



Perspectives

Volume 34 • Issue 2 Summer 2022

From the Desk of the VP

by JOHN WILLIAMS

Wednesday Night Rides (WNR)

Looking in the rearview mirror, I think we had a very successful 2022 WNR season. Most important, there were no injuries and no crashes (that I am aware of). Our season ended in November this year since the weather and the clocks were still in summer mode on November 2. A typical summer evening would bring out 30 or more riders, with subgroups of 12 or fewer per group designated as “A” (most speedy), “B1” (a little less speedy but still fast), and “B2” (moderately fast). We had very few “C” riders this year (except perhaps for me!) even though the invite was extended. Please consider joining us so that we have a consistent “C” group going forward. Although there were many new riders this year, they all turned out to be strong, easily fitting with in the “A” or “B” groupings. We were pleased to see many strong female riders participating weekly. We welcomed all!

I experienced one event of aggressive and harassing behavior by a driver in a pickup truck. At a recent WNR, while approaching the final couple miles of the route, an obnoxious driver saw fit to “roll coal” at each and every cyclist as he passed. I couldn’t hold back the expletives and fist waves, but of course they are of no avail when dealing with dumb-ass individuals. Most drivers are very considerate and pass groups when it is safe to do so or wave us through (as a group) at stop signs.

We ended the season with our traditional “Tour

de Pint”, highlighted by a short route, and a KOM/QOM competition up Irish Hill. Linus Owens won the KOM, and Susan Kelley won QOM. However, Linus opted out of the “Pint” part of the celebration at Folino’s in Williston, so as runner up, Scott Decker was crowned KOM while Susan was crowned QOM.



Thanks to all who participated in WNR 2022 and thanks to Tom Broido, Kevin Bessett, and Rick Blount who helped organize the ride on days that I could not be there. Thanks, as well, to all who used the sign-up-for-the-ride system that Dorothy Pumo created

for us. I think our sign-up rate was about 50%. We need to improve on that for 2023. At the annual GMBC meeting on November 6, we discussed ways to make signing up easier – stay tuned for updates. Each of us must consider that it is very important for GMBC ride leaders to have a list of names and phone numbers for each rider. In the event of an accident, this information can be vital, possibly even lifesaving.

Lastly, and importantly, I want to express my condolences to the friends and family of Gerry Malavenda. Seven years ago, we lost Richard Tom and now another rider has been taken from the GMBC family. While I never did get to ride with Gerry, in prior years he would show up at the WNR to take photos as we assembled for the ride and post them to Facebook. The details of this fatal accident are not known to me as of this writing. Gerry’s (and Richard’s) losses are stark reminders of the vulnerabilities that exist for cyclists on the road. 🚲



From the desk of the VP

by JOHN WILLIAMS

VP Rides

We hit some of the area notches and gaps – App, Smuggs, Roxbury, Brandon, Middlebury, Baby, and Jay Peak. We had a good sprinkling of vertical geography mixed in with more horizontal landscapes. Ridership consisted of a mix of reliably present “VP” riders and several new riders showing up on occasion. It was great to have our President (Bessett) at many of the VP rides. Not only would he circle back to pace me and others over many miles to the finish, but he would also often add on additional miles like a climb up Mt. Philo after completing a VP ride. Thanks, Kevin, for all the great pulls! The effort required of a rider is greatly reduced when on the wheel of Kevin or others who have a very smooth and predictable cadence. And thanks to others who offered re-group locations to me at times when I would trail off the back. As VP and being of a certain age, I am not the speediest of riders. I always exhort at pre-ride meetings: “Don’t wait for me.” My goal is for everyone to complete the route at a pace that is comfortable, yet challenging for them (I call it “flow”) without feeling a need to wait. At each pre-ride meeting, I also try to point out locations along the route where extra care (due to intersections, traffic, etc.) is needed.

As with the WNRs, I occasionally needed someone to step in as ride leader. A bout with Covid-19 took me out of play for over two weeks. Kevin thankfully stepped in and kept the VP rides going at times when I couldn’t be there.

As was the case with the WNRs, I know of no crashes or deleterious incidents. Safety is first, followed by fun, fitness, and self-challenge. With this warm November weather, the 2022 ride season may continue for another week or two.

MUP Rides

MUP = Mostly Unpaved. With the recent warm mid-Fall nights, MUP rides have reappeared. We have had several fun rides already – all requiring comfort in riding after dark while guided by strong headlamps and protected by rear flashing lights. Riding at night offers an expansion of normal daytime riding conditions and experiences. There is something calming, yet exhilarating, about riding through the darkness following the illuminated path ahead. And I sometimes think that there is a magnified safety factor, relative to daytime riding, provided by our



PHOTO: JOHN WILLIAMS

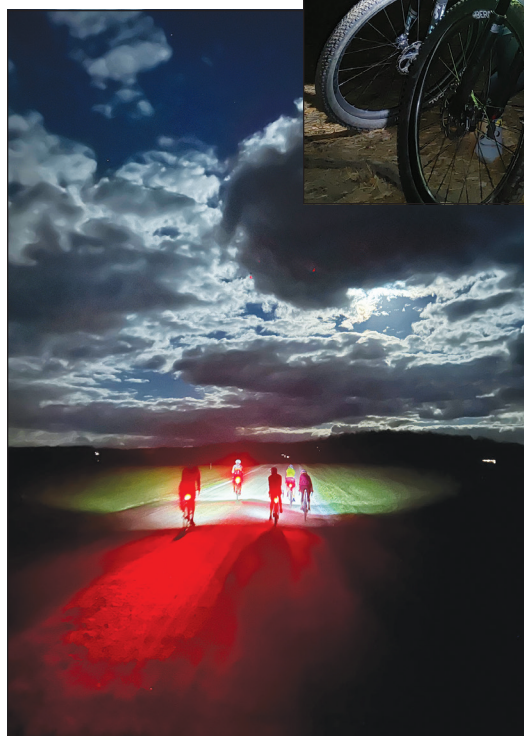


lights which are visible to drivers for long distances.

