



Perspectives

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From the Desk of the VP

by JOHN WILLIAMS

Wednesday Night Rides

Welcome summer! Or, perhaps more accurately, to the abundance of early spring-type temperatures and wetness? Through April and May we had rather normal weather conditions for our Wednesday Night Rides (WNR). Then early June brought with it record-setting heat. Since cyclists create their own private breeze while riding, I think the warm weather was welcomed, as evidenced by the large turnout at the WNR. Then the weather reverted from cool to cold and rainy. A couple of WNRs were cancelled or postponed to Thursdays to dodge the raindrops. Despite the challenging weather, attendance has been good for the WNR with several new riders joining the fold and compatible groups forming.

The newest challenge for the WNR has been parking. With the new dog park and seasonal baseball games, the Wheeler Lot has been nearly completely full when we arrive. Many riders have used the lots between the athletic fields (Veterans Memorial Park) where parking spots can be found. Thanks to those who commute by bike to the WNR. This helps alleviate the parking situation.



I expect that ridership will increase during the summer months. Thanks to all who use our sign-up form for the WNR. Not only does this provide me with contact phone numbers (which I hope never to use) but it also gives me an estimate of the numbers of riders and names of new riders. We welcome new riders who have some experience with group riding skills and safe riding perspectives.

VP Rides

We already have had some great rides and some good weather with a couple exceptions. We have visited some of the regular routes: Jasper Mine, Starksboro/Baby Gap, Smugglers' Notch, Jeffersonville/Montgomery, Vergennes/Addison (Vergennes Laundry baked goods!), Richard's Ride, and App Gap East ascent. We had up to twenty riders for several of the rides. Great! A planned ride of the Moretown/Roxbury/Sugarbush Gaps was cancelled by consensus when only three of us showed up under threatening skies. Then the much loved and anticipated Bike-for-the-Lake Century date (Saturday, June 17) was met with soaking rain. I opted out as did most that I know from GMBC. One notable exception: Tom Cleveland rode the 30-mile route. Congratulations Tom! Last year I rode the 100-mile route in the face of humbling wind and driving rain. Brian Howard and Peter Gallerani will remember last year's ride well. We shivered together in the Alburgh visitor center. Brian and Peter wisely decided to limit their ride to 80 miles while I unwisely decided to continue on for 100. I remember crossing Isle La Motte directly into the wind and barely able to eke out 9mph. I think I got the last remaining hamburger before the volunteers shut down the food line. I opted not to tempt this fate again (although I think the wind was not a factor this year).

As a follow up, I have mapped out a possible GMBC substitute as a **GMBC Island Century** (no entry fee!). Here is the link to the route: <https://ridewithgps.com/routes/43327143>. We will pick a warm, hopefully not windy, Saturday to do this ride. I also hope to bring in at least a couple gravel rides into the VP summer series. If anyone has new route suggestions, please send them along (jbikenski@gmail.com). Hope to see you soon and throughout the summer and fall! 🚲



News from the Richard Tom Foundation

by JOHN WILLIAMS



May 20th turned out to be the perfect day for our Eighth Annual Richard's Ride Powered by VBT. After the usual worries about the forecast, Richard's spirit prevailed, and a warm, mostly sunny day graced us. Events of the day and the evening before were a different story: the hellacious swirling winds eyed our new RTF banner as a playful spinnaker and surreptitiously tore it down along with the supporting truss that Jim Komarmi (EventSet) had constructed that morning. Fortunately, no one was within the crash zone when it came down and the damage to the truss was minimal. Beyond that, all went smoothly!

We wish to thank our many volunteers who helped the RTF Board members make this such a successful event. Many of our volunteers return year after year to provide the support we need and several of the volunteers not only assist but also participate in one of the rides. Special thanks go to Sabra Davison of Little Bellas for serving up delicious pancakes with maple syrup throughout the morning. The list of volunteers is long – so here is a big THANK YOU TO ALL!

We wish also to thank our many sponsors and especially our Title Sponsor Vermont Bicycle Tours ([VBT Cycling Vacations - Discover Active Travel](#)). With assistance from VBT and our Yellow Jersey, Green Jersey, and Polka Dot Jersey level sponsors and many individual donations we are able to continue

provide scholarships to children to participate in mountain bike camps (through Little Bellas and Catamount Outdoor Family Center), support our Bikes for Friends (BFF) Program (free reconditioned bikes for kids and adults who otherwise may not have access to one), road and rider advocacy (through Local Motion), and assistance to youth racers. Thank you to each of our sponsors. And thank you to the Cochran family who graciously open Cochran's Ski Area to RTF for our annual event.

On the morning of the 20th, promptly at 7:30 am our check-in and registration tables opened to a stream of riders picking up their bibs and swag bags. Each bag contained a custom designed BIVO bottle complements of RTF and BIVO. These bottles provide excellent flow, obviate any plastic taste, minimize the use of plastics, and are simple to clean. We hope you enjoy them!

We also distributed rear flashing lights to any riders who needed one. Being very visible on the road enhances our safety to a large extent. These lights were provided in memory of GMBC member Gerry Malavenda, who we sadly lost in 2022. Funding for these lights was provided by friends and family of Gerry in hopes that all can ride with an added measure of safety.

Our ride menu began with Richard's 70, likely our most challenging route consisting of beautiful rolling terrain interspersed with challenging climbs and





exhilarating descents. This year only about 20 riders participated – mostly due to the increased interest in gravel routes.

Next up was Richard's 40/50 Gravel. About 60 riders participated in this ride which takes in the unpaved roads to the south of Cochran's with an abundance of challenging terrain and beautiful Vermont scenery.

Richard's 30 also attracted a large field, following the traditional route on paved rolling roads both north and south of Cochran's and once again offering scenic vistas and views.

Richard's Mountain Bike Ride attracted a good field this year and we hope to build on this. Several riders were excited to explore Cochran's trails, led by Max Krieger of the new and developing Burlington Bike Park.

It was great to see many parents and children line up for our Richard's 15 and Richard's five-mile rides. Cochran Road

was closed to traffic for these rides. RTF Board member and ride leader Karin Ward provided safe riding instructions to children participating in the River Trail Ride. Children refueled with drinks and snacks (Untapped Maple energy snacks and Cabot cheese) at the Celebration Station before heading back to Cochran's to receive Medals of Accomplishment and line up for face painting.

