



VICTOR DELCORRAL WINNER

SPECIAL AERO

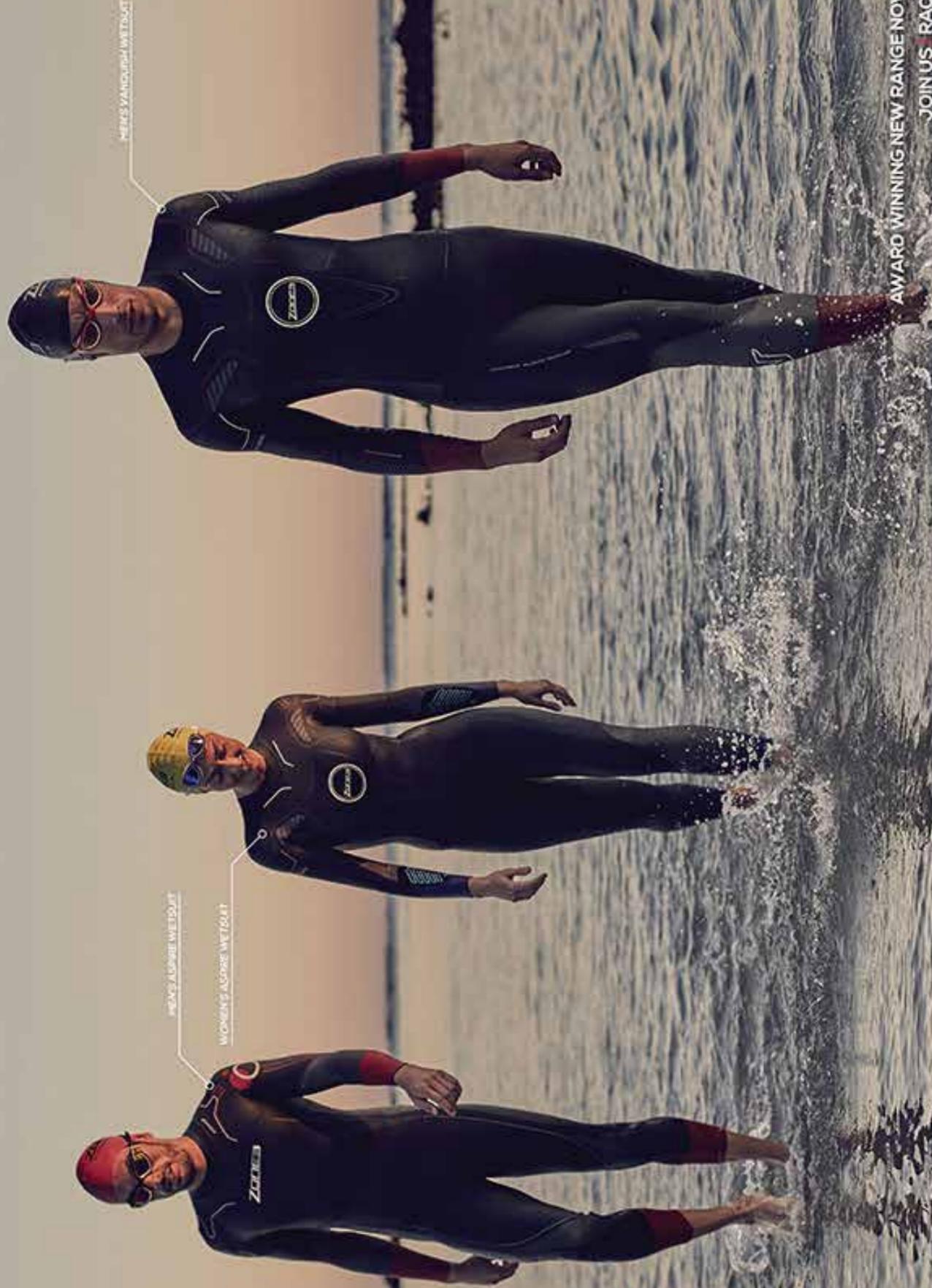
A good (anti-) drag plan!
Cervelo P5 Test

PRO TIPS

Training :
Chronicle pains on the bike

RACES REPORT

Ironman France... very Nice !
Venice : the place to be... for triathlon's lovers
Galway : music and triathlon festival
European Championships Sprint triathlon
Coddens and Erbenova win XTERRA Belgium



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MAGAZINE

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FOCUS



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SPECIAL AERO

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Winning come-back for Vincent Luis... The French triathlete won the European title in Chateauroux (sprint)



Châteauroux
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& Aquathlon

2016 Châteauroux

ETU Sprint

European Cham



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Chantilly :



News 2016 :

- A bigger expo village with many animations.
- The start of the bike course worked and improved. Note that this course goes through the first 2 kilometers of the Tour de France course.
- The challenge of the 8-year-old young British Bailey Matthews : cerebrally paralyzed from

his birth, Bailey has an incredible challenge to participate to all the races of the Castle Triathlon Series! It's Jonathan, his father, who gave him the love of adventure when he regularly took his son with him on his races. Then he designed a trolley to allow him to run. Thus he will race the 8-10 year-old event on August 27th 2016 with 100m swim, 4km bike, 1,3 km run. A public who will support him all along the race. A nice story to share!

Participation record expected



organisation@tous-droits-réservés

- Number of registered athletes today : 2000, that is to say 35% more than last year at the same period in June. 3500 participants are expected (vs 2700 in 2015).
- The most successful race : the Olympic distance which is the most popular, with 1150 participants expected.
- Professional who signed : Victor Debil-Caux.



FOCUS

More information on the website :
<http://www.castletriathlonseries.co.uk/les-etapes/chateau-de-chantilly/>

Do not hesitate to call me for more information, and please confirm me when you've received these elements.



Triathlon Marseille

31 | 07 | 16

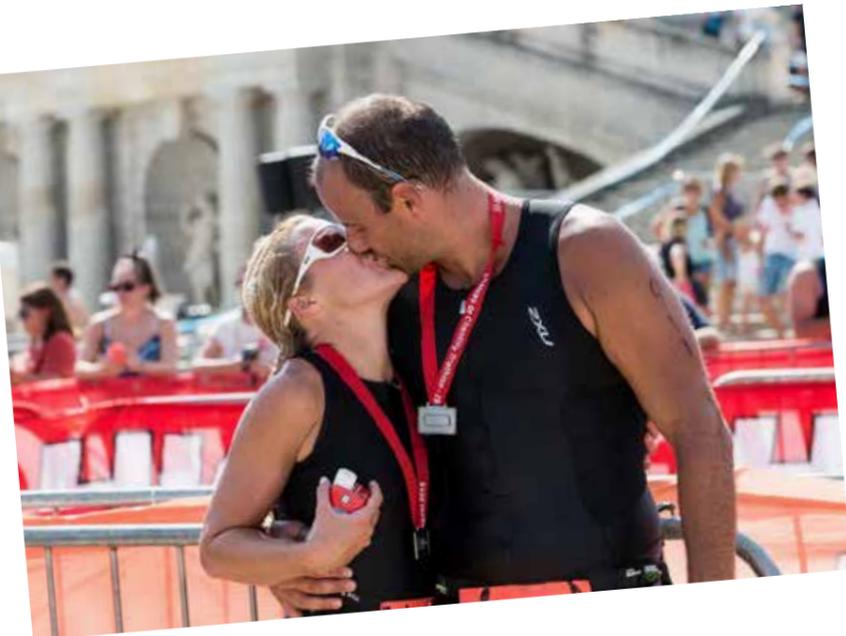
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Credits photos : @TriathlonMagazine - Diane Michoud - Fideline Courtillot - Mathieu Chappard - Christophe

Find the Castle triathlon video ...



infos et inscriptions
www.triathlondemarseille.com



Challenge Fredericia :



see you next month!

It will not only be a huge sports event, when hundreds of athletes are taking off on the half and quarter distance triathlon in Fredericia, Denmark on August 6th.

Beautiful, historic Fredericia will build their entire town festival around the race and ensure that the athletes are going to have an extraordinary race from start to finish. From mainland to island – and back again. The race will take you across one of the biggest bridges in Denmark, through beautiful, scenic nature, and the historic town of Fredericia.



For more information, check out:
<http://www.challengedenmark.dk/fredericia.html>

The swim course is located in the new canals and briefly into Little Belt. That means a very spectator friendly swim in lovely clear and still water. One round for short distance and two for half distance.



14. August 2016 CHALLENGEREGENSBURG 2016

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www.challenge-regensburg.com



The bike course is one of the most spectacular you will ever get a chance to ride.

A 45 km loop starting in the center of Fredericia going southwest for a loop and then taking the athletes over the iconic Old Little Belt Bridge to the island Funen and into the town of Middelfart. Just before the athletes reach Middelfart they will go through the stunning Hindsgavl nature park. The course goes back over the Old Little Belt Bridge and takes the athletes back to Fredericia and the transition area. Again: One round for short distance and two for half distance.

The run course will take you through Fredericia's historic town, surrounded by the ramparts that used to protect the city from its enemies, but have now been turned into a city park. Fredericia is always a beautiful town to visit, filled with narrow cobble streets and old houses. On this particular day, however, it is so much more. The people of Fredericia will be partying in the streets, as this is the weekend of the town festival with tons of music



and entrainment going on everywhere. So, the athletes can expect the kilometers to fly by. Two rounds for short distance and four for half distance gives the spectators a chance to see their favorite athletes multiple times.

The town of Fredericia has a strong and proud tradition for triathlon, as they hosted the ITU Long

Distance World Championships in 2001 and again in 2005. Challenge Denmark is now picking up and setting the stage for a whole new triathlon era in Fredericia.

So far, more than 15 different nationalities have listed. Among the pros are Yvonne Van Vlerken, Maja Stage Nielsen, Michelle Vesterby & Thomas Strange.



