

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

KERRY: Let's get this call started tonight. Tonight's call is with Brad Culp. Brad Culp is with Triathlete Magazine and Inside Triathlon Magazine. Mainly he works for Triathlete Magazine. He is an editor there. He gets to go and travel all over the country, going to all kinds of cool races and events, and he's very knowledgeable on technical topics in terms of bikes and all kinds of other technology that gets brought into the industry every year. So with that, I welcome Brad Culp to the call. How are you doing Brad?

BRAD: I'm very well. It's good to be on the call.

KERRY: Thanks for joining us.

BRAD: I'm always excited to talk about triathlon. As much as I do it I can't seem to get enough.

KERRY: I guess you're in the right place tonight then, for sure. So let's start with the first question. You go all over the country and you get to go to some really cool events. Why don't you tell us what your favorite race is and why.

BRAD: I want to touch on one international event because I feel it's especially unique. Two years ago I raced the Alpe d'Huez long-course triathlon in Alpe d'Huez, France, which is a mountain that became famous through the Tour de France. The race director had said beforehand, Cyril Nouveau [?], who is a former IT long-course world champion, he said that he had designed the most beautiful course in the world. I think it definitely lived up to the hype. It's definitely the hardest race I've ever done. It involves three alpine ascents and a real, real grueling bike ride. But it's absolutely gorgeous and it's hard to find races like that in such a remote area and just a beautiful part of the world. So internationally that would be the one that if you get a chance to do it I would definitely go.

Stateside I've always been a fan of some of the more local events. Ironman always puts on great events and you kind of know what you're going to get when you sign up for one of those. A few of the smaller events that I really enjoy, first would be Memphis in May. It's not necessarily a small event but it's got kind of that smaller feel. It's not a huge production. It's kind of off in this little, small suburb of Memphis. You usually get a couple of good pros there and a good atmosphere. It's definitely one of the best post-race barbeques I've ever been to.

One I went to last year was in Show Low, Arizona, which is definitely a pain to get to. It's up in northeastern Arizona, probably about three or four hours from Phoenix. On Saturday they do an Olympic and a half-Iron.

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

They do a great job. Not a huge field so it's not too crowded. Then they follow that up on a Sunday with an XTerra event. It's just a gorgeous off-road course. I would definitely recommend that if you're in the southwest and can get down there.

I grew up in Wisconsin so I've done a lot of racing around there. That's where I started racing. My favorite event there would be the High Cliff Half Iron in Sherwood, Wisconsin. It's about an hour or so outside Green Bay. It's a road course but it's got a trail run so it's right up my alley. I do all my running on trails. It's much softer on the knees than racing on the road.

Those are three that I would definitely recommend, outside of the ones most people already know about Kona and Wildflower and Vineman, some of the bigger-name events.

**KERRY:** Cool. What are some of your favorite products out there for triathletes that you like?

**BRAD:** It's definitely been a good year, as far as new product goes. Last year when the economy was soaring companies invested a lot of work into research and development. Had they known that it was going to go downhill a bit, they might have held off. Going to Inter-Bike last year and seeing which products were going to be launched for '09 was really exciting. There's a lot of great stuff.

Something I just started using recently are the road 2 less wheel set, made by Shimano. It's basically a hybrid of a tubular and a clincher. It's a clincher tire but there's no tube and it cinches right on to the rim, sealed airtight. It will lose tire pressure a little bit faster than a standard clincher, but you're talking maybe 1-3 PSI a day, so nothing major. They just ride incredibly smooth. They ride like tubulars but they're as convenient as clinchers. If you do flat on them while you're out training you can stick a tube in there and ride them normally. It's definitely something I'd recommend.

And the new...now that PowerTap is compatible with the Garmin 705, it's an expensive system but those two products merged together, if you're a true numbers geek, it can give you some really valuable information. I just got my hands on that set up. I've never been hugely power-based or numbers-based as far as my training and racing goes, but I can see how people get addicted to that kind of technology. It's amazing what the software can tell you. It would definitely be a big help for your training.

