



Perspectives

Autumn 2011

Vol. XXIII Issue III

Cold Weather & Bikes, Hang It or Ride It?

Steve Barner

It's nearing that time of year, when it's time to make some decisions about how long you are going to keep riding that road bike. For most cyclists, at least the skinny-tired road bike needs to sit out the winter. When that time comes, be sure to give your bike a good cleaning and lube the chain and pivot points of the derailleurs and brakes. Carefully wipe down the frame and all components and cover everything with a coat of good wax. This can go a long way toward keeping your trusty steed looking good for next season, as cold storage, especially in an unheated garage, results in condensation and this has ruined the looks of many a fine bicycle. Take special care to keep your bike clean if you ride it after salt has been spread on the roads. We typically have a good deal of riding weather after the first snowfall, and your bike will be a mottled mess of oxidized aluminum if you just hang it for a few months after riding through road salt.

If you are going to use your bike on a trainer in the cold season, try to keep your sweat from dripping on it. You can get stretchy sweat guards that create an umbrella over the top tube, or just wrap a towel around it. Sweat will find its way almost anywhere, so don't forget to wipe the bike down every so often. If your trainer didn't come with a quick release skewer, but clamps over it, as most do, consider picking up a cheap rear skewer so the trainer doesn't

(Continued on page 14)

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GMBC Web page

<http://www.thegmbc.com>**Schedule of Publications and Deadlines****Issue****Deadline****Spring****March 25**

The past few years have been successful with just three newsletters, fattening up the issues and reducing mailing costs considerably. The April issue will have general articles and schedules for the first half of the season. July will cover the bulk of the club activities going on through the rest of the Autumn, while Autumn will review the GMSR, club meeting, GMBC's year as a whole and options for winter activities for club members.

I'll continue to send out reminder emails to the club via the list serve well before the above deadlines so we're all not struggling to make the above dates.

Thanks to all who have submitted your work for the past couple years.

The Touring Season Continues: Beating the Heat & Irene

Phyl Newbeck

On June 26, ten riders (technically there were 12, but one arrived with only one bike shoe so she and her friend returned home) made the trek to Barre for the new **Ride to Hope Cemetery** with most choosing the short route which provided plenty of hills and good scenery. Flooding required some route changes to dirt roads, but also cut down on the traffic. The stop at Hope Cemetery provided a fascinating glimpse into Vermont history including a conversation with one of the Barre granite artisans who had worked on some of the headstones. Despite the fact that showers were clearly visible on the horizon, none of the riders got wet.

I admit we've had some issues with the **Covered Bridges of Franklin and Lamoille County** in the past. You know... little things like car accidents, bike crashes, hail and hypothermia. This year, however, I thought I got all the bad karma out of the way with four flat tires (bad rim tape) on the pre-ride so for the actual ride on July 3 we should have been good to go. Alas, the morning weather was stormy with heavy rain, thunder and lightning. Only five people embarked on the ride, looking warily at the sky, but the rain soon ceased, though not enough to convince anyone to do the long loop. My thanks to Matt and Debb for taking the reins.

The **Double Ferry (south)** ride had no rain. The only weather issue was the building heat as the day progressed but virtually all the 30 riders managed to catch the 1:25 ferry back to Burlington. Matt made some slight alterations in the route to avoid traffic.

Heat was again an issue for the **Stowe Sojourn**, causing slightly more than half of the 29 riders to opt for the short loop. The frame of co-leader Kerry's trusty steed broke on one of the steepest hills at the furthest point in the ride, causing the rear wheel to flop and rub on the brakes and chain stay. Kerry had a hard time keeping a straight line and felt as though he was pedaling with the brakes on, all the time worrying that the tire would blow from contact with the frame. He was finally rescued with five miles to go. The only bright note was that the bike was still under warrantee.

While Cadel Evans was sipping champagne on the Champs Elysees, 29 riders hopped the ferry to New York for the **Willsboro Wanderer**. The beauty of this ride is there are so many options in between the long and short rides. After a brutal heat wave, temperatures in the 70's were a delight, as was the lack of traffic. The Willsboro ride features a combination of good pavement, few cars and rolling hills.... okay, maybe the Reber Road hill is a bit more than rolling.

It seems like it's always a hot and sunny day when we ride **Almost to Canada** and this year was no exception although some high clouds made the heat more bearable. 24 riders drove up to Highgate for rolling hills through farmland with most opting for the long route, crossing paths with several groups of Canadian riders. Even the notorious unfriendly Franklin County drivers were courteous including one pick-up truck with the bumper sticker "Gun Control Means Two Hands" which waited patiently for a group to crest a hill and then passed in the opposite lane. The sole exception was a burgundy pick-up with a "Texan" vanity plate. I'll leave it to you to draw any conclusions from that. Aside from Route 105, the pavement was good and the roads lightly travelled. The only crisis was a broken cable which occurred at the farthest point on the ride, forcing Amy to revert to her three-speed days as she was limited to only changing gears on her large chain ring. She gamely soldiered on and finished the ride.

