



# *Perspectives*

Spring 2014

Vol. XXVI Issue II

## **Bike Lanes, Everywhere!**

Stephen Barner

Before most people quit riding for the winter last year and the GMBC listserv went into hibernation, there was some discussion about the need for dedicated bike lanes on all Vermont roads. Now, I know I'm being a bit simplistic with that description, but I'd like to bring up a contrary view, namely that bike lanes should not be the holy grail for which cyclists pine. I believe there is a place for bike paths, which I prefer to call recreation paths, but that they are not the cure-all solution for cyclist safety. There are places where truly separated bike lanes can improve multi-modal personal transportation and safety, but I don't think there are many opportunities for this in Vermont.

The VT Agency of Transportation has published the "Pedestrian and Bicycle Facility Planning and Design Manual" which can be found through a simple Internet search, or at <http://goo.gl/YoxAnO>. There are also a number of resources related to cyclists' needs available on VTAOT's website, on the page titled "Bicycle and Pedestrian Program." In the design manual, now 12 years old, different categories of cyclist skill and experience are acknowledged. The manual does a fairly good job describing how the infrastructure needs of cyclists of varying levels of skill are different. When people are just

*(Continued on page 3)*

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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>Whenever</b>

After all of our slacking off for the October newsletter to come out in February, this Spring newsletter is out within a couple weeks of my request for schedules and stories. I trust I can get the same turnaround time for the Summer issue too?

A reminder that it is 2014 and if you haven't renewed your membership for this year, please do so online or with the renewal/application form at the back of this newsletter.

This newsletter should be on the website by the time you read this print copy.

getting started with cycling, they have their hands full just riding the bike, mastering balance and its controls. If the new cyclist is a child, she is likely unaware of the rules of the road, making dedicated recreation paths, separated from the road, the best place for these cyclists to learn. South Burlington is a model community in this regard, with a long-standing goal of providing a dedicated recreation path system that would allow most children to be able to ride their bikes to school without having to ride on the road. This rider group engages in what some describe as “pedestrian behavior.” All of us have ridden on recreation paths, so you know that they present their own set of hazards and it is not safe to ride them at road cycling speeds.

Intermediate riders would include adults who are returning to cycling and people who are transitioning from pedestrian behavior. This category probably includes most cyclists, especially when they engage in what is dubbed “edge behavior,” or always riding at the extreme edge of the roadway. In fact, this behavior is enshrined in Vermont traffic law in the directive that cyclists are to “...ride as near to the right side of the roadway as practicable,” whatever that means. Edge behavior is actually safer than pedestrian behavior, as the cyclist is closer to the driver's cone of vision, a sight angle that tends to narrow as the vehicle speed increases. I don't have a reference, but I have read at least one study that indicated that vehicle – cyclist accidents are significantly higher when cyclists are using the type of off-pavement bike lane as the one on Dorset Street in So. Burlington than when the cyclist is in the road.

Experienced cyclists also may tend to engage in edge cycling behavior, especially those of us who like to follow the rules and avoid confrontation with drivers who have thought about cyclist safety a whole lot less than we have. Yet there are studies that have shown that, in many cases, cyclists are safer when they “take the lane.” This is a darned uncomfortable thing to do at first, as it seems confrontational, and there are a significant number of drivers who interpret it that way. It really helps when there are signs giving cyclists that right where it makes sense, such as on Shelburne Road, north of I-189. Taking the lane is not something that cyclists should always do, but it is a wise choice when there are multiple lanes traveling in the same direction and traffic is not heavy (in those latter cases, it might be safer to select an alternate route). The idea behind taking the lane is that you are directly in the driver's cone of attention. Accidents in which the cyclist is hit between intersections, when you are JRA (just riding along), are actually a rare type of cycling mishap. Interestingly, over

70% of all cycling accidents don't involve motor vehicles at all, and less than 16% of those that do involve “parallel movements.” Most of those occur when the cyclist is riding with edge behavior, where the driver thought that he could “squeeze by” without slowing down, or didn't see the cyclist, because she was outside the driver's cone of attention. There are outliers, certainly, in fact my wife just showed me a dashcam video of a car running right into a cyclist who was directly in front of her, and that was after they had both been stopped at an intersection! If you want to eliminate all cycling risk, stick to your trainer.

The safest cycling behavior seems to involve a mix of edge and “driver behavior” (the term that applies to “taking the lane” and similar strategies where the cyclist behaves like a driver). Experienced cyclists should ride to the right on most Vermont roads, but take the lane when it makes sense to do so. Another example of this is when making a left turn. If you want to feel exposed, stay to the right side of the left turning lane on Williston Rd, turning onto Dorset St. While you wait for the turn arrow, traffic going straight will be passing you, inches away on your right, at 40 mph, in a narrow lane that jogs left on the other side of the intersection. Talk about feeling vulnerable; you'll quickly learn to get into the middle of your lane! Portland, Oregon has implemented green “bike boxes” in some intersections, where the cyclist is encouraged to wait directly in front of automobiles while waiting for a traffic signal, pulling back over to the right side of the road after passing through the intersection. The idea is to keep drivers from crowding cyclists or performing the “right hook” that is the cause of most car-bike accidents. You can get lots more information about these strategies at [iamtraffic.org](http://iamtraffic.org) in the section “Bicyclist Behaviors & Crash Risk”.

The big problem with Vermont cyclists attempting to implement “driver behavior” is two-fold. First, even though the number of cyclists on the roads apparently continues to grow, at least in Chittenden County, we remain a tiny minority of road users, still fighting for our right just to be there. Mike Beganyi noted a year or so ago that he has counted cars vs. bikes and found that it hovers around 400 to 1 in this area—I believe it. The second issue is that cyclists really need multi-lane roads to effectively implement driver behavior, and we don't have a whole lot of those in Vermont. <http://vimeo.com/15723369> We only have about 3/4 of a mile of six-lane roadway in the whole state, and that's on I-89. I saw a photo of a road in Atlanta yesterday that was 16 lanes wide! Two-lane roads don't lend themselves to driver behavior as traffic will back up behind the cyclist when there is oncoming traffic and, besides that, the law says to fol-

low edge behavior, except under special circumstances.

So, why not build a network of separate bike lanes, as has been done in some European countries? I say, “Just look around you,” as the answer to that one. Vermont has the hilliest terrain of any state and buildings tend to be fairly close to the roads, to cut down on snow clearing. It takes a lot of space to put in separated bike lanes and that would be quite the land grab to benefit a small portion of the population. There would also be significant environmental impacts from all the new impermeable surface. Please don't say “Build it and they will come,” that's just wishful thinking. As long as we have the climate, the hills, and the settlement patterns that we do, cycling is not going to be the primary means of transportation for most people. There are places where dedicated bike facilities might indeed be the best solution, such as the important VT 15 corridor between Winooski and Essex Jct., but even so, they are probably not going to be good routes for those of us who ride through the winter, even if they get plowed regularly.

If you're still reading, you realize by now that the title of this article was a red herring. Dedicated bike lanes have their place, but they should not be the goal for us when advocating for pedestrian and cycling infrastructure. Neither should we be seeking 6' wide paved shoulders. Recreation paths are fantastic resources for communities, but what cyclists really need are better quality road surfaces, moving storm sewer grates out of the roadway, and decent, paved shoulders, at least 2' wide on all roads. That in itself would be a tremendous accomplishment that would make things better for all road users, and would be more sustainable than a bunch of dedicated cycling paths.

I encourage you this season to ride on the road as much as possible, stretch yourself, increase your mileage significantly over last year, and use your bike whenever you can, instead of your car. Know the rules and follow them. Be smart and be visible—you can do it without looking like a circus wagon. Practice taking the lane where it makes sense and, most of all, be confident. When you are a pedestrian in a crosswalk and it's your turn, walk, don't jog across—don't offer to give up your rights. When you are cycling on the road, do the same. Follow the rules, sure, but know that you belong there. Don't let anyone tell you different. There's only one road system—you've got as much right to it as anyone else.

