



Perspectives

Volume 34 • Issue 1 Spring 2022

From the Desk of the VP

by JOHN WILLIAMS

Wednesday Rides: Our opening Wednesday Night Ride (WNR) occurred on April 6 on a warmish night with about 25 riders. Great turnout for an early season ride! We will continue the spring and summer WNRs with

a start time of 6 p.m. each week, weather dependent. In early fall we move the start time earlier to accommodate finishing near sunset. This is a fitness ride with 12 or fewer riders sent out as a group. Familiarity and understanding of the dynamics of group riding is essential to safe participation.

Saturday “VP” Rides: These rides will have started by the time you read this! As in prior years, we will visit many of our favorite routes in the local area – some “flat” routes, gap and notch routes, island rides, gravel rides, etc. If you have a favorite route that you think riders would enjoy, please let me know (jbikenski@gmail.com).

Renew your membership for 2022 and sign the waiver! You can go to Green Mountain Bicycle Club (thegmbc.com) to renew your membership. Importantly, all participants, regardless of membership category must sign a GMBC waiver, once per season. There are many benefits that come with GMBC membership: Fitness/Training Rides, Touring Rides, Race training rides, Time Trials, Introductory Rides, Gravel Rides, bike shop discounts, camaraderie, healthy living, and fun! 🚴



PHOTO CREDIT: TOM BROIDO



News from the Richard Tom Foundation

by JOHN WILLIAMS

Richard Tom Foundation/Catamount Outdoor Family Center Fat Bike Rally

On January 23, the Richard Tom Foundation (RTF) and the Catamount Outdoor Family Center hosted a Fat Bike Rally, offered free of charge to participants. We had ideal weather (not too cold, not too warm) and perfect grooming to start the day. Although we didn't have bike shop support for demo bikes due to low inventory, between Catamount rentals and some loaners to RTF, we managed to provide bikes to everyone, with approximately 50 enthusiastic participants. Not only

did we feed all riders, but we also fed the skiing community thanks to the efforts of Board Member Chris Morrissey and his wife Samantha (carrying baby Theodore, since born)! The grilled sandwiches were delicious! Our mini "Velo Village" included the RTF tent, Little Bellas, and Pride Rides. Guided group rides departed on the hour. Since many (RTF, Little Bellas, and Catamount) pitched in throughout the day, I was lucky enough to have several rides through the beautiful Catamount

Forest trails, starting out early in the day with friend Maggie when the trails were pristine.

GMBC Members Todd Gray and Jim Watkins held their informal, but now traditional skate ski vs. fat bike race. I don't know the outcome, but perhaps Kelly Lavallee has an unbiased opinion?

Plans are already in the works for RTF/Catamount Fat Bike Rally 2023. Hope you can be there! 🚲



PHOTO CREDIT: JOHN WILLIAMS

News from RTF

by JOHN WILLIAMS

Seventh Annual Richard's Ride Powered by VBT Bicycling Vacations

Richard's Ride is moving to our traditional spring schedule now that the pandemic is easing, and social restrictions have been relaxed. Our event is scheduled for **Saturday, May 21**, hosted at Cochran's Ski Area. As in prior years we will have a wide range of rides available to accommodate riders from 9 to 90! Riders will be treated to breakfast waffles offered by Little Bellas and post-ride food provided by Dakin Farm and Sugar Snap Catering, along with a brew or two (for adults) from Stone Corral Brewery.

Face painting will be offered to children from 12:15 to 2:15. Shown below are the ride offerings. At this writing, we already have 57 riders registered.

This year's special gift to the first 200 riders: RTF Defeat Bicycle Socks!



**Register at: Richard's Ride
2022 Powered by VBT
Bicycling Vacations Online
Registration (bikereg.com).**

The ride selection:

Richard's 5 (Road or Trial): An out and back route free to children under 17. For "Young Roadies" Cochran Road will be closed to through traffic. For "Young Trail Riders", a guided trail ride along the Winooski shore will be offered. Celebration Station at the turnaround location.

Richard's 15: Previously called Richard's Family Ride, this route takes in Cochran Road and scenic Duxbury Road as an out and back ideal for families and friends as a relaxed pace ride. One food stop at the turnaround location

Richard's 30: This loop heads north and south of Cochran's on a marked route with rolling terrain. One food stop at about Mile 16.

Richard's Gravel 40 or 50: A challenging, unsupported ride through glorious, low traffic gravel roads. No RTF food stops along the way. Carry your own, or stop at the Huntington store.

Richard's 70: This marked route heads north from

Cochran's through Cambridge, Fletcher, and Fairfax with the famous "Richard's Surprise" on Buck Hollow Road. Two food stops.

Richard's Technical MTB: Mountain bike loop on Cochran's challenging trails and single-track terrain. Options of 10K and 20K. Great views along the way! Cochran's Enduro track will also be open to riders.

Importantly, funds raised through Richard's Ride help RTF support many other local bike programs. Your participation helps us to expand our partnership relationships. RTF actively supports (through financial aid and

bike gear) organizations that help to develop healthy lifestyles for children and adults:

- **Little Bellas:** MTB Camps for Girls
- **MTB Camps:** for kids at Catamount Outdoor Family Center
- **Local Motion:** Bike Smart Program and Bike Advocacy Support
- **Old Spokes Home Youth Shop:** Provides a bike, helmet, and bike care training to youth
- **RTF Bikes for Friends Program:** RTF provides a bike and helmet to children (at no cost to qualified recipients) through participating bike shops Cool Motion Outdoor Sports (Bristol) and Bootlegger Bikes (Jeffersonville) in partnership with the Cambridge Area Rotary.
- **Jackalope Northeast Cycling:** RTF provides financial support to junior racers through race registration reimbursement and equipment support.

Register now at the link provided above and enjoy a day of cycling through Vermont's roads and trails while also sharing post-ride food, drink, camaraderie, and stories. Your participation supports RTF and by extension, our partners listed above.