The forecast wasn't overly optimistic so only 12 riders travelled to Woodstock for the third annual Upper Valley Weekend. Saturday featured a new ride - **Woodstock Wandering** - a 52 mile rolling hill ride on freshly paved roads with virtually no traffic. Sure there were some uphill sections, but the lengthy downhill more than compensated for that. Only two riders opted for the short loop. Afterwards, members of the Charles City Wheelmen sat down to dinner with some GMBC'ers in South Royalton. Alas, we awoke to rain on Sunday morning so none of us headed out for **Windsor County Cruising**. Further north, there was the threat of rain but no precipitation so 11 riders ventured out for **Meandres et Beaux Villages** with six opting for the long route which began in Highgate and five preferring the shorter loop which began in Philipsburg, Quebec. The rain held off and the clouds made the heat a bit more bearable.

The second running of **Montgomery Magic** once again coincided with the August West Festival at Jay Peak providing music and food for the three riders who chose to do the hilly route. The weather was warm and sunny, and traffic was light unless you count all the Canadian cyclists who consider the area their

training ground for hill climbing. The following day the forecast was less auspicious for the **St. Albans Explorer** which had been rained out earlier in the year. As a result, only 14 riders showed up for this perennially popular ride and a mere five took the chance of doing the long route. The rain held off but there was a stiff head wind on the return trip. Four riders were doing their first GMBC rides and promised to be back for more.

Early season weekends were dry but we seem to have run out of luck in August. The five cyclists doing the long ride for the inaugural **Hardwick Highlights** got very wet, despite shortening the ride in a couple of places. Two cyclists holed up at a store in East Hardwick during the worst of the downpour. The four riders who did the short ride (including one who was introduced to group riding during one of our Saturday Introductory rides) were able to stay dry.

The weather got worse as Tropical Storm Irene washed out **Waitsfield and Waterfalls** on August 28, a small problem compared to the major devastation throughout the state. Prior to Labor Day weekend, it appeared that the **Addison Ambler** might fall prey to Hurricane Katia but that was not the case. Twenty riders met in Vergennes including one Burlington native who had moved back home three days before, after living in California. The humidity was oppressive and the south wind quite strong but that meant a tailwind for a good portion of the return trip. Those doing the short loop were hit with a brief downpour but the long riders stayed dry on roads that were in remarkably good shape and low on traffic. We delighted in riding on a “closed” road which was perfectly passable by bicycle. As we regrouped in the parking lot after the ride, thunder clouds began to form and we all scrambled into our cars before the rain fell.

We tried something new on the weekend of September 10th and 11th, heading up to the Northeast Kingdom for two rides which, like the Upper Valley Weekend, were hosted by Pat Stabler and Tom Evers. On Saturday, 13 riders set forth on **Moose Country Meandering**. The stiff north wind was a bit annoying at the beginning and end of the ride, but oh, was the middle part nice with the tailwind. The 67 mile route has rolling hills, great views, and mostly good pavement. The only chopped up section was on Route 102, a thirty mile stretch of road (only part of which was in poor shape) during which we were overtaken by a total of TWO cars. Alas, there were no moose. Afterwards, most of us returned to Pat and Tom’s house in East Burke for a delightful dinner with several

of us staying overnight. On Sunday, we lost three riders but gained one as we headed out on **Willoughby Wanderings**. Although we started out on some major roads, traffic was still light and the sections on Burke Hollow Road and Calendar Brook Road/Underpass Road were absolutely delightful. We took a snack break on the shores of Lake Willoughby before heading south into a stiff head wind next to the lake. The ride was twenty miles shorter than Saturday's ride but considerably hillier.

Century Day arrived with some lingering fog and temperatures in the 40's. 38 riders, less than our usual complement because of competing cycling events (a cyclocross race at Catamount and the Tour de Farms) arrived at 7:30 for this annual ride. A whopping 12 did the Double Gap Century and seven did the metric with the rest doing an even 100 (or slightly more depending on your computer). Four cyclists tried to do the full century in five hours (not including food stops) and succeeded with one minute to spare. The only sour note was one rider breaking a cable, but her boss at VBT happened to be at the café in Bristol. He made the necessary repairs and sent her on her way. There were no flat tires and no obnoxious drivers. A herd of cows crossing the Dorset Street at the end of the ride made us temporarily forget we were in Chittenden County. By the time we were done, temperatures were in the upper 60's under brilliant sunshine with light winds. You couldn't ask for a better day for a long ride.