## **THEY MET AT RICHMOND ROUND CHURCH**

**John Williams**

**THEY MET AT RICHMOND ROUND CHURCH.**

**NIGHT RIDE WAS THE REASON, NOVEMBER THE SEASON.**

**ON A CLEAR DARK NIGHT TWO GMBC CYCLISTS MET, QUIETLY GREETED, PULLED ROADSTERS FROM CARS.**

**DRESSED IN LAYERS, WITH HEAD AND TAIL LAMPS ACTIVATED, THEY PEDALED**

**TOWARD THE CRISP STILL DARKNESS.**

**IN A WHILE, CONVERSATION MEANDERED THROUGH PROLIFIC, PROFOUND, PIDDLING, AND PALTRY.**

**ONE ESTEEMED RIDER STATED: "AT THIS TIME OF YEAR IT'S NOT MILES PER HOUR THAT MATTER.**

**IT'S WORDS PER MINUTE THAT MATTER."**

**SUBJECT MATERIAL RANGED FROM FAMILY TO PERIPHERAL TRIALS, TRIBULATIONS, AND TRIUMPHS.**

**ALONG COCHRAN ROAD THEY SPLIT THE DARKNESS WITH HEADLAMPS.**

**SILENCE WAS BROKEN ONLY BY CONVERSATION AND THE COMFORTING SOUND OF WHEELS, GEARS, AND WIND.**

**THEIR LIGHTS PARTED THE DARKNESS AHEAD, CREATING A TUNNEL OF LIGHT TO FOLLOW.**

**DARKNESS QUICKLY CLOSED BEHIND BLINKING REDS.**

**TURN RIGHT AT DUXBURY/RIVER ROAD, SKIRT ALONG AN UNSEEN WINOOSKI RIVER TO THE END OF PAVEMENT.**

**REVERSE ROUTE BACK TO COCHRAN WITH LIGHTS OPENING AND CLOSING THE DOORS OF DARKNESS.**

**THEY SPED ALONG IN SEEMING SUSPENSION OF TIME AND SPACE, RIDING AT SPEEDS LOWER THAN PERCEIVED.**

**TURN RIGHT AT ROUND CHURCH AND RETURN TO WAITING CARS, THEY REPACK THEIR ROADSTERS AND**

**ACKNOWLEDGE A GREAT RIDE WITH A FEW WORDS AND A HANDSHAKE.**

**CYCLING SEASON SILENTLY SLIPPED INTO THE NIGHT.**

**THE NIGHT RIDERS: PRES KEVIN, VEEP JOHN.**

**PROFOUND QUOTE ABOVE ATTRIBUTED TO OUR PRESIDENT.**

## **2014 GMBC Practice Criterium Schedule**

**Andre Sturm**

<b>Date</b>	<b>Course</b>	<b>6:05pm C-Race</b>	<b>6:30pm B-Race</b>	<b>7:05pm A-Race</b>
May 6	Sports & Fitness Edge, Essex	C	B	A
May 20	Water Tower Hill, Colchester	C	B	A
June 3	Sports & Fitness Edge, Essex	C	B	A
June 24	Water Tower Hill, Colchester	C	B	A
July 8	Sports & Fitness Edge, Essex	C	B	A
July 22	Water Tower Hill, Colchester	C	B	A
August 19	Sports & Fitness Edge, Essex	C	B	A

While we are still in the permit process and are not closed, here are the planned raced dates.

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. Hope to see you at the races!

## **Family Membership Rate Increases**

The cost of a family membership has increased by \$5. It will now be \$30. However, the cost for individual and junior memberships will remain the same: \$20 and \$10 respectively. The last time there was a membership increase was in 2004. Please remember to pay your annual dues now that it is actually 2014!

## A Brief Career in Cycling

Jordan Davies

After moving to New York City in 1968 and working in bookstores I found that I enjoyed riding a bicycle in Central Park. I had never owned a bike until 1969 or thereabouts, so there was a bit of a learning curve. After buying a Carleton bike, English, not terribly good, I rode around the Park following other riders and eventually worked my way into friendships with them.

Finally I joined a club, The Century Road Club Association, run by Lou Maltese. At that time, Lou, after a career as a professional cyclist, must have been 70 years old, and had been riding in 1929. He was a very friendly guy and very helpful to riders. During the spring season, the club held races for members every weekend in Central Park. I think I won a race once and a time trial championship, at about 24 mph, quite an achievement for me at the time. Once a year the New York State Southern Championship race was held in Central Park. I raced once and placed 16th or so, 90 miles in length. I was a lousy road race rider. The gentler rolling Central Park course was relatively easy, and I rarely if ever got to the head of the peloton.

Some years later the club moved the races to Brooklyn, where I lived at the time, and I raced there. In other races outside of New York I never did very well but managed to finish most times. When I did race, at least in the beginning, there were no categories, no helmets were required except the leather strapped things which could keep your brains in place if you hit the pavement hard. The problem with no categories was that the poorest riders always caused accidents so it was prudent to get to the front and stay there as much as possible. [this hasn't seemed to change much even with categories! -ed]

Eventually I bought a lovely Colnago road bike and kept riding it up until shortly after I joined the GMBC.

My interest in time trial racing grew out of reading an English magazine called "Cycling" back in the '60s. As I recall, the primary focus of the magazine was on time trialing and at the time there were no special aero bars or other unusual equipment designed for the discipline. Very large gears were popular with the best riders, a 59 or 60 tooth chain ring for example.

On a personal level, I have loved cycling since I took it up, but there was a



period of 15 years or so when I didn't ride much, work and fatherhood demanding a great deal of time.

Regarding injuries, everyone who races falls, and I did more than once. I broke both collarbones, ran into a dog in Prospect Park and sustained a skull fracture, which later resulted in epilepsy. It is under control with medication and it was not a life-threatening illness, although it is very serious.

I suppose if I had any advice for riders who are amateurs, and most of us are, is to keep your sport in perspective and arrange your priorities in order.

My cycling heroes are Eddy Merckx and Greg LeMond.

Finally, I have enjoyed the Green Mountain Bicycle Club enormously, the hard work that is put into the club by Kevin and all of the others who contribute so much to making cycling here a very enjoyable activity.

## **Welcome to the 2014 Season**

### **Kevin Bessett**

The consensus is that this winter has been challenging. I like winter but this one has been different: long, cold, and icy. So far the call to venture to a warmer climate in winter hasn't registered in me, but I am beginning to understand why people go to Florida for the winter. But only in a very tiny way do I understand!

For us here in the snowbelt, riding on the road is just around the corner, and for some, they've already been around that corner and are riding now. If your first ride is coming up or if you've been riding outside for a few weeks, I encourage you to be diligent about paying attention to road surfaces. Hitting a pothole or certain sections of rough pavement can put you down fast, and that's not the best way to slide into the season. Since I'm thinking of Florida, I'm wondering if they have potholes. I know that there are 'gators around there, and perhaps they are equivalent to potholes up here – dark, rough and can put you down if you hit one. I guess the big difference is that they have teeth.

In Florida they have a lot more cars, and you don't want to get tangled with them because they are worse than 'gators. Some of the ways to avoid them is to always assume that drivers don't see you and to make every ride a defensive

ride -- being on the offense with a bicycle isn't the right attitude because it will get you hurt or maybe put you into the dead-zone. See cars before they see you. And being prepared for something that might happen is a lot better than not being prepared for what could and does happen. Wear colorful clothing, have lights at dawn and dusk, obey laws (like traffic signs and lights), share the road, and use hand signals. There are links to bike safety on the GMBC website, so please do check them out.

So here's to a safe season, and don't forget: the little things you do for safety and sharing the road can greatly enhance your chances of safe passage. Oh, and another important tip: have fun!

## **A Thanks to the "Staff"**

**Kevin Bessett**

Behind the scenes GMBC is run by a committed group of folks who have volunteered many hours of their time over the years to bring you day tours, group rides, races, the newsletter and more. I'd like to recognize them and say Thanks!

John Williams; John Bertelsen; Cooie DeFrancesco; Viola Chu; John Witmer; Scott Decker; Andre Sturm; Bobby Bailey; Phyl Newbeck; Tom Moody; and Sam Hoar.

These are the people who keep the club afloat and tie it all together. And even though he's no longer in VT, a hearty thanks to the all-mighty and great and powerful wizard of cycling -- and master of pomp and circumstance: former VP Larry Coletti.

A special thanks goes out to Steve Gaydos for carting around the barriers and other items for the practice criteriums and for leading a skills clinic at Synergy Fitness, and to Sal DeFrancesco for organizing the club picnic (unfortunately it was cancelled due to, if you can believe it, the weather).

And thanks to everyone who's helped out at club events. Your help is very much appreciated.

## 2014 Wednesday Rides and Saturday VP Rides

John Williams

Okay – right now heavy snow is accumulating outside my doorstep, but it’s warm in here next to the woodstove. Spring might seem distant from this vantage point, but it really isn’t. While I truly love winter and gliding through it on skis, I am definitely looking forward to spring, dry roads, time on the bike, and shared rides with my GMBC friends.

### **Looking at the Near Past:**

In February we held two hands-on bike clinics for GMBC members at Earl’s Cyclery and Fitness. Each clinic was about three hours and everyone gained a clean and tuned bike for the 2014 season. My thanks go out to the “Bike Docs”: Andrew, Sam, and Rick who did an excellent job guiding us through the process. Also, a big thanks to Roger Frey, who directed that all contributions for the clinic be 100% provided to Local Motion. The generosity of those who attended the clinics (total of 19) resulted in raising \$890 for Local Motion.