We had over 200 riders participating in the offered rides. What was palpable was the overarching and relaxed camaraderie that followed the rides accompanied by a great post-ride meal (Dakin Farm, Sugar Snap Catering), brews (Stone Corral), and dessert (Sisters of Anarchy ice cream). Thanks everyone for participating in our Eighth Annual Richard's Ride and to the several who helped disassemble the EventSet fencing at the end of the day. The day and the ambiance truly reflected the spirit of Richard Tom. 

Upcoming Events

(all are offered free of charge, donations accepted):

Kids' Crit:

An integral part of the Green Mountain Stage Race downtown Burlington Criterium, Labor Day.

Fall Gravel Ride:

Hosted by RTF from Cochran's Ski Area. Date to be announced.

Winter Fat Bike Rally:

In partnership with Catamount Outdoor Family Center, free access to Catamount's beautifully groomed winter trails and bike rental fleet.

*Love Life, Love Bikes,
Love Richard*

Meet the Prez: Kevin Bessett

by PHYL NEWBECK

Growing up in Williston, Kevin Bessett first learned to ride when he was four years old. When he graduated to a bike without training wheels, it was a Schwinn Stingray with a banana seat. "That was freedom," he recalls. "I pedaled that thing around until probably the end of junior high school."

By high school, Bessett's love affair with the bike had waned. He switched from pedal-power to engine-power and began racing motorcycles. Ironically, it was a bad motorcycle accident that propelled him to switch back. A few months before the accident, he met a Shelburne resident named Dan King who enjoyed both forms of two-wheeled recreation. Bessett's motorcycle crash led to a two-month hospitalization and King visited him almost daily. The following August, eight months after the crash, King convinced him to buy a bicycle. His first purchase was a mountain bike which he took for a 14-mile ride. "I felt like I'd ridden a thousand miles," Bessett said, "but I thought it was really cool and things took off after that."

Bessett still had to fight to get back to his level of pre-crash fitness and was plagued with double vision, but he was determined to get better at cycling. When Dan started doing time trials in 1992, he convinced Bessett to try one, as well. "That's when I started getting reeled in," he said. "In 1993 I rode a lot of time trials and after the Pleasant Valley route I remember cooling down with then-president Ben Haydock and offering to run the series. I've always been a shy person and I'd never done anything like that before."



Alpe d'Huez

Bessett had a year to learn while Tom Cleveland and Steve Barrett were in charge but in 1993, he took over running the time trials and a year later was elected club vice president. In 2004, he took over as president from Haydock.

A number of changes have taken place in the almost two decades that Bessett has been in charge. Back in 2004, the racing team was a big part of club life. "For over a decade it was one of the top teams in the northeast," Bessett said, "but it started fading as mountain biking



Ascutney Hill Climb

became more prevalent and there were more options for riding.” Bessett said the racing team had such a strong presence that it included racers from across New England and even beyond.

Membership in the club has been steady but Bessett believes that over the last five years, we have had more first-time members join. He noted that the club faces the same challenges that all volunteer organizations face. “It’s difficult to get new people involved” he said, “and hard to get people to commit to taking charge.” Bessett noted that he is not the only official who has been at the helm for a long time, citing treasurer John Bertelsen as an example. “It’s not healthy for a club when you have people like me and John,” he said. “The dedication is admirable for those who have been in positions for a long time but it’s not healthy for a club.”

Bessett noted that he was late catching the travel bug and didn’t visit Europe until 2004 when he started joining Roger Costales from the Ski Rack for cycling trips. His favorite cycling vacation was a Grand Fondo called the Maratona in the Dolomites in 2006. The 83-mile race had roughly 14,000 feet of climbing and attracted some professional racers. Bessett finished in the 400’s out of 13,000 racers and was excited to ride past some of the ski slopes he had seen while watching World Cup ski races on television.

Bessett makes his living testing software for Cox Automotive/Dealer.com. He said a number of dealerships are using their software including Toyota and Subaru. “It’s kind of cool testing new features and seeing them implemented,” he said. “It doesn’t sound sexy but it’s rewarding.”

Bessett has expanded his cycling to include fat biking

and gravel riding to go with mountain biking and road riding where he favors Colnago bikes. “I wouldn’t say gravel is the future,” he said, “but most people find gravel roads much safer than pavement. It’s a way to get more people involved in cycling.” He enjoys mountain biking because it requires the rider to adapt to changing terrain and learn different bike handling skills.



Rasputitsa

Almost twenty years since taking the helm, Bessett still finds that helping with or directly putting together events that people enjoy is rewarding.

During the winter, Bessett enjoys skate skiing as well as fat biking at night at Catamount with VP Williams. He has a trainer set up in his basement and in 2022 he pedaled 2,100 miles with 161,000 feet of climbing.

Almost twenty years since taking the helm, Bessett still finds that helping with or directly putting together events that people enjoy is rewarding. He notes that the position of club president can be seen as just a figurehead, but he has had to interact with Selectboards and State representatives over the years. “I don’t want to do it forever,” he said. “It’s important for me to find a person who has the same level of enthusiasm that Ben

had, and I have, to carry the club.” Bessett stressed that he wasn’t looking for a carbon copy of himself but believes it’s crucial that when he steps down, the new president will be someone who has enthusiasm, is proactive, and won’t just brush things aside.

Being a member of GMBC has brought Bessett some perks. “I used to be a shy kid,” he said. “I blushed when girls looked at me and it almost took an act of

Congress for me to ask a girl to dance at Skate Land where I used to spin the records. When I spoke to Ben in 1992 about taking over the time trial series, that was stepping outside my box and I’m just so glad I did that. During my time with GMBC, I’ve been graced with the presence of many incredible people.” 🚴

2023 Time Trial Series

by KEVIN BESSETT

The weather this season... It's been something and has been a little less than ideal at some time trials. Attendance has not been stellar so far, but on the flip side, the enthusiasm has been high.

Having more cyclists show up would be great. So, here is my pitch to encourage you to check out a time trial. Honestly, many cyclists with some sort of competitive nature feel that riding a TT is equivalent to punishment: You ride alone, confined to a solitary effort that is as hard as you can go for a set distance. Drafting is prohibited. Even in the pro-ranks, the TT specialists are greatly outnumbered by the those who ride them because they must. Are you sold?

