

## **Eneko Llanos wins Spanish Winter Triathlon Championship**

Eneko Llanos, the triathlete sponsored by BH, has won the Spanish Winter Triathlon Championship-25th Blanco de Reinosa Triathlon, held on 29 January. Jon Erguin and Sergio Gimeno rounded out the podium. Llanos crossed the finish line at 2:03:34.

The triathlete from Álava is delighted with his new title. "I'm the new Spanish Winter Triathlon Champ! I've been after this title for many years and now I've finally made it!" he posted on Twitter after the race.

The traditional road format for the run and a ski circuit somewhat shorter than usual were good for him. "After so many years of snow format, we finally competed in an course that was better suited to my skills, with the run and bike segments having more weight on the global computing," Eneko wrote on his website.

Right from the start of the 10km run leg, Eneko fought for victory. And he took the lead, followed by Juan Carlos Apilluelo.

"Out from the start I took first place, and in the 10km run along the streets of Reinosa I opened a small gap that I managed to increase on the bike, first in the 12km of flat roads and then in the 15km climb up to El Chivo, past the ski station of Braña Vieja," the BH-sponsored rider commented.

### **A big gap**

To the usual race course, consisting of a demanding 24km from Reinosa to Alto Campoo, 3km were added to reach Fuente del Chivo, where the athletes changed from bike to ski. Eneko held his lead all throughout, riding in the cold temperatures of a slightly snowy day, and completing the bike section 3 minutes ahead of Jon Erguin.

"In the transition from cycling to cross-country skiing I had serious problems, as the snow under my boots would not let me attach the bindings. I was about to lose my temper; it was almost 2 minutes of despair until I finally started skiing. The advantage over second-placed Jon Erguin was big, but I didn't know that and I had a hard time while I was fighting with the snow and the ice," Eneko recalled.

On the skis things went better than he had expected, and he did not feel the lack of training. After the 10km ski section, Eneko crossed the finish line as the new Spanish Winter Triathlon Champion.

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**Murgoitio, only a whisker away from Cyclo-Cross World Championship's top 20**

The riders sponsored by BH did a great job last Sunday in Sankt Wendel. Egoitz Murgoitio and Isaac Suárez had to face an icy course, the athlete from Vizcaya finishing 21st, just 3'55" after the champion, Zdenek Stybar, and right behind his national team mate José Antonio Hermida.

This way he was only a whisker away from the top 20, but his great performance and his good job this season will surely earn him better places in world championships to come. As to Cantabria-born Isaac Suárez, after finishing 32nd in Germany he has a promising future, too.

The race was marked by an ice-covered course and a fast pace set by Stybar in the early stages and followed, not without difficulty, by the Belgian riders. Finally, a leading bunch of ten formed, and the winner never stopped launching attacks to break away from it.

Stybar found an ally in Belgium's Sven Nys. Together, they built a 20" gap over the chasing group that proved to be decisive, but finally Nys let Stybar go and dominate the race. The champion arrived 18" ahead of the runner-up. Belgian Kevin Pauwels brought home the bronze medal.

### **Expected level**

Egoitz Murgoitio is happy with his performance in these World Championships. "I'm happy with what I did. I could've done better if I hadn't fallen, but never better than 17th. It would've been great if I'd been among the top 20, but the job I did was exactly the same. I raced evenly throughout in a fast course where you must pay a high price for your mistakes. I even finished ahead of Niels Albert. I reached the expected level and hope I can do even better in the future. This season doesn't look as long as the previous one to me. I can still snatch some interesting results," he remarks.

Isaac Suárez thinks he has done a good job, too. "My place isn't excellent but I'm pleased with it. Everybody was too optimistic about my possibilities. Being among the top 30 wasn't impossible, but it was no easy task. I left Germany pretty happy with what I'd done. This has been my 13th World Championship with the Spanish team. Who knows, maybe it's been the last one as a rider," Isaac says.

### **Caroline Mani, in the top 25**

The French rider of BH-Suntour, recent winner of the French cyclo-cross title, reached the top 25 in the elite women's race, which was marked by a fast pace and an icy course witnessing lots of crashes. Mani finished 25th in 00:44:59, 4'28" behind the winner, Marianne Vos.

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### **Eneko Llanos prepares in Lanzarote for next season**

The triathlete sponsored by BH will fight for the Spanish Winter Triathlon Championship to be held on 29 January, and for the Abu Dhabi triathlon, to take place on 12 March.

