



Perspectives

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From the Desk of the VP

by JOHN WILLIAMS

We've had a great season so far, albeit with a few windy or rainy Wednesday Night Rides (WNR). Thanks to all who participate! The on-line sign up for WNR or the Saturday VP Rides is working well thanks to Dorothy Pumo. While not everyone signs up, most do, and it is very helpful for me to see who may be showing up at each ride. And especially important is that I have phone numbers of riders and emergency contact phone numbers. Even recently, I used the information, to check on a rider (Scott Decker) who had mechanical issues on a recent WNR. I called him when I returned from the parking lot and ascertained that he had safely arrived home.

Wednesday Night Rides

The WNRs have gone exceedingly well, with anywhere from 10 – 35 riders, mostly weather dependent. We have had many new riders, both male and female, join our rides this season. Importantly, we re-established a “C” group for those who may have less experience in group riding, but wish to enhance their riding skills, find new riding friends, and experience the camaraderie that is ever present within the WNR World.

Saturday VP Rides

We have visited several traditional routes – most memorable would be the Brandon/Middlebury Gap ride and the Bike-for-the-Lake Century (BFTLC) which supports clean waters in Northern Lake Champlain, and my recent “Birthday Ride”.

For me, personally, the BFTLC, was somewhat of a story. The forecast was gloomy (rain and wind), but I had it in my mind to ride the entire 100 (102) miles whatever the conditions. I rode solo through the southern loop, passing

some GMBC riders along the way. I was feeling good (when solo, I like to ride nestled into my aero bars, very comfortable) so I continued on to the ferry to NY. GMBC members Brian Howard and Peter Gallerani showed up on the same ferry. I was very appreciative of being able to ride with them because the wind on the unsheltered NY

roads was ferocious. The three of us traded leads frequently. Much of the time the wind was either in our face or with sideways rain-filled gusts resulting in a starboard tilt. At the Alburgh rest stop, I bid goodbye to Brian and Peter and continued, saying to them as I departed: “Well, it can only get worse!” (It didn't). On Isle La Motte, crossing the island on “New Road”, I was facing head-on into the wind slowing me, on occasion, to about 10mph max. Along the west shore of Isle La Motte, I was most worried about trees potentially falling on me. I did see some trees down. Once I completed the Isle La Motte loop, my self-congratulatory thoughts began to seep in, knowing that

the wind would now be more at my back or over my right shoulder. I felt great! I rolled into the finish to find virtually no riders remaining. Luckily, there were still some hamburgers, beer, and dessert still available! Quite a day.

Stay tuned: Many more VP rides to follow! Decisions on the selected route are made “on the fly”, typically by Thursday. Any route suggestions are more than welcome. I use RWGPS to plan and link the VP Ride routes. Suggestions in the RWGPS format are easiest for me to evaluate and potentially pass along as a planned ride.

Thanks to everyone for participating and incorporating good rider etiquette and safe riding practices into all our rides.



PHOTO CREDIT: JOHN BERTELSEN



The Touring Season Begins

by PHYL NEWBECK

Intro Rides

Although I get lots of inquiries about our Intro Rides, it doesn't always translate into high attendance. Two people signed up for our first Intro Ride but only one showed up. The other notified the ride leader ahead of time that she wouldn't be able to make it. After a subsequent Front Porch Forum blitz, we had six takers and three guides for the second offering. Apparently, some of the riders were surprised that the ride was geared for beginners, despite the title. Several were younger than most GMBC members and owners of new bikes. All were already strong cyclists.

Seven riders showed up for our third Intro Ride on June 11, not including the two toddlers in a Burley tow. One leader took the mother and kids and a mountain biker on a short tour through local bike paths while the other leader took the rest on the traditional route. The only sour note was one rider who hadn't brought a helmet and insisted his visor was sufficient protection. Luckily, one of the leaders had a spare helmet or he would have been sent home. Only one cyclist showed up for the last Intro Ride on Jun 25. The cyclist was strong but inexperienced and instead of working on basic skills, he got to learn about pace riding and drafting.

