

THE FINISH LINE



Pam Hollenhorst, our ace photographer, appears on the other side of the lens



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Renowned Ironman Triathlete Joe Bonness and his lady join the Mad Dogs at their Holiday Party

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

I know that most of us are caught up in the spirit of the Holidays, whether it’s intricate light displays, blow up yard figures, decorated Christmas trees or menorahs. I particularly was impressed with large lawn figures of a sleigh being pulled by a flamboyance of flamingos — only in Florida!

However, I want to highlight another type of spirit. That is the embracing of other triathletes. As some of you may know, the creator of Team KLR, Tom Kennedy, is also a member of the St. Pete Mad Dogs. At IM 70.3 Florida earlier in December, one of the

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, 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.
THURSDAY	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.	
FRIDAY	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
SATURDAY		8:00 am. From Northshore Pool. Rides staged by speed: 16-18MPH, 20MPH, 22 MPH, 24 MPH +	
SUNDAY	SWIM	BIKE	RUN
		Ft De Soto 8:00, all paces, 20 miles	Following the bike ride a 4-mile run



MAD DOG NEWS

Incredible turnout for the Mad Dog 30th Anniversary/Holiday Party – largest number in years! First, we appreciate John Hollenhorst for overall leadership and for acting as Master of Ceremonies. Pam Hollenhorst for spending her night making sure that dozens of pictures of attendees were artfully framed. Paul and Renee Talewsky for reserving the party venue as well as numerous behind the scene duties. Mike Deacy and the rest of the Social Committee for coordinating the event. Michael Oertle for coordinating financing for the event. Rue and Kathy Morgan for providing historical perspective of the founding of the club 30 years ago. Terry Ellis and Steve Shelton for racing from their cruise ship to attend the soiree. Thanks to all Mad Dogs and their guests for taking time from their busy Holiday schedules to have fun and support the club.

Thanks to a chance encounter with John Hollenhorst, legendary triathlete Joe Bonness received an invitation to attend and drove up from Naples to join the festivities. Younger Mad Dogs may be unfamiliar with Joe's accomplishments. For a number of years he completed three Ironman Triathlons within one month regularly winning his age group in Kona. Several pro triathletes considered him to be a "freak of nature." From Slowtwitch: "In 2007 he won his age group at IM Hawaii on October 13th in 9:48, won the Great Floridian overall on 20 October in 9:36, won his age group at IM Florida on November 3rd in 9:23 and closed out the season on November 10 at the 70.3 World Championships in 4:17." We were truly honored to have him as Guest of Honor.

WELCOME NEW MAD DOGS!

#4043 - Daniel Alvarez-Mollinet

St. Petersburg

#4044 - Mark Clark

St. Petersburg

#4045 - Mark Butt

Bradenton

#4046 - Kyle Kelleman

St. Petersburg

Editor's Comments continued:

KLR athletes, Gail Norman, learned that one of our Mad Dogs was staying at a remote location for the race and invited her to share their rented house close to the race site. They also treated her to a pre-race supper. I think this was an awesome display of camaraderie by friendly competitors. Makes one proud to be a triathlete.

Interesting changes to the Nice 2024 Women's World IM Championship. Low acceptance rate. Looks like IM is getting desperate to fill the unpopular new venue! How low can they go? Look for the article included in this issue from Triathlete Magazine. What do you think?

Mad Dogs Rule,
Chuck Lohman, Editor

RACE RESULTS

All Mad Dogs are encouraged to submit race results. E-mail me at

Clash Daytona - 2 Dec

Duathlon

1st Place -

Frank Adornato

Michael Oertle

2nd Place -

Patti Spence

Sprint Triathlon

3rd Place -

John Hollenhorst

Half Iron Triathlon

Finisher -

Leo Budo (Qualified for Worlds)

Dirty Dozen Bike Race - 17 Dec

2nd Place -

Sean Simmons (Overall)