Eneko Llanos has spent almost a month in Club La Santa Lanzarote preparing for next season. The BH-sponsored triathlete is taking advantage of the island's weather to get ready for the next triathlon events.

"I've been training one step at a time to face the new season. I'm feeling better by the day, first on the bike, then in the water, and finally in the run," Eneko wrote on his website.

The triathlete from Álava has been training intensely and to great advantage this week. "I'm clocking times of a 25-metre pool in a 50-metre pool. I've completed series of 100's in less than 1'10". Six days in the water, swimming 3000 to 4000 metres almost every day," Eneko says.

Eneko is training on his BH G5 road bike too. "I went for long rides. The average speed was 30km/h, which in Lanzarote, with the wind, and the road climbs and descents, is a reasonable average speed," he remarks.

### **Making progress on the run**

Finally, Eneko tells us about his progress on foot: "This week I felt I'd made real progress in the run. I'm better now after a heavy start. I'm not running much yet, four days running for less than 90' and short series to build initial speed. The key is working out in the gym."

Our man from Álava is preparing to face his next racing events: on 29 January, the Spanish Winter Triathlon Championship in Reinosa, where he was runner-up last year, and on 12 March, the Abu Dhabi International Triathlon, which he won in 2010.

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### **BH-Suntour, in good shape**

After a break and rehabilitation treatment for a few weeks, the rider of BH-Suntour Julie Bresset has gone back to training. These days, Julie has been riding her BH Ultimate again, in pursuit of the best of performances.

At this new "meeting" between the rider and her bike, Julie went out to check the main features of the Saint-Brieuc course, where round 2 of the French Cup will be held on May 7 and 8, 2011.

### **Cyclo-cross: recent races... more victories!**

The French Cyclo-Cross Championships ended last week in Lanarvily. In La Penne-sur-Huveaune, near Aubagne, Steven Garcin of BH-Suntour showed he is in very good shape, taking the Souvenir Etienne Bruna just ahead of Nicolas Bovo-Bianto, Marvin Gruget, and Rémi Pauriol.

To the north, in Charbogne, on a heavy terrain and a sunny day, Garcin's teammate Sébastien Hansen took his second victory this year and seventh this season. After an explosive start by Dany Lacroix, Sébastien showed why he was among the favourites, dominating the race. Halfway through he launched an aggressive attack, thus securing victory. Sébastien will compete in Champagne this Sunday before meeting his teammates in Peisey-Vallandry for a training stage in the mountains.

To Laura Metzler, the story is quite different, because in winter she is always busy studying to become a kinesiotherapist. But she has started running again, which helps her get stronger and keep a good training discipline.

Rolling her BH Ultimate, Metzler took part in the Saint-Aubin-lès-Elbeuf race and took her first win in a cyclo-cross event this season, becoming the Seine-Maritime cyclo-cross champ.

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## **FEATURES**

### **Fixies, or fixed-gear fun**

When we think of a conventional bicycle, frames, wheels, saddles, handlebars, pedals, chains, and, of course, gears come to mind. Fixies, or fixed-gear bikes, are becoming increasingly popular, especially in the US but also in Europe and cities around the world. These bicycles are attracting fans thanks to their classic design in the spirit of early twentieth century city cycling. Fixies like the BH Gira are the latest trend in city transportation. Will you give it a go?

However, gears have not always been there. Before the introduction of the gear-shifting system in the mid-twentieth century, they only had single-, fixed-gear bikes.

These type of bikes may seem old and basic, but are attracting lots of users who discover in them a simple, fun way of riding around town. They are called "[fixies](#)," or fixed-gear bikes, and they have the design of the early-year bicycles as well as its simple mechanics, consisting of a single speed and direct drive.

From the time the modern version of the fixed-gear bicycle was introduced in the late nineteenth century until well into twentieth century, it was quite popular, mainly with the working class, because it was not only a means of transport but also a recreational

element and an effective, inexpensive competition device. Some people held it was the “poor man’s carriage,” and it was used in bicycle races in velodromes before hundreds of “screaming fans” (quoted from [Bicycle: The History](#)).

## **Back to the origins**

Old bikes’ enthusiasts are using them and making them popular, so much so that vintage models –including old models turned into fixed-gear bikes– are coming back to life, especially in American cities, where they are extensively used by [bicycle messengers](#). You will even find magazines specialising in them, such as [Urban Velo](#) or [Fixed Mag](#), among others.