Seriously, there are many benefits to riding TTs. For example, over time you will gain both physical and mental strength. The physical aspect speaks for itself, but the mental strength you develop to work through the TT efforts comes in handy when going uphill or in a group ride that is difficult in places. TTs give you a clear picture of the effort that you can or cannot maintain, and you learn to embrace (or accept) the pain by putting it in a different compartment in the brain. The series is laid back, and while some have time trial bikes and what look like space helmets, others do not. No one is judged by the speed at which he/she can ride. Everyone appreciates everyone else's effort!

In the "other TT news" department, the series visited a new course in Jericho, which was mostly gravel. That drew a few who otherwise would not have ridden a time trial. The course is interesting and fast and was well received. There is another TBD for course location in August. Perhaps there will be another visit there? Watch for TT announcements on the club's Listserv. Visit <https://thegmbc.com/gmbc-email-list/> for info on that. And visit <https://thegmbc.com/tt-schedule/> to view the schedule and results. Hope to see you soon.

2023 GMBC Time Trial Schedule

Subject to change. Stay up to day via the [Listserv](#) or visit www.thegmbc.com.

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

Date	Course Name	Timers* / Notes
Jul	6 Duxbury (gravel)	M Meredyth
	13 Huntington	J Bertelsen
	20 Dunsmore	K Bessett
	27 Bolton Hill Climb	R Phillips
Aug	3 Jeffersonville North	M & W Clifton
	10 Jonesville	K Bessett
	17 TBD	B Anderson
	24 South Greenbush	K Bessett

* Timing assignments determined by rider participation last year.

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

For info contact Kevin Bessett at kevinbessett@gmavt.net

These events are FREE and open to all

Course Descriptions (see website for detailed information)

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

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

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

Huntington: 12.71 mi. **Parking:** Brewster Pierce school in Huntington Ctr. **Start:** Small bridge just north of the village. Head south on Huntington Rd. to the junction of Rt. 17. Turn around and head back to the starting area. **Caution:** Look for traffic when making U-turn.



Jeffersonville North: 16.59 mi. **Parking:** At 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 there is more space for passing bicycles and cars). **Start:** On Rt. 2 (1/5 mile west of Golf Course Road), head east for eight miles to the entrance of the Sun Common building. Turn and head back to the starting 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.

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 sure each rider **reads the rider responsibilities** prior to signing-up.
- **Inform** riders to **be discreet** if nature calls.
- Keep riders on the **grass side** of orange cones at **start area**.
- **Remind** riders to **yell their start position** just before crossing 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 traffic laws. 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 always mandatory, 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 and 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 the finish line.

Blink Blink Blink

by KEVIN BESSETT

It makes me happy to see a greater number of cyclists using a rear flasher, and a growing number are using flashers that are bright, which grab attention from far away. Flashers that are bright, be it front or rear, vastly increase your safety on the road because they alert drivers to your presence. You are much less likely to be hit if you are seen. It just how it works.

If you do not ride with at least a rear flasher, consider the distracted drivers on the road. I've seen it myself too many times while driving and it makes me mad. That blinking light will get you the attention you need and will buy you some extra time. It could only be an extra second, but that extra second could determine if you arrive at your intended destination or not. GMBC members get discounts at some local bicycle shops. Call and ask.



These Three Things

by BILL REGAN

When I teach cycling, using a curriculum developed by the League of American Bicyclists, I stress three key themes to bike safety: visibility, predictability, and anticipation. They help novice riders as well as more experienced ones looking to be safer. This article is aimed at club members, but please share it with any non-GMBC riders you know who are out there on the roads with us.



cyclists ahead of me on the road. Did I see their bright jersey well before I reached them or was I surprised by their camouflaged presence on the road? How far back did I see their light? Was it at the last moment because it was dim or poorly placed? Keep in mind that I am looking for cyclists when I drive. Most motorists

don't, so it is all the more important to announce your presence.

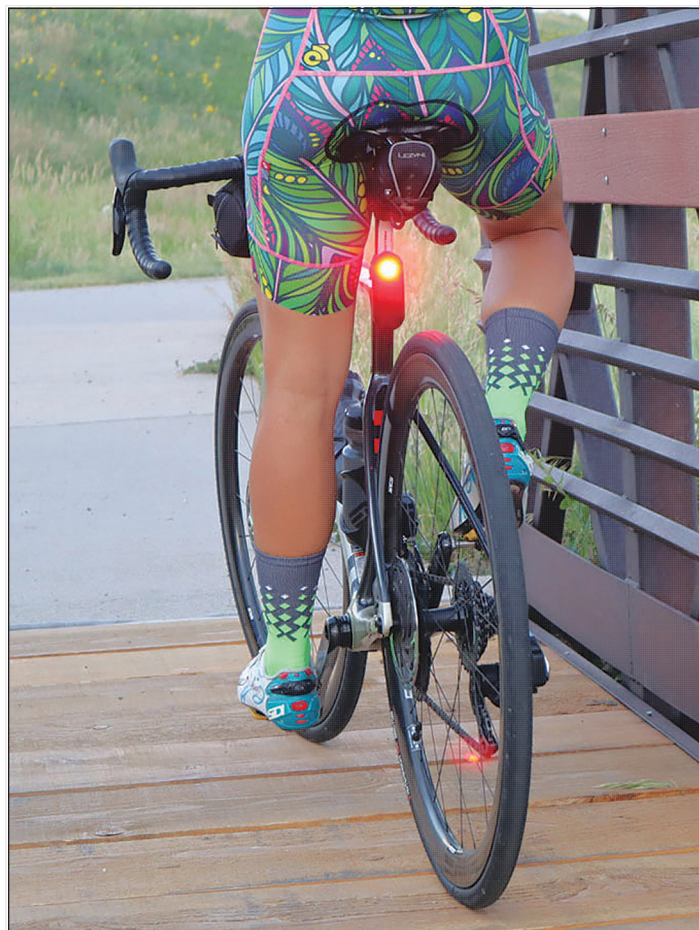
Be Visible

The first step to avoiding a collision with a vehicle is to be seen. Many of us wear bright clothing as a matter of course, but I still see folks, including serious hammerheads, in head-to-toe black, grey, and dark blue – in other words, about as invisible as you can get on a bike. And some don't have lights to boot.

Kevin Bessett had an excellent article on bike lights in the Spring 2023 issue of this newsletter (https://thegm-bc.com/Newsletters/2023_Spring_GMBC_Newsletter.pdf). I would underscore two points.