Vehicular traffic is very low or near non-existent on our routes in the evening. On November 7, several of us headed

south from the Shelburne Beach parking lot toward Thompson’s Point and beyond. Our ride was highlighted by a full moon surrounded by magnificent clouds multiplying the magic of nighttime riding. While darkness appears at an early hour, with strong lights and reasonable weather there is good reason to continue riding.

I hope to see you through the winter, playing on snow, or next spring. I am always open to suggestions for VP and MUP Ride Routes – new and old. Let’s look forward to an exciting, fun, and safe 2023 riding season! 🚴



MUP PHOTOS: JIM STOVER

MUP ride November 7.

Gerry Malavenda

by KEVIN BESSETT

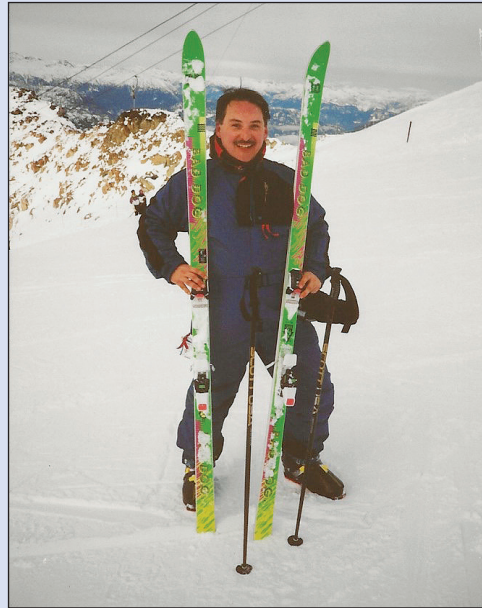
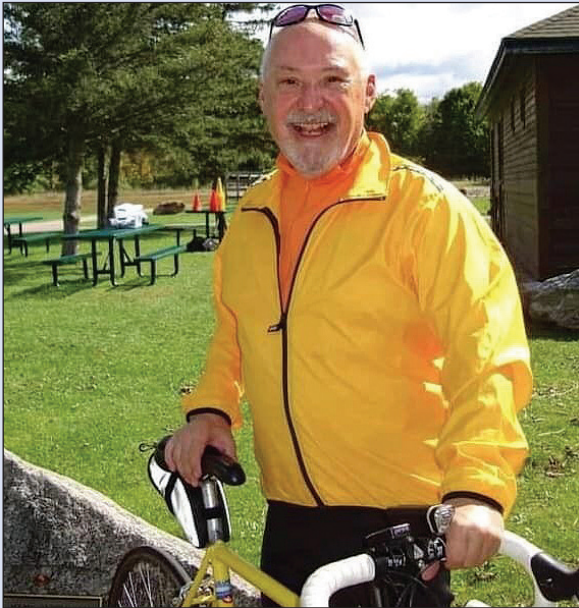


PHOTO: DAVE MONA

Top of Whistler Mountain, BC, 1993.

Saturday, October 15th was a beautiful day. The weather was glorious for the VP Ride which, at its conclusion, inspired me to tack on another 35 miles on mostly dirt roads to get in a century. It was one of the best rides of the year for me.

Upon returning home I checked my email and found a message that was sent to me and a few others asking for emergency contacts for a club member who had been hurt earlier in the day in a collision with a vehicle (he was not riding in a club event). This rattled me and the elation from my ride was quickly replaced with concern and thoughts of how dangerous the road can be.

An hour later I heard a gasp from my spouse who was on her iPad. She said that a cyclist was killed in South Burlington. My heart sank because I knew who it was before she read the name to me.

Gerry Malavenda was a member of GMBC for years, and he was part of the local cycling scene for at least 35 years. I did not know Gerry very well but did know him well enough to know that he was a kind person and liked to help others. He was always jovial and always seemed to be in good spirits. Gerry became one of the administrators of the club's Facebook page. He would show up at events just to take photos for the page and for two years he designed the club's Intro Ride posters which were sent to local bike shops.

I have been involved in GMBC for just about 30 years and Gerry is the second member to die on his bicycle. On Sunday, April 26, 2015, Richard Tom was the first. The death of any cyclist is heart breaking. When it is a member of a club you help run, it really hits home. My thoughts go out to Gerry's family and friends. I have made repeated requests for the police report, but the investigation is still ongoing as of this writing.

There are no words to express how tragic the loss of Gerry is. He will be missed. The road is not a fair place. Please be safe out there.



VP Rides are FUN!

story and photos by SANDY DUPUIS

John Williams, our VP, does a great job at organizing the Saturday “VP” Rides. It is a great opportunity to get in a group ride and to ride some different roads, too.

This year I was lucky to be able to participate in a couple of routes that I have not been able to do for a few years. One was the Brandon Gap / Middlebury Gap route. Another one was the Double Jay Peak ride.



Refueling after Brandon Gap.

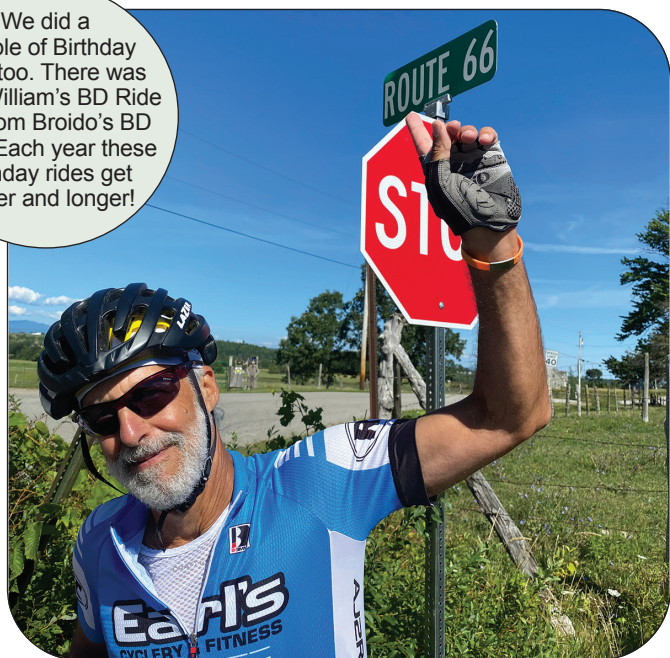


Jay Peak – One Peak down, one Peak to go!



