



Perspectives

Spring 2015

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Cycling in Dubai and South Africa

David Rath

The United Arab Emirates is not completely flat; it has formidable mountains with some memorable climbs. The winter in Dubai is prime riding season, with frequent trips to the Hajar mountains, lots of organized rides and lots of opportunities to ride on the expanded Al Qudra bike path, a beautiful, wide bike path set in the desert east of Dubai and recently enlarged with additional 28k and 20k loops.

The mountain rides cover 80 to 140 kilometers up and down the Hajar mountains with some making it to the coastline on the Gulf of Oman. Up to 100 riders converge for these events and typically, there are several sag cars to go with various groups as the pack breaks up quickly on the climbs and many riders take shortcuts to return to the start. All riders get an opportunity to ride with a variety of nationalities, languages and strengths. During the early winter, I often found myself in a group with several 20-something Emiratis who would carefully shepherd those strong enough to get hooked on at the first climbs. Each time, a delightful group of riders ended up working together up and down the hills.

The winter brings sportif events, a UCI World Tour Gran Fondos, a local monthly TTT series, mountain rides, along with the normal Friday morning Roadsters ride (80 to 120k starting at 6am) and the Saturday morning coffee rides.

Officer's Row

Kevin Bessett	president	kevinbessett@gmavt.net
John Williams	vice-president	ww5@myfairpoint.net
John Bertelsen	treasurer	jo.bertel@gmail.com
Cooie DeFrancesco	secretary	vtcdef@gmail.com
Phyl Newbeck	touring chair	phyl@together.net
Kevin Bessett	TT chair	kevinbessett@gmavt.net
Bobby Bailey	race team chair	rmbaileyjr@gmail.com
Sam Hoar	Burlington crit co-chair	shoar@dinse.com
Andre Sturm	practice crit chair	andre.sturm@earthlink.net
Viola Chu	bike advocacy chair	hviolachu@gmail.com
Scott Decker	newsletter chair	scottdee58@hotmail.com
Kevin Bessett	webmaster	<u>This Position Still Open</u>

GMBC Web page

<http://www.thegmbc.com>**Schedule of Publications and Deadlines**

<u>Issue</u>	<u>Deadline</u>
Summer	June 25
Autumn	Whenever, if at all...

I was out of state for some time during which Kevin Bessett solicited newsletter submissions. Thanks for that. About the same response rate, but we still have a generous 52-page Spring 2015 newsletter.

A reminder that it is 2015 and if you haven't renewed your membership for this year, please do so online or with the renewal/application form at the back of this newsletter.

A pdf of this newsletter should be on the website by the time you read this print copy. Tell your friends to check it out.

I joined a group of my generation cyclists for a trip to the Capetown South Africa area for the Cape Rouleur, a sportif 5-day stage event followed by the Capetown Cycle Tour, a one day event with 35,000 riders. The Cape Roleur staged out of Froenschoek, capital of the vineyards area just northwest of Capetown. We started with an 8k prologue to sort the 300 riders into 4 roughly matched groups, after which each group did 3 stages that included racing timed sections. I was placed in a group with 5 Dubai area race team members (the Frankies team) and another Dubai independent. The 7 of us coordinated our efforts, placed one of the Frankie's team members into 3rd in the 50+ division and squeezed me into 4th (no 60 or 65 + division). I spent my days riding with the youngsters (a relative term -- 30s to early 50s) and my evenings dining and sipping wine and beer with the older generation. We ended the five days with a winding ride from Froenschoek to Capetown. The 5 days encompassed nearly 700k, a day of temperatures exceeding 110F (the reading on the road surface was over 125F) and endless beautiful scenery with views of vineyards, fields, mountains, switchbacks, cols, sections of road guarded by baboons and remarkable estates (occasionally interspersed with township areas of hovels shoulder to shoulder and porta potty sanitation systems).

Capetown is an incredible city. We arrived 3 days before the Capetown Cycle Tour. The first day, we abandoned our bikes and hiked up and down Table Mountain. The views are extraordinary and justified the effort to get up and down, but we realized it was a mistake to eschew the cable car ride back down when a quarter of the way into the descent, our knees started telling us what a huge mistake we had made as we scrambled down a precipitous gorge.

Our bodies recovered for a touring ride the day before the event. The Capetown Cycle Tour is usually a 108k timed event around the Cape starting and finishing in Capetown. This year, wildfires on the eastern slopes of mountains that

run almost directly into the sea forced a shortening and relocation of the route to a 48k out and back on a 6 lane motorway. Four of us decided that we would modify the event. We started late (my official start time was 6:30 am) departing in a wave at about 8:45, rode to the turnaround point on the course (we were, until that point with thousands of riders) then took a left off the course towards the Cape of Good Hope. We stopped for coffee and rolls on the way, rode into a fierce headwind along the shore by penguins, baboons and other wildlife. At the Cape of Good Hope, we took a break, went up to the lighthouse and enjoyed the views. We were blessed with a beautiful clear but windy day and able to see for miles out into the seas and across the bays. The return with the wind was quicker. We stopped for a leisurely lunch and made it back to our accommodations by about 5pm. It was the best ride of the whole trip.

Our return to Dubai brought us up to the Dubai Gran Fondo, the first event on the UCI World Tour culminating in a championship in Denmark in September. Three hundred riders took a mass start in the early morning twilight on a 124k course that wended through Dubai. The course was flat with climbs on flyovers of maybe 20 meters and the lead pack of about 100 covered the 124k in about 2 hours and 40 minutes -- over 45 kph (about 32 mph). An advantage of getting to racing age 65 is that the competition numbers decline. There were two of us in the 65+ and my competition got popped out of the peloton early on. I stayed with the lead group, despite some incredibly dangerous situations with 150 to 200 riders traveling 30+ mph negotiating roundabouts, squeezing from 3 lane highways into 1 lane 90 degree turns and navigating speed bumps galore. Three quarters of the way through the race, I got caught on the wrong side of a gap that formed after one of the infamous one lane 90 degree corners. With my competition long gone, I did not bother to chase back on and stayed in the much smaller chase group thinking it would be safer with lower numbers. I was wrong. With 8k to go, a rider to my right decided that he needed to get to my

left to make an attack. He opted for the direct route straight through me. I have not been hit that hard while riding a bike. I went down, with bozo flying over me. It happened so quickly, the two guys behind me went over their handlebars when they hit bozo and me tumbling in the road. Out of the four riders, we had three cases of road rash, bruises and stretched muscles, one broken collarbone (not mine) and not an operational bike amongst us. I swapped out my newly warped front wheel for a rideable front wheel (the donor's bike ended up with a non-functional rear wheel and non-operational bike). After about 10 minutes of adjusting (just enough time for the lead group to complete the final 8k loop and have a 100 rider sprint finish) I got back on my bike with the borrowed front wheel and rode a bike that was now self-shifting from time to time on the 8k loop to the finish. An advantage of age is that my one competitor was still 20 minutes behind so I managed to win.

The Dubai biking season continues. The temperatures when we ride are getting up to the 80s and 90s and by the end of April will be in the 90s and 100s. I will keep riding until my return to VT in early June, but I think I will let my body recover before I get involved in anything resembling a 300-rider mass start race with participants ranging from 15 to 65.

It continues to be an adventure riding in Dubai, and the biking community is diverse, entertaining and great companions (with the exception of bozos who think the quickest way from one point to another in a peleton is directly through other riders).

If you ever got out this way, bring your bike.

A Crash and a Concussion

Ann O'Shaughnessy

On December 2nd, 2014 I got on my bike to ride home to Underhill Center from work as usual. But unlike the hundreds of other days, today I felt strangely nervous. It was dry and clear and cold, my favorite riding weather. I was well lit with lights and reflective clothing, but still as I headed up the hill on route 15 out of Winooski my heart raced. I couldn't shake a foreboding feeling. Thirty minutes later I was through what I call "the gauntlet" — the section of route 15 from Winooski to Essex Center — and stopped to relax and put on more clothes. Since the rest of the ride provides an adequate shoulder, few intersections and good sight lines, I felt home free — except I wasn't.

About a half mile past Packard road, on a slight downhill, a medium sized truck passed me. I knew he saw me because he veered slightly into the other lane to give me plenty of room. As is my habit, I watched his front right wheel as he went by. To my horror and confusion, I watched as it began to turn right, cutting off my path 20 feet ahead of me. My brain couldn't process the idea that 6,000 pounds of vehicle seemed to be intentionally cutting me off. I screamed "Nooooooooo!", locked the brakes of my heavy Trek 520 touring bike and went into a straight 12-foot skid, only slightly reducing my speed. A culvert prevented me from escaping to the right. The truck stopped, half in his driveway and half still in the road. In the split-second before hitting the right front door of the truck, I must have veered right and caught the lip of his driveway and flipped. I instantly smacked my head on the tarmac just to the right of his truck, wrenching my neck back and losing consciousness. But because of my momentum, my bike and I continued into a full flip until we landed upside down 15 feet from where my head hit the pavement. I woke up a minute later to see

that I was on the other side of the driveway and truck. When I asked what happened, the 80-year old driver said that he had seen me, passed me and then forgot I was there and turned right in front of me. He stopped when he saw my bright headlight flash in his face as he turned into my path.

Miraculously, nothing was broken, but when asked by the driver if I was OK, I said, “No. Please call 911.” Soon a bunch of people gathered around me, including volunteer rescue workers and a National Guardsman who held my hand, called my husband for me and told me everything was going to be OK. Everything was “OK”. I had a severe concussion, but no other major injuries.