We need volunteers! Some volunteers offer to help for part of the day and can ride one of our routes. Also, we have three levels of Richard's Ride Sponsorship: Yellow Jersey Level, Green Jersey Level, and Polka Dot Jersey Level. Please contact us at richardtomfoundation@gmail.com for more information. Many thanks to our sponsors and volunteers who help us run a successful event each year. 🚲

Top Ten List on Avoiding Mayhem (and Hassles) While Cycling

by WILLIAM REGAN

Each spring, we cyclists dust off our bikes, dig out the lycra from underneath the fleece, and try to get our minds and muscles to remember what it felt like last fall when we were in peak form... meaning as good as we were going to get last season. And each spring, all of us – experts and novices alike – need to remind ourselves that the best rides end with food and drink shared among friends, not a trip to the ER or worse. With that in mind, and due credit to David Letterman's old show featuring Top Ten lists, here we go:

10. Make our voices heard. No, we shouldn't yell at people while we ride. But we should take the time to let our elected officials know that better cycling infrastructure is important to us and our communities. Bike lanes, wider shoulders, share-the-road signs, and bike paths are example of infrastructure that would make us all safer. And road projects that are designed from the beginning for all users, including cyclists, avoid expensive retrofitting. But none of it will happen unless the public pushes for it.

9. Learn and teach. Most of us at some point had to figure out how to ride safely with traffic. Take time, especially early in the season, to reacquaint yourself with best practices. You might even ride with friendly and experienced cyclists, such as those leading the introductory rides that GMBC offers each season (see the "events" section of the club website for more info). Once you get pretty good at it, help someone else figure out how to be safe on the roads. Even expert riders need feedback from time to time, so don't be shy about taking your Cat 1 buddy aside and letting her know that her *&^%\$@ move back there almost resulted in a crash.

8. The road less travelled. There is often a quieter, less busy, and safer road to ride than some of the major thoroughfares around here that see a lot of cycling traffic. Be choosy and creative about your routes, and find the road nearly parallel to the one with high-speed traffic, no shoulders, blind hills and curves, etc. You might add some miles in doing so, and travel on a few hard-packed dirt roads, but that shouldn't put off this crowd.

7. Anticipation. We ride in part for the pleasure of doing so, getting lost in thought and conversation as we go through some of the most beautiful scenery around. But we should always be thinking ahead,

planning our next move before we have to make it. What will I do if that guy turns in front of me? What's my plan if a distracted driver crosses the centerline? What's my escape if that dude tries to pass me right now even though a car is coming from the other direction?

6. ABC quick-check. That's League of American Bicyclists lingo for what you should do before each ride. Check the **A**ir in your tires and ensure they are in good working order. Check the **B**rakes for proper functioning. Make sure the **C**rank/**C**hain/**C**assette work well. Finally, ensure that your quick-releases are firmly closed. This takes only a couple of minutes and can save a lot of time and trouble later on.

5. Helmets. Yea, we know and, with very rare exception, we do. But please consider a brightly-colored helmet for your next one. Literally, nothing is higher and thus more visible to drivers than what's on top of your noggin. You want your helmet to stand out, not blend in with the color of the road.

4. Hand signals (but not that kind!). If you ride around here enough, you know that many drivers are unsure what to do when they encounter bikes. Cyclists can help drivers by letting them know what we plan to do before we do it, including by using hand signals before making turns and stopping, making eye contact, waving someone ahead at an intersection, and smiling and mouthing "thank you" when appropriate. It may be tempting to use a different kind of hand signal when a driver is dangerous around us, but that won't help make the situation safer, and may just piss off someone already inclined to view us as adversaries.

3. You're so vain. You probably think this one is about roadies, but go ahead and put a mirror on your bike or helmet. Some are so small and discreet that your friends will have to look hard to notice you are using one. Situational awareness is the name of the game, and a \$10-20 investment will



PHOTO CREDIT: TOM BROIDO

let you see what is coming up behind you before you change lanes or swerve to avoid that pothole. Yes, some of us swear by Garmin's bike radar to offer similar awareness, but that will set you back quite a few cases of craft beer. Besides, a mirror lets you check and see how fabulous you look during roadside breaks.

2. Superman beats Batman. In a contest between a 20-pound bike and three tons of steel, the cyclist who follows the law (even when drivers aren't) and is predictable and courteous will enjoy better outcomes than the troubled rebel who emerges from his/her bat-cave to blow through red lights and stop signs, impede traffic by not letting cars pass safely, and give the bird to anyone who dares to complain. Even if you have the legal right to do certain things on the road doesn't mean it makes sense to do so, so rely a little more on your inner Clark Kent and less on the Dark Night. Commissioner Gordon and the good people of Gotham will see you as a responsible road user rather than demonize you (and the rest of us on two wheels) for appearing to be above the law, common courtesy, and common sense.

1. Bright clothes and bright lights make for a bright day. Being seen is the first step to avoiding being hit. Blow off the gear manufacturers that insist on dressing us head-to-toe in black, grey, and dark blue (Rapha – we're talking to you). Go ahead and splurge on the \$60 strobe to replace the \$15 one that doesn't do squat until the driver is so close they can count the sprockets on your cassette. Sure, bright stuff costs money, but it is a small fraction of the purchase price of your steed and pocket-change when compared with the aftermath of an avoidable crash. 🚲

Book Review

by PHIL LITTLER

The Haywire Heart

This is a review of *The Haywire Heart*, VeloPress, 2017, by Chris Case, John Mandrola, MD, and Lennard Zinn. All three authors are athletes, two of whom write for *Velonews*. The book is well written, directed to the layperson, and has many interesting case studies; however, I would not recommend the book unless you have a particular interest in cardiac pathologies. The book is over 300 pages (including notes, glossary and index) and all of those pages are focused on one main thesis: that extreme athletes may have damaged their hearts and those damaged hearts may have electrical problems that might cause cardiac arrhythmias or atrial fibrillations (AF or A-Fib). They provided at least one example where A-Fib became a near-death experience.

They break down cardiologists into "plumbers" and "electricians". One example of a plumbing problem is the massive myocardial infarction of James Fixx (1932, NYC - 1984, Hardwick), and the difficulty in outrunning your lifestyle and genetics. One of the several case studies of electrical problems (the focus of the book) is the world-champion Ironman Dave Scott, who exercised 40+ hours a week, and after an incident of atrial flutter, had to rethink his priorities and relationship to exercise. When a cardiologist sees a fit athlete in his/her office, especially if they are young or female, they often dismiss the athlete's problems simply because they are not the typical cardiac patient (an older overweight and out-of-shape man).