Touring Rides

The touring season did not begin on an auspicious note. Exactly one cyclist showed up for the first unofficial ride of the season, none (to the best of my knowledge) deigned to ride the following Sunday, and only two made an appearance on Easter Sunday. By the end of the month, the temperature had warmed enough that six people went to the Folsom School for a 43-mile ride on the islands with two tacking on an extra 20 by biking to and from their homes.

We started our "official" season on May 1 with the traditional opening day ride, The Covered Bridges of Chittenden County. The weather cooperated, and 27 riders took part with most doing the long (37-mile) version of the ride. One ventured further afield, taking a dirt road to see the third of the three covered bridges on the route and nine went at the social ride pace. In years past, a fourth bridge was added with a trip past the Shelburne Museum, but we eventually concluded that it wasn't worth having to ride on Route 7. Aside from one flat tire and one wrong turn, the ride was completely devoid of drama, and we were happy to have a number of new cyclists join the group.

On a sunny Mothers' Day, 17 riders met in Vergennes for the Vergennes Voyager. Four did the social ride, six did the short (26-mile) version of the route and eight did the full 39-

mile route. The eagles at South Slang were absent but one was spotted flying near Keeler Bay. It was hoped that the South Slang eagles were having a Mothers' Day brunch, but we later learned that one of them died from avian flu. The north wind was stronger than expected but traffic was light, and the crew came close to cleaning out the Otter Bay Bakery.

Rain and a strong possibility for thunderstorms led to the cancellation of our Kingsland Bay ride on May 15. Someone (okay, that would be me) spent a bit too much time tweaking the route for Grand Isle Flats with the result that what once was a 60-mile ride has been expanded to 74 miles. The 19 riders who met at the Folsom School on May 22 agreed that the forecast strongly suggested we only go as far as Hero's Welcome for a 43-mile ride. The rain held off, possibly because several of us carried rain jackets, but it was muggy enough that the headwind on the return trip was actually a welcome phenomenon.

Our first gravel ride of the season Stone Walls and Solar Panels on May 28th was rained out but the following day, 24 cyclists met in Georgia for the St. Albans Explorer. Unfortunately, only 23 hit the road because the 24th – one of our leaders – had left her shoes on top of her car before driving off. Amazingly, she found them on the side of the interstate. Ten cyclists, including two new to the Sunday group, did the long (49-mile) ride, nine did the social ride, and the rest did the short ride.

The weather was delightful for The Champlain Bridge Ride on June 5. Twelve people showed up for the ride with four doing the long version. One rider had some issues with a dog on the New York side of the bridge and there was a loud pick-up truck who riders feared would roll coal but thankfully did not. The only other vehicular issue was what was described as a kamikaze cyclist and future organ donor riding on the wrong side of the road on the bridge without a helmet. There was some broken pavement on 9N in New York which made for some difficult riding. Oddly, the Empire State put bike chevrons in the traffic lane going through Moriah in a section that was definitely not rider friendly.

Eight riders showed up for the inaugural Hinesburg-Monkton gravel ride. Five did the full 41 while three did a shorter version. During the pre-ride, the leader had to turn back when confronted with a bear and three cubs but during the actual ride only a deer crossed the road. Traffic was mostly light, and the views were beautiful. The following day, eleven cyclists headed out for Jaunt from Jasper Mines with two others joining up midway. Five did the 60-mile version, four did 40, and two decided to split the difference and do a 52-miler. Traffic was light but the headwind picked up for the return trip creating a little extra challenge.



There was a very, very, very brisk north wind on Fathers' Day for the Hinesburg Hollow ride and although there were reportedly some tricky moments, all riders stayed upright. Seventeen riders took part with five doing the long (47-mile) version. The consensus was that there was a little more traffic than usual. One week later was the first 90-degree day of the season for the Way to Weybridge. For that reason, only five of the 16 did the full 64 miles with the rest doing the shorter 43-mile route. Although the Kingsland Bay eagles are gone, the group saw two sets of nesting osprey during the ride. The only downside was one rider's carbon fiber bike got chipped in a freak accident when he rested it against a post, and it fell over.

