



Dusting off the cobwebs for a safe season

by Kevin Bessett

As we move into the season's full swing, here are a few things to consider. Always remember: while there are situations on the road that you can't control, there are plenty that you can. Enjoy your rides, but never let your guard down.

Bike & Shoes

- Check your tires for cuts; chain and brake pads for wear; make sure all bolts are fastened; when was last time you replaced the shift cables?
- Verify cleats on your shoes are tight.
- Verify cranks and pedals are secure and spin freely.
- Gone electric? How's the charge on the battery?
- What's in your saddle bag? Got a tube, patch kit, tire booty (for tires that become compromised) multi-tool, spare link, money, and ID?

Safety

- Have flashers? Check batteries and replace if necessary.
- Don't have flashers? At the very least, *get rear one* with a bright pulse.
- Consider getting a mirror if you don't have one. The bar-end mirrors are *not intrusive*, and *easily removed* for races. Some cyclists prefer helmet mirrors, which are flat and can more accurately represent a car's distance to you. As with bar-end mirrors, they are also easily removed. Regardless of which kind of mirror you choose, it takes practice to be able to quickly check the traffic situation behind you, so now is a good time to get one and start using it.
- Is your helmet more than a few years old? Consider a new one; they do age and become less effective.
- Bright clothing: make a statement out there!

Out on the road

Always question your visibility when riding.

- Never assume a driver sees you.
- Be prepared for that car to turn in front of you.

RICHARD'S RIDE

by John Williams

As you read this, it will have been a year since we lost Richard Tom from his place in the peloton here on earth.

April 26 was difficult for those of us who were profoundly touched on that tragic day. Penetrating these emotions, a year hence, are the memories of Richard's spirit of fun, adventure, and kind consideration to others.

An outpouring of grief brought together several hundred area cyclists to honor Richard at his Memorial Ride on the Sunday following the crash. Concurrently, the Richard Tom Foundation (RTF) was formed as a 501(c)(3) charity organization thanks to the efforts of Tom Moody and his firm, Downs, Rachlin, Martin (DRM).

During the ensuing year, the RTF board of directors has worked with dedication and passion to develop and host events and support systems for cyclists in the region. Our board includes Tom Broido, Michelle Cournoyer, Carole Hakstian, Matt Lyon, Tom Moody, Aimee Motta, and myself. Sue Storey

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FROM THE VP's DESK ...

by John Williams

Oh, yes: there will be gaps! (And some flatter rides, too).

As I write this, there's still some good skiing out there; however, the winter that wasn't now wanes while warm temperatures and dry roads will soon be here. Many of you have taken advantage of this warmer-than-normal winter by riding through it. **Michael Coleman**, thanks for picking up **Larry Coletti's** banner! (Former VP Larry's mantra was "We ride! We are a year-round cycling club!"). Mike offered up rides through our list-serve all winter.

Approaching the new season, I hope, above all, that it will be a safe one for everyone. Take great care out there, be alert, and heed our president's advice about lights and mirrors.

GMBC Wednesday Rides

The 2016 rides kicked off on March 16th, a warmish day, with 10 strong riders doing a shortened loop. Wednesday rides are somewhat weather-dependent and sometimes occur on Thursdays, depending on the forecast. Thursday editions of the Wednesday ride are suspended once the TT season starts.

As the days lengthen, we will incorporate the full 28-mile route. Here are some ride-management considerations:

- Group size will be limited to a maximum of 12.
- Groups will be sent out at intervals based on anticipated average speed.
- Wait for a green light to turn south on Dorset Street from the parking lot (if the light is yellow, wait for next green).
- Remain singled up on Dorset. If rotations occur, try to rotate back efficiently without taking too much of the travel lane.
- Do everything possible to safely *not* impede traffic.
- Avoid altercations with drivers.
- Stop signs mean stop. Give respect to cars waiting to navigate the intersection.
- We typically don't observe a "no-drop" rule; however, I believe riders are always



This could be you! Ride with us on Saturdays. (Photo courtesy of John Williams).

Richard's Ride

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is our graphic artist. I want to publicly thank each of them for their hard work, and teamwork.

Our mission statement: *The Richard Tom Foundation was created to honor Richard Tom, who lost his life while cycling near his home in Vermont. The Foundation is dedicated to enhancing the health and well-being of 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.*

Richard's Ride: Saturday, May 21

And now, introducing our signature, big event: ***Richard's Ride 2016***. I hope many of you participate! *Richard's Ride* will actually consist of a multitude of ride options; please see the flyer on p. 4 for more details. While we will take some moments to remember Richard, the day will reflect what the board believes he would want: a day of camaraderie, buoyed by the fun and challenge of cycling in Vermont.

Richard's spirit and love for all things cycling will be reflected in many ways throughout the day. All rides will begin from the Cochran Ski Area with staggered start times. After your ride, you can enjoy a meal supported by Dakin Farm and Stone Corral Brewery.

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Cobwebs

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Share the road.

- If you hear a car back, and it's safe to do so, visibly move a little right. Making the first move to share the road shows good will.
- Use hand signals to indicate turns and stops. Stop at stop signs and red lights.
- When going near the speed limit, take the lane; it increases your visibility and gives you a buffer.
- Always monitor the road surface.

In a group ride

- Be predictable and hold a straight line. Be easy on the brakes.

- Communicate in the pack; it really helps avoid crashes!
- When turning, point and yell out your intentions.
- Yell if slowing or stopping. Call out hazards, like "car up," "holes," "gravel," etc.
- If cars are queuing up behind, yell "single up, cars back," and single up.
- If there's standing water on the road, it may be hiding a crash-causing pothole that wasn't there yesterday. Be vigilant!

RICHARD'S RIDE

Saturday, May 21, 2016 - Join us!

Presented by the Richard Tom Foundation, Inc.

The Richard Tom Foundation (RTF) is organizing a ride in memory of Richard Tom. The ride will be staged at Cochran's Ski Area base lodge in Richmond Vermont on May 21, 2016. You will have a choice of several road bike rides from an easy out-and-back for young children and families up to a challenging ride through the rolling terrain of Chittenden, Lamoille, and Franklin Counties. We will also offer epic mountain bike rides for beginner, intermediate and advanced riders.

Participate in this fun event and help support the health benefits of cycling and encourage the spirit of fun and adventure that was a significant part of Richard's life. Proceeds from Richard's Ride will support legislative activity for safe roads, fund the development of driver's education programs, and provide opportunities for children to attend cycling camps.



Richard Tom FOUNDATION

OUR MISSION

The Richard Tom Foundation was created to honor Richard Tom who lost his life while cycling near his home in Vermont.

The Foundation is dedicated to enhancing the health and well-being of cyclists of all ages including making resources available so that all may discover adventure and joy on roads and trails.

The Foundation also supports educational and advocacy programs to advance the cause of safe roads for all who use them.