On March 5 we held a cross country ski session at Sleepy Hollow Inn Ski and Bike Center, Huntington. It was a calm but frigid night under a canopy of a gazillion bright stars. Five of us managed to stay very warm through the aerobic benefit that is inherent to xc skiing. Another xc session was planned for tonight – but cancelled due to too much snow! Does that make sense?

### **Looking to the 2014 Season**

#### **Wednesday Rides**

We will start these rides as soon as weather. Typically attendance is low during the early season but increases in direct proportion to rising temperatures and longer daylight. I anticipate that we will keep the format similar to past years, where we split up into compatible groups based on estimated speed. Last year some of the more experienced riders helped out by leading A, B, or C groups. I hope to reinforce this again this year so that, ideally, at least one person within each group helps to maintain good riding etiquette and safe riding practices within that group – without feeling burdened with responsibility. While we don’t want to dampen any of the fun or the sometimes competitive nature of these rides, the over-arching objective is for all of us to remain safe. If at any point you have suggestions for improving the structure and safety of our rides,

please speak to me at the rides or by email.

For the 2014 season: Spirited and safe rides, coupled with GMBC camaraderie are the goals. I will be sending out notifications for the Wednesday rides on a weekly basis as we move into the cycling season. For newer riders or those wanting a refresher on group and paceline riding guidelines, please visit the Winter 2014 edition of GMBC *Perspectives* pages 27-30.

### **Saturday Rides**

Our Saturday Rides are called “Larry’s Ride” because our esteemed and definitely missed former VP Larry Coletti departed his beloved Vermont for the challenging gaps (i.e. bridges) in Florida. Larry brought fun and challenge to the Saturday rides and just before moving south, he left it to me take on his role as VP and to follow through with running the Wednesday rides and planning/proposing routes for the Saturday rides. We had some great rides in 2013 (see Winter 2014 *Perspectives*) and I hope to continue along these lines for 2014 – incorporating both fun and fitness, and of course, safe riding. Looking forward to the 2014 season, I hope to plan a variety of routes and yes, there will be some climbing. Some routes will be familiar to us: App Gap, Smugglers Notch, Middlebury Gap, and even some non-gap routes! I would like to include one or two trips over to the Whiteface area for a ride and climb to the Whiteface summit with its stunning views. Those who did this with me last year, I think, would agree that this is a beautiful ride culminating in an epic climb. Although not a complete list of possibilities, here are some other events that might be sprinkled into our Larry’s Ride schedule or might be of interest to you on a personal basis:

Saturday, June 14: LAMB Gran Fondo. 4 gaps (Lincoln, App, Middlebury, Brandon) with 10,700’ vertical climbing. Cost: \$100. Info at: <http://vermontgranfondo.com/>.

Saturday, June 21: Switchback Bike for the Lake Century. Starts and finishes from Sandbar State Park. Excellent route around Lake Champlain Islands. If the weather is right, group average speeds can reach 20+ mph over 100 miles. Supports Friends of Northern Lake Champlain, a non-profit dedicated to improving water quality in Lake Champlain. Cost: TBA. Previous years, \$25 Info at: <http://www.northernlakechamplain.org/events/>

Saturday, June 21: Whiteface Auto Road Hill Climb. Kevin and I did this last

year and we plan to be there again this year. This is a timed race with several hundred riders competing. The climb averages 8% grade but can be done with normal gearing. Bonus ride: 45-mile post-race ride through Adirondack foot hills, sponsored by Kevin. Race cost: \$60. Post-race ride with Kevin cost: \$0. Info at: <http://www.whitefaceregion.com/events/whiteface-mountain-uphill-bikerace>

Saturday, June 21: GMBC 100/200. Organized by Steve Barner, this border-to-border ride runs the length of Rt.100 north to south in one day. Bicycling Magazine included this ride in a 1989 article titled “Hell on Wheels: The 10 toughest One-Day Rides in North America”. Cost: \$0. Info at: <http://100-200.org/>.

Date to be determined and by level of interest: Our own GMBC in-house version of the LAMB. 10,700’ vertical climbing at no cost! Info at [jww5@myfairpoint.net](mailto:jww5@myfairpoint.net).

Saturday, July 25: Vermont Senior Games, Vermont State Bicycle Championship. For those over 49 years old, you should be there for a very exciting day! Multiple races with TTs of 1 mile, 5K, 10 K, followed by a 20K/40K road race. You might go home laden with gold, silver, and/or bronze medals and be worn out from climbing the podium steps several times. Racing starts at Little Chicago Road, Ferrisburgh. Cost: \$25.

Info at: <http://www.vermontseniorgames.org/>. Contact Don Kjelleren [dkjelleren@aol.com](mailto:dkjelleren@aol.com) or 802-985-2766 for information & questions. This is a qualifier for the 2015 National Senior Games to be held July 13-16, 2015, Minneapolis/St. Paul, MN.

Date to be determined: Resurrect the Mad River Century route – for GMBC members, associates, friends, grandparents, kids, aunts, and uncles, no pets. Thanks to Steve Barner for this suggestion. Let’s do it. Steve suggested starting in Montpelier. Or we could start/finish at the historic start location (The Hydeaway Inn in Waitsfield) and enjoy a post-ride swim in the Mad River. Your thoughts welcome. Info at [jww5@myfairpoint.net](mailto:jww5@myfairpoint.net).

July 28: Onion River Century. Supports Kellogg-Hubbard Library. Starts and finishes in Montpelier. 111 miles with police-escorted mass start. Info at: <http://www.eventbrite.com/e/onion-river-century-ride-registration>.

Saturday, August 23: White Mountain Gran Fondo. This is a challenging but exceptionally scenic timed century ride with many ups (Kancamagus, Bear Notch, Crawford Notch, Evans Notch) and downs (same notches!). Five GMBCers rode this last year and were entertained with breakfast, cheering teams, carpets across railroad crossings (Ask Chris Kline whether this is a good idea!), post-ride brew and burgers, etc. Everyone agreed this is an excellent event. Let's expand the team this year. Cost: \$100. Supports City Year which provides 1 on 1 mentoring and education in public schools. Info at <http://www.whitemountaingranfondo.com/>

September 6: Kelly Brush Century. Supports quality-of-life improvements and research for those with spinal cord injuries (SCI). Starts and finishes at Middlebury College football stadium. Cost: \$150 (or have your friends & family sponsor you). Info at: [http://ride.kellybrushfoundation.org/site/TR/Events/General?sid=1023&type=fr\\_informational&pg=informational&fr\\_id=1040](http://ride.kellybrushfoundation.org/site/TR/Events/General?sid=1023&type=fr_informational&pg=informational&fr_id=1040)

September 14: GMBC Century. Metric, full flat, and double gap centuries available. Cost: \$0. Info at: <http://thegmbc.com/century%20day.shtml>

October ?: Cochran's Metric Century. Last year this was a timed 62 miles that included App Gap. Supports youth skiing and future Olympians! Raffle swag. (e.g., ski goggles, etc.). Cost: \$75 last year. Info at: <http://www.cochranskiarea.com/>

Please don't misunderstand. Although I have listed several (but certainly not all) area events that could become a part of our Larry's Ride season, the preponderance of our rides will be our own "in house" Saturday rides that either I map out for you or you will help me out by suggesting or leading rides either in advance of or at the time of the ride. Any input is welcome! For those dates when some of us are off doing a scheduled event, a "local alternative" Larry's Ride will be suggested by me or by anyone having a suggested route. Our traditional local starting point is from South Burlington, Dorset Street Rec Park but starting points may vary depending on the selected route.

## **2014 Eastern Tandem Rally in Vermont!**

**Cooie DeFrancesco**

The Eastern Tandem Rally (ETR) is a volunteer group of tandem cycling enthusiasts who rally together to ride and socialize at tandem events held in the Northeastern United States. It is the oldest organization of its kind in North America, and has sponsored an annual tandem rally continuously since 1973.

This year, the ETR will be held July 18-20 in the Champlain Valley, based out of UVM. Coordinators Susan Eisenstadt of Hinesburg and Sal DeFrancesco of Williston report that over 120 tandem teams have already registered for the Rally. They anticipate reaching capacity of 135 tandems.

What does this mean for the GMBC membership? Four things.

First, we want you to be aware of the increase in bicycle traffic during that weekend. The routes, including the Wednesday and Thursday pre-Rally rides, will be mapped (thanks in advance to Steve Barner) and published on the ETR website.

Second, the GMBC Touring Rides scheduled for Saturday and Sunday of the ETR weekend are both outside Chittenden County, so there's no route overlap.

Third, if you happen to be riding your single and encounter tandems, know that they're slow on the uphill, fast on the downhill, and they handle like a truck.

Fourth, if you have an inclination to help, we sure could use any time you could manage to volunteer.

There's more information at [www.easterntandemrally.org](http://www.easterntandemrally.org)

Susan: [susan.eisenstadt@state.vt.us](mailto:susan.eisenstadt@state.vt.us) or 802-578-4576

Sal: [salnesp@gmail.com](mailto:salnesp@gmail.com) or 802-363-0963.