July 3 saw a return to flatter terrain with Rouse's Rouser. 18 cyclists met at the Grand Isle Ferry with four riding up to Isle La Motte and the rest cycling up the islands, over the Rouse's Point Bridge and south through New York before heading back on the ferry. We had headwinds in Vermont but thankfully that translated to tailwinds on the way back.

There were a number of nesting ospreys along the route and all went well except for one rider whose CO2 cartridge blew up, requiring him to fix his flat tire twice.

From the flats of the islands to the hills of New York, 17 riders, including two who had never done a GMBC ride before, met in Charlotte for the Willsboro Wanderer on July 10. Although there are three different versions of the ride, most of the riders decided on a fourth option. Two ended up doing a fifth option when one of them missed a turn. A number of nesting ospreys were tending their nests, the scenery was lovely, and traffic was light. The only discordant note was the fact that our usual food stop is no longer open on Sundays.

On the whole, it was a good start to the season. Only two rides had more than 20 riders, but six had more than fifteen. We're hoping to see more of you on the road for the second half of the season. Come ride with us. 🚴



Ferry to New York - Willsboro Wanderer, July 10, 2022.

PHOTOS: BILL REGAN

News from the Richard Tom Foundation

by JOHN WILLIAMS, PHOTOS BY LEE KROHN

Hot – that’s what it was!

Our May 21 Richard’s Ride Powered by VBT coincided with an early season heat

wave with temperatures approaching the 90s. Pre-ride waffles sopping with maple syrup were served up by the Little Bellas team while riders checked in for their selected route. Richard’s Ride offers something for all ages and abilities, and all ride categories had excellent representation with the exception of the Mountain Bike category which is a tough nut to crack, given that Cochran’s offers free access to their trails every day. All other categories had 20 – 40 riders for each of the designated routes. Overall registrations topped all previous years. Thank you to all riders and let’s shoot for 300 riders for 2023!

At 8:30 riders lined up for the challenging 70-mile route. Following a nod to Richard (present in spirit) and warnings about rough pavement (Buck Hollow Road), the 70-milers



were off. The next ride, in order of timing, was the 40/50 gravel ride. The announcer (yours truly) donned the “carrot suit” for the sendoff. Hilarious laughter ensued! The heat inside the

suit was so unbearable that the disguise was short-lived. All gravel riders, save one, opted for the 40-mile route due to the high ambient heat. That one, Rick Blount, believing there was a group of

riders ahead of him completing the 50-mile option cycled on past the 40-mile finish (at Cochran’s) hoping to catch a phantom group ahead. Well, when

Rick finally caught up with them, it was back at Cochran’s where all other gravel riders were already busily chatting and chowing down on our excellent lunch accompanied by frosty beers. I think Rick felt a mix of pride (for being the only one to complete the 50) and shame (for believing there was a group ahead that he could reel in). I say: Kudos to Rick!

Richards’ 30-mile, 15-mile, and 5-mile (road or trail) rides went off without a hitch with medals awarded to those young of age (or heart). Face painting (for children) and a great meal (Sugarsnap, Dakin Farm, Stone



Corral) was topped off with Sisters of Anarchy ice cream.

Richard’s Ride would not be possible without the support of our many sponsors, most of which are local businesses which we support year-round. Special thanks to our Title Sponsor, Vermont Bicycle Tours for their continued support over the years. And importantly, as for all bicycle events, Richard’s Ride would not be possible without the many volunteers who provide help throughout the day with registrations, parking, food stops, route marking, sag vehicles, photography, and more. Thank you everyone! 🚲



Preview of coming RTF attractions:

RTF Kids Crit: Sandwiched within a day of GMSR Stage Race Criterium racing on Labor Day, RTF will be hosting our annual Kids Crit where children ages 7-11 ride (er, race) 2-4 laps on a shortened downtown Burlington criterium course. This is a thrill for the children and, perhaps even more so, for parents, friends, and all spectators. Once registration opens for GMSR, you can sign up your child for this exciting opportunity. IT'S FREE!

RTF Fall Gravel Ride: Hopefully staged from Cochran's Base Lodge. Date TBD.