As far as the coolest-looking and one of the sexiest products of this year, the zip voomafon o crank [?]. It's that monocock one-piece carbon crank

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

that some of you may have seen. It's not going to help someone who's not putting out an enormous amount of watts. So it's definitely not for the beginner. But the way it dampens the chain vibration and improves shifting and improves overall feel, it really stiffens up the crank, which is where your power is being transferred. Plus it looks really, really cool.

Other than that I think that something we're seeing a lot more of is the use of ceramic bearings, both in wheel hubs and in bottom brackets. In the wheel hub, if you can afford it, it'll smooth out the ride a bit. But you're not going to notice it as much if you're racing on choppy roads. If you're able to get a set of ceramic bearings in your bottom bracket, it'll really, really smooth out your pedal stroke and just make it nice and smooth. It'll feel easier than before. The problem is once you ride a crank with ceramic bearings it'll be hard to go back because it feels that much better.

Those are five things that I would definitely check out for this year.

**KERRY:** Okay. Let's talk about bikes. What do you like for bikes right now? What do you think is hype? What do you think is good? What's up?

**BRAD:** I was really excited to see what Ridley came out with this year. They've been a true road-brand in the past. They're based in Belgium where road cycling is king. They probably haven't even heard of triathlons. Ridley saw that it's a big market and they know how to build bikes. So they came out with the Dean and the Noah, the Dean being their time trial and triathlon-specific bike. The Noah is their aero-road bike. I'm actually riding both of those this year. I put in a lot of miles on the Noah. It's heavy for a road bike, relatively speaking. I've got mine built up to about 60 and a half pounds. So not absurdly heavy but it is a burly frame. It's a really stiff ride, really comfortable. I've been really impressed with that.

The Dean I've just recently gotten fitted on and I haven't been able to put in many miles on it. But I like the way that they've gone with a really small head-to. So it's great for guys who want to get really low. I like to ride with a pretty aggressive position. So if you're flexible and you want to ride that way, it's a great option.

A couple other bikes that are new for this year, that I've been impressed with, the new Scott Plasma Two. A very expensive bike but great ride quality. I tested it for about a month during the winter and was really impressed with it. They did some great testing in a wind tunnel. It's the first time that Scott had decided to prototype their bike in the wind tunnel before building it. It's very aero-designed.

A bike with a similar design is the Blue Triad. They're a relative newcomer and they're doing some really great things. Another bike I

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

tested and rides really well. For a time they included a wind-tunnel fit in North Carolina with the purchase of the bike. I'm not totally sure if they're still doing that, but if they are it's a pretty good deal.

KERRY: Cool. One of the things that a lot of triathletes don't really take into consideration so much is traveling and how to do it the best way possible for a race and things of that nature. You travel quite a bit. What are some travel tips that you have for triathletes traveling with bikes and everything else?

BRAD: First off I'd say never, ever fly Delta. [Laughter]

KERRY: I've been there man.

BRAD: I used to live in Cincinnati and Delta is pretty much the only option, that's where they're based out of, they're in Atlanta. They were charging 200 dollars to bring your bike onboard, before anyone else was even charging anything. It might have even gone up since then. I wouldn't know because I never book a flight on Delta if I'm traveling with my bike.

KERRY: Yeah, they raised it this year. Just so everyone knows out there. Them and United are the most expensive right now.

BRAD: United used to offer a break if you have a USA Cycling license, but that's since gone away. Southwest I believe is still around 75 bucks. That's probably about the cheapest you're going to find. And they're rates are pretty good. If I'm traveling within the US it's usually on Southwest.

One tool I use a lot if I know I've got a trip coming up is Yapta.com. Basically you can plug in where you're looking to go and when you want to go and it'll track that fare for as long as you want and send you an email alert if there's a big price drop. That way you don't book a flight and a week later it's gone down 150 bucks. You can kind of wait and see when that price drops.