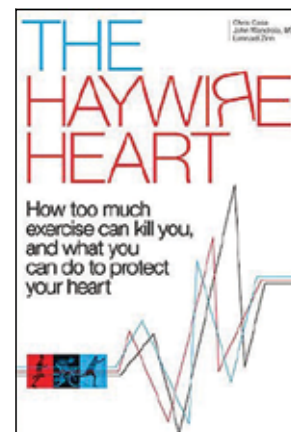
The book does highlight what should be of concern in terms of abnormal activity:

- racing heart
- chest pressure or pain, especially during exertion - call 911
- labored breathing, out of proportion to the exertion
- fainting or near fainting

These symptoms should all be evaluated by a doctor. Less worrisome (but still may require a doctor's visit) are palpitations, low power, excess fatigue, and excess irritability that may suggest more rest, better nutrition, less alcohol, and less stress.

There are several solutions proposed in the book that include changes in lifestyle, various drugs, and surgery. Rest is very important for any athlete. Several supplements are considered helpful, but aspirin and other NSAIDS may not be worth the side effects.

Few of us have the problem of too much exercise or being addicted to training, but for the very few of us that do, we should be aware of the consequences of too much training and should make the effort to understand the issue. The takeaway of the book is that very fit athletes can have cardiac issues and that the medical community (at least at the time of publishing) may not be fully aware of this. 🚲



2022 Time Trial (TT) Series

by KEVIN BESSETT

It's April as I draft this and TTs are just around the corner! There are two noteworthy items this season: (1) a new course in Stowe on Randolph Road (watch the *Listserv* for more info as well as the website); and (2) the championship series is paused. There are a few reasons for the pause. One is that not having to visit each championship course three times opens up the schedule to visit other courses (hence the new course and a visit to another that has not been visited in four years). The other reason is that I'd like to change how the championship series works. I want to explore awards based on participation and course difficulty. Stay tuned.

If you are unfamiliar with a TT, it is the race of truth: just you starting and pedaling alone (no drafting) as hard as you can for the length of the course. The goal is to not blow up during the ride, which would slow you down, so you have to measure your efforts, especially on hills. TTs are not for the faint of heart, but you are in control of your effort. They become brutal only when you are continually over your limit, and that isn't how to ride a TT.

Club TTs are not full of people in funny looking helmets and on futuristic bikes. People of varying abilities show up and that is what's great about it. There is no pressure; everyone is pretty laid back and appreciates each other's efforts.

Courses are spread out over three counties, ranging from six to over 16 miles, and come in not-very-hilly to hill climbs. These are free. The only ask is that if you ride in three or more events in a season you time one event the following season (this sounds strange, but it is easier than trying to find people to time during the season). Timing is pretty easy, and you are asked to help because I can't do it all myself.

I hope to see you at a TT this season! If you have any questions, please reach out to me.

2022 Time Trial Schedule

Subject to change.

Stay up to date via the *Listserv* or visit www.thegmbc.com.

NOTE: All events start at 6:30 pm on **Thursdays**

Date	Course Name	Timers* / Notes
May	5 Jonesville (short course)	J Bertelsen, J Witmer
	12 South Greenbush	D Barbic, P Briley, D Rath
	19 Jonesville	M Burnod
	26 Huntington	G Van Den Noort
June	2 Smuggler's Notch	M & W Clifton, M Marchand
	9 Jonesville	B Keats
	16 South Greenbush	N Chabot, K Garen, J Grogan
	23 Dunsmore	K Bessett
	30 Huntington	K Bessett
Jul	7 Duxbury (gravel)	B Dillon
	14 Bolton Hill Climb	B Conchieri, R Phillips
	21 Randolph Road (<i>new</i>)	TBD
	28 Huntington	J Oakley
Aug	4 Jeffersonville North	M Meredyth
	11 Jonesville	J Willsey
	18 Upper Pleasant Valley	S Dupuis
	25 South Greenbush	S Berry, J Brannen, D White

* Timing assignments determined by rider participation last year.



2022 Time Trial Schedule

For info contact Kevin Bessett at
kevinbessett@gmavt.net

These events are FREE and open to all

Course Descriptions

(see website for detailed information)

Bolton Hill Climb: 6.86 mi. **Parking:** At rest area on Rt. 2 in Bolton (about 2-miles east intersection of Bolton Valley Rd. on Rt. 2). **Start:** At parking area, head west on Rt. 2. Take right on to Bolton access road and finish at top. **Caution:** It's a very fast descent off the mountain with a few sharp corners. **At top, keep voices down so not to bother residents!**

Dunsmore: 9.35 mi. **Parking:** St. Albans Bay Park parking lot. **Start:** At opposite side of Route 36 from parking lot, and head north on 36. Right onto Newton Road and ride for several miles, then right onto Dunsmore Road. Finish on Dunsmore about 1/4 mile before route 36. Return to the parking area immediately after finishing the race

Duxbury (gravel): 8.35 mi. This is a gravel road TT. **Parking:** Areas around intersection of Duxbury and Camel's Hump roads. **Start:** At bridge just east of this intersection, head to Waterbury (road will change to pavement), turn ride West (changes back to dirt), past the start area and the Camel's Hump road, to where the dirt changes back to pavement. **Caution:** Look for traffic when making U-turn.

Huntington: 12.71 mi. **Parking:** Brewster Pierce school in Huntington Ctr. **Start:** Small bridge just north of the village. 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: 16.59 mi. **Parking:** As Jeffersonville fishing access/pull-off on Rt. 108, just north of the rotary. **Start:** End of guardrail on south side of parking area. Head north on Rt. 108 for 8.3 miles. The turnaround is at the top of the second steep climb. Head back to the start area. **Caution:** Look for traffic when making U-turn.

Jonesville: 16.15 mi. **Parking:** Along Rt. 2 on east-bound lane (all wheels MUST be off the pavement so more space for passing bicycles and cars). **Start:** On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the entrance to Sun Common building. Turn and head back to the start area. **Caution:** Look for traffic when making U-turn.

Jonesville (Short Course): 11.3 mi. **Parking:** Smiley School. **Start:** On Rt. 2 (1/5 mile east of Bolton Access Road), head east for 6 mi. to the entrance to Sun Common building. Turn and head back to the start area. **Caution:** Look for traffic when making U-turn.

Randolph Road: Details posted on website after course laid out.

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.

Upper Pleasant Valley: 15.07 mi. **Parking:** At church across the road from Smuggler's Notch Inn. **Start:** At intersection of Jeff Heights Road with Upper Pleasant Valley. Head south on Upper Pleasant Valley, the course rolls for next 3 miles into a fast descent to the intersection of Lower Pleasant Valley Road (now you are on Pleasant Valley Road). Continue for approx. 3.5 miles. Turn and head back to the start area (turnaround is at Moose Run road, about 1/4 mile after top of long steep climb). **Caution:** Look for traffic when making U-turn.