John William's BD Ride.

We did a couple of Birthday rides too. There was John William's BD Ride and Tom Broido's BD Ride. Each year these birthday rides get longer and longer!



Tom Broido's BD Ride.



On October 8th we had the Leaf Peepers Special with winter-like temperatures: 39 degrees and cloudy at the start with wet roads. Steve Chupack did the ride with open finger gloves, shorts, and just his biking jersey until a couple of people provided some additional clothing after Steve could no longer feel his shifters! Here is just one of the many gorgeous views from the Leaf Peeper ride.



Kevin Bessett was our leader for the October 29 ride. Here are a few of us after Baby Gap.



We had a nice summer day on November 5th and did the Duxbury / App Gap East Loop with temperatures in the mid-70s. Beautiful. A couple of us at the top of App Gap.



The Second Half of the Touring Season

by PHYL NEWBECK

The second half of the touring season began on a hot and humid July 17. Fifteen cyclists including one from Virginia and another doing his first GMBC ride headed out on Not Quite Quebec. Two riders did the 40-mile version, one of whom reported that although it was a beautiful ride, she had an unpleasantly close encounter with a manure spreader on the edge of a farm field just a few feet from her as she was climbing a hill. Four riders felt comfortable enough in the heat to do the 60-mile version of the ride while the rest decided to skip the new blacktop on Route 7 in favor of the 52-mile ride. One rider took a wrong turn and ended up finishing almost two hours after the rest of the group after a detour on the rail trail. Many of us began cramping towards the end of the ride but we all finished in one piece, an important thing to note in my case given my personal history of not one, but two, bonking episodes on this hilly ride.

The forecast was for heavy storms and heat, so the leaders of **Bound for Bristol Bakery** made the decision to start their ride half an hour early. Thirteen riders did the 41-mile ride, but another had a mechanical issue during the first mile and had to turn back. Half the group visited the Minifactory while the rest got their sustenance at Jones the Boy Bakery. The light overcast kept temperatures from getting too steamy, even with the moderate headwind at the start of the ride.

One week later, ten cyclists met in Jeffersonville for the **Covered Bridges of Franklin and Lamoille Counties**. Seven did the 53-mile version of the ride, slowed by yours truly who had major shifting issues which were diagnosed and tinkered with by several of my comrades, to no avail. Aside from the traffic on Route 105 and the occasional obnoxious (or clueless) motorist, the long riders enjoyed beautiful views and rolling hills. I will note, however, that Boston Post Road is not ideal when you're having shifting issues, but friends stuck with me as I muttered expletives under my breath. The folks on the 40-mile ride stopped for a sandwich in Johnson and then finished their ride on the rail trail, thereby missing Hogback Road which is the best part of the short route. The long and short versions of this ride are so different that we probably should do each one separately although there is a question of how many times people want to do the long climb into Eden on Route 118 which is part of both routes.

August 7 was extremely hot and humid so the leaders of **Buck Hollow and Beyond** made the decision that the eight riders would stick to the short (40-mile) route. A rider with only one bottle ran out of water early on but was helped by those who carried two. The roads were free of traffic. In Dave Merchant's words, "all animals and other humans used their sensibilities and were not showing

themselves. No cows or cyclists were to be found. Eight left and eight returned, all happy to be back and seemingly satisfied."

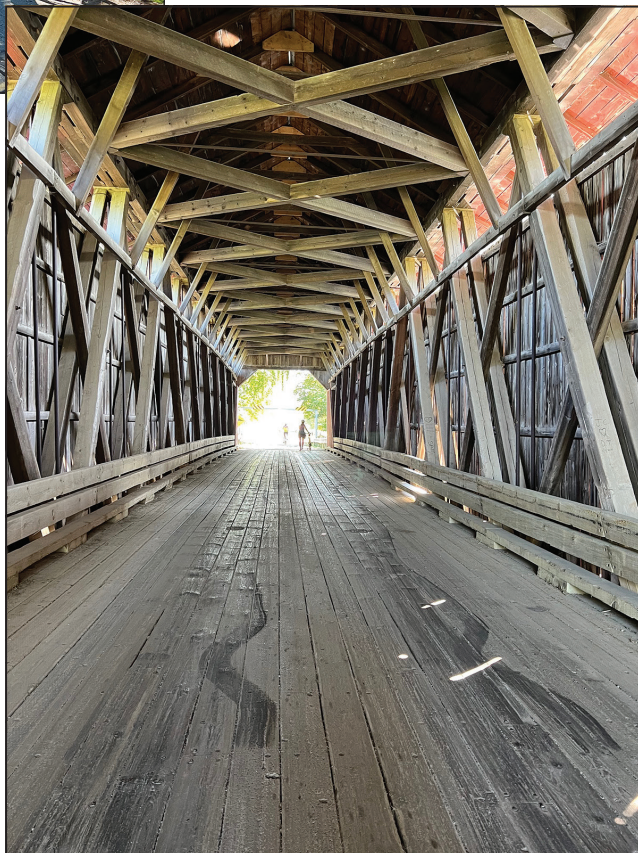
Only seven riders headed to Craftsbury for the 54-mile **Northeast Kingdom Adventure** including one doing her first GMBC ride of the season. Traffic was low, two riders visited the Museum of Everyday Life, and some of the participants finished off the ride with a dip in Caspian Lake. It's a shame this isn't a shorter drive for folks from Chittenden County because it really is a beautiful route.

