

# THE FINISH LINE



**Mackenzie Bryan 2nd Overall at FD #1. Nice Kit, too.  
Leo Budo 3rd Overall at FD #1.**



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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](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**

Speaking of triathletes rehabbing from injuries...I’ve noticed a curious parallel between some multi sport athletes and some of my former friends from my days in the USMC. I’m sure most of you have heard of the concept of not asking permission to do something if one does not want to hear the answer. Sometimes, in the Corps, we would send a message to superiors stating, “unless otherwise directed.....” That way our conscience was clear and we could carry out our actions with a bit of impunity (within limits of course).

**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, 1600 Gulf Way, Pass-a-Grille.	8 am. From USFSP 14.5 miles 20-21 mph.	7:30 am. Meet at Sun Blvd & Pinellas Bayway at Addicted to the Bean. All paces and distances.
<b>THURSDAY</b>	5:30 - 7:00 AM St. Pete Beach Aquatics Club coached by Leo Briceno -fee	7:30 AM 3 Bridges Ride from Captiva Cay Condos at moderate pace. 45 miles total, or 35 miles from 30 Ave N & PT at 8:00.	
<b>FRIDAY</b>	8 am. Yost Porch Swimmers. Meet at 143 91st Ave, Treasure Island,	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 +	
<b>SUNDAY</b>	<b>SWIM</b>	<b>BIKE</b>	<b>RUN</b>
		Ft De Soto 8:00, all paces, 20 miles	Following the bike ride a 4-mile run

# MAD DOG NEWS

**Young Mad Dogs dominate in Fort DeSoto triathlon!  
Mackenzie Bryan places 2nd overall, and Leo Budo finishes  
3rd overall at the FD#1 race at Fort DeSoto**

**The Friday morning swim at Jackie Yost's house continues  
to grow in popularity because the water is calmer in the  
morning. Limited space for parking, so please consider ride  
sharing.**

**Heard on 60 minutes program 25 Jun. "The definition of a  
gentleman is one who knows how to play the banjo, yet  
refrains from doing so in public."**

**"I think this is the most extraordinary collection of talent, of  
human knowledge, that has ever been gathered together at the  
White House, with the possible exception of when Thomas  
Jefferson dined alone." --"Remarks at a Dinner Honoring Nobel  
Prize Winners - JFK**

# JULY BIRTHDAYS



Chuck Ashbaugh	2nd
Tom Howard	6th
Vicki Linkovich	12th
Pamela Greene	18th
Carolyn Kiper	18th
Maurice Kurtz	21st
Kent Gordon	25th
Danny Hicks	29th
Mark Clark	30th

## WELCOME NEW MAD DOGS!

#4021 - Renee Talewsky	South Pasadena, FL
#4022 - Stella Bernardi	Seminole, FL
#4023 - Molly Diroce	Palm Harbor, FL
#4024 - Sarah Kelley	St. Petersburg
#4025 - Wayne Dudding	Imperial, PA

Editor's Comments continued:

Now, to move on to triathletes rehabbing from injuries. When facing our Doctors, we sometimes operate under the ground rules that if medical personnel didn't specifically prohibit us from doing a specific workout then we were free to surrender to endorphin addiction. I heard that one Mad Dog even took this a step further. When the Doctor said that they could conduct an easy workout if they didn't sweat. Subject athlete was spotted grinding out a workout with 4 fans blowing on them, stating, "I'm not sweating, I'm not sweating." Doctor was amused. Names/pronouns are omitted to protect your editor!