The Richard Tom Foundation, Inc.
(Federal ID 47-3898254)
is a qualified tax-exempt organization as described in the Internal Revenue Code, Section 501(c)(3).

RIDE DESCRIPTIONS & REGISTRATION FEES

Online registration available at www.bikereg.com

Richard's Children's Road or Mountain Bike Ride

4.4 miles out and back on Cochran Road or river trail; anticipated road closure.

Adults - \$25, Under 17 - FREE

Richard's Family Ride

16.8 mile out and back route: East on Cochran Road to Duxbury Road. Turn around at Camel's Hump Road and return to Cochran Ski Area.

Adults - \$25, Under 17 - \$10, Family - \$50

Richard's Mountain Bike Ride

Mountain bike loop at Cochran's with challenging terrain.

Adults - \$60, Under 17 - \$30, Family - \$100

Richard's 30

Approximately 30 mile loop over rolling terrain through Richmond, Jericho, and Williston.

Adults - \$60, Under 17 - \$30, Family - \$100

Richard's 70

Approximately 70 mile loop over rolling terrain on lightly traveled roads heading north from Richmond through Cambridge and Fletcher, then returning through Fairfax, Westford, and Essex.

Adults - \$60, Under 17 - \$30, Family - \$100

The family price is available to any two or more members of a household, regardless if family members participate in the same event. Parents are encouraged to ride with kids in the Richard's Children's Ride and in the Richard's Family Ride.

**Post ride
meal and
RTF T-shirt
included!**



www.richardtomfoundation.com

DISCOUNTS AT SYNERGY FITNESS!

by Kevin Bessett

If you're looking for a gym to join, and are a GMBC member, check out Synergy Fitness in Williston (synergyfitness.com). The facility is super clean, and has a friendly and inviting atmosphere. Moreover, as a club member, you will receive a nice discount on either 3- or 6-month, or annual memberships. Synergy Fitness is just off Industrial Avenue.

GMBC prices: 3-month is \$195; 6-month is \$340; and the annual is \$599 (this includes one personal training session). All must be prepaid, except for the annual option, for which you can use EFT each month.

I've had the pleasure of taking spin classes and working out at Synergy Fitness for a number of years. It feels nice just walking in the door because of its warm atmosphere. You can check out Synergy for a week at no charge, too. Call Jan at 802.881.0553 for more info.

Richard's Ride

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Please see the flyer on p. 4 for online registration and route map details. We also need about 35 volunteers! If interested, please contact me at jbikenski@gmail.com or Aimee Motta at aim4peace@gmavt.net.

Yellow Jersey Sponsors

Downs Rachlin Martin PLC
drm.com

Earl's Cyclery and Fitness
earlsbikes.com

National Life Group
nationallife.com

VBT Bicycling & Walking Vacations
vbt.com

Polka Dot Jersey Sponsors

Heart of Steel, Georgena Terry Custom Bikes
georgenaterry.com

Belgen Cycles
belgencycles.com

Food & Refreshment Sponsors

Dakin Farm
dakinfarm.com

Stone Corral Brewery
stonecorral.com

Hinesburgh Public House
hinesburghpublichouse.com

Partners

Little Bellas
littlebellas.com

RTF provides financial support to Little Bellas to assist participation by young girls in the skill building and mentoring programs through mountain bike camps. Little Bellas programs and leaders were near and dear to Richard's heart.

Catamount Family Center
catamountoutdoorfamilycenter.com

RTF provides scholarship funding to individual young girls and

boys so that they may enroll in mountain bike camps. Richard was also highly supportive of these programs

1k2go Sports

1k2go.bigcartel.com/product/richard-s-roast

Bobby Bailey designed *Richard's Roast*, a blend reflecting the lively spirit of Richard Tom. 12-oz. bags will be on sale at *Richard's Ride*.

Local Motion

www.localmotion.org

Members of the RTF Board have been working with Emily Boedecker of Local Motion to develop and propose new laws to enhance rider safety in Vermont.

Green Mountain Bicycle Club
thegmbc.com

An enduring partner with RTF for all things cycling. 

haiku

blackbirds and peepers
a cacophany of sound
cycling on spear street

my legs, they're burning
i can't stop pedaling now
irish hill won't win

Membership Renewals

It's time! The GMBC depends on the continued support of members like you. Now that it's 2016, please consider renewing today. Complete and return the form on page 21, or visit thegmbc.com and click "Join GMBC" for details.

Bicycles: Doing More Than Riding

by Tom Anderson-Monterosso

How many cyclists have brought their bicycle to a local bike shop for a tune and thought, “It would be so fun to work here?” A new program at Burlington’s Bike Recycle Vermont (BRV) is making that thought a reality for at-risk high school-age students.

Bike Recycle Vermont is always looking to do more with the bike than just ride it. Our 10-year-old organization strives to make bicycles accessible to Vermonters with limited economic, social, and political resources. We have long provided training to volunteers, many of whom are high school students who have discovered the shop through alternative school programs. After merging with Old Spokes Home in January

2015, we developed a program that formalized training for young people most in need of engaging educational opportunities and job training.

This program—launched in October 2015 in partnership with fellow nonprofits Vermont Adult Learning and ReSource—builds on the former’s High School Completion Program, which allows students to create personalized graduation plans that fit their needs and interests; and the latter’s YouthBuild program, which integrates high school completion with job training in the construction trades.

Three mornings a week, mentor Dan Hock and the apprentices met at BRV’s shop in the Old North End of Burlington

to cover bicycle maintenance and process donated bikes. Participants disassembled some bikes for parts; others were fixed for sale to qualified clients. The apprentices met with Luis Vivanco, UVM professor of anthropology, for a project on bicycle history. Contracts to deliver fleets of bikes to Edmunds Elementary School and the Sustainability Academy at Lawrence Barnes gave the apprentices a sense of connection to younger people in the city. Our program trained budding bike mechanics; but our greater ambition was to empower students with different learning styles, and connect them with opportunities in a real-world, work-based context.

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2016 Practice Criterium Series

by Andre Sturm

This year, we have planned seven events, tentatively at Colchester’s Watertower Hill (permit process still ongoing). We will likely have a mix of standard-format race days, and points-format race days, for the A and B groups. The C race will remain the introductory beginners’ race: a 10-minute fast-paced group ride, plus a 10-minute race with finish sprint. Thanks to Dorothy Pumo, our return referee!

Some government changes to note this year: USAC’s insurance surcharge has increased to \$3.75 per racer, and NEBRA (New England Bicycle Racing Association) has added a \$1 surcharge per racer. The good news: in order to encourage new racers, the entry fee remains at \$10 per race day for A and B racers. For C racers, Junior and full-time students, fees are \$5 per race. So, for \$15, you can try your fitness in a C race! If you decide to come back more often, the \$10 one-day license fee will be applied towards the \$70 annual license fee. Sorry, Juniors—you will still have to pay the full annual fee of \$35 if you bought a one-day license first.