If you need to book a flight right away I would say book it either on a Tuesday night or a Wednesday morning. That's when the fares tend to be the lowest. It's not a guarantee but that's your best bet.

Lastly, if you are going international and you have a number of connecting flights, you might want to look into shipping your bike with FedEx or DHL. It can often be cheaper. I've got a trip coming up to Sweden next month and I've got three different airlines to get there, which means I'm going to get charged three different times. So I'll definitely be using FedEx for that.

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

**KERRY:** Cool. Good deal. In terms of the newest trends that you're seeing in triathlon, what do you see going on and where do you see triathlon going?

**BRAD:** Some of the trends that I've picked up recently, the bike fitting seems to be getting more and more high-tech. It's become a big industry in and of itself. The one system that's been getting a lot of hype is Retul. You might have seen online that a number of pros have done it. Tim Deboom just did it a couple weeks ago. Norman Stadler did it. Craig Alexander was fit with them before Kona last year. Basically it's a motion-based fit. So they kind of borrow some technology from video gaming where they're able to track muscle and bone movements while you ride and use that to find the most efficient fit for you and where your muscles are firing at the optimal position and making sure that you're not hurting any of your joints by riding in a certain position.

This coming Monday I'm going to be getting a Retul fit right in San Diego. Then I'll be using that fit at the Oceanside 70.3 the following weekend. So I'm excited to give that a try.

Aside from that I think custom gear is starting to become a lot more popular. You see that a lot with shoes. I know just off the top of my head Mono, Bont, D2 and I believe there are a few others that will build a fully custom cycling shoe. With the amount of time that we spend in the saddles, especially if you're an Ironman athlete, it can add a ton of comfort. I recently got fit for a pair of Shimano's custom shoes, which I've done a few rides on and I'll be using next weekend in Oceanside. They feel phenomenally comfortable. I've got pretty wide feet and pretty flat feet so a shoe that is too narrow and has too much of an arch causes me all kind of foot pain. That's the last thing you want to be worrying about when you're trying to ride 112 miles.

Beyond that I think the thing that's been pushing the technology is that more and more players are getting into the triathlon market and kind of pushing each other. You see Shimano and Trim. Shimano has just debuted their electronic this year and I'm assuming it wouldn't have come out this soon if they didn't have another player in the game. So I think with so many players in the market - bikes, wheels, whatever - they're going to keep on pushing each other. It's cool to see.

**KERRY:** Definitely. Let's talk about wet suits. There's a lot of different brands out there and types that you can get, things like that. What do you like and what are some things we should be looking out for?

**BRAD:** I've always been a fan of XTerra's wetsuits, partly because I've been swimming in them for a long time. I know the guys at the company really well. They're constantly calling me or emailing me saying, "Hey, you've

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

got to check this out.” So for the most part I’ve been racing in Xterra’s Vector 2 Pro, which is actually their second-tier suit. Their Vendetta is their top of the line. The Vendetta, I’ve raced in that as well. It’s a very comfortable suit and has incredible buoyancy. It’s got the same kind of design as Orca’s Apex, with basically air bubbles in each layer of neoprene. So they can add buoyancy without going over the 5 millimeter limit, which wetsuit manufacturers are limited to with regards to triathlon. That Vendetta is an extremely buoyant suit. If swimming is your Achilles heel and you just want to make the swim easier and want to make your shoulders hurt less, a suit with that air bubble technology is going to add a bit of buoyancy and make things a little easier. The Vector Pro, it’s an extremely flexible suit. It’s not quite as buoyant as the Vendetta. I grew up as a swimmer so swimming in a wetsuit is pretty foreign to me. So I don’t want something that’s going to pinch my shoulders or otherwise affect my stroke. If swimming is your strong suit you want to go with something with really good flexibility. That’s probably a suit that’s got less neoprene in the shoulders and the upper back, maybe as low as 2 millimeters.

