



# *Perspectives*

Spring 2013

Vol. XXV Issue I

## **Thank You Larry!**

Kevin Bessett

Late in February club VP Larry Coletti and his spouse Paula moved to Florida. As many know, Larry was a larger-than-life fixture in GMBC who brought with him an infectious enthusiasm and jolliness everywhere he went. He frequented many a tour, time trial and winter club spin, is a USA Cycling official and helped officiate at the practice criteriums, and organized the two club picnics. Larry led rides in every season and nearly had a cult of following bicyclists. His motto was -- and continues to be -- “Let’s ride”, and he certainly lived his motto in Vermont. Watch out Florida!

Larry has touched a lot of people over the years in GMBC and he leaves behind him a legacy. I have many memories of him, but the one that always stands out was his re-election bid for VP at the 2011 annual club pot-luck meeting at Catamount in Williston. He was running uncontested, of course, and when I announced his name as candidate, signs popped up out of nowhere around the room with “Vote for Larry” written on them. I was stopped cold in my scripted-tracks -- totally unprepared, sputtering, and probably a tad pale -- and moments later came a loud eruption of laughter and applause. Larry was re-elected.

And as we all know, with change comes opportunity. As Larry is living it up in Florida, sipping drinks shaded with micro-umbrellas and working on the tan, I’m pleased to announce that GMBC has a new VP, John Williams. He has graciously volunteered (well, maybe Lawrence twisted his arm just a little) to take over the reins. John has a lot of enthusiasm and loves to ride, and I’m looking forward to working with him.

So I know I speak for many when I say “Thank You, Larry, for all that you’ve done for GMBC and for cycling here in this neck of the woods.”

**Officer's Row**

Kevin Bessett	president	kevinbessett@gmavt.net
John Williams	vice-president	ww5@myfairpoint.net
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Scott Decker	newsletter chair	scottdee58@hotmail.com
Kevin Bessett	webmaster	<u>This Position Still Open</u>

GMBC Web page

<http://www.thegmbc.com>**Schedule of Publications and Deadlines**

<b><u>Issue</u></b>	<b><u>Deadline</u></b>
<b>Summer</b>	<b>June 25</b>
<b>Autumn</b>	<b>October 25</b>

Well look at this. After getting essentially no submissions for the autumn newsletter last year, I have 24 submissions this spring. This does illustrate what every newspaper is experiencing: at what point are print copies redundant to getting the information you need on the GMBC website via your smartphone. And it also may illustrate how this country has gone from a nation of producers to one of consumers, with so few producing articles for so many. Until this time, when we have a nice fat newsletter made up of 23 submissions, including the few left over from last autumn. Here's hoping this momentum carries over into the next two (?) 2013 issues.



## 2013 Criterium Series

Andre Sturm

As you may recall from last year, we were off to a rocky start with the non-permit on our standard Essex course due to ongoing construction for Green Mountain Coffee roasters. Luckily Jeff Coons secured four race dates on the Colchester Watertower Hill course. The three races we had (the first one got rained out) were a success with the racers and we also established a good neighborly relationship with the businesses on the course.

Particularly, the Grand Finale on August 21 was a true Radsport-Fest and certainly the highlight of the practice crit season, with bike parts flea market, announcers, podiums, prizes, and even a BBQ organized by the 1K2GO juniors. On that day we had 76 racers, totaling 137 for the season. Two of our races were also part of the inaugural Green Mountain Criterium Series in cooperation with Sparta Synergy. We had great sponsors like Skirack, ProGoldLube, Metaball, Vermont Nut Free Chocolates, Blindato Embrocation, 1K2GO, Onion River Sports, Muscles-Not-Motors and Sustainable Wellness Massage, who donated prizes that allowed many prime sprints and certainly made the races even more attractive. Thanks to Bobby Bailey for organizing many of these prizes.

A special Thank You also to Steve Gaydos who volunteered at all the races and took on the logistics of all the barriers and other road closure utilities.

This year we are off to a good start. Construction for Green Mountain Coffee Roasters is finished. I've talked to all the smaller businesses neighboring the Essex course, and they were very welcoming to have us back. Of course GMCR is the new (800lb) kid on the block and a little hesitant, so it will be very important to run the road closures and races smoothly. Also, Jeff Coons is again working race dates on the Watertower Hill course. While we are still in the permit process and are not finalized, we've already planned our race dates.

A new challenge this year is the loss of our main referee for the last few years. As you know our former vice president Larry Coletti is pursuing new roads and trails in sunny Florida. Thank you, Larry, for your many years of service also as the chief referee at the GMBC Practice Criteriums!

Chris Ford has graciously stepped up and will be our new chief referee. But we do need to investigate how to get more people involved with officiating.

As always, these events can't be run without the help of volunteers. We are looking for volunteers to help with registration, setup and marshalling.

Hopefully the permit process will proceed smoothly. The GMBC practice criteriums will again be a vital part of the local race scene.

The C race will go off at 6:10PM, the B race at 6:30, and the A race at 7:00.

Just to make you aware of a few more local racing opportunities: Sparta Synergy is organizing the Barre Grand Prix weekend on May 18 and 19 with a road race and a criterium. Jean is also working on continuing the Thunder Road races and the Montpelier National Life criteriums. On Memorial Day weekend, the Killington Stage Race is offering citizen races this year (circuit and road race and TT) on all three days, and on June 9 Onion River Sports is organizing the Vermont TT State Championship. Lots of local racing opportunities without long travels.

Hope to see you at the races!

Date	Course
May 7	Sports&Fitness Edge, Essex
May 21	Water Tower Hill, Colchester
June 4	Essex
June 18	Colchester
July 2	Essex
August 6	Colchester
August 20	Essex

## **New VP and “Office Mgr. Goddess” for GMBC**

**Kevin Bessett**

So you may know already that John Williams is the new club VeeP. This is the formal Welcome and Thank You for volunteering! John is an avid skier and rider and does (maybe did) crazy stuff on roller blades that most sane and insane people wouldn't do. Ask him for details! Btw ... can I get on your life insurance policy if you're still a thrill seeker?

And welcome and thank you to Coocie DeFrancesco. She's volunteered to be the new club secretary. Since “secretary” is passé, I said, let's call you an Office Manager. We can even add “Princess” or “Queen” to it! But she laughed and said, “No, it really should be ‘goddess’”.

## **2013 GMBC TT Series**

**Kevin Bessett**

Salutations from the club time trial series! I hope you had a great winter and are ready to bring the HR up near max and hold it for a bit. If thinking about this makes you a little jittery, just remember that only a small percentage of your TT ride will be above threshold. The rest of it is fluff on your system. You should feel very inspired now!

Two items of interest this season. On July 1st a Rte 2 rehabilitation project will begin between Jonesville and the Waterbury village limit. I've adjusted the schedule and affected courses for this. The other newsworthy item is the retirement of New Haven. It joins the growing list of retired courses: Westford, Barber Farm, North Williston, Oak Hill, and Mt. Philo. These have been retired because of increased traffic and/or stop sign(s) on course.

Like last year, the first two events will be held on Friday evenings at 6 pm. On the schedule this year are two dates with "TBD" listed as the course name. These will be either make-up dates for cancelled championship courses (i.e., So. Greenbush, Jonesville and Huntington) or may be new courses. Stay tuned on the clubs listserv or website for info.

Please check for your name in the Timers\*/Notes column of the schedule to see if you have "auto-volunteered" to help at an event. This is how it works: you will get auto-volunteered to help if you rode five or more TTs in the previous year. Important: If you will be unable to make your assigned date, please let me know ASAP. Thanks!

On to some requests for riders. Many know that I've had to deal with a few fires over the years caused by riders not sharing the road and caught relieving themselves. Please, find a restroom prior to arriving (or if no other options, get invisible) and be mindful of traffic. The survival of the TT series is resting on you, not me. That said, last year was a good year, so let's continue the streak!

Here are a few tips: share the road; don't ride two-abreast (it's legal in certain situations, but for PR purposes, don't do it at TTs); ride as far-right as safely possible; and don't conglomerate at the finish looking at results (it causes congestion). The less drivers have to get angry about the better!

## 2013 GMBC Time Trial Schedule

*(Subject to change--visit [www.thegmbc.com](http://www.thegmbc.com) for the latest updates)*

**NOTE:** Unless otherwise indicated, all events start at **6:30pm** on Thursdays

<u>Date</u>	<u>Course Name</u>	<u>Timers* / Notes</u>
Apr 19	Little Chicago-1or2 lap	<b>(Fri - 6pm)</b> S Gaydos / D Norris / J Witmer
26	Little Chicago-1or2 lap	<b>(Fri - 6pm)</b> B Dillon / M Hammond / D Kogut
May 02	So. Greenbush ***	D Bolduc / M Burris / P Dodds / E Osler
09	Huntington ***	D Belcher / D Tier / G Van Den Noort
16	Bolton Hill Climb	B Bailey / A Miner / S Francisco
23	Jonesville ***	S Bumbeck / Owens Family
30	Smuggler's Notch	S Dupuis / C Schneider
Jun 06	Pleasant Valley	J Davies / J Frank
13	Jonesville ***	K Bessett / O Hall
20	Huntington ***	K Duniho / P Gogo / T Hubbard
27	Jonesville ***	K Bessett / W Hanson
Jul 04	<b>NO EVENT</b>	(Due to 4 <sup>th</sup> of July)
11	Huntington ***	S Decker / C Le Coz / R Quirion
18	So. Greenbush ***	K Bessett / J Grogan / A Lesage
25	Cochran Road Ext.	Willsey Family / D Rath / J Warshaw
Aug 01	Little Chicago TTT	K Bessett / S Taylor / J Williams
08	Smuggler's Notch	B Bell / J Bertelsen
15	TBD (see website)	K Bessett
22	So. Greenbush ***	A Carr / A Strum / D White / S Znamierowski
29	<b>NO EVENT</b>	(Due to Green Mtn Stage Race)
Sep 05	TBD (see website)	<b>(6pm)</b> K Bessett
??	Fall Flat 40K	Updates posted on website
??	Fall Hilly 50mi.	Updates posted on website

- KEY:** \* Timing assignments determined by rider participation last year  
 \*\*\* Part of the Championship Series (see below for more information)  
 TTT Team time trial--you and one or two others can work together to the finish

**How the Championship Series works:** your fastest average speed at the Huntington, So. Greenbush, and Jonesville courses will be averaged together to come up with an overall average speed for all three courses (each course must be ridden at least once). Awards will be presented to those who post the fastest overall average speed in their category. Anyone can ride on a championship course, but **only GMBC members are eligible to compete for awards**. Separate trophies will be presented to the overall fastest male and female.

*Helmets required and NO RIDING TWO-ABREAST at any time*

For info contact Kevin Bessett at 434-6398 ([kevinbessett@gmavt.net](mailto:kevinbessett@gmavt.net))

 **These events are FREE and open to all** 

## Course Descriptions

(detailed information can be found on the website)

**Bolton Hill Climb:** 6.86 mi. Parking: At rest area on Rt. 2 in Bolton (about 2 miles east intersection of Bolton Valley Rd. on Rt. 2). Start: At parking area, head west on Rt. 2. Take right on to Bolton access road and finish at top. Caution: It's a very fast descent down the mountain with a few sharp corners.

**Cochran Road:** 6.86 mi. Parking: Near the Jonesville Post Office. Start: Just south of the Winooski river bridge in Jonesville on Cochran Road. Proceed west about 3.4 mi., turn around and head back. Caution: Look for traffic when making U-turn.