Key West Triathlon - 10 Dec

2nd Place -

John Hollenhorst

Pam Hollenhorst

IM 70.3 Florida - 10 Dec

1st Place -

Gail Norman

2nd Place -

Brad Kirley

Finisher -

Sean Simmons

UPCOMING RACES



7 Jan - Alpha Win Triathlon
Sarasota, FL
Tri/AB - Half/Olympic/Sprint
www.events.com



4 Feb - Chilly Willy Duathlon
Ft. DeSoto, FL
Sprint Duathlon
www.runsignup.com



10 Feb - Super Bowl Duathlon
Clermont, FL
Sprint Duathlon
www.runsignup.com



9 Mar - Clash Miami Triathlon
Homestead-Miami Speedway, FL
Half Iron
www.clashendurance.com



17 Mar - IM 70.3 Puerto Rico
San Juan, Puerto Rico
IM 70.3
www.ironman.com

JANUARY BIRTHDAYS



Diane Mohwinkel	7th
Linda Lewallen	9th
Grant Millar	14th
Jeanette Mitchell	18th
Michelle Brown	21st
Jessica Parrish (MD #11)	23rd
Matt Abbey	28th
Andres Marte-Grau	(Classified)

MAD DOG PICTURES



Pam Hollenhorst, Mad Dog Ace Photographer



Justin Prince @ Daytona running on air



Patti Spence @ Clash Daytona



Leo Budo finishing @ Daytona Clash

MAD DOG PICTURES

Clash Daytona from Pam Hollenhorst



Frank Adornato, John Hollenhorst, Michael Oertle



Christine Oertle, Judy Adornato, Frank and Michael



Frank pointing the way home



John, doing what he does best

MAD DOG PICTURES



Vintage picture of Gail Lohman with triathlon legend Joe Bonness in Kona 2006



Reenactment of Kona picture of Gail and Joe at Mad Dog Anniversary Party.



Great example of sportsmanship. KLR invites Mad Dogs to a pre-race supper before IM 70.3 Florida!