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7:30 AM

FULL DISTANCE BELMAN



8 AM

HALF DISTANCE BELMAN



8 AM

HALF DISTANCE RELAY BELMAN



10 AM

OLYMPIC DISTANCE BELMAN



12 AM

BELMAN KIDS 8-12



16 PM

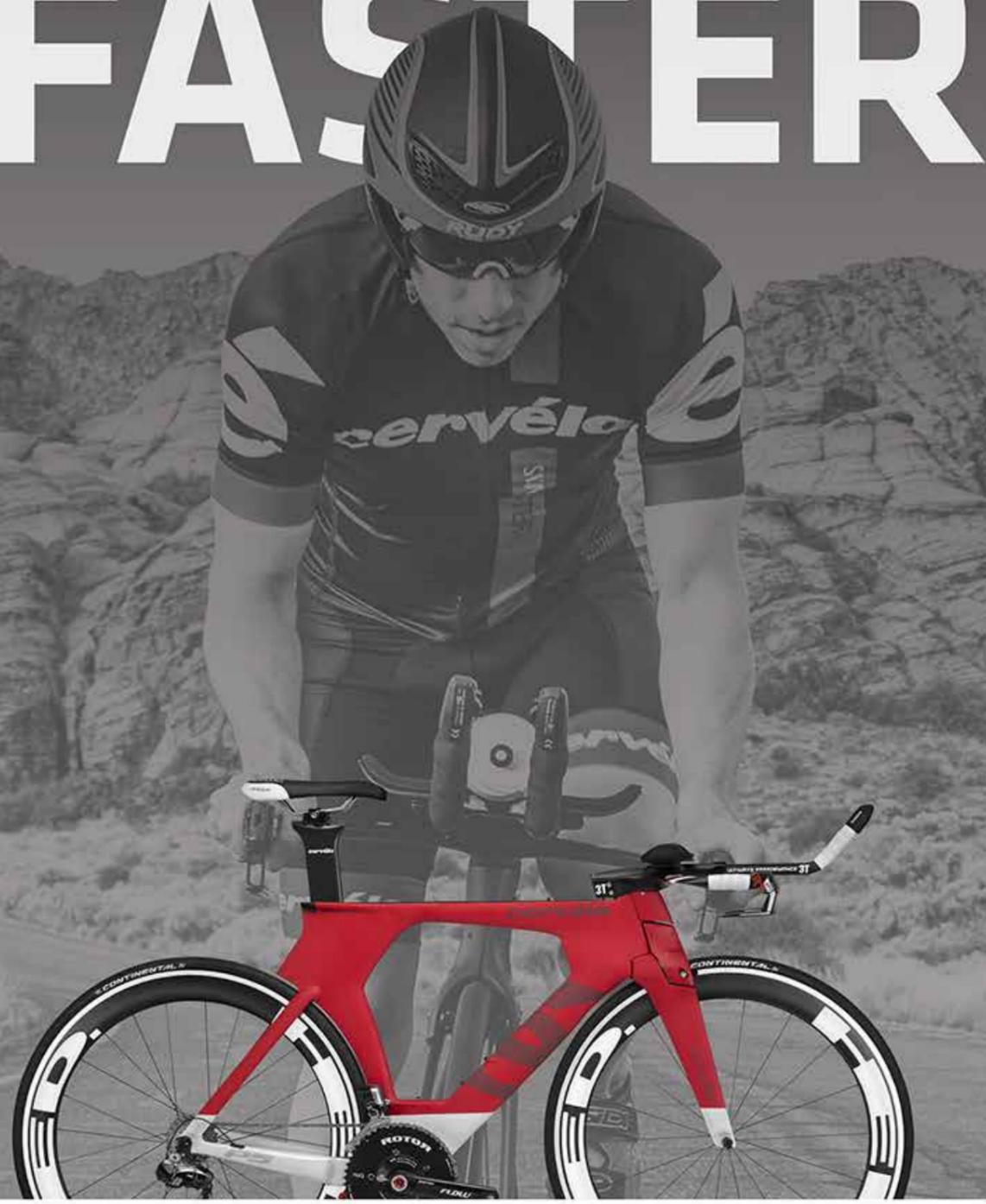
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CHILDREN

Kids triathlon
Wednesday, July 27th 2016

DISTANCE L

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Thursday, July 28th 2016

DISTANCE M

1,2km • 30km • 7km
Friday, July 29th 2016

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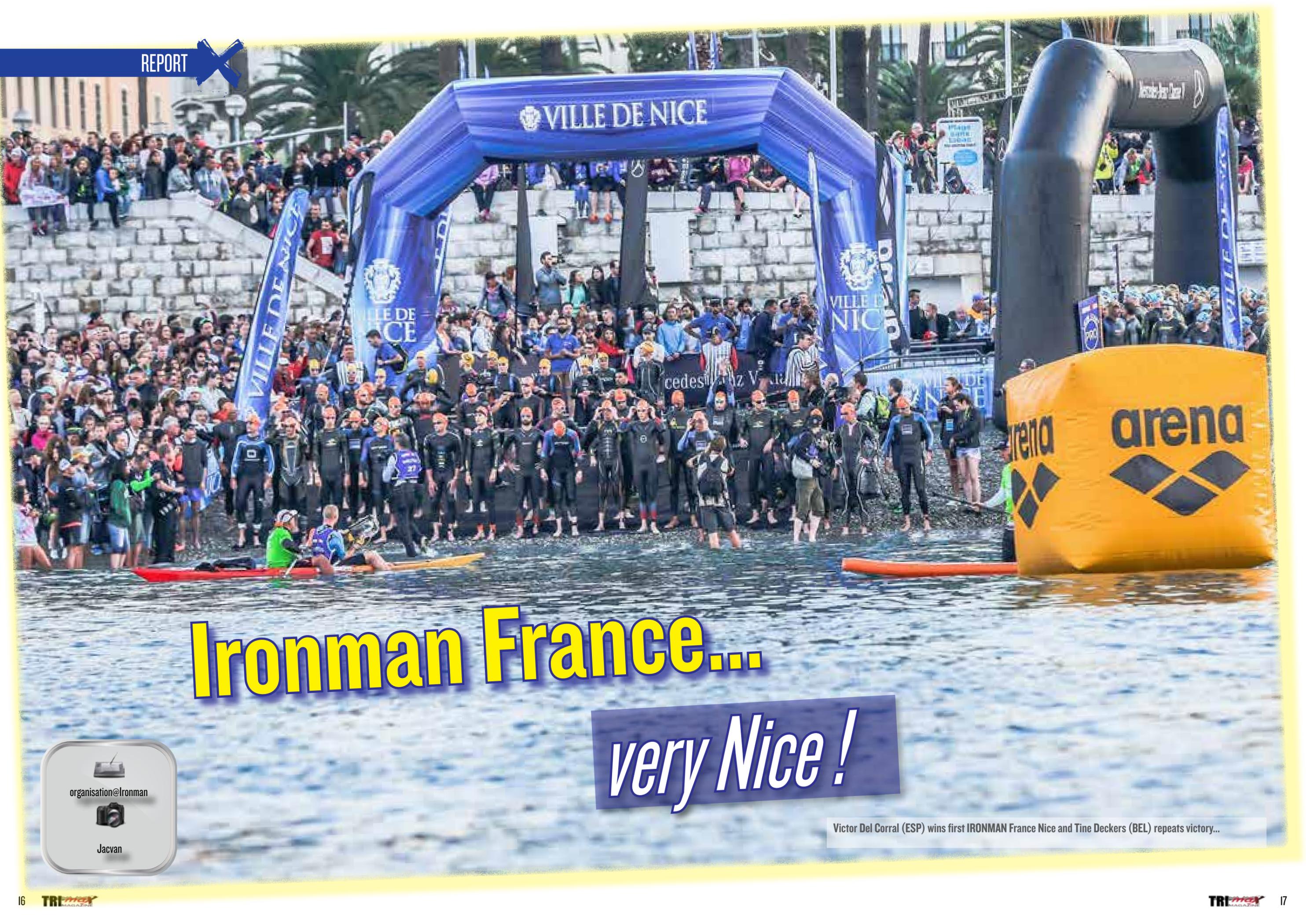


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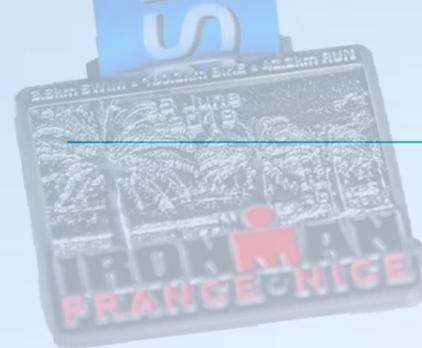
Ironman France...

very Nice!

organisation@ironman

Jacvan

Victor Del Corral (ESP) wins first IRONMAN France Nice and Tine Deckers (BEL) repeats victory...



the race in 9:22:04 and more than 6 minutes ahead of Swiss Emma Bilham who overtook Cave for second place.

In the men's race all eyes were on yet another Belgian. Just six weeks after suffering a fracture in his shoulder 2013 IRONMAN World Champion and three-time IRONMAN France Nice winner Frederik van Lierde celebrated a remarkable comeback from what some had suspected to be a seasonending injury. But the projected duel between van Lierde and South African James



Southern France might be a long way from her home in Belgium but by now Belgian Tine Deckers rightfully can consider the seaside city of Nice her second home. At the 2016 IRONMAN France Nice Deckers added a fifth title at the Côte d'Azur to her impressive resume which includes wins in 2009, 2010, 2012 and 2014. A five time IRONMAN champion Deckers has only made the podium twice outside France: a second place at the 2011 IRONMAN Lake Placid and a third place at the 2010 IRONMAN South Africa in Port Elizabeth, Nelson Mandel Bay.

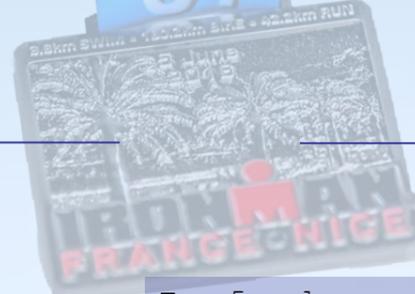
Cunnama witnessed a surprise addition: Spaniard Victor Del Corral lit the afterburners on the run finishing the marathon in just 2:42:28 pushing Cunnama down to second place. Van Lierde who had turned in a 50:06 swim fell back on the run finishing in 8:35:36 and in fourth place.

More than 2800 age group athletes participated in the race.