**Cochran Road Ext:** 8.91 mi. Parking: See above, and at Honey Hollow parking lot on the Duxbury road. Start: See above. Course is same as above, but on way back, just before reaching start area, turn right onto the Duxbury Road and finish at Honey Hollow parking lot (about 1.2 mi from the turn). Caution: You are REQUIRED to **reduce speed** at this turn!

**Huntington:** 12.71 mi. Parking: At Huntington Center School in Huntington Ctr. Start: At small bridge just north of the village and head south on Huntington Rd. to junction of Rt. 17. Turn around and head back to start area. Caution: Look for traffic when making U-turn.

**Jonesville:** 16.15 mi. Parking: Along Rt. 2 on east-bound lane west of start/finish area (all wheels off the pavement so more space for passing bicycles and cars). Start: On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the Waterbury Flea Market (about 2/3 mi from Rt. 100 intersection). Turn and head back to the start area. Caution: Look for traffic when making u-turn.

**Little Chicago:** 16.17 mi. Parking: Along Avery Road, about 3/4 mi. on left after turning onto Little Chicago road from Rt. 7 in Ferrisburg. Start: Just beyond intersection of Little Chicago and Hawkins road. Head west on Little Chicago to stop sign, turn right onto Sand Road to Kingsland Bay State Park entrance, bear right (road turns into Hawkins) and ride to stop sign where Hawkins meets Little Chicago (start area). DO TWO LAPS! Caution: You are REQUIRED to **reduce speed** before making the turn to begin second lap.

**Pleasant Valley:** 16.02 mi. Parking: Near Cambridge General Store (**do not park near store**). Start: On Lower Valley Rd just south of store. Head south to intersection of Upper Valley and Pleasant Valley. Bear right onto Pleasant Valley and ride across long flat to top of following hill. Turn and head back to intersection noted above. Continue straight onto Upper Valley. Ride several miles to turn around point and head back to intersection, then bear right onto Lower Valley road. Caution: Take this corner slow and look for traffic when making u-turns.

**Smuggler's Notch:** 6.2mi (first 3.2 miles is flat to rolling). Parking: Along Stebbins Road. Please keep the road clear. Start: On Rt. 108 near intersection of Stebbins Road and ride south on to finish on north side of the paved parking area near the top--just before parking area begins. Caution: It's a very fast descent off the mountain with a few sharp corners.

**South Greenbush:** 8.34 mi. Parking: On dirt road at intersection of Greenbush Rd. and Thomson's Bay Rd. (about 3 miles south of Charlotte). Start: 1/8 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. **Use caution when turning around and make sure traffic sees you in back and in front!**

## Instructions for Timers

- > Please be familiar with the course and rules
- > **Enforce helmet usage** – it's mandatory at all times
- > Keep riders on grass-side of orange cones at start area
- > Remind riders they **MUST RIDE SINGLE FILE** at all times -- **enforce this**
- > Riders who miss their start can go in the next free start-position – just cross out their name and put it in the open slot, and tell them their new start position
- > Remind riders to yell out their start position about 15 meters prior to finish
- When to Arrive: at least 1/2 hour before event start-time
- Timing Gear: the organizer will provide the gear (and instruction)
- Sign-up: riders sign-up on the start/results sheet -- the number to the left of their name indicates start position (example: "3" means rider will leave 3-minutes after start of watch)
- Starting the race: announce that you are about 1-minute from starting watch
- Start Interval: 1-minute
- During race: keep road clear at start/finish area(s) – we cannot be a burden to traffic (this is VERY IMPORTANT)
- Recoding results procedure
  1. Before rider crosses the line, shout "NUMBER" to get their start position
    - A. If **no number** yelled, **write** in "?", and if possible, note jersey color
    - B. **Record** number in **right most column** – and record numbers from the top down and by number yelled (example: 2, 1, 3, 4, 7, 5, 6)
  2. Press SPLIT as rider crosses – watch has a memory, so you can record when ready
    - A. If several riders finish closely, press SPLIT for each one
    - B. Be sure to press the button firmly.
  3. Recording elapsed time – record in field to left of number yelled
    - A. Get split displayed on watch or click RECALL to access memory
      - i. Each click scrolls backwards from newest recorded to oldest
      - ii. If a rider is finishing, no problem, just click SPLIT
    - B. Round to nearest second
      - i. 50/100<sup>ths</sup> or greater then add 1 to second, else no change to sec
  4. Calculating and recording finish time
    - A. Formula: Elapsed Time Minute value - Start Position
      - i. :53:03 – 10 gives a finish time of :43:03
      - ii. :67:47 – 17 gives a finish time of :50:47
    - B. Record in Finish Time field for the rider by cross-referencing start position yelled (this is to right of elapsed time) with Start Position in Middle column
      - i. This is a little tricky. Helps leaving a finger on elapsed time and putting pen in target field

Good Luck With All That.

### Instructions for Riders

Riding a bicycle on the road has inherent risks. You will be riding at your own risk and GMBC assumes no liability. All courses are open to traffic and you are responsible for obeying laws.

- Know the course, turns, intersections and dangerous spots -- such as fast descents
- A helmet is mandatory at *all times* -- eye protection is recommended
- NO riding two abreast at any time -- it is legal in certain situations, but not at a TT
- Always ride on the right side of the travel lane so traffic can pass **unless** in areas where riding in the lane is safest (such as fast descent)
- Look behind you before passing and turning around
- If you get held up by traffic at a turnaround point, let the timers know -- your time will be adjusted by how much you think that you lost (be safe and don't chance it)
- On the start sheet, the number left of your name indicates your start position -- this is the number of minutes after the watch starts that you will leave (ex. 11 means you will leave at 11-minute mark)
- Read the ***Instructions for Timers*** to learn more about the timing and how these are run
- How to not miss your start time: start a timer on your watch when the official watch starts, and that way you'll always know exactly how much time you have left
- Yell your start position to timers 15 meters before finishing -- failing to do so could cause your finish time to be miscalculated or lost

## 1H2013 GMBC Weekend Rides

Phyl Newbeck

### April – Informal, leaderless rides

**April 7 and 14** - Meet at 10:00 at Wheeler lot at Dorset Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

**April 21 and 28** – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

### Beginner and Intermediate Rides for New Riders

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

**Meeting Time:** 10:00

**Meeting Place:** Dorset Park, South Burlington, Wheeler lot

**Date:** Saturday, June 1

**Leader:** Viola Chu – 735-7924 / hviolachu@gmail.com

**Co- Leader:** Art Michalek - 716-308-4391 / artmichalek@yahoo.com

**Date:** Saturday, June 15

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

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

**Date:** Saturday, June 29

**Leader:** Sal DeFrancesco – 363-0963 – salnesp1@gmail.com

**Co- Leader:** Cooie DeFrancesco – 363-0663 / vtcdef@gmail.com

**Date:** Saturday, July 13

**Leader:** Viola Chu – 735-7924 / hviolachu@gmail.com

**Co- Leader:** Dorothy Pumo – 516-236-6550 / dpumo5@gmail.com

**Date:** Saturday, July 27

**Leader:** Sal DeFrancesco – 363-0963 – salnesp1@gmail.com

**Co- Leader:** Cooie DeFrancesco – 363-0663 / vtcdef@gmail.com

### **May, June and July – Official Rides**

**Date/Time/Place:** Sunday, May 5, 9:45, South Burlington High School, South Burlington

**Ride:** Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. All rides stop at the Old Brick Store in Charlotte for a tasty treat. Visit up to four of the five covered bridges in Chittenden County, the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte. Co-sponsored by the Vermont Bicycle and Pedestrian Coalition

**Leader:** David Jacobowitz - 578-8803 / davidjacobowitz00v@gmail.com

**Co-Leader:** Lou Bresee - 658-0597 / lakelou@comcast.net

**Date/Time/Place:** Sunday, May 12, 9:45, Hinesburg General Store, Route 116

**Ride:** **\*\* NEW\*\*** Bound for Bristol – This 40-mile (M) ride takes low traffic roads from Hinesburg to Bristol where we'll stop at the bakery for sustenance



for the return. The beauty of this ride is that virtually all the hills are in the beginning, allowing for a mellow return trip.

**Leader:** Sal DeFrancesco – 363-0963 – [salnespl@gmail.com](mailto:salnespl@gmail.com)

**Co-Leader:** Warren Coolidge – 735-1836 / [wcoolidge@myfairpoint.net](mailto:wcoolidge@myfairpoint.net)

**Date/Time/Place:** Sunday, May 19, 9:45, Vergennes High School, east parking lot

**Ride:** Vergennes Voyager – Vergennes Voyager – 26 mile rolling (E) or 39 mile flat to rolling (E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride rolls out by Kingsland Bay State Park before heading south to Middlebury. There may be a short unpaved section, but no big hills.

**Leader:** John Bertelsen - 864-0101 / [jo.bertel@gmail.com](mailto:jo.bertel@gmail.com)

**Co-Leader:** Karla Ferrelli - 864-0101 / [karla.ferrelli@gmail.com](mailto:karla.ferrelli@gmail.com)

**Date/Time/Place:** *Saturday*, May 25, 9:45, Georgia Park and Ride

**Ride:** St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35 mile (E/M) route goes to St. Albans Bay Park and returns, while the 50 mile (M) route continues on to Swanton and back.

**Leader:** Dorothy Pumo – 516-236-6550 / [dpumo5@gmail.com](mailto:dpumo5@gmail.com)

**Co-Leader:** Matt Kuivinen - 881-9045 / [mattkui@earthlink.net](mailto:mattkui@earthlink.net)

**Date/Time/Place:** Sunday, June 2, 9:15, Williston Central School

**Ride:** Hinesburg Hollow - This route travels south through Huntington to Hinesburg Hollow. The short route is 25 miles (M) and returns to Williston via North Road while the long one is 47 miles (M/S) and continues through North Ferrisburgh to the Lake and back through Hinesburg.

**Leader:** Tom Kennedy – 735-5359 / [etomkennedy@gmail.com](mailto:etomkennedy@gmail.com)

**Co-Leader:** Brian Howard – 598-3857 / [bjhowd@gmail.com](mailto:bjhowd@gmail.com)

**Date/Time/Place:** Sunday, June 9, 9:15, Folsom School, South Street in South Hero

**Ride:** Grand Isles Flats – One of the flattest rides of the season. The 28 mile ride (E/M) circles Grand Isle and includes some dirt. The pace will be more casual than the long ride. Riders on the 58 mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and also a fossil bed. Unlike other GMBC rides, this one splits between the short and long at the beginning.

**Leader:** Amy Otten - 878-4070 / amyotten@netscape.com

**Co-Leader:** Ralph Kilmoyer – 878-4070

**Date/Time/Place:** Sunday, June 16, 9:15, Jasper Mine Road, off Route 2 heading towards Grand Isle

**Ride:** Jaunt from Jasper Mine – This rolling hill ride (60 M/S) passes through Georgia and Milton before heading to St. Albans Bay for a lunch break and over to Swanton. The shorter version (40 M) turns around after the lunch stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain.

**Leader:** Warren Coolidge – 735-1836 / wcoolidge@myfairpoint.net

**Co-Leader:** Sal DeFrancesco – 363-0963 – salnesp1@gmail.com

**Date/Time/Place:** Sunday, June 23, 9:15, Cabot Town Green, 1/2 mile beyond the Cabot Creamery

**Ride:** Cabot Sampler – 36 (M), 45 (M/S), and 55 (S) mile options from Cabot through Greensboro and Craftsbury. All rides stop at the famous Willy's Store in Greensboro and offer a view of Caspian Lake. The two longer rides go along the shore of Lake Eligo. This fairly hilly ride is high on scenery and low on traffic.