We learned a lot on this year's **East of Eden**: (1) Look at the map before the ride even if you think you remember the route; (2) wait for solo riders at intersections and don't assume they remember all the turns; and (3) cell phones, while useful to carry, don't help you much in the Eden, Montgomery, Jay area. So, aside from one cyclist missing a turn and doing 64 miles solo and four cyclists doing an out and back after losing that cyclist, it really was a great ride. We started out with overcast skies and wet roads but finished with sunshine. Nobody chose the Route 242 option over Route 105 but several decided to attempt an alternate route back that eliminated a large portion of Route 100. That intrepid quartet reported that the alternate route was absolutely beautiful but incredibly hilly which, given that the original version of the ride might have the greatest elevation gain of any of our Sunday rides, speaks volumes. Since a good portion of Route 100 has been repaved, perhaps we'll stick with that version in the future. Only 11 cyclists came out for this ride which, despite its beauty, is never well attended. I'd like to urge fellow riders to drive the extra distance to Eden because this ride is well worth it.

October's **leaderless rides** were a mixed bag. The first and third Sundays featured rain and the second had snow but the even numbered rides were good. On the second Sunday, a warm, sunny day brought 14 people to Williston with half doing a reverse Hinesburg Hollow ride, four heading out to Pleasant Valley Road and three doing a shorter ride incorporating the bakery in Richmond. Two weeks later, another Williston ride on a day that was supposed to be sunny but wasn't even close, brought out 11 riders who pedaled a loop through Jericho, Bolton and Richmond.

This certainly was an interesting year for touring. At the start of the season we had to reroute a number of rides due to flooding and we were very lucky that Tropical Storm Irene didn't force us to make changes to subsequent routes. This year featured two new ride leaders, five new rides, and several rides that were tweaked and improved upon. We added a Northeast Kingdom Weekend to our Upper Valley Weekend and although we realize that many cyclists don't want to travel that distance, the ones who did were treated to some wonderful, traffic-free roads. Another great addition to this year's roster was the introductory group rides on Saturdays which attracted as many as a dozen riders, some of whom went on to join our regular Sunday rides. In addition to the Saturday intro rides, we added several other Saturday rides to our roster in the hope of accommodating those who can't ride on Sundays.

Alas, bad weather cut down on this year's numbers. Only one ride featured more than 50 riders, but four had 30 or more, five had 20 or more and eight had 10 or more. As is often the case, our season opener had the most riders at 58. Rain in the forecast cut down on the number of riders for several of our perennial favorites and three rides were completely rained out. Hardy GMBC'ers started one ride in the rain, ended another in a deluge, and on a third those doing the short route got soaked while the long riders never even realized there was rain nearby. Here's hoping that 2012 will be free of flooding, road closures and tropical storms.

California Dreaming?

Amy Otten

It was with a little hesitation that Ralph and I signed up for a 6-day tour in California with Undiscovered Country. Our tours often involve racks and panniers, and a campsite with a table is sometimes a “luxury.” We did do a great hotel tour in Italy a couple of years ago, but our group rode alone and there was nobody following us in a van. This would be a fully-supported tour with resort-type accommodations and gourmet food. Bring on the snacks!

Although their wine country and Pacific tour usually has around a dozen folks, we were a group of only three, with our fellow rider being a 50ish woman from New Zealand. Jan was just ending winter and said she hadn’t trained much, but she was still faster than I was. Our guide, Geoff, met us at the starting point to get our bikes set up and start us on our way. The bikes were very nice Scott carbon fiber road bikes and we were soon pedaling out of Petaluma through vineyards on our way to Healdsburg. Geoff stopped at nearly every turn to be sure we were still on course. The ride was mostly rolling and we were soon at the H2, a LEED-certified hotel with water stations on every floor. Our second day was supposed to be a tour through the heart of Sonoma wine country, including the Alexander River Valley, the Russian River Valley and Dry Creek but we awoke to some rain and since we were staying at the H2 another night, we decided to do a shorter ride. The vineyards stretched for miles along the valleys, but riding in the rain isn’t fun no matter where you are! After 48 miles, we returned cold, wet and really dirty.

Day 3 dawned a little cloudy but we headed south out of Petaluma and then up a steep back road through coastal redwoods to a sushi picnic under the giant trees. Two long steep climbs, several snacks and one downhill later, we were at the Occidental Inn – one of the most amazing places we’ve ever stayed. Each room has a theme (ours was Safari) and comes with a Jacuzzi. After another snack break, we headed downhill to Bodega, where some of the movie “The Birds” was filmed and then had to climb back up to the hotel. Back at the Occidental, wine and cheese at 5, followed by another gourmet dinner.