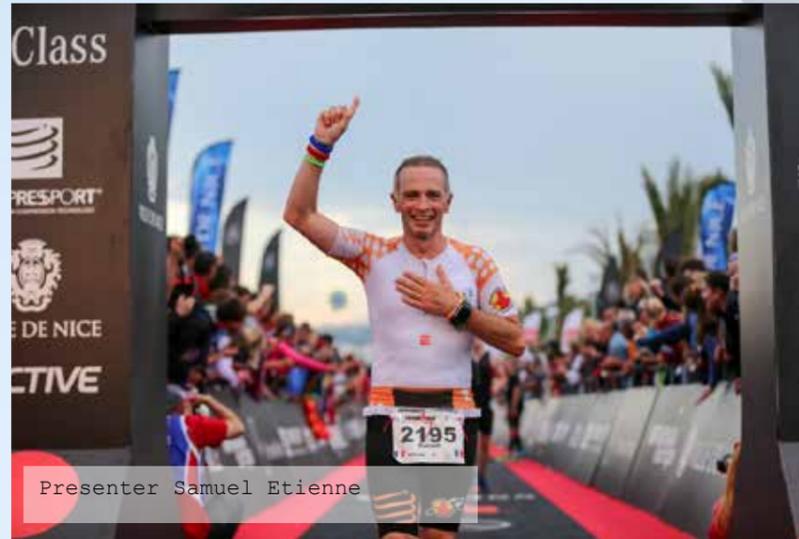


Former IRONMAN World Champion Leanda Cave (GBR) led the field out of the water with Deckers almost 6 minutes behind her but the Belgian would soon make up for lost ground and turned in an impressive 5:05:03 on the bike, entering T2 with a margin of more than 12 minutes. Deckers closed her dominant performance with a 3:13:29 run finishing





Frederik Van Lierde back after injury



Presenter Samuel Etienne

Top 5 males :

1. Del Corral, Victor	ESP	08:30:00
2. Cunama, James	RSA	08:30:35
3. Schmid, Stefan	GER	08:33:18
4. Van Lierde, Frederik	BEL	08:35:36
5. Vistica, Andrej	CRO	08:39:19



Tine Deckers led cycling and outclassed her opponents in the marathon

Guillaume Jeannin



After two podiums, the success for Victor Del Corral in 2016

James Cunama



Top 5 females :

1. Deckers, Tine	BEL	09:22:04
2. Bilham, Emma	SUI	09:28:55
3. Cave, Leanda	GBR	09:45:06
4. Dimichele Miller, Leslie	USA	09:45:38
5. Reymond, Stephanie	FRA	09:49:53



Stefan Schmid



Victor Del Corral



Leanda Cave



Women in the spotlight on the Irongirl

Some volunteers together to celebrate the last competitor to cross finishline



Triathlon moment of intense sharing and emotions



All our photos are available on our online library



Irongirl , fun and celebration for all

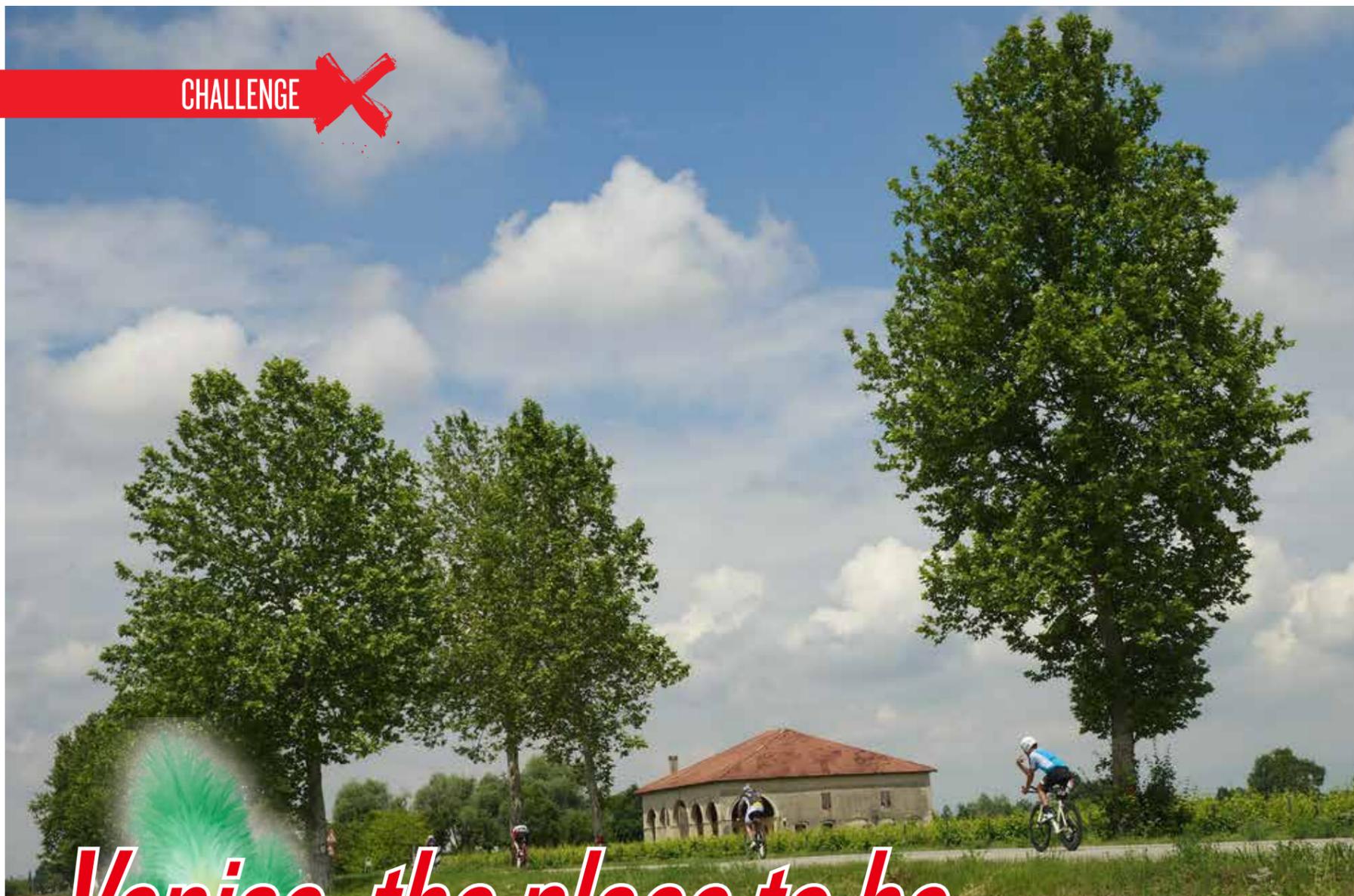
<http://www.triathlon-hebdo.com/photos/>



The Kids proof always meets success



CHALLENGE



Venise, the place to be...



for triathlon's lovers !



The first edition of Challenge Venice has been won by Dirk Waijnarda of Nederland who finished the full-distance triathlon's 3.8-kilometre swim, 180-kilometre cycle and 42-kilometre marathon, in a time of 8 hours 9 minutes and 14 second, 10 minutes and 10 seconds

ahead of second-placed Sergio Marques of Portugal, and Malte Bruns of Germany who was third across the line.

The top spot on the women's podium went to Erika Csomor of Hungary who finished in a time of

9 hours and 4 minutes, 42 seconds ahead of the Italian Martina Dogana. They were followed in third position by Carla Van Rooijen of Nederland who crossed the line in 9 hours 33 minutes and 3 seconds.

The 6.30 am start from the Island of Venice was a spectacular sight as the 800 athletes dived into

the water while there was a huge turnout of spectators along the cycling route which traversed the Provinces of Venice and Treviso, winding its way through the Municipalities of Quarto d'Altino, Marcon, Meolo, Monastier, Musile, San Donà and Roncade before the final marathon in Parco San Giuliano.



MEN'S

POSITION	ATHLETE	NAT	SWIM	T1	BIKE	T2	RUN	TOTAL
1°	Dirk Waijnalda	NL	57:24	2:47	4:20:34	1:39	2:46:49	8:09:14
2°	Sergio Marques	PT	57:09	3:02	4:22:26	2:04	2:54:44	8:19:28
3°	Malte Bruns	DE	54:23	3:15	4:23:38	2:13	2:56:47	8:20:18
4°	Sebastian Bleisteiner	DE	54:12	3:01	4:24:20	2:08	3:01:32	8:25:15
5°	Teemu Lemmettylä	FI	58:23	3:28	4:28:23	2:01	2:57:46	8:30:02



WOMEN'S

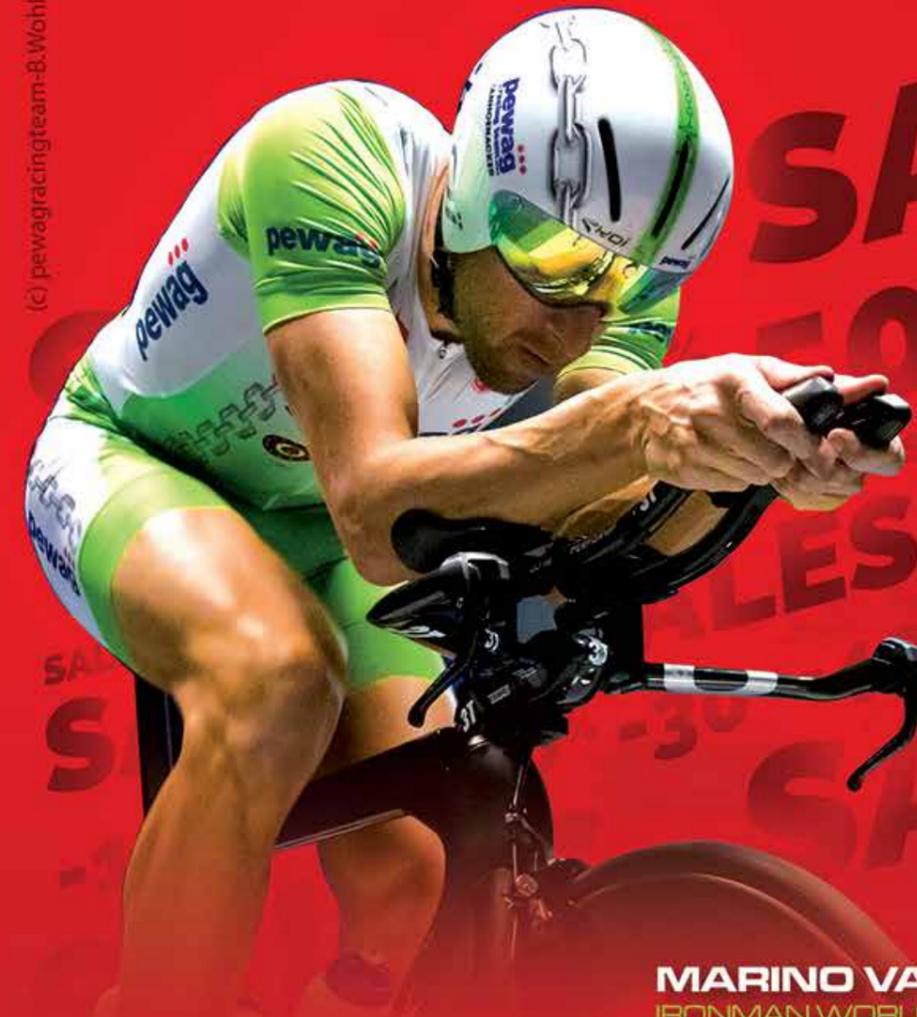
POSITION	ATHLETE	NAT	SWIM	T1	BIKE	T2	RUN	TOTAL
1°	Erika Csomor	HU	1:04:21	3:13	4:47:52	2:16	3:06:16	9:04:00
2°	Martina Dogana	IT	59:49	3:10	4:52:49	2:22	3:06:30	9:04:42
3°	Carla Van Rooijen	NL	1:15:39	4:08	4:55:37	1:55	3:15:42	9:33:03
4°	Yvette Grice	GB	1:01:52	7:39	5:08:13	4:36	3:21:34	9:43:56
5°	Vanessa Pereira	PT	1:05:31	4:02	5:05:54	3:24	3:25:22	9:44:15

SUMMER SALES



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The word of the winners

“This morning’s start was incredible because the backdrop is absolutely unique in the world. I didn’t have any trouble in the swimming stage but the cycling one was gruelling. I felt fine despite the sun and heat, and I was still doing pretty good when I got to the second transition. Then I waited for the final 24 km before I really started to push hard and apply my strategy. I’m very happy to have taken the win”.