**Leader:** Pat Stabler - 225-8951 / everstab@verizon.net

**Co-Leader:** Amy Otten - 878-4070 / amyotten@netscape.com

**Date/Time/Place:** Sunday, June 30, 8:45, Grand Isle Ferry Parking Lot

**Ride:** Rouse's Point Rouser – The mostly flat 60 mile (M) loop heads up from Grand Isle over the Rouse's Point Bridge and down through scenic, low-traffic lakeside roads in New York and returns via the Grand Isle Ferry. The short ride (50 miles – E/M) circles Isle LaMotte and returns on the Vermont side. Both the leader and co-leader will ride the long loop.

**Leader:** Phyl Newbeck - 899-2908 / phyl@together.net

**Co-Leader:** Art Michalek – 716-308-4391 / artmichalek@yahoo.com

**Date/Time/Place:** July 7, 8:45, Vergennes Union High School east parking lot

**Ride:** 2013 Champlain Bridge Ride – The 60-mile ride (M) heads down to the Champlain Bridge and then travels north on Routes 9N and 22 to the Essex Ferry, returning to Vergennes via Greenbush road. The 40-mile (E/M) route crosses the bridge but then returns for creemees and heads up to Panton via Route

125 and Jersey Street. The short ride can be extended by a jaunt to Basin Harbor Club.

**Leader:** Matt Kuivinen - 881-9045 / [mattkui@earthlink.net](mailto:mattkui@earthlink.net)

**Co-Leader:** Lou Bresee - 658-0597 / [lakelou@comcast.net](mailto:lakelou@comcast.net)

**Date/Time/Place:** Sunday, July 14, 8:30 for the 9:00 ferry. Charlotte Ferry parking lot, Ferry Road

**Ride:** Willsboro Wanderer – 35 (E/M) and 50 (M/S) options of hilly terrain on low-traffic roads in New York. There are two potential stops for ice cream. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro.

**Leader:** Donna Leban - 865-2839 / [lightspd@comcast.net](mailto:lightspd@comcast.net)

**Co-Leader:** Sal DeFrancesco – 363-0963 – [salnespl@gmail.com](mailto:salnespl@gmail.com)

**Date/Time/Place:** Sunday, July 21, 8:45, Alburgh Community Education Center, School Street

**Ride:** \*\* *NEW* \*\* Ste. Anne De Sabrevois Winery Ride – A flat 55 mile (M) ride across the border to visit the Vignoble Des Pins winery. Cyclists can add an optional six-mile trip across the Richelieu River on a walking bridge. **Bring your passport or the required customs documents.**

**Leader:** Warren Coolidge – 735-1836 / [wcoolidge@myfairpoint.net](mailto:wcoolidge@myfairpoint.net)

**Co-Leader:** Sal DeFrancesco – 363-0963 – [salnespl@gmail.com](mailto:salnespl@gmail.com)

**Date/Time/Place:** *Saturday*, July 27, 8:45, Montpelier Park and Ride, Dog River Road

**Ride:** South of Northfield – A pleasant jaunt up the Dog River. The 20-mile (E/M) turns around in Northfield for an easy ride back while the longer ride makes the long (but not difficult) climb up to Baker Pond. The 32-mile (M) ride turns around there and the long ride (58 M/S) drops down to Randolph and returns through Roxbury.

**Leader:** Steve Barner - 434-4497 / [sjbarner@gmavt.net](mailto:sjbarner@gmavt.net)

**Co-Leader:** Bob Ray – 735-5101 / [rrey.post@yahoo.com](mailto:rrey.post@yahoo.com)

**Date/Time/Place:** Sunday, July 28, 7:45 for 8:10 ferry, Burlington Ferry

**Ride:** Double Ferry and GMBC Party – 50 (M/S) miles starting with the Burlington to Port Kent ferry. The hilly terrain on the New York side brings beauti-

ful views of the lake. The second ferry will take us from Essex, N.Y. to Charlotte and we'll return on flatter terrain back to Burlington. Bring money for the ferries.

**Leader:** Donna Leban - 865-2839 / [lightspd@comcast.net](mailto:lightspd@comcast.net)

**Co-Leader:** John Bertelsen - 864-0101 / [jo.bertel@gmail.com](mailto:jo.bertel@gmail.com)

**After the ride is the GMBC Party beginning at 1:00 at Charlie Auer's Boat-house** – Contact Sal DeFrancesco for details at 363-0963 or [sal-nesp1@gmail.com](mailto:sal-nesp1@gmail.com)

## **Women's Introductory Rides**

One bike clinic (learn how to fix a flat, get advice about commuting, routes, equipment, your gears, etc.) and four rides for women only. Sponsored by Local Motion in conjunction with the GMBC.

**Date/Time/Place:** Saturday, May 25, 8:45, Burlington Boat House - park on Lake Street or College Street municipal lot

**Ride:** Bike Path/Farmer's Market Ride: 90 minute ride to the Bike Bridge, back to Burlington through Leddy Park and North Avenue, ending at the Burlington Farmer's Market. Get pointers for riding on the road, commuter routes, and bike equipment. Check your bike at Secure Bike Parking (a coat check for your bike) and have a snack at the Farmer's Market.

**Leader:** Charlene Wallace – 363-7439 / [charlene@localmotion.org](mailto:charlene@localmotion.org)

**Date/Time/Place:** Saturday, June 8, 8:45, Former Morgan Horse farm museum, Bostwick Road, Shelburne

**Ride:** Charlotte/Essex Ferry via Greenbush and Lake Road: 20 mile ride to the Charlotte/Essex Ferry, cross to NY and have a snack in Essex, return. Bring cash for the ferry.

**Leader:** Holly Pedrini – 343-214 / [holly\\_pedrini@comcast.net](mailto:holly_pedrini@comcast.net)

**Co- Leader:** Charlene Wallace – 363-7439 / [charlene@localmotion.org](mailto:charlene@localmotion.org)

**Date/Time/Place:** Saturday, June 22, 8:45, Wheeler lot, Dorset Park, South Burlington

**Ride:** Two-hour bike clinic: Get comfortable on your bike, learn how to change

a tire and ride around the neighborhood.

**Leader:** Charlene Wallace – 363-7439 / [charlene@localmotion.org](mailto:charlene@localmotion.org)

**Date/Time/Place:** Saturday, July 6, 8:45, Oakledge Park, first pavilion near entry booth (\$6 fee) or Flynn Avenue

**Ride:** Bike Paths of South Burlington: Two-hour ride including a stop at the view at Overlook Park and the Mill on Dorset Street for snacks.

**Leader:** Charlene Wallace – 363-7439 / [charlene@localmotion.org](mailto:charlene@localmotion.org)

**Date/Time/Place:** Saturday, July 20, 8:45, Airport Park, Colchester (west end near the Schoolhouse)

**Ride:** Bike Ferry: 15 mile ride on the Colchester Causeway to the cut, cross on the Bike Ferry, stop for creemees at Allenholm Farm on South Street and return. Bring money for the ferry.

**Leader:** Barbara Mentzer – 419-707-2676 / [barbaramentzer@hotmail.com](mailto:barbaramentzer@hotmail.com)

## 2H2012 Touring Recap

### Phyl Newbeck

The second half of the season started with continued heat and sunshine. Twenty-three riders showed up for the Cabot Sampler, a ride we haven't done in a few years. Ride leader Pat Stabler reported that the weather started out cool, but quickly warmed and became sunny after some morning clouds and gusty winds. Aside from two riders wandering off the route, all went well.

Searing heat and humidity were back for the Addison Ambler leading virtually all of the 29 riders (5 of whom were doing their first GMBC ride of the year) to choose the short (45-mile) option. The ride was an uneventful one with no crashes and only one flat tire. The heat led to an infusion of funds at the West Addison General Store and no doubt a vast number of post-ride, heat-induced naps.

While Bradley Wiggins and Chris Froome rode their Pinarellos to first and second place finishes at the Tour de France, I took my Pinarello (albeit, a slightly different model) on the Double Ferry South ride on July 22 with 19 others.

The first wave pressed hard to make the 10 a.m. ferry from Charlotte with the second wave catching the 10:30. The goal was to get to Fort Kent in time for the 1:30 ferry so as not to miss out on the Second Annual GMBC party. Some of those in the first wave actually caught the 12:10 ferry but the rest of us took time to stop and admire the view of Vermont from the top of Highlander Road in New York and to take a dip at Fort Kent before boarding the ferry. After the ride, we were all treated to a wonderful picnic courtesy of V.P. Larry Coletti and Master Chef Sal DeFrancesca. Next year we may change the direction of this ride since the rush to make the ferries meant this wasn't the most relaxing of outings.

Fourteen riders took part in each day of our fourth Upper Valley Weekend. On a very humid Saturday, we set out on the Horse Country Ride. Roughly half the riders did the long (55-mile) loop while the rest of us... well, let's just say we found the idea of a dip in the White River more inviting than additional hills so we cut the short loop even shorter and were rewarded with a private beach courtesy of Tropical Storm Irene. All facilities were closed and the shoreline was eroded, but the water felt very, very good. On the long ride, some cyclists had water of their own as they crested the hill in Vershire right after a brief spurt of heavy rain had fallen.

On Sunday, the GMBC finally finished our streak of dry rides with Woodstock Wandering. Perhaps we can blame the Charles City Wheelmen who join us in the Upper Valley. Again we had 14 riders (12 who had stayed overnight in the Upper Valley and enjoyed a group dinner in South Royalton), but two decided to do their own ride and two others dropped out when heavy rains began falling shortly after the start of the ride. The rain fell for at least fifteen miles but then the skies cleared. Still, we didn't quite trust the look of things so we all opted for the short (45-mile) ride which, alas, still detours around the closed bridge in Quechee.

On August 5 we had a brand new ride, Buck Hollow and Beyond, starting in Milton. Excessive heat and 20+ mph winds from the south deterred many regulars from attending, although we had one visitor from Virginia. The threat of rain meant that only six of the 18 cyclists did the long ride and although some rain did fall in St. Albans, it wasn't enough to dampen spirits. Even the

vicious head wind on the second half of the ride (isn't it always that way?) did not stop riders from commenting on the beautiful scenery.

We had another new ride on August 12 with the inaugural Journey from Johnson. Another sticky day (and perhaps a little bit of worry about the hills) meant that only 11 riders set forth from Johnson with 9 opting for the short (61-mile) ride. The initial weather was overcast and humid but first time ride leader Ron Bolam said the weather improved as the day progressed. The high point of the day (literally) was the view atop Route 58 which provides southern exposure of Jay Peak and into Canada. The low point was a stretch of Route 100 which produced three flat tires, one of which could not be repaired.

We had a Saturday ride on August 18, returning to Search for Memphre, a ride around Lake Memphremagog. For a ride which circumnavigates a lake, this route is surprisingly hilly which might explain the fact that although it was a beautiful day, nobody but the ride leader made the trek to Newport.

On August 19 we returned to Awesome Ausable, a ride which had been off our roster for a year because the Burlington ferry schedule had been too sporadic. Thirteen riders set out and eight did the long (84-mile) ride. The weather was cooler than previous weeks and we all enjoyed the second (downhill) half of the ride on lightly trafficked roads. There were hordes of cyclists (mostly Canadian and quite a few wearing vintage Russian jerseys) going the opposite direction, as well as several packs of Harley-Davidsons. Route 86 will be better with a second coat of pavement but otherwise we had no complaints and all the long riders made the 4:10 ferry.