Skirack has been a great supporter of the GMBC for many years. Due to the weather and construction-related cancelations last year, we still have some \$20 gift cards to Skirack for prizes!

Looking forward to seeing you at the Practice Crit!

grateful when they see the group waiting at a strategic regroup location. Give respect, get respect!

- Re-grouping riders should be sure they are off the pavement while waiting (e.g., at the top of Irish Hill).
- Be welcoming of new riders. Coach them if needed, with positive feedback. Show them a good time.
- Be alert, be safe, have fun!

Saturday VP Rides: There Will Be Gaps!

Last year, we had a great season with many area climbs and a few “flat” rides. Ride plans will be sent to the list-serve usually by Thursday afternoon, along with a map and cue sheet. Sometimes we schedule the ride on a Sunday if the weather is more favorable. In 2016, we will revisit many of the area loops, routes, and gaps since this is our playground, located just beyond our doorstep. Our challenges: App Gap, Middlebury Gap, Moretown Gap, Roxbury Gap, Lincoln Gap (?), Whiteface, Jay Peak, Bolton and other suggestions (send them my way!). Optional organized rides include: *Richard's Ride* (May 21); *Vermont Gran Fondo* (June 4); *Vermont Senior Games* (date TBD). If you have a suggestion for a ride route, please let me know and I will do my best to schedule it in. Oh, and yes: there will be some “flat” rides in the mix ! See you out there soon!

Jens Voigt & the GMBC

by Kevin Bessett

Does that title raise an eyebrow? If you follow bicycle racing, the name Jens Voigt (a German) brings a warmth to your heart. His career as a pro started in 1997 and ended when he retired in 2014. It was a sad day for many, because he was the spirit of the pack: so talkative and jovial in interviews, always coming across as a normal person, someone who didn't judge anyone, and a person who loved being on a bike.

Over the span of his career Jens accumulated more than 60 wins, held the yellow leader's jersey on a number of occasions, as well as the polka-dot jersey (for climbers) in Tour de France. His trademark was being aggressive and trying to go for the win from 50-100 miles away from the finish, and sometimes he did. He was a force on the bike, had his own brand, and experienced so much in his years as a pro.

Jens-sy is no longer racing, but he's still riding, holds benefit rides, and does commentary for some televised bike races. In Florida in March, long-time climb member, and part-time Florida resident, Jim Munsie (who was racing the Mt. Washington hill climb in his 60s and early 70s, and who led spin classes with cult followings – me being one of the spinning groupies) rode with Jens in Florida in a benefit ride. Jens and Jim were talking, and when it came out that Jim is 78, Jens replied in his German accent, “I can't believe how well you ride and I hope that I can ride as well when I'm your age!” Jim, now that you and Jens are buddies, do you think that you can arrange a ride with me and Jens-sy? 



What's the over/under on our Prez being in the next photo like this? (Photo courtesy of Kevin Bessett).

2016 Day Touring Rides

by Phyl Newbeck

All riders must wear helmets and obey the rules of the road. Please do not ride two abreast if there is traffic in either direction. More tips:

- For mornings with questionable weather, please call the ride leader to make sure the ride is happening. 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.
- *E* indicates an easy ride, *M* is for moderate, and *S* is for strenuous.
- Rides begin promptly 15 minutes after the meeting time.
- Social rides are more leisurely versions of the mapped ride (usually the shorter route) with longer food breaks. Always contact the social ride leader beforehand to confirm it's happening.

Sunday, May 15

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

Meeting Time: 9:45

Meeting Place: Shelburne Village Shopping Center

Leader: Amy Otten, 878-4070; amyotten@netscape.com

Co-Leader: Ralph Kilmoyer, 878-4070; ralphkilmoyer@comcast.net

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

Sunday, May 22

Ride: Bound for Bristol Bakery – This is a revised version of the old Bound for Bristol ride which avoids the bad pavement heading into town. The 40m (M) ride takes low traffic roads from Hinesburg to Bristol where we'll stop at the bakery for sustenance for the return. Those looking for a shorter ride (26m) can go straight to the bakery and back; those looking for a little extra at the end might want to do an out and back on Hinesburg Hollow Rd.

Meeting Time: 9:15

Meeting Place: Clifford Lumber, across from the Hinesburg General Store, Route 116 (parking for 10 cars available)

Leader: Phyl Newbeck, 899-2908; phyl@together.net.

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

Social Ride Leader: Amy Ross - 324-2137; vtamy@comcast.net

Saturday, May 28

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

Meeting Time: 9:15

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

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

Co-Leader: Karla Ferrelli, 864-0101; karla.ferrelli@gmail.com

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

Sunday, June 5

Ride: Hinesburg Hollow - This route travels south through Huntington via the beautiful Hinesburg Hollow Road. The short route is 25m (M) and returns to Williston via North Road while the long one is 47m (M/S) and continues through North Ferrisburgh to the lake and back through Hinesburg. The social ride will be a less hilly alternative route.

Meeting Time: 9:15

Meeting Place: Williston Central School (by the tennis courts)

Leader: Tom Kennedy, 735-5359; etomkenedy@gmail.com

Co-Leader: Dorothy Pumo, 829-8729; dpumo5@gmail.com

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

Date: Sunday, June 12

Ride: Grand Isles Flats – One of the flattest rides of the season with a food break at the 20-mile mark. The 28m ride (E/M) circles Grand Isle and includes some dirt. The pace will be more casual than the long ride. Riders on the 58m (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

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“The service workshop facilitates connections between neighbors.”

Bike Recycle Vermont

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BRV’s apprenticeship program takes inspiration from, and reinforces recent trends toward, out-in-the-world experiences in education. Pedagogical approaches like personalized and project-based learning are gaining visibility and advocates through the efforts of the Vermont Agency of Education, national nonprofit EL Education, and individual educators working with every age group. The best of STEM (science, technology, engineering, and math) education can similarly lead students to collaboration with working professionals and routes beyond the rote.

Matthew B. Crawford speaks compellingly to the virtues of mechanical work in his 2009 book *Shop Class As Soulcraft: An Inquiry Into The Value of Work*. The trades, he argues, are unjustly discounted in education

and public life. The practice of incrementally approaching mastery—applying body and mind—is not only fulfilling, intellectual, and meaningful; but also secure in its earning outlook. As others have bluntly pointed out, you cannot turn a wrench from Bengaluru. And unlike “cloudier” workplaces, the service workshop facilitates the connections between neighbors and fellow practitioners that we value as community.

Derek, 17, found his way to YouthBuild and Bike Recycle Vermont on the recommendation of friends and his guidance counselor at Winooski High School. Derek wanted to bring his education together with his interest in bicycles. He found what he was looking for in BRV’s Apprenticeship Program. With graduation and cycling season approaching, Derek sought opportunities to shadow staff at

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Dan Hock, instructor for BRV’s apprenticeship program, with participant Derek. (Photo courtesy of Tom Anderson-Monterosso).