Instructions for Timers

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

Timing gear & instructions: Provided by organizer.

Besides running the stop watches and recording finish times, please do the following:

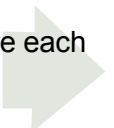
Enforce **helmet usage** and sharing the road.

Make each rider **reads the rider responsibilities** prior to signing-up.

Inform riders to **be discreet** if nature calls.

Keep riders on **grass-side** of orange cones at **start area**.

Remind riders to **yell start position** just before each crosses the finish line.



2022 Time Trial Schedule

Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads, and you are riding at your own risk. You must obey all VT laws to bicycles. GMBC assumes no liability.

Use a **bathroom** prior to arriving—if **nature calls**, 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.

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).

Listen and look behind you before passing or turning around.

If you are **held up by traffic** at the **turnaround** point, let timers know—your **time will be adjusted**.

Your start position is the number of minutes you start after the event starts.

Start interval is 1-minute.

Yell your start number just before crossing finish line.

Keeping Sane in an Unsane Time

by KEVIN BESSETT

We are living in challenging times: several years of a pandemic; a war that could expand beyond the boundaries of Ukraine; fears of nuclear weapons usage; ever increasing prevalence of extremism; increasingly sharp political divides; and the climate emergency which sits lurking in the background and not receiving the world-wide urgent attention that it requires. It is a time unlike any other in history and I am thankful to have my bicycle.

Cycling for me is as much about getting away from it all as it is physical exercise. Just throw a leg over the top tube, place bottom on saddle and pedal away from it all. An escape (for a bit) from my worries and concerns, fears, and uneasiness.

It is well-established that having one or more outlets is important for your well-being and sanity, and it was not until COVID hit Vermont in the spring of 2020 that I connected the dots and realized just how important these getaway rides were for me. In fact, looking back through the years, some of my most memorable rides were to escape chaos and clear the head. I just did not fully realize it.

Without a doubt others use cycling as a getaway too. The beauty of living in Vermont is that one does not have to travel or ride far to be out in the country, which adds to the cleansing experience.

I am certain that my bike will be used more than usual this summer as an escape. 🚲



PHOTO CREDIT: TOM BROIDO

My Mother's Dawes

by PHYL NEWBECK

I think every regular in Central Park knew my mother, Anni. She was the gray-haired woman on the heavy, three-speed Dawes folding bike, riding laps in the park almost year-round.

When I was growing up, we lived in an apartment in Queens. Space was limited, so my parents had matching folding bikes and I had a Peugeot that separated into two pieces. We'd load the bikes into the car, drive out to Nassau County where the traffic was lighter, and pedal as a family.

My father died young and botched cataract surgery meant my mother had to stop driving but she could still bike. When I moved out, she brought her bike to her sister's apartment on the West Side of Manhattan for easy access to Central Park. After her sister's death, Anni rented a storage unit on the East Side. Riding her bike required her to walk to the subway station in Astoria, take the train into Manhattan, retrieve her trusty Dawes from the storage unit, and walk it half a mile uphill to Central Park before doing a couple of laps. Anni kept a spare bike at my house in Jericho and used it on the bike path when she visited. GMBC's mapmaker, Steve Barner, did some repair work on that bike and she was so grateful that for years, she sent him an annual care package from Zabar's.

Anni sure wasn't fast, but she was



Riding her bike
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train into Manhattan,
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steady. After she retired, she was able to ride during the week and managed roughly 1,000 miles a year, all on that same Central Park loop. Post retirement, she volunteered for the Central Park Conservancy, weeding, planting bulbs, and raking, so she was a recognizable figure and people waved to her as she slowly pedaled by. She wore a helmet but otherwise she shunned cycling attire, wearing bulky street clothes and sneakers for her outings.

The British-made Dawes weighed 30 pounds, but my mother further weighted it down with a bag of extra clothing, tools, and a bike lock. Anni tipped the scales at slightly over 100 pounds so walking the bike uphill to Central Park was no easy feat. Snow and rain kept her off her bike, but she was happy to ride even when the temperatures dipped below freezing. Often, on a particularly cold day, one of the younger regulars would cycle up to her and declare that as long as she was still riding, he was going to do another lap. Some even kept to her excruciatingly slow pace for a half a mile or so to keep her company.

Anni wanted to ride until she was 90 but balance issues led her to hang up her bike at 89. She died this winter at the age of 97. I'll be thinking of her as I get on my bike this year and thanking her for introducing me to a sport I hope I'll continue for as long as she did. 🚲

PHOTO CREDIT: PHYL NEWBECK

GMBC Day Touring Rides

- All riders must fill out one waiver of liability per season.
- Although it isn't mandatory, we ask cyclists to sign up on-line prior to doing a GMBC ride.
- All riders must wear helmets and obey the rules of the road. Please do not ride two abreast if there is traffic in either direction.
- In the event of inclement weather, ride leaders will notify those who have signed up in advance and post to the listserv if the ride is being cancelled no later than two hours before the start of the ride.
- Riders below the age of 18 must have a signed waiver from a parent.
- E indicates an easy ride, M is for moderate, and S is for strenuous.
- Rides begin promptly 15 minutes after the meeting time.
- All riders should carry some basic tools including a pump or CO2 cartridge, tire levers, and a spare tube or patch kit.
- Social Rides are more leisurely versions of the mapped ride - usually the shorter route - with longer food breaks.
- Always contact the social ride leader before the ride to make sure those versions of the ride are taking place.
- Additional local Social Rides will be scheduled in the Champlain Valley for later in the season, but the time and date is subject to change based on weather conditions. Please email lightspd@comcast.net to be added to the
- Social Riders email contact list, which is the only guaranteed notification for these rides. Weekend Social Rides are usually announced by Thursday and group size is limited.

Beginner and Intermediate Rides for New Riders

Date: Saturday, May 14

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Brian Howard – 304-0610 / bjhowd@gmail.com

Co-leader: Dawn Fragola – 238-8752
dfragola1127@gmail.com

Date: Saturday, June 4

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

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

Co-leader: Dawn Fragola – 238-8752
dfragola1127@gmail.com

Date: Saturday, June 11

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Dawn Fragola – 238-8752
dfragola1127@gmail.com

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

Date: Saturday, June 25

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

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

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

Early Season Unofficial, Leaderless Rides

April 3 – Meet at 9:30 at the Wheeler lot at Veterans Memorial Park in South Burlington for an informal ride. Route and distance will be determined by those who show up.

