



Perspectives

Summer 2015

Vol. XXVII Issue II

My husband, David and I, cannot be here today, but we want to express our deepest sympathies to you all.

David and I are Richard's neighbors. We met Richard last weekend in a field across from our house. It was very quiet, for a moment – and it was peaceful.

I told Richard he had to live and he needed to work with me because people love him. I begged him to stay here with you all – and, with me.

If I was a family member, friend, neighbor, or colleague, I would want to know that Richard was loved and cared for as he transitioned from this world. I would want to know Richard was not a part of a chaotic scene but he was with people who wanted to help him. I would want to know people treated him with love, respect, and expertise.

Richard was surrounded by love, respect and expertise last Sunday. We tried really hard to help him. We did help him – we just couldn't keep him here with us.

I am sorry for Richard and for all of you. I promise you with all my heart and soul everyone who came to Richard's side last weekend was caring, kind and respectful. Your friend, our friend, was not alone. I'm sorry that we couldn't do more for Richard, and in turn, for all of you.

David and I are Richard's neighbors. We met Richard last weekend in a field across from our house. It was very quiet, for a moment – and it was peaceful.

[“Holly’s Letter” May 9, 2015]

Officer's Row

Kevin Bessett	president	kevinbessett@gmavt.net
John Williams	vice-president	ww5@myfairpoint.net
John Bertelsen	treasurer	jo.bertel@gmail.com
Cooie DeFrancesco	secretary	vtcdef@gmail.com
Phyl Newbeck	touring chair	phyl@together.net
Kevin Bessett	TT chair	kevinbessett@gmavt.net
Bobby Bailey	race team chair	rmbaileyjr@gmail.com
Sam Hoar	Burlington crit co-chair	shoar@dinse.com
Andre Sturm	practice crit chair	andre.sturm@earthlink.net
Viola Chu	bike advocacy chair	hviolachu@gmail.com
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****Issue****Deadline****Autumn****Whenever, if at all...**

Another reminder that it is 2015 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.

A pdf of this newsletter should be on the website by the time you read this print copy. Tell your friends to check it out.

And as the deadline above suggests, an Autumn newsletter will be printed at the discretion of the editor on the basis of timely submissions.

The Cure For the Roadie Blues

John Orlando

You know that Pina Colada song, the one about a guy in a relationship that has “fallen into the same old dull routine,” and so he takes out a personal ad. Well, your biking can also fall into the same old dull routine as well. So before you start trolling the craigslist personals, reignite the passion with your cycling self through some good old clean (but also dirty, if you know what I mean) mountain biking fun.

[GMBC] Roadies tend to think of mountain biking as an opportunity to put a shoulder into a tree on some gnarly single-track. But we in Vermont are blessed with a plethora of dirt roads just begging for your tread marks. These rides are especially appealing when the weather turns cold, as the slower speeds and more constant effort will keep your extremities happy. Plus they will get you and your biking self into beautiful countryside. Here are some real gems for the two of you to enjoy (aw, don't you make a cute couple).

The Other Pleasant Valley (25 miles)

We've all ridden over Pleasant Valley Road more times than we can count, all the while oblivious to scenic routes on either side of that asphalt jungle. Start at Brown's River Middle School and ride River Road towards Underhill. Turn left onto Sand Hill Road and continue as it turns into Irish Settlement Road. Admire the views on the climb and descent to Pleasant Valley Road. Here you'll take a left and travel it just far enough to reach little known dirt roads to the east. A good loop is Thompson (make sure to check out the stone dam and walkways that somebody built at the beginning), Stebbins, Iron Gate, Andrews, and Westman back to Thompson, and return the way that you came.

Charlotte Ramble (18 miles)

Join the gentry on their fox and hounds chases through Charlotte, making sure to complain to anyone you meet about the difficulty of finding good stable hands these days. Park at the Hinesburg Park and Ride and head due west until you get off the asphalt onto Baldwin Road. Take a right onto Burritt Road, treating the “Dead End” sign the same way I treat my chest pain--ignore it. You’ll come out on Green Road, and from there do a southern loop on meandering roads through covered bridges, around picturesque fields, and eventually back along Baldwin Road.

Happy Huntingtoning (23 miles)

Here’s a course with enough climbing to even gain John Williams’ approval. Park at the little lot on the corner of Cochran and Wes White. Then warm up on Dugway, and consider a romantic stroll to the edge of Huntington Gorge with your biking better half near the beginning. Turn left onto Huntington Road for a short asphalt section until you exit at Mayo Road, where the climbing begins. You will head into Huntington proper, then onto Bert White Road, Taft, and eventually up Camel’s Hump Road to the trailhead. From here you’ll reverse course, including a nose-to-the-handlebar climb up Taft, with the only difference being that you will continue onto Wes White Road instead of turning left on Mayo. Say a quick prayer to Our Lady of Tensile Strength before you test the sound barrier on the descent of Wes White back to the parking lot.

Jericho Jaunt (15 miles)

Here’s one in your own back yard that you’ve been shamefully ignoring for years. Start at the parking lot on Tyler Place road with the sign for a trail system that nobody has heard of. Take the newly paved Skunk Hollow Road and then onto the dirt of Plains Road and another right onto Schillhammer. Then juke and weave a bit to hit Fitzsimonds and Tarbox roads. If your biking self gets frisky, consider ducking into the UVM Research Forest trails near the bottom of Tarbox for a romp in the woods. Then return back over Schillhammer and across Plains Road.

Early 2015 Day Touring Report

Phyl Newbeck

The unofficial touring season started slowly with a single cyclist showing up for our first ride from South Burlington. The weather improved and so did attendance for the second ride with ten cyclists heading down to the Shelburne Shipyard and back. On April 19, we switched over to Williston and seven riders pedaled to the Duxbury Road for a total of 28 miles. A week later, a brief window of sunshine at 10 a.m. led eight of us to think the cold, rainy weather had finally broken. The sunshine was ephemeral, but we still had a lovely ride through Jericho to Underhill Center. Most of us did 33 miles but three in the group added a little extra hill climbing by heading to Proctor Maple Center on Pleasant Valley Road, as well as a little jag up to Jericho Center providing them with 2,000 feet of early season elevation. This ride was noteworthy for me: it marked the first time I've ever been given a low five by a motorcyclist.

Tragedy struck the GMBC on April 26. Richard Tom, whom many of us knew from his days at Earl's Cyclery and Fitness, was killed by a speeding car while cycling near his home in Hinesburg. A memorial ride was planned for May 3 which was also the day for our first scheduled ride of the year. Although Amy and Ralph were not the designated ride leaders, they generously offered to shepherd a number of cyclists (15 signed in but there appeared to be considerably more) to the memorial ride after which some simply returned while others did the regularly scheduled Covered Bridges of Chittenden County backwards. An additional 15 riders with time constraints skipped the memorial in favor of the regular ride after a moment of silence led by ride leader Dorothy Pumo.