- First, *the light has to be bright*. Too often, even on GMBC rides, I see talented cyclists with little blinkies more appropriate for a middle-schooler's backpack than a rider trying to warn an approaching three-ton vehicle in full daylight.
- Us roadies and gravel grinders tend to spend thousands on bikes and related clothing and accessories. We should spend the extra \$100-150 to get a seriously bright set of front and rear lights. My Lezyne 250 rear light produces 250 lumens, lasts up to nine hours on day-flash mode, and costs \$45 on Amazon. There are many other good choices but look for high lumens above all.
- Second, *the light has to be placed correctly*. Even a bright light pointing up at the sky from your seat stay, almost hidden by your saddle bag, clipped to an angled hydration pack, or pointed down or off to the side will not alert an approaching motorist, let alone an inattentive or distracted one.

I have found it useful to notice when, as a driver, I see



Be Predictable

Being predictable helps drivers manage their interaction with cyclists in a safer manner than if the rider is erratic. Usually, this means riders should be on the right side of the road, ride in a straight line, obey traffic signals, and the like. In an urban setting, it means not



weaving in and out of parked cars, going the wrong way on a one-way street, and treating stop signs and lights as mere suggestions.

- Where I have seen predictability break down the most among Vermont roadies is when group rides impede traffic. Vermont law allows us to ride no more than two abreast **only if** we are not impeding traffic. When we ride three, four or five across, we do so illegally (and dangerously).
- And when we fail to single-up when cars come up from behind, we not only break the law, but we are engaging in the single cycling behavior most likely to piss off the driver of a multi-ton piece of steel immediately behind us. We need more friends out there on the roads, not more enemies. Please single-up when cars approach from behind.

Anticipate

Cyclists (and, frankly, drivers) should anticipate what they will do if another road user engages in unsafe behavior. This means thinking ahead about what you will do if, say, that car backs out of the driveway without stopping for us; where we will go if that car passes us and then turns right immediately in front of us; and what we will do if the truck approaching from the opposite direction makes a left turn across our path?

- Most importantly for GMBC rides on largely suburban and rural roads, what will we do when (not if) the car behind us tries to pass while a vehicle is coming from the opposite direction?
- In my experience, this is the most common and most frightening motorist behavior, and the one most likely to have the passing car come swerving back into us or force the approaching vehicle off the road. Either way, it is best to have thought through a plan in your head before it happens, because it will happen.

That Said...

We know all too well that even the safest cyclist is not immune from serious injury or death on the roads. GMBC has known its share of tragedy, including last fall. The goal here is to reduce risk; there is no eliminating risk without quitting cycling altogether. But being visible and predictable, and anticipating our moves before someone else makes a mistake are the best three things we can do to be safer on Vermont roads.🚲

Biking and Organizational Excellence

by BRAM KLEPPNER

Out on a Wednesday night ride recently, it occurred to me that our pace line had all the characteristics of a highly functioning team.

- Everyone knows what the goal is: ride the route, which we all know, at the chosen pace, with everyone getting back to the start safely.
- We have a clear strategy: we ride in pace lines grouped by speed.
- We have agreed-on tactics for both speed (pace lines with rotating leads) and safety (lights, reflective clothing, awareness of traffic conditions, breaking up on the downhill, stopping at red lights and stop signs).
- There is good communication to everyone in the group: before we ride, there are emails and in the parking lot there are John's remarks and on the ride information travels from front to back via hand signals (slowing, turning, road hazards), and from back to front via vocals ("Car back.").
- Everyone has the resources they need to be successful: biking equipment, safety gear, time to do the ride, the appropriate fitness level, etc.
- A shared culture: having fun while riding, taking safety seriously, providing help to each other when needed.

Those are all things that business leaders try to put in place or foster to improve the performance of teams in the company.

But one thing is very different, and that's motivation. We all apparently enjoy riding together enough to make time for it week after week, even though we're not getting paid. If only I could figure out how to make working as much fun as biking.



Is an E-bike in Your Future?

by DOROTHY PUMO

Full disclosure, I am a fan. My fast days and big hill climbs seemed ancient history and getting dropped at the bottom of every little hump in the road became the norm. I saw my choices as: 1) quit biking; 2) avoid faster, longer group rides; 3) start with a group and then feel guilty because others wait or bummed because they do not; or 4) get an e-bike. After mulling and looking for a couple of years, I purchased an e-bike. A friend of mine calls her e-bike a smile machine. Yet another friend has tried “several” and decided she missed her workout and decided to upgrade, but without going electric. E-bikes are currently an “in” thing and they may be a great choice for you too...or not. Like everything else, it depends.

E-bikes are still new enough that their technology, classifications, and rules of use are in flux, but in most US states, e-bikes are put into three classes: I, II and III. Classes I and II are able to go up to 20 miles per hour, while Class III bikes can go up to 28 miles per hour. Class II bikes have a throttle; Class I and III bikes are pedal-assist. You have likely noticed that e-bikes can also be put into the same categories as regular bikes, i.e., road, mountain, gravel, hybrid, and specialty bikes like cargo bikes. There are many web sites that provide information about bike classes and types that are eager to sell you something. All this is fine and dandy and I encourage you to look and learn, but I do not think it is what you need to know or do first.

First, think carefully about what you want the e-bike to do for you. How will you use it? Commuting to work, carrying children, going on National Park vacations, riding with your fast(er) friends at GMBC? Every e-bike, like regular bikes, or skis, or golf clubs is better for some uses than others. Of course, it is useful to keep an open mind about how an e-bike might enhance your life, but at the core, the bike’s primary function will help define your ultimate choice. Maximum bike speed and the distance that you need also factor in. A bike with a max speed of 20 may not help you keep up with your “A-ride” friends on an all-out ride.

Do you want to arrive at work cool and calm without sweat oozing out of every pore, or do you still desire a serious workout? (If you want both, maybe you need two bikes?) Many e-bikes allow you to control how much assist the bike will provide on any given ride. If you *really* want a workout, you can always turn the power off.

Related to your intended use for the bike is how far will you ride? E-bikes have different ranges depending on their battery and total bike and rider weight as well as

wind and terrain traveled—remember, we have hills in Vermont! An e-bike whose battery is good for 30 miles between charges will not be helpful on a 45-mile ride. Using the Eco or lowest assist will give you more range than Turbo mode.