The concussion recovery has been slow, preventing me from working full time and getting back to my normal activities even now after five months. The driver was found liable and his insurance company has agreed to pay for missed work and medical bills. I suffer still from many symptoms including extreme tinnitus, nausea, fatigue and more. I can be easily overwhelmed, especially by noise and new situations. But I have also discovered the real power of mindfulness meditation, have spent more time with friends and family, have slowed down in a good way and have developed tremendous empathy for the many, many people who suffer from MTBI and TBIs ((Mild) Traumatic Brain Injuries). And finally, I have learned a lot. And that is why I am writing this article — in hopes that some of this might be of use to others.

Listen to your gut. I ride on average 5,000 to 7,000 miles a year. Never have I felt the kind of ominous, scary feeling I felt when I left work on December 2nd. What’s more, listen to other people’s gut. Turns out two co-workers, who are used to seeing me head off on my bike every day, had the same scary feeling and had tried to find me to tell me not to go. As unexplainable as this may be, this crash taught me that just because we can’t explain why we have a feeling doesn’t mean we shouldn’t listen to it.

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Don't wait to change brake pads and tighten cables. My brakes were tight and responsive. I hate to think of what might have happened if they had been loose and unresponsive. Use both front and rear brakes for the quickest stop possible.

Get adequate lighting. My very bright NightRider 750 flashed in the driver's eyes as he began to turn into his driveway, causing him to stop. If he had not stopped, I would have collided full-on with his truck or been hit as my body flipped in front of his truck.

Stay focused! Do not daydream. Watch the cars carefully as they pass you. I firmly believe that watching the front right wheel of cars as they pass me gives me an extra second or two to react and apply my brakes instantly.

Helmets do not prevent concussions. I will always wear a helmet. It is one more thing between my head and the road, but they do not prevent concussions, serious brain injury or death. I knew this but it's worth repeating. Your brain still slams against the inside of your skull as your head stops suddenly against the pavement or car. And helmets can structurally fail. So ride your bike as cautiously as if you had no helmet.

Get legal consultation. Most lawyers will give you a free consultation. Do it! I consulted with a lawyer soon after the crash. Not because I wanted to win a big settlement, but because I wanted to do everything possible to make sure my bills were paid by the driver's insurance company. This was a good choice. Not to paint insurance companies as evil entities, but they will do what they can to not pay out more than they have to. Getting compensation for lost work related to concussion symptoms can be tricky since the symptoms are all self-reported. Insurance companies will sometimes argue that the symptoms that prevent work are not related to the concussion but due to depression or anxiety since those symptoms can be similar. So what follows

are some tips on what to do if you are in an accident:

Call a friend or family member to come to the crash site to be your advocate. My husband arrived, made sure I was OK and safely in the ambulance, and then stayed behind to investigate the scene with the police officer, taking note of the length of my skid mark, where I landed, etc. He asked questions of the officer and rescue workers. I also believe having an advocate present encourages the professionals at the scene to be even more diligent about taking photos, talking to witnesses, etc. Remember, there can be an existing bias against cyclists, especially those riding after dark even when they are fully lit.

Don't tell the police your story until you have all the details clear—this might mean you tell your story a day or days later. What you tell the police goes in the report that the insurance companies use as part of deciding liability—so get it right. This is why having an advocate on the scene is so important. For example, I reported that I did not black out. Wrong! When I tried to later piece together the events preceding the crash, I realized there was a huge gap in the events. I did pass out! It is very common for head injured people to report this because they are head-injured. We made sure the report included the fact that my front and rear lights were still on after the accident, that my skid mark was inside the white line of the roadway and I was wearing reflective clothing.

Don't understate your injuries. Don't be a hero! As my husband likes to say, I am a hardy lass, but that didn't serve me well after the crash. I knew enough to tell the driver to call 911, but by the time the rescue workers arrived and traffic had backed up off to the horizon, I tried to put them off with "I'm fine. I just hit my head." I used to be an EMT and yet I still felt the need to stop people from "fussing" over me. When you have a head injury assume that you don't know *anything!* I didn't know I had blacked out or that I had a significant injury to my neck. Let the EMTs do their work and

mention every little thing that might possibly be wrong. The EMTs write a report of their assessment, which is also used by insurance companies to decide what they will and will not pay for down the line. Generally speaking, the longer you black out the more severe the concussion. If you report that you didn't lose consciousness when you did, the insurance company can use that to try and show your concussion wasn't that severe. Even if you don't believe you blacked out, any time you hit your head in a crash, you should report it and be especially aware of yourself – you can have a concussion with major after-effects without having lost consciousness from the impact.

Try to find witnesses. There are many court cases that rule in favor of drivers because the cyclist was riding in dangerous ways. I was very lucky that a driver behind the crash stopped to give a statement that yes, I was highly visible with a flashing light when the crash happened and yes, I was riding safely. I also posted on Front Porch Forum to try and find other witnesses in case they were needed.

Obey traffic laws. If you run a red light or don't stop at a stop sign and get slammed in an intersection by a car who didn't have its blinker on you could be the one found at fault and would be responsible not only for your damages, but to the damage to the car. Protect yourself by obeying traffic laws. It's just not worth it.

Stay calm, but be clear. I started to meditate while I was still lying on the ground. Mindfulness meditation allows a person to be focused and relaxed and I knew that is what I needed as I began to deal with the aftermath of the crash. I was so relaxed by the time I got to the hospital that my pulse was 47 and my blood pressure was 100/60 (normal for me). I did not present as someone who was almost killed in a crash. This was good for my state of mind, but it seemed to lead the ER doctor to underestimate my injuries. Despite the fact that my head hit the pavement at 20mph, he did not call for a CT scan. It wasn't until I started to drift in and out of lucid thought and be-

gan to slur my speech that he began to look concerned and asked if I felt OK. That is when I had to clearly remind him of how hard I hit the pavement with my head. He had thought I had just “fallen off my bike!” The CT scan turned out to be normal, but again, it is essential that the all police, EMT and hospital records reflect the severity of the crash and the resulting injuries so that associated bills can be covered by insurance.

Concussions are still mysterious injuries. I have learned that the medical community still doesn’t know a lot about head injuries. You can feel relatively normal after a head injury and then suffer from nausea for months afterwards from being around fluorescent lights. Because there are still so many mysteries, you have to become an expert in your own recovery. Four months after the crash, I can swim like I did before and not experience symptoms, but to go for a walk longer than a half mile or cross-country ski makes me feel very sick for a few days. I can focus on writing this article for short periods of time, but feel out of it, irritable and confused if I have to multi-task. You have to take charge of your recovery and listen to your body. The more you push it and experience symptoms the longer the recovery! Find what works and do it. Know that everybody’s response to and recovery from a concussion can be dramatically different.

Keep a journal. Get others to log observations. I tried to work half time after the crash and was a quite a mess. I kept a Google document for co-workers to log their observations of me and how different I was behaving from my norm. As I said, it’s just your word against the insurance companies when it comes to whether you are actually experiencing the symptoms you report. My lawyer talked of a current case where the insurance company was trying to prove that the client’s symptoms were due to depression, not a concussion. (The symptoms for both under some circumstances may appear similar.)

Create a paper trail showing due diligence. I have had way more doctors' visits than I would like, but the reality of the insurance situation is that you need to show that you are doing everything you can to get better. AND you need "experts" to document their view on your condition. This might even include a trip to Dartmouth-Hitchcock for a neuro-psych evaluation. According to the Brain Injury Association of Vermont in Waterbury, that is the best hospital for documentation of the subtle but impactful conditions related to Mild Traumatic Brain Injuries. It will not help you get better faster, but it will provide documentation you might need to be compensated for lost work. Also, create a spreadsheet to keep track of all your expenses related to the crash. If you are too "out of it" to do this then engage a lawyer.

Be careful of what you post on social media. You might feel like crap and be unable to work full-time and still go on that long hike or go to that concert you bought tickets for months ago. It's OK to make mistakes when it comes to your recovery, just don't post about it on social media where it's available to be used against you.

Take your recovery seriously. A study of concussion recoveries in 2014 showed that people who rushed their return to normal activities after their injury lengthened their recovery time 3 to 5 times longer than those who didn't. It is super-important to learn how to say, "No." It was inconceivable how I could impose on my co-workers to cover for me while I recovered, but I did and they were happy to help. The hardest part is three or four months into recovery when you "should" be feeling better and you don't. Or in my case, feeling well enough to do a bit more and then getting set back significantly for weeks with extreme tinnitus. This is when you need to reach out to forums and other people who suffer from TBI.

Seek different types of treatment. I have gone to some practitioner to get proper documentation and others to help me feel better. Here are some I found very helpful:

Cindy Carse, Energy Medicine Institute of Vermont. For awhile after the crash, if I thought about it or passed by where it happened, I could feel adrenaline course through my body as the moment right before the crash flashed through my mind. I wondered if I would ever feel OK to ride again. I went to Cindy Carse, who used energy work to “discharge” this active memory. In addition, she has helped my recovery along by discharging the energy of trauma in my nervous system. It worked immediately. Cindy is the most highly trained and effective Energy Medicine Practitioner I know.

Greg Vrona, Alignment Healing. Greg is a chiropractor with training in Reiki and trauma breathing work. He has an amazing, gentle approach that was very helpful right after the accident.

Holly Spence, Cornerstone PT. Holly is an expert in postural restoration, a perfect approach to balancing all the ways a crash can alter your body. Athletes really need to do this work in order to avoid future injuries due to imbalances.

Dr. Raiel Barlow, Physiatrist, UVM Medical Center. A physiatrist is a “rehabilitation physician” doctor whose focus is on putting the pieces of a person's life back together after injury. They are nerve, muscle, and bone experts who treat injuries or illnesses that affect how you move.