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

# UPCOMING RACES



9 Jul - Ft. DeSoto Series #2  
Ft DeSoto, FL  
Sprint - Tri/DU; Olym - Tri/DU/AB  
[www.triregistration.com](http://www.triregistration.com)



3 Sep - Ft. DeSoto Series #3  
Ft DeSoto, FL  
Sprint - Tri/DU; Olym - Tri/DU/AB  
[www.triregistration.com](http://www.triregistration.com)



5 Aug - Top Gun Triathlon  
Ft DeSoto, FL  
Sprint - Tri/DU/AB  
[www.runsignup.com](http://www.runsignup.com)



23 Sep - Crystal River #2  
Crystal River, FL  
Sprint - Tri/DU/AB  
[www.runsignup.com](http://www.runsignup.com)



26/27 Aug - IM 70.3 Worlds  
Lahti, Finland  
Half Ironman Distance  
[www.ironman.com](http://www.ironman.com)



30 Sep - Tarpon Springs Tri  
Tarpon Springs, FL  
Sprint - Tri/DU/AB  
[www.runsignup.com](http://www.runsignup.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.

## **FD #1 - 4 Jun**

1st Place -

Todd Bibza

John Hollenhorst

Reva Moeller

Jack Wilkinson

2nd Place -

Suzanne Brosseau

Mackenzie Bryan (Overall)

David Hargraves

Mark Herlyn

Carol Hollenbeck

Dody Saputo

3rd Place -

Leo Budo (Overall)

Bill Hendrick

## **Eagleman 70.3 - 11 Jun**

3rd Place -

Brad Kirley

## **Oceanside 70.3 - 11 Jun**

5th Place -

Paula Findley (Overall)

## **Ironman Coeur d'Alene - 25 Jun**

Finisher -

Keith Haddad

## **Grand Teton Half Marathon - 5 Jun**

Finisher -

Kim Snow

## **Ironman Philippines - 10 Jun**

1st Place -

Dougin Walker

Jill Walker

4th Place -

Tom Kennedy



# MAD DOG PICTURES

## FD1 Pictures from Pam Hollenhorst



John Mrosek, Jack Wilkinson, Dody Saputo and Leo Budo



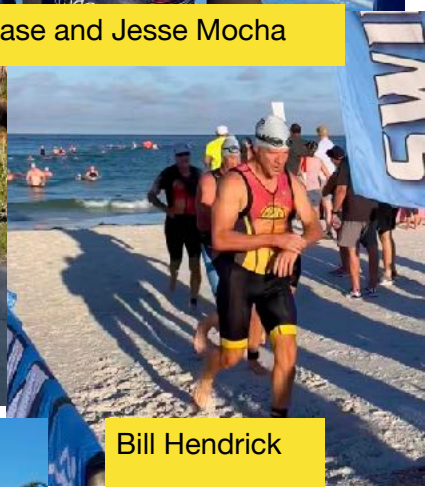
Kim Case and Jesse Mocha



John Hollenhorst



Volunteer Sue Chaffman



Bill Hendrick



Mark Herlyn



Jack Wilkinson

# MAD DOG PICTURES



John Hollenhorst with volunteer Paula Shea



Joy Edwards Volunteer



Leo Budo 3rd Overall



Carol Hollenbeck 2nd



Todd Bibza 1st

Dody Saputo 2nd

# MAD DOG PICTURES



Bill Hendrick 3rd



Mark Herlyn



John Hollenhorst 1st



Mackenzie Bryan



Jack Wilkinson 1st



Jesse Mocha doggin' it

# MAD DOG PICTURES



Kim Snow at Grand Teton half marathon



Mad Dog Tom Kennedy with Jill and Dougin Walker @ IM Philippines



Mad Dogs gathering for a scheduled Sunday ride.

## **Sad Loss of Another Friend of Many Mad Dogs**

### **Daniel's Obituary**

Daniel Tillwick, age 61 of St Petersburg Florida, passed away unexpectedly while vacationing in Cancun, Mexico on June 23, 2023. His loss was completely unexpected and his family is shocked and deeply saddened by the tremendous loss. They love and miss him more than words can express.

Dan was an accomplished Engineer - he was a licensed Professional Engineer in both Florida and California and was a licensed Residential Contractor in Florida. He started his own construction business in 2015, Willow Homes LLC, where he and his wife enjoyed building a residential rentals business together, serving their St Petersburg FL community. In the earlier part of his career, he was a Supply Chain and Business Development executive at several Engineering companies, including as COO for Solicore (2008-2015), Senior Director of Mechanical Solutions at Jabil (2002-2008), and VP/GM at Tracewell Systems (1999-2002).