2016 Time Trial Season Summary

by Kevin Bessett

It's hard to believe that so much time has passed since the last TT. I keep searching for the box of lost time in my attic, but never have had any luck finding it. Good news! As of now, it looks

like the "legacy" championship courses are back. I have to get approval from the Charlotte select board, the town of Huntington, as well as from the land owners where we park. This has not been

a problem in the past. I expect the Jonesville and S. Greenbush courses to be in great shape, but Huntington will have some holes to watch out for.

There are two visits scheduled this season for the Jeffersonville North course. I know this is out of the way for many (as is the Smuggler's Notch TT), but on the flip side, Rt. 108 is in spectacular shape, has wide shoulders, and has everything: length (16 miles or so), flats, mild climbs, steep climbs, and some fast down hills. Westford is on the schedule two times, too. The course will be about a half-mile longer. I'm pushing out the turnaround to the village (just past the sharp left-hand bend as you are heading north). This will make the turnaround a lot safer.

Switching gears, now. Many know that I've been doing this since 1993—or about half my life! That's a sobering thought, but no regrets whatsoever. It's been an awesome ride, and I am not ready to give it up because of the family I've developed.

But I need to off-load setting up and breaking down courses. This entails arriving early to drive the course, place the "caution bike event" signs, and assess the course for safety (we don't want construction zones or dirt sections, for example). It also means collecting the signs at the TT's conclusion and—the next week—either setting up the course or passing the signs along to the next person in charge.

2016 Time Trial Schedule

Subject to change. Visit thegmbc.com for the latest updates. Unless otherwise indicated, all events start at 6:30 pm on Thursdays.

Date	Course Name	Note	Timers* / Notes
Apr 28	Little Chi - 1or 2 lap	FRI 6 pm	J Bertelsen, M Hammond, J Stuart
May	05 South Greenbush ***		B Anderson, R Phillips, A Sturm, J Willsey,
	12 Huntington ***		K Bessett, J Williams
	19 Jonesville ***		S Fleming, J Schofield, G VD Noort
	26 Cochran Road Ext.		D Barbic, K Bessett, S Francisco
Jun	02 Basin Harbor		K Bessett
	09 Jeffersonville North		S Dupuis, D Pumo
	16 South Greenbush ***		C Willsey, K Duniho, A Lesage, D White
	23 Jonesville ***		K Bessett, S Znamierowski
	30 Huntington ***		J Oakley, A Packard
Jul	07 Bolton Hill Climb		B Bailey, A Miner
	14 Westford Village		C LeCoz, J Witmer
	21 Huntington		K Duniho, R Phillips
	28 Smuggler's Notch		J & O Hall
Aug	04 So. Greenbush		K Bessett, D Gardner, T & W Moody
	11 Jeffersonville North		J Davies, T Hubbard
	18 Westford Village		K Bessett
	25 Jonesville		K Bessett

KEY: * Timing assignments determined by rider participation last year.
*** Part of the Championship Series (see below for more information).

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.**

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

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

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

Day Touring

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short and long at the beginning.

Meeting Time: 9:15

Meeting Place: Folsom School, South Street in South Hero. Those from the Burlington area may consider carpooling from the Colchester Park & Ride, Exit 17 off I-89; UVM; or Veterans Memorial Park in South Burlington.

Leader: Amy Otten, 878-4070; amyotten@netscape.com

Co-Leader: Ralph Kilmoyer, 878-4070; ralphkilmoyer@comcast.net

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

Sunday, June 19

Ride: Vergennes Voyager – 26m rolling (E) or 39m 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 are no big hills on this ride.

Meeting Time: 9:15

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: Lou Bresee, 658-0597;

lakelou@comcast.net

Co-Leader: Donna Leban, 862-1901; lightspd@comcast.net

Social Ride Leader: Amy Ross, 324-2137; vtamy@comcast.net

Sunday, June 26

Ride: Rouse's Point Rouser – The mostly flat 60m (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 (50m – E/M) circles Isle LaMotte and returns on the Vermont side. This year, this ride might be done in reverse.

Meeting Time: 9:15

Meeting Place: Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling from UVM or Dorset Park, South Burlington

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

Co-Leader: Brian Howard, 505-1148; bjhowd@gmail.com

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

Sunday, July 3

Ride: Jaunt from Jasper Mine

– This rolling hill ride (60m M/S) passes through Georgia and Milton before heading to St. Albans Bay for a lunch break and over to Swanton. The shorter version (40m 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.

Meeting Time: 8:45

Meeting Place: Jasper Mine Road, off Route 2 heading towards Grand Isle

Leader: Warren Coolidge, 735-1836; wcinvt@gmail.com

Co-Leader: John Bertelsen, 864-0101; jo.bertel@gmail.com

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

Sunday, July 10

Ride: Addison Ambler - This route travels south from Vergennes to Weybridge via Route 125 and then west to Bridport and West Addison and back to Vergennes on quiet roads. The short ride is 45m (M) and the long is 60m (S) with roughly two miles of dirt.

Meeting Time: 8:45

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: Dorothy Pumo, 829-8729; dpumo5@gmail.com

Co-Leader: Tom Kennedy, 735-5359; etomkennedy@gmail.com

*** For those who are interested in making this a two-day ride starting from South Burlington with either camping or a Bed & Breakfast in Addison, contact Donna Leban,*

Time Trials

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This has been on my mind for a few years, and I've spoken to a few about it. Thanks to those who've expressed interest in helping. I'll be reaching out to try to get a plan together. Meanwhile, if you have any ideas, or want to get involved, please send me an email. Thanks, and see you soon!

Note: For detailed course descriptions, as well as instructions for riders and timers, please see **the gmbc.com**. Riders and timers will receive additional information at each event.

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RELIVING THE STING RAY ERA

freedom and awe aren't just for the '70s anymore! here's how to reclaim your wonder years on a bike

by Kevin Bessett

Did you have one of these?

(Photo from Jalopyjournal.com).

Many of us, like the author, vividly remember the taste of freedom we first experienced as kids on a bike--going places never before seen, or explored, under our own power. If you miss that rush of exhilaration, there's an easy way to recapture it ... though it may set you back a few bucks.

When I was in grade school, I had a Schwinn Sting Ray with a banana seat. It was blue, it was my first big-time bike, and most of all, it was freedom. I explored with it, took it into the forest, did burn outs, skid outs, jumps, and had occasional wipeouts—sometimes resulting in a trip to the doctor. Unlike its pilot, my Sting Ray was invincible and versatile. It did everything well.