On August 21, ten cyclists enjoyed the hills of **Waitsfield and Waterfalls**. The temperature was forecasted to reach 90 but an overcast sky kept things from becoming too oppressive. Chocolate chip cookies from both the Warren Store and Hubbard's Country Store in Hancock were consumed and we were thrilled that the folks at the Warren Store offered to let us fill up our water bottles for free. We all made our way to Texas Falls which was really more of a trickle and a few ended the ride with a dip in the very shallow Mad River. Towards the end of the ride there were a few more cars than we would have preferred but overall, traffic was light.

The weekend of August 27/28 was not without its challenges. We had our second gravel ride of the season on the 27th with **Stone Walls and Solar Panels**. In the parking lot, our group of ten met a Maryland cyclist who asked if she could join the ride. It turned out that she had grown up in Burlington and spent summers at a family camp in Underhill, so she was very familiar with the route and delighted to be visiting old haunts with new friends. Unfortunately, this ride marked our only injury of the season when two riders touched wheels while getting out of the way of a fast-moving pick-up. Co-leader Phil Littler was carrying an extensive first aid kit and patched up our injured rider while Dorothy Pumo took his keys and pedaled back to get his car. The two of them deserve high praise for their roles in getting him off the road and on his way to the hospital.

After a great deal of back-and-forth regarding the route, 12 cyclists met in Highgate the following day to cross the border for the **Meandres et Beaux Villages** ride. My thanks to Bill Regan who gamely took over when the original ride leader developed a conflict on that date. Road construction meant a number of reroutes include one which required several miles on Route 133 despite flashing warning signs prohibiting cyclists from using the road. An additional unintentional detour had to be taken when road signs were missing on Route 235. The speed disparity between the faster and slower groups meant a lot of waiting on the part of the quicker riders and forced some to do the short route instead of the longer one due to lack of time. To





PHOTOS: WILLIAM REGAN

Meandres et Beaux Villages

make matters worse, Bill crashed on an unmarked speed bump before a covered bridge but was able to continue riding. "It wasn't GMBC's finest moment," Bill said of the ride "but it all worked out in the end."

Six cyclists spent the morning of September 3 on the **Lamoille Valley Rail Trail** although one left in the middle of the ride to head up Smugglers' Notch. In addition to the usual complement of walkers, runners, and cyclists (some of whom had dogs in carriers), there was a horse and buggy and – at the opposite end of the spectrum – an electric skateboard. One rider, a registered nurse at an assisted living facility was doing her first ever GMBC ride and was thoroughly impressed when she learned the average age of the three ride leaders was 73. Pastries were enjoyed at Black Cap Coffee and Beer. The only downside was the first portion of the ride on the Cambridge Greenway had a lot of gravel which made it less than pleasant for riding.

The club returned to gravel roads on September 10 with one of our few non-alliterative rides, **Underhill Gravel Roads**. Only four riders took advantage of the opportunity to try out a brand-new route. John Stuart, pressed into service as the ride leader due to an injury, noted that the route isn't for people with limited gravel experience. Irish Settlement Road had recently been regraded and was a bit rough, but he was more concerned with Maple Run Lane which has a number of blind curves. He chose to go first and asked the others to wait a full minute before following so he could ensure there were no cars coming in the opposite direction. John described the route as a very scenic one with 3,200 feet of climbing.

The forecast kept changing for our September 18 **Century** ride, but at no time did it look good. Ride leader Phil Littler gamely drove to the starting location with plans to suggest a shorter ride given the probability of heavy rain, thunder, and lightning. Perhaps scared off by the forecast, or disheartened by the fact that neither of Bristol's two bakeries would be open, no other riders appeared.

We returned to Canada for the **Venice en Quebec**, the

Touring Season
Continued on page 8

last official ride of the season. Eleven riders left Alburgh under partly cloudy skies with a moderate south wind. The border crossing went smoothly and afterwards, the cyclists broke into three groups which were never more than a few minutes apart. They took a break at the shore of Missisquoi Bay in Venise en Quebec to watch kite surfers. Although there was a headwind for the return trip, trees helped protect the riders from being unduly buffeted and afterwards, several sampled the goods at a new café in Alburgh.

The weather wasn't conducive to riding for the first two unofficial rides in October. Only one rider went to South Hero on the 2nd, and nobody rode the following week, but on October 16, four riders headed out from Jericho Elementary School on a 40-mile route that went through six towns and three counties. Westford stood out since it might be the only town in Vermont with a peace sign mowed into a lawn, a giant land shark, and an oversized statue of a raised middle finger. Cyclists finished the ride with creemeees at Palmer Maple in Jericho.

On October 23, eight riders headed out from Jasper Mines Road. Two, just back from vacation, cut the ride a bit short. A ninth rider who had arrived late caught up with the group at the turn-around point at St. Albans Bay and the group completed 43 miles (more for the two who had biked to the starting location) in unseasonably warm weather. Temperatures were in the high 30's when a solo rider left his house for the last unofficial ride of the season. Alas, despite rising temperatures and virtually no wind, no one joined him, and his ride was foreshortened when he had not one, but two flat tires.


My arm-twisting ability must be fading because we had some holes in the schedule this year. On the other hand, we had five new ride leaders and two new rides. Although a lot of people have been requesting gravel rides, attendance wasn't great with those rides garnering 4, 6, 8, and 11 riders respectively. In general, attendance was down again with only two rides attracting

more than 20 riders and another 13 getting ten or more. Ridership for our unofficial rides was down as well, although part of that can be attributed to the weather. On the plus side, we had several new riders who joined us this season and plan to continue riding with us.