Dan earned an MBA from Drake University, and held a Bachelors of Science in Chemical Engineering from Virginia Tech. After college, he proudly served his country in the United States Navy, serving in the Active Duty Nuclear Submarine Service and the Navy Reserves, until he retired as a Commander in 2001.

Family meant more to Dan than anything in the world, and his children were by far his proudest accomplishments. His wife Kelly was his real life princess and best friend whom he loved terribly and cherished with all his heart. Dan cherished his friends deeply - he will be remembered as a smart, loyal, gregarious, passionate, funny, and caring person by all who were fortunate enough to know him.

Dan was also a passionate fitness enthusiast - his proudest achievement was training for and successfully completing a full IRONMAN in 2006. He was an avid pickleball player and loved the

camaraderie and friendships he made on and off the court. He also loved being a full-time member of the St Pete Half Century Softball Club where he treasured his teammates and the memories they made together on the baseball diamond. He had a strict conditioning routine where, rain or shine, you could find him rollerblading every morning through the Placido Bayou neighborhood with his two beloved dogs, Willow & Elora.

Dan is survived by his loving wife Kelly Witherspoon, his adult children Trevor (Justina) Tillwick and Jacquelyn Tillwick, his beloved brother Jeffrey (Betty Jane) Tillwick and sister Karen (Joe) Pierce, and the mother of his children Renee (Rick) Flowers.

A celebration of life will be held on Saturday, July 8th at 11am at BridgePoint Church Downtown campus in St Petersburg, FL. Dress attire is casual. Address is 737 3rd Ave N, St. Petersburg, FL 33701.

In lieu of flowers please consider a donation to Willow Cares, a 501c3 non-profit he founded with his wife to assist veterans needing to modify their homes to match their needs. Dan was passionate about helping people in need and enjoyed giving back to his community with his skills, and his wife will continue honoring his legacy through Willow Cares.



## What, Me Worry? It's Race Day!

It's race day. You're anxious to get started, maybe even a little frightened of what's ahead of you in the race. You find yourself worrying about so many things. Will the water be choppy? Will you be kicked in the swim? Will you get a flat tire on the bike? Will it rain? Will you have the energy to pull off a PR run? Well, find comfort in knowing that you're not alone. It's a good bet that everyone is having similar worries. The trick is knowing how to deal with them.

As you get ready for the start of the race, focus on those things that are within your control. Think about how well you prepared yourself for this day, and what you will do in the swim, in the bike, in the run, and during the transitions to make sure you race your best. Mentally picture yourself racing well going through the event, step-by-step. **And don't worry about things which you cannot control.**

Things you can control:

- Be mentally and physically prepared, rested and ready to race.
- Have a food and hydration plan, and practice during training. Make sure that whatever you choose to eat and drink will sit well in your gut.
- Try and test all of your race gear, including clothing you'll wear on race day.
- Make sure all of your equipment is functioning properly, and your bike is tuned up.
- Practice transitions before race day. Set up your transition area so you have fast, efficient transitions. Know where you want to put your gear and in what order you'll grab them and go.
- Know what fuel and liquids you will take at the various aid stations. Know what you will carry vs. what you'll take from volunteers at the aid stations.
- Visit the race course prior to race day so you're familiar with the route and terrain.

Don't worry about the weather. If it's cool or warm, humid, or rainy, all the athletes are dealing with the same weather conditions. Focus on the job at hand, adjust if necessary for the weather. For example, use caution on the bike especially on turns if the roads are slick from rain; take in adequate

fluids, especially electrolyte replacement drinks to avoid dehydration when it's very hot and humid; apply and re-apply sunscreen in T1 and T2 to protect from sunburn on cloudless days.

Have confidence in yourself when you're standing on the beach, knowing that you prepared your best. Picture yourself racing and finishing. If your nerves start to get the better of you, calm yourself with this deep breathing technique: Close your eyes and take several deep, full breaths for a count of 4 or 5. Exhale slowly, letting all the air of your lungs for a count of 8 to 10. Repeat this several times.