**Did I already mention to make sure to renew your club membership for 2014? Had to take up a little white space here too.**

## **UVM Hosts Mt. Philo Road Races April 13**

The UVM Cycling Team is hosting a Collegiate Race Event on Sunday, April 13th. The Mount Philo Road Race also will have a Pro-1-2-3 category offering \$1000-1500 in prize money 15 places deep. The club is extremely excited to be bringing this race back after a several year absence, and also to be opening it up to a P/1/2/3 USAC field.

As with most races, we're in need of volunteers to help us put on a smoothly run, quality event. The better the race is this year, the more flexibility we'll have in the coming years to look at opening up more USAC fields, expanding the prize-list, etc. Our club alone can't field the numbers to fill all positions, and achieving an event with the level of panache that will bring racers back is only possible with the help of those of you who so graciously volunteer your time and energy. Any and all support will be greatly appreciated, and we plan to provide coffee, fruit, and a sack lunch for all of our volunteers.

We've created a signup page here:  
<http://www.signupgenius.com/go/10C0F4BABAB23A1FC1-mount> )  
with all the positions that need to be filled.

If you're interested in helping out or have any questions, please either sign up at the link above or contact Jimmi Hayes, our Volunteer Coordinator, via e-mail [cycle1315@gmail.com](mailto:cycle1315@gmail.com).

## **Social Riders Unite**

**Donna Leban**

I occasionally hear from people who would like to do longer (35-50 mile), more casual paced rides -- averaging less than 12 mph, where people wait for each other at turns. These touring riders may also like to make an occasional unplanned stop to check out interesting happenings along the ride. This is not the type of rider you may think of when you mention GMBC. However, there is a small but dedicated group of people who ride with GMBC and meet this de-



scription. We welcome others who enjoy the same.

I call this type of rider a Social Rider, not to be mistaken with the casual rider who typically rides mainly on bike paths and stops every couple of miles.

By definition, a Social Rider is a bicyclist who enjoys riding with others enough to wait at turns to make sure everyone keeps more or less together. We do not typically ride in pacelines unless there is an unbearable head wind. We stop for interesting sights and enjoy finding good eateries along the route. These are not snail-paced rides. We sometimes find longer tours to do together - including ones we've done recently in Italy and France. This year we might stay at a B&B in Cooperstown, NY to enjoy riding in a new area with lots of interesting sights and brews.

If you are interested in this type of ride, feel free to call me at 802-865-2839. And, when you come on a GMBC touring ride and find yourself all alone, just wait a couple of minutes. We're usually not far behind. Thanks, and Happy Touring,

## **Sochi 2014 Paralympic Winter Games**

**Jenn O'Connor**

A few weeks ago I had the honor to join the Medical Staff for Team USA in Sochi Russia for the 2014 Paralympic Winter Games in March. I worked directly with the U.S. Paralympics Nordic Skiing Team and had an incredible experience! I began working with the team last winter in Lake Placid. From there I completed a Sports Medicine Rotation at the Olympic Training Center in Colorado Springs and have supported the team at several training camps and international competitions throughout the last year. I've been impressed by the Paralympics for years and was so excited to support the team in Sochi for such a momentous event!

Paralympics is the Olympic-track for athletes with physical disabilities, including spinal cord injuries, amputations, and visual impairment. The Paralympics movement has been gaining momentum domestically and abroad over the last several years. The 2014 Games hosted 600 athletes from 45 countries, including 77 Americans. The roster for the U.S. Paralympics Nordic Skiing Team

has grown from six to sixteen athletes in the last four years. Paralympic athletes are making significant strides as they hone their skills and fitness. In Vancouver 2010, Andy Soule (Retired Army, San Antonio, Texas) won a bronze medal in the men's 2.4-kilometer race. This remains the only U.S. medal in the Olympic or Paralympic Winter Games in the biathlon. More recently in Sochi, Oksana Masters (Louisville, Kentucky) claimed a silver medal in the women's 12K and bronze in the 5K cross-country ski race. Her teammate, Tatyana McFadden (Baltimore, Maryland) won a silver medal in the 1K sprint. Both ladies medaled in London 2012, in rowing and track and field, respectively.

In addition to serving as a massage therapist, I also provided general support with operations and logistics. This meant that I got to be on course every day. I had a team bib, which granted me quite a bit of access around the venue and course. My responsibilities included helping athletes into/out of sit skis, loading clips in rifles on the biathlon range, counting laps during long races, filming races, carrying gear, maintaining radio communication, providing intra-event massage, and of course, face painting on the relay day. Some highlights and memorable moments are included below.

### **Sochi 2014 Highlights and Memories:**

1. Attending medal ceremonies. Congratulations Oksana (x2) and Tatyana...we love the colors silver and bronze!
2. Watching Andy Soule shoot clean during the entire Games, 50:50! He is such a consistent athlete and came in 4<sup>th</sup> or 5<sup>th</sup> place every race. He missed the bronze medal in the 15K biathlon by only 6 seconds and has established himself as one of the best biathletes in the world.
3. Skiing the course three times: it's fun and beautiful!
4. Receiving a lot of Team USA clothing and gear (especially the Opening Ceremony sweater ... just kidding! If you want to check it out, I have it in my office.)
5. Walking into Opening Ceremonies with Team USA and being greeted by 40,000 screaming Russians! This was an amazing and surreal experi-

ence. The ceremony itself was incredible and we made it on NBC's live broadcast!

6. Trading clothing with athletes and staff from different countries. I exchanged with the Norwegians and Italians and got some great stuff in return, including a puffy jacket, vest, warm-up jacket, and a few hats!
7. Being met by cameras and international press every time we stepped off the shuttle from the Nordic Ski House to Laura Cross Country Center ... fun and bizarre.
8. Being around athletes from so many different countries. Our wax rooms were across the hall from the Ukrainians. It was sobering to see them cover their medals during medal ceremonies as a gesture to acknowledge the political unrest in their country.
9. Witnessing packed stadiums every day ... over 300,000 tickets were sold for the Paralympics Games!
10. Interacting with the Russian volunteers ... they were AMAZING, incredibly helpful, patient, and friendly.
11. Staying at the Nordic Ski House. We heard that our (Endurance) Village had the best accommodations of all three villages and I believe it. We stayed in a brand new, enormous building, equipped with a medical clinic, full gym, coffee shop, post office, game room, dining hall, movie theatre, and Irish pub. Each room had huge windows, a deck, nice woodwork, and tasteful design. However, the elevators were a little tough to navigate initially, as the buttons did not always match with the actual floor.
12. Experiencing "variable weather", including sun, rain, fog, and snow. Although there was speculation about anticipated temperatures before the Games, we ended up having enough snow and race organizers did

not have to add any to the course. It actually snowed two feet the day we left.

13. Seeing the sunrise over the Caucasus Mountain Range several mornings ... stunning!
14. Getting caffeinated in the wax room! Our wax technicians brought an espresso machine all the way from Colorado and made excellent beverages in the morning!
15. Staying mostly awake for roughly 50 hours on the way home. On Sunday (3/16) we had our final races in which Oksana won a bronze medal in the 5K. After her ceremony we packed everything, attended Closing Ceremonies, had dinner at 11:30 pm at Coastal Village along with hundreds of other athletes, hung out at one of Team USA's houses for a couple hours, boarded a bus at 2:30 am, took a chartered flight from Sochi to Frankfurt, then Frankfurt to DC, almost missed the plane to Burlington and finally arrived back home around 11:00pm.

I feel incredibly lucky, humbled, and honored to have been a part of Team USA at the Sochi 2014 Winter Paralympic Games and am already looking forward to PyeongChang, Korea 2018!

## **National Senior Games for Cycling**

**Andre Sturm**

For the last couple years, thanks to Donald Kjelleren and his team of dedicated volunteers, we had the cycling events for the Vermont Senior Games in Ferrisburg at the GMBC Time Trial courses known as "Little Chicago". This is a one day event with 1 mile, 5k and 10k individual time trials in the morning, as well as 20k and 40k mass-start road races in the afternoon. In order to compete you have to be AARP eligible, i.e. turning 50 in 2014 or older. However, you can volunteer or be a spectator at any age! The last three years we were blessed with perfect weather and all participants had a merry good time compet-

ing and socializing.

This year the event is planned for Saturday July 26<sup>th</sup>. Registration is either online or mail in for \$25. One can choose to compete in one, multiple or all events. Age groups are in 5 year increments, 50-54, 55-59... You may also contact Don Kjelleren at dkjelleren@aol.com or by phone 985-2766 for questions or info.

There are two ways to qualify for the Nationals. For the time trials, you have to qualify by being in the top 4 of your age group in one of the State Senior Games in 2014. If you can't make the July 26<sup>th</sup> date in Vermont, you can go to the games of one of the neighboring states, which have (like Vermont) "open" games, meaning citizens from other states can compete and qualify.

