



# THE FINISH LINE



**Jesse's Sat Nite Mad Dog Party on March 4th - Bill and Karen Hendrick, Steve Shelton, Patti Spence, Bill Biel, Jill Voorhis, David Longacre — Jesse Mocha in front.**

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**Extraordinary Event! Mike Kelly has staged a coup and replaced John Hollenhorst as Mad Dog President, stating that John was too busy with Real Estate listings.**

**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:**

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**Articles, or photos may be submitted to [chuck.lohman@yahoo.com](mailto: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, Mad Dogs, that time of the year has finally arrived. The snow birds have begun their annual migration back to New England, New York and Canada. Once again, it’s safer to ride bicycles on the streets. Spring Breakers have headed back to their institutions of “higher” learning. Triathlon Season looms—are you ready to rumble? Good start to the season as Mad Dogs once again dominated the podium at Escape From Ft. DeSoto. Plethora of photos provided by Pam Hollenhorst.

**please go to page 7..**



# TRAINING CALENDAR

	SWIM	BIKE	RUN
<b>MONDAY</b>	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
<b>TUESDAY</b>		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.
<b>WEDNESDAY</b>	6:00 pm. Mad Dog OWS Meet at Hurley Park. <b>Red Tide Permitting</b>	8 am. From USFSP 14.5 miles 20-21 mph.	7:30 am. Bayway Bridge Repeats. Meet at Sun Blvd & Pinellas Bayway.
<b>THURSDAY</b>	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).
<b>FRIDAY</b>	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
<b>SATURDAY</b>		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

**Gail was concerned, as many other Mad Dogs, about the red tide and its possible effects at St. Anthony's triathlon this year. Gail e-mailed Beth Shaw, Event Coordinator, and Beth's reply is as follows...**

Hi Gail,

Thanks for your email. You are absolutely correct. We understand the concern. As you mentioned, since we are a hospital and have been hosting the race for 40 years, our biggest concern is always the safety of our athletes, as well as our support staff on the water. I don't think we've had red tide this early before, so it's certainly something we are watching.

As with past water conditions that were deemed unsafe, we would cancel the swim portion of the event. In the event that the air quality is also poor we'd have to look at it at that time and discuss with our administration. It's hard to predict what the conditions will be in a month, but rest assured we will communicate with all prior to the event and make the best decision for the safety of our athletes.

Thanks! Beth Shaw

***"If you're going through Hell, keep going."  
Winston Churchill***

# APRIL BIRTHDAYS



Markus Mittermayr	4th
Luke Galloway	6th
David Beshears	7th
Tom Lepore	9th
Terry Stewart	10th
Pete McConnell	12th
Noah Vallant	12th
Sarah Zumbrum	12th
Winston Allen	13th
Michael Bardecki	15th
Rod Coggin	15th
John Johnson	15th
Julie Watkinson	15th
Mark Danzi	18th
Sarah Barrett	21st
Bill Kolar	23rd
Rose Marie Ray	26th
Michael Oertle	27th

## WELCOME NEW MAD DOGS!

#4005	Charlie Eggiman	- St. Petersburg
#4006	Joey Eggimann	- St Petersburg
#4007	Dean Campbell	- La Jolla, CA
#4008	Conor Murphy	- Pinellas Park
#4009	Jim Letzelter	- St. Petersburg
#4010	Diane Mohwinkel	- Anchorage, AK
#4012	Jenifer Clayton	- Palmetto, FL
#4013	Melinda Walden	- St. Petersburg
#4014	John Johnson	- St. Pete Beach

Editor's Comments continued:

For this month, I've added a couple of articles from Slowtwitch. The first describes the trials of trying to come back from medical issues and retain racing form. I'm sure all of you are familiar with the refrain, "two steps forward, one step back." The second article discusses carbohydrate use during training and racing at various intensities.

Finally, I know all Mad Dogs are looking forward to St. Anthony's Triathlon and attendant activities. Please read Carolyn Kiper's request on page 19, and see if you can help her out!