April 10 - Meet at 9:30 at Jasper Mine Road for an informal ride. Route and distance will be determined by those who show up.

April 17 - Meet at 9:30 at Williston Central School for an informal ride. Route and distance will be determined by those who show up.

April 24 – Meet at 9:30 at Folsom School in South Hero for an informal ride. Route and distance will be determined by those who show up.

Regular Touring Rides

Date: Sunday, May 1

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. Possible food stops include the Old Brick Store in Charlotte or a convenience store in Ferrisburgh for the long ride. 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.



Meeting Time: 9:15

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

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

Co-Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Social Ride Leader: Donna Leban – 862-1901

lightspd@comcast.net

Date: Sunday, May 8

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 heads toward Kingsland Bay State Park before heading south to Middlebury.

Meeting Time: 9:15

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: Diane Meyerhoff - 495-8883 / diane@thirdsectorassociates.com

Co-Leader: Josh Simonds – 355-4352

jsimonds9@gmail.com

Social Ride Leader: Donna Leban – 862-1901

lightspd@comcast.net

Date: Sunday, May 15

Ride: Kingsland Bay – The 35-mile (E/M) ride rolls from Shelburne through Charlotte to Kingsland Bay Park and back. The 51-mile (M) ride heads towards Vergennes and climbs to Monkton Ridge, returning through Hinesburg and a 65-mile (M/S) option heads into Huntington but will not have a leader.

Meeting Time: 9:15

Meeting Place: Shelburne Village Shopping Center

Leader: Brian Howard – 304-0610 / bjhowd@gmail.com

Co-Leader: Mark Dupuis – 864-5567

mdd514902@yahoo.com

Social Ride Leader: Donna Leban – 862-1901

lightspd@comcast.net

Date: Sunday, May 22

Ride: Grand Isles Flats – One of the flattest rides of the season, this is longer than previous years in an attempt to stay off Route 2 as much as possible. The 28-mile ride (E/M) circles Grand Isle and a 45-mile option (M) stops at the end of North Hero. Riders on the 73-mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and a fossil bed with a food break at Hero's Welcome in North Hero.

Meeting Time: 9:15

Meeting Place: Folsom School, South Street in South Hero. Those coming from the Burlington area may consider carpooling.

Leader: Phyl Newbeck – 734-5166 / phyl@together.net

Co-Leader: Holly Creeks – 233-9013

creeksh@yahoo.com

Date: Saturday, May 28

Gravel Ride: Stone Walls and Solar Panels – This scenic 30-mile (M) ride goes from Underhill to Cambridge on

mostly dirt and gravel roads past a myriad of old stone walls and not so old solar panels. Our midway point is the store at the end of Upper Pleasant Valley Road in Cambridge. If there is sufficient interest, at the end of the ride we can add an extra eight miles roundtrip on pavement to Poorhouse Pies in Underhill to share a delicious treat.

Meeting Time: 9:15

Meeting Place: St. Thomas Church of Underhill, 6 Green S.

Leader: Phyl Newbeck – 734-5166 / phyl@together.net

Co-Leader: Phil Littler - 309-2464 / phil.littler@me.com

Date: Sunday, May 29

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

Meeting Time: 9:15

Meeting Place: 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.

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: Sunday, June 5

Ride: Champlain Bridge Ride – This ride heads out Lake Road and across the bicycle-friendly Champlain Bridge. The 43-mile route (M) stops at Crown Point while the 55-mile route (M) makes a loop on the New York side through Port Henry. A separate Social Ride will start at the Champlain Maritime Museum and include lunch at the Red Barn restaurant at Basin Harbor. Contact Donna Leban at lightspd@comcast.net to sign up.

Meeting Time: 8:45

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Co-Leader: Brian Howard – 304-0610 / bjhowd@gmail.com

Social Ride Leader: Donna Leban – 862-1901

lightspd@comcast.net

Date: Sunday, June 12

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 break by the bay and over to Swanton. The shorter version (40 M) turns around after the break stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain. There is only one store on the ride, and it is at the point where the two rides separate.

Meeting Time: 8:45

Meeting Place: Jasper Mine Road, off Route 2 heading towards Grand Isle

Leader: Susie Ridzon – 734-4429 / nozdirts@gmail.com



Co-leaders: Amy Otten - 878-4070
amyotten@netscape.com & Ralph Kilmoyer – 878-4070
ralphkilmoyer@comcast.net

Date: Sunday, June 19

Ride: Hinesburg Hollow - This route travels south through Huntington via the beautiful Hinesburg Hollow Road. The short route is 25 miles (M) and returns to Williston via North Road (and a little bit of dirt) while the long route is 47 miles (M/S) and continues through North Ferrisburgh to the lake and back through Hinesburg.

Meeting Time: 8:45

Meeting Place: Williston Central School by the tennis courts

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

Co-Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Date: Sunday, June 26

Ride: Way to Weybridge – 64 mile (M) rolling hills from Shelburne through Vergennes and on to Weybridge. There are a number of food options in Vergennes for either the outgoing or return trip or both.

Meeting Time: 8:45

Meeting Place: Shelburne Village Shopping Center

Leader: Allan Kunigis – 324-9958 / akunigis@gmail.com

Co-leader: Brian Howard – 304-0610 / bjhowd@gmail.com

Date: Sunday, July 3

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. The short ride (50 miles – E/M) circles Isle LaMotte and returns on the Vermont side. The Social Ride will also be the long loop but at a slower pace.

Meeting Time: 8:45

Meeting Place: Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling.

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

There is currently no co-leader for this ride.

Date: Sunday, July 10

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.

Meeting Time: 8:30 for the 9:00 ferry

Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte, **NOT** the ferry parking lot

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Co-Leader: Karl Garen – 233-6234 / kgaren@gmavt.net

Date: Sunday, July 17

Ride: Not Quite Quebec – 51 (M) and 64 (M/S) rides on low traffic roads near the Canadian border. The route crosses the Missisquoi River twice and travels along the shore of Lake Carmi.