Forty-three years later, and very much to my surprise, I have rediscovered that sense of freedom and awe. Some may think that my Sting Ray has been resuscitated, but no, that's long gone. But I wish I still had it. The new rig that is taking me back to the wonder years is a fat bike. Yes, those funny looking steeds with big wide tires. It is a lot of fun (and in a sense, liberating) when tooling around atop it, be it on a trail or single track, no matter the cover: snow or no snow. Fat bikes can go places where other bikes cannot,


and maybe that is what I really appreciate. But the wipeouts tend to be a bit harder to get up from.

Friends with fat bikes told me several years ago that I had to get one for winter riding. Honestly, this was not even mildly appealing to me because my winter sport is cross-country skiing. I love being on my skate skis, and a fat bike would just be another draw on my limited free-time. Besides, it is a bike, and I ride bikes in the spring, summer, fall, and spin in the winter time, with the occasional trainer-ride in the basement. So, "I don't need more," I told them. Well, so much for holding my ground.

How much do I like it? I brought my fat bike up to the Mont Sainte Anne Nordic center (east of Quebec City) in February. In case you do not know, MSA is a mecca for Nordic skiers, and the crème de la crème in North America. Period. It is outstanding and always a treat to ski there, but

dare I say that the skate skis were set aside for one of the four days, while the fat bike and I explored the great Canadian outback. It felt strange being in the lodge and putting on bike gear and not ski gear.

Why has a fat bike had such an effect on me? I don't know, it might be the big wide tires mounted on it. These plump knobby tires allow you to go places where a mountain bike cannot, and the wide contact-patch with low tire pressure (5 lbs.) means you can go up really steep stuff, too. The low tire pressure also makes the bike feel good to ride on rough surfaces.

If you're looking for a fun new ride, think about going to the fat-tire side of the force. You'll have a kid's ear-to-ear grin on your face every time you ride it. 

area bike shops. Local shops were happy to oblige. Derek made a working tour of Old Spokes Home (Bike Recycle Vermont's full-service sibling shop), Earl's Cyclery and Fitness, Skirack, and Outdoor Gear Exchange. One manager told Derek that BRV's program would be an amazing addition to his resume. He submitted applications to two shops and accepted an offer from Skirack. An avid downhill rider, Derek is excited to develop skills in suspension and hydraulic brake systems.

Back at BRV, Hock and his colleagues are evaluating the pilot year of the apprenticeship program and looking to build on its success in the coming year. Pam Laser, employment transition

coordinator at ReSource, testifies that the pilot program cohort loved working with BRV, as evidenced by their regular attendance, adding "they vote with their feet." As BRV continues to bring feet to pedals, Burlington may have an educational revolution on its hands.

Old Spokes Home and Bike Recycle Vermont are two bike shops creating access to bikes and the opportunities they provide for our community. You can support their programs by shopping at Old Spokes Home, taking classes, and donating used bicycles, parts, and gear. Learn more at oldspokeshome.com. The author is a mechanic at Old Spokes Home. 

signal is not a signal if the person you are trying to signal doesn't understand it. Two, it has nothing to do with biking. The broken chicken arm was developed as a way for car drivers to signal when their lights went out. Since we sit at the left side of a car, we cannot reach out the right window to signal, and so need to stick our arm out the left window.

Of course, not being able to use your right arm is not a problem on a bike. When coming to a corner, simply point. Everyone knows what pointing means. Point, and you will make for much safer biking for everyone.

Myth two: finish your water bottle at the bottom of a big climb to lighten the load. This one's a real head-scratcher.

Whether the water is on your bike or in your body makes no difference to the total weight that you are pulling up the hill. At this point the clever interlocutor will invariably respond, "But you will sweat out the water in your body!" But you are going to sweat out whatever water you are going to sweat out regardless of whether you drink a bottle beforehand. Drinking a water bottle does not cause you to sweat when you would not have done so otherwise. At this point I hear the response, "But what if your body has completely run out of water and stopped sweating?" If

6 Cycling Myths, Busted!

by John Orlando

I have a poster of bike racers during the '20s or '30s, smoking as they rode the Tour. It was once believed that smoking opened up the lungs before a climb. An even more recent belief was that racers must always keep the windows shut and the air conditioning off when in a car, even on the hottest days, or they would catch a cold.

We laugh about the ignorance of these beliefs, yet today's rider embraces many "truths" backed by no more evidence than those in the days of yore. Cycling is a tradition-laden sport, and "because that's how it's always been done" is by far the more common reason for action than

actual evidence. Here are six modern-day biking tales.

Myth one: signal with the broken chicken arm. I'm sure we've all seen riders signal a turn with an arm pointing up or down bent at a right angle at the elbow. There are two problems with this method. One, 90 percent of drivers don't know what it means (or bikers for that matter), and a

"This one's a real head-scratcher. Whether the water is on your bike or in your body, it makes no difference to the total weight you're pulling up the hill."

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Day Touring *cont. from p. 11*

862-1901; lightspd@comcast.net

Sunday, July 17

Ride: Willsboro Wanderer – 40m (M) and 55m (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 skips the big hill out of Willsboro.

Meeting Time: 8:15 for the 9:00 ferry

Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte (*not* the ferry parking lot)

Leader: Kevin Batson, 825-5816; kevbvt@gmail.com

Co-Leader: Donna Leban, 862-1901; lightspd@comcast.net

Social Ride Leader: Amy Ross, 324-2137; vtamy@comcast.net

Sunday, July 24

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

Meeting Time: 8:45

Meeting Place: Jeffersonville Fish and Wildlife Access (0.3m north of Route 15 and Route 108 intersection, across the bridge).

Leader: Phyl Newbeck, 899-2908; phyl@together.net

Co-Leader: Holly Creeks, 233-9013; creeksh@yahoo.com

Sunday, July 31

Ride: Not Quite Quebec – 51m (M) and 64m (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.

Meeting Time: 8:45

Meeting Place: Tractor Supply Company at exit 20 off I-89

Leader: Dave Merchant, 893-6794; dpierchand@comcast.net

Co-Leader: Joyce McCutcheon, 893-1690; mellowmiti@aol.com

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

For New Riders: Beginner & Intermediate Rides

Saturday, May 14

Ride: Introductory Ride for new riders. We will go 12-20m 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: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Amy Otten, 878-4070; amyotten@netscape.com

Co-Leader: Sal DeFrancesco, 363-0963; salnespl@gmail.com

Saturday, May 21

Ride: Introductory Ride for new riders. We will go 12-20m 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: Veterans Memorial Park, South Burlington, Wheeler lot

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

Co-Leader: Dorothy Pumo, 829-8729; dpumo5@gmail.com

Saturday, June 11

Ride: Introductory Ride for new riders. We will go 12-20m 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: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Amy Otten, 878-4070; amyotten@netscape.com

Co-Leader: Viola Chu, 735-7924; hviolachu@gmail.com

Saturday, June 25

Ride: Introductory Ride for new riders. We will go 12-20m 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: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Sal DeFrancesco, 363-0963; salnespl@gmail.com

Co-Leader: Holly Creeks, ??? 9013; creeksh@yahoo.com 

Membership Renewals

It's time! The GMBC depends on the continued support of members like you. Now that it's 2016, please consider renewing today. Complete and return the form on page 21, or visit thegmbc.com and click "Join GMBC" for details.