Mad Dogs Rule,  
**Chuck Lohman, Editor**

# UPCOMING RACES



15 Apr - Alpha Win Ocala  
Ocklawaha, FL  
Sprint/Oly/Half Tri/DU/AB  
[www.alpha.win.com](http://www.alpha.win.com)



30 Apr - St. Anthony's  
St. Petersburg, FL  
Intl/Sprint Distance  
[www.runsignup.com](http://www.runsignup.com)



13 May - IM 70.3 Gulf Coast  
Panama city Beach, FL  
Half Iron Distance  
[www.ironman.com](http://www.ironman.com)



21 May - IM 70.3 Chattanooga  
Chattanooga, TN  
Half Iron Distance  
[www.ironman.com](http://www.ironman.com)



# RACE RESULTS

All Mad Dogs are encouraged to submit race results. E-mail me at [chuck.lohman@yahoo.com](mailto:chuck.lohman@yahoo.com). There is no automatic program to search for Mad Dogs in

## **Clash Miami - 12 Mar**

*10th Place -*

Brittany Higgans (Overall)

*Finisher -*

Justin Prince

## **Escape From Ft. DeSoto - 25 Mar Triathlon**

*1st Place -*

Kim Case

Art Halttunen

Karen Hendrick

Cindy Perret

Paula Shea

*2nd Place -*

Betsy Banks

Leo Budo

Roger Little

John Hollenhorst

Rosey Ray

*4th Place -*

Tony Handler

Art Singleton

## **Relay**

*2nd Place -*

Lenny Aron & Bill Hendrick

## **Duathlon**

*1st Place -*

Reva Moeller

# MAD DOG PICTURES



I hear someone clapping...we all know who you are.



Gail made me add this to the newsletter. Was she serious?



Jenna Casper Heke with her pet T-rex



Vintage Picture of Jessica Bibza, Bill Biel, Gail Lohman and John Hollenhorst at 2019 IM 70.3 NC in Wilmington.



# MAD DOG PICTURES

Fred Sommer posted some pictures of the early days of racing at Clermont (and following page)

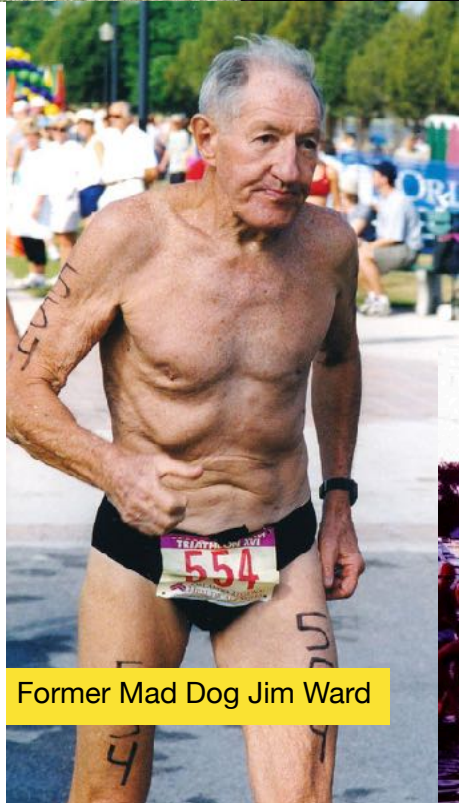


Dawn Clark and Kathy Morgan

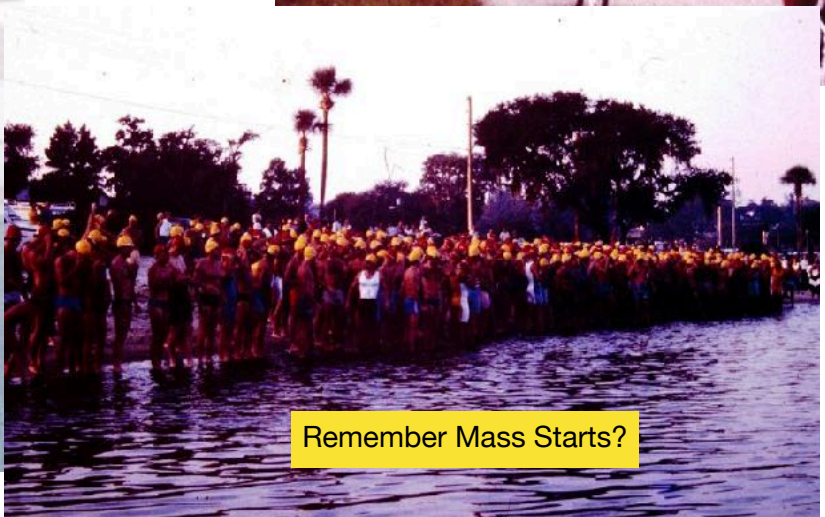


Claudia Junqueira and 2 others of the China City Team

1985 Half IM. Note the helmets. Climbing Sugarloaf.



Former Mad Dog Jim Ward



Remember Mass Starts?