Dirk Waijnald



Martina DOGANA



“I’m absolutely delighted to have won the first edition of this competition and on my first official outing this season too. I managed to take the lead almost immediately and then I was able to control it from there on. I knew that Martina was a strong runner and so I couldn’t relax for a single second during the race. She also had a fantastic turnout of people cheering her on on her home ground so staying out in front until the very end was really tough”.

Erika Csomor



CHALLENGE FAMILY



Galway : music and triathlon festival!

Thousands turn out and take part in epic triathlon and music showcase for Galway as the City sees 25,000 descend on Galway for bumper weekend festival of triathlon! The inaugural challenge Galway, has seen close to 25,000 people descend on Galway city throughout the course of the weekend.

The epic event took place from June 24th to 26th and combined both triathlon racing and a festival of music in the docks in Galway.

This festival of triathlon saw thousands take to the roads and the waters in Galway to battle it out over the three disciplines on Saturday at Sprint, Olympic, TryaTri a Tri distances, with Sunday showcasing both the Full and Half Iron distance events.

Challenge Galway welcomed an extraordinary field of international and national Pro athletes taking part. Galway man Kevin Thornton came home 4th in a time of 3:58:47. The race was won by British athletes taking home first and second positions David McNamee in a time of 3:51:47

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with Joe Skipper home in second place in a time of 3:55:11, third was New Zealander Dylan McNeice in a time of 3:56:50.

A very strong women's field saw Emma Bilham take home gold in a time of 4:16:35 closely followed by



Lucy Gossage in a time of 4:22:09 and Laura Siddall came in third in 4:27:41.

As well as a top class field of tri athletes, Challenge Galway in association with Monroes Live hosted Rock The Docks with headline acts The Riptide Movement and The Strypes rocking out to large crowds on Friday and Saturday night.

"This was the first year for Challenge Galway and we are very pleased with how the event ran. It was a massive undertaking which could not have been possible without a very strong team on the ground and major support from Galway City and County Council, Fáilte Ireland and the Gardai. The expo village and festival element was so well received by both athletes and people attending Challenge Galway. We are hoping that our first year will give merit to this being an annual event for Galway and the west, explained Liam Heavin of Challenge Galway».

HALF

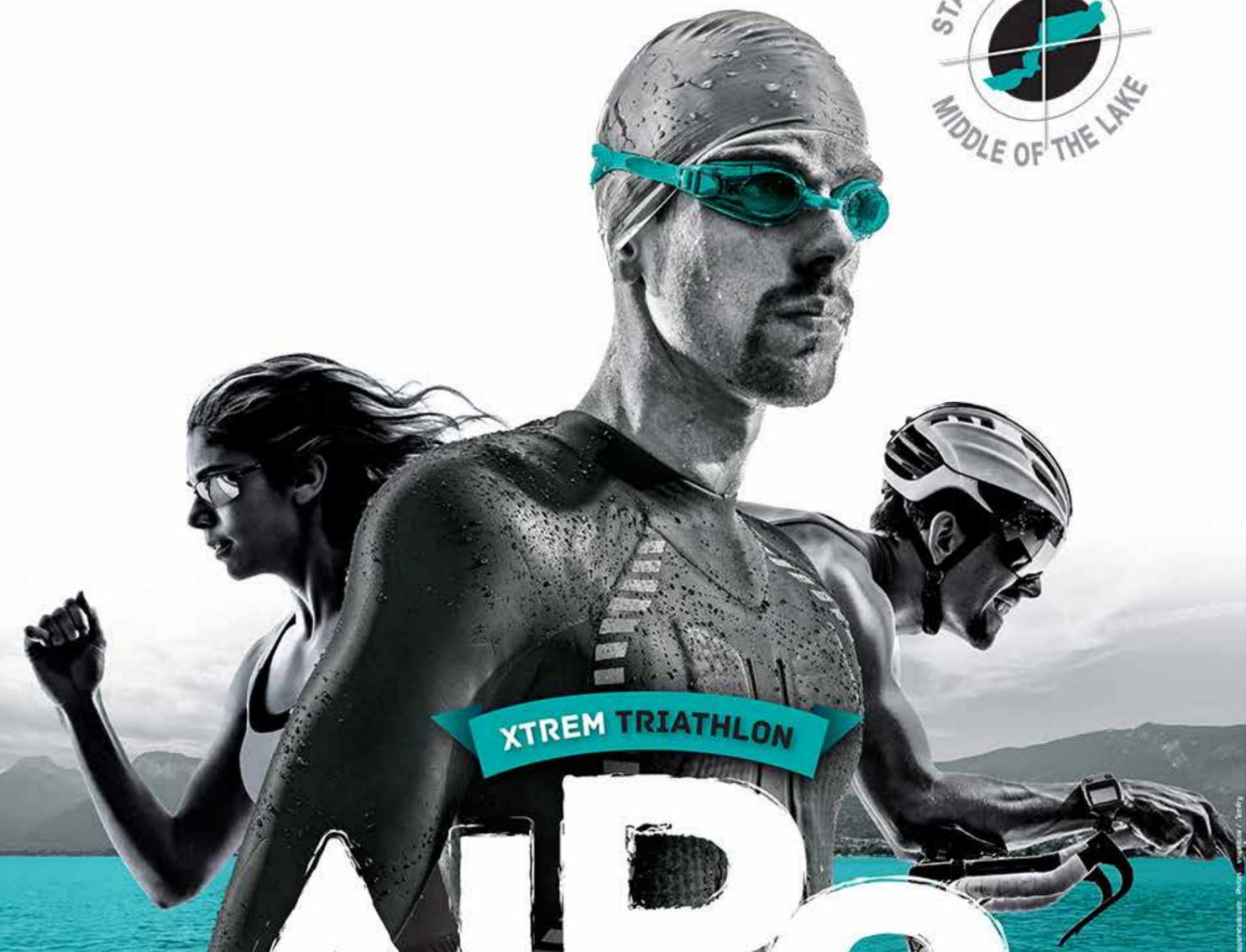
Top 5 males

1. David McNamee	GBR	3:51:47.4
2. Joe Skipper	GBR	3:55:11.9
3. Dylan McNeice	NZL	3:56:50.6
4. Kevin Thornton	IRL	3:58:47.7
5. Jens Frommhold	GER	4:01:56.1

Top 5 females

1. Emma Bilham	CHE	4:16:35.3
2. Lucy Gossage	GBR	4:22:09.6
3. Laura Siddall	GBR	4:27:41.9
4. Aine Donegan	IRL	4:46:36.4
5. Anne Jensen	DEN	4:48:35.3





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FULL

Top 5 males

1. Daragh Molloy
IRL 9:55:52.8
2. Douglas Woollett
GBR 10:09:18.0
3. James Cleland
IRL 10:11:32.9
4. John Loughnane
IRL 10:12:54.4
5. Garron Mosley
ZAF 10:15:21.1

Top 5 females

1. Jessica Brannigan
USA 11:01:20.7
2. Melissa Dowell
GBR 11:08:31.1
3. Aine O Connor
IRL 11:16:41.0
4. Michelle Heneghan
IRL 11:22:27.4
5. Elena Maslova
RUS 11:27:42.0





Back in pictures on *European Championships Sprint triathlon*


 Thierry GROMIK et
 Fabien BOUKLA
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It's the first time in triathlon history that Elite triathletes raced for the title of European champion on a sprint format. The occasion for the Olympic Games selected athletes to keep doing pace on a race with a strong field and

for the others, to try to get a new title, the first one and to write their names in the still virgin winners of this event. Chateauroux was selected to be the host city, because it presented undeniable qualities and a very good organization.

You could live in direct via the LIVE on our Facebook Fan-page all these races. For the occasion, two photographers covered the event. We offer you their best of... For the pleasure of the eyes and the beauty of our sport.

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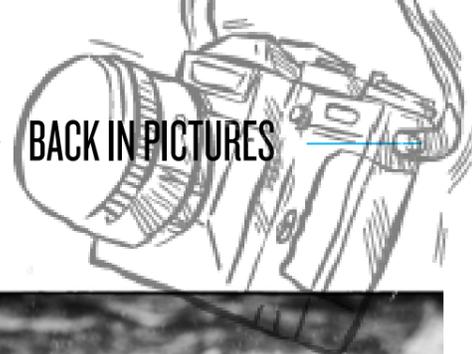
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BACK IN PICTURES



Top 10 males :

1. Vincent Luis	FRA	FR	00:51:59
2. Rostislav Pevtsov	AZE	AZ	00:52:06
3. Grant Sheldon	GBR	GB	00:52:20
4. Léo Bergere	FRA	FR	00:52:21
5. Oleksiy Syutkin	UKR	UA	00:52:23
6. Tom Richard	FRA	FR	00:52:24
7. Florin Salvisberg	SUI	CH	00:52:24
8. Andreas Schilling	DEN	DK	00:52:34
9. Yegor Martynenko	UKR	UA	00:52:39
10. Dmitry Polyanskiy	RUS	RU	00:52:55



BACK IN PICTURES

Top 10 females :