During the race, "stay in the moment". Don't worry about what you did earlier in the race or what's ahead of you. Think about the here and now.

And most important - enjoy the day. Not too many people get to do what you're doing!

Train smart. Race fast.

Frank Adornato







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**I have been practicing Personal Injury law in St. Petersburg, Florida, since the mid seventies. I have lived in this area all my life except my school years at the University of Notre Dame Law School. Our practice is dedicated to serving our clients in the areas of Personal Injury, Commercial Litigation, Contractual Disputes, and Premises Liability.**

**Training Tip - Some Nickel Knowledge.**

Here's some nickel knowledge. Nothing earth shattering, but a useful tip. If you're out cycling on the road and you get a flat, you probably use a CO2 cartridge to inflate the new tube. Be aware that the next day, that newly repaired tube may be flat. Don't panic. Don't change the tube again. Just re-inflate the tube with your regular foot or hand pump and you should be good to go.

Apparently a CO2 inflated tube, will deflate faster than a tube inflated from a foot or hand pump. I'm not sure why. I've read lots of theories - some possible and some absurd - ranging from semi permeable membranes, the molecular size of CO2 vs O2, the solubility of the rubber with CO2, polar qualities of the molecules, and a more likely reason being the freezing temperature at inflation. Maybe none of these are correct, but the leakage issue is real. All of this being said, a CO2 cartridge on a road ride or in a race is the faster way to go. Just be prepared to re-inflate the tube the next day.

If the tube does go flat again, that may mean you left a sharpie sticking out of the tire and puncturing the new tube. You need to clean out the tire and change the tube. But that's a whole 'nother topic!

Train smart. Race fast.

Frank Adornato





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# When You Really Need to Replace Your Bike Helmet

You should always replace a bicycle helmet after a crash, but there are several other key reasons to replace an old helmet.

By Kevin Loria

Updated March 14, 2023 Consumer Reports

There are plenty of great reasons to hop on a bike, whether you're training for a race, trying to make your commute to work healthier, or just trying to get out for some fresh air. No matter why you're riding, though, you should always be wearing a bike helmet.

But if it has been stashed on a basement or garage shelf for a while, you may wonder whether you need to replace your helmet, and whether it's still as protective as it was when you first brought it home.

Helmet-wearing is associated with almost a 70 percent lower risk of serious head injury in bicycling crashes, but helmets aren't indestructible. One thing experts agree on is that after a crash, you need to replace your bike helmet as soon as possible.

"A helmet can look fine after a crash," says Rich Handel, who has been involved with Consumer Reports' bike helmet testing. The outer plastic shell on the helmet may bounce back to a normal appearance, even if the interior foam has been damaged in a way you can't detect. "Once that foam is compressed, you are reducing the safety margin you have," he says. "That's not going to protect you."

Crashes aside, many bike helmet manufacturers recommend replacing your helmet every three to five years. But there's no universally agreed-upon standard for how often you should replace your bike helmet.

The Consumer Product Safety Commission, for example, advises that you should get a new helmet every five to 10 years (unless manufacturers recommend otherwise). The Snell Foundation, a standards-setting body that's known to be one of the strictest in terms of helmet safety, says that normal wear-and-tear is enough to recommend helmet replacement every five years or so, though this is a judgment call, and wouldn't apply, for example, to an unused helmet stored in good condition. CR experts recommend replacing your well-used bike helmet after five years, "out of an abundance of caution," Handel says.

But if you really like your old helmet—and it's in good condition—some bike safety advocates say holding on to it for longer won't necessarily put you at significant risk. Randy Swart, director of the nonprofit Bicycle Helmet Safety Institute and former vice chair of the helmet and headgear subcommittee for ASTM International, a nonprofit, voluntary standard setting organization, says that his own helmet is "much older than that," though he adds that there may be other good reasons to get a new helmet, such as more protective technology included in some newer models.

Here's why CR generally recommends replacing your bike helmet every five years and what to know if you hold on to one for longer than that.