If you’re really picky, I had a suit custom-made from Maystorm Wetsuits, a rather small company based out of Japan. I know a few Xterra athletes are with them. I believe Conrad is racing in their suits now, Conrad Stoltz, and Jamie Whitmore was before she was sidelined with that tumor. So they’re definitely gaining some traction, at least among the pro athletes. They build a fully-custom suit. You have to send them a laundry list of measurements and then you get to decide where you want extra neoprene layers for buoyancy, if you want less in the shoulders. I went with a suit, a fairly thin suit, with a lot of flexibility. It’s great in warmer waters when I’m not worried about freezing.

Other than that the suit I just recently tested was from Rocket Science Sports, another not-huge company in the wetsuit market just yet. I really wasn’t expecting much because they’re somewhat new to the wetsuit game. But an extremely buoyant suit. I believe it’s their Rocket Science Rocket Suit. I was really pleased with that. I think with wetsuits you get what you pay for. They’re very expensive but if you buy a 500 dollar suit, regardless of the manufacturer, you can count on it being a very comfortable suit, having sufficient buoyancy and it’ll keep you warm.

I’d say if you don’t have much money to spend, a wetsuit might not be where you want to spend it, because the swim is so short regardless of what distance you’re doing. If you’ve got some coin to spend then the more expensive suits will definitely give you a more comfortable swim.

**KERRY:** Cool, awesome. Great tips there. In terms of shades, let’s talk sunglasses. What do you like?

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

**BRAD:** I've got a variety of sunglasses that I use depending on what I'm doing. The glasses I've been racing in are Kaenons. I believe they're based out of the UK. Not huge here. They've got great lens technology. Plus they look really cool and a lot of times when you're racing that can be a criteria that you've got to think about. [Laughter] Not all the time, but it's nice to have a good-looking pair of shades.

As far as when I'm out bike training, if I'm by myself, which I do a lot of training on my own, I've got a pair of Oakley Thumps which have the mp3 player built in. Now that I've started riding with those I have a hard time riding without music, which is probably a bad thing. But it's kind of nice to be able to have 100 songs right there without pedaling with an iPod. I've been using those probably too much.

Then going in the opposite direction, if you're looking for something with a lot of bang for the buck, Tifosi has a lot of glasses in the 40 to 80 dollar range. Great lens technology, real clear view. They even have a few models that are frameless. I like those a lot for mountain biking, when I'm kind of scanning the trail a lot more than I would be on the road and I don't want anything blocking my view. So when I'm mountain biking it's usually with a pair of the frameless Tifosis.

**KERRY:** Cool. Good stuff. Running shoes, what do you like?

**BRAD:** I'm a Newton convert. It seems like people either jumped on the Newton bandwagon or didn't. Running is my Achilles heel. I've tried every running shoe there is. I did initially get a little bit of foot pain running in them, because they have that little bump on the sole. It puts a bit more pressure onto your metatarsals. I've since gotten a pair of custom orthotics that have seemed to calm that down. They're light. If you're a pronator their stability shoe does a really great job of straightening out your gait. I had a lot of knee problems because I was pronating so much. I was twisting the patella tendon and I was having trouble building up my mileage. They've definitely helped with that. That being said, if you're prone to foot injuries, stress fractures, you may not want to use them at all or if you do, do your shorter stuff in Newtons and your longer stuff in something else.

We actually just had the guys from Asics in the office today showing off their new line and their new gel-kinsei looked like a pretty neat shoe. Again, made for people with motion-control problems, which is definitely me. So I'm definitely keen to try that.

Then the three brands that I've been impressed with that are kind of going the tri-specific route, Avia K-Swiss and Zoot. If you're a fan of minimalist shoes and light-weight trainers, each one of those brands has a really good

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

option. As far as light-weight shoes go, Zoot's entire line is very light. You can get shoes around the 8oz range. They've got the tri-specific lacing, which is very quick in P2 and you don't have to fiddle with a different lacing system. So those three brands are the three that are very dedicated to triathletes, more so than marathoners. They're building shoes with triathletes in mind, whether it's quick lacing to make for a fast P2 or shoes that are designed for...Avia has a shoe that is designed for running off of the bike, with fatigued legs, which can change the way that you run. You might feel great if you're going off on a run with fresh legs first thing in the morning, but after 112 miles on the bike you're not going to be running with a perfect stride.