MEMBER DISCOUNTS

Did you know? GMBC members receive discounts at the following businesses. Please consider making your next purchase at one of them!

Note: Your membership will either be verified by your ID card, or against our membership list.

Action Sports Optics: 10% off on eyewear. Specialty eyewear for action sports (lifestyle sunglasses, cycling, ski, snowboard, running, golfing, off-road, fishing), and active lifestyle optics. Call Dan at 206-280-3369 to get the discount code.

Alpine Shop: 10% off on complete bikes or bike service; or \$25 off purchase of \$100 or more. Non-sale merchandise only; see store for other restrictions. 802-862-2714 / info@alpineshopvt.com.

Catamount Outdoor Family Center: 20% off on summer & winter memberships. 802-879-6001.

Earl's Cyclery and Fitness: 15% off on parts and accessories; 5% off on complete bikes. Road bikes from Trek, Giant, Scott, and BMC. Demos available. 802-864-9197.

FitWerx: Rider first bike fitting. Rider-matched bike sales: 10% off on parts & accessories. 802-496-7570 / info@fitwerx.com.

Myths *cont. from p. 13*

your body has completely run out of water and stopped sweating, you are not riding up a mountain; you are lying by the side of the road waiting to die. Besides, any water you take in at that point is not going to be sent back out; your body needs to keep it.

Myth three: lactic acid slows you down during a hard effort.

This one gets regurgitated by almost all trainers, spin instructors, and people selling you coaching programs.

First, your body does not produce lactic acid, it produces lactate. But ignoring the linguistic issue for a moment, lactate does not cause your muscles to burn. Your muscles burn because a build up of hydrogen ions turns your blood from slightly alkaline to slightly acidic. Lactate is produced as part of the process that removes it, and is actually an energy source.

Interestingly, the very people who discovered lactate never made the claim that it is a waste product. They only discovered that your body produces it during hard efforts. It was others who assumed that it must therefore be a waste product. It is like claiming that since your body sweats during hard efforts, sweat must therefore be a waste product that slows you down. But this does not keep your local trainer/spin instructor/fitness expert from parroting the story that you need to rid your body of that nasty lactic acid for the exact same reason that riders used to smoke in the Tour, because that is what someone said before them.

Myth four: ride during rest days on long tours to avoid getting sick.

Nearly all racers ride during rest days of long tours. The argument is that taking a rest causes you to get tired the next day or even sick. Bob Roll notes that he once became very ill during the Tour. As a result he thus spent the rest day in bed too sick to ride his bike. The next day he rode poorly, thus proving that resting makes you ride poorly the next day. Christian Vande Velde then explained that hard riding keeps the illnesses that you carry at bay, and rest allows them the opportunity to attack.

I guess this means that if you race every day you'll never get sick. Now, your average fifth-grader would say at this point, "But why are you assuming that it was the rest that caused you to ride poorly the next day, rather than the illness?" Has anyone done a study comparing racers who ride on rest days to those who do not? When you go to the doctor because you are sick, does the doctor prescribe rest, or two hours of hard biking? Yet, nearly all racers assume it is true for the exact same reason that riders once smoked—because that's how it has always been done.

Myth five: shaving your legs reduces the chance of infection from a crash. This one is not clearly wrong—it's just that there is no evidence that it is right.

Has anyone compared the infection rates among bike riders who crash with hairy legs versus those with shaved legs? When

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Myths *cont. from p. 15*

you crash, you should clean the wound as best you can no matter what the follicle status of the area. Do racers tell medical personnel “Don’t worry about giving it a good clean. I have shaved legs?” Mountain bike riders tend not to shave their legs, and I would venture to guess they crash at least as often, if not more than, road riders. Is there any evidence that they suffer more infections than road riders?


I have also heard that skin slides better over asphalt than hair, but has any rider slid his or her unshaven leg over a road next to a shaved leg to measure the relative friction? Maybe hair actually protects skin, similar to bike shorts.

Myth six: putting your kneecap over the center of the pedal with the crack forward maximizes power output. Ask a biker where to position your seat, and 99 percent will tell you to put your knee over the center of the pedal when forward. Ask them what studies show that this is the ideal position and they will go mute. There is simply no evidence that the knee-over-pedal position is better than all others. The justification given for the position likens the leg and cranks to a piston and shaft. When the pedal is forward the most efficient direction to apply force is directly downward.

While it’s true that the ideal direction to apply force to a circle is tangential to that circle at any moment, this means the position

is not optimal for the other 359 degrees of the circle, such as at the back of the circle, or top, or bottom. Maybe the ideal bike position is an average of all of the optimal positions around the circle. Pistons are actually placed directly above the center of the crankshaft, which would mean placing the knee right over the center of the bottom bracket on a bike.

Sure, all of these beliefs make sense to those that hold them, but so did the belief that smoking helped you on climbs. Bloodletting made perfect sense until someone decided to actually test whether it improved the chances of survival.

Many of today’s biking “facts” carry no more justification than the ones we laugh at from days of old. 

Discounts *continued from p. 15*

Intelligent Fitness: Resting metabolic rate (RMR) testing for \$99; aerobic threshold (AeT), anaerobic threshold (AT)/VO2 testing for \$149; or both for \$179. Add \$50 for watts analysis, and \$75 for steady state analysis. Bike/run testing for triathletes: \$239 (add \$30 for RMR testing and \$75 for watts and pace analysis). No minimum group needed. 802-985-4400 or 802-985-8290.

Inspire Physical Therapy: Approximately 20% off on non-insurance related services. 802-876-1000.

Skirack: 15% off on bike parts & accessories (helmets,

clothing, pumps, most wheel sets, etc.). 5% off on complete bikes. 10% off on everything else (such as xc skis & gear, snowboards & gear, running shoes, all clothing, and more. Excludes ski packages). 658-3313 or 800-882-4530.

Sustainable Wellness Massage: 20% off on all services. Call Jenn O’Connor at 928-308-0567.

Synergy Fitness: Enticing discounts on a variety of membership types. Call 802-881-0553 for more info, and be sure to tell them that you are a GMBC member.

The Bike Center: 10% off on parts & accessories. 802-388-6666.

The Edge Sports & Fitness: Discounts on 3- and 6-month, and annual memberships. 802-860-3343 or info@edgevt.com.

Vermont Chiropractic & Sports Therapy: First visit is free; 10% off future visits. 802-482-4476.