To qualify for the road race, you either have to be in the top four of your age group in the State Senior Games, or an athlete must submit verification of having completed two cycling road races of the event length or longer between January 1 and December 31, 2014. Cyclists who complete two 40K or longer events may qualify for both events.

Cyclists qualifying in either the 5K or the 10K time trials may enter both time trial events, and cyclists qualifying in either the 20K or the 40K road races at qualifying games may enter both road races at the National Senior Games.

I can only encourage every age eligible cyclist to come out and try their legs in one of the competitions!

In 2013, the National Senior Games were in Cleveland, OH. This was a two week event with some 11,000 participants in many sports, very much like the Olympics! Last year we had three Vermont cyclists competing there: Don Kjelleren in the 80-84, Steve Gaydos in the 60-64, and me in the "kids" category 50-54. Malcolm Appleton in the 75-79 had qualified and planned to go but had to cancel due to a training mishap.

Our small delegation had an excellent showing: Don Kjelleren medaling in all 4 events he started in, Steve Gaydos finishing the TTs solidly in the middle of his field despite having trained mostly long distance for the 100 on 100 til the end of June, and myself winning a bronze in one of the road races. It would be really nice to have a larger Vermont team there to compete and cheer in 2015!

**Pictures from the event on the following two pages:**



The “Celebration of Athletes” in the Cleveland Quicken Arena was a big event similar to the Olympics, with state delegations, flag ceremonies, and presentation and handing over the official flag from Cleveland 2013 to Minneapolis 2015.







Medal ceremony for the 80-84 age group with our own Don Kjelleren (2<sup>nd</sup> from left).

(right)  
92 year old Carol Collins from Texas. As soon as she started riding she went “aero” on her folding bike. Impressive

(left)  
Racing in front of the Rock’n’Roll Hall of Fame.





## VERMONT SENIOR GAMES CYCLING STATE CHAMPIONSHIPS

Saturday July 26, 2014

Little Chicago Road, Ferrisburgh, VT

(Competition open to anyone at least 50 years old by 12/31/14)



### REGISTRATION FORM — Please print clearly

NAME \_\_\_\_\_ M \_\_\_\_\_ F \_\_\_\_\_

ADDRESS: Street/Apt \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

ZIP \_\_\_\_\_ E-MAIL \_\_\_\_\_ PHONE \_\_\_\_\_

DATE OF BIRTH (m/d/year) \_\_\_\_\_ AGE as of 12/31/14 \_\_\_\_\_

#### TIME TRIALS –

Vermont's **fastest** One Mile Time Trial: Trophies awarded to fastest male and female in 50–64 and 65+ age groups.

5 & 10K Time Trials: Gold, Silver and Bronze medals awarded in 5-year age groups by gender. All Time Trials start in 1 min. increments. (Drafting rule will be enforced.)

**One Mile Time Trials start at 9:00 a.m.**

**5K Time Trials start at 10:00 a.m.**

**10K Time Trials start at 11:00 a.m.**

#### ROAD RACES

USCF rules apply. Everyone must wear an approved helmet during warm-up and races.

Aerobars must be removed for Road Races. Centerline rule applies, whether or not marked.

Road Races will be divided into age and gender groups. Gold, Silver and Bronze medals awarded in 5-year age groups by gender.

**40K Road Race starts at 1:00 p.m.**

**20K Road Race starts at 1:10 p.m.**

*You must check-in 30 minutes before your first race to obtain your racing numbers.*

**BASIC FEE** includes ALL Time Trials & Road Races — **\$25.00** \$ \_\_\_\_\_

Add **Late Fee** if registration is made after July 24 — **\$10.00** \$ \_\_\_\_\_

Add **Late Fee** if registration is made on Race Day — **\$15.00** \$ \_\_\_\_\_

#### METHOD OF PAYMENT

Register on line – go to [www.vermontseniorgames.org](http://www.vermontseniorgames.org) and click on Cycling. Payment is made by credit card.

Fill out this paper registration form. Mail with your check made out to the VERMONT SENIOR GAMES to: D. Kjelleren, 425 Juniper Ridge, Shelburne, VT 05482. For persons sending in this paper registration you must sign the waiver and provide emergency contact information on the reverse of this page.

**FOR ADDITIONAL INFORMATION** – Contact Don Kjelleren @ (802) 985-2766.

Please turn page over for waiver and emergency contact information.





## 2014 Time Trial Series

Kevin Bessett

Right now as I'm typing this the snow is really flying outside -- sideways. A big storm is working its way through and Burlington is one of its targets. Lots of snow is forecasted and the temperature is going to drop like a frame made of iron. And that this is the second week in March and not a week in January is a wee bit troubling. [and now the same for the last weekend of March --ed]

But when the snow is gone and the series is underway, there will be two new courses this year! One will be near Basin Harbor and the other will head north out of Jeffersonville on Rt. 108 and back. I've got some scouting to do before I generate maps, but once done, I'll update the website and post a message on the listserv.

As we know all too well, many roads are in pretty bad shape right now (rough payment, missing pavement, and so on) and I hope that our courses have been spared the winter and spring torture. I do know that the Jonesville course (takes place on Rt. 2 from Jonesville to Waterbury and back) has been in bad shape in places for years and it continues. It was scheduled to be resurfaced last summer but it didn't happen, and although I'm not able to confirm it, I suspect that it will happen this summer. This will affect the schedule, of course, so stay tuned.

The '14 schedule is located on the next page, and while you are taking a gander at it, please check for your name in the Timers/Notes column to see if you have "auto-volunteered" to help at an event. If the date doesn't work for you, please let me know ASAP. That said, it would be very helpful if you can trade with someone yourself (consider using the listserv, talk to people at events, etc.).

Assigning volunteers this way may appear undemocratic and backwards, but it's done this way because it's the easiest way to assure that I have helpers each week. Otherwise, I'd have to plead each week for help and that would be stressful and tiring.

So here is to a safe season. Please remember, you are representing the cycling community and the TT series while at events. Last season went really well and I suspect that the same will be true for this season! Thanks in advance and looking forward to seeing everyone.

## 2014 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

Date	Course Name	Time	Timers* / Notes
Apr 18	Little Chi-1or2 lap	(Fri - 6pm)	D. White & TBD – volunteer needed
25	Little Chi-1or2 lap	(Fri - 6pm)	J. Bertelsen & J. Witmer
May 01	So. Greenbush***		A. Bolduc, P. Gogo, C Kline, G. Van Den Noort
08	Huntington***		B. Kinsman & C. Le Coz
15	Jonesville***		K. Bessett & O. Hall
22	Cochran Rd Ext.		K. Bessett & S. Francisco
29	Basin Harbor		K. Bessett
Jun 05	Upper Pleasant Valley		J. Davies & S. Dupuis
12	Jeffersonville		B. Anderson & B. Bell
19	Jonesville***		K. Bessett & M. Hammond
26	Huntington***		K. Bessett & B. Dillon
Jul 03	NO EVENT		HOLIDAY
10	So. Greenbush***		S. Decker, D. Gardner, R. Phillips, J. Williams
17	Jonesville***		J. Grogan & TBD – volunteer needed
24	Cochran Rd Ext.		K. Bessett & Owens Family
31	Little Chicago TTT		D. Belcher, R. Quiron, D. Rath, D. Tier
Aug 07	Bolton Hill Climb		B. Bailey, T. Hubbard, A. Miner
14	Huntington***		K. Bessett & K. Duniho
21	So. Greenbush***		S. Gaydos, J. Schwartz, D. Seissen, J. Willsey
28	NO EVENT		GREEN MOUNTAIN STAGE RACE
Sep 04	Smuggler's Notch	(6pm)	M. & B. Hopwood
07	Fall Flat 40K	(Sun)	TBD – volunteer(s) needed
20	Fall Hilly 50mi.	(Sat)	TBD – volunteer needed

**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 2-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

(see website for [detailed information](#))

**Basin Harbor:** TBD. See website for more information.

**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 off the mountain with a few sharp corners.

**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!

**Fall Flat 40K and Fall Hilly 50:** See website for information.

**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.

**Jeffersonville:** TBD. See website for information.

**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.

**Upper Pleasant Valley:** 15.07 mi. Parking: Jeffersonville Town Hall. Start: Near intersection of Upper Pleasant Valley and Jeff Heights Roads. Head south on Upper Pleasant Valley, descend past the intersection of Lower Pleasant Valley Rd (now you are on Pleasant Valley Rd) and continue for approx. 3.5 miles. The turn-around is roughly several hundred meters past the top of a steeper short climb. Turn and head back. Caution: Look for traffic when making U-turn.

**Smuggler's Notch:** 6.13 mi. (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:** 8.32 mi. Parking: Off Thompson's Point Rd, in grass field on left just before the rail road track (about 200 meters west of intersection with Greenbush Rd). Start: 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. Use caution when turning around and make sure traffic sees you in back and in front!