So it's good to see some of the major brands in the running market focus specifically on triathlons. It's helping them all innovate. In the running world you need to bring something new if you're going to have a product that's a hit. Companies like Asics and Nike and even, not so much in the US but overseas, Reebok, runners tend to find one shoe that they like and stick with it. So if you're trying to crack into that market, you've got to bring some truly new technology. I think things like what Newton's done with their sole design and what Zoot's done with their lacing and light-weight design, I think are things that intrigue people and will get them to try them. Most of the top-end shoes, once you try them you're going to find a pair that you like. So you might be able to kick your Nikes to the curb.

**KERRY:** Good deal. All right. Favorite bike? What do you like? Go road bike, TT and then tri-bike.

**BRAD:** On the road I can honestly say that Noah's the best road bike I've ever ridden. The geometry of it is perfect for me. I'm a smaller guy but my torso is long relative to my legs. So it fits me extremely well and comfortable. Even on a road frame I like something extremely stiff, something that doesn't make me feel like I'm losing any power and accelerates really well. It handles great. I'm in love with that Noah.

The other bike that I've tried in the past year that I was really impressed with was the Cannondale Super Six. If you're looking for something super, super lightweight and bold it's a great option and incredibly light.

The TT bikes, last year I did most of my racing on the Argon 18 E-114. I tend to stick to flat and fast bike courses, that's just where my strength is, probably from growing up in the Midwest and not getting a chance to do any major climbing when I first got into cycling. I'm just much more comfortable getting into that time-trial position, putting my head down and not thinking about the hill that's coming up the road. So that 114 is extremely comfortable and it's made for getting into really aggressive

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

position. It's a really, really stiff frame. If you look at the frame online it's got some massive seat stays and chain stays and transfers power really well.

If you do like to use your own, if you've got a pair of aero-bars that you really like and you're hesitant to change, then I would definitely go for the 112 instead, which doesn't have the integrated fork and aero-bar system and allows you to play with the stem legs and which extensions you're running. It's got a little more versatility in terms of the fit. I tried them both and ended up just fitting great on the 114 so I went with that.

This year, at least to start off, I'm going to be racing a Felt DA. So I'm excited to try that. So I'll race on that for the beginning of the year. I've got that Ridley Dean that I mentioned that I'm building up and I'm equally as excited to try that.

I think when you're talking about the high-end bikes in the 4,000 plus range, you've got to buy a bike based on fit. You're not going to find a bike that just rides horribly unless the geometry just doesn't work for you. I think the best thing you can do is head to a couple shops and test ride a dozen bikes if you need to. I think once you get on the bike that's right for you you kind of know that, "This works for me," for whatever reason. Maybe it's a shorter top tube or more stand over height, whatever the details are you'll be able to know when you get on a bike that, "This was made for me." I wouldn't buy a bike just based on what looks cool. It's great to have a good-looking bike and it might make you excited to ride, but being comfortable is more valuable when you're riding long.

As far as mountain bikes go, I'm a big Xterra guy. I spend a lot of time on the trails. I've been riding the Look 986, which is their hardtail, which they debuted last year. If you're a hardtail addict it's a great option. It's absurdly light. Mine right now is about 20 and a half pounds. I've seen them built as low as 19 flat, which is incredibly light for a mountain bike. Now Look's debuted their 996, which is a full-suspension version. I think for most people full-suspension is the way to go. The way that full-suspension technology has developed over the last five or six years, if you get a bike with a good rear shock, there's really no need for a hardtail because you can lock it out and turn it to hardtail if you want. If not you've got some extra comfort over the rocks or over the roots and it's still pretty light and climbs really well. It's good to see looking in the mountain bike market. I've enjoyed riding their mountain bikes so far.