The ride from Occidental to Sea Ranch on the coast was one we had been both anticipating and dreading. Today we were going to tackle the famed King Ridge Road, part of Levi Leipheimer's GranFondo and a road locals boast of. We'd already discovered that the hills here were at least as steep as those in Vermont and much longer. Plus, we had fewer gears on these Scotts than we had on our own bikes. After an easy 15 miles or so, we headed up King Ridge. With 2 "summits," an overall elevation gain of 1600' and a total distance of 11 miles, the climb lived up to its reputation. Wide and rolling on top, it was something we certainly don't get at home. Geoff plied us with snacks and kept us all moving – our reward was a big lunch. After lunch, we still had some long, hard and steep climbing left before we plunged to the sea and Sea Ranch Resort, with cliffs dropping to the Pacific. Dinner overlooking the ocean was a great end to a grueling day.

The fifth day was comparatively easy as we rode Route 1 along the coast to Bodega Bay. With the Pacific by our side all day, we were treated to spectacular ocean scenery – from high bluffs, rocks and cliffs to sandy beaches. Beautiful sunshine and a tailwind helped minimize the long steep climb to our high point of the day, over 600 feet above the ocean. All too soon we were at the Bodega Bay Resort, with its pool, hot tub and view of Bodega Head.

Our final ride took us through Tomales, including the locally famous bakery, and back to Petaluma. Although we had no long climbs, the route seemed to have endless hills and I think we all would have been happy for a flat day. We rode through beautiful rolling dairy country studded with huge live oaks. By the time we got to Petaluma – inland – the pleasant warmth of the coastal sun had turned the day quite hot. We were glad to stop riding and enjoy a shaded lunch at a brew pub. A few more miles and our ride was done.

I don't know what our next trip will be – probably not quite as luxurious – but there sure is something to be said for prepared maps, resorts, a guide who makes sure you get where you're going and a trailer full of Clif bars, trail mix, bananas and cold drinks. Oh, and also the beautiful scenery.

New Rides for the Touring Group

Viola Chu

After hearing grumbling noises for a couple of seasons about GMBC touring rides being too long or too fast for newbie riders, we decided to try something new this year -- yes, we offered shorter, slower rides!

This season, May - August, we offered “beginner rides” on every other Saturday, with the goal of offering a ride that would encourage new riders to stick with cycling. We had multiple leaders pulled from the regular touring leaders. We started each ride with a checklist of rider safety points and reviewed rules of the road. We explained how to ride safely in a group and how to do essential things like make left turns and not block traffic.

Happily, for each ride, we also had seasoned, friendly, helpful GMBC members show up (unasked) to co-lead and generally lend a hand. This was particularly helpful because we found on some rides that rider ability varied so much that having multiple people around to watch riders, give advice, or break the group into smaller groups according to ability, was wonderful. Everyone seemed to enjoy sharing the knowledge -- a flat tire because it's a learning experience, not a chore -- and appreciated the lower key ride.

We started all rides out of Dorset Park, limiting the length to 12-20 miles (yes, that doesn't leave much room for variation on the route). We're planning on offering the rides again next season. If any club members would like to help lead, please let us know:

Phyl [phyl@together.net] or Leslie [carew@champlain.edu] on the Touring committee or Viola (hviolachu@gmail.com) on the Advocacy committee.

It would be nice to offer more rides, possibly from different locations. Hopefully at least a few of our new riders will continue to ride with the club and spread the word about the joys of being on a bike instead of stuck in a car.

The GMBC Double Gap Century

Sandy Dupuis

For several years now, I have wanted to attempt the GMBC Double Gap Century Ride. Each year, as we gathered at Dorset Park prior to beginning, I would look around to see who planned to do the Double Gap. Then I would proceed to have an internal mental argument with myself and talk myself out of it. Each year, I'd manage to come up with a new excuse. This year, when Jeff and Brian planned to do that route I began to consider it once more. Then when Rick, Glen, Mark, John, Larry, my husband Mark and others decided that was the route to take, I had no choice but to join in.

Turns out this year weather-wise was a great year to choose this route. Although it was rather cool when we began – somewhere around 45 degrees, it was practically calm, perhaps a slight southerly breeze. The sun was out so the cooler temps didn't feel too frigid and it did warm up as the day went on.

We got to the stop at Bristol. This was one of the points in prior years where I would back out. The group of about twelve still planned to do the Double Gap. We started out again, south on Route 116. I knew I still had a bail out option at Quarry Road.

Down Route 116 we traveled. It was warming up nicely. I felt more comfortable now. We seemed to be going at a reasonable pace. We got to Quarry Road. I stayed with the group on Route 116. I began to realize I was going to attempt this ride, finally....