Jericho Jubilee is another ride that was off the schedule for several years but reinstated on a hot August 26 for 16 cyclists. We all appreciated the home-made chocolate chip cookies Matt brought to the start of the ride. Aside from the heat and humidity, the only problem was a flat tire early in the ride which caused one rider to abandon ship, change bikes, and do a ride closer to his home. Eight riders managed to do the long (64-mile) ride while six of us actually cut the short ride a little bit shorter by taking Lower Pleasant Valley Road instead of Upper. In our defense, it's one of the most beautiful roads in Vermont. The pavement on Route 108 still stinks but all of 104 and most of 128 have been repaved and are wonderfully smooth. Those of us on the short ride were amused by the

sounds of the cars crossing the center line rumble strips to give us room on 104 although we've since learned that residents are less than pleased with the noise. Several cyclists from both the long and short rides ended their day with creemees at Joe's Snack Bar.

Bob Ray was a busy man over Labor Day weekend, leading the hilly Montgomery Magic for three riders on Saturday and the significantly flatter Meandres et Beaux Villages for 22 cyclists on Sunday (and then working a double shift at the Crit on Monday for good measure). For the Sunday ride, he chose a starting point on the Quebec side of the border. Both days featured sunny skies, temperatures in the 70's and light winds. On Sunday, all the riders stayed together for the first part of the route. Most did the medium distance and roughly half stopped for lunch at L'oeuf. The only negative note was increased traffic towards the end of the loop thanks to the Labor Day holiday and a street fair in Frelighsburg.

Only a handful of GMBC'ers made the trek to Island Pond for Moose Country Meandering on Saturday, September 8th, due to fears of rain and heavy wind, but for the ten cyclists who completed the 70-mile trip, it was well worth the drive. We changed the direction of the ride so we wouldn't have a head wind on the most open part of the route but we still had to contend with it in our faces on the return trip. This year we finally saw a moose, as well as a fox that sat in someone's front yard watching us with bemusement. We saw very, very few cars. On the negative side of the balance sheet is the fire and brimstone house in Morgan with huge signs prophesying what will befall the sinners amongst us. Most of Route 102 had fresh pavement and with a lovely tail wind we sped our way to Canaan. One rider felt that wasn't far enough northeast and took an additional side trip through Beecher Falls to the farthest corner of the state. The wind gusts were at least 30 miles an hour on the return trip but the good news is the humidity broke. The bad news is that for the stragglers (that would be me), the gray clouds opened up for the last two miles, but the rain felt good after the heat.

On Sunday, we lost some of our newfound friends from N.H., but gained a few GMBC riders as we set forth on Willoughby Wandering. The day was a gorgeous one with less heat, less humidity (at least by half) and less wind than Saturday. The roads were slightly busier and the route is definitely hillier but



nine cyclists had a wonderful time along the shores of Crystal Lake and Lake Willoughby. There were no moose or fox but we did hear some loons on Lake Willoughby and had an immature hawk fly close overhead. The clear weather gave us some lovely views of the ridgelines, including the one in Sutton that features a wind farm.

The week prior to Century Day featured nothing but sunshine and initially there were fears the pattern might break on Sunday. Instead, the rain fell Friday night into Saturday, leaving us with a sunny, crisp and almost fall-like Century (although many complained that the north wind for the second half of the ride was a bit brisk). Most of the 41 riders began with jackets and long-sleeves but ended with more summery attire. Seven riders did the metric century which had been rerouted due to gravel. The reroute proved so popular that we will make it the regular metric route in future years. Over a dozen riders proved their mettle by doing the Double Gap Century including one rider hell-bent on completing five centuries over the course of the season. No crashes, no flats, no drama... just a really nice ride.

On September 23 eight riders headed out for East of Eden. We were rewarded for our efforts (the ride has almost 4,900 in elevation gain) with some beautiful early foliage. While heat and humidity were prevalent the first half of the season, the second half has given us our share of wind. In fact, it seemed as though the wind was in our face for at least four-fifths of the 60-mile ride, a phenomenon known at my house as the Harrington effect. There were very few cars during the first part of the ride, something which was quite welcome as we climbed Route 105 since the spot pavement seemed to have been laid down by a drunken tractor driver who immediately drove over the new pavement and created indentations. The last stretch on Route 100 also featured less than exemplary pavement but otherwise this is a wonderful ride. The new chainsaw sculptures at the store in Jay also provided a nice diversion.

There wasn't a great deal of optimism when 14 riders set out on Cambridge and North, the last official ride of the season. Still, seven of us decided to challenge fate and go for the long (51-mile) ride. There were some light drizzle at the start and another few at Fletcher Pond but then our luck ran out and it rained for the last 15 miles of the trip. Even those on the short ride got wet, but thankfully we all convened at Bob Ray's house after the ride for hot cider, oven-fresh

appetizers, towels, and for those who got there first, a chance to ransack Bob's closet for dry clothing. This was the club's first time riding this lovely, but extremely hilly loop which includes both the Fletcher Wall (from the easier side) and the Buck Hollow hill.

We held four unofficial rides in October, alternating starting locations from Williston to South Burlington. On October 7, five riders enjoyed cool weather and beautiful vistas, ending their ride with a chowder cook-off on the green at the Williston Central School. October 14th was a rainy day but things improved a week later when nine riders gathered in Williston under grey skies which parted briefly at a few intervals, but also let loose with some minor sprinkles as the group headed down to Duxbury Road and back. Initially it looked as though our last unofficial ride from South Burlington would be rained out, but Hurricane Sandy held back, allowing eight riders to set out on a reverse version of the Bridges of Chittenden County. The wind picked up a bit but we stayed dry.

All in all, this was a very good year for the GMBC touring section. We had a whopping seven new ride leaders and four new rides. Not a single official touring ride was rained out. In fact, all but three rides were completely dry, unless you count exercise-induced sweat from what seemed like excessive heat and humidity for a good deal of the summer. Our numbers were down somewhat from previous years with only one ride (opening day) garnering more than 50 cyclists. Two rides had over 40 riders, five had more than 30, and six had more than 20. We've already got one new route planned for next year and hope to have our third annual GMBC picnic during the course of the summer.

## **See Vermont in a Day, the 100/200 Way!**

**Steve Barner**

If you're an experienced cyclist, you've experienced the satisfaction gained by setting new goals that exceed past riding accomplishments and knocking them down. For most cyclists who stick with the sport longer than a year or two, this is the "century," or 100 miles in a day. Most cyclists start out with a "metric century," which is 100 km and work up to a full century, often as part of some worthy fundraising event. Increasing fitness and skill as a rider eventually makes metric centuries not even worthy of a mention in the log, and some riders

even set a goal of a century a month for an entire year — a worthy effort here in Vermont!

Once you've reached the point where you can no longer count the number of century rides you've completed, the next logical [?] distance goal is the double-century, or 200 miles in one day. There are several popular routes for double-centuries in Vermont. In the center of the state, an obvious route is VT 100, which starts just south of the Canadian Border and winds through a series of river valleys, climbing and descending between watersheds, until it approaches the Massachusetts state line.

The eponymous 100/200 (a.k.a. 200 on 100) became an annual event during the 1980s, taking place on the weekend closest to the summer solstice. The ride was discontinued after 1990, but returned in 2009 and has run each year since then, with 40 riders last year. In 1990, the 100/200 was described by Bicycling Magazine as one of "The Toughest One-Day Rides in North America," and has received attention in more recent years in blog posts by racers under such compelling titles as "A Dumptruck of Awesome," and "The Epic, Defined." Don't let these superlatives dissuade you though, the 100/200 is what you make it and it's a ride that almost any experienced cyclist can conquer. The thing that makes the 100/200 unique is not just the wonderful Vermont scenery, but the terrain and the way it presents itself to the cyclist. The first 100 miles seems to fly by, with few significant climbs — but this is just to soften up the riders. It's the second half of the ride that sets up the real challenge. First, it's the long climb up to Killington; next the steep climb along the side of Terrible Mountain, south of Ludlow; finally, there's the 12-mile climb up to Mt. Snow to really drop the hammer on those who've misjudged their pace.

Over the years we've seen the ride completed by a 90-lb kidney transplant recipient (twice!) and by numerous riders for whom it was their first century. We've also seen strong cyclists throw in the towel early for any of a number of reasons, but typically from riding too hard, too early. Fact is, if you're an experienced cyclist, willing to put in the early season miles necessary to prepare for such an event, you can probably complete this ride. If you do, you will know the magic that is the 100/200 and you'll understand what brings people back to do it again and again.

This year's organized 100/200 will take place Saturday, June 22. Most riders will group together with some friends and arrange to have a sag vehicle meet them at strategic points along the way, but others have ridden self-supported. There are no fees, and registration is encouraged, but not required. If this ride intrigues you, get full details at <http://100-200.org>. Please note that the 100/200 is not organized or sanctioned by the GMBC.

## **Message from John Williams, VP**

Hopefully by now you have become aware that our previous and eminent VP has up and moved to Florida. Former VP, Larry Coletti has done much for GMBC through his unyielding optimism and his manner of reaching out to all in the cycling community who came into contact with him. Larry assured that everyone felt welcome at GMBC Wednesday evening rides or at his renowned Saturday VP rides. If you knew Larry as I and many others did, you will miss his presence at our rides. To Larry I send my wishes for good health and warm, following winds for your rides in sunny Florida and thank you for what you brought forth to GMBC. See you when you visit this summer – App Gap will be waiting to greet you. Practice up on Florida hills!

Anyway, long story short, Larry contacted me about taking over the role of VP. After he pushed a little and I checked in with Kevin, and after some internal debate, I realized that an opportunity like this only comes around one time. Larry entrusted me with the primary responsibilities of VP: continuity of the Wednesday evening rides and the Saturday VP rides. Hopefully I can find other ways that will also help Kevin and club members. I will have a learning curve, but hopefully I will join the peloton and not be off the back!

The Wednesday Rides: These rides depart weekly at 6 p.m. from the Dorset Recreational Park dirt parking lot, South Burlington. The route is the same each week, except for early and late-season adjustments in departure time and route distance to accommodate available daylight. In this ride there will be an emphasis on safe and courteous paceline riding, with groups starting at intervals according to expected average speed (A, B, and C). Additional information on the Wednesday ride is available on the GMBC website at <http://thegmbc.com/Wed%20Ride.shtml>. Each week on Tuesday I will send out a reminder. If

weather is looking iffy for the ride, I will send out an e-mail communication by 3 p.m. Wednesday as to whether the ride is on or not. If I do not send out a message, assume the ride is on.

Saturday VP Rides aka “Larrys Ride”: This ride is being renamed at the suggestion of Mike Coleman followed by an on-line vote by GMBC members. I believe Larry instituted these rides as yet another of the many weekly ride options for GMBCers throughout the year. He famously carried these rides through the winter season on all but the very coldest or stormiest days, whereas your current VP has a built in “excuse” for not leading the winter rides (I work at Smuggs every weekend November through April). My thanks go out to Chris LeCoz for planning and implementing the winter VP rides over the past few weeks.

These rides follow different routes each weekend with some rides emphasizing climbing (to appease Sandy Dupuis), others flatter or more undulating terrain. Some rides will depart from the Dorset Rec Park location while others will start from other locations depending on the selected route, with mileage ranging from 40-100. Each week I will send out a notification by e-mail (hopefully by Wednesday, Thursday at the latest) describing the departure location, time, and the selected route. When weather is iffy, the final go/no-go decision will be posted by e-mail at 7 a.m. Saturday morning or earlier.

