-equipped with some exceptions. The power meter pedals are Wahoo Speedplay POWRLINK Zero, and the bike has been given the full CeramicSpeed OSPW Aero RD pulleys faired for full aero performance.

The wheels are DT Swiss and the tires are Schwalbe Pro One TT. This is the tire that Sebastian Kienle uses, among others. It's a skinwall tire, very

fast, and needs sealant to keep the air from leaking out the sidewalls, which is typical of the fastest-rolling tires. This and the Vittorial Corsa Speed are the fastest tires in the race most likely, followed closely behind by the somewhat more durable Continental GP 5000 S TR (probably the tire more pros will use than any other). All these are tubeless. The pro field is by now almost entirely tubeless.

Lucy has what seems to me a pretty intricate hydration system, with a pair of siphons, one with a bite valve, for different hydration reservoirs. Unless I interpret what I see incorrectly.



Lucy was one of the first among the top triathletes to onboard the Speedbar. I don't know what aerobar system this is. The logo is Cube, so maybe it's Cube's own bar.

It's a pretty bike. When she moved to Cube in early 2021 Lucy was a SRAM user, and is now obviously not a SRAM user. There was some question back in early 2021 whether she would continue to ride Speedplay pedals. As we see the answer is yes.



She's been riding the Schwalbe Pro One TTs for some time now. Lucy had a Speedbar on her Shiv Disc. This bar I don't recognize, but it's Speedbar-inspired.



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Training Tip - Use Marker Sets to Measure Your Fitness Level

Using marker sets to measure your fitness level has been around for a long time. They are nothing new. The concept is simple: periodically do the same workout at the same level of effort and compare your results over time to determine if you have gone farther or faster. Including marker sets every few weeks will help you gauge if your fitness level is improving. Here's an example you can try.

Running marker set:

After a 15 minute warm up, run 3 miles on a relatively flat terrain (or on a treadmill if you really must!). Hold a steady heart rate at your high end endurance level. This is not an all-out effort, but you should be working above your comfort zone. Think 10K pace or a little slower. Once you fix on a heart rate adjust your speed up or down to keep your heart rate steady. Make a note of your elapsed time for 3 miles at that steady heart rate. Cool down for 10 minutes. Stretch.

Repeat this marker set every 6 to 8 weeks on the same course and at the same heart rate. The duration / elapsed time for the 3 mile run should decrease over the weeks and months.

You can do a similar workout on the bike or in the pool. Choose a fixed distance and a fixed level of effort, and compare your results over time.

Train smart. Race fast.

Frank Adornato