Meeting Time: 8:45

Meeting Place: Tractor Supply Company at exit 20 off I-89

Leader: Dave Merchant – 825-3808

dpierchand@comcast.net

Co-Leader: Joyce McCutcheon – 893-1690

mellowmiti@aol.com

Date: Sunday, July 24

Ride: Bound for Bristol Bakery – This 40-mile (M) ride takes low traffic roads from Hinesburg to Bristol. Those doing the short loop (27 miles) can stop at the Bristol Bakery for an out and back but those on the longer loop will add a loop through New Haven and Bristol before earning their pastries.

Meeting Time: 8:45

Meeting Place: Clifford Lumber, Route 116

Leader: Karl Garen – 233-6234 / kgaren@gmavt.net

Co-Leader: Brian Howard – 304-0610 / bjhowd@gmail.com

Date: Sunday, July 31

Ride: Covered Bridges of Franklin and Lamoille County – The hilly 41-mile loop (M) goes through Eden and Johnson, while the 55-mile ride (M/S) passes more covered bridges in Montgomery Center, returning through Bakersfield.

Meeting Time: 8:45

Meeting Place: Jeffersonville Fish and Wildlife Access (3/10th mile north of Route 15 and Route 108 intersection, across the bridge).

Leader: Phyl Newbeck

There is currently no co-leader for this ride.

Date: Sunday, August 7

Ride: Buck Hollow and Beyond – The 40-mile (M) route goes north to Fairfax, through Buck Hollow into Fairfield, returning via St. Albans. The longer loop (58 M/S) continues into Sheldon. There are potential food stops in St. Albans, Georgia and Fairfax.

Meeting Time: 8:45

Meeting Place: Milton High School

Leader: Joyce McCutcheon – 893-1690

mellowmiti@aol.com

Co-Leader: Dave Merchant – 825-3808

dpierchand@comcast.net

Date: Sunday, August 14

Ride: Northeast Kingdom Adventure – This 54-mile (M/S) ride explores the southeast corner of the Northeast Kingdom, an area in transition from dairy farms to its next chapter. Interesting attractions include Currier's Market in Glover (mile 34) with its impressive taxidermy collection and the Museum of Every Day Life and its new exhibit, "Knots" (mile 40). If you'd like to stop for tea at Perennial Pleasures (mile 49.6), reservations should be made in advance. There are stores available in Greensboro, Craftsbury (mile 8), Barton (mile 31), Glover (mile 34), and Greensboro Bend (mile 46).

Meeting Time: 8:45

Meeting Place: Caspian Lake Public Beach, Beach Road, Greensboro. Be sure to leave plenty of room for



beachgoers and the fishing public.

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

There is currently no co-leader for this ride.

Date: Sunday, August 21

Ride: Waitsfield and Waterfalls - Enjoy a scenic tour through the countryside of Waitsfield and Warren with a visit to Moss Glen Falls south of Warren (not the one in Stowe). Turn around at the falls for a 35 mile (M) ride or continue up Middlebury Gap with a stop at Texas Falls for a 60 mile (M/S) ride. A visit to the Warren Store is always popular and the general store in Hancock provides an additional respite for those on the long ride. A separate Social Ride will start at the Warren Park & Ride. Contact Donna Leban at lightspd@comcast.net to sign up.

Meeting Time: 8:45

Meeting Place: Waitsfield Elementary School (on the left traveling south on Route 100). For those coming from the Burlington area, we suggest carpooling at the Richmond Park and Ride at Exit 11 off I-89.

There are currently no leaders for this ride and the route might change.

Date: Sunday, August 28

Ride: Meandres et Beaux Villages - A tour of pretty villages – a 60-mile (M/S) ride across the Canadian border. **Bring your passport or the required customs documents.** We'll stop in Mystic for food and pass many farms along the way. There is some dirt – about 4 miles total - and a couple of hills. A short version of the ride breaks off after Mystic and goes 45 miles.

Meeting Time: 8:45

Meeting Place: Highgate Elementary School, I-89 north to exit 21 in Swanton, take 78 east to Highgate Center, then left on 207 North, Elementary School is on the left.

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

There is currently no co-leader for this ride.

Date: Saturday, September 3

Gravel Ride: Lamoille Valley Rail Trail - Jeffersonville to Morristown. The 40-mile (E) ride is completely flat with a packed stone surface. The return trip will stop at Black Cap Coffee and Beer in Morrisville.

Meeting Time: 8:45

Meeting Place: LVRT Trailhead in Jeffersonville, east of the traffic circle on Route 15 or at Smugglers' Notch Distillery, west of the traffic circle

Leader: Phil Littler / 309-2464 / phil.littler@me.com

Date: Sunday, September 4

Ride: East of Eden – Ride 50 or 60 (M/S) miles through the rolling hills around Eden with your choice of a long, gradual climb up Route 105 or a shorter, steeper route on Route 242 up to Jay Peak. If the paving project on Route 105 is not completed in time, the route will only go over Route 242.

Meeting Time: 9:15

Meeting Place: Eden Elementary School on Route 100, about ½ mile south of Route 118

There are currently no leaders for this ride and the

route might change.

Date: Sunday, September 11

We are considering making this an unofficial, leaderless ride since it is the weekend of the Kelly Brush Ride and the Senior Games.

Date: Sunday, September 18

Ride: Century Day – Three rides, all following the same route for the first 25 miles with a food stop in Bristol. The Metric Century is 62 miles (M) via Bristol and Vergennes. The full Century is 100 miles (S) traveling down to the Crown Point Bridge and returning through the Champlain Valley. Those looking for an extra challenge can do the Double Gap Century which is 113 miles and includes the Middlebury and Appalachian Gaps.

Meeting Time: 7:30

Meeting Place: Wheeler lot, Veterans Memorial Park, South Burlington

Metric Leader: Phil Littler / 309-2464 / phil.littler@me.com

There is currently no co-leader for this ride.

Date: Sunday, September 25

Ride: Venice en Quebec – Ride 40 (E/M) miles from Alburgh across the border through farmland to Venice en Quebec, a summer resort on Missisquoi Bay. We will stop for lunch in Venice. There are stores and restaurants or you can bring your own lunch. The return is through Alburgh Springs border crossing. **Bring your passport or the required customs documents.**

Meeting Time: 9:45

Meeting Place: Alburgh Community Education Center

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

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

Late Season Unofficial, Leaderless Rides

October 2 – Meet at 9:30 at Williston Central School for an informal ride. Route and distance will be determined by those who show up.