We generally ask ride leaders to pre-ride (or at least pre-drive) routes ahead of time. That's not practical for leaders - particularly those who are still gainfully employed - who live a considerable distance from the start of the ride. In the future, we may want to designate those rides which haven't been recently vetted since unexpected construction projects might be taking place. It's relatively easy to check on planned construction projects for Vermont and New York rides (although one year my inquiry to NY DOT resulted in them sending me a completely unnecessary seven-page form, requiring our more tactful GMBC Treasurer to explain to the powers that be that the form had nothing to do with our ride) but harder for those in Canada.

This year there were a few rides with cyclists who pedaled at the Social Ride pace when there was no social ride leader. Although co-leaders generally act as sweepers, sometimes it is difficult when there is such a discrepancy in speed so I'm hoping that in future years there will be more cyclists who are willing to lead Social Ride versions of our regular rides.

Lastly, this year we learned the value of a solid first aid kit. While I'm not sure that anything quite as extensive as what Phil Littler carries when he leads is necessary, it's a good idea for ride leaders to at least carry some band-aids and perhaps anti-bacterial cream. Later in this issue, the Medical Car feature will give some ideas about appropriate items for ride leaders to carry.

Here's hoping that some of the new cyclists who started riding with the club will stick with us and the stalwarts among us continue riding for many seasons to come. 

GMBC riders at Hero's Welcome.



PHOTO CREDIT: JOSH SIMONDS

News from the Richard Tom Foundation

by JOHN WILLIAMS

7th Annual Kids' Crit

The forecast was for rain, coinciding with the start of the Richard Tom Foundation Burlington Criterium Kid's Crit. Our preparation that morning (RTF set up on St. Paul Street) was accomplished with a sense of denial in the face of the forecast. Well, the spirit of Richard Tom and all the young riders prevailed with favorable weather, and we had a wonderful turnout. We never know how many will participate since many of the families wait until the last moment to check the weather and their child's readiness. Our registration tent became very busy around 10:30 a.m. with families arriving with children ages 7-11 and their bikes. Registrations this year brought some surprises as each child received a GMSR t-shirt and a Little Bellas jersey. Little Bellas is one of our key partners because Richard was an enthusiastic supporter of the program and the wonderful life-enhancing and skill-building they offer to young girls through mountain bike camps. Thanks to Rachel Ciancola for setting up the Little Bellas tent adjacent to the RTF tent and for helping manage the event throughout the day.

At noon, we pre-staged the 7-8-year-old group with a nod to Richard followed by the "call to start" by Alan Cote. Alan provided safe riding instructions ("look ahead", "hold you line", etc.) and they were off. This group completed two loops (one city block) followed by a warm down back to the RTF tent area.

The 9-11-year-old children then were pre-staged, again with a nod to Richard followed by Alan's safety instructions at the start line. This group completed four loops and returned with a warm down to the RTF tent.

The excitement of the children is palpable. This event, hosted by RTF, and fully supported by the GMSR and Criterium Directors is offered at no cost to the participating families. Medals were awarded to each child. After completion of the Kids' Crit, families were invited back to the RTF tent for a fabulous raffle. A plethora of high-quality prizes were distributed. Thank you to Cool Motion Outdoor Sports (CMOS), Earl's Cyclery and Fitness, North Star Sports, and others for the donated items. Your generosity is greatly appreciated! Thanks also to Jackalope Northeast Cycling for taking



some time out from their busy race day to lead and sweep the Kids Crit.

If you have children aged 7-11, plan on participating in the Kids' Crit on Labor Day 2023!

GMBC/RTF Gravel Ride

We were graced with a phenomenal weather day on October 22 for the annual RTF Gravel Ride in partnership with the Green Mountain Bicycle Club, staged at Cochran Ski Area. Many thanks to Jim Cochran and Cochran family for allowing RTF to use this perfect location for our events. The fall gravel event was offered at no cost, but numerous donations to RTF were received. Thank you to all who contributed!



Approximately 80 riders lined up at the start. This was by far our largest turnout spanning the several years that we have offered this event. With introductions and instructions from me, Tom Broido, and Kevin Bessett, groups of approximately 20 were sent off to their choice of a 40-mile or 55-mile mostly gravel route created by RTF Board member Tom Broido. The routes maximized Vermont's scenic beauty and limited traffic gravel roads. The heat of the day matched the fiery blaze of the foliage as brilliant reds, oranges, and yellows of the deciduous forest were offset by the greens of pine, balsam, and spruce around nearly every turn, rise, and valley.

We think there was about a 50/50 split between riders choosing the 40-mile versus the 55-mile route. As riders returned to Cochran's throughout the afternoon they were treated to hamburgers and brats grilled to order by Tom Broido and Chris Morrissey (CMO). We had a great gathering of cyclists with many local riders along with riders from central and southern Vermont hanging out and trading stories about their ride. We hope that we can continue to grow this event, along with our annual Richard's Ride on May 20, 2023, and into the future.

Save the dates:

Annual Catamount Outdoor Family Center/ Richard Tom Foundation Fat Bike Rally.

Date in January or early February to be announced.

8th Annual Richard's Ride: Saturday, May 20, 2023, Cochran's Ski Area. 

The Medical Car

by EVERGREEN SPORTS MEDICINE - JASON LIPPMAN, MD

Today's column was inspired by the question: "what should I have in a first aid kit to take on rides?"

That's a tricky question given that we try to carry as little as possible during rides and usually don't have a lot of room for extra, but below I've listed my bare-bones first aid kit for cycling. For a longer ride with a group, consider splitting any medical supplies up to save weight and space. Just like with bike and tire repair kits, on a ride that takes you far from home you might one day be glad you have them.

Below are some of the more common (or more important) conditions that we may face at some point during a ride. Hopefully the discussion makes the idea of the first aid kit feel more useful!

Road rash

If a rider crashes on pavement or gravel, there is a very high likelihood of sustaining at least some skin abrasions during the fall. In general, management is mainly focused around removing any debris and sanitizing the area. Our skin is designed to keep bacteria outside of our body. Deep abrasions and cuts, where the integrity of the skin is disrupted, risk skin and soft tissue infections if not appropriately treated. If a wound is deep and bleeding profusely, apply pressure and call 911.