The combination of a bleak forecast and Mother's Day obligations meant that just fifteen cyclists set out on the St. Albans Explorer on May 10 with only four taking a chance on the long ride. Both groups got thoroughly soaked in localized downpours. The weather was much better the following week with light north winds and sunny skies for the Vergennes Voyager. Thirty-six cyclists took part. Fifteen did the long route while the rest contented themselves with the shorter version, with several of those riders opting for the more leisurely social ride. Apple and cherry trees were in full bloom, as were the lilac bushes,

providing us with beautiful sights and scents. This ride has nicely paved roads, very little traffic and the exemplary Otter Creek Bakery which has incredible pastries, clean bathrooms, courteous staff, and a free pitcher of water for cyclists in their cooler.

Maybe it was because it was a Saturday or maybe it was because the temperatures had dipped into the 30's overnight and there was a stiff west wind but only 13 riders (including two who had never ridden with the club before) showed up for the short version of Jericho Jubilee on May 23. That was a shame because it was a nice ride, even with the wind. Chunks of Pleasant Valley Road would benefit from some repaving but Routes 104 and 128 were in wonderful condition. The only negative note was that the Cupboard was out of maple-glazed apple fritters but the glazed blueberry donuts proved to be a good substitute. Despite glowing reviews for the maple creemees at Palmer Maple, none of the long-sleeved and tights-wearing riders decided that seemed like a good choice for the day.

It wasn't much warmer on May 31 but the cool temperatures were the least of our problems. For the first time since long-time ride leader Amy Otten can remember, Grand Isle Flats was completely rained out. Undaunted, Amy rescheduled the ride for Saturday, June 6. Seventeen riders came for the rescheduled ride with three doing the long loop. Several riders stopped at the farmers' market to hear GMBC's very own Cooie DeFrancesco sing. The following day, 23 riders set out on Bound for Bristol. Kevin Batson led nine cyclists on the traditional route with five doing the long loop. Road conditions were good except for the section of Route 116 from Route 17 into Bristol. Warren Coolidge took 14 riders on an alternate out-and-back route which eliminated that section of pavement. Both groups enjoyed the moderate temperatures and the tailwind on the return trip.

On June 14, 32 riders set out from Williston for the Hinesburg Hollow ride with 15 doing the long version. It wasn't too warm and it wasn't very windy so in spite of a few grumbles on the hills (which this ride certainly has), everyone finished in good spirits. Those doing the shorter loop saw a beaver lodge on Pond Brook Road. Seven riders, two of whom were new to GMBC rides did the 30-mile social ride which took a slight different course. This was the first ride

with some minor issues – a bum knee, an angry motorcyclist (who wasn't entirely wrong but was still obnoxious), bad wheel bearings in one bike and a flat on another – but we're happy if that's the worst life throws at us. There was a more serious problem after the ride for some cyclists putting on additional mileage when a motorcycle sideswiped a rider about to make a turn, knocking him down and bruising him badly. The motorcyclist was shaken as well and stopped to make sure the bicyclist was okay.

Poor Amy and Ralph can't catch a break this year. They were scheduled to lead the Rouse's Point Rouser on June 21, but were rained out once again. Having seen the forecast, two groups of GMBC'ers did the ride the previous day and were surprised by the lack of police presence on the New York side given the fact that the two escapees from Dannemora were still on the loose.

In addition to our touring schedule we held four Introductory Rides, two of which attracted five and six cyclists. People who have attended these rides have raved about them so I'm hopeful we're attracting a new group of cyclists who are more confident on the open road.

The season is young. Come out and ride with us.

It's 2015. **Have you renewed your membership?** You'll be eligible for discounts at Alpine Shop, Skirack, Synergy Fitness, Earls Cyclery, Action Sports Optics, Catamount Outdoor Family Center, FitWerx, Intelligent Fitness, Inspire Physical Therapy, Sustainable Wellness Massage, The Bike Center, The Edge Sports and Fitness, Vermont Chiropractic and Sports Therapy, Vermont Fit, White's Green Mountain Bicycles and Outfitters. And this newsletter!

2015 GMBC Practice Criterium Series

Andre Sturm

For 2015, we have planned 7 events at the Colchester Watertower Hill location. Unfortunately, the first three events had to be cancelled due to inclement weather. Hopefully the rest of the series will go on as planned.

New this year will be the format of a points race for the B and A groups instead of the road race style with finish sprint. (The C race will remain the introductory beginner's race of 10 minutes fast pace group ride and 10 minutes race with finish sprint.) Every 5 laps will be a sprint for points, with the finish sprint having double points. In case rider(s) lap the field, gained laps supersede points. The winner of the race is the rider with the most points and laps gained. The goal is threefold: to reward race activity, to create a high intensity interval workout, and to gain race awareness by keeping track of your own and your competitor's points.

This new format is made possible by the GMBC purchasing a nice lap counter for 99 laps, which you will also be able to see at the Burlington crit on Labor Day organized by the GMBC.

This should also make for some exciting spectating! So come out and watch a race or two, and if you can help marshalling at the same time, even better.

New this year are also the prizes for the top three riders. Skirack has been a great supporter of the GMBC for many years. This year they are also the official supplier for the 1k2go race teams. Skirack has stepped up and will match the prize money for the top three competitors in the B and A races, so they will now compete for \$20 gift cards to Skirack! This is a nice win-win situation for both the racers and Skirack. One disclaimer: there have to be at least 10 starters for top 3 prizes, otherwise it goes down to the top 2.

USA Cycling Event Permit: 2015-2259

- C race: Cat.5 men, cat 4 women, all one day racers. (a true introduction to criterium racing).
- B race: all Cat.4 men, cat 3 women.
- A race: cat 1-3 men, women
- Juniors race their category. Fields may be combined by referee.

- A and B race entries are \$10 per race, C race, Junior and full-time student entries are \$5 per race which includes a \$3.60 USCF insurance surcharge. USCF Standard entry forms used.
- Numbers will be issued at beginning of series and used through the training series.
- Non-USA Cycling licensed riders may purchase a 1-day license for \$15 or buy an annual license (\$70) on site. Licensed riders must present license at registration. You may apply the cost of 1 one-day trial competitive license (\$15) to the cost of your annual adult membership (\$70).

Date	6:05pm C race	6:30pm B race	7:05pm A race
June 2	(All cancelled) C	B	A
June 16	(All cancelled) C	B	A
June 30	(All cancelled) C	B	A
July 21	C	B	A
August 4	C	B	A
August 18	C	B	A

- All USA Cycling rules of racing apply.
- Registration opens at 5:30pm, and closes 10 min before each race begins.
- Races will be cancelled if conditions do not permit safe racing.
- Course has 1 corner, is sloping and about 500 yards long.
- Helmets must be worn always at the race site; violators will be fined.
- Riders may NOT warm-up and cool down on the race course unless given permission by the chief referee. Please be courteous to traffic when warming up. It's rush hour! Also no warming up on course during races!!
- Participants will be asked to help out at future races; please remember that without volunteers to help marshal, this series cannot and will not take place!!
- Race course is located at Water Tower Circle, Colchester.
- For more information contact Andre Sturm at (802) 872-9125

Senior Games 2015

Andre Sturm

2015 is the year of the National Senior Games in Minneapolis, MN. This event happens every two years, in different host towns. 2013 it was in Cleveland, OH. There will be some 11,000+ competitors expected in many different sports.