Next, where will you put it? E-bikes have “needs”. Like power. Where is your electrical outlet? Extension cords are not recommended. Do you need to bring the bike up and down stairs into a basement, apartment, or office? Even the lightest e-bikes are heavier than most regular bikes and many are in the 45-60+ pound range. If you are not using it in the winter, do you have a heated place to store the bike or battery (if removable)?

How will you transport the bike to where you can or want to use it? If you plan to use it only for commuting from home to work or shopping, transport may be less of an issue. But if you want to ride it in a National Park or a GMBC ride that starts more than five miles from your home, transportation is important. Many existing bike racks, especially roof or trunk styles, will not accommodate the additional weight of an e-bike. Hitch-mounted platform racks are considered the safest for e-bikes. Even lightweight e-bikes are bulkier than an equivalent regular bike, so they may be more difficult to place into a car or van that you use for transport. Do you need to factor in the cost of a new rack or hitch?

Finally, consider your budget. Keeping the cost among the final considerations may mean that you do not end up with an e-bike yet. Some of them are quite expensive. But the technology is still relatively new and what you need in a bike may not yet be available at whatever you define as a “reasonable” cost. Some used e-bikes may help reduce the cost, however, buying a used e-bike is a bit like buying a used electric car because the batteries for both are absolutely critical. Batteries in smartphones, electric cars, and e-bikes have limited recharge capacity and it may not be easy to determine the battery condition upon purchase of a used e-bike. Also, like smartphones and electric cars, the cost of a new replacement battery is a major percentage of the purchase price and may be higher than the cost of a used e-bike.

If you have already researched e-bikes, you have probably seen articles about the fires attributed to them. While there is likely no 100% safe e-bike battery/charge system, the majority of the fires are attributed to second hand or user modified/serviced battery and bike combinations. Another factor to consider, especially with a used e-bike.

Do your research and read the small print. It is difficult



to tell everything you need to know about batteries, top speed, etc., from just looking at the bike or its picture. For example, if you google “Specialized Turbo Creo” you will find nine look-alike bikes ranging in price from about \$4,500 to \$14,000. The Trek Domane+ e-road bike line has 12 models with a similar price spread. Clearly, there must be many differences among these bikes even though a quick glance at the photos suggests they are equivalent. The Trek Domane+ line, for example includes both Class I and III bikes with a bit of price point overlap.

Purchasing an e-bike also involves all the normal considerations of bike buying like mountain, gravel, or road; electronic or standard shifting; type of tires (tubeless are common); color; frame material, etc.

Additionally, expect at least a short learning curve while getting used to the feel of the power and how to maximize the bike’s efficiency. Many have smartphone apps that allow you to set power and charging preferences. E-bikes are less user-serviceable than regular bikes because of the motors and batteries. This may add to long term cost of ownership as well as reliance on a particular bike shop, a change if you are accustomed to being your own bike mechanic.

So, after all my analysis, what did I pick for myself? A Specialized drop bar Class III gravel bike. An algorithm determines the amount of assist based on my selected power settings (Eco and 35%), revolutions per minute, and the torque on the pedals. The bike allows me to keep up with the faster riders on touring rides. This is particularly noticeable going uphill. I still get a workout based on my heart rate data. In fact, keeping up on faster rides generates a heart rate average usually 25-50 beats per minute higher than riding my normal bike on slower rides. Even with the power assist, faster, high mileage, hilly days will cause my knees to complain afterwards—another indication that I am getting a workout. With my settings and my size and weight I use about 1% of the battery power per mile. This varies a little according to the wind and hills, but nevertheless provides a good distance range. (An additional battery can be added to extend the range to well over 100 miles.) Additionally, the bike’s software can be set with the expected distance and altitude and then it applies watts so as to not run out of power before the finish. Pre- pandemic I could ride the “C” Wednesday night rides and come in last or almost last. Last fall with the e-bike on a “B-“ Wednesday ride, I stayed with the group for 13 miles until turning around to avoid impending rain. My shortened ride put me at the bottom of Irish Hill the same time as the “B+” group. I topped the hill in the middle of that pack.

Hopefully, you will be as thrilled with your new e-bike as I am! 🚲

Helpful articles and links:

If you are thinking about using an e-bike as a car or truck replacement, you might find this article interesting:

car/truck replacement: www.rei.com/blog/cycle/whats-on-my-e-bike-shawne-martinez?cm_mmc=email_com_gm_-20230531_FPA_Spring-CampaignBike_-053123_-CTA1_NP_Uncommon_Path_23_01547&ev36=10974788&r_mid=20230531_FPA_SpringCampaignBike&r_rid=34625371&ev11=1&redirect-pup=false

REI.com has several short introductory blogs on e-bikes in Expert Advice:

REI e-bike articles: www.rei.com/learn/c/electric-bikes?ir=category:cycling&r=category:cycling%7Celectric-bikes

SkiRack has an introductory e-bike guide. They also have demo bikes to try:

SkiRack intro to e-bikes: www.skirack.com/blog/electric-bikes-guide

Local Motion has their own e-bike lending library and information about others around the state:

Local Motion e-bike lending library: www.localmotion.org/ebikes

Green Mountain Power and Burlington Electric both have instant \$200 rebate programs for e-bikes purchased locally:

Rebates: <https://greenmountainpower.com/rebates-programs/electric-vehicles/electric-bike-rebate/> and <https://www.burlingtonelectric.com/ebike>

External Lilac or Iliac What?

by KEVIN BESSETT

It was mid-April 2018. Former club admin Al Lesage and I were at the base of a two-mile climb in North Carolina. It was a mildly spirited ride up to that point, but that changed when Al put the hammer down. I responded, and of course, had to try to show dominance. But shortly after dialing up the wattage, a heavy burning sensation occurred in my left thigh without any warning. This was alarming to me because it was something I had never experienced and because I was forced to back off. The burning quickly vanished. After a 20-second recovery, I tried again. Same outcome. After several more failed attempts I gave up and rode tempo to the top.

This was maddening. My body failed me in the heat of the moment, but I chalked it up to an injury in the same leg two months prior. This happened in the gym while doing quick repetition seated one-legged leg extensions. My first impression after it happened was that a tendon or something worse was pulled and I pictured myself being sidelined for several months. The pain originated in the left hip/groin area and went down the leg to the knee. After a few minutes the leg settled down and I moved on to upper body exercises. For the next several days the groin and thigh felt somewhat traumatized, and as a precaution, I refrained from lower body exercises and vigorous aerobic activity for a few weeks. As I rode up the hill to meet Al at the top, even though there was an excuse for being dropped, the abruptness of this burning sensation caused some concern.

