

I have raced around the world for over 25 seasons. I have done most major races from Ironman Hawaii to draft-legal ITU races. I can build an execution plan that is personalized for you to optimize your race experience. The following are examples that have benefitted a few athletes.

Day of Race Example

2010 Name of Race 70.3

Execution Plan

Race Morning before swim

1. Arrive transition area (TA) a minimum of two hours before your wave start.
2. TA opens at 0445. That is the time when the best spots are available.
3. Be sure to be reflective and have a head lamp so you can be seen by cars.

The whole day is about positioning yourself for the second lap on the run.

Swim

1. (there is no time/place for swim warm up) If you have stretch cords, that will help warm up.
2. Wetsuit on 20 minutes before wave start
3. On the return trip, the sun will be in your eyes, if you want to swim the least amount of distance, swim towards the southern rocks (jetty) and navigate off the rocks. All the boats will look the same when you are at swimmer's depth.

The whole day is about positioning yourself for the second lap on the run.

Bike

1000 calories & approx 4 salt tablets before the run

1. Bike should be in small chain ring (SCR) so you can easily negotiate the first two little hills out of the harbor.
2. Shift out of SCR once you are in base housing area and your legs feel warmed up.
3. This is a time to check your gear and adjust. It's okay to stop and fix something correctly here while things are slow.
4. Stand up as you climb the bridge (out of Cp Del Mar). The wind will be blowing towards the east and you can use this time to stretch and permit blood in your upper body to flow to the legs.
5. Take the left turn off the bridge carefully and get ready for another left turn into the strip mall area.
6. Out of the strip mall area you will be directed back onto Vandegrift (far left lane).
7. This left lane will be dedicated to the race.
8. Your next left will be on Stuart Mesa and your first climb (approx 6%). This will only last about 4 minutes.
9. This is the first point in the bike where you can settle down and start to ride your bike without much distraction. Up until that point, you are thinking about safety and avoiding the crowded sections. Edson range will be your second downhill that goes over a bridge.
10. After Edson range and passing Combat Assault Bn, you will be coming to your third downhill that goes over a bridge. While you are coasting downhill, that should be the first time to get your calories in. It's an earlier time than ideal. This should be about 30 minutes into your ride.

However, due to the nature of what is ahead of you, you won't want to be eating for the next 45 minutes. **Shoot for 200 calories.**

11. When you come out of the downhill you will soon arrive at a T-intersection. This is Las Pulgas. You will take a right and grind slightly uphill for about 2.5 miles. Normal California mornings have a gentle east wind; that means a headwind to the rider. Just before you start to go up an incline, the course will execute a u-turn. You will take the same course back 2.5 miles. If the winds are normal, you will be assisted by an east (tail) wind.
12. This is a point where someone can be real stupid and go outside of zone 3 just to pass people and trash themselves for the later hills and, of course, the second lap of the run.
13. Eventually you will pass an intersection and stay straight to a slight uphill that curves right (Las Pulgas gate). If you have to get out of the saddle to negotiate the hill, that means you have been riding too hard up to this point. This is only mile 13.
14. As you leave the base, keep watchful there are not speed bumps on the road as you exit the base.
15. The outbound road will take you under I-5 and then a sharp downhill right turn. Normally, this turn is very sandy. Please take caution.
16. After the right turn, you will start a slight up grade that puts you on old highway 101. Chose the middle line in the road as it is the least bumpy.
17. After passing the tunnel, it will be flat for the next 6 miles. This is a time when you want to be comfortably fast (can fully focus on technique) rather than aerobically fast (thinking about the next breath to stay with John Howard). In other words, this is much slower than the Wednesday ride. Especially when you ride through the State Park.
18. After you exit the State Park, this is when you want to think about your next feeding.

19. I suggest to get your calories while you coast on the small descend that everyone normally sprints on (Wednesdays). You need to be done eating by the time you hit the hill on the other end.

Shoot for 300 calories. This is also a good time to eat a two salt tablets.

20. As you go through the no-pass zones, this will be a good time to stand up and stretch (if you need to). The descent into the no-pass zone is lined with spectators, surfers, and pedestrians with dogs. Keep your eyes vigilant.

21. Once you get on base, you need prep for the first of three major hills (San Mateo & Basilone).

22. As you descend down to the bridge, the base of the first climb, already be shifted down to your SCR. Keep a smooth, relatively slow, efficient spin up the hill. Let the gorillas pass you. You will beat them to the top if you go slow enough at the start. Exhale fully when you can. Keep your HR below your training HR. Let the chicks pass you. The climbs are only 3-4 minutes.