# MAD DOG PICTURES



Hunter Kemper racing at Clermont





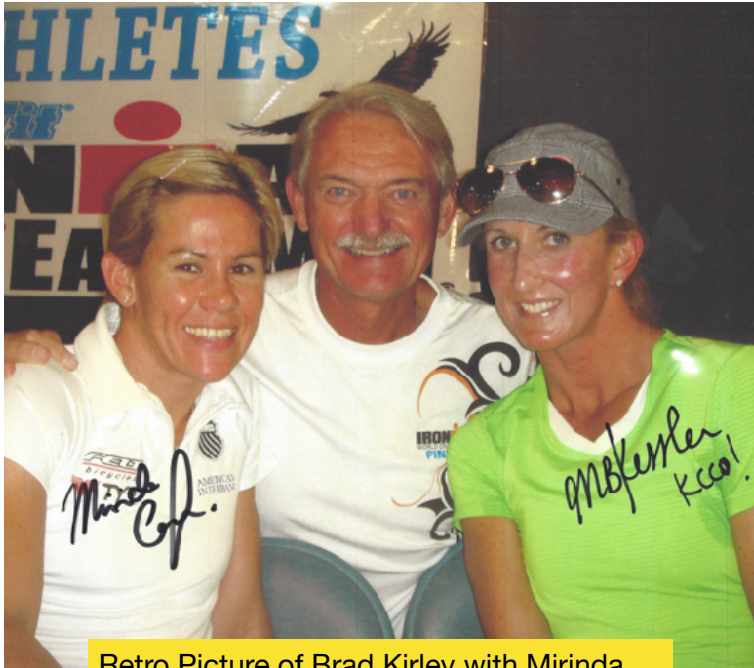
# MAD DOG PICTURES



Mad Dog Patti Spence (center) with two friends from the Tribe Flamingo!



Mad Dogs Brittany Higgins and Justin Prince at Clash Miami



Retro Picture of Brad Kirley with Mirinda Carfrae and Meredith Kessler @ Eagleman



# MAD DOG PICTURES

Cycle Brewing Party Organized by Jesse Mocha





# MAD DOG PICTURES

Escape From Ft. DeSoto Pictures from Pam Hollenhorst





# MAD DOG PICTURES





# MAD DOG PICTURES





# MAD DOG PICTURES





# Adopt a Pro!

...but just for the weekend.

St. Anthony's Triathlon is so often the launch pad for the careers of many professional triathletes. But, until they start getting to the podium in their races, they have a lot of expenses with very little income.

## **This is where YOU can help.**

By hosting a professional triathlete for the St. Anthony's Triathlon weekend you'll be helping them to keep their expenses low. But many have told me that with their constant travel, they do get tired of staying in hotels and really appreciate the interaction with others who appreciate the sport.

## **Responsibilities**

The race organization will take care of getting the athlete from the airport to your home and will also get them back to the airport after the race. You may be able to help out by taking them to the grocery store. While they may love to sit down and have a meal with you, they often make their own meals, especially the evening before the race. If you live close to the race site (within 2 or 3 miles), that may be all you need to do. If you live further away, you may need to help them to get to the Saturday Pro meeting (although, even an Uber/Lyft would work).

## **Duration**

Most of the athletes will arrive Thursday evening or Friday morning. Most will depart on Sunday evening or Monday morning.

## **Benefits**

Most of these athletes use homestay programs whenever they can and are quite comfortable with this arrangement. This is a great opportunity for you to talk with these youngsters and get tips on training, nutrition, and conditioning. It's also good to just get to know them, how they are managing their careers, what their goals are, and so much more. Then, if you are like me, you'll eventually have a whole bunch of "kids" from all around the world!

If you are interested in hosting, please contact Carolyn Kiper at [cskipper@gmail.com](mailto:cskipper@gmail.com) or call/text 727-459-8064.



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# The Road Back Includes Detours

RYAN HEISLER

Wed Mar 15 2023 Slowtwitch

(First, I want to assure readers that I didn't write this under a false name. Chuck the editor)

This was supposed to be a story talking about how I'd be returning to triathlon racing for the first time in four years, and sharing some learnings from my hiatus and return on back.

But, well, as Mike Tyson once said, "everybody's got a plan until they get punched in the mouth." And life, currently, is doing an awfully good job of delivering a left-right combination.

Let's start at the beginning.

## DECIDING TO COME BACK AT ALL

I'd wound up removing myself from racing altogether after DNFing at IRONMAN Lake Placid in July 2019. I'd come off the bike massively dehydrated despite consuming somewhere between 10-12 bottles of sports drink and another few bottles of water; as it turned out, I'd lost over 10 pounds and my kidneys were fundamentally unhappy. Two IVs and two anti-nausea pills later and I felt very good — a sign that I had been in good of shape as I thought I was to start the race.