For cycling, there will be 5k and 10k time trials, and 20k and 40k road races. Having qualified in the state games last year, the GMBC will have 4 starters this year: Dorothy Pumo for the time trials, Al Lesage and David White for the road race and TT in the 60-64 category, and Andre Sturm for the road race and TT in the 50-54 category. Steve Gaydos (65-69) and Don Kjelleren (85-89) had also qualified and planned to attend. Unfortunately, Steve injured his foot which cost him weeks of training, so he will regrettably not go. Don, who was the Director of the VT Senior Games board and has organized the VT Senior Games for many years, has developed serious health issues which will prevent him from competing.

The next VT Senior Games are scheduled for Saturday, August 22, so all you 50+ cyclists mark your calendars for a fun day of competition. <http://www.vermontseniorgames.org/>

The VSGA 2015 Vermont State Cycling Championships will be held Saturday, August 22, 2015 at Little Chicago Road, Ferrisburg, VT. Basic \$25 registration fee includes all Time Trials and Road Races. Vermont is an open state, so non-Vermont residents are eligible to compete.

Advance registration is REQUIRED; deadline for receipt of registration is August 19, 2015.

Time Trials & Road Races — USCF rules apply and approved helmet required during warmup and races. Trophies awarded to fastest male and female in 50-64 and 65+ age groups; Gold, Silver, & Bronze medals awarded in 5-year age groups by gender. All riders must check-in 30 minutes before first race to obtain racing numbers.

Time Trials — Vermont's fastest One Mile Time Trial. All Time Trials start in one-minute increments. (Drafting Rule will be enforced).

Time Trial Race start times: 1 Mile TT at 9am; 5K at 10:15am; 10K at 11:30am.

Road 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.

Road Races start times: 40K Road Race at 1:15pm; 20K at 1:25pm.

Please help VSGA grow by clicking on any of the Donation buttons to donate. If questions, contact Gary Eley, Sports Coordinator, at 802-373-3188 or garyweley@gmail.com. Refer to map for directions and race course descriptions, or go West on Little Chicago off Route 7 and follow the signs to parking and the race course.

Biking in Santa Barbara

John Orlando

Ever wonder what it would be like to spend a glorious week biking in Florida? Neither have we. That's why we followed the smart money to Santa Barbara, California.

Known for residents that find the housing in Beverly Hills too low rent for their tastes (Oprah has a \$85 million shack here to give you an idea), it's also a biker's paradise -- with miles of mountain, desert, and coastal roads and surprisingly little traffic. As for the weather, when I asked a waitress if it might rain, she replied in all seriousness that they anticipated some in October.

Here are some good rides while you are there.

Santa Barbara North

We began by heading up from the shore towards the mountains. This takes you on narrow, winding roads lined with gardens, though you can't see the homes

behind the walls unless someone happens to leave the servant's gate open. The nice thing about the area is that roads curve like snakes, making it impossible for cars to get up to speed. This allowed us to skirt across the foothills below the mountains, diving in and out of corners like a formula one car at LeMans, without worrying about obstructing traffic.

We then dropped back down to the shore and followed it up past beaches and residential neighborhoods to UC-Santa Barbara, a campus that redefines "bike friendly." They have separate walking, bike and skateboard lanes, as well as bike roundabouts. It's actually a bit confusing at first, and we found ourselves in a skateboard lane for a while.

The student union is a good place to stop for lunch, where you will discover that instead of drinking fountains they have "Hydration Stations" with no fewer than three water choices. The complex sign did little to help me figure out whether filtered water was better than reverse osmosis water for biking. Eventually, nutritional and environmental considerations gave way to not-wanting-to-look-like-a-dweeb-trying-to-figure-out-the-drinking-fountain considerations and I chose one at random.

After taking a walk along the appropriately named Coal Oil Point Beach, where the natural oil percolating up through the sand required half a bar of Lava soap to remove from our feet, we followed the coast back down to town.

Gibraltar Road Climb

Gibraltar Road is called the "L'Alpe d'Huez of the West" for a reason. It packs 3000 feet of climbing into 8 miles, although you will put in another 1000 feet to reach the base from the coast. The climb offers wide open views of the mountains and ocean the entire way, with mostly European-style steady grade, though there are a few ramps that shoot upward at the angle of anti-aircraft weaponry. I kept in mind my motto that "the secret to doing big climbs is to not climb them very fast." The eerie lack of traffic is explained by the fact there is basically no reason for the road to exist, since there is nothing that it goes to, and so you have the entire surface to do the paperboy zig-zag where needed. From the top you can traverse across the mountains and drop down on the other end, or simply return the way you came up.

Foxen Canyon and Santa Rosa Roads

I'm drinking a glass of wine, looking out over manicured vineyards, contemplating how I can make it work to shuck my job and run out the clock harvesting grapes in California. The Solvang/Los Olivos vineyard area is just over the mountains, and here the scenery will have your head on a swivel. We hit the famous Foxen Canyon Road north out of Los Olivos first, stopping off at the Fess Parker winery, where you should resist the temptation to act like the workers there had never seen someone reenact the drunk scene from *Sideways*. Another good ride heads west from Solvang along Santa Rosa Road, another winery-festooned valley with gently rolling hills.

(Shoot, I overshot the point to mention that the bumpy, eye-wobbling descent down Gibraltar Road will leave your hands curled into claws from death-gripping the brakes through the corners, but the views are worth it.)

Mt. Figueroa

We didn't do this ride, but were told that it's even more scenic than Gibraltar. Offering a 4000 foot crank-arm bender of a climb, the loop takes you to the mountains east of Solvang and is explained at (<http://bestrides.org/mt-figueroa>). Keep in mind that this is desert country, so be ready to work up a real lather in the heat, and perhaps pack a sweat band to avoid burning your eyes up the climbs. When you're done, make sure to rehydrate at the Los Olivos wineries.

(Damn, did it again. I meant to mention above how the lady at a Santa Rosa winery said that she would routinely see Armstrong's team riding up and down the valley in formation with their support vehicles.)

With plenty more climbs to best, and winery entrances to darken with our silhouettes, we plan to be back soon.

Pedaling the Prouty with Richard Tom

Aimee Motta

One glorious summer day in July of 2011, Michelle Cournoyer and I set off to pedal the Prouty Century with Richard Tom. All three of us had pedaled this century before, yet never together in the same year.

The morning was a stellar one. The air in our campground was fresh and inviting for pedaling 100 miles. We arrived at the start to a sea of two-wheeled adventure machines. Yikes! Let's stay together, friends.

We started our miles and then the pull of Richard Tom began. We laughed, we lunched, we hung on, and we crossed a river. Well, we tried to cross a river. At one point, our draw to return to the campground pool pulled at us and taking a detour was on our minds. The "bridge out" sign did not apply to cyclists according to a local, so we took her word that a foot crossing would be possible.

Excited to be on a stretch with virtually no traffic, that excitement quickly came to a halt. The crossing was going to involve some acrobatic moves, removal of wheels and shoes and a premature swim. After a few minutes of pondering, our decision shifted to returning from whence we came.

With Richard's turbo jets and the Clif Shot Bloks he supplied, Michelle and I rode at an average speed we had never attained as a duo. The fun, the thrill, the distance covered and the scenery flying by created a memory that will not fade. Richard, our domestique in our little peloton, you are with us in our hearts.