RTF/Catamount Outdoor Family Center Fat Bike Rally: Date TBD

8th Annual Richard's Ride (Powered by VBT): Unofficial date: Saturday, May 20, 2023. Be there and bring your friends! This is our primary annual event, and it is key in helping us support other area cycling organizations (e.g., Little Bellas), cycling camps for kids, junior racers, bike safety advocacy (in partnership with Local Motion) and our Bikes for Friends Program in partnership with Old Spokes Home, Cool Motion Sports, and Cambridge Area Rotary/Bootlegger Bikes. See you on the roads and trails! 🚲

2022 Time Trial (TT) Series

by KEVIN BESSETT

With the season half over at the time of this writing participation has been low, and given the high gas prices, this is no surprise. On top of that, the weather has not been ideal for outdoor activities. Historically one or two events get cancelled each season but already three have been cancelled, which is well above the norm (and concerning for different reasons).

On a happier note, the riders who have showed up have brought a lot of enthusiasm and I really appreciate that. That is what keeps me going!

If you have not ridden a club TT, I extend an invitation to you. What are these? In a nutshell, you ride a course as fast as you can. It is not a group ride. Riders start in one-minute intervals and you cannot draft other riders. You do not need to be a "racer" to enter. It is a laid-back environment and honestly, the only pressure you will feel is the pressure that you put on yourself. It is natural to compare yourself to others but TTs are about trying to improve your time on the various routes. Of course, other riders can be used as benchmarks.

Who has ridden GMBC TTs? People aged 10 to 82. Mountain bikers who want to build strength early season. Diehard racers to people who have never raced. Even families. Please contact me if you would like some encouragement or more information.

Here is the schedule for the remainder of the season. More detailed information can be found on the club's website. Hope to see you at a TT!

2022 GMBC Time Trial Schedule

Subject to change. Stay up to day via the [Listserv](#) or visit <https://thegmbc.com/tt-schedule/>.

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

Date	Course Name	Timers* / Notes
28	Huntington	J Oakley
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.

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

For more information, contact Kevin Bessett at Kevin.Bessett@gmail.com

These events are FREE and open to all!



PHOTO CREDIT: MICHAEL CAMBER

Course Descriptions (see website for detailed information)

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.

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.

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.



2022 GMBC Practice Criterium Series

by ANDRE STURM

In 2022 we will continue with the GMBC Practice Crit series at the familiar Colchester Water Tower location. We have planned three events on Tuesday evenings: July 26, August 9, and August 23, which should get you in shape right for the Burlington Criterium at GMSR on Labor Day. Dorothy Pumo will again be our referee.

We have planned our standard categories: 20 minute C-race for beginners, 30 minute B-race for Cat 4, and 40 minute A-race for Cat 1-3. Please see the flyer for details.

I encourage everyone to have a license purchased online. Cat 5 racers can get a \$10 day license, but for other categories, the cost is \$25. New this year is that Junior licenses are free of charge, but you have to acquire them online.

As always, **we are in need** of marshals, so if you want a front row seat to watch the race and keep it safe, please don't hesitate to come out, or even better contact me in advance.

Looking forward to seeing you at the races!

2022 Green Mountain Bike Club PRACTICE CRITERIUM SERIES USA Cycling Event Permit: 2022-5872

Date	Course	6:05pm	6:30pm	7:05pm
		C-Race	B-Race	A-Race
		20 min	30 min	40 min
July 26	Water Tower Hill, Colchester	C	B	A
August 9	Water Tower Hill, Colchester	C	B	A
August 23	Water Tower Hill, Colchester	C	B	A

- C race: Cat.5 men, Cat 4 women, all one-day racers. (a true introduction to criterium racing).
- B race: all Cat.4 men, Cat 3 women.
- A race: Cat 1-3 men, women
- Juniors race their category.

Fields may be combined to make a minimum field at the discretion of the promoter and chief referee.