MAD DOG PICTURES

Anniversary Party Pictures from Pam Hollenhorst



MAD DOG PICTURES



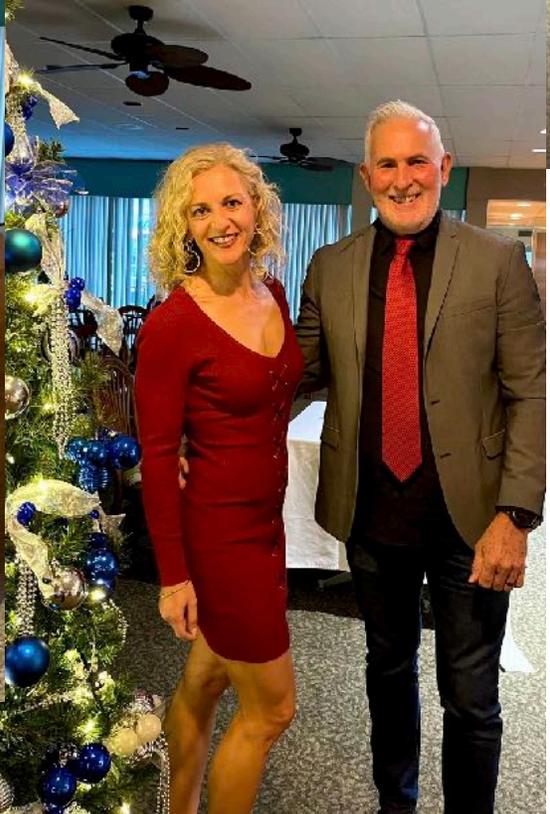
MAD DOG PICTURES



MAD DOG PICTURES



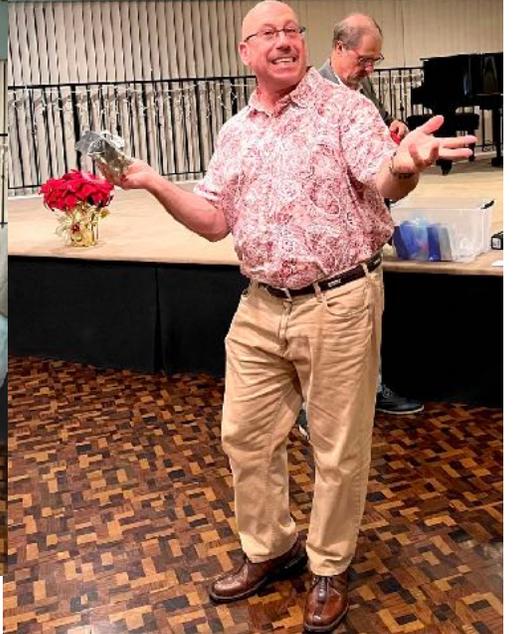
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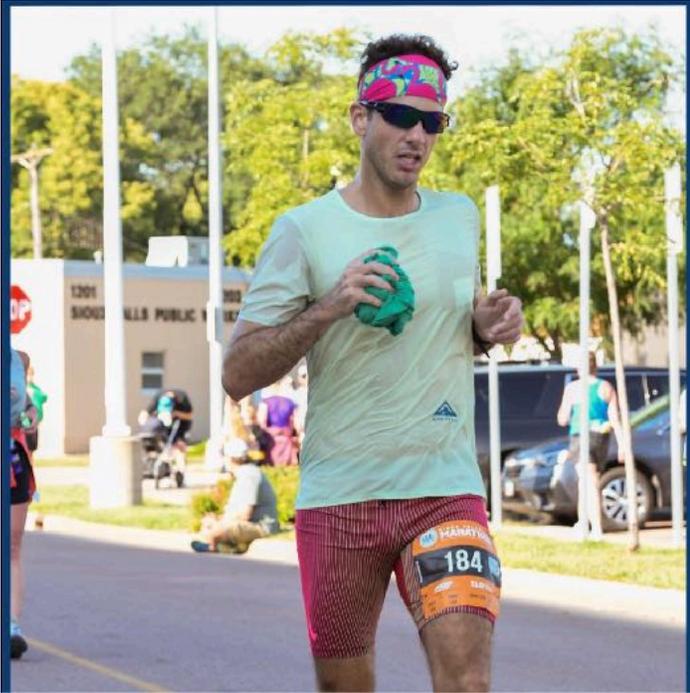
MAD DOG PICTURES



MAD DOG PICTURES



MAD DOG PICTURES



New Mad Dog Daniel Alvarez-Molinet

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

Strength Training (also known as resistance training or weight training) should be an integral part of every triathlete's workout plan. Often, because of time limitations or an under-appreciation of the benefits, strength training is not included or it's done half-heartedly. Now that we're into the triathlon offseason, this is a great opportunity to ramp up (or start) your strength training routine.

Benefits of strength training:

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

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

- Schedule three sessions per week with one or two recovery days between. It's actually during the recovery days when muscle cell growth occurs.
- For each exercise, do 3 sets x 12 to 15 repetitions per set. The amount of weight you use should make the last repetition difficult with muscle fatigue. (Finding the right weight for each exercise may take some trial and error in the beginning.)
- Work your body parts in pairs to promote body balance and symmetry.
 - For example: chest and back; quadriceps and hamstrings; biceps and triceps, etc.

- Don't rush the workout. All movements should be controlled. And make sure your biomechanics are correct. You'll see better results with optimal benefit and you'll reduce the risk of injury.
- If you're new to weight training, consider working with an experienced trainer to ensure you're doing the right exercises and your form is correct. It's also a good idea to use a full body mirror so you can watch your movements and ensure you're doing each exercise properly.
- A basic whole body session will take about 45 minutes, which is about two hours a week. ... not a lot of time spent for such a big return.

And don't forget to work your core muscles. There are four groups of muscles that make up your core: center abs (rectus abdominis, commonly called the "six pack", side abs (obliques), inner abs (transverse abdominis), and back muscles (erector spinae on both sides of your spine). A strong core will benefit all three sports: higher leg position in the water for less drag and faster swims, less back pain from long hours in the aero position on the bike, and better running posture for efficiency, comfort, and speed.

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

Train smart. Race fast. — Frank Adornato





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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.



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Seven Cycles Pinarello Cervelo Enve Wilier

Wahoo Fitness Rolf Shimano Garmin

TriBike Transport Update

DAN EMPFIELD



REEDER & NUSSBAUM, P.A.
Personal Injury Law

727-521-2889 CounselorsOfLaw.com

Mon Nov 27 2023 Slowtwitch

You may know by now that TriBike Transport is in flux. Somewhere between flux and crisis. Based on interviews and discussions with relevant parties here is the current fate of bikes en route to and from events, along with an update on TriBike Transport itself.

Go [here for an overview](#) or for the short version: TriBike Transport ran out of operating money about 3 weeks ago. As TBT expanded its service (over the years) to overseas shipments the use of a freight forwarder was required and TBT owed its freight forwarder (rounding) \$320,000 for 3 shipments (to Lahti, Nice and Pontevedra). That last shipment of 186 bikes returning from the World Championship event in Pontevedra, Spain is

being held by that freight forwarder pending payment of the invoices to all 3 of these race locations.