Here are some preliminary thoughts I have for rides:

- Revisit classic climb-oriented rides: Smuggs, App Gap, Middlebury/Brandon Gaps, Jay Peak area, etc.
- Try some new climb-oriented rides: Hazen’s Notch area?; Whiteface Veterans Memorial Highway?, Mad River Century?
- NY side of Lake Champlain; Colchester Causeway ferry to islands ride
- Whiteface climb: Here is the official word from New York State Regional Development Authority (Aaron Kellett Whiteface Mountain General Manager): The highway is open for cyclists. Cost is \$6 per bike. Bikes are al-

lowed during operations hours only and we advise that you use caution and stay on the side of the road. The road is pretty bumpy so be careful going down. Besides that have fun and be aware of your surroundings!

Save the date: Saturday, June 22 Bike-the-Lake Century ride (<http://northernlakechamplain.com/other-fnlc-events/bike-for-the-lake/>). We did this last year & had a great GMBC group – entry fee only \$25 for a good cause).

Please send suggestions on rides for this series if you have some thoughts. I ask for your help in developing interesting, fun, sometimes challenging rides. I can be reached at [jww5@myfairpoint.net](mailto:jww5@myfairpoint.net) or at the rides.

I'm looking forward to reacquainting, matching names with faces, and meeting you all on the road! Let's keep it a safe season for all of us! I will not be the fastest rider in the peloton but hopefully I can at least hang tucked behind the largest person in the group. Maybe I will even rotate to the front for a 30 second pull! As Larry would say: "Let's get out and ride!"

### **Wednesday Night Group Ride - revamped by Larry Coletti Sandy Dupuis**

[editor's note: this was written last autumn prior to Larry's departure]

Larry has done a great job revamping the "Wednesday Night Group Ride" this summer. His launching of sub groups as A (> 21 mph average pace), B (18+ to on occasion 21 mph) and C (~ 16 to 18 mph) has made this gathering even more popular.

Even our club president Kevin Bessett decided to check out this group ride a few times this summer. Several 1K2GO racers would join in too. On some of the nicer summer evenings, 30 to 40+ cyclists would gather for the ride. Then it was a very good idea to have these sub groups, as we would have taken over the road with so many cyclists. Some evenings the sub-groups were still quite large and we would sub-divide the B group into a "B+" and a "B" group!

Having these sub-groups provided some great options. If the weather on Wednesday night was especially nice, and some of us were also planning to do one of Kevin's Time Trials on Thursday night, we could still do a group ride and

select a group riding at a pace that was slow enough for having energy left for the Thursday TT. Or, if it was my turn to time at a Thursday TT, I could pick a more aggressive pace on Wednesday.

One especially nice Wednesday eve, following a rainy Tuesday night, Amy Miner decided to join us for one of her slower endurance training rides. I recall the evening being rather calm, steamy, 85 degrees and humid. I believe Bobby Bailey calls these conditions "fast air". As we headed back on Greenbush with a light southerly breeze at our backs, Amy was socializing with one of her team mates and the rest of the group. I was hanging on, hoping my head did not explode. It was a great ride.

This sub-grouping system encouraged others newer to road biking to join in. A few evenings we had a father and daughter team join in — I believe it was Bryan and Carlyle Grundon. Well Carlyle later showed up at a Thursday Time Trial and is in the 9 to 12 years old age group! Great to see new and in this case young females trying out the sport.

I think this new system is a keeper. I would encourage any of you who were thinking of trying out group rides to check this one out. Thank you Larry, for revising the Wednesday night group ride.

## **The Legend of Larry**

Sandy Dupuis

[editor's note: Sandy wrote this article this year]

When March arrives along with daylight savings time, more sunshine, warmer temperatures (at least I HOPE so), I get excited about cycling. Biking friends re-group. So it is not out of the ordinary that I, like so many others, are reminiscing about prior rides, many of which were arranged by our former VP Larry Coletti.

I'm trying to recall when I first met Larry. I can't seem to really remember, as it just seemed like as long as I was riding with GMBC cyclists, I knew Larry. Funny how there are some people who once you meet them, you are immediately comfortable with them and it just seems like you've always known them. Larry was one of those kinds of friends for me. I think one of the first times I rode with Larry was during the Mad River Century many years ago. I was rid-

ing alone, and looking for someone else to ride with to have some company. At one point after Montpelier, I saw two guys in GMBC kit just up ahead — Yeah! I caught up and we rode along together for miles. At one point during the ride, a dog came out after us. This dog meant business and rode right into the person in front — who I later met — it was Steve Gaydos. This dog knocked Steve off of his bike. Steve was scraped up a bit, the bike was scratched, but no serious mechanical damage. Wow — Steve was not happy at all. Fortunately Steve settled down after giving the owner of the dog a good lecture. Anyway, I believe the other GMBC rider was Larry.

Another time I rode with Larry was several years ago during the Cochran Century. It was probably not much over 40 degrees when we started. Larry and I were trying to decide what to wear, long biking pants or shorts? We went with shorts and I warmed up during each climb and froze during each descent. As we were getting closer to the finish of the century, while on Route 2, Larry explained that we were doing part of the Jonesville time trial.

“Hey, why don't you ever do any time trials?” Larry asked. “Who, me? Because I'm not fast” I answered. Larry said, “You don't need to be fast, you just do your best. You should try the time trials.”

Then there were the "winter rides". Each winter, when the possibility of a sorta warm Saturday came around, Larry would advertise for a winter ride. And he would get several who joined in on these rides. Even if I did not choose to ride, I enjoyed reading the e-mails, especially the post-ride summaries.

Once spring arrived, Larry was in full force arranging great rides. He obviously put some time and thought into the routes. Many people really enjoyed his Jasper Mines route. He also arranged many nice climbing rides -- Smuggs, Middlebury, App Gap, sometimes doing both sides of App Gap and Jay Peak. During the rides, he would look out for others. I felt comfortable knowing that if I did get a flat I would not be repairing it by myself. Fortunately I did not flat during any Larry rides. But I do remember seeing a very courteous biker in Larry.

During the week, Larry enjoyed getting in rides after work, starting from the dirt parking lot (now Wheeler Park) at Dorset Park. Since I live in Dorset Park, starting from that location was perfect. I enjoyed our social rides on Tuesday evenings when we would often go to Shelburne Bay and back. A nice route, plenty of talking, tons of laughter. Last year Larry revamped the Wednesday



night group rides, also starting from Wheeler Park. After just a couple of weeks of groups A, B & C at Larry's recommendation, it seemed like we always had 3 groups and everyone was quite happy and pleased with the setup.

Larry also was a volunteer at the Crit practice races on Tuesday evenings. Many people so look forward to these Crit races and I know that without volunteers like Larry there is no race. For years Larry was the proud owner of shift #1 of the GMBC Crit held on Labor Day. Larry set up the club picnic too. All kinds of great fun at that picnic. I really liked the watermelon seed spitting contest.

I realize that there are several hearty Vermonters out there who bike outdoors year round. But some of us need encouragement and a good kick to try a ride in colder temps. Larry would often close his notes with "This is a four season biking club!"

And so after some coaxing and encouragement, I did try ONE time trial in 2008, Oak Hill. Then the next year, I tried a few more. Although I still finish close to the bottom of the list at the time trials, I like the feeling of just finishing what is a hard effort for me. Without Larry's coaxing and encouragement, I doubt I would have even tried.

So thank you Larry. I'm sure there are others in the club who have a Larry story. A story of how Larry helped them. Or knowing Larry's great sense of humor, it might just be some funny story that will make you laugh. More miles ahead of us, and lots of good Larry memories behind us.

## **Safety on the Road**

Kevin Bessett

Here are a few tips/reminders to help make your ride safer and potentially hassle-free. Putting a little thought into what it means to ride on the road, and realizing the inherent risks and dangers, could keep you out of trouble.

Be aware. Develop a "feel" for what's going on around you by listening to and watching for traffic and anticipating worst-case scenarios. Being prepared for the worst and, say, applying the brakes a few seconds sooner could save you from a collision.

Visibility. Wearing bright clothing is important -- more important is getting

into a habit of constantly asking yourself what your visibility is/will be. For example, asking yourself “Are wearing dark colors for a late afternoon ride the right choice?” Or what will your visibility be at the next intersection? Are there any cars waiting to pass your group? Should you mount the rear flasher because it’s getting a little dark? Prior to or when out on the road, try to picture what approaching drivers will or will not see, then act accordingly to ensure your best visibility and safety.

**Going Downhill.** Crashing is bad news. Especially at speed. On fast, twisty and/or steep descents, consider taking the lane – if your speed is somewhat close to the posted speed limit. But be smart about it. Taking the lane will increase your visibility, prevent cars from squeezing by and will allow room for maneuverability. Imagine riding downhill at 35 mph in a 40 mph zone and a car squeezes by you as another car approaches in the oncoming lane. This happens all too often and riders have been seriously hurt.

**Traffic.** When approaching a stop sign or traffic light, consider merging with traffic to preserve a space and to increase your visibility. Don’t go whizzing by traffic on the right! That’s a good way to get taken out by a driver who decides to move right.

**Obey Traffic Laws.** If you’re a habitually bad driver, you will get tickets. If you’re a habitually bad rider, you will get tickets. Ticketing bicyclists in VT is on the rise. And it will keep rising. Most drivers will appreciate and respect riders who respect traffic laws. Use hand signals.

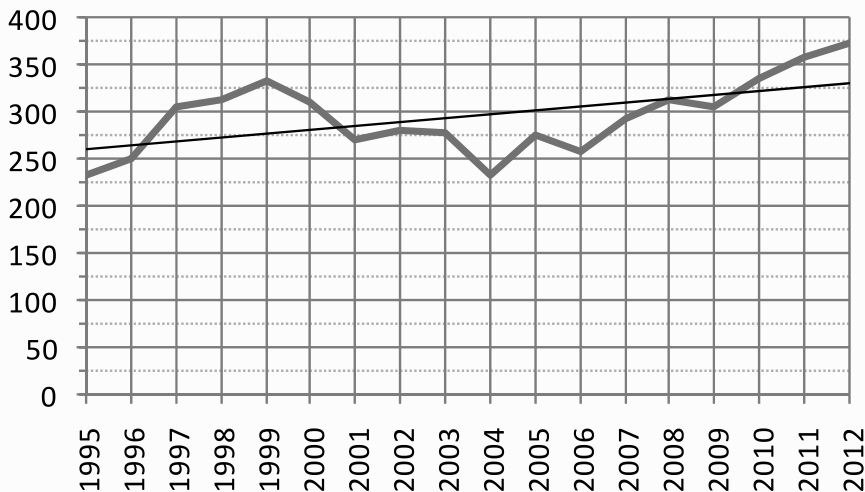
**Riding Two-Abreast.** This is legal if the bicyclists are on a section of road with a clear line of sight and aren’t impeding the reasonable flow of traffic.

**Group Rides.** To avoid crashes, communicate with other riders in the group. Point out hazards (like holes or cars), yell out when you’re applying the brakes or if making a turn, and use hand signals. And avoid angering drivers, too! Group rides can do that and it’s not cool. Play smart. Making the wrong driver angry may have damaging consequences too, even if you’re following the law, such as when riding 2-abreast. So be proactive and watch/listen for traffic behind you. If there’s traffic, or if the road is/gets kind of busy, single or tighten-up to avoid confrontation. Show respect to get respect – it doesn’t get much simpler than that.