Vermont Fit: \$129 for a testing package of body composition, V02 max, anaerobic threshold, max HR, aerobic and anaerobic training zones. 802-656-5759.

White’s Green Mountain Bicycles and Outfitters: 10% off parts & accessories; 5% off complete bikes. 802-524-4496.



SENIOR GAMES

a report on the experience of our
very own GMBC members

by Andre Sturm

Every two years, more than 10,000 athletes gather to compete in one of 19 different sports during the National Senior Games, held over a two-week period in June. In 2015, six Vermont cyclists traveled to Minneapolis, Minnesota to test their grit in 5- and 10k time trials, and 20- and 40k road races. Andre Sturm offers a first-hand glimpse into the experience.

The Minnesota State Fairgrounds provided the perfect setting for the road races with slightly rolling, exciting courses featuring wide roads, good pavement, and excellent viewing opportunities for spectators. A lap was about three miles long, with multiple turns and side loops, and spectators near the start and finish could see the race go by three times per lap.

The Green Mountain Bicycle Club (GMBC) and its 1k2go race team had three starters for the road races: Al Lesage and David White in the 60-64 category, and Andre Sturm in the 50-54 category. The road races had perfect weather on both days, with a slight tail wind towards the finish. The speed was in all races consistently high, so that most races ended in a field sprint.

Day 1 was the 40k road race. Al Lesage and David White held their own very well, often to be found at or near the front of the field. In the end, they finished with the field in 19th and 20th places, respectively. This was even more remarkable given David had never done a crit before.

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Al Lesage (1st) and David White (4th), at the front of the men's 60-64 race. (Photo courtesy of Andre Sturm)

Sr. Games *continued from p. 17*

My own field started so fast that I did not know if I would even make it to the finish. Eventually, we settled into a consistent but high paced tempo. In the final field sprint I finished 4th, so close but oh-so-far from the medals. However, podium presentations are eight competitors deep, so it was a nice opportunity to represent Vermont, GMBC and 1k2go.

The next day was the 20k race. The advantage of the second day of racing is knowing the competition and the course.

Al Lesage and David White had discussed several strategies to be proactive and try attacks themselves, in order to avoid a mass sprint. Despite multiple attempts, in the end it came down to a field sprint again. Things went much better than the day before, though; Al finished in an awesome 5th place, and David improved his result for 16th place!

The pace in my field was again very high from the go. With 1k2go (pun intended), I was right at the wheel of the eventual winner, but it was like following an ever-accelerating motorcycle; I barely managed to hang on for 6th place.

So, there were two podium presentations with Vermonters involved: an excellent result.

After the road races, we had a day off from competition. In the evening there was the official “Celebration of Athletes” event at the CHS baseball stadium. New this year was the Parade of Athletes: at the beginning of the event athletes from the participating states march into the stadium behind their state flag, very much like the real Olympics. The Vermont delegation was pretty small, but the cyclists had a dominant showing and literally held the Vermont flag high. David, Al and myself; Dorothy Pumo from South Burlington; Laurie Cote from Essex Junction; and Susan Corjay from Colchester, all of

whom would participate later in the time trials (TTs).

The TTs are an out-and-back event, with a turnaround at the halfway mark. Mass-start bike races carry the inherent risk of crashes, and are not everyone’s cup of tea. Individual TTs are a bit safer; hence, there are different, and often larger numbers of, starters than for the road races.

Day 3 was the 10k TT. We had a special spectator and supporter cheering us on. Just a week previously, Craig Bibeau had moved back to Minnesota from Vermont, and he showed up in full GMBC regalia to support us there. That was awesome!

Dorothy Pumo was very happy to achieve her goal to finish in under 19 minutes; her 18:47 earned her 10th place in the 60-64 age group. Laurie Cote, in the 50-54 age group, unfortunately dropped her chain, and finished in 21:08—also in 10th place. For the 60-64 men, David White went first. His o-tone: “I left it all out there. It feels like the best TT I’ve ever done, so I feel great about it! My time: 15:02—good enough for 12th place out of 47 finishers.” Al Lesage could not get his heart rate up as he would have liked but still finished with 15:12 in 17th place. Excellent result he can be very happy about! The fastest time of the event came in my group, with 13:18. I finished in 14:57 in 9th place.

Day 4 was the 5k TT, half the distance and twice the pain. Dorothy Pumo finished with 9:35 in 13th place. Susan Corjay finished in 13th place in the 55-



GMBC/IK2GO racers Al, Andre and David after the race.
(Photo courtesy of Andre Sturm)

Sr. Games *continued from p. 18*

59 group. Laurie Cote kept her chain, and finished in 8th place, representing Vermont at the podium ceremony!


For the men in the 60-64 group, it was a tight race between David White and Al Lesage. Both rode 7:47, with David being 0.3s ahead. That was good for 14th and 15th place. The fastest time of the event came in the 50-54 group with 6:45. My own 7:35 was good enough again for 9th, just two seconds off the podium.

In the 2015 Games, Vermont cyclists had an excellent showing with four podium ceremonies. Hopefully there will be even more in 2017!

2016 is a qualifying year for the 2017 Games in Birmingham, Alabama.

The VSGA 2016 Vermont State Cycling Championships will be held Saturday, August 27, 2016 at Little Chicago Road in Ferrisburg; so all you over-50 cyclists, mark your calendars for a fun day of competition. Details can be found at <http://www.vermontseniorgames.org/>.

In order to qualify for the National Senior Games, you need finish as one of the top four Vermonters in your age group, which are in 5-year increments.

You may also qualify during one of the “open” State Games. To qualify there, you have to be in the top 4 of all participants in your age group. The next one will be May 15 at Walnut Hill Park in New Britain, Connecticut on a fun one-mile course. <http://ctmastersgames.org/individual-sports/cycling>. 



The Vermont delegation marching into the stadium. (Photo courtesy of Andre Sturm)

GMBC Clothing Orders

by John Witmer

GMBC's clothing for 2016 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 are some images on the GMBC website; take a look! There are two 2016 clothing orders. The first was submitted Feb 29, and items will arrive in late April. The second order closes on May 23, and will arrive in 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 on page 22 of this issue.** 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 men's size items: Women's sizes run about one size smaller than men's. For example, if you want a women's size medium, order a 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: www.voler.com/help/#HelpSizingCharts

Do You Know How to Ride a Bike?

by John Orlando

Do you know how to ride a bike? I don't mean, "Are you capable of riding a bike?" I mean, "Do you know what keeps you upright on a bike?"

I used to think that we ride a bike through the gyroscopic effect of the wheels. But it turns out that this force is not strong enough to do the job. Kids can ride scooters on tiny wheels with almost no gyroscopic effect. Plus, when a kid is learning to ride a bike, they are spinning their legs as told, producing whatever gyroscopic effect that exists, but still falling off (which is why they are so upset—at you).