The freight forwarder is Intelligent SCM, LLC, with Horizon Entertainment Cargo (HE Cargo) as, apparently, a dba. At least 3 lawsuits have been filed: [TBT's lawsuit against HE Cargo in North Carolina](#) (where the Pontevedra bikes cleared customs); Intelligent's [claim against TBT](#) in Los Angeles for unpaid invoices; and an intended [class action lawsuit](#) brought on behalf of the Pontevedra bike owners.

TBT ran out of cash during the world championship months of September and October. IRONMAN stepped in, opening its checkbook to fund operations for all IRONMAN'S races through Cozumel and Arizona because of the very real specter of athletes arriving at these races without their bikes awaiting them.

The Pontevedra bikes remain unreleased (IRONMAN didn't step in) because it wasn't IRONMAN's race. This was the site of the age group championship, participated in by athletes qualifying at USA Triathlon's national championship event(s). USA Triathlon's response so far is to try to crowdsource bikes for Pontevedra bike owners to use, as they'll be without bikes during litigation.

Intelligent is hard hit. According to its lawyer, Howard Zelener, it paid near \$300,000 in hard costs to ship all these bikes. It's current position is that the bikes won't be released until \$360,000 is paid: Freight for Pontevedra, Lahti and Nice plus interest and legal fees. Intelligent was looking to the Pontevedra athletes for this, and there was an effort to raise that money via GoFundMe. By looking to the athletes whose bikes are in limbo to pay this bill Intelligent intended for them to pay freight for their bikes a second time (they already paid TBT), and they needed to pay the freight bill for those who raced in Nice and in Lahti, and \$40,000 beyond that. Also, one presumes they need to pay the packing and freight to get their bikes back home.

That GoFundMe effort was short-lived as the crowdfunder disallowed the using of its platform and it's unclear why, but one explanation is because of pending litigation (they won't allow a crowdfund on its platform if there's

another funding avenue). After the GoFundMe effort failed Intelligent reached out to USAT, but that organization has chosen not pay the accumulated freight bills.

There is currently no pathway for that bill to be paid by these athletes in the aggregate since there is no crowdfund platform. TBT is out of money. No one else appears inclined to pay that bill.

The lack of any movement means an imminent deadline has arrived. IRONMAN's leadership was driven by expediency, and because it has underwritten the operations of TBT's hub-and-spoke network its involvement lubricated the process of moving bikes around the U.S. and Mexico. That network goes away once the Cozumel and Arizona bikes are loaded onto trucks bound for TBT's partner bike shops from whence they came. If IRONMAN were to agree to let the Pontevedra bikes hitchhike a ride to those shops, which the IRONMAN-funded TBT trucks are going to anyway, those Pontevedra bikes have a ride home. Once that network is gone those bikes (which based on athletes' Airtags appear now to be in California) have to get boxed up and shipped to their owners. Assuming (say) that 30 of those bikes are within driving distance to their owners, that leaves at about 150 bikes that must get boxed and shipped. Who will pay \$30,000 to \$40,000 to underwrite that labor, the boxes, and the freight? (This is an estimate of what it will cost.) The only way to avoid that cost is for the Pontevedra bikes to get to TBT's hub (Asheville, NC) at or before IM Arizona's bikes back to Asheville, and that deadline passes right about now.

Intelligent apparently thinks it has the right to place a lien, and eventually claim as its own, a consignment of property not owned by the entity that owes it money. It might be right, or, it might be right in California but wrong in other states. Attorneys in North Carolina and New Jersey, in their lawsuits brought against Intelligent, believe otherwise.

What about the future of TriBike Transport? Iffy. Not dead, not fully alive. Here's what's true, regardless. Our current poll asks, "If you're in the U.S. and you contest IRONMAN events in the U.S., do you use TriBike Transport and how important is this service to you?" Of the 75 percent of respondents who live in the U.S. and race IRONMAN events, just over 60

percent of you don't rely on TriBike Transport. Of the others, about 15 percent of you use TBT but "would be okay."