Between then and the start of 2020, I went through a years-long process of figuring out what had gone wrong. What we found out is that there were a couple of issues; namely, lingering side effects from a major cycling crash in 2013 had meant I still struggled with thermal regulation, and I have minor vision and vestibular issues that are mostly corrected by prescription sunglasses (and not closing my eyes while standing upright). We went to Endurance Exchange prepared to kick off 2020.

And, well, we all know what came next. 2020 became a year focused on finding your own adventures and finish lines. And I realized that, after

chasing the routine of 70.3 or 140.6 racing for nearly a full decade, that I was having more fun riding bikes with friends on epic adventures than I was trying to reserve a swim lane for 45 minutes and hoping that yet another COVID exposure wouldn't turn itself into COVID itself. It was more fun to teach and watch my then four year-old skiing and, as a family, seeing Yellowstone in winter than going to yet another triathlon expo and finish line. And that carried over into 2021 and the start of 2022. I wrote a lot here and took on more responsibilities around these parts, eventually growing into that editor-in-chief title I have today. For as much as I love the sport, I had zero desire to race. (It is one of many reasons my wife refers to me as the discount version of Slowman, but I digress.) I spent a lot of time riding bikes both outside and on Zwift, skiing, golfing, and occasionally swimming or running. But, well, that itch started to show up while wearing my media bib at Lake Placid last year. And we thought it might lead into some decent content here, so, I plunked down my personal credit card, and signed myself on up during the Flex90 entry period.

## THE ART OF ROLLING WITH THE PUNCHES

One of my main reasons for buying in early was to take advantage of IRONMAN's relatively customer-friendly policies — I can defer my entry by a year, or transfer to another North American race in 2023 if it's open for registration at the time of transfer. No, it's not a refund, but it's about as close to one as you're going to get. It's a policy I've had to take advantage of before, and seeing as my worst bike crash took place just a month before I was supposed to do a full distance race, I figured it might be good to have some flexibility if need be.

Which brings us back to the open. Because flexibility is an absolute necessity these days. My wife and I work a lot. As in, there were many weeks this winter of 80 to 90 hours for both of us while also honoring a lot of commitments for our now six year-old: swim team, ski team, Girl Scouts, etc. It's a lot of inventing time to train when you can. On swim team days, that'd mean getting in a treadmill run during her swim practice. On ski team days, I could skin uphill and ski down, often giving me time to be able to see her. Is it perfect triathlon specific training? No. But it's what I could do.

Life, however, decided it had other plans. We had a planned ski trip to Utah, and Ivy had a ski race on the weekend. She wasn't having fun at ski practice that day, so we decided to pull her from the afternoon session and dropped our skis off for a tune. It was on the way back to our lockers that I found a patch of black ice while walking in my ski boots. Ass over tea kettle and an attempt to get my hands underneath me to protect my head earned me a die-hole punch distal radius fracture.

On the plus side, I did protect my head.

We still did get to go on that trip to Utah, and I did still get to ski (thank you to my orthopedist for that miracle). This week I got clearance to start riding and running indoors and was preparing for that when, well, Mother Nature laughed in my face.

I write this at the moment by the power of a generator and a MiFi device after unburying from 31.5" of heavy, wet wallpaper paste. (You can bet that I will be logging that activity in TrainingPeaks.) We aren't scheduled to get power back until Friday at 6 PM. Zwifting is out. I'm not cleared to run outdoors. So we'll see, maybe, about heading to the mountain for a skinning lap or two. That and running water, a hot shower, and not having to hourly reload the wood supply in the house.

It's not perfect. No build to a race ever is. The journey twists and turns a lot, and you're going to have no idea what's ahead. But that's the adventure of it. That's the fun of it. Roll with it. Because you will get punched in the mouth at some point. And that's OK.

See you out there. At some point.

## Should You Scale Carb Intake Down on Easy Days?

DR. ALEX HARRISON

Wed Mar 08 2023 Slowtwitch

It can be a dangerous game to scale your hourly carbohydrate intake downwards during training. Even when scaling according to activity, duration, and intensity. It can lead to questions like “did I earn this fuel?” which is one of the slipperiest slopes in nutrition. However, it’s also probably a good idea to consider scaling your carb intake back a bit if you’re sometimes using very high-carb intakes.

Your intuition is probably telling you that you don’t always need to be gulping sugar-water, and your intuition is right.

First, before you can scale something back, you have to know what the upper end is, so you know where you’re even pulling back from. Then you need to know how much and when to scale things back. (That’s where the previous articles in this series come in.)