23. Be conservative on the bending descends. Brake before you turn. Don't brake in a turn. On straight descends, try to maximize your speed by taking advantage of your mass & aero position; rather than hard pedaling.

24. Repeat the above two more times.

25. After the three hills, there is a slight incline that peaks to your final descent.

26. As you descend to the air station, this is another time to prep for feeding.

27. Use a straight downhill to ingest your next meal of calories.

Shoot for 300 calories.

28. Have everything done well before you turn onto Vandegrift. The road condition at the turn is very unstable. Quite possibly we will be directed to cross rail road tracks.

29. Once you are on Vandegrift, you are approximately 11 miles from the finish.
30. At this time of the day, there should be strong headwinds.
31. This is the point when you want to stay aero and efficient – not eating. There is no time for eating or standing up on this flat.
32. This is where taking it easy on the hills will pay off (Level 2.5).
33. You will go back up the hill and behind the strip mall.
34. Once behind the strip mall, this would be a good place to stand up and stretch because the buildings protect you from the wind and it is flat.
35. On the bridge going over I-5, be sure to stay aero. Once you are in the flat base housing area remove your feet out of your shoes, wiggle your toes, rub them if it's safe, and drink all your water and calories. This will be the base calories for your run.
- Shoot for 200 calories and two salt tablets.**
36. Have all of item 33 done before you exit the base. Use extreme caution when entering the harbor.
37. Don't look at or for anybody in the crowd, wave, or any other act of foolishness.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

Run

1. You shouldn't need any calories on the run. However, take a packet of gel just to be safe.
2. Run out with some mouthwash and have act completed by the time you make the first left turn.
3. Your run strategy should be an easy pace (let them pass you) out to the first u-turn (Eaton St.). Judge your pace by your breathing and ability to focus on your technique. Level 1.5.
4. Use our secret, giant windows by the pier to check your form
5. Keep this pace until you are at the top of the first little climb out of the u-turn.
6. As you descend, slowly start to build your pace.
7. You should be up to level 2 by the time you hit Wisconsin street and to the u-turn at the harbor.
8. As you come out of the Harbor Dr. U-turn, slowly build to level 2.5

9. You will know you are in Level 2.5 because at any time, (mentally) you should have the reserves to do a 100 meter sprint. Keep asking yourself, could I sprint right now?

10. Hold level 2.5 pass the final u-turn.

11. Once you come off of Wisconsin, reel people in and use people rather than land marks to bring you home.

12. On your final turn to the finish, don't let anyone pass you.

13. The big picture of your run will look like this:

Miles 1-4 easy; Miles 5-10 build up to level 3; Miles 11 to finish hold level 2.5-3 and finish strong (better be a negative split at halfway).

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

The whole day is about positioning yourself for the second lap on the run.

Maybe at Steelhead 70.3 I will ask about your bike time.

3-Day Example with Travel & Training

2010 Izena 88km Triathlon (A)

2010 Izena 88km Triathlon

Execution Plan

Prepared for

Derek Gillette

Prepared by

Steven E. Hazlett

Triathlon **Solutions**

July 09, 2010

Table of Contents

Introduction	1
Purpose	1
Training for Izena	2
Kadena training locations.	4
Izena weather	5
Swim	10
Bike	11
Run	12
After crossing the finish line	13
Monday after the race.	13
Conclusion.	14
Izena Course Map	15
Glory Days	16

Introduction

Izena Island is one of the most beautiful places in the world to host a triathlon. The “I” is pronounced with a long E sound (as in “easy”) and the “e” is pronounced with a short e (as in “pen”). All together it sounds like this E –zeh- nah. The triathlon is nearly the length of a traditional half-iron distance race, the 88km name stands for all the legs of the race added up. Therefore, the Izena race includes a 2km ocean swim, a relatively flat 66km bike course, and a very hilly 20km run. This event is 23 years old and very well organized. This race has attracted athletes from Australia, United States, Canada, Thailand, Europe, as well as main-land Japan. Current logistical and administrative details can be found in granular form at:

<http://www1.ocn.ne.jp/~izena88/english/english.html>

The following is an impression from a veteran of six races. Included in those finishes are 9th, 3rd, 2nd, and finally a win in the 2002. This document is not to be shared without the express permission of Steve Hazlett and Triathlon **S**olutions.