Take your time and be realistic. You have three years to settle with an insurance company. Take your time to heal and be certain your recovery is fully complete before worrying about “settling”. Meanwhile, reach out to forums and the Brain Injury Association for support and perspective. And allow yourself the rest that is part of recovery. Try to enjoy the slowing down. Use meditation to ease your mind. It has made a huge difference to my recovery and my mental health.

Redefine your idea of “normal activity.” As a life-long endurance athlete I have a skewed sense of what “normal activity” is. A fun cross-country ski

day to me is to ski to Trapps and back — a full 7-hour adventure. So when I felt really good for a few days in a row in February I thought I was all better and went for a “short” and gentle 2-hour ski. It set me WAY back. I felt sick for three weeks. As my physiatrist reminds me, “Don’t ‘do’, ‘try’”. What she means is, if you want to drive after not driving, go “try” driving around the block. Don’t begin by driving to work.

Did I mention Mindfulness Meditation? There is a reason why Mindfulness is popping up everywhere these days — it works. For two days after the crash, I lay in a dark room and listened to healing meditation tapes. I went from barely able to function to functioning. I went from feeling scared to feeling grounded. The greatest gift of this accident has been how it has forced me to make meditation a daily part of my life. It’s simple. If I meditate I feel better. If I don’t I feel worse. Now that I am beginning to take on more tasks at work I use it throughout the day, just to reset my brain. Ten minutes is often all it takes.

Resources:

Brain Injury Association of Vermont: www.biavt.org

Energy Medicine Institute of Vermont: www.energymedicinevt.com

Please contact me with any questions or if you need some support. annieovt@gmail.com

Editor’s Note: This took substantial back and forth with Anne and more “ghost writing” than I usually do with submissions. It seems her assertion that she struggles daily to do many of the things that were effortless pre-concussion is valid. And to be expected from all we know — directly and indirectly — of the time it can take for even a 90% recovery from just one concussion that at first seemed relatively minor. We have been warned...

Far Away Places with Strange Sounding Names – Enjoying Europe at a Touring Pace.

By Donna Leban - Social Rider Leader

We enjoy some of the nicest bicycling roads and terrain in the US, yet sometimes it's a nice change to see what other great cycling places exist in the world. Two years ago, several of us enjoyed an incredible tour in France's Haute Province (the hilly part), featuring an optional ride up Mt Ventoux (famous from the Tour de France). Note that this was optional! The routes, while hilly, were actually not very difficult, featured tons of photo ops per mile, and average distances of roughly 40 miles per day with plenty of route options.

A few years earlier we explored Tuscany. This September, we are planning a similar bicycle tour in a less known but equally spectacular area in Northwest Slovenia and the Northeastern corner of Italy. This area features views of the Julian Alps while bicycling in the valleys leading to and around Triglav Narodni (Triglav National Park). The tour will end in a World Heritage town of Cividale del Friuli in Italy.

Riding bicycles in foreign countries sounds more intimidating than it is. If you have ever tried it, you'll know it's easy to get hooked. A friend and I spent a summer riding our own 10-speeds around Europe in the 1980's, and I'm still planning trips to new places.

Organized, guided or self-guided bicycle tours run by regional or international outfitters are a convenient way to enjoy cycling in other lands and cultures without the hassle of having to research routes and hotels on your own, and

shlep your own bike. An important criteria for selecting an outfitter is the quality of the bicycles provided, and matching the level of support and route difficulty with your own needs. Once you've found an outfitter that you like, it's fun to look at all the tours they have available, and plan different riding destinations for great getaways.

So, talking about strange sounding names, our self-guided Randonnee Tour trip to Slovenia (a small, independent and modern, yet largely rural, country once part of Yugoslavia but now a EU member nation) and Italy (which most of us know about) will start in Ljubljana (pronounce j like y or i) and travel to Bled (very famous mountain lake town with pretty island church). From there we head to Kranjska Gora (well known as a ski resort), Bovec, and Cividale del Friuli (a World Heritage site). Much of this is in a national park with stunning views of meadows, mountain lakes and glacier-fed rivers (some from brand new bicycle paths). These areas are within easy train distance of Venice, Italy. This year's excellent US\$/EU exchange rate, and generally lower costs in Slovenia than many other western EU countries will also help reduce trip costs.

A local support person provides tour highlight information, mechanical support, and bag transport between small hotel and B&Bs – all conveniently located in town settings to better enjoy the local color. On longer ride days, rides are available to a remote starting point to reduce the ride length and allow some to get an earlier start enjoying local beer, wine, and local food specialties like potica (a yummy nut bread roll that my grandma used to make).

We have 7 people already signed up with room for at least one single woman and others, although space in B&Bs is limited. Call Donna for more information. 802-865-2839, and visit the Randonnee Tours web site for Slovenia.

Ten Tips for Improving Hybrid Bike Performance

Tom Bisson

There are a lot of people who prefer flatbar bikes over dropbar bikes. And some of these riders enjoy going fast on paved roads and getting in 50 mile rides on the weekend. They want their flatbar bike to perform like a road bike but they don't want the drops. What can they do to get better performance out of the bike they like? By “better performance,” they generally mean going faster and further like a road bike. While some people advise them to get an actual road bike, hybrid riders prefer riding a flatbar over a dropbar: nothing makes a hybrid rider feel better than passing a road biker wannabe with skinny tires and Lycra shorts. With that in mind, here are ten no-cost or low-cost tips for making your hybrid faster.

1. Shorten your handlebars. Move the shifters, brakes and grips in so that your hands are as wide as your shoulders. Cut off the excess.
2. Lower your handlebars. This will put you in a slightly more aggressive posture and slightly cut down on wind resistance.
3. Consider adding bar ends. They can give you a greater of hand positions to reduce hand fatigue and better leverage for climbing hills while standing.
4. Use toe straps or clipless pedals. If you go with toe straps, make sure you have a good shoe -- one with a stiff and smooth sole, pointed toe and reinforced top. If you just wear sneakers, you won't be happy.
5. Go with narrower smooth tread tires. Your LBS will probably switch out the wider tires (32 or 35) with 28mm at time of purchase for free. If not, it's

a worthwhile investment. If you never go on dirt roads or trails, then try the
25. Inflate your tires -- go with a tire with a 100psi or higher rating.

6. Get a mirror. It will make you faster because you'll ride with a lot more confidence. And it will make riding safer.

7. Pedal for cadence, not power. If you're like me, you grew up riding heavy single-speed bikes where "heavy" pedaling meant more speed and your legs instinctively go that way. Re-train your legs to keep a quick and steady cadence -- you'll go faster.

8. Get a bike computer. Knowing how fast you're going gives you instant feedback and that can help you develop better techniques and feed your internal reward system as your average speeds increase.

9. Wear padded bike shorts and gloves. You'll ride further with less discomfort. Your butt will thank you. If you're like me, tight bike shorts are not flattering, so I wear gym shorts over the bike shorts.

10. Keep your bike clean. Clean the cassette, cranks and chain. Don't over-lube.

Bonus Tip: Find groups to ride with. Check with your local LBS or meetups. Biking is more fun when it's a social activity. *[which is why we have GMBC :-)* Check this newsletter, the website and the listserv for group rides nearly daily -ed]

Group and Paceline Riding

John Williams

This article was first published in the Winter 2014 edition of the GMBC newsletter. I'm submitting it again because I believe that an early season reminder of elements of group riding is important.

The following is a compilation of suggestions and expectations for group riding developed with the help of many of our Wednesday and Saturday GMBC riders (*The Peloton*)

- Keep the pace! Maintain even forward speed, relax into a comfortable cadence.
- Minimize rapid changes in speed and direction. Be predictable.
- Avoid a pedal-coast-pedal-coast syndrome (especially when pulling up front). This magnifies an “accordion effect” whereby following riders must speed up then slow down.
- If there is a slowing of the line ahead, you can gently feather brakes while continuing pedal cadence.
- Avoid drifting in & out of line. Do so only when necessary (obstacles, traffic, etc.).
- Practice looking back without moving off your line.
- Don't focus on the back wheel of the rider ahead, look a little further up the road.
- Be aware of proximity of the wheel ahead (e.g., 12”-36” wheel gap). Touched wheels will likely result in rider(s) behind crashing.
- Be respectful of traffic, do not impede it. Single up to allow vehicles to pass easily.
- Consider “taking the lane” when approaching a stop sign as a group.
- Overtaking other riders: The lead rider and following riders should call

out "on your left" as you approach slower-moving riders and before passing them on the left side. A fast-moving paceline can startle riders who might be unaware that a group is approaching.

- If an overtaking group is approaching, maintain your line to the right of the road. The group should pass to your left. Pick up speed as the group begins to pass and try to latch on to the last rider!
- Follow right-of-way rules at stop signs. Quite often the group can move through as if it is one "vehicle".
- If a driver motions the group through an intersection with a stop sign, show appreciation with a wave or a "thank you".
- If a driver kindly waits for a safe place to pass, acknowledge that with a "thank you" wave.
- Paceline rotation: In most situations, rotate off the front by moving left (counter clockwise).
- Rotating off the front: Check back for traffic, delay the rotation if traffic is approaching.
- Rotating off the front: Signal to the next rider that you are rotating to the back.
- Rotating off the front: Move left smoothly, then soft pedal as the paceline moves ahead on your right.
- Rotating to the back: As you approach the end of the line, begin to speed up and move in behind the last rider.
- Rotating to the back: If you miss the catch, prepare for a hard effort to catch on. Sometimes subgroups ("splits") will start to form when riders are spit off the back.
- Bonus points: In longer pacelines (e.g., 5-12) it can be helpful when the last rider calls out "last one!" so that the rotating rider will be aware that it is safe to begin moving in. BUT both riders must be CERTAIN of this fact as a chasing rider or out-of-synch rider could have snuck onto the

back and the rotating rider will take him out. The “last” rider must always be very aware that he IS the last rider prior to calling out “last one!” ALWAYS make visual confirmation before rotating back into the paceline.