Several months passed after returning from North Carolina and the issue had not gotten better. I decided to see club member Oliver Hall at Inspire Physical Therapy. Olly would get the left thigh back up to speed, but early on in my visits he voiced a theory which did not settle well with me. He told me that my symptoms closely aligned to the symptoms of a disease known as external iliac artery endofibrosis (EIAE).

The external iliac arteries are two major blood vessels in the pelvis, each of which supply blood to the legs. Athletes in sports that have you bending forward (like rowing and cycling) are more prone to this disease because of the repeated pressure put on these arteries. EIAE is not common, but some athletes (many of whom are high-level) experience a kinking or irritation of one of these arteries. In the case of irritation, the body tries to reduce it by hardening the artery where the irritation is taking place. This reduces the inside diameter of the artery, thus limiting blood flow. Reduced blood flow when muscles are working and calling for blood means that the muscles stop performing. Surgery is the only option to repair

this, and it has risks associated with it.

Denial overcame me as Olly spoke. The mere thought of a blood flow issue was not what I wanted to hear. That is serious stuff. After thanking him for the information I quickly told him that it was unlikely that I had this disease.

Six weeks of PT helped. I was able to maintain high-intensity efforts on shorter hills and take some very hard and long pulls on group rides, but the issue never went away. That is, if I pushed too hard for too long, the thigh would start to burn. This put a real damper on my racing, but I was convinced that I did not have EIAE because PT produced some positive results. However, Olly's theory never left my mind and at the end of the 2018 season I saw a doctor. Thus began a journey over a four-year span, thanks to the pandemic, to get to the bottom of this.

During this period, an MRI of the thigh was done to check for soft tissue damage, a CT angiogram with contrast was performed to check for blood flow issues (this would be telling), and I suffered through two EMGs (electromyography tests) to check for nerve and muscle disfunction (ouch!). All were negative! But I still had no answers.

Now it is 2023 and I've had this for five years. Being somewhat competitive in nature, having an integral body part not playing right is frustrating. I can still ride and XC ski and do other activities, but it is getting easier to reproduce this burning. And when walking upstairs, many times the left thigh feels more "spent" than the right one.

With the encouragement of two friends earlier this year I decided to get down to the bottom of this once and for all. One friend, who worked at the Spin Institute for five years recommended a lower back MRI because of some numbness I was feeling at times in the leg. I told her that I had two EMGs, but she said that EMGs have limitations and that an MRI is a better diagnostic. Considering that my lower back has taken some hits over the decades (including a compression fracture of L1) this was a very good idea.

The other friend, who was riding with me to North Carolina for a week of cycling in March, was curious about EIAE and researched it on his smartphone while I drove. He came across information on another diagnostic used to detect this disease. This one used ultrasound to evaluate blood flow. I had forgotten about this test.

External Lilac or Iliac What?
Continued on page 16



Bikecentennial Reunion

by AIMEE MOTTA

On June 10, 1983, three cyclists and I embarked on the Bikecentennial Transamerica Trail. Patty, a fellow geography major from the University of Delaware, was my tentmate. Patty and I both knew Brian, who seemed to be interested in the idea of biking across the country. We felt we needed one more person and so we put an ad in a local Newark bike shop and thus Frank gave us a group of four. Ten days into the trip (in Virginia), we met two solo cyclists who had just met each other, and they joined our group - a democratically run troupe of six!

We left from the steps of the Capitol building in Washington DC. One of the attached photos shows the day of our departure 40 years ago and the other photo is of our mini reunion on the exact spot. We tried our best to locate those that journeyed with us. Alas we did not find them in time for the reunion, but we will continue our search.

The journey lasted 63 days (58 of those days in pedal mode) and was over 4,450 miles. We found that every ten days, a full day off benefited our bodies and benefited our bikes. The route took us through Virginia, Kentucky, Illinois, Missouri, Kansas, Colorado, Wyoming, Idaho, and Oregon. I donned cut-off sweatpants, sneakers, t-shirt, and an MSR helmet that had one hole about the diameter of a nickel (jokingly I stated the helmet could be used as a salad bowl at our campsite).

At the terminus of the trip, putting our feet and our front wheels into the Pacific Ocean in Newport, Oregon, I experienced a feeling of contentment and an



awareness of fortitude that coursed through my body. Additionally, gratitude washed over me.

At our reunion, we all agreed that this adventure gave us problem-solving skills, risk assessment awareness, formed us in cognitive and spiritual ways, and created memories that will be with us forever.

Headwind Games

by TIKI ARCHAMBEAU

Normally, arriving back to the starting point after a bike ride isn't accompanied by seeing double, but the GMBC Crown Point Bridge Ride was a different kind of day.

The day started with the temperature at 52 degrees. A brutal start to June, but the cold-weather gear wasn't packed too far to the back of the drawer, so everything found its way into my go-bag: long biking pants, gloves, head warmer, arm wraps, leg wraps, etc. All except one item: biking shoes.

Biking shoes are a necessary evil when it comes to riding long distances. They're completely stiff and easily identifiable by spotting a neon-clad helmet wearer in a general store walking like a penguin. They give riders more extension and better leverage with each pedal stroke; a considerable weapon when pedal revolutions number into the thousands. Unfortunately, that was the single item I forgot to pack when driving to Vergennes for the starting point.

That negated any social riding I had hoped to accomplish.

I drove home, picked them up, then scooted back to Vergennes, but would start well after the group had departed. Not that it mattered much because only four people showed up (normal Sunday rides have 15-20 people minimum). But this was not a normal day. Not only were temps on par with April, but the wind was straight out of the north at a sustained 15 MPH with gusts up to 25 MPH. It felt like 60 MPH winds, but my perspective *might* be biased.

The course was intriguing on a map, so I wanted to see how I felt heading out and maybe do the long ride solo. The morning's mishaps turned out to be foreshadowing of the misery to come at the end.

I ran into ride leader Allan Kunigis about eight miles in. He turned around at the Crown Point Bridge, not daring to set a tire on it for fear of having to turn around and pedal incessantly into the jet stream. Still a respectable ride for him at around 30 miles round trip.

My glide southwest over the bridge into New York was

seamless as I texted Allan shortly thereafter with an air of: "What me worry?"