### How Often Should You Replace Your Bike Helmet?

CR recommends following manufacturer recommendations or getting a new bicycle helmet every five years or so because of the ways a helmet can get beaten up over time, according to Handel. A heavily used helmet is going to be exposed to ultraviolet light from the sun,

and it might be repeatedly tossed into a locker or a car, where summer temperatures can top 120° F.

A beaten-up, worn-out helmet will protect you better than not wearing one, according to Handel, but eventually, you'll want to replace it.

Depending on where and how it's used, a helmet will be exposed to different levels of wear and tear, plus different environments, including varying degrees of heat and humidity, says Barry Miller, PhD, director of outreach at the Helmet Lab at Virginia Tech in Blacksburg, which tests helmets for a variety of sports and conducts research into how helmets can reduce risks for brain injury.

"We would all assume performance degrades a bit over time," Miller says.

But "the more important reason to upgrade your helmet is due to the technology advances," he says. Newer helmets may fit better and be more comfortable, and they're more likely to come with technologies designed to reduce what are known as rotational forces, which contribute to concussions. (See CR's explainer on [rotational force mitigation](#) in bike helmets.)

If your helmet has been through the wringer, or if you just want the latest in safety technology, a new helmet may be in order.

## The Case for Hanging On to a Bike Helmet Longer

While you might want a new bike helmet for stylistic reasons, ventilation, or newer technology, you don't necessarily need to replace a well-cared-for helmet for safety reasons alone, according to Swart. That recommendation is largely based on research conducted by engineering firm MEA Forensic, which found in [tests of hundreds of helmets](#) that [age did not](#) significantly affect the performance of the protective foam in helmets up to 26 years old.

But while the foam in a helmet doesn't necessarily wear out, other aspects could, including the straps, the adjusters that help you tighten the helmet, or the hard plastic exterior shell. Many of those features are essential for ensuring a secure fit. If the colors have started to fade from sun exposure, that's likely a sign that the exterior could have been weakened by sun exposure over time, Swart says.

If your helmet is still in good condition and you are concerned about sustainability, Swart says that there are millions of bike helmets sold every year—potentially making their way into landfills. If you have a reason to get a new helmet, you should, he says, but if you want to hold on to yours a bit longer and it's in good shape, it should still offer reasonable protection.

# Tires Used By Today's Cycling Pros

DAN EMPFIELD Mon Jun 05 2023 Slowtwitch

I was talking to Josh Poertner recently on the [Marginal Gains Podcast](#) and the issue was optimal tire width for road bikes. Josh said – from memory, and if I understood him right – that we're closing in on the over/under on width, subject to road conditions and use case. What's pushing this toward "over" is Crr, and the "under" – that is, what keeps tires from getting too wide – is aero. It seems, if I understood Josh right, that tires just roll faster and faster as they get wider and I don't think that's a well-known phenomenon.

This informs much more than just tire choice. If you look at new bikes designed today, have you noticed how often the fork blades and seat stays are set apart from the frame? I don't know, but I suspect this gives the rider more freedom to select a wheel and tire that in combo presents a different – and often wider – profile to the wind. In other words, if you look at a bike as a unit rather than as a bunch of parts you could imagine a driving metric, and decisions made around it that affect the rest of the bike.

For example, imagine if that metric was tire size. Imagine that the one immutable fact is that I'll be riding a 28mm or 30mm tubeless tire. This informs the design of the wheel. In my experience a wheel with an inner bead width 5mm narrower than the nominal tire size (the size on the tire's label) makes a pretty good combo. The way the tire stands up in the rim, the aero profile (at least to my eye), the way the tire beads up upon inflation, all seems to sync well. So, now I have my combo: a 28mm tire in a wheel with a rim that has a 23mm inner bead width. Next comes the bike, which might now have set apart fork blades and seat stays and this seems to be the trend with tri (e.g., [Kú Cycle](#) and [CADEX](#)), as well as that new design Dave Koesel (Superdave on our forum) [showed for a track bike](#). These new designs target one form of parasitic drag and you can even see this in the Canyon Speedmax.