Important Information:

- A and B race entries are \$10 per race, C race, Junior and full-time student entries are \$5 per race which includes a \$5.05 USAC surcharge. USAC Standard entry forms are used.
- Numbers will be issued at the beginning of the series and used throughout the training series.
- Non-USA Cycling licensed riders may purchase a one-day license for \$10 (Cat 5 only); \$25 for Cat 1-4). Licensed riders must present license at registration. You may apply the cost of a one-day trial competitive license (\$10) to the cost of your annual adult membership.
- Junior licenses are free of charge but must be obtained online.
- All USA Cycling rules of racing apply.
- Registration opens at 5:30 p.m. and closes 10 minutes before each race begins.
- Races will be cancelled if conditions do not permit safe racing.



- Course has one corner, is sloping and about 500 yards long.
- Helmets must be worn at all times at the race site; infractions will be subject to fines.
- Riders may **NOT** warm-up and cool down on the racecourse unless given permission by the chief referee. **Please be courteous to traffic when warming up. It's rush hour! Also no warming up on course during races!!**

- Participants **will be asked** to help out at future races; ***please remember that without volunteers to help marshal, this series cannot and will not take place!!***

Racecourse is located at Water Tower Circle, Colchester.

For more information contact Andre Sturm at (802) 448-4955

Ways to Avoid Getting Broken

by KEVIN BESSETT

What practices do you employ to increase the odds that you finish each road ride with an unbroken body? A few may respond with, "The road is too dangerous so I ride inside," but the vast majority would not.

All of us know that the road is dangerous. People are hurt or die on it all the time. Drivers, motorcyclists, cyclists, runners, people out for walks, and others too. The reasons why vary. It could have been due to a bad decision, carelessness, or being in the wrong place at the wrong time.

In the case of cyclists there are many things we can do to aid in avoiding incidents on the road. What it boils down to is this: you must be clearly visible to drivers and you must always be attentive and proactive. Here are some examples.

Increasing your visibility:

- Dress brightly.
- Mount a rear flasher with a bright flash (a front one is encouraged to).

Being attentive:

- Pay attention to your surroundings.
- Noticing road hazards (road furniture, pot holes, cracks, etc.).

Being Proactive:

- Always ask yourself on the ride if drivers can see you.
- Be prepared to act (i.e., anticipate the driver doesn't see you or won't give you break).
- Yell to get attention.
- Use a mirror to see what is behind you.
- Pick your route based on traffic volume.
- Use hand signals.
- Stop at stop signs and lights and share the road.
- If safe to do so, move slightly to the right when a car is behind—this shows the driver you are sharing the road and it may compel them to give you more room.



Not mentioned is the importance of wearing a helmet and using eye protection and keeping your bicycle in good working order. These speak for themselves. And a habit to get into prior to each ride is to verify that the wheels are securely attached to the bike.

While these suggestions will not protect you from everything, of course, they will help to increase the odds you will not end your ride with a broken body. 🚲



The Medical Car

with by **EVERGREEN SPORTS MEDICINE**

It's Tour de France time again, and I'm sure this all has us thinking the same thing: "vitamins". Ok, low blow – I apologize. Vive le Tour.

Performance Enhancing Drug jokes aside, talking about smart and safe supplement use is worth an earnest discussion. So, that's the topic of this segment of The Medical Car.

Hopefully this isn't news to readers, but nutritional supplements (vitamins, protein powders, CBD, collagen, etc.) pose an interesting issue: unlike medications, there is no mandated oversight for their manufacturing and sale. In 1994, Congress passed the Dietary Supplement Health and Education Act which, while it sounds productive and beneficial to the public, actually protects dietary supplement companies from FDA oversight. The result is that a supplement on the shelf at the grocery store or GNC has no guarantee that the ingredients listed on the label are in the product or that other non-listed ingredients have not been mixed in. For elite riders who may be asked to participate in drug testing during competition or training, an accidental consumption of a banned substance could be disastrous to their career. It has happened to a few US athletes, and it will happen again at some point. For the rest of us, it's just worth keeping in mind.