Second Half 2014 Day Touring Recap

Phyl Newbeck

[This article was mistakenly left out of the spring issue, and there was no autumn 2014 issue. Better late than never after the work Phyl put in to this! -ed]

This is the second time in three years that Dave has come up with a wonderful new ride. On a hot and windy July 6, 21 riders set out on Not Quite Quebec. This ride includes pieces of old rides, particularly Almost to Canada, but it has less traffic and starts closer to the Burlington area. Cyclists enjoyed the views of beautiful barns, running horses, ruminating cows, curious alpacas and a swooping great blue heron. Eight riders chose the 52-mile option while the rest opted for 60 miles. Both routes have stretches along the water which provided a cooling breeze (although, truth be told, the wind was pretty strong at times). In one sense this was two different rides. The fast group had one truck “roll coal” at them, encountered a number of belligerent motorists and was verbally attacked while standing in line at a store. The slower group didn’t have a single negative experience. We hope the faster group’s encounters were an aberration since we want to keep this ride in the rotation.

The following week, on a sunny and warm Saturday, eleven riders set forth on the Double Ferry South. Four did a social version, while the remaining seven managed to stay together for the duration of the ride, although two who had ridden from their home peeled off in South Burlington.

The forecast was less optimistic the following day for the Rouses Point Rouser. Only eight riders thought they could beat the rain with six doing the long route. Despite the fast-approaching green blobs on the radar, the riders were only subject to some sprinkles at the northernmost part of the route. Matt reported that a wicked south wind propelled the main group north at a rapid rate, but by maintaining a disciplined paceline for the return trip, they were able to successfully overcome the headwind.

On July 20, 14 riders traveled to Stowe for the Stowe Sojourn with half doing the short route. The long route included two first-time GMBCers, one of whom

was new to group riding and wasn't carrying a spare tube (which thankfully wasn't needed, although there was an unfixable flat on the short ride). The Craftsbury portion of the ride (including a lunch stop in the shade) was enjoyed by all, but the traffic and road conditions in Stowe got less than rave reviews so we may either find a way to tweak this ride (perhaps by riding it in reverse) or take it out of the rotation for a while.

The following weekend, six GMBCers headed down to South Royalton for our annual Upper Valley Weekend. On Saturday we joined four Bostonians for Windsor County Cruising. Several miles of the trip had brand new pavement and virtually all the roads were low on traffic and high on scenery. Everyone went up Howe Hill which has a one-mile-plus section with an 8.8% grade. Four riders did the long route which includes an almost three-mile section of 7.3%. It was such a nice day that five of the riders on the shorter loop extended their route by ten miles by heading up towards the site of the World's Fair in Tunbridge. Two cyclists had a post-ride dip in the White River while a third spent time in his river kayak and afterwards, eight of us enjoyed burgers and fries, followed by ice cream. Alas, the weather on Sunday was not cooperative and both the second half of the Upper Valley Weekend and Smugglers' Way (a northern Vermont alternative) were rained out.

On August 2, seven riders (five on Treks) convened in Jeffersonville for the short route of the Covered Bridges of Franklin and Lamoille County. This ride continues to receive rave reviews since it has lots of good pavement. In the last five or six years, roughly half the route has been repaved and this year a large stretch of Route 118 was added to that list. Even the brief section on Route 15 has a good surface, although it's still the least enjoyable part of the ride. We're not sure why so few people attended this year; perhaps it was because it was on a Saturday or possibly because the forecast was less than optimistic. Then, again, there's always the rumor about the ride being cursed. The only sour note was one [expletive deleted] pick-up truck which rolled coal at us; the second such occurrence on a touring ride this year.

On August 3, a bleak forecast greeted 16 riders on the Jaunt from Jasper Mines but the rains never came. Only one cyclist did the short route while eight others decided to do an intermediate route which went out to Kill Kare State Park. Another cyclist decided to complicate matters by riding the first 20 miles

on a solo bike and the next 20 on a tandem. We usually have a stiff south wind on this ride but for once that wasn't the case although a breeze might have cooled us off a bit.

Praise for the Buck Hollow and Beyond ride must have spread because in addition to 24 GMBCers we had five people who had never ridden with the club before. This is a somewhat complicated route with lots of turns, but those turns ensure that the ride stays off the main roads, minimizing interaction with cars. Nine people chose the social ride although two decided to take a shorter route. Those doing the long ride took a well-deserved break at Mother Hubbard's Bakery and Deli in Swanton. Both groups stopped at the end of the ride for refreshments with the longer riders opting for Duke's Creemees while the social group went to the Sampler House for melon, chicken salad finger sandwiches, lemonade and fresh coffee cake.

Sal and Coocie readily admitted that if they hadn't been leading the Willsboro Wanderer they probably would have stayed home. The good news for them and the 12 others who decided to brave the weather is that the rain stopped in time for the ride and the roads dried after the first ten or fifteen miles. Five riders did the social ride, seven did the long loop and three took a short-cut which cut a little bit off the long ride.

There were no weather problems for this year's Triple Ferry ride; the first time this route has been on the schedule since Tropical Storm Irene wreaked havoc on the bike path. Now, the new and improved roadbed is suitable for skinny tires – useful for those of us who remember the year we took our hybrids and mountain bikes in anticipation of the gravel and found that the bike ferry wasn't running, sending us and our heavier equipment onto Routes 2 and 7. This year we had 30 riders, five of whom decided to eschew the bike ferry for the longer ride. The rest of us got to experience the brand new ferry boat which had no trouble fitting in both tandems (there were two on the ride) and recumbents (only one). After the ride we were joined by a few other GMBCers for a glorious picnic/potluck catered and organized by Sal and Coocie. In addition to hot dogs, hamburgers, veggie burgers, cheese burgers and (thank you, Sal) bacon burgers, there were side dishes and lots of desserts including Matt's famous chocolate chip cookies. Several of us went for a post-ride swim. Our thanks to

Charlie Auer for letting us use his grounds once again.

Let's just say the Huang family has not had the best of luck when leading Awesome Ausable. Last year Chet got caught in the rain on a very long day during which the cyclists missed the last ferry to Vermont (thankfully they had crossed by van, not by bike) and had to drive down to Essex to take the ferry to Charlotte and then drive back to Burlington. This year the forecast was so ominous that Sophie went to the starting point with maps and a sign-in sheet but made it clear she was not planning on doing the ride. A lone cyclist picked up a cue sheet but after consulting the radar, decided to save the ride for another day. A similar fate befell the Bike Paths of Montreal ride which was also scheduled for August 31. Ride leader Donna Leban did a short (and wet) version of the ride with a friend.

The forecast really stunk for September 6 so only four people (including the two ride leaders) made the trek to Glover for Kingdom Swing. The quartet did a short version of the ride in deference to the forecast but with hindsight they could have done the full route and still stayed dry. They finished the ride with lunch at the Tiki Bar. This is such a nice ride that we are considering changing the starting point to Craftsbury and having it replace the Cabot ride on the schedule.

Sunday, September 7 was a much, much, much nicer day. Eight riders took part in the second part of the Kingdom weekend, Willoughby Wanderings, including two cyclists from Montpelier and one local from Lyndonville. Another eight riders headed to Alburgh for the Ste. Anne de Sabrevois Winery Ride. Warren reported that they had great weather, great wine, and a great host. John led the group on a slightly different route on the return trip (part of the Circuite Cycliste du Lac Champlain), hitting some lesser traveled roads and getting out of the stiff south wind.