Purpose

The purpose of this paper is to serve as a guide in the preparation and execution of the Izena 88km Triathlon. This paper is prepared for the consideration of an athlete that is traveling with a family. I hope you receive the same joy that I have received from this island and its people. An official athlete guide and be sent upon request.

Training for Izena 88km Triathlon

For most first timers to Izena, the average time to complete the race is up to five hours. Therefore, it is important that you set aside at least one training day a month to get in five continuous hours of swimming, cycling, and running. Walking the second lap on the Izena run course is not a good time to understand this reality. These long workouts give your body, soul, and spirit a chance to adapt to the elements. These workouts are also essential to figure out your race-day nutrition (calories per hour).

The years that I finished no less than third place were the years I trained a lot on the Kadena air field. The more time you can train verses drive, is a bigger advantage to you and your family. The air field offered me the chance to simulate much that Izena had to offer without the long drive. This came in the way of heat, hills, wind, and shade-less humidity. The year I won, I did these workouts nearly every Saturday morning.

Kadena is also a superior place to train in the way of its strategic location and free facilities. It's relatively close to every base. Additionally, I could use the Risner gym for a recovery shower (sometimes massage) and then I could either meet the family or conduct commissary & PX shopping chores by myself. This was a good bargaining chip to get Saturday mornings to myself for training. This location also offers a 50 meter pool or an ocean swim near the Kadena Bridge that crosses highway 58. At this beach, sometimes the lifeguard would watch my bike and I would do swim-bike workouts. Kadena is also a very safe place to train (ride/run) while it's raining. I certainly suggest

training a few times in the rain to have confidence in your bike handling skills and ensure that the calories you choose for the race can be sustained the rain. You don't want your first rain ride to be Izena.

The main workout that gave me the most confidence was a bike to run transition on Perimeter road. This is where the run immediately started up a long hill that is nearly a mile in length. As you will learn, the Izena run starts out with an immediate uphill that seems to last forever (only about a mile). However, like Kadena, the beginning of the Izena run flattens out a little near the top, then is another hill. You get this on Kadena running up the control-tower hill (south Perimeter road, see figure 1.). The transition spot on the below map is marked in purple. I could go on and on regarding the various workout options you can do at Kadena. Those can be sent to you upon request. Below in figure one is a diagram of key training locations.