The good news is that some companies do pay to have the contents of their nutritional supplements verified by third parties. For athletes of the upper tiers of sport, the gold standard should be considered NSF Certified for Sport certification. These products are confirmed not to contain substances that are banned by the World Antidoping Agency (WADA) or the US Antidoping Agency (USADA). It's recognized by USADA as well as multiple US professional sport organizations as a trustworthy verification service for supplements AND it has a website- and app-based database for checking your potential supplement purchase for certification. Another third party group is USP, which confirms the contents of a supplement against the ingredients and concentrations listed on the product label but does not take anti-doping regulations into consideration. This certification is more common for options you may come across at the store, so at least you know what you're paying for. Now the question becomes: what is worth paying for?

I'm going to cut to the chase: most athletes do NOT need to be taking nutritional supplements. So, if you chose to



purchase and consume them, please 1) pick ones that are verified and 2) know the data behind those you are hoping to benefit from.

The rest of the segment will be dedicated to brief reviews of several supplements that have data supporting use, though please note, many are in the context of a personal deficiency of the vitamin or substance and you should NOT simply read the headers and run out to buy the supplements. I strongly encourage further reading on any nutritional supplements you are considering.

Two good places to begin to review the data are the 2018 International Olympic Committee (IOC) consensus statement on nutritional supplements and the Australian Institute of Sport's nutritional supplement database. Websites for both are supplied at the end of the article.

IRON

Iron is a crucial ingredient to building new red blood cells as it is a component of hemoglobin. I think it is reasonable for any endurance athlete trying to optimize performance and training to have his or her blood counts and iron levels checked yearly. If lab testing shows an iron deficiency, replacement is a

good idea. It does come with a cost – iron supplements (ferrous sulfate or ferrous gluconate) can cause gastrointestinal discomfort and constipation. If you want to get tested, talk to your primary care provider or primary care sports medicine specialist (like myself and the providers at Evergreen Sports Medicine) about a lab test during a training block rather than in the middle of competitions.

VITAMIN D

Vitamin D is an important part of absorption of calcium and therefore bone health but also has roles in immune function and muscle recovery. Your body can create its own Vitamin D if you have regular sun exposure; however, many riders in northern, cloudy climes may have low vitamin D levels as we leave the winter months. Once again, there is only data to support its use in the case of low Vitamin D levels on lab testing, so I recommend adding it to short list of appropriate surveillance lab testing for otherwise healthy endurance athletes. Of note: Vitamin D is a fat-soluble vitamin and therefore needs to be taken with a meal containing fat for it to be absorbed well. Don't just down it with a glass of water.



CALCIUM

Calcium is the other half of the bone health conversation. Here in Vermont, many riders have diets with higher volumes of high-quality dairy products which supply plenty of calcium; however, I strongly recommend cyclists – particularly those with dietary restrictions decreasing dairy intake or post-menopausal women – keep an eye on their calcium intake and supplement with a verified calcium supplement if needed. General recommendations are for 1000-1300mg of calcium daily depending on age and gender. Going over this range without a specific reason has no known benefit and could increase risks of kidney stones or other side effects.

CAFFEINE

Caffeine is the one supplement that I will gladly mention as a performance enhancing dietary supplement. Studies have confirmed that up to 200mg of caffeine (equivalent of 2.5 cups of coffee) before/during training or competition enhances endurance performance. At this dose, there is minimal impact on hydration status. Additional good news for coffee addicts like myself: there doesn't seem to be any need to taper caffeine intake before a competition to improve effect on the day. At higher doses, caffeine can start to cause jitters, increased heart rate and other side effects. Stick to the dose above as a smart target dose.

BUZZ SUPPLEMENTS:

NITRATES (e.g., BEET JUICE)

Nitrates are thought to improve muscle fiber function, particularly Type II muscle fibers, through a combination of improvements in muscle efficiency, local blood supply, and mitochondrial function. It seems to primarily be of benefit in events lasting 12-40 minutes, so ingesting the necessary dietary supplements may not have major dividends for riders targeting standard races. I might crush a beet juice before next Thursday's TT though.

CREATINE

For cyclists or other endurance athletes, I do not recommend creatine. Creatine is a reasonable supplement for power athletes like football players because there is good data that it safely helps with muscle response to strength training; however, it also leads to water retention which will drop your watts per kilo, and none of us want that.