We got to Middlebury Gap. The views along the west side of Middlebury Gap are glorious. We regrouped at the top. Rick announced that we were about 51 miles into the ride, and only had about 62 miles to go. How comforting. One of the stronger riders in the group said he had to be in Charlotte by mid afternoon. He would need to make his ride a single Gap ride, descend the west side of Middlebury and pick up the other Century route. We wished him good luck and a safe ride. Larry said the next refueling station should be the store at the

base of Route 125 after our descent where we turn onto Route 100. Off we went with quite a ways to go, and another gap.

Tropical storm Irene had beaten up the next stretch of road. Viola had warned us that the descent down the east side of Middlebury Gap could be interesting, with some patches of gravel instead of road. The group was cautious. Yes, there were some gravel areas and the usual places where the road was rough. We made it down and stopped to refuel at the store.

Next, north on Route 100. We had heard that this section too might have some gravel instead of roads, but that it was open. After riding on Route 100 for about 5 miles, I saw a sign that said, "Route 100N closed". It took another mile or so for that to register...oh yeah, we are riding on Route 100N! Then we approached the place where the road was barricaded. We slowed down and discussed the situation briefly. We were probably 65+ miles into the route. Now what? We rode in between the barriers. Hmm...kind of eerie now. No cars. The road was rideable, but certainly had some rough places. Several sections on our side of the road were dirt and stones, but the other side was paved.

Since there were no cars, we picked our way to the other side of the road when our side was rough. We saw a place where huge boulders on the side of the road were holding the earth in place. After several miles, the closed section ended and a few cars appeared. Larry said our next stop for food should be at the store at Route 100 and Route 17, just before our next climb. The part of Route 100 after Granville Gulch was still full of holes and chopped up. We took turns yelling, "hole". We arrived at the intersection of Route 100 and Route 17 and stopped for food before we began to tackle App Gap from the east side.

I tried to use Kevin's recommendation. Find an easier gear and spin, instead of mashing. Unfortunately as I got to the steeper sections, I was only a couple of gears away from my easiest gear. We began to collect at the top. Jeff turned around to locate the last riders and encourage them along as he often does. Glen reported that he thought he had achieved the absolute slowest RPMs ever during portions of the climb.

Once we were all together again, Rick took a photo. Larry, who was now officially in charge of announcing the food stops, said the final stop for food was

at the Hinesburg store on Route 116. We began to descend the gap, agreeing that those that descend fast would slow down on Main Road so we could enjoy a paceline home. On Main Road we welcomed the fresh pavement. After some dirt and gravel earlier in the ride, we really appreciated this.

Adrenaline flowing, going downhill with a slight tailwind, we began to fly along. We stopped at our last refueling stop planned on Route 116, just after we finished Hollow Road.

We rode together like a team. With no more stores for food, Larry redirected his comments to campaigning for re-election for VP of GMBC. The few remaining uphill sections on Route 116 and Shelburne Falls Road felt like gap climbs now.

On Dorset Street, Brian and Jeff sprinted ahead. Amazing that after 105+ miles they still had energy left. I was able to draft along behind them for a while, but after a few miles fell off the back. At this point we all realized we just had a short way to go.

We gathered at the dirt parking lot at Dorset Park. Done. Yeah. Good job all around. Rick said, “How to we top this”? Jeff of course had the answer: “join me for the 100/200 next year”.

All Praise Claude Rainault

Kevin Bessett

Claude Rainault is stepping down as organizer of the GMBC practice crits. He ran the series for something like seven years and put a framework in place to keep the series going after his departure. Each race he'd have a trailer full of traffic-control barricades (and more) that he would set up and take down. It was very impressive and time-consuming, but he was doing it for the riders' safety. Many are thankful for Claude's efforts in giving them an opportunity to crit-race locally multiple times during the season.

Personally, when I was crit racing I really enjoyed these races and offer Claude a big thank you! He will be providing guidance next season to the new (yet to be identified—hint, hint) organizer(s) and helping with permits.

mangle the expensive one that came on your bike. If you are going to spend a lot of time on the trainer, get a cheap tire for the rear, as trainers can quickly ruin a nice \$50 road tire.

If you've got a bike with lots of clearance, such as a cyclocross or mountain bike, consider extending your riding through the winter. Several local bike shops are stocking studded tires now and most shops have wide fenders available. With good, carbide-studded tires, fenders, lights, and suitable clothing, there's no reason why you cannot ride into the winter. You might even consider scrounging up an older, unsprung mountain bike and sacrificing it to the salt gods for your winter cycling. Don't get distracted by putting off riding until you get around to making your own studded tires. You can't make anything that comes close to the carbide-studded Nokian and Schwalbe tires that are available for around \$100 a pair (you really do need two!) They'll last many, many years, even with regular riding, making the return worth the investment.