1.Lucy Hall	GBR	GB	00:57:48
2.Jessica Learmonth	GBR	GB	00:57:49
3.Cassandra Beaugrand	FRA	FR	00:58:32
4.Kaidi Kivioja	EST	EE	00:58:52
5.Audrey Merle	FRA	FR	00:58:54
6.Pamella Oliveira	BRA	BR	00:58:59
7.Ines Santiago	ESP	ES	00:59:02
8.Valentina Zapatrina	RUS	RU	00:59:07
9.Heather Sellars	GBR	GB	00:59:10
10.Giorgia Priarone	ITA	IT	00:59:17



fizik.com/makingofchampions

**MICHELLE VESTERBY, TRIATHLETE AND GOLD MEDALIST.
CHOOSES R5B DONNA.***

*MICHELLE VESTERBY, TRIATHLETE ET MÉDAILLE D'OR CHOISI FI'ZI:K R5B DONNA.

fi'zi:kWomen

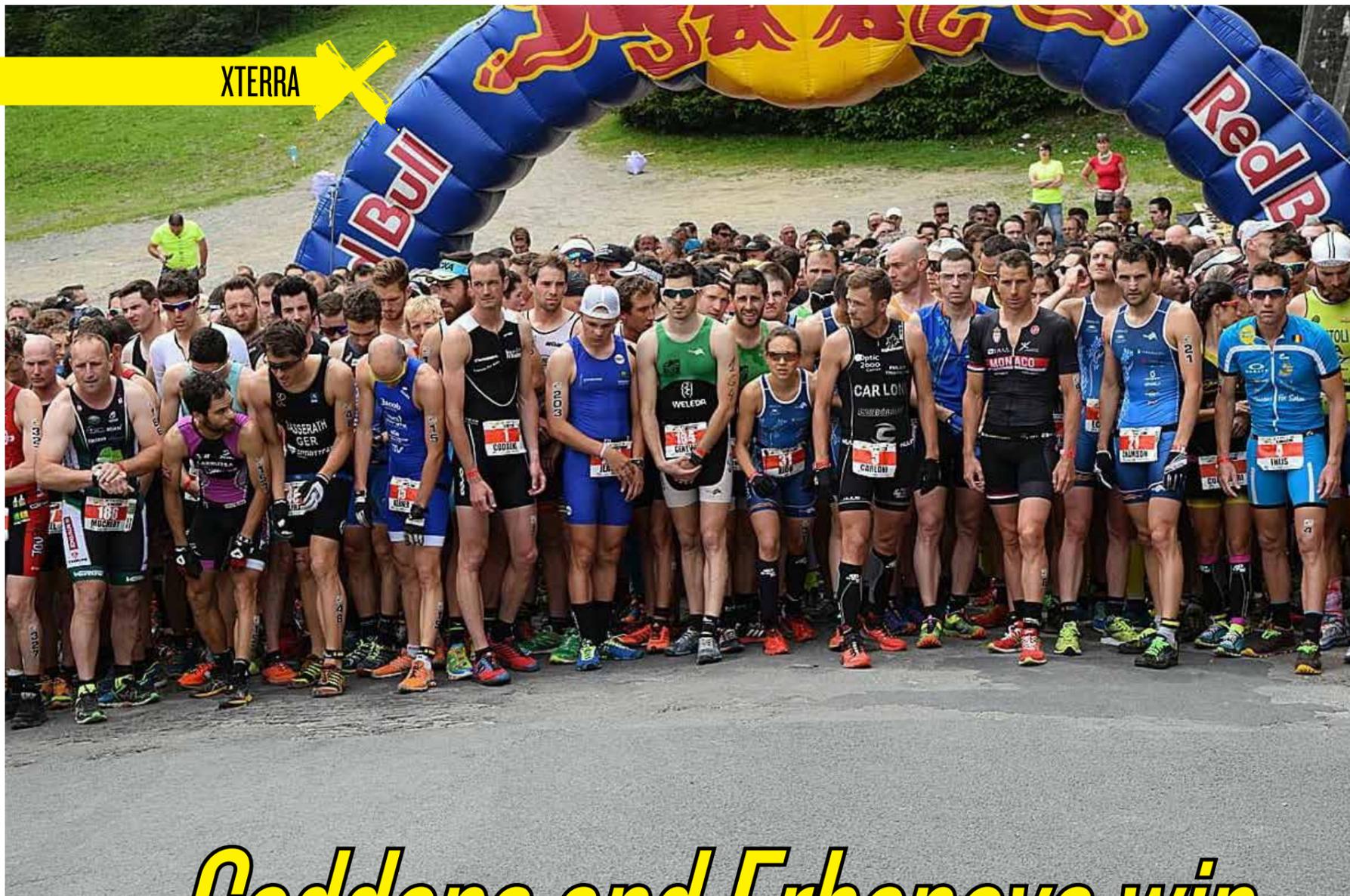








XTERRA



Coddens and Erbenova win **XTERRA Belgium**



A superb day for racing in Belgium. Low 70's with clouds and a slight breeze made it easy on the athletes to conquer a very difficult course. Because of the heavy rains in France, the current in the Meuse River made the swim impossible and it became a run-bike-run, but not exactly duathlon distances. Just over 650 athletes made a heavy jam of bodies running on the road around the compound before heading into the woods. It was wonderful, it was chaos and everyone survived.

Dave Nicholas
organisation©Xterra-planet/
tous-droits-réservés

The swim was cancelled due to the extraordinarily high water levels in the Meuse River and turned into a run-bike-run event instead. XTERRA World Tour managing director Dave Nicholas was on-site for the event and brings us this report...

The first run was just over 4K. Straight out onto the bike it was local favorite Kris Coddens shadowed by Kiwi Sam Osborne.

“I wanted to be sure to lead on the bike and went very hard on the first climb” said Coddens. *“I figured soon it was too fast and backed down to save some energy. In a moment, Sam was with me and I had to go again.”*



Indeed, those two ran away from the field right from the start. Damien Guillemet, Francois Carloni and Nicolas Fernandez were all together but already two-minutes back at the end of the first bike lap. Namur is one of those trail systems where it just seems that everything goes up and very little comes down so it is easy to run out of energy early. The other local favorite, Yeray Luxem clearly had problems and was mired back over five minutes at the end of the first bike lap. You have to give him credit as he never bowed out, never quit and ended up an amazing 14th.

It's well known that Helena Erbenova is not a great swimmer. Equally well known is she can run. The layout this weekend suited her perfectly and despite cramping on the first bike lap, she came out of the woods to start the second loop already four-minutes ahead. The surprise was young French star Morgane Riou was up into 2nd followed by Carina Wasle, Maud Golsteyn, Elisabetta Curridori and Luxembourg's own Isabelle Klein.

Out onto the second lap Coddens and Osborne were still within a few seconds of each other and suddenly Kris showed up almost a minute ahead.



“I saw this muddy spot coming up and Kris was being careful,” grinned Osborne. *“I decided to go for it, but then thought maybe not and that indecision caught me out. I started sliding, caught it and then slid some more and had to get off the bike and run up the next hill. I*

went hard but I just could not close the gap”.

That minute stayed constant and Coddens ran it home to a very loud crowd cheering for their own man.





There were spectators everywhere. It sometimes caught the organizers out as nobody had planned on thousands coming. We saw people walking up the crazy stairs that took bikers down to transition. Fans lined the hills, they sat on the medieval walls surrounding the Citadel and they clapped and cheered and tooted horns. It was great.



Elite Females :

1. Helena Erbenova,	CZE	3 :01 :41
2. Carina Wasle,	AUS	3 :08 :56
3. Morgane Riou,	FRA	3 :12 :30
4. Isabelle Klein,	LUX	3 :26 :41
5. Jessie Roberts,	GBR	3 :27 :54

Elite males :

1. Kris Coddens,	BEL	2 :33 :35
2. Sam Osborne,	NZ	2 :34 :41
3. François Carloni,	FRA	2 :38 :10
4. Nicolas Fernandez,	FRA	2 :40 :26
5. Damien Guillemet,	FRA	2 :43 :04