## Club Membership over the Last 18 Years

Club membership hit an all-time high in 2012. The final tally was 374, which is up by 17 over 2011 (which was a record, too). As shown below, the annual membership trend is very positive. A few notes about the graph: the sharp increase from 1995 through 1999 was due to the success of the racing team. In that period the team was one of the most respected teams on Earth and, in 1999, had over 50 racers from all around the Northeast. Since team members were required to join GMBC, the numbers during that period were inflated because it is likely that 70% would not have joined the club otherwise. From 2000 to 2004 the team was in decline and that impacted membership. But in 2006 membership started to rise again, and it continues to rise! Thank you for believing in GMBC's mission and supporting the club!

### GMBC Annual Membership



**Speaking of which, it is the new season. Please renew your membership. There is a form at the back of this newsletter or at our website: [www.thegmbc.com](http://www.thegmbc.com)**

## **GMBC Lends Critical Support to Advocacy Efforts & The Big Fix**

Chapin Spencer

As area cycling enthusiasts, we all know the valuable role the club plays in introducing cyclists to bicycle touring and racing – but the club's advocacy legacy has also been exemplary.

In addition to several in-club leadership roles being active with advocacy and sharing the road, in the last five years GMBC, through the Burlington Criterium (the last stage of the Green Mtn. Stage Race), has contributed \$1,000 each Fall to Local Motion and the Vermont Bicycle & Pedestrian Coalition. And for several years prior to that it donated \$500 each Fall to both organizations. This support has helped build both organizations into effective advocacy organizations that deliver important services to our communities every day. Here are just some of the successes we've had in 2012:

- Delivered BikeSmart courses to over 1,000 school children with our trailer full of bikes
- Won a road diet on Williston Rd in South Burlington with our many partners
- Expanded the Safe Streets Collaborative -- improving civility on our roadways
- Responded quickly to advocacy alerts on shoulder paving & federal funding
- Provided 500 refurbished bicycles to low-income Vermonters
- Put 2 items on the Burlington ballot for rehabilitation of the waterfront bike path
- Provided in-person bike/pedestrian technical assistance to over 25 communities across VT

GMBC shares in this success with its generous annual support – but in 2012 the club went even further. Responding to the significant damage to the region's Island Line Trail, and the Colchester Causeway in specific, the club jumped into The Big Fix fundraising campaign by pledging \$750 towards matching donations made by members and non-members too. Over \$2,400 was raised by the club for The Big Fix in a few weeks!

I am pleased to report that, thanks in part to GMBC, The Big Fix reached its \$1.5M fundraising goal in mid-October. This funding provided the local match for the recently rehabilitated Colchester Causeway, the local match for the Burlington Bike Path repairs now underway, and the major funding for a dramatically expanded Bike Ferry service slated to start in 2013. Thank you GMBC! Your commitment to building a cycling culture in Vermont is putting people in motion!

## **How GMBC's Financial Support Has Assisted VBPC**

Nancy Schulz, VBPC executive director

The GMBC is the only bicycle club in Vermont that consistently provides a high level of financial support for the VT Bicycle & Pedestrian Coalition. The Coalition is hopeful that other clubs will emulate the great example shown by GMBC. GMBC members understand that improved bicycling conditions derive from support that is given to education and advocacy organizations such as the VBPC. This support has contributed greatly to the strides the Coalition has been able to make in the areas of education and advocacy.

Below are some of the highlights of the past six years:

- 90-minute law enforcement trainings on bike/ped issues developed by VBPC for the VT Police Academy now being given at municipal level by VBPC.
- Development of a bike/ped Jeopardy game for Driver's Ed students to heighten awareness of vulnerable road users -- more requests being made from schools for the program.
- Persistently and successfully lobbied VTrans to re-open its own bike/ped program closed since 2004 -- it then awarded \$2.5 million for town projects.
- Coalition lobbying resulted in the state purchasing five shoulder sweepers at a cost of \$50,000/ea.
- Champlain Bridge being built with 5' shoulders and 5' sidewalks on each side as result of lobbying by VBPC and NYBC.

- Passage of the Complete Streets law, which states that all roadway users' needs must be considered in future projects – VBPC provided support for the lobbying effort led by AARP.
- Passage of bike parking law, which calls for bike racks to be repaired or installed at state-owned buildings resulting from the VBPC working with Rep. Jason Lorber.
- Publication of the first statewide bike map produced by a collaborative effort between the Dept. of Tourism & Marketing and the VBPC.
- Passage of the Safe Passing bill after a 3-year lobbying campaign by VBPC to protect vulnerable roadway users – VBPC also lobbied successfully for stiff penalties for violators.
- Amtrak now studying the feasibility of allowing bicycles back onto trains after receiving letter from Megan Smith, Commissioner of the Dept. of Tourism & Marketing – the VBPC urged her to send a letter and it took the lead in writing the letter that she sent.
- The expansion of the annual Ride of Silence to 12 communities in 2012 -- this ride honors bicyclists who have been injured or killed in crashes with motor vehicles.
- Creation and distribution of bumper stickers and educational brochures that have reached thousands of people -- the coalition has placed many table-top displays in bike shops around VT.
- The Coalition worked with VTrans to help prioritize shoulder work based on data collected from a 2007 survey conducted by the Coalition on which state road shoulders needed repair and/or sweeping – the survey was updated in 2011 at the request of VTrans.
- Hosting of an annual statewide Bike/Ped Forum for learning, planning, and networking so VT can become a more bike/ped friendly state – this has grown over the last 4-years and brings together bike shop owners, bike club leaders, advocacy orgs., legislators, law enforcement, transportation planners, VTrans and Dept. of Tourism and Marketing managers and others.

## 2012 Bike/Ped Forum Summary

VBPC executive director, Nancy Schulz

The VT Bicycle & Pedestrian Coalition (VBPC) held its annual Bike/Ped Forum on October 24 in Montpelier. The event attracted over 80 attendees who participated actively in eight breakout sessions and two plenary sessions. Topics included: What's happening at VTrans and Amtrak, making towns more bike/ped-friendly, working with law enforcement, the new generation of utility bikes, incentives for employees who bike or walk to work, mapmaking, the Complete Streets law, unpaved trails and paths, and the data revealed by the recently completed bike/ped economic study. Attendees included transportation planners, elected state and local officials, members of advocacy groups and bike clubs, owners of bike shops and other bike/ped businesses, law enforcement officers, staffers from colleges and government agencies, bike/ped enthusiasts, and others. Viola Chu and Kevin Bessett represented GMBC (several other members came), and GMBC members Jared Katz and Sam Hoar presented in the lively and informational break-out session on bicycling and law enforcement.

Sponsors of the event included the VT Dept. of Tourism & Marketing, Bike Vermont, Merchants Bank, Skirack, the Old Spokes Home, Onion River Sports, and the Rutland Regional Planning Commission. The Red Hen Bakery, On the Rise Bakery, Hannaford's, The Flynn Center, and Sun Fitness provided donations of food and door prizes. Speakers were from a variety of groups, including the Brattleboro Bike Revolution, the Mad River Path Association, the Vermont Mountain Biking Association, VTrans, the VT Department of Tourism and Marketing, National Life, the VT Rail Action Network, the Windham Regional Commission, the law firm Dinse, Knapp & McAndrew, AARP, Local Motion, and Lake Champlain Bikeways.

The next Forum will be shaped by the feedback received from attendees and by the requests that are submitted from members of Vermont's bike/ped community. Topic ideas and miscellaneous suggestions can be sent to me via [Nancy@VTBikePed.org](mailto:Nancy@VTBikePed.org).

The VBPC is a statewide nonprofit organization that works, through education and advocacy, to transform Vermont into a state that is truly friendly to bicyclists and pedestrians of all ages. More information can be found at [www.vtbikeped.org](http://www.vtbikeped.org).

## A Ride Around the Lake

John Bertelsen

Last winter we had the idea to ride around Lake Champlain inn-to-inn. A few folks we mentioned it to expressed interest so we went to work planning. Many of our club rides followed some of the route. Parts of the Lake Champlain Bikeway made up the rest of the route. We managed to find inns at or near our route.

The dates were set for the last week of June. Usually you can count on less than scorching weather. The group varied in size from as many as eight in the beginning to as few as four at the end of the trip.

The route ran counter-clockwise starting in Burlington. Our overnight spots included Alburgh, St. Jean sur Richelieu, Point au Roche, Lake Placid and Ticonderoga. A stop in Vergennes was added at the end when the thermometer started creeping over ninety.

Days early on were easy as the terrain in the northern half of the lake is quite flat. The weather cooperated as well. While we were enjoying mild weather out on the road it poured rain in Burlington. Once we hit the Adirondacks the hills and the weather became more challenging. Especially when it turned hot. We rode some steep hills in 95 degree heat between Lake Placid and Ticonderoga.

The highlights of the trip include our overnights in St. Jean sur Richelieu and Lake Placid. In Quebec Madam Boutin is known as a warm host to cyclists. By evening the tent where guests' bikes are stored was filled by over fifty bikes. There were groups from Quebec and Ontario that had traveled to St. Jean to bike tour and stay at Auberge Harris. We enjoyed a layover day in Lake Placid spending the day strolling Main St. and paddling on the lake.

When the temperature hit over ninety the last few days we decided to cut the last days riding into two days and stay over at the Strong House in Vergennes. Instead of a forced death march into Burlington we enjoyed a very relaxing experience.



## Cycling in Lao Cai Province, Vietnam

Spencer Knapp

Good fortune has taken me and my wife to great places on bikes. Over 40 years, life's big adventures have often been on two wheels. Two years ago, our horizons expanded when we pedaled for several days through the remote, mountainous region of Lao Cai province in northwestern Vietnam. For those of you with patience to read other peoples' travel logs, here's ours.

In October 2011, Barb and I boarded a late night train in the bustling main rail terminal of Hanoi. We found our small sleeping berth and settled in. Six hours later and about 380K northwest of Hanoi, with little sleep, we arrived in Lao Cai, a small provincial capital of 50,000 people on the Chinese border. A commercial center, Lao Cai will be known to travelers simply as the train stop for Sa Pa, a popular mountain town 50K southwest, the summer retreat of the French colonialists until they were defeated by Ho Chi Minh's forces in 1954 at Dien Bien Phu, a bit further southwest. For us, Lao Cai was the starting point for a 3-day bike adventure in the opposite direction, the remote mountain region to the northeast of the city.

Upon our arrival, the sun was not yet up, but the city was starting to stir. The temperature was in the mid-70s and the weather was ideal, which is where it stayed for most of our trip. Nam, who'd be our guide and companion for the next few days, was waiting for us at the station exit with a huge smile, a friendly greeting, and two bikes. He walked us to a nearby restaurant for breakfast - *pho* soup and assorted stir fry, the Vietnamese menu for almost every meal. We changed into bike clothes.

Our rides were serviceable but well-used mountain bikes, and with a few ad-



*Lao Cai is in the northwestern-most corner of Vietnam, 380k nw of Hanoi on the Chinese border*

justments, they fit us both. When we installed our own clipless pedals, Nam raised his eyebrows. He was in sneakers. After a test ride around the city streets, we loaded bags into our support vehicle – a Korean SUV — and with Nam in the lead, we pedaled out of town in a sea of other cyclists, mostly young students in crisp school uniforms on their way to morning classes.

In a short distance, we arrived at the border, a modern, suspension bridge above a slow-moving brown river. Streams of pedestrians and cyclists flowed in both directions: Vietnamese headed north to sell high; Chinese headed south to buy low. We turned right at the bridge and followed the river on a narrow, winding dirt road for the next 40K to Coc Ly. The landscape shifted to lush, rolling, green hills with dense vegetation and endless fields of terraced rice paddies with magnificent golden hues, bracketed by neat stone walls in geometric shapes. The rice was ready for harvest. Small wooden farmhouses appeared from time to time.