## Instructions for Timers (additional info. will be provided at event)

Please be familiar with the course and rules. Here is a high-level view of what you'll be doing:

- > **Enforcing helmet usage**
- > **Enforcing sharing the road**
- > Keeping riders on grass-side of orange cones at start area
- > Reminding riders to yell start position 15 meters prior to finishing

When to Arrive: 1/2 hour before start-time

Timing Gear and Instruction: provided by organizer

Start Interval: 1-minute

Compiling Results Summary:

Before rider crosses the line, shout "NUMBER" to get their start position

If **no number** yelled, **write** in "?", and if possible, note jersey color

**Record** number yelled in **right most column**

Press SPLIT as rider crosses line

If several riders finish closely, press SPLIT for each one

Be sure to press the button firmly.

The watch has a memory so you can recall elapsed times at will.

Recording elapsed time – record in field to left of number yelled

Get split displayed on watch or click RECALL to access memory

If a rider is finishing, no problem, just click SPLIT

Round to nearest second

.50/100<sup>ths</sup> or greater then round up a second.

Calculating and recording finish time

Formula: Elapsed Time Minute value - Start Position

:53:03 – 10 gives a finish time of :43:03

:67:47 – 17 gives a finish time of :50:47

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

This is a little tricky. Helps leaving a finger on elapsed time and putting pen in target field

## Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads and you will be riding at your own risk. You must obey all traffic laws. GMBC assumes no liability.

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 (**the series depends on support of the locals**)

Always ride on the right side of the travel lane unless in areas where riding in the lane is safest (such as fast descents)

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

## 2014 Day Touring Schedule

### Phyl Newbeck

All riders with the GMBC must wear helmets and obey the rules of the road. Please do not ride two abreast if there is traffic in either direction. For mornings with questionable weather, please call the ride leader to make sure the ride is still taking place. Ride leaders are obligated to go to the starting point and provide maps but may choose not to ride if the weather is miserable. Riders below the age of 18 must be accompanied by a parent.

#### **April – Informal, leaderless rides**

**April 6 and 13** - 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 20 and 27** – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

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

**Date/Time/Place:** Sunday, May 4, 9:45, Wheeler lot, Dorset Park, 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. 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:** Kerry Crosby – 578-3249 / crosbykn@comcast.net

**Date/Time/Place:** Sunday, May 11, 9:45, Shelburne Village Shopping Center

**Ride:** Kingsland Bay – A nice spring ramble. The 35 mile (EM) ride rolls from Shelburne through Charlotte to Kingsland Bay Park and returns. The 46 mile (M) ride heads towards Vergennes and climbs to Monkton Ridge, returning through Hinesburg and a 65 (M/S) option heads into Huntington.

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

**Co-Leader:** Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

**Date/Time/Place:** Sunday, May 18, 9:45, Vergennes High School, east parking lot  
**Ride:** 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

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

**Date/Time/Place:** *Saturday*, May 23, 9:45, Georgia Park and Ride, For those coming from the Burlington area, we suggest carpooling at the Colchester Park and Ride at Exit 17 off I-89 or perhaps meeting at UVM or Dorset Park in South Burlington.

**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. A “social ride” will go at a more leisurely pace.

**Leader:** Matt Kuivinen - 881-9045 / mattkui@earthlink.net

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

**Social Ride Leader:** Donna Leban - 865-2839 / lightspd@comcast.net

**Date/Time/Place:** Sunday, June 1, 9:15, Folsom School, South Street in South Hero - Those coming from the Burlington area may consider carpooling from the Colchester Park and Ride, Exit 17 off I-89, UVM or Dorset Park in South Burlington.

**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 very beginning.

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

**Co-Leader:** Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

**Date/Time/Place:** Sunday, June 8, 9:15, Clifford Lumber, across the road from the Hinesburg General Store, Route 116 (up to 10 cars can park at the store)

**Ride:** Bound for Bristol – This 35-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. The long version of this ride adds an additional 15 miles (M) loop through Bristol and some small hills.

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

**Co-Leader:** Warren Coolidge – 735-1836 / wcinv@gmail.com

**Date/Time/Place:** Sunday, June 15, 9:15, Williston Central School (by the tennis courts)

**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:** Dorothy Pumo – 829-8729 / dpumo5@gmail.com

**Co-Leader:** Chet Huang – 503-1080 / chet.huang.vt@gmail.com

**Date/Time/Place:** Sunday, June 22, 9:15, Cabot Town Green, 1/2 mile beyond the Cabot Creamery for the main ride, grocery store behind bank on Route 15, on the west side of Hardwick for the “social ride.”

**Ride:** Cabot Sampler – 45 (M/S), and 55 (S) mile options from Cabot through Greensboro and Craftsbury. Both versions of the long ride 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. In addition, a social ride which will have a more leisurely pace will start in Hardwick and do the same loop clockwise, avoiding later heavier traffic on Route 15.

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

**Co-Leader:** Glen Brooks – 373-1583 / gfbrooksvt@gmail.com

**Social Ride Leader:** Donna Leban – 865-2839 / lightspd@comcast.net

**Date/Time/Place:** Sunday, June 29, 9:15, Vergennes Union High School, east parking lot (on the left)

**Ride:** Champlain Bridge Ride – Both rides head out Lake Road and across the bicycle-friendly Champlain Bridge. The 43-mile route (M) stops at Crown Point while the 55-mile route (M) makes a loop on the New York side through Port Henry.

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

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

**Date/Time/Place:** Sunday, July 6, 8:45, Tractor Supply Company at exit 20 off I-89

**Ride:** \*\*\* *NEW* \*\*\* Not Quite Quebec – 51 (M) and 64 (M/S) rides on low traffic roads near the Canadian border. This is a reworking of our old Almost to Canada ride which eliminates some of the higher traffic roads while crossing the Missisquoi River twice and travelling along the shore of Lake Carmi.

**Leader:** Dave Merchant – 893-6794 / merchand@us.ibm.com

**At present this ride has no co-leader**

**Date/Time/Place:** *Saturday*, July 12, 7:45 for 8:10 ferry, Burlington ferry

**Ride:** Double Ferry South – 50 (M/S) miles starting with the Burlington to Port Kent

ferry. The hilly terrain on the New York side brings beautiful 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. Please note this is the reverse of the way the ride used to go.

**Leader:** Brian Howard – 598-3857 / bjhowd@gmail.com

**Co-Leader:** Ann Naumann – 363-5311 / ann.naumann@uvm.edu

**Date/Time/Place:** Sunday, July 13, 8:45, Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling from UVM or Dorset Park, South Burlington.

**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:** Matt Kuivinen - 881-9045 / mattkui@earthlink.net

**Co-Leader:** Brian Howard – 598-3857 / bjhowd@gmail.com

**Date/Time/Place:** Sunday, July 20, 8:45, Stowe Post Office

**Ride:** Stowe Sojourn - The 38-mile ride (M) goes through Morrisville, Hyde Park and Johnson. The 63-mile (S) ride makes a loop to Craftsbury. Enjoy the low traffic and scenic towns. Finish with ice cream at the scoop shop in Stowe. A social ride will follow the same route with a more leisurely pace, adding stops at a Mennonite Gift Shop, a bakery in Hyde Park, and the ice cream shop in Stowe.

**Leader:** Tom Kennedy – 735-5359 / etomkennedy@gmail.com

**Co-Leader:** Holly Creeks – 233-9013 / creeksh@yahoo.com

**Social Ride Leader:** Donna Leban - 865-2839 / lightspd@comcast.net or Leslie Carew - 865-2805 / carew@champlain.edu

**Date/Time/Place:** *Saturday*, July 26, 9:30, north side of the South Royalton Green

**Ride:** Upper Valley Weekend – Windsor County Cruising - After a short warm up, we will tackle Howe Hill and ride through Pomfret nearly to Woodstock. At Route 12, we will make a sharp right turn and head up the valley to Barnard where an ideal lunch stop awaits at Silver Lake. The ride continues via North Road with its wonderful views and long descent into Bethel. The short ride returns to South Royalton for 42 miles (M/S). A longer variation with climbing is also available for 56 miles (S).

**Leaders:** Pat Stabler and Tom Evers - 781-929-9085 / everstab@verizon.net

**Co-Leader:** Bryan Harrington – 899-2908 / alpinefogman@yahoo.net



After the ride, cyclists can camp out in South Royalton, stay at an area hotel, or return home. There is a \$10 fee for camping, part of which might be refunded. Talk to Pat and Tom to get more info about the camping

**Date/Time/Place:** Sunday, July 27, 9:30, Billings Farm Museum overflow parking lot, Route 12, just north of Woodstock

Upper Valley Weekend –Woodstock Wandering- We will ride through the rolling hills of South Woodstock, Brownsville, Hartland and into Quechee. The short ride (40- M/S) will return to Woodstock via River Road. The long ride (50-S) continues to West Hartford and through Pomfret before returning to Woodstock.