We knew it would be chilly on Century Day, but we didn't realize how chilly. The temperature was in the 40's at the start and never got beyond the low to mid 50's. One bike computer reported an average temperature of 45 degrees for the full century. There was even some drizzle on the way to Bristol and ride leader Matt was so chilled he retreated to Deb's sag wagon for the rest of the

ride. The sun began to poke through in the early afternoon and was out in full force by 3 p.m. but that proved to be a bit late and most riders never shed their various layers. Three cyclists did the double gap, purchasing chemical hand warmers for their shoes after a rainy ascent and cold descent of App Gap. One cold rider retraced her steps from Bristol to shorten the ride while fourteen did the metric century including a couple on vacation from Massachusetts. Only five riders (including a first-time 100-mile rider) did the regular century.

We had to take Waitsfield and Waterfalls off the schedule for a few years because the pavement was in such poor shape after Tropical Storm Irene but that has been remedied. On September 21, eight GMBCers showed why it was such a good idea to put it back on the schedule. The previous day, the VP ride started with a tail wind and finished with a serious head wind. The wind hadn't diminished much by Sunday but we started the ride going south into the wind and returned with a delightful tail wind. The combination of new pavement and a tail wind was a rare treat. Along the way we stopped at Moss Glen Falls and Texas Falls and watched a parade of British cars coming from Stowe and classic muscle cars coming from Essex Junction. In contrast to the previous week's frigid weather, this Sunday featured highs in the low 80's, necessitating a dip in the Mad River for two riders.

We had a record twenty cyclists for East of Eden on September 28, no doubt because of the warm and sunny weather. At the start, riders debated adding layers since we convened in dense fog but by the time we started riding, the sun was bright and hot. We had five cyclists doing their first GMBC ride of the season (including one who only started cycling in June) and if they wanted hills, they weren't disappointed. Two cyclists chose Route 242 over 105, but added some extra mileage by taking Route 58 as part of the return trip. Another cyclist went up and over 242 and then up 105 to meet his significant other who was with the main group. Alas, we had some issues with passing motorists. One, in what was clearly not a Tour de France bottle handoff, threw a beer can at the lead group. Thankfully he missed and since it didn't appear to be Heady Topper, nobody searched for it. Later on, a motorcycle buzzed as many riders as he could as we headed up one of the route's many hills, coming very close to the fog line. One rider broke a cable in Jay but some improvising (the insertion of a tire iron in the derailleur) allowed him to finish the ride. Although East of Eden is a fabulous ride, we will probably take it out of the rotation until VTrans fixes

the thumpa-thumpa-thumpa downhill on Route 105 and the shoulder on Route 100. We know they can't do anything about the hordes of straight pipes on Route 100 but that's another demerit for this ride.

We completed the season with four "unofficial" rides. The first Sunday in October was a bit cool but the colors were great for the nine cyclists who rode roughly 30 miles from Williston. The following Sunday only two cyclists headed out on what started out as a very chilly morning. The weather didn't improve as the month progressed with rain and cold keeping folks from the last two unofficial rides of the season.

Our numbers were down slightly this year. We had only one ride with more than 50 cyclists and it was Grand Isle Flats rather than one of the traditional big rides (Opening Day and Century Day). We also had only one ride with more than 40 cyclists, four rides with 30 plus and seven rides with 20 plus. Since we have recently had some complaints that our touring rides are too fast, we were thrilled that Donna added a "social ride" option to some of our routes, allowing cyclists who prefer a more conversational pace a chance to join the ride. We hope to add more social rides next season. One unfortunate trend this year was unpleasant interactions with motor vehicles which seemed highest in Franklin County. We hope this distemper on the part of motorists and motorcyclists was just a passing phase.

The touring section continues to expand our repertoire of rides and ride leaders. We had three new leaders and added one new route but we may also remove two rides (Stowe Sojourn and East of Eden) from the rotation until certain key roads are repaved. On the whole, this year's weather wasn't bad. Four rides were rained out but in each case, two were scheduled for the same day so it was really only two days of rain. Rain was predicted for several other rides but for the most part those cyclists stayed dry. We had our usual issues with wind and heat, as well as cold for the Century ride, but all in all, it was a good season.

As always, feel free to contact me with any suggestions for next year. We generally hold our first touring meeting on the second Sunday in March so mark your calendars if you're interested in attending.

Second Half 2015 Day Tour Schedule

Phyl Newbeck

Date/Time/Place: Saturday, August 1, 9:30, north side of the South Royalton Green

Ride: Upper Valley Weekend - Horse Country Ride - Both rides will start in South Royalton. The short ride (26 M) will travel north to Chelsea and return; the medium (40 M/S) continues up Route 110 to the top of the hill in Washington and back; and the long ride (55 S) goes through Strafford before returning via Chelsea. There are two country stores in Chelsea for food breaks.

Leader: 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, August 2, 9:30, Billings Farm Museum overflow parking lot, Route 12, just north of Woodstock

Ride: 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: Sunday, August 2, 8:45, Shelburne Village Shopping Center

Ride: Monkton Ridge Ride - Three options; 23, 38 and 48 miles will travel some familiar roads and some less traveled. The short ride will not ascend to Monkton Ridge but all rides will have some nice descents which, of course can only be reached by some nice ascents, none of which are too hard. Lots of food stops available along the way

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

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

Date/Time/Place: Sunday, August 9, 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: Matt Kuivinen - 881-9045 / mattkui@earthlink.net

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

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date/Time/Place: Sunday, August 16, 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: Michelle Patrick – 363-5281 / mlpatrick89@gmail.com

Date/Time/Place: Sunday, August 23, 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 – 825-3808 / dpierchand@comcast.net

Date/Time/Place: Saturday, August 29, 9:30, Island Pond Visitor Center

Ride: NEK weekend – Day 1 - Moose Country Meandering – 67 (S) loop up through Norton and Canaan on routes 114, 102 and 105 with (hopefully) more moose than cars.

Leaders: Pat Stabler and Tom Evers - 781-929-9085 / 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. There is also the Tiki Bar in East Burke.

Date/Time/Place: Sunday, August 30, 9:15, East Burke Sports - Parking is available (check www.kingdomtrails.com) at East Burke Sports (not customer spots), Pub Outback and East Burke Storage parking lots. No parking in Chappy's/River Garden parking lot

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 - 781-929-9085 / everstab@verizon.net

Date/Time/Place: Sunday, August 30, 8:45, Shelburne Village Shopping Center

Ride: Kingsland Bay – 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: Kay Tran - 660-9028 / ktranvt@comcast.net

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

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

Date/Time/Place: Sunday, September 6, 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 Keeseville, Ausable Forks and Lake Placid. Bring money for the ferry.

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

Co-leader: Dave Merchant – 893-6794 / dpierchand@comcast.net

Date/Time/Place: Sunday, September 13, 8:45, Mt. Mansfield Union High School

Ride: Jericho Jubilee – This hilly ride starts out on scenic Pleasant Valley Road

with a rest stop at The Cupboard in Jeffersonville. A 45 mile (M) option returns via Route 104 and 128, while the 65 mile (S) option heads north to Bakersfield and then to Fairfield, Fletcher and Fairfax before returning though Westford and Essex. The ride has been reworked to avoid some bad pavement in Fletcher.