**KERRY:** Good deal. We've actually got some people asking a few questions. Do you want to try answering them?

**BRAD:** Yeah.

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

**KERRY:** Cool. We've got Bob Farrell from Burwick. He wants to know, "What is the best aero-bar to add to a normal road bike handlebar set-up?"

**BRAD:** The first thing that you have to be concerned about is what kind of extension you want as far as the bend goes. I can't ride a straight aero-bar that's totally flat. I get the sense that most triathletes aren't comfortable riding in that position. It puts a lot of stress on your wrists. If you have your hands turned down so that your knuckles are basically pointing straight down to the ground, you're exposing a lot of your wrists and your forearm to the wind anyway. So the aerodynamic benefits are mitigated.

I've always been a fan of the S-bend design. I know that the Profile P2, whether you go with the alloy option or the T2 Cobra, I believe it's called, which is the carbon version, that's a great extension. It's been extremely popular. It gives you a little bend so you can relax your wrists a bit. It's very lightweight. They've got Profile heads with very large armrests that tend to be pretty comfortable.

Then if you want something with a little more bend, I know Vision, made by FSA, they've got a couple options with like a short ski bend. So if you want to completely relax your wrists and you don't want to have that much torque on your arms, those are great extensions to buy. Both the Profile and the Vision fit on most standard road bars.

**KERRY:** Cool. All right. Good advice there. Someone else asks, "The Quintana Roo C.1 looks and sounds awesome based on description. Have you heard anything about this bike?"

**BRAD:** I honest to god have one sitting about five feet from me right now. Jay Pursuna, our senior editor, is testing it. I would love to but he's about a foot and a half taller than me so I don't think that I'm going to fit on it. It's definitely an interesting design. When I first heard about how they were designing the bike I definitely had some big questions. The idea is they've designed the down tube so that it pulls more air, more wind, towards the non-drive-train side. So the idea is that's a cleaner place for the air to flow. There's a lot of disruption on the drive-train side with the crank so they want the air to pass down the down tube and over towards the non-drive-train side and smooth out that airflow a bit. The smoother you can make the airflow and the less time that it's spending on the frame, means that it's going to be more aerodynamic. That's obviously much more beneficial in the wind tunnel. You don't always get wind tunnel conditions when you're riding on the road.

But that being said, apart from the shape of the down tube, the design of the bike is definitely the best I've seen from Quintana Roo. The seat post

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

has got a...you'll have to go online to get an exact idea of what I'm talking about, but basically you can adjust the foreign aft and the pitch of the seat separately, which seems like a really minor detail but if you've ever spent an hour fiddling with getting your seat just right then you'll know that that's pretty valuable. Just a few minor tweaks like that that are pretty intriguing. Then overall, from what Jay said, he's done probably four or five rides on it, he said it's extremely comfortable and is a well-balanced bike. It's not overly-built in the rear triangle, which makes you feel like you have a tail wagging behind you when you get out of the saddle. That's something that's pretty common on tri bikes, which tend to have a lot more bulk in the rear triangle, whereas a road bike tends to be more balanced. I feel it's definitely the best option from Quintana Roo that I've ever seen. I think it'll be a hit.

**KERRY:** Cool. We've got a question from Bill in Calgary, Canada. He says, "What are your thoughts on the P4, the Cervelo P4?"

**BRAD:** It certainly got a lot of hype around the time of Interbike. I know that when the show floor opened on the first day both Jay and I, that was our first stop. We wanted to see what Cervelo had come up with. I think a lot of people were expecting some just absurd design that looked straight out of Star Wars. The thing that a lot of people tend to forget is that the P3, for so many years, was pretty much as fast as a bike could get. I was more expecting a slight revamp of a P3. I think that's what they delivered.