Everyone has their own range of comfort, but here's what I use to ride in temperatures down to the single digits. There are folks who will ride in much colder temps, typically using regular winter boots and standard pedals without clips or cleats, but I usually don't go out when it's below 10 degrees F., unless I don't have a choice.

- Lake Winter MTB boots, two sizes larger than normal.
- Wool socks with liner socks (on colder days)
- Neoprene shoe covers (XL to fit over the winter shoes), when temps fall below 20 degrees.
- Multiple layers of wind-front tights, silk, wool or polypro next to the body, long-sleeve jersey and jacket, sometimes a vest, all depending on the temperature and distance. I usually have a small pannier or a rack trunk to put layers in if I need to shed anything.
- Gloves of varying weight, depending on temperature. Lobster gloves and even down mittens when it gets really cold. There are high-tech gloves now that are warm down to ridiculously low temperatures. You can get fairings to go over your brake levers and hide your hands behind that look silly, but work extremely well for those whose fingers get cold.

- Lightweight, foldable ear muffs or an insulated headband. If your hair is thin or has gone on vacation, a skullcap is necessary to avoid an ice cream headache on the cold days. If you have a mop on your head, the thinnest cap under your helmet should get you through almost anything.
- I have worn a lower-face balaclava only a couple of times, and then only for the first couple miles until I get to the bottom of the hill and warm up. It's handy that it wraps around and attaches with Velcro, so it's easily removable. I've seen other riders in full balaclavas with temps just a little below freezing, so your tolerance may be different. Personally, I can't stand the things.
- Good lights—front & rear. If you commute, or ride after work, you're bound to be doing some riding in the dark. There are great, lightweight head and tail lights available now, many at reasonable prices, and they burn brightly for many hours. Get them. You can't have too much reflector material on your bike and body, either.

If conditions are such that you can go skiing, you can also go riding. The heavy, studded tires and extra layers of clothing mean that you are going to work harder while going slower than you do in the summer, and you probably won't want to be heading out for 60-mile fun rides when it's 15 degrees outside, but you can get a lot of winter miles in without having to ride through snow, if you don't want to. If you've got a place to hang all those layers of clothing while you're at work, you can continue commuting year-round, and that's a great way to stay in shape in the off-season.

No matter how low your temperature threshold is, there will always be someone who rides when it's much, much colder. Bully for them, but it really has nothing to do with you. You don't need to ride through snowstorms at -10 degrees in order to be a successful winter cyclist, but neither do you have to hang up the bike when the thermometer dips below 50 degrees. Start working on extending your season now and I bet you'll be surprised at the temps in which you look forward to riding. It's all a matter of preparation. Cycling doesn't need to displace all those fun winter sports, but it doesn't have to go into hibernation, either.

2011 Time Trial Series Summary

Kevin Bessett

The weather and the TT series did not play nicely together this year, and Lake Champlain was a bit of a pest, too. Early in the season I had to reroute the Little Chicago course (in Ferrisburg) due to the lake flooding, and weather caused a few events to be rescheduled or canceled. One early season race I rescheduled to the next day, Friday, which was a nice change of pace. It was neat having a race on a Friday, but don't worry, the series won't move to Fridays.

Way back in 2010 the series hit a participation record with average riders per race of 28.7. Over the last 10 years the average ranged from 17 to 21, so this was a big jump (a 28% increase over 2009 numbers). Even with the unfavorable weather in 2011 there was an average of 28.4 per event. It's pretty exciting to see the numbers holding steady over the last two years.

On the flip side, the more people showing up to race leads to a greater impact on traffic flow. I'm kind of stuck in the middle because I promote the event and deal with traffic issues and complaints, too. So keep coming to the TTs but let's be vigilant in keeping the impact as low as possible and promoting a positive image. This will greatly help assure the future use of existing courses.

One item that has been troublesome for many years was the parking arrangements at Jonesville. We parked along the westbound lane of Rt. 2 because it offered a wide shoulder and was close to the start/finish. I even asked that two wheels be on the grass. However, there was still too much congestion caused by traffic, parked cars, and racers warming up; and when 50 or more people show up to race, the problem is compounded. So I changed the parking arrangements. There are five different areas to park now, with limited parking along Rt. 2, but now along the eastbound lane (and all four wheels need to be in the grass). This change has helped immensely and I think that we'll be good for years to come.

Lastly, I close by offering a "great job" to all who raced this year and a sincere thanks to all who helped with timing events (and especially to those who stepped in at the last second). I cannot run this series without your help!