October 9 - Meet at 9:30 at Folsom School in South Hero for an informal ride. Route and distance will be determined by those who show up.

October 16 - Meet at 9:30 at Jericho Elementary School for an informal ride. Route and distance will be determined by those who show up.

October 23 – Meet at 9:30 at Jasper Mine Road for an informal ride. Route and distance will be determined by those who show up.

October 30 - Meet at 9:30 at the Wheeler lot at Veterans Memorial Park in South Burlington for an informal ride. Route and distance will be determined by those who show up.



The Medical Car

with by EVERGREEN SPORTS MEDICINE

As part of our partnership with GMBC, Evergreen Sports Medicine is planning to bring injury prevention and performance content to the newsletter in the form of this new column. Our goal for The Medical Car is to discuss topics that are important to members - whether that is as responses to direct questions from riders or as a focused segment on topics that we see occurring frequently on the medical side of our sport. We realize that GMBC is a collection of riders who have varying goals, weekly mileage, and medical histories. No one segment is going to be able to speak to everyone; however, our hope is that each column can be a starting point for conversation and faster, safer cycling. Of course, a newsletter column can't replace an actual medical consultation when an injury occurs. When needed, my colleagues and I at Evergreen Sports Medicine are easily available to discuss your injury or performance concerns.



— See you out there,
Jason Lippman MD on behalf of Matt Salter PA-C, Paul Reiss MD,
and Scott Paluska MD, Evergreen Sports Medicine

Considerations for the Return to the Road

It's getting to be that time of year when we can finally liberate our bikes from the basement pain cave, remember what it's like to have to use our brakes, and start logging real miles. Some of us are getting ready for daily bike cleanings after gravel rides while others are just glad that the tarmac shouldn't be hiding black ice anymore. With the return to riding outdoors, I want to dedicate the first edition of The Medical Car to discussing some highlights regarding injury prevention during early season riding. Obviously, there is little one-size-fits-all medical advice aside from "wear a helmet," so bear with me:

1) Keep your legs warm

Of the areas of our body that are exposed to the wind and weather, legs have fewer nerve endings than the arms, hands or face. BUT, just because we don't notice that our legs are cold during April doesn't mean we shouldn't be protecting them. Cold muscles, tendons and joints may increase risk for injury. So I recommend using knee warmers when it's below 65 degrees and leg warmers or long tights when it's below 55 degrees. If you head outside feeling like you need arm warmers, you need AT LEAST knee

warmers. for anyone interested: there's a great Fast Labs episode from the early days of the podcast (Episode 7) that goes through the background AND includes a chat with our local connoisseur of Type II Fun: Ted King.

The extra mile: Allow yourself a 5-10 minute warm up period during your ride before you start to hammer. This allows your cardiovascular symptoms to come online and the muscles to boot up before needing to perform at full capacity. Research has shown that muscles have an optimal temperature for enzyme function. This means cold muscle is at a disadvantage in terms of ability to generate power as well as protect the legs from injury.

2) Consider focusing on time not miles during the early season

The foundation of cycling performance is aerobic capacity. Come April, this may be a little lacking for anyone who had a non-endurance winter pastime or those of us who were spending a little too much time in Zwift races instead of steady long rides. When you transition back to outdoor workouts, it can be easy to push the tempo too much with the goal of seeing



wattage similar to the end of last season. Remember that this may be putting you above your aerobic threshold and result in working different energy systems than you need early in the year. One way to avoid this is starting the first 2-4 weeks of the season by focusing on time on the bike rather than distance. It's easier to avoid that hill climb turning into a Zone 4 interval when you aren't worried that you're falling behind on your miles for the week. In the end, it's all training.

The extra mile: If you're really looking to lock this in, consider a lactate threshold test a few weeks into the season to allow you to train by power meter or heart rate monitor and keep yourself within your planned zones during the ride. The Burlington area appears to be lacking in blood-test-based lactate threshold testing at the moment, so a bike based threshold test may be a reasonable alternative to define thresholds. This commonly involves a 20-minute time trial on the trainer with a quality heart rate or power monitor. Please let me know if you're aware of locations for formal blood lactate threshold testing!

3) Eat and drink

Unless your plan for the season involves only doing 60-minute rides in temperatures below 80 degrees, you're going to need to eat and drink at times while riding. For new riders, it can be daunting to fumble in jersey pockets or put a water bottle back in the cage on a group ride or gravel road. But as I like to say, "practice makes better." Trust me: the cold, clammy feeling of bonking with another 10 miles left in the route is trouble. Always leave home with at least a couple gels/bars/syrups/burritos/whatever.

Early in the season our fat metabolism during activity may be lower, leading us to burn our glucose stores faster. PLUS, prolonged aerobic activity leads to glucose transport into the muscles regardless of what we're currently burning as our primary fuel source. If you're out on a longer ride, your blood sugar is going to slowly decrease if you don't eat – even if you aren't hammering.

The brain can't use fat like the muscles, so if blood sugar drops you can end up in trouble. Have nutrition (or at least cash for the general store) available.

The extra mile: Planning for *at least* 30gm of carbs per hour should help avoid a bonk during training rides longer than 60 minutes. That's approximately one gel/syrup/stroopwafel an hour. But remember that's the *minimum*. You can train your gut to tolerate more, which may be useful for performance in race situations.

4) Don't forget the importance of proper bike fit

It can be easy to think of your bike as a WAY to exercise, but it's important to remember that when we're riding, the bike has essentially become PART of our bodies. This has two implications: 1) keeping our bikes clean and tuned helps keep us more efficient and safe when riding; and 2) when an overuse injury does occur, we have to keep in mind that the fit of our bike to our body may be part of the issue.

When you buy a new bike, strongly consider having it fitted by your bike shop to optimize the interface between you and your machine. If overuse injuries still occur, your sports medicine doctor or physical therapist can assess the injury and determine the best treatment. This sometimes includes a "medical" bike fit to adjust the bike around any asymmetry within your body that is leading to poor interfacing with your perfectly symmetric bike.

The extra mile: Some riders will be savvy with making adjustments to their bikes. Hopefully - for anyone that rides often - you will become more and more familiar with the components of your bike in case something starts to malfunction when you're far from home. That being said, home fit adjustments to your saddle, handlebars, or cleats should be done carefully - just a few millimeters at a time. Small changes can make big impacts on your body over the thousands of pedal strokes you make per ride. 🚲

I hope this was a useful start for folks. We'll be back next time with more content. If you have specific medical or performance questions you'd like included feel free to email me at jasonlippman@evergreenhealth.org. I'll try to include as many questions as I can in future columns.