XTERRA



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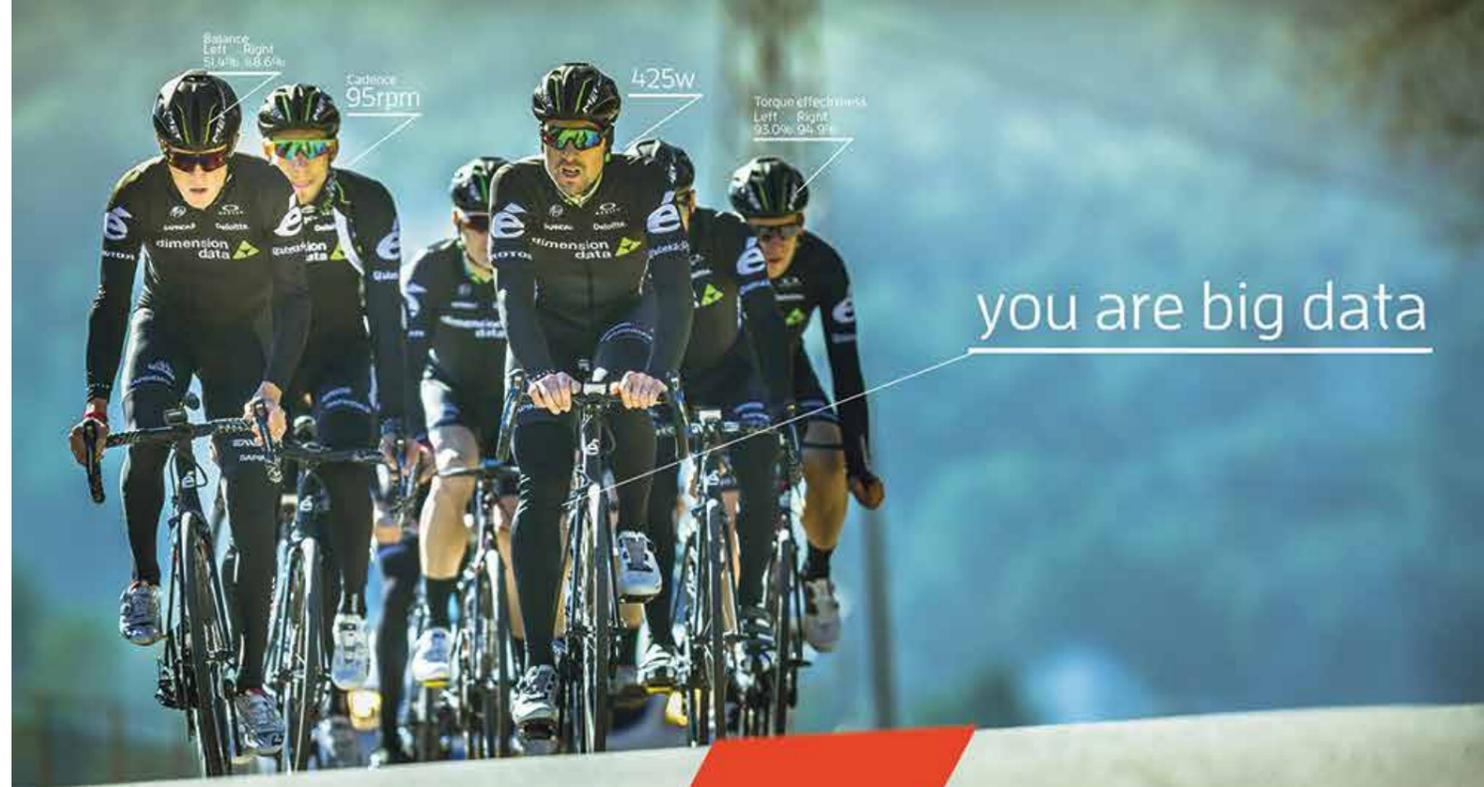
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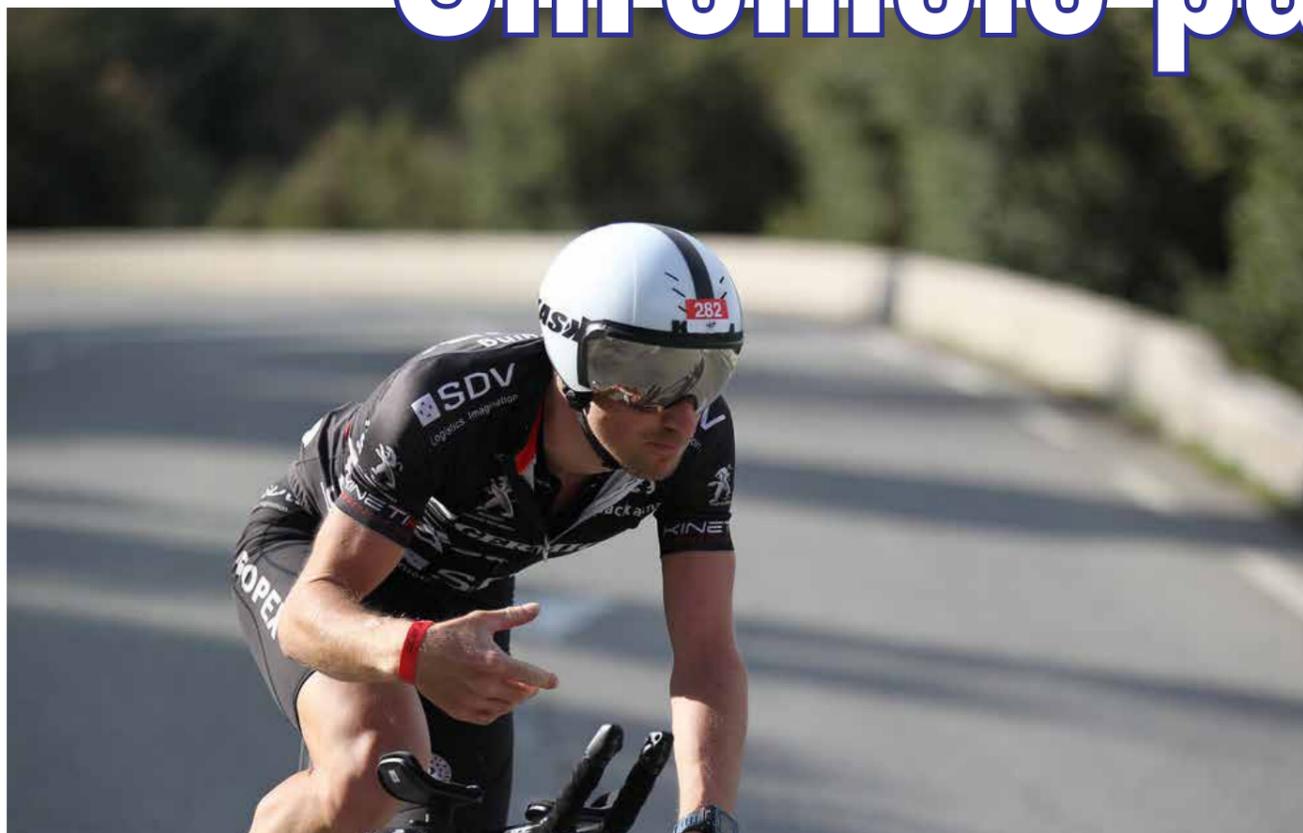
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Chronic pains on the bike



It is common to think, above all when we start the discipline, that cycling is one of the hardest sport because it especially implies big efforts which damages the cyclist body.

And yet, it is the kind of conventional wisdom that you have to forget. It is perfectly possible to do 6 hours of bike with few discomfort or pain. Cycling implies suffering, above all if we face difficult climbs, big rides or if we play with our partners, but we mustn't confuse it with localized pains that many cyclists consider as something normal.



Few people know the cycling biomechanics, the solution to these problems is thus often: «I have hurt myself» or «It's not adapted for me»...

Nobody is «badly done», we are just different regarding flexibility, body proportions, age, goals or experience.

In short, each cyclist needs a personalized adjustment of his bike, and even our size doesn't mean that when we go out of

the bike shop we will have the perfect adapted new bike. You must remember that the human being wasn't conceived for cycling or to be sitting on a small saddle with a crooked back.

A special attention must be given to the height, the saddle drop and even the saddle angle. Sometimes, it will be more judicious to change it than to keep the model of your bike series (for girls we advise you to read our article in the number 152 about the saddle to choose). The stem will also certainly be an element to change to reach a comfortable and aerodynamic position. You mustn't forget the height of the handlebar.

To go back to the title, our goal is to have a position on the bike which would allow us to ride a few hours without being disturbed by any intolerable pain. It is necessary to clarify this last sentence... We will never be as comfortable than in the couch in front of a good TV program...

Being comfortable on the bike needs a certain level of fitness, at least in the musculature which supports and maintains the position, for which some rides of adaptation are needed. All the small pains that we have when we start training again disappear after the first rides. We can then say that we classify some pains as temporary linked to the physical condition and to the habit of the position.

However, when these problems continue, you certainly have to change your position. The most frequent tolerable discomfort can be the following:

- Genital numbness
- Foot numbness



- Light hand numbness
- Cervical pains after a very long descent in an aerodynamic position with wind.
- Occasional knee pain. Above all when you've begun to do hard rides, higher than usually, or the beginning of some rides.

Here, we consider the most frequent pain in order to find the origins and find solutions.



Knee

There is a strange situation which occurs in the knees, because the bike is one of the main recommended activities to rehabilitation of the knee after an injury or a surgery. However, it is rare to find a cyclist who never had knee pain. So, is the bike good or bad for your knees?

If the position is correct on the bike, then it is clearly a beneficial sport mainly thanks to the fact that there is no impact. Knee pains on the bike is often caused by bad adjustments. Sometimes, it comes from the hip or even the feet.

- Back-knee pain. Very often, the saddle is too high, which causes an excessive extension of the leg.

- Extern-knee pain. It is often caused by the friction of the iliotibial band. Usually, it occurs if the saddle is too high, but the incorrect



adjustment of the holds can generate this kind of problem if the heels are too far from the cranks.

- Front-knee pain. It is the most frequent among the cyclists. It is generally associated to a too low saddle, and to very prominent holds. There is an excessive flexion of the knee.

- Intern-knee pain. Usually, it occurs when the saddle is too low or when the seat-post has moved and doesn't allow the cyclist to pedal parallel to the seat-post.

Lumbar

After the knee, back pains are the second most common pains, coming from varied origins.

There is no doubt that the cyclist position is the variable which has the biggest influence when we suffer from lower-back pain, a pain which sometimes improves slightly by

changing the inclination of the saddle frontwards. The following situations can cause discomfort in this zone : a too high or too dropped saddle ; too far or too low handlebar-saddle.

Asymmetries often causes back pains, because the pelvis is imbalanced.

In these cases, it is advised to try to erase or compensate the asymmetry. Contrary to what is usually recommended, the work of the abdominal lumbar region doesn't need to have a direct relation with back pains.



Stay connected next month for the follow-up...

SPECIAL

AERODYNAMICS



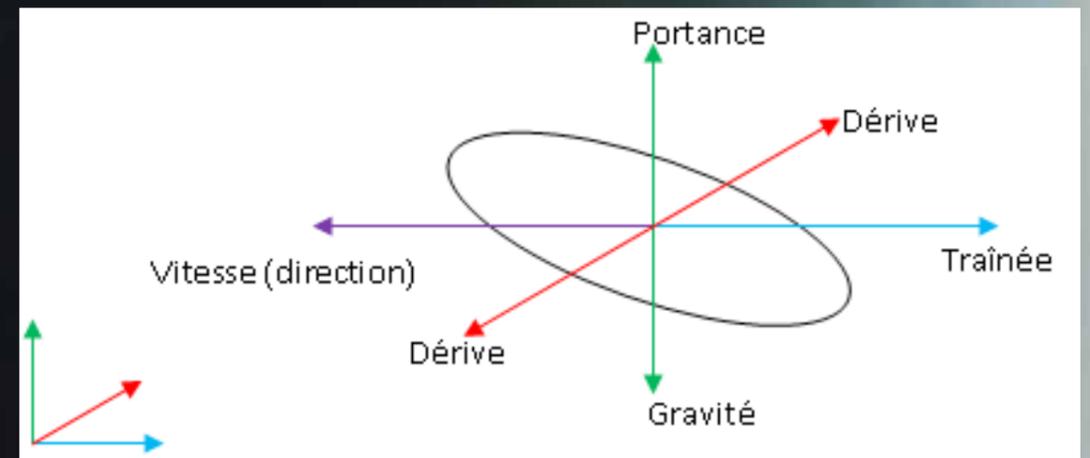
Aerodynamics is the science which studies the phenomenon regarding any relative movement between a body and the air which surrounds it. Even if its density is 800 times inferior to that of the water, the earth atmosphere generates a physical strength that we call air resistance or drag. Reducing the air resistance, or drag, is thus a constant concern, either to be faster or to save energy...

Then you have to distinguish four strengths :

- A drag force parallel to the average direction of the flow.
- A drift force perpendicular to the average direction of the flow, in the horizontal plane.
- A lift force, perpendicular to the average direction of the flow, in the vertical plane.
- A force of gravity, perpendicular to the average direction of the flow, in the vertical plane.

Aerodynamics is a various field and in permanent evolution and is used in many sports as well as in aeronautic, leading to many studies and to the development of new products.