- Long pacelines with traffic: If practical, open a gap so that a rotating rider can move out of the traffic lane and return to the paceline sooner. Let her/him know that an opening is available.
- When you take over the lead, maintain constant speed or increase speed gradually. Allow the rotating rider to catch on at the back.
- Pull for less than the amount of time you feel strong, comfortable, smooth, and can maintain consistent speed. Release the pull and rotate back before blowing up. You might miss the catch at the back!
- Stronger riders may pull for a longer time. Weaker riders must make shorter pulls in order not to lower the paceline’s average speed.
- Allow natural splits to happen, find a compatible group. A group of 5-6 riders is an ideal group size.
- Minimize hard braking. Sit up to catch air or feather brakes while still pedaling to gradually reduce speed.
- Person at the back calls out “car back” when needed. Pass message along to the front. On heavily-trafficked roads this becomes unnecessary as there is always a car back.
- Person up front warns of “cars up”, “walkers up”, RR tracks, obstacles, etc. Pass message along to the back.
- Use verbal warnings to point out changes in speed (“slowing”, “stopping”).
- Use hand signals and verbal warnings to alert following riders to holes, cracks, gravel, obstacles, etc.
- Avoid overlapping wheels as much as possible. Like never.
- Use verbal warnings in cases of wheel overlap (“on your right”, “left”,

etc.). Side-by-side is better than a partial overlap which can be blind to the person ahead.

- When approaching climbs be ready for the speed of riders ahead of you to decrease. Avoid the “accordion effect”.
- Try not to stall when rising out of the saddle, especially on climb transitions. The front wheel of the next rider may touch your rear wheel and a crash may result. Practice rising out of the saddle with no stall.
- You can call out “standing!” before rising to warn the next rider that a stall could occur. Momentum changes can cause a touch of wheels behind you.
- On climbs, the paceline may split since climbs often become unofficial but contested KOMs!
- Regroup at the top of climbs or other advantageous locations.
- Move off the pavement for regroup.
- On fast descents, near or at the posted speed limit, spread out & possibly “take the lane” if safe to do so without impeding traffic. Be very alert to bumps, cracks, holes, sharp turns, etc.
- On descents, look ahead, be strong and stable, and enjoy the flow and speed!
- If you are leaving a group, notify the ride leader or someone in the group.
- If a person is dropped, it’s great when a stronger rider drops back to pull the person back to the group.
- Be ever alert and ready for change. Anticipate! Communicate! Take joy in the dynamics of group riding!
-

Paceline riding is fast and fun. Always strive to make it safe!

An Overview of the Latest “Ride Changing” Bike Technology

Fit Werx Staff

Since the invention of the “safety bicycle” in 1885, there have been few times in history that have seen the types of monumental advances in road bike technology as we have seen in the past few years. The changes might not be quite as monumental as the advent of steering, gears and pneumatic tires in the late 1800s, but they are as significant as the development of the clipless pedal in the 1970s and the advent of the integrated brake/shift lever in 1990 – both innovations that substantially changed riding a bike. What are some of the advancements that have made such a pronounced difference in how road bikes work and perform in recent years?

Gearing: While there have been compromised “workarounds” for years, the past few years have seen great strides from Shimano and SRAM in terms of gearing options from the factory. “Compact” 50/34 chainrings, providing lower and easier to climb gears than the traditional 53/39, are now the standard on most road bikes. In addition, SRAM deserves much credit for making longer cage road derailleurs that allow lower gearing ranges in the back of the bike (down to a low of 32, or even 36, teeth) readily available. Compared to the 39T small front chainring with a 25T rear cog that was the most popular low gear on many road bikes not that long ago, a 34 tooth chainring in concert with a 32 tooth rear cog is like turning your bike into a triple chainring setup! The net effect of all these new gearing options is that road bikes are easier than ever to ride – making climbs, distance and spinning a higher cadence much more obtainable for many riders.

Disc Brakes: While most performance oriented wheeled vehicles switched to disc brakes years ago (including mountain bikes), the road oriented bike has taken longer to adopt. While cable actuated disc brakes have been available on some cyclocross-style bikes for a while, the first hydraulic disc brake system (like what is found on a motorcycle or higher-end mountain bike) didn't show up until 2013 when SRAM introduced their Hydro line. Since then, Shimano has jumped in as well and now there are hydraulic brake options available across a range of component levels, including those with electronic shifting.

Why would you want hydraulic disc brakes on a road bike? While disc brakes are heavier and less aerodynamic, they do offer performance and convenience benefits over traditional caliper brakes.

1) A quality disc brake system will be stronger, more progressive and modulate better than a caliper brake. It takes less hand power to actuate and control a hydraulic disc brake and the braking performance is not diminished by weather and environmental factors to the degree found in a caliper system. Rain or shine, pavement or dirt, disc brakes work consistently.

2) Disc brakes open up design options so that a frame can be built to accommodate a wide range of tire sizes with little compromise. Some road specific disc brake bikes can accommodate everything from your standard traditional 700×23 tire up through a wide 40mm+ tire! This is great if you want one bike that rides well on pavement or dirt and looser/rougher surfaces.

3) Wheels can start to become lighter in the right places. Without the need for a braking track, disc brake wheels can be built with lighter rims where wheel weight is most apparent during acceleration.

So, while disc road brakes are not for everyone, they can help provide confidence while opening up new roads for many riders.

Electronic Shifting: Although the first electronic shift systems came out in the early 1990s, they were buggy and the designs were discontinued after a season or two. This changed when Shimano introduced their electronic Di2 system

in 2009. With Di2, Shimano took electronic shifting mainstream when they introduced a system that truly progressed the way bicycles shift.

While electronic shifting may sound gimmicky, it is not. Once you try it, the benefits and opportunities become clear quickly (think color TV vs. B&W).

Some of these include the ability to shift the front derailleur at almost any time and in ways you would never want to try on most mechanical systems. Yes, you can shift under full load and it will do it well. People riding electronic frequently find that they shift more often; it takes so little effort to shift that they maintain a more consistent cadence and energy expenditure. On a related item, electronic shifting is easier on the wrist and arm as the long throw required of a mechanical shift lever is replaced by the electronic push button. In a word, it is really “easy”.

Another benefit of electronic components is the effect that it has had on the development and expectations of traditional mechanical shift systems. Once the quality of shifting in the electronic systems was realized, it set a high benchmark for the shift quality and ease of use of components in general. All three major component groups have made significant improvements to their shifting (especially in the front derailleur) of their mechanical groups in the past few years as they have redesigned derailleurs, cranks and chainrings based on the requirements for electronic shifting.

On an interesting note, at Fit Werx, we have noted that electronic shift systems also require less maintenance. Cables are some of the most problematic parts of many bikes. By eliminating the them, and their associated friction, electronic bikes not only work better, but the derailleurs require little to no adjustment after initial set-up. The batteries provide great life (1000+ miles between charges) and, as an added benefit, many of the latest electronic systems are actually lighter than their mechanical counterparts.

Innovations like wide range gearing, disc brakes and electronic shifting have

significantly enhanced the experience of riding a bike for many riders. If you have not experienced them, it is a great time to be considering a new bike.

Be sure to get a Rider First Fitting in advance of buying a bike so that you can find that perfectly matched bike for your body. Your bike should be selected and set-up to accommodate your needs, not the other way around. Combine the right fit with the right technology and you will find riding to be more enjoyable than ever. We guarantee it.

First Half 2015 Day Touring Schedule

Phyl Newbeck

April – Informal, leaderless rides

April 5 and 12 - Meet at 10:00 at Wheeler lot at Veterans Memorial Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

April 19 and 26 – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

May, June and July – Official Rides

Date/Time/Place: Sunday, May 3, 9:45, Wheeler lot, Veterans Memorial Park, South Burlington (NOTE: This ride will begin at South Burlington High School if a Saturday baseball tournament at Veterans Memorial Park is rained out.)

Ride: Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. All rides stop at the Old Brick Store in Charlotte for a tasty treat. Visit up to four of the five covered bridges in Chittenden County - the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte.

Leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com

Co-Leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date/Time/Place: Sunday, May 10, 9:45, Georgia Park and Ride - For those coming from the Burlington area, we suggest carpooling at the Colchester Park and Ride at Exit 17 off I-89 or perhaps meeting at UVM or Veterans Memorial Park in South Burlington.

Ride: St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35-mile (E/M) route goes to St. Albans Bay Park and returns although riders may want to take an additional trip to Kill Kare State Park. The 50-mile (M) route continues on to Swanton and back. Both rides can break for food at St. Albans Bay.

Leader: Amy Otten - 878-4070 / amyotten@netscape.com

Co-Leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Social Ride Leader: Amy Ross - 324-2137 / vtamy@comcast.net

Date/Time/Place: Sunday, May 17, 9:45, Vergennes High School, east parking lot

Ride: Vergennes Voyager – 26-mile rolling (E) or 39-mile flat to rolling (E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride rolls out by Kingsland Bay State Park before heading south to Middlebury. There are no big hills on this ride.

Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

Co-Leader: Karla Ferrelli - 864-0101 / karla.ferrelli@gmail.com

Social Ride Leader: Leslie Carew - 865-2805 / carew@champlain.edu

Date/Time/Place: *Saturday*, May 23, 9:45, Jericho Elementary School

Ride: Jericho Jubilee (short version) – This hilly 45-mile (M) ride starts out on scenic Pleasant Valley Road with a rest stop at The Cupboard in Jeffersonville. It returns via Route 104 and 128 which have been freshly paved.

Leader: Brian Howard – 598-3857 / bjhowd@gmail.com

Co-Leader: Matt Kuivinen - 881-9045 / mattkui@earthlink.net

Date/Time/Place: Sunday, May 3, 9:15, Folsom School, South Street in South Hero - Those coming from the Burlington area may consider carpooling from the Colchester Park and Ride, Exit 17 off I-89, UVM or Veterans Memorial

Park in South Burlington.

Ride: Grand Isles Flats – One of the flattest rides of the season with a food break at the 20-mile mark. The 28-mile ride (E/M) circles Grand Isle and includes some dirt. The pace will be more casual than the long ride. Riders on the 58-mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and also a fossil bed. Unlike other GMBC rides, this one splits between the short and long at the beginning.

Leader: Amy Otten - 878-4070 / amyotten@netscape.com

Co-Leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Social Ride Leader: Leslie Carew - 865-2805

Date/Time/Place: Sunday, June 7, 9:15, Clifford Lumber, across the road from the Hinesburg General Store, Route 116 (up to 10 cars can park at the store)

Ride: Bound for Bristol – This 35-mile (M) ride takes low traffic roads from Hinesburg to Bristol where we'll stop at the bakery for sustenance for the return. The beauty of this ride is that virtually all the hills are in the beginning, allowing for a mellow return trip. The long version of this ride adds an additional 15 miles (M) loop through Bristol and some small hills.

Leader: Sal DeFrancesco – 363-0963 / salnesp1@gmail.com

Co-Leader: Kevin Batson – 825-5816 / kevbvt@gmail.com

Social Ride Leader: Amy Ross 324-2137 / vtamy@comcast.net

Date/Time/Place: Sunday, June 14, 9:15, Williston Central School (by the tennis courts)

Ride: Hinesburg Hollow - This route travels south through Huntington to Hinesburg Hollow. The short route is 25 miles (M) and returns to Williston via North Road while the long one is 47 miles (M/S) and continues through North Ferrisburgh to the Lake and back through Hinesburg. The social ride will be a less hilly alternative route.

Leader: Tom Kennedy – 735-5359 / etomkennedy@gmail.com

Co-Leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date/Time/Place: Sunday, June 21, 9:15, Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling from UVM or Veterans Memorial Park, South Burlington.

Ride: Rouse's Point Rouser – The mostly flat 60 mile (M) loop heads up from

Grand Isle over the Rouse's Point Bridge and down through scenic, low-traffic lakeside roads in New York and returns via the Grand Isle Ferry with a food stop right before the bridge. The short ride (50 miles – E/M) circles Isle LaMotte and returns on the Vermont side.

Leader: Amy Otten - 878-4070 / amyotten@netscape.com

Co-Leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date/Time/Place: Sunday, June 28, 9:15, Jasper Mine Road, off Route 2 heading towards Grand Isle

Social Ride: 9:45, 214 Maquam Shore Road

Ride: Jaunt from Jasper Mine – This rolling hill ride (60 M/S) passes through Georgia and Milton before heading to St. Albans Bay for a lunch break and over to Swanton. The shorter version (40 M) turns around after the lunch stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain.

Leader: Warren Coolidge – 735-1836 / wcinvnt@gmail.com

Co-Leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net (contact Social Ride leader for details about a post-ride picnic)

Date/Time/Place: Sunday, July 5, 7:45 for 8:10 ferry, Burlington Ferry dock

Ride: Double Ferry South – 50 (M/S) miles starting with the Burlington to Port Kent ferry. The hilly terrain on the New York side brings beautiful views of the lake. The second ferry will take us from Essex, N.Y. to Charlotte and we'll return on flatter terrain back to Burlington. Bring money for the ferries. Please note this is the reverse of the way the ride used to go.

Leader: Kevin Batson – 825-5816 / kevbvt@gmail.com

Co-Leader: Brian Howard – 598-3857 / bjhowd@gmail.com

Social Ride Leader: Amy Ross 324-2137 / vtamy@comcast.net

Date/Time/Place: Sunday, July 12, 8:45, Hazen Union High School, Hardwick

Ride: Orleans Outing – A beautiful ride in Orleans County. The long ride is 67 miles (M/S) along Lake Willoughby and the shorter version is 52 miles (M). Along the way are potential food stops in Irasburg, Glover and Greensboro. The social ride will start at a supermarket on Route 15 in Hardwick and include at

stop at Perennial Pleasures for lunch.

Leader: Pat Stabler - 781-929-9085 / everstab@verizon.net

Co-Leader: This ride currently has no co-leader

Social Ride Leader: Karla Ferrelli - 864-0101 / karla.ferrelli@gmail.com

Date/Time/Place: Sunday, July 19, 8:45, Tractor Supply Company at exit 20 off I-89

Ride: Not Quite Quebec – 51 (M) and 64 (M/S) rides on low traffic roads near the Canadian border. This is a reworking of our old Almost to Canada ride which eliminates some of the higher traffic roads while crossing the Missisquoi River twice and travelling along the shore of Lake Carmi.

Leader: Dave Merchant – 893-6794 / merchand@us.ibm.com

Co-Leader: Joyce McCutcheon – 893-1690 / mellowmiti@aol.com

Date/Time/Place: Sunday, July 26, 8:15 for the 9:00 ferry, Old Champlain Flyer parking lot, Ferry Road, Charlotte

Ride: Willsboro Wanderer – 40 (E/M) and 55 (M/S) options of hilly terrain on low-traffic roads in New York. There are two potential stops for ice cream. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro.

Leader: Sal DeFrancesco – 363-0963 – salnesp1@gmail.com

Co-Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Beginner and Intermediate Rides for New Riders

Date/Time/Place: Saturday, May 2, 10 a.m., Veterans Memorial Park, South Burlington, Wheeler lot

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace for folks new to road cycling. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Leader: Viola Chu – 735-7924 / hviolachu@gmail.com

Co-Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Date/Time/Place: Saturday, May 16, 10 a.m., Veterans Memorial Park, South Burlington, Wheeler lot

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace for folks new to road cycling. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

Co- Leader: Nancy Hankey – 7334-6706 / vtgardener@yahoo.com

Date/Time/Place: Saturday, May 30, 10 a.m., Veterans Memorial Park, South Burlington, Wheeler lot

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace for folks new to road cycling. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Co- Leader: Nancy Hankey – 7334-6706 / vtgardener@yahoo.com

Date/Time/Place: Saturday, June 13, 10 a.m., Veterans Memorial Park, South Burlington, Wheeler lot

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace for folks new to road cycling. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Leader: Viola Chu – 735-7924 / hviolachu@gmail.com

Co- Leader: Nancy Hankey – 7334-6706 / vtgardener@yahoo.com

On The Road Again

Kevin Bessett

Another cycling season is closing in on the horizon, and for some of us (like me), we'll soon be emerging from the basement and merging back into civilization, and rolling along the network paved routes used by man, beast, and machine. Some of these routes will likely have sections that did not weather the winter well, and additionally, the operators of the machines will have to grow accustomed, again, to us non-motorized users. Here are a few memory-joggers to help ease your transition, starting first with a word of caution.

Road rage has become an epidemic, and Vermont is not immune to this disturbing trend. Furthermore, a larger percentage are becoming more aggressive in driving habits, too. My intent in stating this is not as much to scare you, as it is to encourage you to be cognizant of this fact with each pedal stroke. You do not know who is behind the wheel, nor do you know if there are any weapons in the vehicle. If a driver has the anger to stop to confront you, that should be a red-alert. Therefore, it is best not to get into these situations.

Fortunately, these occurrences are not commonplace, but they do happen, and have happened to riders I know. To protect yourself, do not provoke those types of drivers, or any drivers. Take the high road and consider the following. When riding solo, visibly move to the right if a car is behind (only if safe to do so), use hand signals, stop at stop signs/lights and be courteous. When on a group ride, in addition to what I wrote above, realize the impact to traffic the group will have and minimize it, only ride two-abreast only on roads less traveled, single up when a car is behind, and share the road. I have found that many drivers reciprocate when I visibly make an effort to share the road.

Another suggestion is to merge with traffic when approaching a stop light/sign. Some drivers do not like cyclists passing on the right, and especially so when you are going faster than a few MPH (and this is dangerous). Instead, carve out a space for yourself by merging with traffic (like 100m before stopping). It greatly improves your visibility and safety, too. If there is a long line of cars, then pass *very slowly* on the right.

Getting back into the mindset of diplomacy on the road, and not giving reason to be a target, is part of the safety game. The other part is reprogramming yourself to always be on the lookout for and identifying dangers quickly, and formulating ways out. Dangers come in all forms: drivers passing or approaching you and turning in front of you, drivers not seeing you and pulling out, blind corners/turns, intersections where you have the right of way, potholes and cracks, railroad tracks, slippery surfaces (like wet fog lines), rocks and other

debris in the road, etc.

As you may have guessed, much of your safety correlates to your visibility. So wearing colorful clothing greatly helps improve that, as does flashing lights on your bike. Additionally, another way to increase your visibility is to take the lane when going as fast as traffic or the speed limit, and when going down fast hills. As stated earlier, it carves out a space for you, and thus increasing your visibility – you get more room to maneuver too.