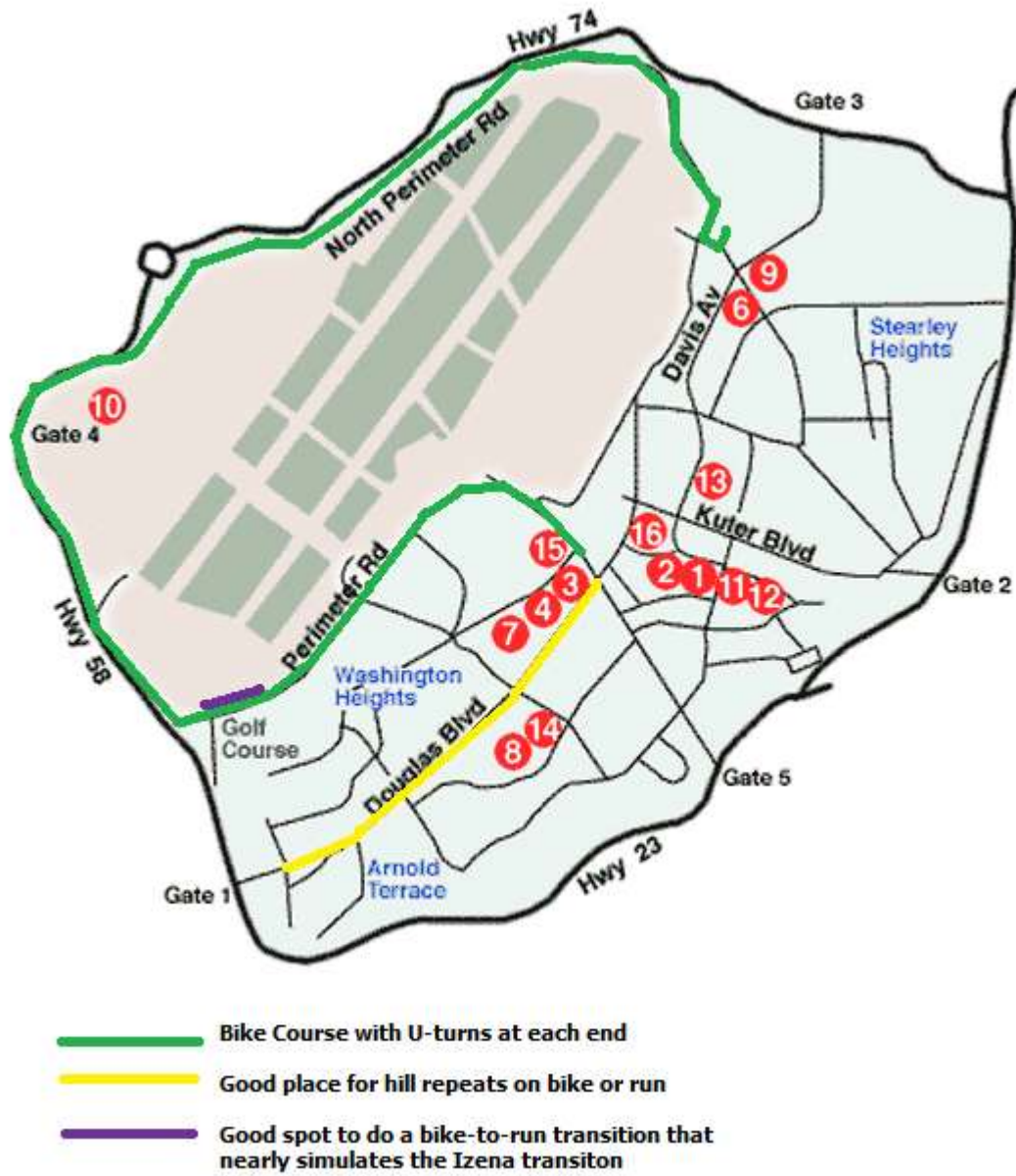


Figure 1. Kadena Training Locations

Many people tend to believe that the northern part of the island is the best place to train. This is true for the single guy or bachelor. If training up north is an option, then I suggest to park at the Camp Schwab gym. Ourwan bay is great for swimming. There is a nice MCX for food supplies. For the triathlete with a family, Okuma resort is a great option. On Fridays, I used to ride up to Okuma and meet the family at the resort check in. My training days were early in the morning. I could normally get three hours in before a 9am and breakfast with the family. On the last day, I would ride my bike home.

Izena Weather

Izena weather can be extreme. This means extremely hot, extremely windy, and extremely rainy. This is, by the way, typhoon season. I have race this event in TC conditions where they had to shorten the swim. The rain, at times, was blinding. Figure 2 shows some historical statistics for the race.

2003-2007 WEATHER AT RACE START
Avg Temp 23.9C - 75.0F
High Temp 26.1C - 78.9F
Low Temp 21.8C - 71.2F
Avg Wind 5.7m/s - 12.7mph
Max Wind 8.2m/s - 18.3mph

Figure 2. Historical Izena Weather Data

Friday before Race Day

Arrival to Izena is via a 1-hour ferry ride from Unten port. The best ferry to ride is the earliest one on Friday. This is because it is less crowded. If you need to park your car, there will be more parking spaces available around the port. Taking the early ferry gives you a chance to get settled into your lodging and ride a lap around the bike course and run course. Once that is complete, you can drive your family around the island and enjoy the many views, museum, and monuments. The second ferry is really packed because all mainland Japan flights arrive later in the morning and then those passengers take busses up to the port. That second ferry arrives Izena late in the afternoon and there is a big rush to get settled before the mandatory meeting later that day. This meeting is for Japanese only. The foreigner meeting (yours) will be sometime on Saturday. You will be very grateful to be on the first ferry. I always kept my van plenty full of coolers with food and water (from commissary) so I wasn't dependent on expensive island food or water that goes scarce after the second ferry arrives. This weekend is certainly not the time to try any new food.

Saturday before Race Day

This day should be consumed with easy things and conserving energy. The less surprises on race day means a better Izena experience for you. Once you know the time of the foreigner meeting, plan your day with the following. The first thing to get settled is the swim. Izena has the best marked swim course in the world. Most of the swim is marked under water. The swim course will be set up on Saturday.

I suggest that your pre-race (Saturday) swim to be done during the same time that the swim is scheduled to start on race day. This is so you will get an idea of the wind condition and position of the sun. Normally, the sun is in your eyes on the return leg of the swim. If your fitness level doesn't permit you to do a complete lap of the triangular course, then I suggest to at least swimming the final leg of the course to the finish. Historically, there have been pretty swift currents about 400 meters from the finish of the swim.