The triathlete who produces a solo effort on the bike is one of the first actors concerned by aerodynamics... TrimaX-magazine dedicates many pages this month in our Special aero issue.





A good (anti-) drag plan!



Drag, this anglicism well-known by the lovers of speed on the bike which means drag/resistance, is logically the enemy of the triathlete engaged on races without drafting (and even more and more high-level athletes including on WTS). To decrease it, if we stick to the gains displayed by the ads and other technical documents, we should almost brake on the flat so much it is the permanent revolution at each launch of products which make win at least 10W.

Let's try to see clearer and in the order, to decrease measurably, rationally, orderly and pragmatically, the redundant resistances to progress.

When ?

Contrary to what we hear sometimes : « aerodynamics only counts from 30, 33, 37, 40, 50, and so on... km/h », reality is that from 15km/h on the flat, with a triathlon bike, the biggest resistance to fight (among the 3 main ones: air, friction, gravity) becomes the air resistance. At 30km/h,

it represents 75% of the total. At 36km/h, more than 80% and so on... Yes, but when it climbs? It's true that for a single and very sloping climb, the aerodynamics is negligible. So except if you only want to perform in the Alpe d'Huez duathlon, the rest of the article is susceptible to interest you.

Who ?

Everyone is concerned whatever his level. Even if as explained above, the higher the speed, the higher the air resistance in the strengths contrary to advancement, it's beneficial for everybody and paradoxically, the ones who are the slowest are susceptible to have the biggest gross benefit.

Thus, let's take 2 very opposite examples regarding their level and on a course far from being favorable to highlight aerodynamics. So 2 athletes of 70kg who would aim for 6h on the IM Nice (173km, 2000 D+) for the 1st one (let's call him Basile) and his twin brother (Achille) who would like to do 5h. If they both do the same modifications on

their equipment for a drag decrease of 5%, Basile would win about 4'30 whereas Achille would only win 3'30. As a comparison, if both of them wanted to loose some weight, they should loose both 3,5 kg so that the weight gain in the 2000 meters of climbing brings an equivalent gain as the aero gain on the «flat» hundred kilometers. However, generally, it is much more simple to decrease your aero resistance of 5% than increasing your resistance to flat parts, without forgetting that in the first case the performance benefit is systematical whereas not always in the second one! ;-)

Ok ok, we have understood, your preach aero benefit! Yes but how to do ? How to begin ?



PRO TIPS

How ?

Indeed, and it may be the most important to know, EVERYTHING IS LINKED in the relation athlete-bike. A helmet is not more aero and not for everyone, a wheel is not faster for every forks, and so on... A position is not faster for every morphotypes. So we have two questions:

1) How to determine it without going in a wind tunnel or doing protocols such as Alphamantis?

2) How to begin because everything is linked ?

Regarding the «accessible» protocols to estimate your drag and decrease it, there are many which needs three information:

- A) The measurement of power,
- B) The measurement of speed and altitude,
- C) The density of the air, dependent on atmospheric pressure, temperature and humidity

(we can find these data via local weather stations and calculators online, which will give the value of the air density, called Rho).

Regarding the protocol that I recommend, it is the one developed by Robert Chung (Chung Method that you can find online under the name of «Virtual Elevation Method Chung» with explanations on how to proceed), you must do it on a course with three constraints:

- D) Being able to pedal continuously (no braking, no free wheel),
- E) Having climbing (no need of a big or very long climb but at least 20 meters of positive climb by lap),
- F) Finding a lap that we can do several times.

Then you have to import data in a software online called Goldencheetah and in the tab «aerolab».



PRO TIPS

Very concretely ?

Once you have found the appropriate place, the integrated protocol and the small software, the headache begins! How to begin your testings?

First of all, you have to integrate in the reflexion that :

1) After the bike, there will be for every triathlete/ duathlete the run, so a fastest position but which hurts excessively the hips flexors for example, cannot be good on the global race.

2) Today, there is no event in descent which would justify to highly penalize the capacity to generate power for the benefit of an ultra-aero position. Ergonomics mustn't be neglected. So you always have to check, after an adaptation period of a hundred km, that there is not more than 5% of power loss expressed at equivalent power at race pace.

3) Once you have validated the different options of settings, materials and placement, you will have to get used to riding in this position as much as possible.


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Here are a suggestion of the different steps :

1) determination of the most performing type of aero position to reduce the drag between the 2 main options : very low extensions in a big difference saddle-handlebar, quite high

extensions but very tightened and a little high. The width of the hip, the length of the humerus... and often, unfortunately, the material possibilities of setting of the extensions are determining.



2) determination of the positioning of hydration depending on the number of bottles to bring. The solution of the bottle (with or without straw) between the extensions is always very fast. Then for a second bottle, its shape, the frame shape, the saddle length, the positioning

of the athlete on the saddle, makes impossible the predictions or advice, you have to test the multiple remaining options (on the frame on the vertical tube, on the diagonal tube, behind the saddle),



3) Choice of the helmet with a realistic position and height of the head (which allows to look at the road without tiredness or risk),

4) Choice of clothes (triset or singlet+shorty, long or short sleeves, and so on...)

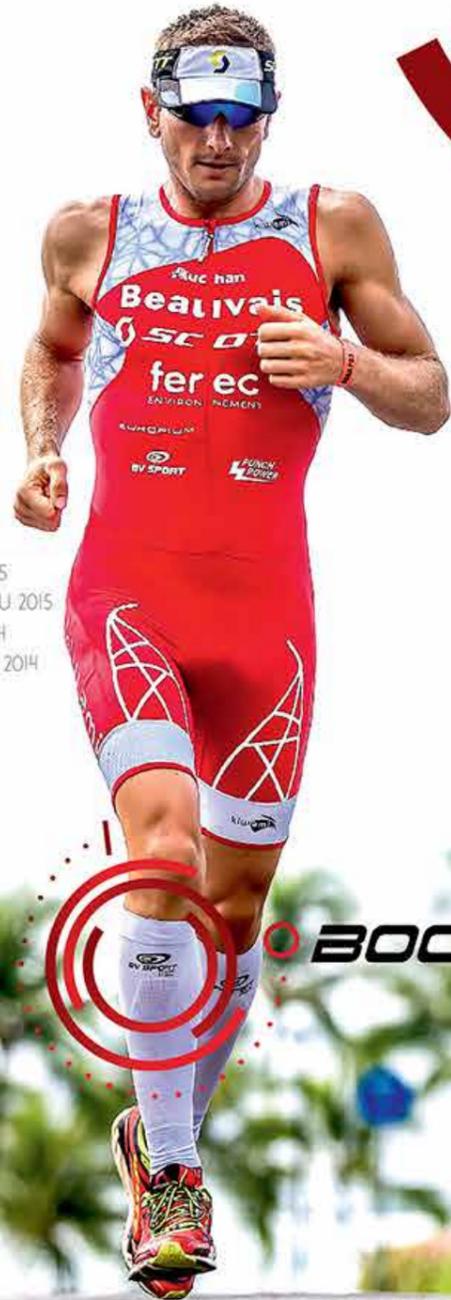
5) Choice of placement if necessary of food and spear materials.

6) Choice of wheels and tires.

7) Other accessories with marginal benefits (visors vs sunglasses, for example).



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During all these steps, always keep in mind the exigence of the prepared race. For example, if you prepare a very hot and humid race, take into account the ventilation of the helmet (winning 30» on 189km is not performing in the end if it induces dehydration). The important is to keep a step back on the gross data and to integrate them to other real parameters.

To do then your estimation of benefit according to the aerodynamic gain that you will find (value

of decrease of CdA), you can either use online softwares such as Best bike Split or the following order of magnitude : 0,005 of CdA less=0,5 seconds per km less (so 20» won on 40km, 1'30 on 180km) but you will have to carefully apply this benefit to the course portions where the aero is the limiting factor, which is not necessarily the total course.

Have a good free speed quest !

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Cervelo P5



Guillaume Lehnert

The battle has raged for several years between manufacturers who have understood the interest to offer always more performing and high end triathlon models.

Cervelo, leader of the Kona Bike Count for several years, is master in this field and it has been true since the launch of the first model of P3 in aluminum. Today, the range is structured around 2 frames, the P2 models (<http://www.trimax-mag.com/test-materiel-le-p2-by-cervelo/>) and the P3 ones (the two models are distinguished by their colors and above all by a more worked out fork regarding aerodynamics on the P3) and the P5 models. The latter, launched with great fanfare in January 2012, embodies the evolution towards the super bikes trend.

Thus, the goal is to take care as much as possible of the bike elements to make it always more aerodynamic and make you save precious minutes on your races.

The frame



Cervelo goes viral in Hawaii by showing what we can qualify of mule for the wind tunnel : a steel structure on which we could quickly mount the different parts of the prototyped bike in plastic. The interest was to be able to test different combinations, different shapes for each part of the bike without necessarily having to create each time a complete bike. An additional proof that the Canadian firm has resources regarding engineering and aerodynamic optimization.

When we see the «frame-set» of the P5, that is to say its set frame, fork, seat-post, the whole looks simple and purified. Fluid.

The development of bikes is made with a reproduction of life-size cyclist (David Zabriskie was the model) and in high-density foam on the saddle in order to work on the set cyclist/frame, the two interact together regarding the aero. The interest is to be able to multiply the testings and to reproduce them always in the same conditions without having to block a cyclist full time.

The second tool is the CFD which allows to explore new designs before confirming it by physical testings. It allows to highly pre-work and thus, Cervelo brags about being able to realize 25 testings a day under 12 yaw angle each and to make it the analysis. Finally, each technical choice is validated on the road by professional cyclists of partner teams.

MATERIAL TESTING

The work of the engineers also focused on the simplicity of the whole and the ease of use as prove the «storage space» provided on the frame (we will talk about this in the chapter about optimization).

The bottom bracket adopts a special format, the BBRright. It allows, combined with the work done on the fork pivot, to offer a very strong rigidity to the whole bike. This rigidity is primordial : there must be as few leakage as possible in the transmission of the effort.



The profile of the tubes leaves nothing to chance, offering several types of trailing edge according to the zones to decrease at most the creation of turbulences.

A hatch in the passage of the back wheel allows to put inside a battery of the Di2 system which will be completely invisible for the eyes and the wind.



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The brakes are covered in plastic covers to protect from the wind but if those of the back frame are quite successful, the covers which cover the front brake don't seem so well-succeeded. We have seen better.

A few words about the painting. This red is really wonderful and the bike is (depending on your taste) really more beautiful in this color than the first models in black. However, the matte painting demands much more care if we want to keep the bike clean. Maniacs should refrain!