**Leader:** Bryan Harrington – 899-2908 / alpinefogman@yahoo.com

**Co-Leaders:** Pat Stabler and Tom Evers - 781-929-9085 / everstab@verizon.net

**Date/Time/Place:** *Saturday*, August 2, 8:45, Jeffersonville Fish and Wildlife Access (3/10 mile north of Route 15 and Route 108 intersection, across the bridge).

**Ride:** Covered Bridges of Franklin and Lamoille County – The hilly 41-mile loop (M) goes through Eden and Johnson, while the 55-mile ride (M/S) passes more covered bridges in Montgomery Center, returning through Bakersfield.

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

**Co- Leader:** Brian Kinsman – 872-7169 / kins11320@comcast.net

**Date/Time/Place:** Sunday, August 3, 8:45, 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 / wcinv@gmail.com

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

**Date/Time/Place:** Sunday, August 10, 8:45, Milton High School

**Ride:** Buck Hollow and Beyond – The 40-mile (M) route goes north to Fairfax, through Buck Hollow into Fairfield, returning via St. Albans. The longer loop (58 M/S) continues into Sheldon. There are potential food stops in St. Albans, Georgia and Fairfax. The social ride will go in the opposite direction.

**Leader:** Joyce McCutcheon – 893-1690 / mellowmiti@aol.com

**Co-Leader:** Dave Merchant – 893-6794 / merchand@us.ibm.com

**Social Ride Leader:** Donna Leban - 865-2839 / lightspd@comcast.net

**Date/Time/Place:** Sunday, August 17, 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:** Sal DeFrancesco – 363-0963 – salnespl@gmail.com

**Co-Leader:** Warren Coolidge – 735-1836 / wcinvnt@gmail.com

**Date/Time/Place:** Sunday, August 24, 7:45 for the 8:10 ferry, Burlington Ferry Dock

**Ride:** Double or Triple Ferry Ride – This ride starts with the ferry to Port Kent and heads north to the recreation path through the Old Air Base into Plattsburgh. From Plattsburgh, riders will take the ferry across to Grand Isle and down to South Hero. Riders then have the option of taking the Local Motion ferry to Colchester and the Burlington Bike Path (43 E/M with packed gravel) or following the Champlain Bikeway on Routes 2 and 7 (50 M). Bring money for the ferries. The ride will be followed by a picnic at Auer's Boathouse just off the bike path. There is room in the fridge there if folks want to bring refreshments before the ride.

**Leader:** Brian Howard – 598-3857 / bjhowd@gmail.com

**Co-Leader:** Brian Kinsman – 872-7169 / kinsl1320@comcast.net

Sal DeFrancesco will host the third annual GMBC picnic at ????. Contact him at salnespl@gmail.com with any questions.

**Date/Time/Place:** Sunday, August 31, 7:45 for the 8:10 ferry, Burlington Ferry Dock

**Ride:** Awesome Ausable River Ride – A great, challenging ride in New York State. Follow the Ausable River from Port Kent to Lake Placid for the 80-mile (S) option or turn around prior to Lake Placid for the 64-mile (M/S) version. Food stops include Keesville, Ausable Forks and Lake Placid. Bring money for the ferry.

**Leader:** Chet Huang – 503-1080 / chet.huang.vt@gmail.com

**Co-Leader:**

**Date/Time/Place:** Sunday, August 31, 7:45 for carpooling, Milton Park and Ride near Exit 17

**Social Ride:** Bike Paths of Montreal, with brunch at Atwater Market and dinner in Old Montreal. We will do the loop along the canal and back along the St Lawrence, crossing the ice bridge and back to the old port. A map of the car and bike routes will be distributed at the meeting place. **Bring your passport or the required customs documents.**

**Leader:** Donna Leban - 865-2839 / lightspd@comcast.net

**Date/Time/Place:** *Saturday*, September 6, 9:30, Currier's Quality Market, Barton

**Ride:** NEK weekend – Day 1 - Kingdom Swing – The 56-mile (M/S) loop goes down Route 16 from Glover, through Greensboro, Craftsbury then up a beautiful valley on Route 14 all the way to Coventry, then back through Barton to Glover. Afterwards, cool off with a swim at Crystal Lake. There is no short version of this ride.

**Leaders:** Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

Camping is available at Pat and Tom's house just outside East Burke; early birds get beds or floor space in the house. BYOB drinks and/or potluck BBQ for anyone who is interested on Saturday afternoon/evening.

**Date/Time/Place:** *Sunday*, September 7, 9:15, East Burke Sports, Pub Outback and East Burke Storage parking lots (not at Chappy's)

**Ride:** NEK weekend – Day 2 - Willoughby Wanderings – 47-mile (M/S) ride up through Sutton and Barton, along the shore of Lake Willoughby and through part of Willoughby State Forest. A 30-mile (M) version of the ride returns to Burke via Route 5.

**Leaders:** Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

**Date/Time/Place:** *Sunday*, September 7, 9:15, Alburgh Community Education Center, School Street

**Ride:** Ste. Anne De Sabrevois Winery Ride – A flat 44 mile (M) ride across the border to visit the Vignoble Des Pins winery. **Bring your passport or the required customs documents.**

**Leader:** Warren Coolidge – 735-1836 / wcinv@t@gmail.com

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

**Date/Time/Place:** *Sunday*, September 14, 7:30, Wheeler lot, Dorset Park, South Burlington

**Ride:** Century Day – Three rides, all following the same route for the first 25 miles with a food stop in Bristol. The Metric Century is 62 miles (M) via Bristol and Vergennes. The full Century is 100 miles (S) traveling down to the Crown Point Bridge and returning through the Champlain Valley. Those looking for an extra challenge can do the Double Gap Century which is 113 miles and includes the Middlebury and Appalachian Gaps.

**Leader:** Matt Kuivinen - 881-9045 / mattkui@earthlink.net

**Co-Leader:** Brian Howard – 598-3857 / bjhowd@t@gmail.com

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

**Date/Time/Place:** Sunday, September 21, 9:15, Waitsfield Elementary School (on the left traveling south on Route 100). For those coming from the Burlington area, we suggest carpooling at the Richmond Park and Ride at Exit 11 off I-89.

**Ride:** Waitsfield and Waterfalls - Enjoy a scenic tour through the countryside of Waitsfield and Warren with a visit to Moss Glen Falls. Turn around at the falls for a 35 mile (M) ride or continue up Middlebury Gap with a stop at Texas Falls before turning around for a 60 mile (M/S) ride. A stop at the Warren Store is always popular and the general store in Hancock provides an additional respite for those on the long ride.

**Leader:** Leslie Carew - 865-2805 / carew@champlain.edu

**Co-Leader:** Debby Clemons – 899-2981 / debby.clemons@gmail.com

**Date/Time/Place:** Sunday, September 29, 9:45, Eden Elementary School on Route 100, about ½ mile south of Route 118

**Ride:** East of Eden – Ride 50 or 60 (M/S) miles through the rolling hills around Eden with your choice of a long, gradual climb up Route 105 or a shorter, steeper route up to Jay Peak. Both leaders will do the long ride.

**Leader:** Brian Kinsman – 872-7169 / kins11320@comcast.net

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

**October 5 and 12** – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

**October 19 and 27** - Meet at 10:00 at Wheeler lot, Dorset Park in South Burlington 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, May 3

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

**Co-Leader:** Pat Nagy – 482-2737 / fiona@gmavt.net

**Date:** Saturday, May 17

**Leader:** Leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com

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

**Date/:** Saturday, May 31

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

**Date:** Saturday, June 14

**Leader:** Holly Creeks – 233-9013 / creeksh@yahoo.com

**Co- Leader:** Pat Nagy – 482-2737 / fiona@gmavt.net

**Date:** Saturday, June 28

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

### **Back Roads Rides**

These rides are weather dependent so contact the leader if the forecast is questionable. The pace and distance of these rides will depend on who shows up. Typically, the Charlotte rides will be a different rides each week, and the pace will not be fast.

**Date/Time/Place:** Thursday, May 29, June 5, June 19, July 7, 6 p.m., Sweet Clover Market, Essex Outlet, Essex

**Ride:** Back roads of Essex and vicinity

**Leader:** Brian Kinsman - 872-7169 or cell 338-8264 / kins11320@comcast.net

**Date/Time/Place:** Thursday, June 12, June 26, July 10, July 24, 6 p.m., Small dirt parking area at the northwest corner of Hinesburg-Charlotte Rd and Spear Street in East Charlotte (do NOT park at the nearby store)

**Ride:** Back roads of Charlotte and vicinity

**Leader:** Donna Leban - 865-2839 or cell 862-1901 / lightspd@comcast.net

## **Alpine Shop is Offing a Discount to Club Members!**

Many thanks to Cameron and the Alpine Shop for offering GMBC members a discount! You can get a 10% discount on complete bikes or bike service; OR \$25 off a purchase of \$100 or more. Non-sale merchandise only; see store for other restrictions. Now an authorized dealer for FELT, GT and Schwinn bikes. Complete selection of tennis gear and accessories plus professional stringers on site.