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

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

Date/Time/Place: Sunday, September 20, 7:30, Wheeler lot, Veterans Memorial 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: Kevin Batson – 825-5816 / kevbvt@gmail.com

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

Double Gap Leader: John Williams – 849-9863 / jww5@myfairpoint.net

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

Date/Time/Place: Saturday, September 26, 9:30, Highgate Elementary School, I-89 north to exit 21 in Swanton, take 78 east to Highgate Center, then left on 207 North, Elementary School is on the left.

Ride: Meandres et Beaux Villages - A tour of pretty villages – a 60 mile (M/S) ride across the Canadian border. Bring your passport or the required customs documents. We'll stop in Mystic for brunch and pass many farms along the way. There is some dirt – about 4 miles total - and a couple of hills.

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

Social Ride Leader: Karla Ferrelli - 864-0101 / karla.ferrelli@gmail.com

Date/Time/Place: Sunday, September 27, 9:45, 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: Brian Howard – 598-3857 / bjhowd@gmail.com

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

October 4 and 18 – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

October 11 and 25 - Meet at 10:00 at Wheeler lot, Memorial Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

Please note that additional social rides may be planned during the late summer with heat and weather conditions in mind, i.e., early morning or early evening starts. If you would like to be added to the email list receiving contact about these local rides, please send an email to Donna Leban at lightspd@comcast.net. Notifications usually are sent on Thursday for Saturday or Sunday rides.

Richard

John Williams

Richard Tom was a friend of mine as he was to so many throughout our cycling community in Vermont. His tragic loss on Sunday morning at 11:06 of April 26 affected me and others in a profound way. It seemed that it just couldn't be. The facts of this crash have been discussed on our list-serve and widely covered by the media (newspapers, radio, TV) so I needn't delve into those aspects. I'd like to focus on some things that have occurred following the loss of Richard and also express some thoughts in appreciation. Nine days before the crash, I took Richard to dinner at Windjammer Upper Deck Pub (I bought dinner, he bought the beer!). While I am glad that I had that opportunity, little did I realize it would be my final visit with Richard.

Richard Tom Memorial Ride: We had a beautiful sunny and warm day to "bring Richard home". Riders in their colorful kits streamed to CVU to take part in this memorial and celebration of Richard's life, with estimates of up to

400 cyclists participating. Many kind thoughts and memories of Richard were spoken both before and after our ride. Prior to the ride, I left my helmet and riding shoes at Richard's home entrance as a nod to Richard's spirit and also as a marker for the location of his home as we rode through his neighborhood. The ride was escorted at the front by **Chief Koss** of Hinesburg PD and at the rear by **Garry Scott** (VSP). Chief Koss has been courageously outspoken about the senselessness of the crash that took Richard's life. The Memorial Ride for Richard was indeed "stunning" (a word Richard often used). The raw emotions of the day were eloquently portrayed in a poem written and read by **Jessica BARNUM**, a teacher at CVU, who knew both Richard and the driver, a CVU student. I want to thank our GMBC President **Kevin Bessett** for all that he did to help me through the week that led up to the ride. Kevin nudged me in appropriate directions during the planning phases for the ride. Thanks also to **Alan Cote** who provided a much needed PA system. Thanks especially for the outpouring of love and caring for Richard that was expressed on that day through the microphone and among friends. Another phrase that Richard often used was "No worries!" I believe that if Richard could have seen us, heard us, felt us on that day he would have said "No worries, I'm okay!" Maybe he did.

Heros: Dr. Bradley Friesen and **Nurse Holly** were neighbors of Richard and responded to the crash scene before first responders arrived. They did everything possible to revive Richard. Richard was non-responsive at that time, however, their rescue efforts continued. Amidst their rescue efforts, they offered words of encouragement and love from all of us even without knowing Richard's identity nor his circle of friends. A couple weeks later, Kevin and I treated Bradley to dinner at the Hinesburg Public House. Bradley and Holly were shaken by the loss of Richard within their arms. I met Holly at the public meeting Chief Koss held in Hinesburg. Holly wrote a beautiful letter that was published within the Program for Richard's Memorial Service on May 31. Holly's letter is printed on the front cover of this newsletter because it speaks so compellingly of April 26, 2015 at 11:06am.

Richard Tom Foundation: During the week that Kevin and I were planning Richard's Memorial Ride I received a call from **Tom Moody**. Tom indicated that he could set up a Foundation in Richard's name. In the tumult of the week, this idea hadn't at all occurred to me. Tom indicated that he could establish this as a charitable foundation. Tom suggested that I become the Executive Director and that he would serve on the Board of Directors. I didn't really say yes, and I

didn't really say no. Long story, short – that's the way it turned out. The **Richard Tom Foundation (RTF)** has been approved by IRS as a non-profit organization with 501(c)(3) status. We have received many gifts already, even before having a fundraising mechanism in place or a website which is currently in development (www.richardtomfoundation.com). Thanks to each of you who have already donated generously to the Foundation. We are seeking additional donations to RTF so that the Foundation will become strong, viable, and long-lasting. We will be hosting some fun events that will encourage more people to discover the joy, adventure, and sense of well-being that cycling in Vermont inspires. We will introduce RTF to the public through participation in the Bristol, VT July 4th parade – where we will have children, parents, and friends riding bikes within the parade in a demonstration and celebration of cycling while also honoring Richard's contributions to the cycling community.

RTF Mission Statement: The Richard Tom Foundation was created to honor the life of Richard Tom who lost his life while cycling near his home in Vermont. The Foundation is dedicated to enhancing health and well-being to cyclists of all ages including making resources available so that all may discover adventure and joy on roads and trails. The Foundation will also support educational and advocacy programs to advance the cause of safe roads for all who use them.

The **Richard Tom Foundation** is currently served by the following **Board of Directors: Michelle Cournoyer, Tom Moody, Carole Hakstian, Matt Lyon, Aimee Motta, Tom Briodo, and John Williams**. Our logo, developed by **Sue Storey**, reflects the spirit of Richard and the joy of cycling through Vermont's hilly and beautiful terrain.

Donations to the Richard Tom Foundation may be sent to:

Richard Tom Foundation
c/o John Williams
1645 Main Street
Fairfax, VT 05454

Richard's Tree: A white oak tree was donated to RTF by **Branch Out Burlington** (www.branchoutburlington.org). **Andrea Morgante** and I planted this

tree to grow as a living memorial for Richard. The tree is located near the intersection of Silver Street and Rt. 116 (near the nursery school and rain-water catch-basins). The location is very near to Richard's home and also very near to the crash site. Thanks, especially to Andrea, for providing the muscle power and expertise in planting this tree for Richard. Perhaps at some future date RTF will be able to install a sitting stone near the tree as a place to reflect or simply rest in a quiet space.

Reflections: We have lost three area cyclists within a two month span of time. There is a broad movement afoot to find ways to improve on-the-road safety for cyclists (and by extension pedestrians, horseback riders, other non-motorized users of our roads). **Emily Boedecker** and **Jason Van Driesche** of **Local Motion** convened a meeting on June 22 that included many stakeholders for non-motorized transportation. Short-term and longer-term goals will focus on finding ways to improve cyclist/driver relations, pressing for improved enforcement of existing laws, and opening dialog with lawmakers, VTrans and others with a focus on improving public awareness and reducing our risks on the road. Many ideas were presented. Local Motion will synthesize the discussion and propose several action steps aimed at improving our ride safety and enjoyment along Vermont roadways. Stay tuned for more and remember Richard, Kelly, and Ken.