You can also simulate the race by running to the transition area. There will be a shower area just before the bike corral. I suggest taking off your wetsuit there. The water from the shower will help get the suit off quicker and get a little sand off your feet. Once you are done with your swim preparation, I suggest finding the bathroom that you will use on race day. You don't want to rely on the beach public bathroom as the lines are quite long. Most of the Minshukus around the beach have communal bathrooms that are American style.

Since you have already familiarized yourself with the bike and run course on Friday, there is no need to do complete laps again. However, I would suggest riding the first mile of the bike course from your transition spot. If you're the type that puts your shoes on while you ride, you will notice a slight downhill approximately 500 meters from the bike mount point. This is a tactical place to slip into your shoes as you will be coasting downhill at the same time and not loose speed. Whenever you get on your bike, put your shoes on, or any other fidgeting, always do it to the far right side of the road. This is for safety reasons.

Next, you should spend a little time setting up your bike with your race numbers, spare tire, hydration system, nutrition strategy, and ensure all bolts are tightened. After completed, it is

always good to do another mile on the bike to ensure your bike is in safe working condition. If you do this day right, there should be no more exercise after 10 am. The other key thing you want to do early is make your “5 piles.” Just like pre-staging gear before a Marine operation.

Below are the 5 piles that I have before each race:

1. What I'm wearing to the race
2. Swim
3. Bike
4. Run
5. What I'm going to wear after the race

The rest of the day should be spent out of the sun and perhaps getting engaged in something that has nothing to do with the race. Things like reading books, playing UNO, or other board games with the kids would be best indoors or at least out of the sun. If you are fortunate to have Minshuku that has a kitchen, get in good with the Momma-san and tell her you will cook your own food. Personally, the more control you have over your food and water, the easier on your system life will be. Nerves will make it difficult, but try and get at least eight hours of sleep.

Race day pre-race preparation

There is easily two hours of logistical work to be completed before the starting gun goes off. Remember, this day is to celebrate the last few months and previous 48 hours of doing things right. To do this right, plan your wake-up time to allow you to take care of all your pre-race details. The first thing to do is eat a good breakfast. To eat a good breakfast means to be in the kitchen first, make your own food, eat while its quiet, and leave before the rest of the

Minshuku starts to eat. I always ate oatmeal because it never spoiled during travel, didn't need refrigeration, was quick to eat, fast to clean up, and only required hot water.

The first event outside the Minshuku is to set up your transition areas. Izena is unique in the way that it has two transition areas (T1 & T2). Figure 2, below, has them marked on the diagram. Initially, set up your bike-to-run transition area (T2) first. T2 is marked below in purple. I always road my bike to do this as it was also a way to warm up the legs and ensure my bike was in good working order. I used the southern part of the bike course because it was the flattest route to T2. Please understand you will be riding against the flow of bike traffic if you choose this route. Always look anxious riders on blind turns. The racks are marked with your number and are fairly simple to find in the early hours. However, during race time, the area is quite busy. Therefore, I always taped a medium-sized balloon on my number (on the rack) so it was easy to see my spot from a distance. The other thing I would do during this time is to run the last ½ mile to the finish. This is last chance to burn this image of this area and the finish line into your head. This will be a helpful site for motivation on your second lap of the run. Secondly, check the condition of the dirt track for deep cuts or holes to avoid in the event it came down to a sprint finish. Lastly, don't have your shoes, running hat, and other gear set out (like a normal race). Keep everything in the race bag. The winds can get pretty fierce and can easily blow shoes and hats around. This will ensure all your stuff stays together over Saturday and race day. You will be required to tie your bag to the transition rack (bar). To save you time on your race day T2 transition, cut a small hole in the bottom of the bag. Rather than trying to untie the bag

from the bar, stick your fingers through the bottom of the bag, rip the bottom open and let all your stuff fall to the ground. This always worked for me. Timeline thus far:

15 minute bike ride to T2
15 minutes to set up space
10 minute run (5 minutes out and back)
10 minute buffer for something to go wrong
10 minute return bike trip to T1
60 minutes

Race Day Swim

After T2 is set up, it is now time to relax. As you ride back to the swim-to-bike transition area (T1). Be very careful for nervous bike riders rushing to T2 and cars not obeying traffic signs. Before you rack your bike, ensure you have it in the proper gears. Since the course starts off flat to a downhill, I kept the chain in the big chain ring up front and in the 20s on the back. I always ensured I had some sandals to walk around in while I continued with the rest of my preparation. This is a good time to rehydrate and do some dynamic stretching. By this time, you will notice that it will be very difficult to find your bike from the shower area. I always taped another balloon to my bike saddle and aligned it up with a large navigational feature in the background. This has been a power line, bathroom, corner of a wall, or a palm tree. Try not to walk around barefoot if you can.