I have tried to condense many years of experience of riding on the road into this short article, and it may be overwhelming to some -- it would have been to me 22 years ago. If there is one thing that you take away from this, remember that the more you think about safety and risks, the better you will become at avoiding them. Being prepared for what could happen is much better than not being prepared for what does happen.

2015 Time Trial Series

Kevin Bessett

It is March 22nd. There is a foot of snow in my yard right now and it's 9 degrees. But the skiing at Craftsbury has been amazing!

At the time of this writing, visits to the So. Greenbush course in Charlotte (SGB) are a question mark, which means it will not be part of the Championship Series this year (see bottom of TT schedule for more info on the series). Why? Because of a problem caused by a few riders urinating in plain sight of traffic and households last year. You may remember that this was an issue 4 years ago that nearly got the course shut down. This incident also led to me being required to attend a public select board meeting in Charlotte each spring to request permission to use the road.

It is extremely frustrating to be in this position again. Three years ago I took steps to mitigate the peeing issue by (1) pointing out where to find bathrooms prior to arriving (via the TT announcements), and (2) creating a very easy to read rules sheet that instructs riders to be very discreet if the call of nature happens – each rider is required to read this prior to signing up. I wish that there could be a Portolet at each event, but it is not possible. So please help me out! Remember, from the time we arrive to the time we leave, we are under a microscope on other people's turf. I want to add that through all of this fiasco, the Charlotte select board, town manager, rec. committee chair, have been great to work with.

Effect on the Championship Series: this year, the series will consist of a shorter version of Jonesville (due to bad pavement on the western side of the course), Westford, and Smuggler's Notch. These three courses will cover all the bases: a short and fast course (Jonesville), a long and rolling course (Westford), and a course with a long uphill finish. I tormented over whether or not to add Smugg's, but since SGB was out of the picture, I decided to mix it up even more. Some are not favorable to Smugg's in the series, but I see this as a challenge to step outside the box. Pacing yourself makes a world of difference – and do some recon on the climb, too!

If you rode four or more TTs last year, please check what course you are timing. If the date does not work out, please let me know ASAP. Lastly, prior to every event, be sure to check the online schedule to verify that there has not been a course change. Be safe out there!

Helmets required and NO RIDING 2-ABREAST at any time.

For info contact Kevin Bessett at 434-6398
(kevinbessett@gmavt.net).

☞ **These events are FREE and open to all** ☞

(Subject to change -- visit www.thegmbc.com for the latest updates)

NOTE: Unless otherwise indicated, all events start at **6:30 pm** on Thursdays

Date	Course Name	When	Timers* / Notes
Apr	24	Cochran Rd Ext.	FRI 6 pm D White , C & J Willsey
	30	Little Chi-1or2 lap	6 pm D Belcher , D Tier , K Garen
May	07	Cochran Road Ext	S Fleming , J Schofield , G VD Noort
	14	Jonesville Short ***	K Bessett , J Grogan
	21	Huntington	K Bessett , P Gogo
	28	Westford***	K Bessett , J Bertelsen
Jun	04	Basin Harbor	K Bessett
	11	Upper Pleasant Valley	B Bailey , S Znamierowski
	18	Jeffersonville North	C Le Coz , S Dupuis
	25	Westford***	K Bessett , D Sessien
Jul	02	Smuggler's Notch ***	S Gaydos , T Hubbard
	09	So. Greenbush	K Bessett , A Lesage , A Miner
	16	Jonesville Short ***	J Williams , J Witmer
	23	Smuggler's Notch ***	K Duniho , R Phillips
	30	Huntington	K Bessett , S Francisco
Aug	06	Smuggler's Notch ***	B Anderson , J Davies
	13	So. Greenbush	B Bell , P Beliveau , K Bessett
	20	Westford***	J & O Hall
	27	Jonesville Short ***	K Bessett
Sep	04	NO EVENT	GREEN MOUNTAIN STAGE RACE
	19?	Fall Flat 40K	SUN 10 am TBD – volunteer(s) needed
	26?	Fall Hilly 50mi.	SAT 10 am TBD – volunteer(s) needed

KEY: * Timing assignments determined by rider participation last year.
 *** Part of the Championship Series (see below for more information).

How the Championship Series works: your fastest average speed at the Jonesville, Westford, and Smuggler's Notch courses will be averaged together to come up with an overall average speed for all three courses (each course must be ridden at least once). Awards will go to those who post the fastest overall average speed in their category, and to the overall fastest male and female. Anyone can race on a championship course, but only GMBC members are eligible to compete for awards.

Course Descriptions (see website for detailed information)

Basin Harbor: See website for more information.

Cochran Road Ext: 8.91 mi. Parking: See above, and at Honey Hollow parking lot on the Duxbury road. Start: See above. Course is same as above, but on way back, just before reaching start area, turn right onto the Duxbury Road and finish at Honey Hollow parking lot (about 1.2 mi from the turn). Caution: You are REQUIRED to **reduce speed** at this turn!

Fall Flat 40K and Fall Hilly 50: See website for information.

Huntington: 12.71 mi. Parking: At Brewster-Pierce School in Huntington Ctr. Start: At small bridge just north of the village and head south on Huntington Rd. to junction of Rt. 17. Turn around and head back to start area. Caution: Look for traffic when making u-turn.

Jeffersonville North: See website for information.

Jonesville Short: 16.15 mi. Parking: Along Rt. 2 off eastbound lane, west of start/finish area, (*all wheels must be off the pavement* to provide more space for passing bikes and cars). Start: On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the Waterbury Flea Market. Turn and head back to the start area. Caution: Look for traffic when making u-turn.

Little Chicago: 16.17 mi. Parking: Along Avery Road, about 3/4 mi. on left

after turning onto Little Chicago road from Rt. 7 in Ferrisburg. Start: Just before intersection of Little Chicago and Hawkins road. Head west on Little Chicago to stop sign, turn right onto Sand Road, at Kingsland Bay State Park entrance, bear right (road turns into Hawkins) and ride to stop sign where Hawkins meets Little Chicago (start area). Caution: If riding two laps, you are REQUIRED to **reduce speed** before making the turn to begin second lap.

Upper Pleasant Valley: 15.07 mi. Parking: Jeffersonville Town Hall. Start: Near intersection of Upper Pleasant Valley and Jeff Heights Roads. Head south on Upper Pleasant Valley, descend past the intersection of Lower Pleasant Valley Rd (now you're on Pleasant Valley Rd) and continue for approx. 3.5 miles. The turnaround is roughly 1/4 mi past the top of a steep climb. Turn and head back. Caution: Look for traffic when making U-turn.

Smuggler's Notch: 6.13 mi. (first 3.2 miles is flat to rolling). Parking: Along Stebbins Road. Please keep the road clear. Start: On Rt. 108 near intersection of Stebbins Road. Ride south on to finish just before large parking area at the top. Caution: It is a very fast descent off the mountain with a few sharp corners.

South Greenbush: 8.32 mi. Parking: Off Thompson's Point Rd, in field on left just before the railroad track (about 200 meters west of intersection with Greenbush Rd). Start: 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. Caution: Look for traffic when making U-turn.

Detailed Instructions for Timers

(additional info will be provided at event in easy to ready format)

Please be familiar with the course and rules. Hi-level summary of your duties:

- > Enforcing helmet usage and sharing the road.
- > Making sure each rider read's rules prior to sign up.
- > Informing riders to be discreet if nature calls, or be disqualified.
- > Keeping riders on grass-side of orange cones at start area.

> Reminding riders to yell start position 15 meters prior to finishing.

When to arrive: 1/2 hour before start-time.

Timing Gear and Instruction: provided by organizer.

Start Interval: 1-minute.

Compiling Results:

Before a rider crosses the line, shout "NUMBER" to get their start position.

If **no number** yelled, **write** in "?", and if possible, note jersey color.

Record number yelled in **right most column**.

Press SPLIT as rider crosses line.

If several riders finish closely, press SPLIT for each one.

Be sure to press the button firmly.

The watch has a memory so you can recall elapsed times at will.

Recording elapsed time – record in field to left of number yelled.

Get spilt displayed on watch or click RECALL to access memory.

If a rider is finishing, no problem, just click SPLIT.

Round to nearest second.

.50/100ths or greater then round up a second.

Calculating and recording finish time

Formula: Elapsed Time Minute value - Start Position

:53:03 – 10 gives a finish time of :43:03

:67:47 – 17 gives a finish time of :50:47

Record in Finish Time field for the rider by cross-referencing start position yelled (this is to right of elapsed time) with Start Position in Middle column

This is a little tricky. It helps leaving a finger on elapsed time and putting pen in applicable box.

Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads and you will be riding at your own risk. You must obey all traffic laws. GMBC assumes no liability.

Use a bathroom prior to arriving – if nature calls, **you must be discreet or be disqualified.**

Know the course, turns, intersections, and danger spots.

A helmet is mandatory at *all times* -- eye protection recommended.

NO RIDING TWO ABREAST at any time.

Always ride on the right side of the travel lane **unless** in areas where riding in the lane is safest (such as on fast descents).

Look behind you before passing or turning around.

If you are **held up by traffic at a turnaround** point, let the timers know -- your time will be adjusted by how much you think that you lost (be safe and do not chance it).

On the start sheet, the number to left of your name indicates your start position (example: 11 indicates you will leave 11-minutes after the event started).

How not to miss your start time: start a timer on your computer when the official watch starts. That way you will know exactly how much time you have left.