As to tire size, I decided to stop guessing and just ask a half dozen folks I respect a lot about what's being used in the pro peloton. These included folks at tire and wheel brands that get heavy use at the highest levels of cycling. The teams that are running Zipp wheels are now using tubeless 100% of the time. No more tubular. These would be Movistar, Q36.5 and Canyon-SRAM, and that's in the Classics and in regular road races.

"In the Classics, tire sizes are actually bigger than 28mm," for those teams according to a person familiar with what these teams are riding. "Most teams have been using 30mm to 32mm tires this season, depending on the severity of the course. Some teams were running 30mm up front and 32mm at the back, with some other opting for 32mm all around."

On the road the majority of Zipp teams run 28mm tires most of the time, for all disciplines, from crits to stage races to even time trials. However, it should be noted that Zipp optimizes its wheels for 28mm (and wider), so to some degree the wheel provider informs tire size. But this works both ways. One very high-performing continental pro team reports to me that its riders prefer riding 30mm tires for road race, but really can't because the inner bead width of the provided wheels are 19mm at the widest. Accordingly, part of calculus on tire width is the wheels the teams are supplied.

For those World Tour teams riding other wheels what I hear is that north of 80 percent of the peloton is now on tubeless full-time. "There are very few people left on tubular, but you still see people running clincher tires with super tubes." (Such as those from Tubolito.)

"From what we've been told from various teams 28mm is more the norm than the exception for standard road stages," according to Xavier Disley of [AeroCoach](#). "Corresponding wider-width wheels," he replied, are used "to accommodate these tyres aerodynamically." For spring classics like Roubaix and Flanders it's 30mm and 32mm tires,

according to Xavier.

When I talk to tire brands what I hear is 28mm to 32mm for road. But the one area of disagreement is TT. Zipp's riders are all on 28mm for TT, but Xavier Disley says that the fronts (for riders using wheels other than Zipp) are typically 25mm and even 23mm, while in the rear it's 25mm up to 28mm.

As to tubeless, there are two ways to view the move toward this tech. One is that the tech is just better. The more cynical view is that R&D almost ceased for any tire type other than tubeless, which pushes riders toward tubeless. Xavier is still a fan of tubes for TT for this reason: "You can get more of a performance enhancement from being able to swap out your tyres depending on the exact characteristics of a race rather than having a tubeless setup that you're not going to chop and change on race day. So for example for a really nice road surface I will ride Veloflex Records (dry) or Vittoria Corsa Speeds (wet), for worse surfaces I will ride Michelin Power TT (dry or wet), and then for real bad road surface and terrible conditions Continental GP5000 TT. You can't do this with ease with tubeless setups; [it'd] be an absolute nightmare."

I take it that sealant is the "nightmare" in this equation. If this is justification for tubes, do or will we triathletes change our race tires based on road or weather conditions?

Here's a final thought from Xavier: "In 5 years time I would be surprised if every road stage was being ridden on 40mm tyres and corresponding giant wheels, equally no one wants to go back to 19mm tyres for road stages. Manufacturers are understandably pushing wider tyres and lower pressures to consumers because they are tangibly more comfortable and in the most part will make your regular rider a bit faster through Crr benefits and enjoy their ride more through comfort. Disc technology has allowed frame manufacturers to accommodate wider tyres easier than in the past which works in synergy with wheel manufacturers making wider wheels, so everyone

has aligned on the issue a bit.”

This is a fitting note to end on because it dovetails well with what Josh said during our podcast, which (if I understood him right) is that the eventual best tire width for all road uses – considering Crr and aero and I assume other factors – may be as wide as 32mm (measured). This might be a 30mm nominal size depending on brand. If I parse Xavier Disley’s comments correctly he and Josh might be in violent agreement on this, for road race at least. It seems almost incomprehensible that the optimal tire size for road race is 30mm – with 28mm and 32mm as options for either smoother or rougher roads – nevertheless the usage data and the expert commentary upon which I rely so far points me in this direction (if I correctly interpret that expert commentary and pending further data from the front).



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