Message From the VP

John Williams

Wednesday Rides:

Sometimes it works well to push changing seasons:

The transition from skiing and indoor spinning to on-the-road cycling is within the realm of the opportunist. On a rare “warm” day (in the 40s) on March 11, a peloton of two met at Richmond Round Church for an “Early Edition” of the GMBC Wednesday ride series. Ben Clements and John Williams rode 17 miles through occasional snow melt run-off along Cochran Road, Duxbury River Road, Wes White Hill and return. It was a good day to be outside!

Sometimes it doesn't:

On April 8, Sean Fleming and John Williams met at the Wheeler Lot. The forecast indicated snow flurries with temperatures in the 30s. David White joined us down the road a bit. We started out the ride self-congratulating and boasting that we were outside in the fresh air while others were possibly at their indoor spin sessions or perhaps sitting and sipping tea next to the wood stove. As we progressed into the ride, the rate of snow fall became heavier and wetter – very wet. Going down Irish Hill, I was challenged by blinding stinging snow. Not one of us spoke up to say “Let’s go back.” We continued on in the teeth of the storm with wind seemingly always in our face. We reached our planned return on Greenbush for a 25-mile loop. Our hands and feet were at a condition of near-freezing wetness. Drafting wasn’t a good idea since spray from the wheel ahead was akin to following a cold, wet shower. When we got back to the Wheeler Lot there was about an inch of snow on the ground and Sean was near hypothermic! I had to help him extract his keys from his jersey pocket. With darkness falling and little discussion, we jumped into our vehicles with heaters blowing at maximum. Not one of us boasted about the wisdom of riding on an evening such as this. This certainly wasn’t the favorite early-season ride, but it sure was memorable!

As expected, the number of riders per Wednesday swelled as the days lengthened and warmed. On warm evenings we send out about 40 riders, split into four to five groups based on average speed. At pre-ride meetings we have stressed safe riding practices. Our goal is to minimize our footprint (wheel print!) on the road by remaining singled up much of the time so as not impede traffic. Among other things, we've also stressed providing verbal notification prior to passing other cyclists on the road and yielding to horseback riders. A good thing to see: many of us have flashing red rear lights even during daylight hours.

We will continue the Wednesday rides throughout the summer and then with shortening days we will start the rides earlier and shorten the distance, culminating with the traditional "Tour de Pint" just prior to Daylight Savings Time in October. I appreciate all the help I receive in organizing groups each Wednesday. Let's continue to have dynamic, fun, and safe rides!

Saturday VP Rides:

We've had a core group of riders participating in the Saturday VP rides.

We've already visited App Gap (several times), Middlebury Gap, Brandon Gap, Smugglers Notch, and even had an occasional "flat" ride. While these rides do have a fitness focus, they are also exploratory in nature – visiting many of the beautiful peaks and valleys of Vermont.

Still out there to do:

- Whiteface area ride culminating with a climb to the summit of Whiteface (epic ride),
- Jay Peak area ride (after road construction is completed),
- the former Mad River Century Ride (again construction dependent).

I hope we can visit each of these, interspersed with more locally-based rides. This weekend (June 27) our VP ride had a gorgeous day for riding around southern Lake Champlain as the picture on the following page shows our ferry return to Charlotte from Essex, NY.



Ride Your Bike and Feel Safer

Kevin Bessett

Over the nearly 25 years that I've been a bicyclist, this season is by far the saddest, most difficult, and unpredicted season I've witnessed. In the last three months our whole cycling community has been rocked by three separate and tragic events that took the life of fellow cyclists – one a friend of mine, too. Many of us are questioning the safety of riding on the road. And rightly so.

Not that it makes it any easier, but Kelley, Richard, and Ken were not intentionally targeted. Each were in the wrong place at the wrong time and hit by drivers that were impaired. As difficult as it may have been or continues to be, don't stop riding. There are some simple and inexpensive ways to improve your visibility to drivers, and to gain you more respect.

First, know what the risks of riding on the road are and be proactive in mitigating them, and don't ever let your guard down when riding. There are some things that you cannot control, but there are a lot you can: choosing where to ride;

when to ride; your visibility; and how you present yourself to drivers and conduct yourself on the road. Simple things like these can save your life, so don't take them lightly.

Want to significantly increase your visibility during the day? Get flashers for the front and rear—if you choose one over the other, always choose the rear, and choose a rear flasher with a bright pulse. Planet Bike makes one, and you can see the pulse from a mile away.

I'll put it bluntly: drivers give me more room during the day when I have a rear flasher on. It's difficult to know why, but I suspect it is because I am seen from a greater distance, thus allowing drivers the extra time necessary to let off the gas to slow. As crazy as it sounds, it's a lot easier for many drivers to slow their speed by letting off the gas then to hit the brakes. By seeing me early, too, it allows them extra time to accept me.

Looking for more room from drivers? Make the first move to share the road. Taking the high road and making a visible effort to share the road is very likely to gain you more room. It happens for me!

Get a mirror! It makes it so much easier to avoid road junk, pass other riders, parked cars, and so on, because you don't need to look over the shoulder, just look down. The mirror I have attached to my road-bar end. It's easy to remove, too, as it is a ball and socket connection. It's sleek (and slick).

And lastly, communication is the key to success. It is in marriage, relationships, at work, and on the road, too. For example, if you need to move left to avoid road junk or pass something, use your left arm and point left. It alerts the drivers around you that you are doing something. This could save you from getting creamed.

There are countless other things you can do to help your safety and image, such as stopping at stop signs and being smart in group rides, but for immediate results, consider the items I outlined above. A rear flasher with a bright pulse, riding with a mirror, making the first move to share the road, and indicating your directional changes can make a huge difference. Be proactive and be safe!

2015 Time Trial Series

Kevin Bessett

Knock on wood (or wood-looking carbon fiber) the TTs have been pretty much dry ... so far! The same, sadly, cannot be said for other club events.

It has been great seeing the “family” again, although it’s back to the same old routine, now, since there have already been 10 events.

So far the season is going well. Attendance has been average, at best, but it might be due to courses being farther out of Chittenden country this season. On a bright note, a new course was visited this spring, and that was the Jeffersonville course. There was a small turnout, but everyone was wowed by it: wide shoulders, perfect pavement, and virtually no traffic.

There is a recurring problem that I need to discuss (which has been a thorn in my side for years), and it’s with public urination, or more specifically, pee’ing and being seen. This nearly got South Greenbush shut down, has led to recently-received complaints from the school where we park for Huntington, and caused a resident in Jeffersonville to make a visit to the TT.

I am positive that most racers, if not all, would have chosen another area to “go” had they known that they were in sight. However, this doesn’t fix the headaches for me. I know firsthand that nature calls prior to races. My simple request to everyone is this: if you have to go, find a bathroom, thick brush, port o let, trees, etc. Please burn this into your brain:

IF YOU HAVE TO PEE,

ASSESS YOUR VISIBILITY!