The water bottle system's definitely interesting. I haven't gotten a chance to ride it. I feel like it won't be a hit with some people because it might be a little difficult to grab and the bottle's not where they're used to having it. But as far as ride quality and weight and aerodynamics go, Cervelo has a reputation that pretty much speaks for itself. They spent a million dollars in the wind tunnel designing the bike. So we knew that whatever they came up with was going to be aerodynamically sound. At the price it's a great option. I think the retail for their top build is 6400 or 6500. For a bike with that much invested in its design, I don't want to say it's a steal because it's still really expensive, but it's 2,000, 3,000 less than many other bikes of similar build. It's a great price point and I think it'll be a hit. I don't think it'll ever take over the P3, which half the bikes in transition at some of the bigger races are P3s. If I were a P3 owner and I were happy with the P3, I might stick with it, at least for a couple years. Then when it's time to upgrade that's when I'd look at the P4. If you're a true tech-geek and you've got to have the newest technology, then it's definitely a good option.

**KERRY:** Cool. Good stuff. Actually, I've got a question for you. All these companies out there, they're basically claiming, "Mine's the fastest in the wind tunnel." Have you seen any results or any tests from independent

## The Triathlon Summit - Get the Pulse on the Triathlon World with Brad Culp

people testing all that and seeing what's truly the fastest?

**BRAD:** I've been down to the wind tunnel quite a few times. Usually it's a manufacturer who's doing some testing down there and they might bring in a couple of other bikes to test against it. It's something we get a lot of emails about. "Why don't you get the top 20 bikes out there and bring them into the wind tunnel and run tests and tell us what's fastest?" It's a very, very complex issue. First of all, I wish we could afford to buy out the wind tunnel for that much time. But it's absurdly expensive. The problem with Cervelo doing testing in one place and then maybe Look doing testing overseas, the tests are never run exactly the same. You've got a bike that might test great at a 0 degree angle, which means the air is being shot straight at it, and then you throw that to 15 degrees to either side and all of a sudden those numbers aren't so impressive. When it comes to wind tunnel testing, it's hard to rule against Cervelo. They spend the most time in the tunnel. They've kind of pioneered the idea of bringing prototypes to the tunnel first and throwing wind at these prototypes and making minor design tweaks and seeing what works and what doesn't. The other testament to Cervelo's aerodynamics are when another company invites us to the tunnel to see their bike, they usually bring in the P3C as the standard to test against. They want to know, "Is our big on par or worse or better than the P3?" With the amount of time and money that Cervelo spent in the tunnel, you know you're going to get an aerodynamic bike. That being said, wind tunnel numbers, they have to be taken with a grain of salt. You don't get wind tunnel-like conditions out on the race course and we're not riding at 30 miles an hour. Maybe Bjorn Anderson is. Most of the tests are done at 30 miles an hour. So if a certain manufacturer says, "This bike will save you 2 minutes in a 40K," that's at 30 miles an hour. That becomes less and less as you go slower and slower.

Again, I think you have to be buying a bike based on comfort. That's going to make your ride faster than some minor aerodynamic tweak. Tour de France riders might have something that came out of the small aerodynamic benefits, but for the majority of triathletes you've got to buy a bike for comfort and not because of the wind tunnel numbers.

**KERRY:** Awesome. Good advice. I like it man. Thanks a lot for that. That's basically all we've got. Thanks for coming on.

**BRAD:** Cool. Yeah, thanks for having me.

**KERRY:** Cool. Again, that was Brad Culp with Triathlete Magazine. I'll actually be shooting you guys out some offers and things like that to get on top of their magazine. You want to add anything to that, Brad?

**BRAD:** Yeah. If you haven't checked out either of our magazines in the past you

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can log onto [www.triathletemag.com](http://www.triathletemag.com). It'll take you to a site for both our magazines - Triathlete and Inside Tri. I've got a great new website. I'll be the first to admit, I wasn't so impressed with our website in the past. In the last couple months we've spent a lot of time and effort on that. We definitely got more things to come online. So be sure to check out our website. If you like what you see you can subscribe right there.

**KERRY:** Good deal. Again, Brad, thank you so much. To everyone else, we'll see you the same time, same place next week.