In other cities around the world, this type of bikes are winning enthusiasts too. Cities such as [London](#) (UK), [Milan](#) (Italy), [Rotterdam](#) (Netherlands), [Berlin](#) (Germany), [Hong Kong](#) (China), [Tokyo](#) (Japan), and countries like [Switzerland](#) or [Mexico](#) have already joined the trend. You can visit a host of blogs, websites, and [digital media](#) focussing on fixies over the net.

But what makes fixies so interesting? “They’re a fine example of the simple bicycle. The lack gears and brakes, which might seem to be a drawback, but it’s not, as maintaining them is really easy because they have fewer parts than geared bikes. This means less trouble. Fixed-gear bicycles are ideal for city riders, who use them in their daily short-distance trips. Fixies go back to old-time values, like simplicity, to the things that used to work in the past,” explains Jordi Tamayo, co-founder, along with Cristian Marín and Alejandro Carrilo, of [Enciclika](#), a community that promotes fixed-gear bikes in Barcelona and Spain. They also work on bicycle design and other areas related to fixies.

Fixies offer a different way of riding because, according to users, there is a perfect connection between these machines and their riders. “The first feeling is that of ‘unity.’ It’s a feeling of purity, really,” says Jordi. Back to a simple way of riding that may be put in a few words: “You pedal, you move forward; you move forward, you pedal.”

By applying the necessary force or resistance on the pedals, you can control the speed and the general performance pretty easily. Brakeless models, however, require a skilled rider to stop or slow down. Anyway, both brakes and freewheels are available for most models.

## **On a fixie...**

It takes a bit of practice to learn to control a fixie, since most riders who use one for the first time will try to ride in neutral once they reach a certain speed, which can be frustrating here. One of the good things of fixed-gear riding is that it offers an excellent form of exercise, as your legs are constantly moving, favouring blood circulation and stronger, more flexible muscles.

The main advantage is the mechanics, though. As there are no cables, derailleurs, gears, or brakes –although it is advisable to have your bike equipped with a front brake for emergencies–, fixies make a low-maintenance solution. Besides, a fixed-gear bicycle is considerably lighter than a multi-speed one and, therefore, more practical.

Fixies riding has become the two-wheeled version of skateboarding, and many skaters ride fixies in competitions or [street tricks and skills](#) like skid, track stand or freestyle riding. These bicycles are also at the centre of a growing city cyclist subculture whose members take part in “alleycats” –unofficial street races organised mostly for bike messengers–, are involved in [bike polo](#), or are part of fixie crews based on the passion for a bike-centred lifestyle, wonderfully described in books such as *42 x12: The Cult of Fixed* or *Fixed: Global Fixed-Gear Bike Culture*.

“At first, fixies were only for bike messengers, precisely because these bikes are easy to maintain, but fixie riding have been expanding lately and to make an urban subculture. We’ve organised exhibitions and promote fixie riding through sporting events like bike polo or meetings in velodromes, which we have turned into a sort of huge city gyms. In Barcelona, the fixie craze has taken off and now we want to bring it to other cities,” Jordi remarks.

[Enciclika](#) has over 500 members and its website has been visited by more than a million people so far. Its [blog](#) has around 3,500 daily visitors and is one of the most popular fixie sites in Spanish.

The [Enciclika](#) project has turned, with more than 1.000.000 visits accumulated in his web and [blog](#), into one of the most popular fixie sites in Spanish.

## **BH Gira**

In such a large [community of fixie users](#) as Enciclika, there had to be someone who had ridden a BH Gira. “When I saw it for the first time, I liked the retro look, with the tyres that come with a red stripe and the curved rear chainstays; they add a great touch,” says one owner of a BH Gira, which BH introduced to celebrate the company’s 100<sup>th</sup> anniversary.

When asked about the bike’s finish and materials, Alejandro explained, “It’s a high-quality bike; its Reynolds 525 tubing is superb. The Maxway rear fork ends are very good and carry screws to adjust chain tension.” To this the Gira adds a flip-flop hub to have both a fixed gear and a single speed freewheel without losing the fixie look. “It’s a good city bike; its frame is fairly relaxed in its angles, so it’s great for first-time fixie riders,” added.

Whether you are a retro fan or not, you can choose BH Gira for tooling an elegant, original bike around the city. BH’s more than 100 years of history in a model that celebrates and presents a gift to those customers who trust the brand’s knowledge and experience to follow the fixie trend.