Proposal for a “JV” Time Trial Series

Cathy Ryan

When the weather is warm enough, I commute to work from Hinesburg to UVM once or twice a week, and I enjoy weekend rides with friends. I also love Strava, and can be somewhat competitive – mostly with myself, but also against others. So one day, when a coworker and I were talking Strava, he suggested I participate in the GMBC Time Trial series. This winter, I decided that one of my cycling goals for 2015 would be to participate in the TT Championship Series. Then I saw Kevin’s email saying that this year’s TT Championship Series would likely have Smuggler’s Notch replacing the South Greenbush

course due to problems at that course, and he added that it might be interesting to add this challenging course to the series for this year. Just my luck... I've only done Smugg's once, and I had to stop and rest multiple times. Not exactly a time-trial-worthy performance.

Of course, I (and everyone else who gets a bit queasy at the thought of *racing* up Smugg's) can participate in any of the individual TTs without being part of the Championship Series. But a series gives people a concrete goal – something to shoot for. Plus, a bit of friendly competition can help all of us improve.

So I proposed an idea to Kevin – a “Junior Varsity” TT Series. Three relatively easy courses, each being offered on at least two occasions, would be used to compile an alternative series leaderboard. Like with a JV sports team, the goal is to give the less-than-elite a venue to compete. To be included in this easy-going series, all you have to do is ask to be included. Those who frequently finish TTs in the top quartile would be highly discouraged (“mocked” might be the right word) from participating in the JVTT, but it's open to all. It's also fine to participate in both the regular Championship Series and the JVTT Series. I've got August 6 (the final Smugg's TT) on my calendar, and who knows – I might just try it. Unlike the Championship Series, there wouldn't be any plaques for the winners. Maybe there would be baked goods awarded, or some other fun little prizes.

Of course, even though time trial newbies are welcome, all participants must have some bike experience – you must know the rules of the road and be able to turn around in the road safely at the turn around point.

At this point, you may be asking yourself whether JVTT is right for you. The more relevant question is, are YOU right for JVTT? I welcome you to come participate in the JVTT series if one or more of the following applies to you:

- Your helmet has a visor.
- You can comfortably walk in your cycling shoes.
- Your bike has one or more of the following – a touring or commuting rack, a bell, fenders, a kick stand, a mirror, a handlebar basket (bonus points if it's wicker), a price tag of less than \$1K.
- One of your long-term cycling goals is to kick ass at the Vermont Senior Games. *[that goal would eliminate most riders who might otherwise meet these criteria – check the TT speeds of those Seniors who do 'kick ass' – ed]*
- You don't know and you don't care whether your sunglasses are supposed to go over or under your helmet straps.
- You don't really know what “embrocation” is, but it seems strange that it apparently has something to do with coffee.
- Your “training” rides typically involve a stop at a creamie stand or the Bristol Bakery.
- This is by far your favorite cycling video: tinyurl.com/catbasket

And one last thing – if any JVTT participants *do* decide to try Smugg's, success is defined as follows: you make it to the top, before dark, without puking. That's it.

It's 2015. **Have you renewed your membership?** You'll be eligible for discounts at Alpine Shop, Skirack, Synergy Fitness, Earls Cyclery, Action Sports Optics, Catamount Outdoor Family Center, FitWerx, Intelligent Fitness, Inspire Physical Therapy, Sustainable Wellness Massage, The Bike Center, The Edge Sports and Fitness, Vermont Chiropractic and Sports Therapy, Vermont Fit, White's Green Mountain Bicycles and Outfitters. And this newsletter!

LEVI LEIPHEIMER'S GRAN FONDO

John Stuart

During the middle of the winter of 2012, my daughter called from California to ask if I would like to register for Levi's Gran Fondo scheduled for September. My son-in-law had ridden the event in 2011, but I knew little about the event and, to be honest, was not exactly enthusiastic about participating. More than 30 years had passed since my competitive cycling days and other than the occasional Tour de France, I had lost track of what was occurring in the cycling world. Although I had begun riding again in 2009, I had returned to cycling solely as a means of exercise. My bikes and equipment were now considered 'vintage'. While I have enjoyed my return to cycling, I wasn't really sure whether I wanted to take the next step and prepare for something that required a larger commitment in terms of time and energy. Also, I did not harbor any illusions about the preparation needed for such a test.

However, I went to the website, filled in the requisite info and paid the entry fee. Without much background, I embarked on a training program that was more mileage-intensive than the previous two years and felt secure in my knowledge that Vermont's rolling hills would adequately prepare me for what I would find out west. To be safe, I threw in a few rides up Smuggler's Notch (north side) followed by the fast descents back to Jeffersonville. I studied the Fondo race course on topo maps, the profile of the route and videos on YouTube. Of course, the maps and film provide an alternative version of the truth.

Jokingly, I referred to the Gran Fondo (great ride in Italian) as the Grand Fondue. My insouciance for that feeble attempt at humor was amply repaid on September 29, 2012 when I lined up with more than 7,500 riders to begin what can only be described as an adventure of epic proportions.

I rode the Medio course which was nearly 62 miles long with more than 4,200 feet of climbing that started in Santa Rosa, CA; went west to Occidental; south along portions of the Russian River Valley and the Pacific Ocean, and then east to Occidental before returning to Santa Rosa. The route passed through vineyards, redwood forests, a majestic river valley, the Pacific coastline and then up Coleman Valley Road, a narrow steep winding road featuring an eight mile climb from the coast to the highest point on the course. That was followed by some high-speed descents through narrow heavily pot-holed, occasionally wet surfaces that led back to the flat approaches to Santa Rosa. The Gran course was 103 miles, which I wisely avoided, has 9,600 feet of climbing and includes the famed *hors categorie* (out of category) King's Ridge Road. Coleman Valley and King's Ridge are the featured climbs on one of the stages in Tour of California frequented by professionals each spring.

Riders are timed by a microchip in the race number with activation occurring when you cross the start line and ending when you return. It is not a race, per se, and you ride at whatever pace you desire; however, most of the people I rode with were quite aware of the clock and the pace was reminiscent of a race at times. Given the large number of riders and the potential for crashes, I was very impressed by their bike handling skills, discipline and general awareness of other riders, cars, trucks or obstacles when they were encountered.

As I mentioned, prior to the start I was confident that my training program on the hilly Vermont roads would serve me well. I had established and met a goal of 2,500 miles on routes that varied from rolling to long steep climbs such as the approach to Smugglers Notch. So, how did I do? I would say mixed results at best. In my age group, I was 17th out of 81 riders, but I was far behind the winner at the end. Half-way I realized that I was unaccustomed to the sustained pace and obviously would have benefited from some fast group rides back in Vermont before heading west. As such, I was a little cooked before the

ascent of Coleman Valley Road which was the longest climb of the day. Combining grades that sometimes reached 14-16% and distractions along the way in the form of cattle guards (a real treat if you haven't experienced it), I was fried by the time I reached the top of the last climb. In the parlance of my old race days I had 'bonked' and suffered mightily for the balance of the ride. Adding to my problems I bypassed several well-provisioned rest areas provided by the organizers when more fuel and water would have been the better of my choices.

The finish in Santa Rosa included a great festival featuring food (much needed), live music, great beer and unending equipment manufacturers' exhibits that were all part of the entry fee. Needless to say, a great conclusion to a hard day!

So, how would I describe my Gran Fondo experience? While I am at a loss for a single word to describe the experience but several come to mind: exhilarating, dangerous (at times), demanding, and grueling. Yet, once I had gotten some food and drink in me I was confronted with the big question: Would or even should I do a ride like this again? Bottom line: I think it is important to test oneself or honestly evaluate the pluses and minuses and I've since decided to return for the 2013 event; so, here are my observations leading to that decision.

Highs and Lows

- Paceline --- The route to the Pacific Ocean (Occidental Road, Mill Station Road, Sullivan Road, Graton Road and Bohemian Highway) provided some of the fastest segments of the Medio and reminiscent of my many road races from the past (with the exception of Mill Station which is a crappy road and slow). Riders in the groups were disciplined, fit and a pleasure to ride with.
- Route 1 --- After crossing the Russian River we turned south on Pacific Highway 1. Along the way there were several sections having double reverse curves that involved sharp downhill curves with increasing speed

into a second and reversing curve that was quite technical while building additional speed for the exit. The experience was analogous to carving a high speed GS ski turn on a progressively steeper trail. Quite fast and a real rush if correctly executed.

- Coleman Valley Road --- After 32 miles of hard riding, Coleman Valley looms with a series of climbs over a distance of eight miles, some sections having grades of upwards of 16%, followed by a steep, narrow, pot-holed descent into Occidental. One particular downhill section (think a mountain couloir) included a 90 degree turn that had hay bales piled high to prevent riders from sailing off into space if unsuccessful in negotiating the corner. On the climb, there are a series of ‘cattle guards’ that run 90 degrees to the direction of travel and are intended to contain cows. They are tricky in that the front wheel has to be perpendicular to the tubular grates and attention grabbers when wet from the early morning fog.

The lessons learned are as follows:

- Prior to the Gran Fondo in 2013 I will need more **quality** miles. Specifically, I will have to do time trials and participate in group rides at race speed.
- Fix some physical problems such as the lower back and interior knee pain. A better strength program is also needed.
- Get a proper fit for the bike including geometry, cleat position and frame size.

I rode the 2013 AND 2014 LL Gran Fondos, and am planning on 2015 too. For 2014, Training Peaks training (GMBC’s Steve Gaydos my coach) got me in great shape which resulted in a PR and placing 76th out of 948 Medio males: 1st 70+ age group, 1st 65+ age group, 6th out of 70 in the 60+ age group.