The handlebar



Developed with the Italian brand 3T, the Aduro handlebar is perfectly integrated with the frame for which it was developed. The removable hood allows to access to a space where the sheathes and cables go,

and where perfectly fits the Di2 brain, allowing that everything is hidden. The integration is perfect, no cable, no sheath exceed to disturb the aerodynamics of the whole bike.



The proposed settings are very rich : if the stem can be higher via a profiled spacer, the armrests can also be enhanced thanks to an impressive carbon piece. 3T and Cervelo state that the handlebar allows not to increase the drag depending on the chosen settings for the armrests, allowing to focus on your position without compromise.

Single small disadvantage: the tightening/loosing of the extensions is far from being easy and you really have to force to block or release the extensions.



The transmission



Cervelo has equipped this configuration, the best high-end, by the excellent Shimano DuraAce Di2. The reliability of the whole doesn't need to be proven, everything works perfectly. The cables are almost invisible, only the small segment out of the right back basis to join the back derailleur briefly appears. As we have seen previously, the battery goes in a small cavity, properly closed in its cap and letting a relatively quick access for the moments when the system will have to be reloaded.

"As an elite triathlete, I need the right training and racing gear to reach my full potential."

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MATERIAL TESTING



Only disadvantage, if the choice can be explained by the impossibility to use Di2 brake controllers which integrate the gear shifters, the possibility to shift gears only at the end of the extensions withdraw one of the undeniable advantages to be able to multiply the possibilities to shift gears (position of shifters). So, when we ride in aero position, which is the first interest of this kind of bike, there is no problem but for other rides, in regions with hills, the shifting with your hands on the base-bar would be good.

Some handymen have proposed DIY methods on the internet to stick gear shifters on the Magura brakes. Antony Costes, always very concerned about aerodynamics, has decided to integrate «sprinter» shifters under the lever, very discrete. A very good way to solve the problem.

For the crank, it's a model Rotor Flow, mounted with full chain rings to save some additional watts.



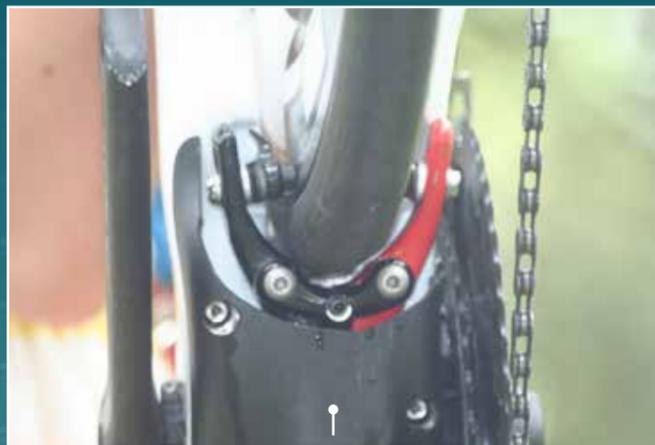
The brakes



For the braking too, Cervelo has also decided to use good materials with Magura, specialist of hydraulic brakes, to develop a new braking system. The argument of the Canadians is simple: with a better braking, one can ride fast longer!

The adoption of this system also allows to solve 2 main problems: the first one concerns the power of braking often criticized of triathlon bikes which have «hidden» brakes under the basis. It is true that some models looked more like retarders than brakes and could frighten their users. The second point comes from the intern passage of the brake sheathes. The mechanical system needs soft angles to sneak in the tube, the hydraulic can accept much more pronounced angles without affecting the fluidity of braking. It is thus more easy to pass the sheathes into the frame, especially just behind (or in) the stem.

And for those who could fear the maintenance, if it is better to be helped by a mechanic to realize the purge of the system, the hydraulic system needs less maintenance than a cable system, as it is totally hermetic.



It's good to have a super aerodynamic bike, but it's even more important to have an optimized position and being able to hold it for a long time. To do so, there is no secret, the traditional saddles haven't been designed for that and the pressures that they can create on the fibula quickly cause tingle and even pains which will make you release the position to be more comfortable.

To avoid this problem, Cervelo has mounted on whole its triathlon models ISM Prologue saddles allowing to ensure much more comfort. It can be considered as a detail but this choice is intelligent.

The saddle



The wheels



The Hed wheels are not the most famous in France, because of a confidential distribution, however, for several years, the American brand has offered wonderful products for cyclists and triathletes. Even if it hurts me to give you this «example» we remember the 3 spokes wheel used on time-trials by Armstrong which was the Hed H3.

The range is organized, for «classical» wheels, in three main families, the Ardennes. Aluminum wheels with quite low rims, the Stinger, full carbon tubular wheels and available in 30 to 90mm and finally the Jet models, based on an aluminum tube rim and associated to a carbon flask from 40 to 90mm.

This is the latter in its 60mm intermediary version which was chosen, the Hed Jet 6 Plus. The «Plus» means that the rim is wide (25mm) which allows to mount 25mm-wide tubes while keeping aerodynamics.

The wheels are not extra light because of its structure, the manufacturer weight is of 1698 gr which is quite correct for this type of rim height. The braking surface is manufactured in CNC to guarantee a performing braking. They are provided with a 18/24 shelving and with steel flat spokes.

The testing



Used to triathlon Cervelo models such as the P2C and P3, I was eager to see the advantages of the big brother.

It is something which is very hard to describe because we mainly talk about the feelings but the P5 is «more». More what? Faster according to the data of the wind tunnel tests. More rigid also, more impressive. It gives this impression of never being disagreeable when the road is more hilly, or when your legs begin

to be tired. It's a Machine, a Super Bike when we begin to push on the pedals and to increase the power, the answer is immediate, with no doubt, and it gives a quite disconcerting impression of ease.

The braking of the Magura RT8 keeps its promises by offering a big power while offering a great progressiveness. The levers are comfortable and allow to go through long descents without clenching in your fingers.

Question of taste, I don't like so much the extensions Ski Bend as models with less angle but the handlebars offer great comfort and allow to stay in this position with no problem at all.

No problems as well for the other components, the saddle ISM offering a good comfort while the Shimano DurAce perfectly shifts gears.

The other element which really seduced me on this bike is the pair of wheels Hed Jet 6. The comfort comes from the 25mm Continental tires and the wheels offer an irreproachable behavior in any situation. Of course it's not a pair of wheels designed for the mountain but they can cover a wide panel of courses and make you benefit from the aerodynamic



work of the rims... and their soft purring while pedaling.

Only a strong wind could question the use of the front wheel but the whole is really successful!

Conclusion



And when we think that Cervelo P5 is already 4 years old... and that its successor (or big brother?) is planned for this year! Certainly we could see an even better integration of the accessories in Scott or Specialized and we can think that Cervelo will work that to offer something even faster... But how? Athletes who use it daily are very lucky

and they can ride without questioning the quality of their material. It's not surprising that the P5 received the title of faster triathlon bike of the world by the German magazine Tour Magazin.

We're looking forwards to discovering what's next!

Price :



9899€

We liked :



the behavior of the bike, its aerodynamics, its wheels... and quite everything in fact.

We liked less :



the price, the extensions adjustment, the absence of shifters on the brake levers.

For whom :



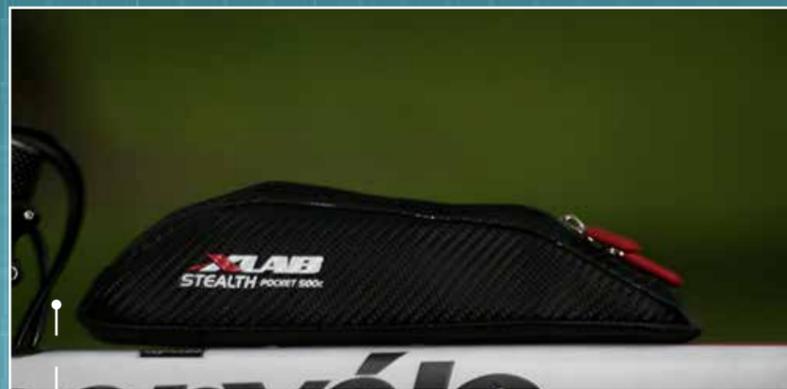
the triathlete who wants to use what's best or what's close to the best.

The optimization of the bike via the choice of accessories



Having the more aerodynamic bike is one thing, quite important. But when we train and race, we always have to bring something to hydrate or to bring spare material or nutrition. If we want to have the best power, we have to think about it to avoid to lose the advantage procured by a perfectly optimized frame.

We asked to X-Lab, who worked with Cervelo to offer some optimized accessories for Canadian frames, to present its products to be able to bring as many things as possible without penalizing the aero work of the bike.



The frame satchel : XLAB Stealth Pocket 500c

Strongly hooked to the frame with two screws such as traditional bottle-cage, the satchel Stealth Pocket will allow to stock everything you want to bring. The zipper offers an easy access to what you're looking for. You're done with the satchels with scratch straps, the pocket is fixed in the prolongation of the stem and becomes almost «invisible for the wind».

It's really a small accessory which is very simple of use thanks to the apparition of fixings dedicated to it on some frames.

Price : 50€.



The back bottle-cage : XLAB Delta Sonic

According to most studies regarding the best placement of the bottles on the bike, the position which generates the least drag is the bottle behind the saddle. There are many systems which allow to place them, some of them are almost like a luggage carrier because of their huge capacity of carriage! Here, we prefer the simplicity. The Delta Sonic is very simple : an angled shaft which comes in the track of the seat-post of the Cervelo and which welcomes a bottle-cage. The latter is the Gorilla XT from Xlab, presented as the safer bottle-cage to avoid to lose the bottle. Indeed, if you lose your bottle in the first hole of the road and finish dehydrated during the race or make your friends fall in a session, it is not very useful to win power. Here, there is no risk as the bottle is strongly attached. You can go up the speed bumps, your bottles will still be there (if you put some thread-locker on the fixing screw of the system on the seat-post).

Very simple but expensive (140€), the Delta Sonic remains a very good solution.

The front bottle : XLAB Torpedo

It can be risky to bring only one bottle in some races where it is better to always have two sources of drink with you. To slowly drink, the ideal is to have a quick access to your bottle. The placement behind the saddle presents this limit... compensated by the use of a hydration system as the Torpedo which is fixed between the extensions... There is a double interest, we can drink regularly via the straw, some of you have felt a light aero benefit. There is no small benefits and once on have tried it, it is difficult to do without it and we drink more than before with a «frame» bottle or behind the saddle.

When the bottle is empty, no problem, we catch the one behind the saddle to fill in the Torpedo and we will take advantage of the next feeding zone to change the empty bottle with a full one.

Price 90€.





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