For manageable abrasions, having some alcohol wipes and antimicrobial ointment (Bacitracin/Neosporin) can be the best place to start. The glycerin base of the ointment does double duty of decreasing risk for infection and acting as a wind barrier to reduce sting on the way home. A small pair of scissors, non-stick first aid bandages, and tape are also reasonable to carry especially on long rides. The scissors can be sanitized with the alcohol wipes and used to help remove grit from road rash if needed.

Concussion

A concussion by definition is a "mild traumatic brain injury" that happens when the brain bounces around in the skull during a crash, etc. Unlike road rash, if you sustain a concussion during a ride, you are NOT safe to keep riding. Staying on the bike with a concussion is dangerous as it can affect balance and concentration. We don't have to hit our heads to end up with a concussion, though this is a more common mechanism for this injury. The whiplash from being thrown from the bike and landing on your back/side/chest can transmit force to the brain and trigger a concus-

sion. Concussions usually resolve over two to four weeks, but some take longer. The key is avoidance of recurrent head injury while the brain is recovering. Talking with a medical provider about your symptoms and strategies to expedite recovery is a smart idea. Concussions can occur in conjunction with more serious head or neck injuries, and we shouldn't write something off as "just a concussion" if it is worsening over the hours or days after the injury.

Key concepts to concussions are as follows:

- If you lost consciousness or are dazed/confused after a crash, you have a concussion. Do NOT get back on your bike until symptoms have resolved - preferably after talking to a medical provider.
- Every headache after hitting your head isn't a concussion but most concussions include a headache.
- Common concussion symptoms include light and sound sensitivity, nausea, dizziness, or difficulty remembering details from the day/crash. They may be worsened by eye movements or movement within your visual field.
- Concussions can slowly present over the 24 hours following the injury. Monitor for new symptoms.
- If you start to feel dizzy, nauseated, or have a worsening headache later in a ride following a crash, pull over and call a friend for pick up.
- Red flags for a head trauma that is more serious than a concussion include: progressive headache, nausea with vomiting, worsening confusion, visual changes, facial or extremity numbness or weakness. These warrant immediate evaluation in the Emergency Department.

Shoulder injuries

If we go over the handlebars during a fall, shoulder impact is reasonably common. This can lead to acromioclavicular sprains ("shoulder separations") or even collarbone fractures. If you think you've sustained a significant injury to your shoulder and it is painful to lift the arm or put weight on your handlebars on that side, call a ride to get home. In the meantime, partially unzip your jersey and slide your hand in to create an improvised sling. Another option is carrying a single pantyhose leg or a gauze roll with you that could be knotted into a loop and fashioned into a sling around the neck and wrist/forearm. If you have no service and the only option is to ride or (preferably) walk, this will be helpful. After you are home, make plans to be seen by a medical provider. X-rays may be necessary to help guide recovery and rehabilitation.



Pain

There are plenty of reasons why we could experience pain on a ride. Some of them are listed above; I'm sure we can all think of others. A little pain from a recovering injury is useful to let us know if we are overdoing it, so I by no means advocate for dosing up on pain relievers prior to a ride just to blunt pain symptoms. But if you need to treat mid-ride pain, acetaminophen (Tylenol) is the best option. It is an effective pain medication and does not have potential for side effects when used during a higher intensity workout. In fact, acetaminophen has very few known side effects as long as you have no history of liver disease and are not on a winery tour by bike (seriously, please don't mix alcohol and Tylenol).

In comparison, non-steroidal anti-inflammatory medications like Ibuprofen (Motrin, Advil) or Naproxen (Aleve) increase risk for kidney injury, muscle breakdown, and hyponatremia when taken during prolonged exercise. They are wonderfully useful medications in the right setting otherwise, so don't throw away your bottle of Aleve just because you are reading this.

Acute heart and lung conditions

This will likely still be near the front of our minds with the death of one of our local riders earlier this year from a heart attack during an otherwise normal ride. Cycling is a sport with wonderful health benefits and overall low impact on our joints as they begin to complain more in our later decades. However, familial inheritance of high cholesterol, blood pressure, and asthma can still predispose active individuals for acute cardiopulmonary events during exercise. Symptoms that would be concerning for an acute cardiopulmonary condition include progressive chest tightness/discomfort, shortness of breath, lightheadedness, or abnormally fast or irregular heartbeat.

For you as a rider, know your medical diagnoses, medication names and allergies. Keep them on your phone or even as a waterproof hard copy with your toolkit. Always carry any rescue medications for your condition such as an epi pen for anaphylactic allergic reactions, inhaler for acute asthma, or aspirin/nitroglycerin tablets for angina/coronary disease. And if you are concerned you are starting to feel

First Aid Kit Contents

Aspirin
Ibuprofen
Extra strength non-aspirin
Insect sting relief pads
Alcohol cleaning pads
Antiseptic towelettes
First aid/burn cream packs
Plastic bandages
Fabric bandages
Elbow and knee plastic bandages
Junior plastic bandages
Knuckle fabric bandages
Fingertip fabric bandages
Patch bandage
Instant cold compress
Emergency blanket
Moleskin squares
Butterfly wound closures
Finger splints
First aid tape
Trauma pad
Sterile eye pad
Gauze pads (3 sizes)
Conforming gauze roll bandage
First aid guide
Nitrile exam gloves
Scissors
Plastic tweezers
Cotton-tipped applicators
Clear-pocket softpack

unwell, let your riding partners know. If you are riding solo, slow down, find somewhere to safely get off your bike and call for help if symptoms are persisting or worsening.

For riding partners, your role is check in with your crew during the ride and to recognize that your friend is showing symptoms. If something is off, stop and safely get off the road to assess better. Call 911 if needed. If an adult becomes unconscious from an acute nontraumatic medical condition, acute cardiac arrhythmia is the most likely cause and the faster a defibrillator (AED) and medical team are on scene the better.