There are other potentially beneficial supplements being assessed throughout sports and health. With incomplete or mixed data on many, I have left them out of the discussion for now. 🚲



Cheers everyone. Happy riding.

Jason Lippman, MD

Evergreen Sports Medicine, Williston VT

IOC Consensus on Nutritional Supplements, 2018

<https://bjsm.bmj.com/content/bjsports/52/7/439.full.pdf>

Australian Institute of Sport Nutritional

Supplement Database

<https://www.ais.gov.au/nutrition/supplements>



PHOTO CREDIT: LEE KROHN

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.



PHOTO CREDIT: LEE KROHN

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 – 734-5166 / phyl@together.net

Co-leader: Dawn Fragola – 238-8752

dfragola1127@gmail.com

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 Everyday 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.

Leader: Mark Dupuis – 864-5567

mdd514902@yahoo.com

Co-Leader: Brian Howard – 304-0610

bjhowd@gmail.com

Date: Saturday, August 27

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: 8:45

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

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

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

Date: Sunday, August 28

Ride: Meandres et Beaux Villages - A tour of pretty villages – a 60-mile (M/S) ride across the Canadian border. 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. **Bring your passport or the required customs documents. You will need to fill out Canada's ArriveCAN app at least one day in advance of the ride to enter the country.**

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: Bill Regan - 571-730-8160

william.regan.802@gmail.com

Co-Leader: Bob Ray – 802-735-5101

rray.post@yahoo.com

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

Co-Leaders: Amy Otten - 878-4070

amyotten@netscape.com & Ralph Kilmoyer – 878-4070

ralphkilmoyer@comcast.net

Date: Sunday, September 4

Suggested 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.

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: Saturday, September 10

Ride: NEW Underhill Gravel Ride – this 27-mile (M) ride is a combination of pavement, gravel and trails.

Meeting Time: 8:45

Meeting Place: Underhill Central School

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

Co-leader: John Stewart – 734-9805

jhstuart@comcast.net

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 leader for the full century.

Day Touring Rides

Continued on page 14

GMBC Day Touring Rides

Continued from page 13

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 - 557-4633 / 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. 🚲



ALL PHOTOS: JARED KATZ

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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.....	cajohnson42@gmail.com
Touring Chair	Phyl Newbeck	phyl@together.net
Time Trial (TT) Chair	Kevin Bessett.....	kevinbessett@gmavt.net
Race Team Chairs	Jared Katz.....	jdkatzvt@mac.com
	Joshua Saxe	saxejoshua@gmail.com
Burlington Crit Co-chair	Vacant	
Practice Crit Chair	Andre Sturm.....	andre.sturm@earthlink.net
Advocacy Chair	Vacant	
Newsletter Editor	Phyl Newbeck	phyl@together.net
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 placed orders in 2022 in April and June of 2022. Up to date info is 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:

<https://www.bioracer.com/en/team-clothing/size-chart-bioracer>

Voler's sizing chart:

<https://www.voler.com/fitguide>



Inventory Clothing Order Total

Clothing Total: \$ _____

Shipping: 1 item - \$6

2 items - \$9

3 or more - \$10

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
\$60	2022 Short Sleeve Jersey BioRacer Icon (GMBC) (M,L)		
\$82	2022 Shorts BioRacer Icon (GMBC) (M-XL)		
\$26	2022 Team Speedsock Epic Low BioRacer Socks (GMBC) (L,XL)		
\$53	2021 Short Sleeve Jersey BioRacer Prof (GMBC) (S,L,XL)		
\$71	2021 Bib Shorts BioRacer Prof (GMBC) (S,L,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)		
\$47	2016 Short Sleeve Jersey with $\frac{3}{4}$ 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 $\frac{3}{4}$ 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 $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)		
\$52	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)		
\$50	2014 Shorts (GMBC/Synergy) (M)		
\$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)		
\$5	2009 Gloves (GMBC) (S-L)		
\$12	2002 Short Sleeve Jersey (Invensys) (WM,WL)		