The ride into New York felt terrific! Mostly flat, gloves keeping my hands warm, wind breaker just slightly too much but not uncomfortably so, and bike shorts to vent any accumulated heat. However, this ride was a straight shot into the Adirondacks. No rider enters a mountain range callously. Climbs would be the theme so it would soon get a lot warmer.



Tiki and the waves.

My major climb came after passing a house where three redneck dogs sprinted into the road after me, barking and snarling. The advantage to my aforementioned biking shoes is that they're stiff as boards. Each dog received an assertive blow to the chops, causing them to peel off and hightail it back to their yard to chew tobacco or whatever redneck dogs do.

Then came the climb. I shed my windbreaker at the bottom in preparation for battle. Again, it's the Adirondacks so the only direction is up. By the end of the ride, my Garmin bike computer would tally 3,340 feet of vertical, a season PR (I've climbed FAR more on prior rides, but still respectable for this ride). At the top, my fist pumps were met

by angry gusts of wind that made me cold only three seconds after reaching the top. The windbreaker quickly found its way back on.

Under normal conditions, the great part about climbing is the adrenaline-fueled ride down. My normal routine is to tuck and go fast. But this was no normal day. Garmin tells me my max speed was 37.9 MPH coming out of the 'Dacks. And normally I'd say the ride down was a rush. But that day it was sheer terror. Two reasons for the terror:

My bike weighs slightly more than a paper clip. A toddler could bench press my bike and still have enough in the tank to kick over a sandcastle.

The wind at the top of the mountains was ferocious! I'd say sustained winds were more like 20 with gusts around 30-35 MPH.



The combined factors of a light bike and nasty winds meant that my future was determined by how tightly I gripped the handlebars to hold the bike steady. And trust me, there was an absence of color in my knuckles for the seven or so miles coming out of the mountains.

My wife texted me shortly after I reached the lake asking how the ride was going and my response was literally this: "I feel like a kite in a hurricane."

After a safe landing out of the mountains, it was time to pedal back. But a weird thing started happening at around mile 40: my energy felt "off". It was like my head was getting vacuumed while my body continued pedaling. So, I stopped at the creemee stand just on the Vermont side of the bridge to nibble on the tiny pepperoni stick squirreled away in my bike jersey. Turns out that along with my bike shoes, I forgot to pack any cash or credit to buy a snack along the route. Oops!

I was food-crashing hard but had no means to solve the problem. The only solution was to make it back one pedal rotation at a time. With only 15 miles left, how bad could it be?

Those 15 miles were the most tortuous, grueling, unforgiving miles I could ever dream about. Pedaling directly into the wind - and constantly shifting up and down and up and down with each gust - was the easy part. Breaking east towards the starting point meant suffering a crosswind that gave the appearance of a rider zig-zagging across the road in a drunken stupor. The sad reality was a terror-filled grip on the handlebars to keep this neon-colored kite on the road. Never mind trying to keep the kite on the right-hand side of the road where bikes are supposed to travel. You can imagine me in my neon-green windbreaker weaving all over the road as if racing in an ant obstacle course.

So along with the bike's light weight, my tire rims are deep-rimmed. In other words, there's more solid material under the rubber. Like four inches worth of solid material. That's like adding four more inches to each side of a kite. Imagine how well a kite can fly with more material to it.

So, there I was, the human stunt kite weaving forward at six MPH in a futile effort to make it back to my truck. This was coupled with a blood-sugar level dropping to somewhere near my solid bike shoes now dusted with dog fur. I needed something to keep me going. Someone to coax me on. Someone to sing to me. Wait... sing?

I popped open my iPhone's music app and played my 'Fun' mix. Earth Wind & Fire brought their A-game! Then I started singing out loud. The endless cows I passed looked at me like I was crazy which was fortunate because if any people had seen me, they were likely hiding as if

avoiding that girl from the horror movie The Ring.

At the last uphill in downtown Vergennes, my mind was hallucinating so badly that I thought I was going backwards. So bad, in fact, that I stopped for fear of coasting back into the car I just passed at an intersection. And I would have sworn that my rear tire was flat. None of this was truth, of course. The wind had messed with my head so badly that it made me think I was not moving. Not only not moving but going backwards!

It's hard to convey how much energy goes into controlling an ultralight bike to stay on pavement for 55 miles. It's easiest to say it ain't nothin'. Couple that with excessive wind and the diet of an anorexic mouse and my energy was near zero in a situation that called for Tour de France energy. My dreams as I made each pedal rotation were to lay in the back of my truck and pass out until the next day. Imagine that: a stranger passed out in the back of a pickup in a high school parking lot wearing nothing but spandex shorts and a flashy neon parka. Oh, and a helmet. And bikes shoes covered in dog fur.

It was with great fanfare (in my head) that I reached the end. A family was playing "bicycle race" in the parking lot which made me want to point and say: "Hah! You think you're tough? Go out to the Ticonderoga Bridge and try going east. Just that. Do it. DO IT!" My better senses told me not to, so the family continues to live without the trauma of me in their heads. But even getting my biking gloves off was a challenge. I say this without exaggeration. Everything had to be carefully thought out: the bike goes up into the truck bed, gloves off, helmet off, furry bike shoes somehow need to come off, normal shoes on, and so on.

My first mission: Drive to Subway across the street for the largest, most protein-filled sub on the menu. Never has 12 inches of food disappeared so quickly than those few moments in my truck. It gave me a slight burst of energy, but I was still completely exhausted. It was like driving while the dashboard light blinks incessantly telling you to get gas NOW. "Let's just go down the road a ways and stop if I'm too tired." About 15 minutes later in Shelburne, I pulled over and passed out hard. It was interrupted only when my right leg formed a Charlie Horse that rivaled a teenage gym class. So, I lifted it up onto the dash then went straight into REM sleep for about 30 minutes.

And that's all that's worth mentioning. The picture on the previous page by all rights should contain no smiling. That was me at the top of Ticonderoga Bridge on the way back. Please notice the white caps on the waves in the background which, in a twisted way, means they too were smiling for the camera. It's a small detail, but it ain't nothin'. 🚲

GMBC Practice Criterium Series 2023

by ANDRE STURM

We are off to an excellent start to the series in 2023. We had two events in May and will have four more in July and August.

The first event benefited from UVM still being in session, and we had decent fields in all categories. The second one, two weeks later, suffered a bit from low participation, and we had to combine the B and A fields.