A good swim starts out with a few things to think about. Initially, set aside about 10 minutes for your warm-up swim. Most of this should be doing various strokes (back & breast) along with some 20 meter surges to get the blood recruited in the upper body. I always did this in the center of the triangle. This seemed to be the only spot that was free of other people

warming up. Be on the beach about 5 minutes before the start. Based on your fitness & level of open-water confidence, seed yourself appropriately. There is no reason/rush to be the first one in the water when the gun goes off. As figure 2 shows, the swim is two laps. If you do this correctly, the second lap should be faster than your first. The swim exit and early portion of the bike should be executed exactly as you practiced on Saturday.

Timeline thus far:

60 minutes carried forward from T2 setup

15 minute bike set up

15 minute finding a bathroom or standing in line

15 minute swim warm up

15 minute buffer for something to go wrong (flat tire, broken bolt, can't find goggles, etc...)

120 minutes

Race Day Bike

The bike should be seen more as execution rather than an effort to measure fitness.

The reason for this is that all triathlons should be seen as race that has elements (swim & bike) in it to set up a good run. The second lap of the run is where you measure fitness. The bike course is actually flatter than the run course. What is key to a good bike ride is to get in the calories necessary that will be used for the run. Your breakfast calories are the energy that you will use on the bike. Hopefully, these calories were proven effective many times in training. Do not rely on race aid stations for anything other than water. This bike ride is short enough so that you can carry all you need with you. Relying on others for your success is a quick way to failure. In longer races you have no option, but in Izena, you can be self contained. Each lap is only about eight miles long. I would start getting calories in when you start lap three. Prior to that, all

you should need is water. The ideal place to ingest calories is marked on figure 2 in pink and labeled “feed zone.” This location consume has many advantages as you will be going slightly down hill, perfectly straight, and are on one of the widest sections of the bike course. I would also suggest doing this on the far right side of the course for safety. I think liquid calories are best. If you must eat solid food, then nothing denser than a banana or Clif bloks are best. By the way, my research says that Clif bloks are the least expensive calories you can buy. Again, this should be all figured out in training.

Race Day Run

Ironically, the run seems to have an endless bite of hills that must be negotiated twice. However, during your Izena training, if you have completed a few transition runs somewhere like Kadena, you will not be surprised. These two laps are on pristine roads. As mentioned, the run starts out with a long climb to the internal part of the island. There is no shade anywhere and every hill seems to have wind pushing against you.

The good news is there are aid stations about every 2km. The aid stations include water, cola, whatever sports drink sponsors the race (i.e. Aquarius), cold sponges, and tons of loud children to motivate you. There are at least two aid stations that have bananas and candy. I have one caution. At about mile 3 of the run course, near the town of Seriyaku, there is a shower after the second right turn which is preceded by an aid station. The shower can appear to keep you cooler but I think does the opposite. I think it causes more problems than it solves. Initially, the water will make your shoes heavier. If you wear socks, wet socks lead to blisters. Lastly, the

water will spot up your sunglasses and that adds stress to your run. Squinting requires muscles to tighten. You can keep your body cool by sponges. However, do not use sponges as sources of water to drink. This can get you sick on race day by ingesting particles of sponge in your stomach. You also expose your stomach to long-term illness from the germs of other athletes because these sponges are recycled throughout the day.

Crossing the finish line

Once you cross the finish line, this is the time to begin your recovery. A good recovery helps you be a more pleasant husband and daddy for the rest of your Izena stay and the long drive home. Below is a list of what to have and do once you cross the finish line:

1. Keep your finisher's towel dry and head for the chilled-water bath. This makes the legs feel really good and speeds up muscle healing.
2. Have warm clothes to put on after you dry off from the bath. This can be from the clothes bag that you let the race transport for you from T1 or (better) have your wife bring your clothes to you so you get them quicker and are assured they don't get lost.
3. With your clothes, have some source of concentrated protein from a whole food source. I always use a packet of tuna. Most races have food, but only sweet carbohydrates. Within the first 15 minutes, your body needs concentrated protein from a whole food source. Powerbars and other processed energy items are not examples of whole foods.
4. Get back to your Minshuku early, shower, possibly get a quick nap. This is because there is a tremendous party later that night to celebrate the weekend.