This leaves about a quarter of you who race in the U.S. and, "Plan to use TBT and would struggle to get your bike to events without them." What this means is that this company wasn't just a sponsor of IRONMAN but was a true, symbiotic strategic partner. While not quite as dire, it's as if the portajohn supplier went out of business and there was no other renter of portajohns. If you're IRONMAN, you don't just lose a paying sponsor, you lose a vital part of your operations or, more precisely, a vital part of your customer's operations. The Slowtwitch poll is recent, with only 400-plus respondents. And, it has its limitations, for example, respondents are typically skewed toward those with a specific interest in the poll. Nevertheless, 62 percent of respondents who use TBT say they'd "struggle" to get their bikes to IRONMAN races, and 38 percent saying they'd "be okay."



Ironman Changes Women's World Championship Qualification Process

Underwhelming response for the women's Nice 2024 event leads to addition of slots at select 70.3 races and for loyal age-groupers.

Published Oct 23, 2023 Triathlete Magazine

TIM HEMING

Ironman is changing the way women can qualify for the 2024 Ironman World Championship in Nice after heavy slot rolldown since the qualifying period began last month.

Slots for France next September have been turned down by Ironman finishers to such an extent that some events haven't even been able to distribute their full allocations.

To address the issue, Ironman is changing the criteria so qualification can now be gained by podium finishers at a select number of Ironman 70.3 races (listed below), through age group ranking “invitational” slots, and via the 2023 World Championship race in Kona. This is alongside the existing slots offered at full-distance Ironman events. “It gives us confidence we’ll be able to have a very competitive field of 2,000 or more athletes in Nice,” Ironman CEO Andrew Messick said. “Already we’re seeing the fastest women taking their slots, but that’s only part of it. We want everyone who has qualified to feel like they have accomplished something meaningful and having slots roll super, super, super deep is not a look we like.

“It doesn’t have to be as hard as it used to be to get to Kona, where for many women’s age-groups you had to win to get there, but there should be some exclusivity about qualifying for a world championship.”

Reflecting on how the qualification period has played out to date, Messick said: “All of our slots went in Emilia-Romagna (Italy), Barcelona (Spain) and Chattanooga. They didn’t all go in Vichy (France), Wales (U.K.) and Maryland. In general, we’ve had too many women’s slots in those races.”

With the new announcement, it means that for the first time there will be a stark difference in qualifying structures for male and female triathletes to get to their respective world championships, but Messick doesn’t see the inconsistency as an issue.

“There will clearly be pushback, but by having a men’s race in Hawaii in October and a women’s race in France in September, what you do in one has nothing to do with what you do in the other,” he said.

“It was always a zero-sum game in Kona. More slots for the pros meant fewer for the age-groupers. More slots for women meant fewer for men. It limited our ability to be thoughtful and innovative about how to get the best people there. Now we don’t have to limit ourselves to having qualifying for men and women being exactly the same, and

so we're going to try some things that are a little bit different in order to get the field that we want."

Messick has said that since the showcase of last month's men's World Championship in Nice, the take-up from women for next year's event has also improved. "Dramatically better, that's for sure," he said. "Before the race there were [grave reservations within the community](#) as to whether it would be perceived as a real world championship and a worthy partner to Kona. But I think the experience people had in Nice was extremely positive."

Qualifying for the Ironman World Championship via a non-full distance race such as a 70.3 isn't unprecedented, but it has become less and less in recent years. Middle-distance races in China [[Ironman was previously owned by Chinese conglomerate Wanda](#), who still licenses its races in the region] always offered world championship slots, but haven't again resurfaced after the pandemic. There were also events such as St. Croix, Eagleman, Buffalo Spring, and Wiesbaden in Germany that previously offered a chance to qualify without having to complete the full distance.

Further back, athletes were previously able to qualify for the Ironman World Championships at short-course events like St. Anthony's. Messick also says the decision to have different qualifying criteria is underscored by how the 2024 races in Nice and Hawaii could not be more contrasting in terms of demand.

The men's 2024 race in Kona was halfway towards its capacity before qualifying even began last month after a huge 92% of qualifiers for the 2023 edition (that was originally scheduled for Hawaii) took up the option to defer to 2024 so they could race on the Big Island.

In contrast, with 80% of Ironman athletes male, and an even greater male-female skew in European racing, the women's 2024 worlds – with the potential to put 3,000 athletes on the course – was destined to struggle.

"Nobody wants an 800-person race in Nice next year. It's terrible in every respect," Messick added. "But we also know that women's

participation patterns are different from men's, so we're offering a different pathway to fill the Nice race that because of the unique nature of Kona we're not going to be able to offer to men.