2011 Time Trial Series Championship Standings

- Must be a member to compete
- Due to space limitations, only people who rode all champ. courses listed
- Values in MPH. Racer's best speed at So. Greenbush, Jonesville & Huntington averaged to compute "Avg Speed"
- **Bolded name** and avg. speed indicate fastest male and female
- Awards to age group winners handed out at annual meeting in Nov.

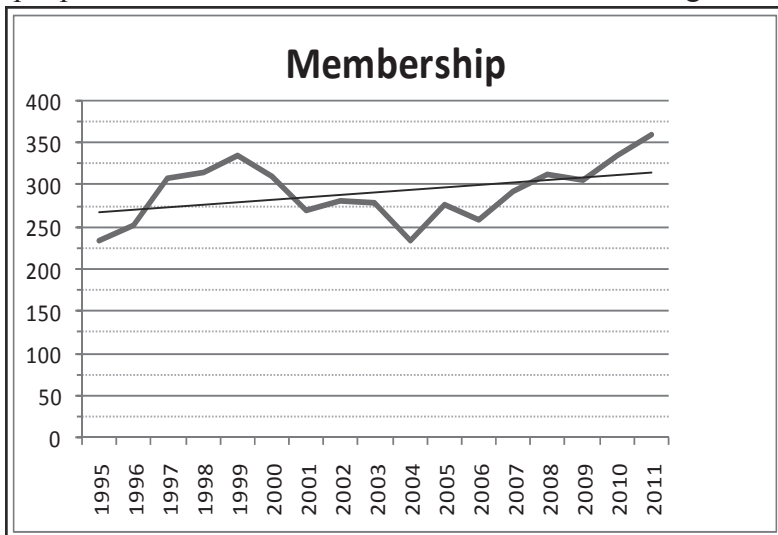
<u>AgeGrp</u>	<u>Name</u>	<u>SGreenbush</u>	<u>Jonesville</u>	<u>Huntington</u>	<u>Avg Speed</u>
F30-34	Miner, Amy	24.43	23.42	22.90	23.59
F40-44	Kelley, Susan	20.88	20.16	19.75	20.26
F50-54	Dupuis, Sandy	21.13	20.99	20.58	20.90
	Motta, Aimée	20.59	20.43	19.23	20.08
M13-14	Willsey, Cooper	23.17	22.55	22.28	22.67
M25-29	Wehrwein, Jeff	21.43	21.20	20.88	21.17
M30-34	Bailey, Bobby	28.32	27.77	26.95	27.68
	Osler, Evan	23.17	23.46	22.55	23.06
M35-39	Verry, Christian	26.15	25.18	24.49	25.28
	Trull, Stephen	25.04	24.25	23.18	24.16
	Hall, Oliver	23.96	23.85	23.16	23.65
M40-44	Hubbard, Taylor	26.59	26.19	26.06	26.28
	Willsey, Jamie	24.75	24.10	23.36	24.07
M45-49	Bessett, Kevin	26.13	25.02	25.25	25.47
	Witmer, John	24.02	23.63	23.03	23.56
M50-54	Taylor, Stephen	26.57	25.31	24.98	25.62
	Hopwood, Michael	25.02	24.48	23.49	24.33
	Gardner, Doug	23.77	22.57	23.20	23.18
	Decker, Scott	23.27	23.00	22.57	22.95
	Anderson, Brook	24.02	22.61	21.71	22.78
	Le Coz, Chris	21.87	21.70	21.09	21.55
M55-59	Sears, Dick	25.73	25.13	24.44	25.10
	Schneider, Craig	24.29	23.25	23.26	23.60
	White, David	22.69	22.28	21.82	22.26
	Van Den Noort,	22.47	22.26	21.43	22.05
	Brannen, Jim	20.68	19.93	18.57	19.73
	Dupuis, Mark	19.06	19.62	18.96	19.22

<u>AgeGrp</u>	<u>Name</u>	<u>SGreenbush</u>	<u>Jonesville</u>	<u>Huntington</u>	<u>Avg Speed</u>
M60-64	Rath, David	24.29	23.86	23.44	23.86
	Gaydos, Steve	24.21	23.81	22.98	23.67
	Bertelsen, John	21.34	20.78	19.82	20.65
	Coletti, Larry	21.31	20.34	19.48	20.37
M65-69	Williams, John	20.19	19.76	19.14	19.70
M70-74	Davies, Jordan	20.45	19.95	19.71	20.04
Tandem	Belcher D, Tier D	18.37	18.28	16.48	17.71

Club Membership over the Last 16 Years

2011 was a great year for the club. Membership for the year hit an all-time high of 360 and has been in an upward trend since membership data started being collected in a database. There was a sharp increase in membership from 1995 through 1999 and then a decline. This rapid increase was due to the success of the racing team. Back then the team was one of the best in the northeast and had members from Pennsylvania to Quebec. By 1999 it had over 50 racers, and since most of them would not have otherwise joined the club, the membership totals were inflated.