We occasionally passed workers cutting rice by hand in the fields. Most were women. Many were in the brightly colored native dress of the Hmong people, the indigenous Vietnamese “hill tribes,” ethnic minority groups who migrated from China centuries ago. Their subsistence rural lives appeared to have changed little since then. We rarely encountered vehicles. It stayed that way for the remainder of the trip.

Along the road, we met a group of children outside a schoolhouse, a one-room concrete building. According to Nam, we provided the children’s first encounter with westerners, and we briefly enjoyed a celebrity status that re-occurred somewhat regularly over the next few days as we pedaled through small villages. We reciprocated by taking photos of our admirers and then showing them the digital images. For some, this was their first look at photos of themselves.

In Coc Ly, a river village with a few bamboo shacks, we boarded a narrow wooden boat, loaded in the bikes, and floated downstream for a few miles to another small village, where we had lunch at a villager’s home — more *pho* and stir fry. After lunch, we started a long climb into the mountains, a steep uphill on a narrow paved road with little traffic and magnificent mountain vistas of the Chinese frontier. Napoleonic kilometer markers from the colonial period plotted our progress and reminded us of provincial France. It was 36K to Bac Ha, a

market town, where we'd spend the night in a fairly modern motel; the average gradient was about 9%.

At dawn, we woke to a loudspeaker blasting state "news" from nearby rooftops for nearly an hour. This became a daily occurrence — the most visible evidence of Vietnam's one party government. There was little other evidence. The economy appeared to bustle, and the culture was lively. But the morning propaganda on loudspeakers in every small village was overbearing. The citizens of Bac Ha barely noticed it.

After breakfast, we started the day's ride on narrow dirt roads through Hmong villages, where we shared a glass of breakfast rice wine – straight alcohol – with a group of men, friends of Nam, in one of the many thatch roofed houses along the road. We climbed most of the morning to Si Ma Cai, a jumble of red clay buildings in a village at the head of a gorgeous, fertile valley high in the mountains. After lunch at a one-table restaurant, I challenged our host to a game of 8 ball on the open air pool table next door. The match was hotly contested and drew a small crowd of onlookers. They weren't rooting for me. I didn't have a chance.

The afternoon ride began with a long descent on rutted, muddy roads with steep precipitous sections. Barb opted for the SUV. After a wild downhill for nearly 30K to the Chai River, I stopped to wait for Nam and Barb and became concerned when they didn't appear after an hour. When they eventually arrived, I learned that Nam had broken his bike chain and the SUV had been stopped at a small bridge that collapsed under a heavy truck, shortly after I passed it. After finding a way around the bridge, they were again stopped by Vietnamese border police searching for smugglers along this stretch of the Chinese border. After determining that Barb had little to smuggle, they let her pass.

The remainder of the afternoon involved long ascents and descents on remote mountain roads, mostly paved, with few villages and no traffic. The scenery over deep river valleys was astounding, but as the sun started to set, I picked up the pace. When darkness beat me to Muong Khuong, our destination, I hitched a ride in the SUV for the last few miles. Our accommodations were in a modest 3-story guest house in the center of the town, where he had dinner with Nam and our driver in a nearby café.

We woke early to another blast of the morning state news from nearby loudspeakers and the noise from a busy street market outside the guest house. We

wandered for a while among the vendors, mostly women in black Hmong dress selling fruits, vegetables, chickens, and housewares, and then we started the day's morning ride, a 4-hour climb to Cao Son, a tiny village that was the regional market town standing at the top of the highest pass of our trip.

This was market day and our last on the bikes. It was spectacular along curving narrow paved roads overlooking gorgeous mountain scenery. At one point, we passed two young boys struggling to lash a full grown boar onto the back of their small motor bike. The pig was uncooperative, sensing its fate, but the boys eventually succeeded, and once the cargo was loaded, the boys climbed on the bike, one crouched on top of the pig, and headed off to the market.

The market was a rage of color and activity, filled mostly with flower Hmong women and girls in brilliant orange and blue linen skirts, tunics, and leggings with matching cotton scarves. We were the only westerners in town, but as the locals were pre-occupied with shopping, barely anyone noticed us. Everything was for sale – from hand-made clothing and crafts to cellphones and sewing machines. The ill-fated boar we'd seen earlier was still tied to the back of the motorbike. The two boys were negotiating a price. As far as we could determine, everyone in Cao Son had arrived and would leave with their purchases either on foot or by motorbike.

At the top of the pass, we had lunch in a café with panoramic views and then started the afternoon's ride, a descent of more than 40K overlooking the Chai River and a return to Coc Ly, where we'd crossed the river two days earlier. The road was an engineering marvel, crossing back on itself with endless switchbacks and sweeping turns. It was a thrill.

Coc Ly was the end of the bike portion of our trip and after cleaning up in a small brook beside the river, I gave Nam, our perpetually good-natured guide, my bike shoes and pedals so he had an upgrade from sneakers on future tours.

For those with interest in a similar adventure, you can make arrangements, as we did, through Lotussia Travel, a gracious and highly professional adventure travel company based in Hanoi. I recommend them highly: <http://www.lotussiatravel.com/vietnam-tour/cycling-adventures/vietnam-mountain-bike-holidays-pedal-sapa-laocai-bac-ha-can-cau-si-ma-kai-muong-khuong.html>. Be sure to ask for Nam



*Cobbled road above endless rice paddies*



*Workers in the rice fields with curious onlookers*

*A group of school-children meet their first Westerners along the road from Lao*





*Mountain vistas along the Chinese border on the road to Si Ma Cai*



*Rice  
wine for  
break-  
fast near  
Bac Ha*

## The Right Time and Place

Stephen Znamierowski

The weekly Thursday Night Time Trail (TT) started out like most – sign in, a good warm up, a hello to fellow riders and then take my place in line. Off we go at one minute intervals for an all-out twelve mile “race of truth”. In Italian: tappa a cronometro (“stopwatch stage”). After a mile or so the heavy breathing settles in and the drool is a constant running down my chin and in biking parlance I “bleed from my eyeballs” until I finish. This is what we do for fun, or something like that. Your mind focuses on things like proper cadence, power output, the pain, finishing, the road ahead and not much else.

Keep your head up, ease up on the hills and hammer the downhill; hopefully I don’t get passed by the skinny fast guys behind me. Fight the urge to put your head down between your arms in a super aero position, because if you do that you may not see the potholes, the erratic drivers and the dogs.

I had my head up so I saw the dog. I came around a sweeping bend to a gradual but lengthy uphill. The dog owner was on the opposite side of the road with a black lab on a retractable leash. The dog was jumping on the rider in front of me — the retractable line spread across the road with the owner running after the dog to disentangle the dog from the biker. No problem, despite my circumstances (drool, foggy brain, burning legs) I had 15 seconds before I reached them; I came up with a simple plan — I would go around them to the left.

At that moment I spotted the baby jogger. The dog owner had left it – with the infant – by the side of the road to retrieve the dog. The baby jogger and baby were now moving at a rapid pace backwards down the hill heading for the woods at the bottom of the hill (or worse, an oncoming vehicle). Instinctively I swerved to my left so my bike was perpendicular to the road, I must have unclipped my pedals and while straddling the bike I assumed an awkward catcher’s stance – at that moment the jogger careened into me — I caught the padded handles perfectly like a fastball right down the middle.

This happened so quickly that for an instant I was left wondering what the hell I was doing off my bike in the middle of the road holding a baby jogger; all was quiet for a few seconds. Then the baby started crying. I had yelled out when I spotted the baby jogger coming at me and the Dad had turned around and in horror, watched this all occur. He approached me, eyes wide in a state of shock. “I’m, I’m sorry about messing up your ride” was all he could say. The baby seemed OK. All I could say was “Don’t tell your wife about this”.

## **2013 Vermont Senior Games Association and GMBC State Cycling Championships**

**Don Kjelleren**

The 2013 races will be held on Saturday August 10, 2013. Everyone aged 50 or older by 12/31/13 is invited to participate. We will hold Vermont's fastest 1 mile time trial, 5 and 10K time trials, and a 40K road race. Trophies and medals will be awarded. There will also be trophies for the best overall male and female racers in the 50-64 and 65+ age groups.

The races will be held in Ferrisburg, VT starting at 9 a.m. For full information go to the VSGA web site [www.vermontseniorgames.org](http://www.vermontseniorgames.org) and/or contact Don Kjelleren 985 -2766. See the website for past race results.

Register today for this exciting and fun filled day of racing. Or at least put it on the calendar now.

## **Bicycle and Skills Clinic at Synergy Fitness**

The final details haven't been worked out yet but we can share with you that there will be a bike and skills clinic at Synergy Fitness in Williston sometime in the late spring or early summer. This will be open to members of GMBC or Synergy Fitness and their families. As information becomes available it will be posted on the GMBC website and listserv.

The following topics will be covered (but it's subject to change): correct helmet placement, basic maintenance, addressing flats, rules of the road, safety and bike handling.

Did I already mention to make sure to renew your club membership for 2013? Had to take up a little white space here.



## **The GMBC Website: What you need to know about it!**

Have you visited the club's website lately? It's a great way to get to know GMBC and to keep up with the club and its events and more. Here is an overview of the site.

At the top of the home page are quick links. From there you can quickly get to local radar, a VTrans online map showing road projects, schedules for Day Touring, Practice Crits and Time Trials, and there is a link to the local & regional events calendar.

In the Day Touring and Time Trial schedules are maps of the routes and courses and where to park. The Time Trials maps also show course profiles, total ascent and descent and more.

On the vertical bar on the left will be links to info on:

- \* GMBC -- its history, contacts, membership, clothing, etc.
- \* Tue and Wed rides, with maps and ride descriptions
- \* Day Touring and Century Day
- \* Competitive events that GMBC runs or is involved in
- \* Visiting Vermont, route suggestions, lodging and more
- \* Tips for safe riding and sharing the road
- \* Links to other sites

Suggestions are welcomed! Please send them to: [thegmbc@gmavt.net](mailto:thegmbc@gmavt.net)

Did I already mention to make sure to renew your club membership for 2013? Had to take up a little white space here too.