“A man is more likely to say, ‘I’m going to race a World Championship in October and then a qualifying Ironman in April and then another World Championship in September,’ because, whether we like it or not, women have to disproportionately deal with family and the home. Women are more likely to say: ‘I’m prepared to train for an Ironman but not for an Ironman in the fall and then in the spring and then in the next fall.’”

Asked whether the new qualification criteria would be a model that Ironman might deploy in the future, Messick added: “Maybe. We’ve learned a lot this last year and one of the things we’ve learned is that you never really know beforehand what good ideas are going to be. I don’t know what is going to prove to be effective, but if something works fantastically, we are prepared to look at it.

“I don’t think we’re dogmatic about what a 2,500-athlete men’s Kona looks like when you don’t have this impact of athletes who deferred in. Maybe the best answer is that instead of having to go back from 20 slots at Ironman France to 40 and 50, it is appropriate to add 70.3s also. I don’t know.”

Ironman has a [four-year contract in place](#) to rotate the women’s race between Hawaii and Nice until 2027, but if it fails to make the women’s event in Nice an attractive enough proposition, is there wiggle room to move the World Championship elsewhere?

“There is an understanding that this has to work for us and we agreed after two years to evaluate whether it was working,” Messick added. “If we needed to exit we probably could. Whether that would destroy our relationship with Nice and we’d ever be able to do Ironman France again would be a giant question. I think Nice believes that the [world championship] race was a tremendous success – and they are not wrong. It was an amazing success. So, we’ll see.”

Messick said that there are a “ton” of other potential hosts who would be interested in stepping up if there was a change, but until last year no one, including, himself ever contemplated that the race would leave Kona.

Pathways to Qualification: Women’s Ironman World Championship 2024 Nice

The qualification pathways for female athletes for the 2024 VinFast IRONMAN World Championship in Nice, France will be as follows:

- **Age Group Qualification** – Athletes are able to secure a slot via the age-group qualification process at one of over 30 Ironman races globally. All Ironman events will have dedicated quantities of female IRONMAN World Championship slots allocated proportionally to age-groups and awarded to the fastest finishers via a roll down process where the slot rolls to the next fastest, if not claimed. Slot allocations for Ironman races can be found [here](#).
- **2023 Ironman World Championship Age Group Top 10 Invitational Slots** – The top ten female finishers of each Age Group category at the 2023 VinFast Ironman World Championship in Kona, Hawai’i will be invited to accept a slot to the 2024 VinFast Ironman World Championship. Validation of slot will be required. Note, these slots do not roll down should an eligible finisher decline their invitation.
- **Ironman 70.3 Invitational Slots** – The top five finishers in each age group at select Ironman 70.3 triathlons around the world will be invited to accept a slot to the 2024 VinFast Ironman World Championship in Nice, France. Slot allocations for Ironman 70.3 events with Ironman World Championship slots can be found below. Note, these slots do not roll down should an eligible finisher decline their invitation.

- Top Age Group Ranked Invitational Slots** – Female athletes who finished top of their age group for the 2023 year-end Age Group Rankings will be invited to accept a slot to the 2024 VinFast Ironman World Championship in Nice, France. Official, finalized age group rankings will be communicated in early January 2024. Validation of slot will be required.

70.3 races with Ironman World Championship 2024 Slots

RACE
70.3 Fortaleza
70.3 Western Australia
70.3 Pucon
70.3 Oceanside
70.3 Texas
70.3 St. George
70.3 Port Macquarie
70.3 Venice-Jesolo
70.3 Alucudia-Mallorca
70.3 Vietnam
70.3 Chattanooga
70.3 Kraichgau

70.3 Eagleman
70.3 Coeur d'Alene
70.3 Elsinore
70.3 Luxembourg
70.3 Les Sables d'Olonne
70.3 Jonkoping
70.3 Swansea
70.3 Oregon
70.3 Davao



Synergy was created by Stefan Laursen when he was 13 years old and needed a wetsuit to compete in his first triathlon. He couldn't afford to buy a suit, so he bought the materials and made his own at his Waldorf school. Therein began his love for the sport as he spent the next few decades innovating wetsuit designs.

At 16, Stefan turned professional and a few years later placed 2nd in the USA Professional USAT Championship. As other swimmers and professional athletes sought his wetsuits, Synergy has become an established brand whose primary vision is about inventing new technologies and designs that truly benefit athletes and elevate performance.

See St. Pete Mad Dog Members Only Website on Facebook for significant discount on Synergy products.



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