IF YOU SEE HOUSES OR CARS FROM WHERE YOUR PEE’N,

IT IS NEARLY GUARANTEED YOU WILL BE SEEN.

I can’t continue to take complaints like this. It’s wearing on me and affects my desire to run the series. So helping me will help you. Please pee wisely.

Date	Course Name	When	Timers* / Notes	
Jul	02	Smuggler's Notch***	6:30	S Gaydos, T Hubbard
	09	So. Greenbush	6:30	K Bessett, A Lesage, A Miner
	16	Jonesville Short***	6:30	J Williams, J Witmer
	23	Smuggler's Notch***	6:30	K Duniho, R Phillips
	30	Huntington	6:30	K Bessett, S Francisco
Aug	06	Smuggler's Notch***	6:30	B Anderson, J Davies
	13	So. Greenbush	6:30	B Bell, P Beliveau, K Bessett
	20	Westford***	6:30	J & O Hall
	27	Jonesville Short***	6:30	K Bessett
Sep	04	NO EVENT	—	GREEN MOUNTAIN STAGE RACE
	19?	Fall Flat 40K	SUN 10 am	TBD – volunteer(s) needed
	26?	Fall Hilly 50mi.	SAT 10 am	TBD – volunteer(s) needed

Huntington: 12.71 mi. Parking: At Brewster-Pierce 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: 16.59 mi. Parking: At fishing access/pull-off on Rt. 108, just north of the rotary. Start: End of guardrail on south side of parking area. Head north on Rt. 108 for 8.3 miles. The turnaround is at the top of the second steep climb. Head back to the start area. Caution: Look for traffic when making u-turn.

Jonesville Short: 16.15 mi. Parking: Along Rt. 2 off eastbound lane, west of start/finish area, (*all wheels must be off the pavement* to provide more space for passing bikes 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. Turn and head back to the start area. 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. Ride south on to finish just before large parking area at the top. Caution: It is a very fast descent off the mountain with a few sharp corners.

South Greenbush: 8.32 mi. Parking: Off Thompson's Point Rd, in field on left just before the railroad track (about 200 meters west of intersection with Greenbush Rd). Start: 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. Caution: Look for traffic when making U-turn.

Instructions for 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.

- **Use a bathroom prior to arriving** – if nature calls, **you must be discreet or be disqualified.**
- Know the course, turns, intersections, and danger spots.
- A helmet is mandatory at *all times* -- eye protection recommended.
- NO RIDING TWO ABREAST at any time.
- Always ride on the right side of the travel lane **unless** in areas where riding in the lane is safest (such as on fast descents).
- Look behind you before passing or turning around.
- If you are **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 do not chance it).
- On the start sheet, the number to left of your name indicates your start position (example: 11 indicates you'll leave 11-minutes after the event started).
- How not to miss your start time: start a timer on your computer when the official watch starts. That way you'll know how much time you have left.
- Yell your start position 15 meters before finishing -- failing to do so may cause your finish time to be miscalculated or lost.

How the Championship Series works:

Your fastest average speed at the Jonesville, Westford, and Smuggler's Notch 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 go to those who post the fastest overall average speed in their category, and to the overall fastest male and female.

Anyone can ride on a championship course, but only GMBC members are eligible to compete for awards.

GMBC Clothing

John Witmer

GMBC's clothing for 2015 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; take a look!

Two 2015 clothing orders have both been placed. The second order will arrive in late July.

To order inventory clothing, use the inventory order form on the GMBC website. The web order form accurately reflects the current inventory. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. 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>

Note: 2015 items listed here are inventory from the first order; that arrived in late April. The full set of Voler/GMBC items are available via Voler online ordering.

<u>Size</u>	<u>Quan</u>	<u>Price</u>	<u>Total</u>	<u>Year/Item</u>
_____		\$51		2015 Short Sleeve Jersey w/ ¾ length hidden zip (GMBC/Synergy) (S-L)
_____		\$53		2015 Short Sleeve Jersey w/full hidden zip (GMBC/Synergy) (S-XL)
_____		\$53		2015 Shorts (GMBC/Synergy) (S,L)
_____		\$56		2015 Bib Shorts (GMBC/Synergy) (S-XL)
_____		\$25		2015 Aero Shoe Covers (GMBC/Synergy) (M,L)
_____		\$19		2015 Gloves (GMBC/Synergy) (M,L)
_____		\$51		2014 Short Sleeve Jersey w/ ¾ hidden zip (GMBC/Synergy) (M,XL)
_____		\$53		2014 Short Sleeve Jersey w/full length hidden zip(GMBC/Synergy) (XL)
_____		\$56		2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____		\$53		2014 Shorts (GMBC/Synergy) (M)
_____		\$51		2013 Short Sleeve Jersey with ¾ length hidden zip(GMBC/Synergy) (XL)
_____		\$56		2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
_____		\$53		2013 Shorts (GMBC/Synergy) (M-XL)
_____		\$56		2013 Bib Shorts (GMBC/Synergy) (XL)
_____		\$53		2013 Wind Shell Jacket (GMBC/Synergy) (M,L)
_____		\$24		2013 Arm Warmers (GMBC/Synergy) (M,L)
_____		\$45		2012 Short Sleeve Jersey w/full-length zip (GMBC/Synergy) (S,M,XL)
_____		\$47		2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____		\$43		2012 Shorts (GMBC/Synergy) (S,XL)
_____		\$15		2012 Arm Warmers (GMBC/Synergy) (S-L)
_____		\$43		2012 Wind Shell Jacket (GMBC/Synergy) (M)
_____		\$12		2012 Gloves (GMBC) (S)
_____		\$18		2012 Aero Shoe Covers (GMBC) (M,L)
_____		\$30		2012 Thermal Booties (GMBC) (M,L)
_____		\$43		2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (M,XL)
_____		\$43		2011 Shorts (GMBC/Synergy) (M,L)
_____		\$45		2011 Bib Shorts (GMBC/Synergy) (S)
_____		\$15		2011 Arm Warmers (GMBC/Synergy) (M,L)
_____		\$43		2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____		\$12		2011 Gloves (GMBC) (S,M)
_____		\$43		2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____		\$45		2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____		\$43		2010 Shorts (GMBC/Synergy) (XL)
_____		\$45		2010 Bib Shorts (GMBC/Synergy) (S)
_____		\$15		2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____		\$12		2010 Gloves (GMBC) (M,L)
_____		\$47		2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____		\$43		2009 Shorts (GMBC/Flatbread) (XL)
_____		\$15		2009 Arm Warmers (GMBC) (L)
_____		\$43		2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____		\$12		2009 Gloves (GMBC) (S-L)
_____		\$ 5		2007 Arm Warmers (GMBC) (S,M)
_____		\$22		2003 Short Sleeve Jersey (Invensys) (S)

_____ \$17 _____ 2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____ \$10 _____ 2002 Shorts (FourStar) (S)
_____ \$10 _____ 2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

Clothing total: _____

Shipping:

1 item: \$4.00

2 items: \$7.00

3 or more items: \$9.00

Total: _____

Name: _____

Address: _____

Phone: _____

Email: _____

Mail to:

John Witmer 147 Lamplite Ln Williston, VT 05495



GMBC Perspectives
GMBC
PO Box 492
Williston, VT 05495