## Lyme Disease Movie Showing

Jen Decker

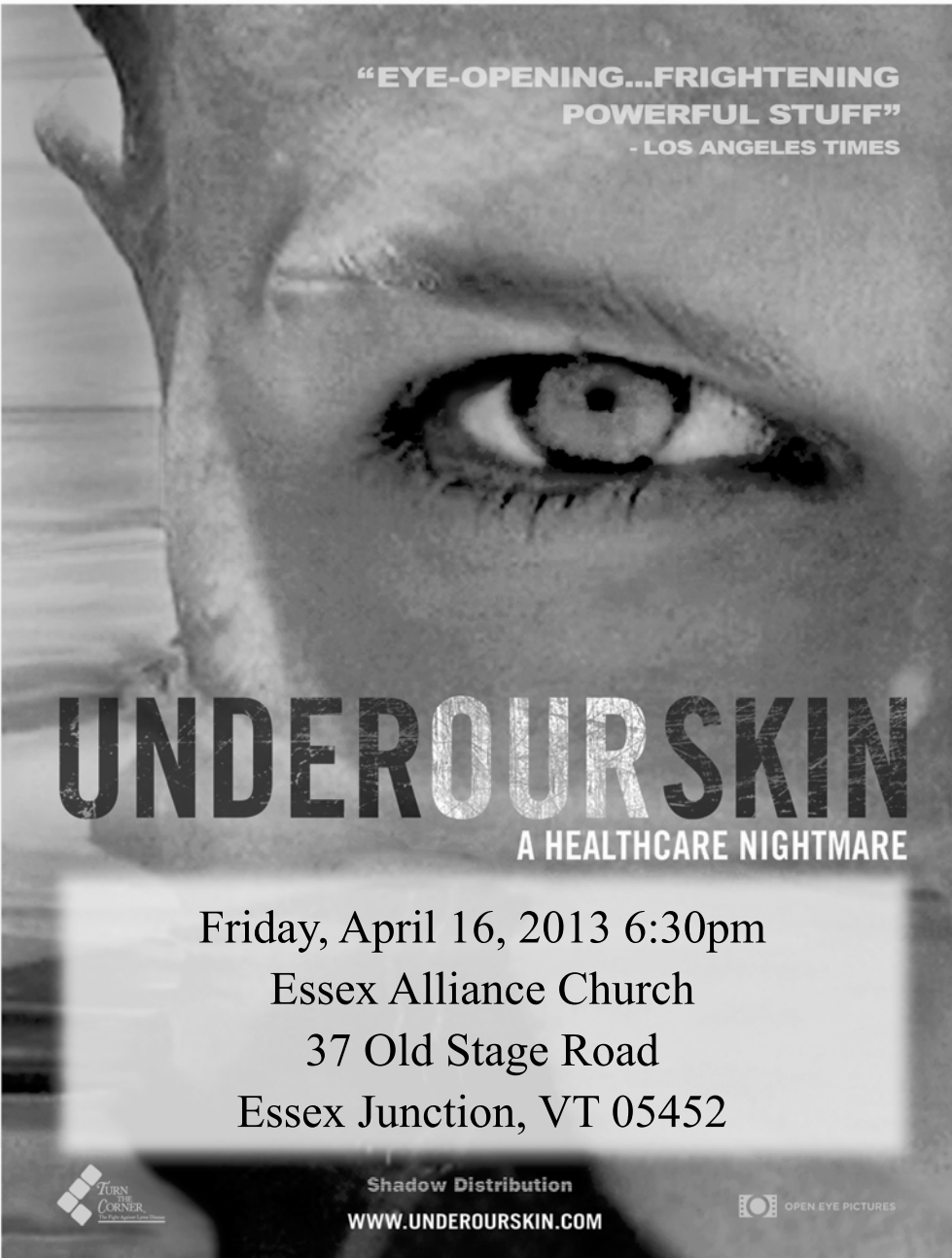
Under Our Skin is essential viewing for outdoor enthusiasts. The film sheds light on the controversy in medicine surrounding the diagnosis of Lyme disease. Lyme disease is now endemic in Vermont, and the debate within medicine is affecting medical care here. While road cycling may not offer many possibilities of exposure, rest stops and mountain biking certainly can. Prevention of tick bites is key for avoiding illness, as is early detection. Increasing your awareness by watching this film can be a big part of your prevention plan.

The website's film synopsis: In the early 1970s, a mysterious illness was discovered among children living around the town of Lyme, CT. What was first diagnosed as isolated cases of juvenile arthritis, eventually became known as Lyme disease, one of the most misunderstood and controversial illnesses of our time. Today many of those untreated will suffer chronic debilitating illness. Some unknowingly will pass the disease on to their unborn children. Many will lose their livelihoods, and still others, their lives.

Difficult to test accurately, tens of thousands of people go undiagnosed or misdiagnosed. The Centers for Disease Control admits that more than 400,000 people may acquire Lyme disease each year, a number ten times greater than AIDS and West Nile Virus combined. And yet, the medical establishment—with profound influence from the insurance industry — has stated that the disease is easily detectable and treatable, and that "chronic Lyme" is some other unrecognized syndrome or a completely psychosomatic disorder.

UNDER OUR SKIN is a gripping and often terrifying look not only at the science and politics of the disease, but also the personal stories of those whose lives have been affected and nearly destroyed. From a few brave doctors who risk their medical licenses, to patients who once led active lives but now can barely walk, the film uncovers a hidden world that will alarm viewers. While exposing a broken health care and medical research system, the film also gives voice to those who believe that instead of a crisis, Lyme is simply a "disease du jour," overdiagnosed and contributing to another crisis: the looming resistance of microbes and ineffectiveness of antibiotics. As suspenseful and hair-raising as any Hollywood thriller, UNDER OUR SKIN is sure to get under yours.

[www.underourskin.com](http://www.underourskin.com)




**"EYE-OPENING...FRIGHTENING  
POWERFUL STUFF"**  
- LOS ANGELES TIMES

# UNDER OUR SKIN

A HEALTHCARE NIGHTMARE

Friday, April 16, 2013 6:30pm  
Essex Alliance Church  
37 Old Stage Road  
Essex Junction, VT 05452

 **Shadow Distribution**  
[WWW.UNDEROURSIN.COM](http://WWW.UNDEROURSIN.COM)

 OPEN EYE PICTURES

## Dealer.com-EverBank Cycling Team

Charles McCarthy

The Vermont brand is arguably one of the best in the country. Cheddar cheese, skiing, Ben & Jerry's, community, microbrewed beer and, of course, maple syrup are all practically synonymous with the Green Mountain State. But a professional road bike racing team? You betcha!

Welcome Dealer.com-EverBank cycling, a giant step towards creating Vermont's first professional road cycling team. While the team is the brainchild of long-time Vermont racer and advocate for all things two-wheeled Bobby Bailey, the idea for a uniquely Vermont cycling team has percolated long in the minds and hearts of the 10 member, elite Category 1 and 2 squad, and will be instilled in the team's formidable Junior development program for years to come.

Perhaps it's the countless uphill miles over the state's notorious Gaps, perhaps it's Vermont's consistent ranking, according to many publications, as the healthiest state in the country, perhaps it's the inspiration and enthusiasm that colleges like UVM and St. Michael's continue to instill in the next generation of competitive cyclists. Whatever the reason, Vermont and bike racing go together like a Subaru and a roof cargo box. During the past two decades, the state has produced a handful of internationally-ranked pros and dozens more elite amateur riders. Others from out of state, like pro cyclist Ted King, credit Vermont's voluptuous mountain terrain and rousing cycling community as one of his keys to bike racing success and an important training ground for this summer's 100th Tour de France. Vermont is a bike racer's state.

Until this year, however, the cycling talent that has emerged from Vermont has never teamed up. There have been small pairings of various Vermont elite cyclists here and there, but always these riders would race for teams based out of state. The Dealer.com-EverBank cycling team has seized this opportunity and hopes to capitalize on Vermont's homegrown cycling talent. And why not? Looking back through years of results at regional bike races, the "VT" abbreviation is more often than not affixed to the name of the rider that won the race. This racing season, all of those "VTs" will be racing on the same team, for the

same goals, with the full support of many Vermont brands like Dealer.com.

While the team takes its racing very seriously, its members also recognize an opportunity not to take themselves too seriously. Most of the riders know each other well and have raced against one another for the better part of a decade. They know each other's bike racing idiosyncrasies, each other's pre-race habits, the often-questionable selection of each other's music played en route to a race. There's no hiding. Abiding by the idiom to "join them if you can't beat them," Vermont's elite road cyclists have finally teamed up, bringing their distinct form of racing and understated attitudes to the region's bike racing scene. When the racing shuttles the athletes thousands of miles away from the Green Mountain State this summer, the team will have each other's comfort, the kind of friendship and community that only a Vermonter knows.

## **New Clothing and GMBC Promoting a Local Non-Profit**

**Kevin Bessett**

GMBC clothing is changing colors this year, and by the time you read this, the design work from Voler will be up on the club's website! The club's friends and sponsors will continue to appear on the Jersey: Synergy Fitness, Sustainable Wellness Massage, Inspire Physical Therapy, Vermont Chiropractic & Sports Therapy, Catamount Outdoor Family Center and Green Mountain Access Vermont. Please consider visiting them: GMBC members get discounts (except at GMA—they host the clubs website at no charge).

New on the jersey this year is the logo for Local First Vermont. It is a program of Vermont Businesses for Social Responsibility. Its mission is to "preserve and enhance the economic, human and natural vitality of Vermont communities by promoting the importance of purchasing from locally-owned, independent businesses." We live in a beautiful state and it's important that we support our own and that we build our communities with the value of the Vermont landscape in mind. See the club's website for a link to LFV.

## GMBC Clothing

**John Witmer**

GMBC has a new clothing design for 2013! The 2012 clothing features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from last year. A concept image is available on the GMBC website.

The first order has been placed and will arrive in late April.

The second of two 2013 orders has an order deadline of May 27 and the items will arrive in early July.

To order 2013 clothing, visit the Voler online order site.

To order inventory clothing, use the inventory order form on the GMBC website. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. The 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 for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug. Voler's sizing chart: <http://www.voler.com/help/#HelpSizingCharts>

The 2013 items listed here can be ordered now and will be mailed to you from the club around late April. For the full range of 2013 items, see the Voler online order page for the second order in May.

Size	Quan	Price	Total	Year/Item
_____	_____	\$51	_____	<b>2013</b> Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (M,L)
_____	_____	\$53	_____	<b>2013</b> Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M,L)
_____	_____	\$53	_____	<b>2013</b> Shorts (GMBC/Synergy) (M,L)
_____	_____	\$50	_____	<b>2013</b> Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2012 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S,L,XL)
_____	_____	\$50	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XLL)
_____	_____	\$52	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	_____	\$50	_____	2012 Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$20	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	_____	\$48	_____	2012 Wind Shell Jacket (GMBC/Synergy) (M)
_____	_____	\$16	_____	2012 Gloves (GMBC) (S)
_____	_____	\$23	_____	2012 Aero Shoe Covers (GMBC) (M,L)
_____	_____	\$48	_____	2011 Short Sleeve Jersey w/hidd zip (GMBC/Synergy) (S,M,XL)
_____	_____	\$50	_____	2011 Short Sleeve Jersey w/full zip (GMBC/Synergy) (S)
_____	_____	\$52	_____	2011 Long Sleeve Jersey w/full zipper (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2011 Shorts (GMBC/Synergy) (M,L)
_____	_____	\$50	_____	2011 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$20	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2011 Wind Shell Jacket (GMBC/Synergy) (XS,L)
_____	_____	\$16	_____	2011 Gloves (GMBC) (S,M)
_____	_____	\$48	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$50	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$48	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$50	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$20	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$16	_____	2010 Gloves (GMBC) (M,L)
_____	_____	\$52	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$48	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$20	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$48	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	_____	\$16	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$37	_____	2008 Short Sleeve Jersey w/full-length zipper (GMBC/Catamount) (M)
_____	_____	\$27	_____	2008 Wind Shell Vest (GMBC/Catamount) (M)
_____	_____	\$10	_____	2007 Arm Warmers (GMBC) (S,M)
_____	_____	\$27	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$22	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	_____	\$15	_____	2002 Shorts (FourStar) (S)
_____	_____	\$15	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)
_____	_____	\$35	_____	2012 Thermal Booties (GMBC) (M,L)

\_\_\_\_\_ Clothing total: \_\_\_\_\_

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

Total: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

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

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



Today's Date: \_\_\_\_\_ Spring 2013 Issue

Select type of membership: ☐ Single: age >17 \$20 ☐ Single: age <18 \$10  
☐ Family \$25

Were you previously a GMBC member? ☐ Yes ☐ No

Are you a League of American Bicyclist member? ☐ Yes ☐ No

May we make your address available for 3rd party mailing lists? ☐ Yes ☐ No

Would you like a GMBC window sticker? ☐ Yes ☐ No

Please fill out the following for yourself (you will be the primary member):



**GMBC *Perspectives***  
**GMBC**  
**PO Box 492**  
**Williston, VT 05495**