The good news so far is that we had a number of newcomers, as well as ladies trying their fitness in a practice race. As an added bonus, we also had an apprentice referee helping Dorothy Pumo at the second event. The importance of this can't be overstated as the popular-in-New England Connecticut Senior Games at the end of June had to be postponed for the lack of referees.

Overall, the practice crits suffer like many road races

from low participation. USA Cycling is not much help either; the fees for day licenses went from \$10 to \$15 for cat 5 beginners, and worse for experienced riders in cat 4 and above from \$25 to \$35. I have asked USAC a couple times for the reasoning behind this, but never got an answer. I did however get feedback from experienced riders who are not racing anymore in "regular" races that a \$110 annual license is out of the question, but also a \$35 day license (+\$10 for one day of racing, of which \$5.30 goes straight back to USAC for insurance) is a detriment to participating in a 30-minute practice crit. This can only be described as a lose-lose situation.

However, we can only hope that similar to May, we will have very nice weather conditions for the races on 7/11, 7/25, 8/8, and 8/22 at Colchester Watertower Circle. Maybe we'll see you there as a racer, spectator, or a marshal!

External Lilac or Iliac What?
Continued from page 12

With renewed interest in finding out what is causing this burning sensation, I met with my sports medicine doctor Jason Lippman at Evergreen Sports Medicine. This time I was fully in and ready to dedicate time. The MRI took place in May, and the ultrasound testing followed a few days later at UVM Medical Center. The latter required some effort on my part because I learned when setting up the appointment that the only equipment available was a treadmill. This was not going to cut it. On a Wednesday morning I pulled up to the main entrance for valet parking and unloaded a trainer, bicycle, and backpack with bike clothing and shoes and proceeded with a full load to vascular surgery. A few eyes were cast upon me.

Once in the examination room (which wasn't designed to have a patient on a bicycle on a trainer), I met with the intern and technician and formalized the plan. After getting kitted up, I was put horizontal for the baseline ultrasound, then mounted the bike for a 15-minute warm up and then hit the gas. The sounds of the trainer at speed and the whirring it produced, and my effort impressed the Tech and the intern. Neither of them had witnessed patients using this set-up to reproduce the issue. Four minutes later, while gasping for air and sweating profusely, the burning

started to hit. I quickly got off the bike and moved to the bed for another round of ultrasound. Going from a four-minute hard effort to lying flat on your back is not recommended except in a hospital setting.

So, there I lay, sweating and panting and pretty much feeling like death while the two ultrasound devices made these submarine-like noises. Honestly, I had my money on the MRI showing problems just because of previous back traumas. And after all, the CT angiogram did not show any red flags. After ten minutes the tech said, "Well, Kevin, you have external iliac artery endofibrosis" and went on to say that there was a 50% to 75% drop in blood pressure at the left ankle from the baseline taken 30 minutes prior.

At the follow-up appointment with Dr. Lippman, he recommended a consult with Mass. General Hospital to discuss the findings and surgical options. Mass. General has a surgeon who specializes in the type of surgery that is required and who has done extensive research on this disease. I am currently waiting for the consultation.

After five years I finally have an answer. And Olly, my PT, was right! 🚴



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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/>

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**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 started a new design in 2021, and it remains unchanged through 2023. The provider is BioRacer. There are some images on the GMBC website. BioRacer clothing fits 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 is placing two orders in 2023. The first order had a due date of March 20. The second order will likely be placed in late May or early 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. Women's sizes run about one size smaller than men's. For example, if you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug.

BioRacer's sizing chart:

www.bioracer.com/en/team-clothing/size-chart-bioracer

Voler's sizing chart:

www.voler.com/fitguide



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: 802-734-2616 or
witmerjohn@yahoo.com**

GMBC Inventory Clothing Order Form

Price	Item	Size	Quantity
\$83	2023Bib Shorts BioRacer Icon (GMBC) (M)		
\$60	2022Short Sleeve Jersey BioRacer Icon (GMBC) (M,L)		
\$82	2022Shorts BioRacer Icon (GMBC) (S-XL)		
\$26	2022TeamSpeedsock Epic Low BioRacer Socks (GMBC) (L (42-44),XL (45-47))		
\$53	2021Short Sleeve Jersey BioRacer Prof (GMBC) (S,L,XL)		
\$71	2021Bib Shorts BioRacer Prof (GMBC) (S,L,XL)		
\$50	2018Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$57	2018Shorts (GMBC/Synergy) (M)		
\$50	2017Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$55	2017Shorts (GMBC/Synergy) (M)		
\$15	2017Arm Warmers (GMBC/Synergy) (M)		
\$45	2016Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)		
\$47	2016Shorts (GMBC/Synergy) (M)		
\$50	2016Bib Shorts (GMBC/Synergy) (L)		
\$45	2015Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)		
\$47	2015Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$50	2015Bib Shorts (GMBC/Synergy) (S,L,XL)		
\$17	2015Aero Shoe Covers (GMBC/Synergy) (L)		
\$45	2014Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)		
\$50	2014Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)		
\$47	2014Shorts (GMBC/Synergy) (M)		
\$50	2013Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)		
\$50	2013Bib Shorts (GMBC/Synergy) (XL)		
\$17	2013Arm Warmers (GMBC/Synergy) (L)		
\$35	2012Short Sleeve Jersey w/full-lengthzipper (GMBC/Synergy) (S,M,XL)		
\$32	2012Shorts (GMBC/Synergy) (S)		
\$ 5	2012Arm Warmers (GMBC/Synergy) (M,L)		
\$ 5	2011Arm Warmers (GMBC/Synergy) (M)		
\$32	2011Wind Shell Jacket (GMBC/Synergy) (L)		
\$5	2011Gloves (GMBC) (S)		
\$32	2010Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)		
\$35	2010Short Sleeve Jersey w/full-lengthzipper (GMBC/Synergy) (S)		
\$35	2010Bib Shorts (GMBC/Synergy) (S)		
\$ 5	2010Arm Warmers (GMBC/Synergy) (M,L)		
\$32	2010Wind Shell Jacket (GMBC/Synergy) (XS)		
\$37	2009Long Sleeve Jersey w/full-lengthzipper (GMBC/Flatbread) (M)		
\$5	2009Gloves (GMBC) (S-L)		
\$10	2002Short Sleeve Jersey (Invensys) (WM,WL)		



Perspectives

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