GMBC Wednesday and Saturday “VP” Rides

John Williams

Hey all, as I write this, I’m still sliding on the bountiful winter snow cover with which we’ve been graced. I’ve had some epic adventures and blue sky powder days along the way! But I’m beginning to turn my attention to the imminent cycling season! Hopefully each of you has been able to enjoy winter, stay in shape, and find yourself ready and looking forward to cycling. We already jump-started the Wednesday ride series with an “Early Edition” ride on March 11. On that warmish (upper 40s) evening, a peloton of two rolled out onto Cochran Road, Duxbury Road, a climb up Wes White Hill, and return. As soon as weather and road conditions look favorable we will resume the Wednesday ride series for the season – hopefully already in play when you read this. I’m also sketching out some plans (in my head) for possible additions (and long-ish rides) for the Saturday VP rides.

Looking Back

Importantly, I want to thank all of the riders who participated in the Wednesday and Saturday rides – especially those who helped me organize and roll out each group on Wednesdays. Thanks to those who participated in our weekly pre-ride briefings on road etiquette and safe riding practices. We will continue this in 2015 in an effort to keep things as safe as possible. As far as I know, we had a safe season in 2014, perhaps with one or two close calls. We need to do all that we can to anticipate and prevent dangerous situations from developing at any time throughout the ride season.

The Saturday VP ride group was great. We had some awesome rides, a preponderance of climbing, exhilarating pacelines, camaraderie, and some great descents on beautiful Vermont byways.

Looking ahead

Wednesday rides: The time (6pm), location (Dorset Recreation Park, Wheeler lot), and group size (12 or fewer per group) will remain the same for 2015, with relocation of parking under high use times. These are fitness rides with groups going out in order of anticipated speed (A, B, and C). Experience with paceline

riding is expected for these rides, especially for the A and B groups. New riders who are developing riding skills should join the C group initially, and then perhaps filter into faster groups as fitness and experience progresses. We do encourage new and visiting riders to join us and we will try to place you in a group that works best for you. Information on the Wednesday ride series can be found on the GMBC website.

Saturday VP rides: In 2014, a core group showed up for the Saturday rides. Hopefully everyone (and more) will return for 2015! Like the Wednesday rides, these rides fall into the category of fitness rides – spirited, but not race pace. Paceline riding comprises large segments of the Saturday rides with splits and regroupings happening on climbs and regroupings at major intersections. The rides tend to be exploratory and often include climbs and gaps and distances of 40-80 miles. The rides are fun and offer up the benefits of rider camaraderie and we pass through some of Northern Vermont's most scenic areas. Last year we visited most of the Vermont gaps and notches – some several times. We also held a favorite ride in the Whiteface, NY region culminating with the epic climb to the top of Whiteface on a gorgeous day. For most rides I send out a map of the route with elevation profiles, etc. a couple days before the ride. I hope to continue along these lines for 2015. Beyond the many routes that we've frequently visited, and will visit again, I have some ideas churning around for consideration. Here they are:

I'd like to resurrect the Mad River Century Ride in an informal way – as a Saturday VP ride. This is a great 100 mile loop nestled on valley roads from Waitsfield to Montpelier, south to Bethel, and then north via Rochester, Granville Gulf, etc. on Rt. 100. This route has rolling terrain but no major climbs! I'd like to pick a favorable weather day to do this one.

I'm considering a circumnavigation of Lake Champlain if riders have an interest. Could we do this with one overnight such that we do it with two days of riding? I will be soliciting your thoughts and ideas about this and evaluating advantageous routes.

The Vermont 100/200 that Steve Barner organizes holds an attraction to me. I've never done it but would like to add it to my ride resume. How about you? Perhaps we could fold this into the VP ride series?

Any suggestions that you have for VP rides are always appreciated and will be included when possible (makes my job easier!).

Typically when we start rides from remote locations, I also encourage riders who cannot make the travel commitment to meet at the Wheeler lot for a more local ride.

The VP ride season will start in mid to late April once my commitment at Smuggs is finished. Early season rides will be based locally (Wheeler lot start area) with routes sometimes simply decided by consensus just before rolling out. Any thoughts, suggestions, questions about the Wednesday or Saturday Rides can be e-mailed to me directly at jww5@myfairpoint.net.

I'm looking forward to seeing everyone soon. In the meantime, get out and ride!

GMBC Clothing

John Witmer

GMBC's clothing for 2015 continues the popular vibrant colors introduced in 2013. It features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from previous years. There are some images on the GMBC website; take a look!

The first of two 2015 orders has been placed. The second order deadline will be June 1.

To order inventory clothing, use the inventory order form on the GMBC website. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. The clothing is made by [Voler](#).

Add payment for shipping if you want your items mailed to you. This is generally recommended for those who don't regularly see me during the week.

Note on sizing: vests, jackets, and arm warmers are in men's sizes only. For women who may want mens' size items: Women's sizes run about 1 size smaller than men's. For example, if you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug.

Voler's sizing chart: <http://www.voler.com/help/#HelpSizingCharts>

Note: 2015 items listed here are inventory from the first order; arriving late April. The full set of Voler/GMBC items are available via Voler online ordering.

Size Qty Price Total Year/Item

_____	\$51	_____	2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (S-L)
_____	\$53	_____	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (S-L)
_____	\$53	_____	2015 Shorts (GMBC/Synergy) (S,L)
_____	\$56	_____	2015 Bib Shorts (GMBC/Synergy) (S-XL)
_____	\$51	_____	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M,XL)
_____	\$53	_____	2014 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (XL)
_____	\$56	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____	\$53	_____	2014 Shorts (GMBC/Synergy) (M)
_____	\$56	_____	2014 Bib Shorts (GMBC/Synergy) (M)
_____	\$51	_____	2013 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)
_____	\$56	_____	2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
_____	\$53	_____	2013 Shorts (GMBC/Synergy) (M-XL)
_____	\$56	_____	2013 Bib Shorts (GMBC/Synergy) (XL)
_____	\$53	_____	2013 Wind Shell Jacket (GMBC/Synergy) (M,L)
_____	\$24	_____	2013 Arm Warmers (GMBC/Synergy) (M,L)
_____	\$43	_____	2012 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	\$45	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
_____	\$47	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____	\$43	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	\$15	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	\$43	_____	2012 Wind Shell Jacket (GMBC/Synergy) (M)
_____	\$12	_____	2012 Gloves (GMBC) (S)
_____	\$18	_____	2012 Aero Shoe Covers (GMBC) (M,L)
_____	\$30	_____	2012 Thermal Booties (GMBC) (M,L)
_____	\$43	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (S,M,XL)
_____	\$43	_____	2011 Shorts (GMBC/Synergy) (M,L)
_____	\$45	_____	2011 Bib Shorts (GMBC/Synergy) (S)
_____	\$15	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	\$43	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	\$12	_____	2011 Gloves (GMBC) (S,M)
_____	\$43	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	\$45	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	\$43	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	\$45	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	\$15	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	\$12	_____	2010 Gloves (GMBC) (M,L)
_____	\$47	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	\$43	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	\$15	_____	2009 Arm Warmers (GMBC) (L)
_____	\$43	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	\$12	_____	2009 Gloves (GMBC) (S-L)

- _____ \$ 5 _____ 2007 Arm Warmers (GMBC) (S,M)
- _____ \$22 _____ 2003 Short Sleeve Jersey (Invensys) (S)
- _____ \$17 _____ 2002 Short Sleeve Jersey (Invensys) (WM,WL)
- _____ \$10 _____ 2002 Shorts (FourStar) (S)
- _____ \$10 _____ 2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

Clothing total: _____

Shipping:

1 item: \$4.00

2 items: \$7.00

3 or more items: \$9.00 _____

Total: _____

Name: _____

Address: _____

Phone: _____

Email: _____

Mail to:

John Witmer

147 Lamplite Ln

Williston, VT

05495

The Green Mountain Bicycle Club 2015 Club Application

Today's Date: _____

Spring 2015 Issue

Select type of membership:

[] Single: age >17 \$20 [...] Single: age <18 \$10
[] Family \$30

Were you previously a GMBC member?

[] Yes [] No

Are you a League of American Bicyclist member?

[] Yes [] No

May we make your address available for 3rd party mailing lists?

[] Yes [] No

Would you like a GMBC window sticker?

[] Yes [] No

Please fill out the following for yourself (you will be the primary member):

NAME:				
ADDRESS:				
CITY, STATE, ZIP:				
EMAIL:				
HOME PHONE:				
NAME OF MEMBER	DATE OF BIRTH	SEX	USCF CATEGORY	NORBA CATEGORY
<YOURSELF>				

List emergency contacts (This data will appear on each of your ID cards) [] Check to use last year's data
NAME
RELATION (optional)
PHONE

CONTACT 1: _____

CONTACT 2: _____

Please answer the following to help us determine the activities the club should pursue:

What are your interests? [] Touring [] Fitness [] Mountain Biking [] Commuting

Check all that apply: [] Road Racing [] TimeTrials [] Criteriums [] Bike Advocacy

Would you like to serve on [] Touring [] Newsletter [] Time Trial [] Mountain Bike
any of these committees? [] Practice Crit [] Public Service [] Green Mountain Stage Race

Would you be willing to help with the downtown Burlington criterium on Labor Day? [] Yes [] No

Please make check payable to **GMBC** and send to:
(Allow 4-6 weeks for processing)

GMBC, PO Box 492
Williston, VT 05495

PRSRT STD
U.S. Postage
PAID
Montpelier, VT
Permit No. 61



GMBC Perspectives
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