If you’re short on time, the summary is: there’s really good evidence that some folks, and not just elites, can benefit from using 100-140 grams of carbs per hour in training and racing. It might take gut training, but not much (if any), especially for the lower end of that range. What it does take is some skill in implementation.

I wish I could say that there have been books written on this. Unfortunately, the prevailing dogma, which has been confirmed in misguided practice by all of us for decades, is that nutrition is a black box that involves loads of trial and error, and that 90 grams per hour seems to be the upper limit of what’s useful and possible.

That’s simply not true. Thankfully [the research industry](#) and, [with some effort by my wife and I, the app industry](#), are both catching up to what many athletes have known for more than a decade, via their own careful implementation and tracking. But, just because 120 grams per hour is the maximum for you (it might be higher) doesn’t make it optimal. Sometimes



less is more. Let's get into the real world for a minute.

Here are some good times to implement high-carb fueling:

1. Races over 3 hours.
2. Training sessions where effort is moderately high, that are >3 hours.
3. Training sessions >5 hours with anything but the easiest possible.
4. If you're practicing race nutrition in preparation for a race. GI issues are caused far more often by poor implementation than by overconsumption.
5. If you're training your gut to handle more carbs, even if effort is low, or for shorter duration activities.

So, that leaves the following scenarios where we've yet to figure out what to do, if we're not going to be slamming >100g per hour carbohydrate:

1. Not gut training or practicing fuel implementation during lower-effort activities in the 3-5 hour range.
2. Higher effort activities shorter than 3 hours, while also not gut training or practicing fueling implementation.

I'll assume that both those latter options comprise more than 50% of your training. If you're knocking out higher effort 3 hour sessions more than 2 days a week, I'd hope you've already figured this out by now or you're likely to have been having really spotty training quality. That being said, there is good reason to be practicing race fueling until you've got it down pat. And sometimes easier shorter sessions are nice to play with new things. Lower risk. Closer bathrooms. Fewer hours of suffering if it goes wrong.

For us mortals, we need to go beyond practicing higher intake rates. We should consider scaling back our carb intake rate ranges first by duration, and second by intensity, most especially for the lowest intensity workouts. But duration trumps intensity, always.

Duration is the biggest driver of increased carb intake rates because you simply run out of endogenous carbs (carbs stored in your body) to burn. If you don't have a high fuel rate, when those start to run out, blood sugar is

going to drop. Performance follows blood sugar.

Even if you do fuel at a high rate, blood sugar may drop. But fueling even modestly is a recipe for feeling ever more fatigue during very long training sessions and races. To keep blood sugar optimal, very high-carb fueling, usually well in excess of 80 grams per hour, and often much more than 100 grams per hour, is necessary.

Intensity related fueling changes come into play most strongly when intensities are lowest. The difference in your internal carb oxidation (burn) rate between super low effort, and somewhat low effort, can be substantial. The reason the difference between the lower intensities matters more than those of higher intensities: you're burning almost exclusively carbohydrate whether you're doing HIIT training or threshold work.

Put plainly, your carb needs are going to be based more on duration, purely, in those cases because there's little difference in the carb vs fat utilization ratio. That is, you're burning carbs, when you're working hard. It just comes down to how long you burn them. It's when your effort level drops well below threshold for the quality portions of your activity, that we can consider scaling carbs back. I might recommend a very very slight, or nonexistent reduction in rate, when stepping down from threshold to sub-threshold, higher end aerobic, "tempo," or "sweet spot" training. Better to be well-fueled when operating at relatively high efforts.

Once down in the lower aerobic intensities, for those with good fitness, or long training history, there can be a pretty marked step down in necessary fueling rate with no meaningful difference in performance. Consider taking the biggest steps down in fueling rate for shorter activities and progressively smaller steps down in fuel rate for longer activities.

If you're newer to endurance sport, or maybe a bit heavier, or less fit, (I am all three of these things) maybe take less of a carb rate reduction for low intensity work. You're inefficient. Me too. It means we burn more carbs per hour and a greater relative proportion of our energy comes from carbs. Don't try to increase your fat oxidation by cutting carbs either. Just accumulate training time, and you'll get better at burning fat and carbs.

For virtually everyone, when intensity is pared back to “recovery,” ie. the very easiest training, fuel intake rates can often be cut in half, comfortably. For the shortest recovery activities, it sometimes makes sense to not fuel at all. For longer ones, one third of your max fueling rate might make sense. Stay tuned for an upcoming crash course. For now, keep your carb simple and limited to glucose and fructose. Limit or completely eliminate fat, fiber, and protein, from your fueling plan. Drink and salt more. Your gut will thank you.



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