Basic Cycling First Aid Kit

- Acetaminophen/Tylenol tablets
- Alcohol wipes (sold as square individually packaged wipes)
- Small tube anti-bacterial ointment Bacitracin, Neosporin) Tape
- Small pair of scissors (with cap for tip) or pocketknife
- Pantyhose, single leg
- Cell phone (or potentially satellite device like a Garmin inReach)
- Personal medical information (medication list, allergies, known medical diagnoses)

A couple details: For tape, I recommend kinesiology tape as it can cover multiple bases. It's great for blister/hotspot care on hands or feet if you're out for a long day and can also be used for bandages. If you choose to forgo carrying scissors, you'll want medical tape for bandages as its more easily torn by hand. The pantyhose is a very light weight option for both a sling or the classic ice bag for your neck on a hot day. These can all be combined in a Ziploc and then stored in your saddle bag. 🚲

Disclaimer: Hopefully we all appreciate that this is a delicate subject for many reasons. This column provides some basic considerations for management of cycling first aid, but this is only to empower riders to attempt to safely get home. Any or all injuries sustained during a ride may warrant medical evaluation at the time of the injury. My tips here should not supplant true examination and do not serve as an established medical relationship or treatment for future injuries. Additionally, if you have a riding partner who becomes injured during a ride and you do not feel that you have the appropriate training to manage their injury, always consider calling 911 for roadside medical evaluation.

Passing the Torch

by PHYL NEWBECK, TOURING CHAIR EMERITA

I moved to Vermont in 1995 and started riding with the GMBC in 2002. I was living on a dirt road and pedaling a Trek 750 hybrid so that's the bike I brought to my first ride. Other club members gently suggested a road bike would be better, so I took my steel frame Bottecchia which had been hanging in the garage and dusted it off, thinking I was ready to go.

On my first ride with the Bottecchia, a more knowledgeable cyclist checked out my gearing and asked if I was a racer. When I looked puzzled, she explained that I had a straight cluster. Not having the foggiest idea what that was, I soon realized it meant that my chain ring had been designed for the "hills" of Central Park, rather than the foothills of the Green Mountains, rendering Pleasant Valley Road a less than pleasant experience. I remember Lou Bresee trying patiently to get me to draft him on the return trip but all I wanted to do was get off the bike and walk it up the hills. A trip to Earl's remedied that situation and provided me with gearing more suitable for my Jericho home.

In 2005 Amy Otten retired as touring chair and in gratitude for my new-found social circle, I volunteered to help Leslie Carew take over that role. Several years later, Leslie stepped down and suddenly it was my show. Technology began to make my job easier. For years, GMBCers had relied on paper maps made from photocopied Gazetteers. More often than not, the route would cover more than one page, creating cut-and-paste jobs that were less than ideal. That's why I was thrilled when Steve Barner stepped in and offered to make computer-generated maps with step-by-step written directions. Suddenly, all our rides were presented in the same format. Around that time, I decided that the GMBC map archives which were in alphabetical order would be more user-friendly if they were categorized geographically. Periodically, I get emails from folks around the country praising the club for our library of rides and occasionally ribbing me for our penchant for alliteration in ride names.

A few years into my tenure, Pat Stabler and Tom Evers showed up at a ride and mentioned that they had a camp in South Royalton. The Massachusetts natives invited their local bike club up for a weekend every year and wondered whether GMBC members might be interested, as well. The annual Upper Valley Weekend was born and continued through 2021. When Pat and Tom purchased a house in East Burke, we were able to add a Northeast Kingdom Weekend to the schedule. We tried to also feature local rides during those weekends for those

less inclined to travel longer distances.

One important change during my years as touring chair was the addition of a second ride leader. Our rides now have sweepers and when there are two different lengths, one cyclist often leads the longer route while the other is in charge of the shorter version. I'm grateful to the many GMBCers who have been willing to lead and co-lead rides, year after year. I won't thank you all personally, but you know who you are, and we couldn't have our weekly schedule without you. I am truly in debt to those of you have devoted time to researching routes and making sure everyone finishes the rides safely.

I can claim absolutely no credit for this, but several years ago, the touring section began running Introductory Rides to help new cyclists learn to ride in groups. In May and June, we've been holding these rides on Saturdays and have had quite a variety of folks show up ranging from racers to a mother with two children in tow on a Burley. The GMBCers who shepherd these new riders have gone above and beyond the call of duty in teaching these cyclists the rules of the road and several of those cyclists have subsequently joined our Sunday touring rides.

A few years ago, responding to requests from our membership, we began to add gravel rides to our schedule. We've been holding these rides on Saturdays and attendance has been growing. We hope to continue giving gravel options to those who prefer lower psi and fatter tires.

Recently, the GMBC (again, with no help from me) entered the 21st century with the addition of Ride with GPS mapping software for all our rides. Brian Howard has painstakingly converted our entire map archive to this format. Leaders still bring extra copies of the paper maps, but more and more cyclists are using their phones or Garmins to keep on course.

I've thoroughly enjoyed my years as touring chair but it's time to pass the torch. My Bottecchia was replaced by a Pinarello and there's a Bianchi with my name on it on the horizon. I intend to continue riding with the club for years to come (preferably on bikes that end in a vowel) but next year, Brian Howard will be in charge and I'm confident he'll keep improving the touring section. I'll continue my role as newsletter editor and nudge, but I'm happy to have someone else take over setting the calendar, cajoling folks to lead rides, and publicizing our schedule. I look forward to seeing old and new friends on our rides next year. 🚲



2022 TT Season Wrap-up

by KEVIN BESSETT

There were a few firsts for the series this year: The lowest average participation per event in over 35 years; and five TTs were cancelled because of bad weather—typically it is one or two.