Monday after the race

There are two options available when leaving Izena. The early ferry is normally the most crowded because the entire mainland Japanese athletes want to get to Naha as quickly as possible to catch their return flights. If you have the time, the second ferry is best for a family. This is because you can use the morning hours to enjoy the island with your family. If you choose the second option, this can be part of your planning and briefing with the family and thus give them something to look forward to on Monday; since Friday, Saturday, and Sunday are so athlete absorbed.

Conclusion

Izena is a very special place and unique to the triathlon world. Other races might be bigger and offer more trinkets to athletes, but nothing comes close to the beauty and charm this island lavishes on the triathlete. With strong winds on the bike course and seemingly endless hills during the run, crossing the Izena finish line is certainly a noteworthy achievement. Please remember that I will be glad to answer any more questions you have about Izena or being a triathlete on Okinawa.

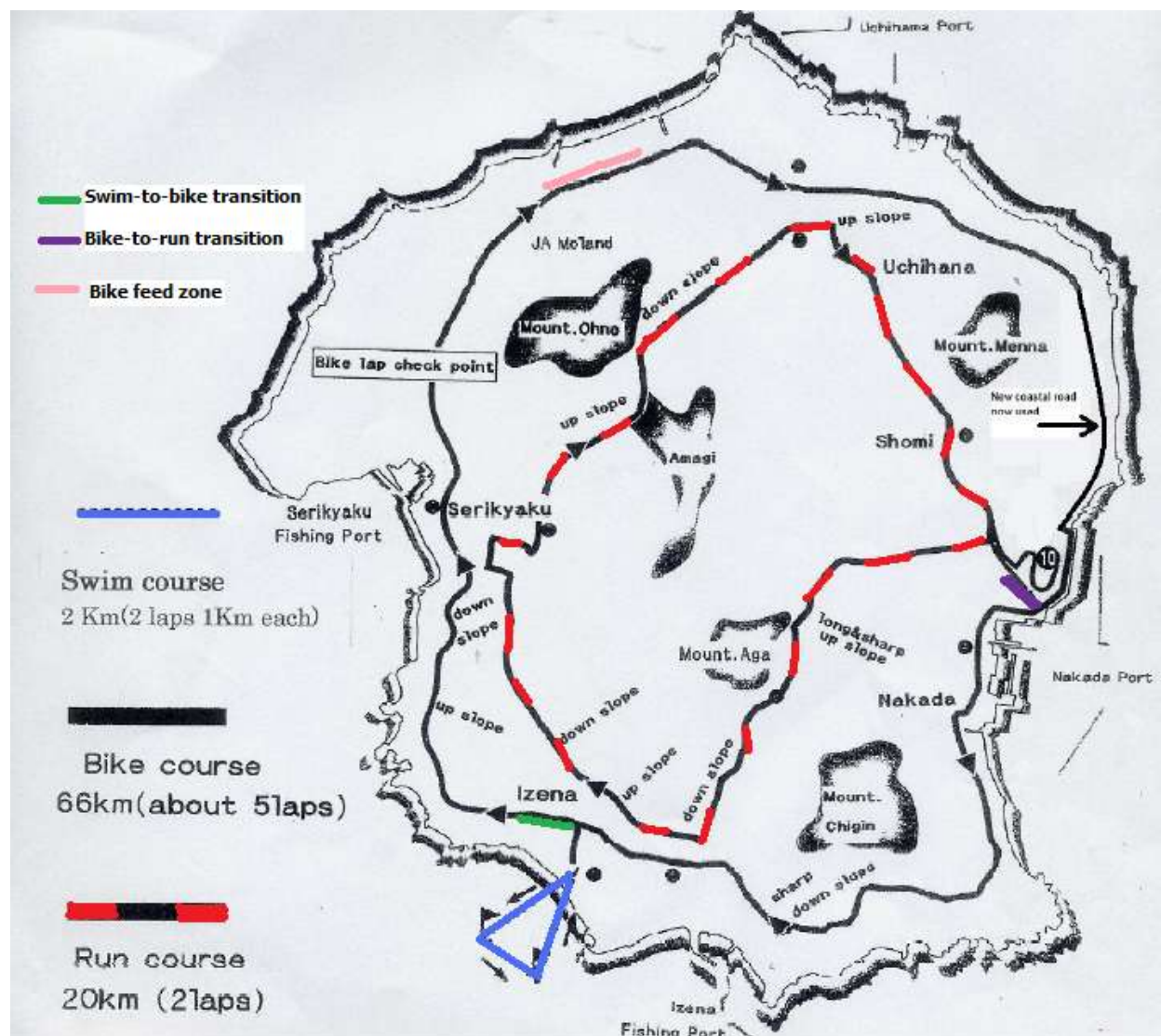


Figure 2. The Izena Triathlon Course Map

Glory Days



TRANSLATED FROM RYUKYU SHINPO

Dream Over 6 Years Achieved

The 15th Izena 88 Tri-Athlon tournament (supervised by tournament organization committee, sponsored by Izena village) was held on November 27th, in Izena village. 319 people has challenged the 2 km swim, 66 km bike race and 20 km marathon, the total of 88 km course, and 292 people has crossed the finishing line. Steve Hazlett (United States) has won his first victory in 3 hours 52 minutes and 39 seconds. Kazuya Minamigawa (Osaka) finished in second place in 3 hours 54 minutes and 34 seconds, and last year's winner Mark Smoothy (Australia) came in third place in 3 hours 57 minutes and 39 seconds.

Hiromi Sato (Chiba), the invited athlete, has won the women's division for two consecutive years in 4 hours 25 minutes and 51 seconds.

The race began at 9:30 am at Izena beach. Although the temperature was good for the race, the wind condition had added difficulties for the athletes. In the swim race, a local athlete, Koji Agarie finished in first place in 29 minutes and 43 seconds. However, he had suffered a cramp during the marathon and was not able to reach the top 10. Shinya Kinjo (Okinawa) was the top among the Okinawan athletes at 4th place.

Just before the goal, Steve Hazlett picked up his son, Manai (8 month), and crossed the finishing line with the big smile on his face. This was his 6th entry in this tournament and has finally won the race this year. "I have finally achieved my dream over 6 years" he said and hugged his wife, Shinano, to share this happy moment.