A Short Schwinn Story

by AIMEE MOTTA

Schwinn was the bike of choice for my family. The first bike purchased was the Schwinn Hollywood in 1961. This pink and white bike gave my older sister her skills (at the age of five), next my older brother (same age two years later), and I followed suit five years after that (also at the age of five). Then, in 1973, the Schwinn Hollywood created the fourth cyclist as my younger brother was ready to learn (once again, at the age of five).

As the years pedaled on, different models entered our lives. The Schwinn Collegiate gave me many years of neighborhood riding and fit me throughout my elementary school years and junior high, too. My older brother looked super cool on his Schwinn Typhoon. Within a few years, he upgraded to the Schwinn Varsity and that became his mode of transportation at

Cook College and Rutgers University.

Now, as the years spun on, my parents decided that matching bikes would be just the best way to enhance their later years. Usher in the blue Schwinn World Tourist: one styled for the woman and one styled for the man.

Memories of cycling are some of the strongest ones I have. I knew that I would want some of those memories in the bikes themselves. The Typhoon and the Hollywood are still with me, although they need a thorough tune up. Maybe one day a younger relative of mine just might benefit from the magic the Hollywood possesses to create another cyclist. My siblings and I agreed to send the World Tourists to the Old Spokes Home. May they bring joy to the next generation. 🚲



PHOTO CREDIT: AIMEE MOTTA

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**Richard Tom
FOUNDATION**



**Thanks for
your support!**

GMBC Club Membership

A single adult membership is \$25 and a family membership is \$30.
Cyclists who are age 17 and under can join for just \$10.

The membership year runs from January 1st to December 31st,
with lots of great benefits.

Members, encourage your friends to join!

For more information and the membership form visit

<https://thegmbc.com/membership/>

GMBC Officers

Position	Name	Email
President	Kevin Bessett.....	kevinbessett@gmavt.net
Vice President	John Williams.....	jbikenski@gmail.com
Treasurer	John Bertelsen.....	jo.bertel@gmail.com
Secretary	Chris Johnson.....	cjohnson42@gmail.com
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Race Team Chairs	Jared Katz.....	jdkatzvt@mac.com
	Joshua Saxe	saxejoshua@gmail.com
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Practice Crit Chair	Andre Sturm.....	andre.sturm@earthlink.net
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Newsletter Production	Sue Storey	sstorey@gmavt.net
Webmaster	Dorothy Pumo.....	grn.mtn.bike@gmail.com

**For information on GMBC clothing, visit
<https://thegmbc.com/club-clothing/>**



GMBC website - thegmbc.com



facebook.com/GreenMountainBikeClub

GMBC Clothing Inventory

by JOHN WITMER

GMBC's clothing was a new design in 2021 and remains unchanged for 2022. The provider is BioRacer. There are some images on the GMBC website. BioRacer items fit really snug. Be sure to consult their sizing chart and expect a super snug fit. Many GMBC members sized up and still had snug fits.

GMBC's order in 2022 is due April 18. There may be a second order around June depending on club interest. Up to date info is always available on the GMBC website.



To order inventory clothing, use the inventory order form on the GMBC website. The web order form reflects the current inventory. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. Inventory clothing prior to 2021 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 Voler sizing: jackets and arm warmers are in men's sizes only. For women who may want men's size items, women's sizes run about one 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.

BioRacer's sizing chart:
www.bioracer.com/en/team-clothing/size-chart-bioracer
Voler's sizing chart:
[//www.voler.com/fitguide](http://www.voler.com/fitguide)

Inventory Clothing Order Total

Clothing Total: \$ _____

Shipping: 1 item - \$5.00

2 items - 8.00

3 or more - \$9.00

Shipping: _____

Grand Total: \$ _____

Name: _____

Address: _____

Phone: _____

Email: _____

Write checks to: GMBC

**Mail to: John Witmer
147 Lamplite Lane
Williston, VT 05495**

**Questions: 802-864-5897 or
witmerjohn@yahoo.com**

GMBC Inventory Clothing Order Form

Price	Item	Size	Quantity
\$53	2021 Short Sleeve Jersey BioRacer Prof (GMBC) (S-XL)		
\$71	2021 Bib Shorts BioRacer Prof (GMBC) (S-XL)		
\$53	2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$60	2018 Shorts (GMBC/Synergy) (M)		
\$53	2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$59	2017 Shorts (GMBC/Synergy) (M)		
\$17	2017 Arm Warmers (GMBC/Synergy) (M)		
\$17	2017 Gloves (GMBC) (M)		
\$47	2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$50	2016 Shorts (GMBC/Synergy) (M)		
\$52	2016 Bib Shorts (GMBC/Synergy) (L)		
\$47	2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$50	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$52	2015 Bib Shorts (GMBC/Synergy) (S,L,XL)		
\$20	2015 Aero Shoe Covers (GMBC/Synergy) (L)		
\$15	2015 Gloves (GMBC) (L)		
\$47	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$52	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)		
\$50	2014 Shorts (GMBC/Synergy) (M)		
\$47	2013 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)		
\$52	2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)		
\$52	2013 Bib Shorts (GMBC/Synergy) (XL)		
\$20	2013 Arm Warmers (GMBC/Synergy) (L)		
\$37	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)		
\$35	2012 Shorts (GMBC/Synergy) (S)		
\$ 7	2012 Arm Warmers (GMBC/Synergy) (M,L)		
\$ 7	2011 Arm Warmers (GMBC/Synergy) (M,L)		
\$35	2011 Wind Shell Jacket (GMBC/Synergy) (L)		
\$5	2011 Gloves (GMBC) (S)		
\$35	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)		
\$37	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)		
\$37	2010 Bib Shorts (GMBC/Synergy) (S)		
\$ 7	2010 Arm Warmers (GMBC/Synergy) (M,L)		
\$35	2010 Wind Shell Jacket (GMBC/Synergy) (XS)		
\$40	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)		
\$35	2009 Shorts (GMBC/Flatbread) (XL)		
\$ 5	2009 Gloves (GMBC) (S-L)		
\$12	2002 Short Sleeve Jersey (Invensys) (WM,WL)		





Perspectives

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