Weekly participation has been dwindling since 2016 and this season the average attendance per event was nine (contrast this to 2009 when it was 29). One of the reasons for this is that the cycling scene around here has changed a lot since then. People like Bobby Bailey and a few others who helped draw people to the TTs have either moved away or stopped racing. It is sad to witness the drop in recent years and I do not foresee much of a change any time soon. However, I am looking into promoting the series to local triathletes next year and that could give it a boost.

Due to the low participation the championship series was put on hold this season. However, kudos go out to Marc Meredyth and Sandy Dupuis for being the quickest of the men and women who showed up the most during the season.

And drum roll please. For about the 11th time John Witmer takes the top spot for attendance. He rode 10 of 12 TTs. John also holds a record that will not be broken in my lifetime: The racer with the greatest number of time trials ridden. 430! That number boggles my mind. Not quite hot on his heels, but very respectable, John Bertelsen hit 300 TTs in his career this season. John is 71 ahead of me in 3rd place.

Thanks to all who helped time at events. I really enjoyed seeing everyone. See you next year! 🚲

2022 GMBC Practice Crits

by ANDRE STURM

First of all, again a big thank you to our referee Dorothy Pumo, our registrar Sharon Sturm, and the many volunteers who showed up to marshal our practice crits.

In 2022 we had three practice crits planned. Two happened, but one had to be cancelled due to weather. All of these were run in late July and August. In total we had 40 racers in the two events. This is a slightly smaller number of participants compared to before pandemic years, but that does not mean the competition was anything less. The people who did show up got a good workout and had fun. It was especially nice that we again a number of newcomers trying their legs in a criterium, and a number of women participating in the other races.

The small number of events is mostly due to the new travel opportunities after the pandemic. Our

referee Dorothy is now enjoying time to travel in her retirement, and I, as the organizer, am still working 100% from home, meaning I can, and do, work from anywhere in the world without being confined to a geographic location. Between Dorothy and me, we were out of state seven of the 12 weeks from May to July, and this is likely to repeat in 2023. This highlights a weakness in how the practice crits have been organized and run. If they rely on just two people then they will be both subject to a small number of events to begin with, and high risk of being cancelled if one of us becomes unavailable.

While Dorothy, Sharon, and I are willing to continue in 2023, it would be great if we can find a way to get more people involved in the running of these events. Let me know if you are able and willing to help out. 🚲



Please send us photos of your rides! We need hi resolution digital files, at least 2MB is ideal. Along with your photos, please send a caption and identify who took the photo. Email photos to Phyl Newbeck at phyl@together.net

Membership Summary

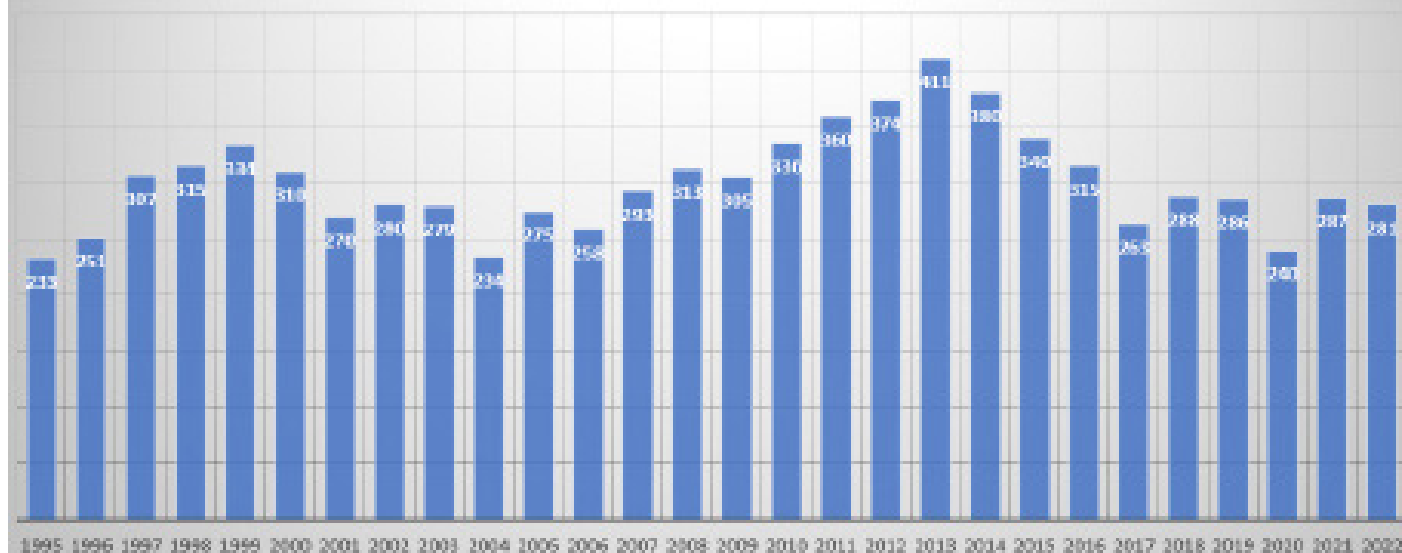
by KEVIN BESSETT

Membership Summary for 1995 to 2022

Here is a look at the total number of club members per year since 1995. As the chart shows it has ebbed and flowed over time. The two peaks (1999 and 2013) were caused by the expansion of the racing team. In the latter half of the 1990s GMBC had one of the top racing teams in the northeast and racers from

outside VT joined the club to be on the team. It was a similar case from 2009 to 2013 with the 1K2GO racing team. Conversely, membership declined as each of the teams wound down. Not indicated below is the average member age. It has steadily increased during this period and in 2022 it was 52. In the 1990s it was in the mid-30s.

Annual Total Membership Summary



Tour de Farm 2022.

PHOTOS: LEE KROHN

GMBC Sponsors & Friends



**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	Brian Howard	bjhowd@gmail.com
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 snugly. 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 two orders in 2022; in April and in June.



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, please note that 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 snugly.

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 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)		
\$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)		
\$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)		