Phone: 802-862-2714 / Email: info@AlpineShopVT.com.

## A New Brew

### 1K2GO SPORTS Perks Up Junior Cycling Development

How do you tell an up-and-coming bike racer that participation in this sport is not only about racing?

I have lived by the mantra that a race weekend is only 49% racing. The other 51% is distributed amongst the promotion of sponsors and spending time with family or peers. This way, even if you finish in last place, you can still truly enjoy your experience and remain visible to your sponsors.

A lot of racers fail to understand this. It is all too common for racers, especially those who are less experienced, to lose their cool or perpetuate a sense of entitlement, which negatively affects the sponsors that are displayed all over their jerseys. At Bennington's Tour of the Dragons Stage Race I witnessed this behavior among many well-equipped junior teams. These kids had top-notch equipment, including time-trial-specific race bikes. Their parents drove them hours to the race in expensive vans or RVs, and even held umbrellas over their racers' heads as they warmed up on a top-of-the-line trainer. A healthy and exciting weekend hobby for the whole family! But then I saw the tantrums that followed poor performances. I saw juniors unable and unwilling to put air in the tires of their disc wheels. I even saw one racer throw his bike toward his father after a lackluster time trial performance.

What happened to sportsmanship and appreciation, to humility and gratefulness? Were the juniors that I saw being taught anything more than how to pedal a bike? Did they realize what they had going for them?

Marketing drove the evolution of 1K2GO SPORTS and its cycling efforts, including the junior team. But after witnessing myriad examples of sour racer behavior at the junior level, I realized that the business's mission was much bigger than marketing alone.

Junior cycling is the future of our sport, and 1K2GO SPORTS is taking every effort to cultivate the next generation of racers in our area. This is one of the reasons why we have formed the 1K2GO Coffee – Burris Logistics Cycling Team for 2014. 1K2GO Coffee was borne out of the idea of creating and selling a product to raise money to support junior cycling development. Profits from

sales will help ease equipment and travel costs, which are often barriers too great to overcome for juniors and their families interested in bike racing.

While we believe our juniors should have the necessary equipment and apparel representative of the team, we strongly believe that they have to earn these things. 1K2GO Coffee is both a business and a sponsor, and we have tasked our juniors with the job of being dedicated employees of the business and ambassadors to the sport. 1K2GO Coffee is partially run by our junior team. They learn the value of promoting a product through event marketing and sales. They discuss new ideas and help develop new products, but they have to prove that these efforts will be profitable. The goal is to teach them that cycling equipment and team support does not come free. The greatest value the team can provide to a sponsor isn't the result of race wins; it's a culmination of teamwork, graciousness, and positivity.

1K2GO SPORTS wants to grow and champion the sport of competitive cycling. We are dedicated to our juniors and want to show them that despite the athletic challenges of the sport, nothing compares to a well-executed race performance, especially when you've earned everything that went into it.

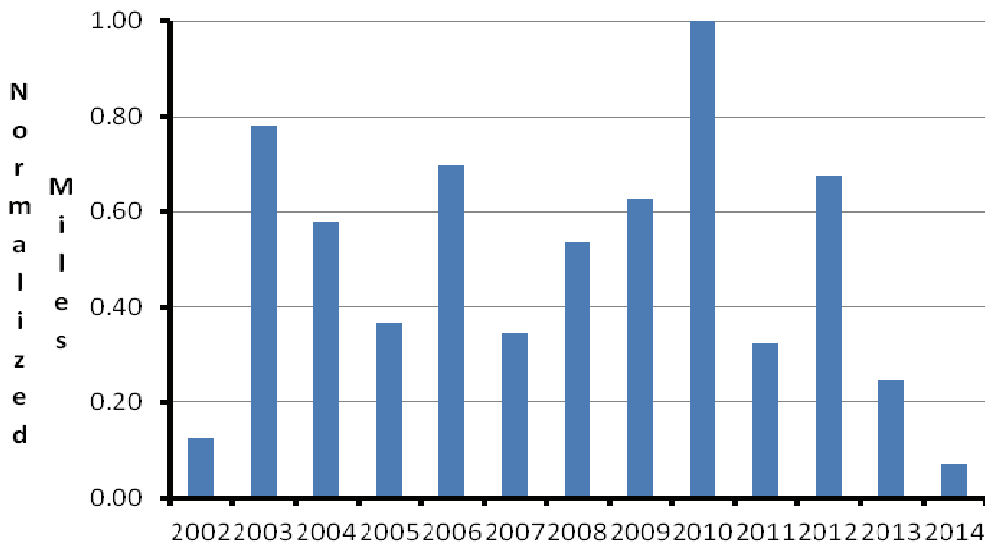
## **Was This A Bad Winter?**

**Lou Bresee**

There are lots of ways to determine the answer – snowfall, average temperature, degree days, etc. For me the answer is miles ridden. Several years ago I realized that I had gotten in a ride every month of the year for several years so it became a personal objective. For me a ride must be at least 10 miles long, the roads clear and I prefer the temperature above 35 but I will ride down to 25.

The graph at the top of the next page shows my miles ridden for January through March for the last decade. I normalized the result so there wasn't a consideration of how many miles were actually ridden. I have arrived at two conclusions. This was a bad winter and Larry left town at the right time or maybe we need to get him back.

Congratulations to all of you that I have seen braving the cold this year when I wouldn't.



## GMBC Clothing

### John Witmer

GMBC's clothing for 2014 continues the popular vibrant colors introduced in 2013. It features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from previous years. There's some images on the GMBC website if you haven't seen the clothing yet in person.

The first of two 2014 clothing orders was placed on Mar 3, and will arrive in late April. The second order due date is Jun 2, and that order will arrive in late July. Ordering info for the full set of 2014 items is on the GMBC website.

To order inventory clothing, use the inventory order form on the GMBC website. Or 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. This is 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>



**Size Qty Price Total Year/Item**

_____	\$51	_____	2014 Short Sleeve Jersey ¾ length hidden zipper (GMBC/Synergy) (S-L)
_____	\$53	_____	2014 Short Sleeve Jersey full length hidden zip (GMBC/Synergy) (S-XL)
_____	\$56	_____	2014 Long Sleeve Jersey full length zipper (GMBC/Synergy) (M)
_____	\$53	_____	2014 Shorts (GMBC/Synergy) (M)
_____	\$56	_____	2014 Bib Shorts (GMBC/Synergy) (L)
_____	\$51	_____	2013 Short Sleeve Jersey ¾ length hidden zipper (GMBC/Synergy) (XL)
_____	\$56	_____	2013 Long Sleeve Jersey full length zipper (GMBC/Synergy) (L)
_____	\$53	_____	2013 Shorts (GMBC/Synergy) (M-XL)
_____	\$56	_____	2013 Bib Shorts (GMBC/Synergy) (M,XL)
_____	\$53	_____	2013 Wind Shell Jacket (GMBC/Synergy) (M,L)
_____	\$24	_____	2013 Arm Warmers (GMBC/Synergy) (M,L)
_____	\$48	_____	2012 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	\$50	_____	2012 Short Sleeve Jersey w/full-length zip (GMBC/Synergy) (S,M,XL)
_____	\$52	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____	\$48	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	\$50	_____	2012 Bib Shorts (GMBC/Synergy) (M)
_____	\$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)
_____	\$35	_____	2012 Thermal Booties (GMBC) (M,L)
_____	\$48	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (S,M,XL)
_____	\$52	_____	2011 Long Sleeve Jersey w/full zipper (GMBC/Synergy) (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) (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)

\_\_\_\_\_ 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 2014 Issue

Select type of membership: ☐ Single: age >17 \$20 ☐ Single: age <18 \$10  
☐ Family \$30

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):

**List emergency contacts (This data will appear on each of your ID cards) [ ☐ ] Check to use last year's data**

<u>NAME</u>	<u>RELATION</u> (optional)	<u>PHONE</u>
CONTACT 1: _____	_____	_____
CONTACT 2: _____	_____	_____

What are your interests?   ☐ Touring        ☐ Fitness        ☐ Mountain Biking   ☐ Commuting  
Check all that apply:   ☐ Road Racing   ☐ TimeTrials   ☐ Criteriums        ☐ Bike Advocacy

Would you like to serve on        ☐ Touring        ☐ Newsletter        ☐ Time Trial        ☐ Mountain Bike  
any of these committees?        ☐ Practice Crit        ☐ Public Service        ☐ Green Mountain Stage Race

Would you be willing to help with the downtown Burlington criterium on Labor Day?   ☐ Yes        ☐ No

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