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## **INTERVIEWS**

**Sussanah Gordon: “Our main goal is to have fun and grow as a team”**

The manager of US-based team Primal/MapMyRIDE is introducing us to her new project, aimed at becoming a reference in women’s cycling, providing support to those women who love bikes and want to form an amateur team and start competing. The project is supported by BH, because we want to be wherever there is somebody who is passionate about cycling.

**Who are the team’s founders?**

Dave Edwards of Primal Wear and Susannah Gordon of Constant Motion LLC.

**- Primal/MapMyRIDE Team is not centred on competing only but on supporting and promoting women’s cycling in the US too. The team’s philosophy consists in trying to win and also attracting women to the world of cycling. Does this make you different from other women’s teams?**

Most Women’s Teams are structured around supporting women’s cycling. What sets this team apart from the others is that we are sponsored and supported mostly by companies within the cycling industry that have women’s specific products. Primal Wear, BH Bikes, Sidi Shoes and Nique Saddles all have women’s specific products.

**- Are there other characteristics of the team you’d like to highlight?**

We are unique in that we offer positions on the team to women who have families and work full time jobs but still have the passion and expertise to race their bikes. Most teams run a full schedule that doesn’t allow for their riders the time to work and race. We made the decision to limit our schedule and bring on riders who may not have had an opportunity otherwise.

**- What do you think about women’s cycling in your country? What should be done to encourage women to come out and race?**

The sport of women’s cycling has always been struggling for better exposure, more prize money and respect from the cycling community. I can tell you that these women work just as hard as the men at training and racing. Since there is so little money in the sport, their passion for racing has to be the number one priority. Amateur racing in the US is huge on both the men and women’s side. One of the really neat things that Primal Wear is doing to support women’s racing in the US has been forming regional level teams. Currently we have four teams in Colorado, Utah and two in Florida. This has given women at the amateur level an opportunity to form a team, get some

support from the sponsors who are helping the pro team and encourage smaller women's teams to start racing.

**- You have a very strong squad of women, including Emily Kachorek, former collegiate National Champion with 20 podium finishes in 2010; Gwen Inglis, 2005 American Cycling Association Best All Around Rider; or Nicky Wangsgard, 2009 and 2010 Superweek Women's Pro Tour Champion. Which of the women in the team do you think will make a name for themselves as professional riders?**

I would put my money on Emily to make a name for herself; however, the entire team is very talented. Megan is our track superstar who has her sights set on the 2012 Olympics. We have a couple of great support riders and girls who have spent time racing in Italy. We are a very well rounded team with lots of experience. Any one of them could make a name for herself.

**- How would you define each one of your riders in just a few words?**

Excited and committed.

**- What are the goals you've set for this season?**

We are hopeful to make an impact at the races. I believe we have the talent and horse power on the team to go for stage wins. Our main goal is to have fun and grow as a team. This will be our first year racing as a team and it takes time to get to know each other as riders. The ladies seem really excited and get along great. As with any team, success is the ultimate goal.

**- There'll be a good number of races this season. What's the most special?**

Sea Otter Classic will be the most important race for our sponsors. Primal Wear, MapMyRIDE and BH will all have a presence at the Expo combined with the race. It will be very special for us to race and support our sponsors at an event that is so important to them.

**- When it comes to winning, you'll have the best ally: BH Cristal, a top-level bike from BH's Women Design range. What are the bike's most salient features? What do you think of BH's support to the team?**

The ladies love their BH bikes. It's nice to finally have a quality bike that is a light and snappy performance bike designed specifically for the woman racer. Such a treat! The color was a huge bonus as well! BH has gone above and beyond to help us start and support the team. Our goal is to make them proud!

**- Do you think you'll be crossing the pond soon to take part in European races? What races would you like to compete in?**

It is not in our race schedule this year. However, three of our riders have already been to Australia for the New South Wales Grand Prix. My hope is that a few of my riders

will have the opportunity to ride in Europe with the US Development Team this year. We certainly have the talent; let's just hope for the invite!

**- Anything else you'd like to share?**

Another of our sponsors that we are really excited about and is so helpful is MapMyRIDE. We have really enjoyed using their application downloaded to our iPhone, Blackberry or Droid and tracking our rides then sharing with the cycling community. This is a great way for the team to share with other cyclists the way a pro athlete trains. It's fun for us to know that there are avid cyclists who want this information and can learn and utilize what our riders have to offer.