After the swim race, he came in second place, behind Koji Agarie, Izena native, but after 5 km in bike race he came in top. Hazlett pulled the race leaving everyone behind. "I had the distance of the hill and the current of the ocean in my mind" he explains. "I ran the race exactly I had imagined."

In the marathon, he says that the beautiful landscape and the cheers from the crowds have given him the energy. When asked about next year, "there are many competitive athletes but I would like to try for another win" he replied.



TRANSLATED FROM OKINAWA TIMES

Hazlett Came From Behind To Win the Race

Steve Hazlett (United States) won his first victory in 3 hours 52 minutes and 38 seconds in men's division and Hiromi Sato (Chiba) won in two consecutive years in 4 hours 25 minutes and 51 seconds in women's division at the 15th Izena 88 Tri-Athlon Tournament (sponsored by Izena village and Okinawa Times). Hazlett, who finished in second place after the swim race, took the lead in the bike race and kept his lead throughout the rest of the race in men's division.

In women's division, Sato, who also finished the swim in second place, has taken the lead in the bike race and shown her strength.

The condition before the race at 9:00 am was clear, north wind at 6 meter, temperature at 20°C and water temperature at 22°C.

With the Stars and Stripes waving over his head, Steve Hazlett runs the last corner of the course. Holding his son, Manai, who was born this March, he crosses the final line. It was his sixth try and cried out "thank you!" when he finally achieved his first victory at the race.

He only let the local native athlete, Koji Agarie, take the lead in the swim race; he took the lead after 5 km in the bike race and kept his lead. When he went to the marathon, he led the second place 3 minutes behind.

"I'm very familiar with the course at Izena. I was able to carry the race as I had in mind," he proudly recalls.

In the past 5 entries, he marked the top ten 4 times and had shown his ability. With the birth of his son, Manai, he changed his practice from quantity to quality. By putting emphasis on developing strength in marathon and bike, he has prepared especially for those two races.

In the past, the following athlete has caught up with him in the marathon, but this year, he says he had confidence in the result of his practice. On land, the 8 meters wind gust was blowing against him but he says it did not deter him because he has practiced to run against the wind.

"Every year, many locals cheers gives me power and strength," he gives his appreciation to the galleries on the roadside. "I would like to give my thanks to the Okinawan people as the winner. I really enjoy the Izena tournament" he says with the big smile on his face and promised to come back again next year.