There was a big drop to 234 in 2004, but as you can see, membership has increased by nearly 130 since then. This is an indicator that the club is on the right track and that people believe in it. GMBC will continue to offer a great day touring option, as well as time trials and practice crits, and will support Vermont Bike/Ped and Local Motion in their missions to make our roads safer for everyone.



The Club and Volunteers

Kevin Bessett

A successfully bicycle club, like GMBC, requires more than just a few people to run the show.

The core group that organizes events is the backbone of the club. Without them not much would happen. But they can't do it all and volunteers are needed. GMBC is very lucky to have members (and non-members, too) who volunteer their time to help the club out. For example: leading day tours or creating maps of routes; marshaling or helping in some way at practice crits; timing at time trials; helping organize or volunteer at the Dealer.com Burlington Critérium; and who write newsletter articles. Your help allows the club to put on great events!

As for the core group, they rock! GMBC has a crew of very dedicated folks who volunteer their time to lead committees and help with its operation. They are always on duty, spend a lot of time developing schedules, talking to towns and obtaining necessary permits, working on club clothing design, balancing the books, going to the PO Box and handling memberships, laying out the newsletter, maintaining the website, handling complaints, and keeping on top of local advocacy world. I'm sure that I'm missing something because there is a lot to running a club that people want to be a member of.

So, thank you for all of your hard work! This goes out to Anne Bergman, John Bertelsen, Leslie Carew, Viola Chu, Larry Coletti, Scott Decker, Sam Hoar, Tom Moody, Phyl Newbeck, Claude Rainault, and John Witmer. Some of these folks have been involved with GMBC for a decade or two!

GMBC Clothing

John Witmer

The 2011 clothing features the same yellow and green colors and design from 2009-2010. Sponsors Synergy Fitness and Dynapower remain, plus these new sponsor logos have been added:

Sustainable Wellness Massage
1K2GO
Vermont Chiropractic and Sports Therapy
Inspire Physical Therapy

Clothing photos are available on the order form on the GMBC website. To order GMBC club clothing, please print this and fill it out. Mail it to the address below along with a check made out to GMBC. You must be a club member to order 2009-2011 clothing, but you do not have to be a racer! Our clothing is made by Voler.

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

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

Current clothing info is always on the web, including clothing photos:
<http://www.thegmbc.com/clothing.shtml>

Voler's sizing chart: <http://www.velowear.com/help.aspx#CatCode24>

Size Quan Price Total Year/Item

_____	_____	\$52	_____	2011 Short Sleeve Jersey w/hidd zip (GMBC/Synergy) (S,M,XL)
_____	_____	\$54	_____	2011 Short Sleeve Jersey w/full zip (GMBC/Synergy) (S,M)
_____	_____	\$56	_____	2011 Long Sleeve Jersey w/full zipper (GMBC/Synergy) (M,L)
_____	_____	\$53	_____	2011 Shorts (GMBC/Synergy) (M-XL)
_____	_____	\$56	_____	2011 Bib Shorts (GMBC/Synergy) (S,XL)
_____	_____	\$24	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$52	_____	2011 Wind Shell Jacket (GMBC/Synergy) (XS,M,L)
_____	_____	\$19	_____	2011 Gloves (GMBC) (S)
_____	_____	\$50	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$52	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$50	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$53	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$24	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$50	_____	2010 Wind Shell Jacket (GMBC/Synergy) (XS)
_____	_____	\$19	_____	2010 Gloves (GMBC) (M,L)
_____	_____	\$53	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$49	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$23	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$41	_____	2009 Wind Shell Vest (GMBC/Flatbread) (M)
_____	_____	\$49	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	_____	\$19	_____	2009 Gloves (GMBC) (S-XL)
_____	_____	\$42	_____	2008 Short Sleeve Jersey w/full-length zipper (GMBC/Catamount) (M)
_____	_____	\$32	_____	2008 Wind Shell Vest (GMBC/Catamount) (M)
_____	_____	\$15	_____	2007 Arm Warmers (GMBC) (S,M)
_____	_____	\$32	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$27	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	_____	\$20	_____	2002 Shorts (FourStar) (S,WS)
_____	_____	\$20	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

_____ Clothing total: _____

Shipping:(#items x \$3.00; max of \$9.00): _____

Total: _____

(order form continued next page)

Name: _____

Address: _____

Phone: _____

Email: _____

Mail to: John Witmer 147 Lamplite Ln Williston, VT 05495

Checks to: GMBC Questions: 864-5897 or witmerjohn@yahoo.com



GMBC Perspectives

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