Maybe what keeps us upright is balance over the wheels. In physics terms, this is keeping our center of gravity over the pivot point.

But balance cannot be it either, since forward momentum does not help with side-to-side balance, and so if this were what was keeping us up, then a moving bike would be no more difficult to balance than a stationary bike. Riding would require the equivalent of a continual track stand to stay upright, which most of us cannot do.

A quick search of the Internet found a number of explanations that also turn out to be wrong:

"The bicycle gods."

"Antigravity devices under the seats."

"Conceit and a sense of self-importance."

"Government conspiracy."

So what are kids learning when they learn to ride a bike? They are not learning what we think we are teaching them—to keep their feet moving, to stay centered over the bike. What they are really learning is that when the bike starts to lean to one side or the other, they need to turn their front wheel in that direction. This pulls the bike into a slight circle towards that side. From here a bunch of shadowy forces take over that pop the bike back upright. Once they learn to turn their front wheel in the direction of a fall, they stop falling. I wonder if explaining the principle to a kid would help them learn to ride a bike. My guess is that it would only confuse them.

This principle can be seen when standing and going slowly up a steep climb. Look down and you will notice that when you lean your bike to one side, you also turn your front wheel towards that side. This causes the bike to swerve a little, and then bounce back.

Now, the bike also helps a bit with a fork and steering design that causes the front wheel to turn on its own during a lean. You can see it by standing next to a bike, leaning it to one side, and watching the front wheel swivel in that direction. This also allows a bike to ride without a rider. Try pushing (someone else's) bike down a hill. Every time it starts to fall over, the front wheel will turn in that direction and re-right

"When a kid is learning to ride a bike, she is spinning her legs as told—producing whatever gyroscopic effect that exists—and still falling off. Which is why she is so upset—at you."

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The Green Mountain Bicycle Club 2016 Club Membership Application

Today's Date: _____

- ➔ Select type of membership: ☐ Single - Under 18 \$10
☐ Single - Adult \$25
☐ Family \$30
- ➔ Have you been a GMBC member in the past? ☐ Yes ☐ No
- ➔ Are you a League of American Bicyclist member? ☐ Yes ☐ No
- ➔ We infrequently get requests from third parties to send our members info. Do you wish to receive these items? ☐ Yes ☐ No
- ➔ Would you like a GMBC window sticker? ☐ Yes ☐ No

Would you like to donate to the Jr. development program that helps junior racers w/equip., clothing & more?

☐ \$10 ☐ \$15 ☐ \$20

Other _____

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

Name	
Address	
City, State Zip	
Home Phone	
Email Address	

Name of Member	Year of Birth	Sex	USCF Category (if applicable)	NORBA Category (if applicable)
<yourself - the one filling this out>				

- ➔ List emergency contacts (this data will appear on all of your ID cards): ☐ *Check here to use last year's data*

Name

Relation (optional)

Phone

First: _____
Second: _____

Please answer the following to help us determine activities the club should pursue:

- ➔ What are your interests? Check all that apply: ☐ Touring ☐ Fitness ☐ Mtn. Biking
☐ Commuting ☐ Bike Advocacy
☐ Road Racing ☐ Time Trials ☐ Criteriums
- ➔ Would you like to serve on any of the following committees? If so, select the appropriate boxes: ☐ Touring ☐ Newsletter
☐ Practice Criterium ☐ Time Trial
☐ Mountain Bike ☐ Public Service
☐ Green Mountain Stage Race
- ➔ Would you be willing to volunteer a few hours at the downtown Burlington Criterium on Labor Day? We need your help with putting on this popular and long-standing race. ☐ Yes ☐ No



Please make check payable to **GMBC** and send to: GMBC, PO Box 492
(Allow 4-6 weeks for processing) Williston, VT 05495

2016 GMBC Clothing Order Form

Size	Quan	Price	Total	Year/Item
_____	_____	\$51	_____	2016 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M-XL)
_____	_____	\$53	_____	2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M-XL)
_____	_____	\$53	_____	2016 Shorts (GMBC/Synergy) (M-XL)
_____	_____	\$56	_____	2016 Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$51	_____	2015 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (S,M)
_____	_____	\$53	_____	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (S,M)
_____	_____	\$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 with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$56	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____	_____	\$53	_____	2014 Shorts (GMBC/Synergy) (M)
_____	_____	\$51	_____	2013 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (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)
_____	_____	\$42	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
_____	_____	\$45	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____	_____	\$40	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	_____	\$12	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	_____	\$10	_____	2012 Gloves (GMBC) (S)
_____	_____	\$15	_____	2012 Aero Shoe Covers (GMBC) (M)
_____	_____	\$27	_____	2012 Thermal Booties (GMBC) (M,L)
_____	_____	\$40	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (M,XL)
_____	_____	\$40	_____	2011 Shorts (GMBC/Synergy) (M,L)
_____	_____	\$12	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$40	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	_____	\$10	_____	2011 Gloves (GMBC) (S,M)
_____	_____	\$40	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$42	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$40	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$42	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$12	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$10	_____	2010 Gloves (GMBC) (M,L)
_____	_____	\$45	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$40	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$12	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$40	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	_____	\$10	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$ 5	_____	2007 Arm Warmers (GMBC) (S,M)
_____	_____	\$20	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$15	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	_____	\$ 7	_____	2002 Shorts (FourStar) (S)
_____	_____	\$ 7	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

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Riding a Bike *cont. from p. 20*

the bike to keep it going until it runs out of steam or collides with the Ultimate Frisbee player at the bottom.

These experiments with riderless bikes lead some commentators to explain our biking ability entirely by the built in desire to turn the front wheel in a lean. But this assumes that we are allowing the bike to do its own thing without rider input. If that were true, then riding no-handed would be no more difficult than riding with your hands.

In fact, it's been proven that we apply the swivel principle by making constant, unconscious adjustments while riding a bike to stay upright. This was shown by the "Backwards Bike" that was built to turn the front wheel in the opposite direction of the handlebars. The inventor found that nobody could ride it even a few feet. He then trained himself to ride it through a long period of practice, and subsequently discovered that he had lost the ability to ride a normal bike. Take a look at the fascinating YouTube video on this called "The Backwards Brain Bicycle - Smarter Every Day 133."

The Backwards Bike can ride itself because it has all of the self-righting features of a normal bike, but we cannot ride it, and so we cannot be simply allowing the bike's built in desire to turn its front wheel to keep us up. It has also been found that we can ride a bike designed without the built in self-righting feature, but the Backwards Bike shows that we cannot ride a bike designed

to confuse our sense of steering, which again means that we cannot be allowing the bike to do its own thing.

It's also likely that balance and gyroscopic effect start contributing more as we get more experienced—some people can do track stands—but the fundamental way that we stay upright is through subtle adjustments using our unconscious application of the swivel principle.

Now you know how to ride a bike. 

"It's been proven that we apply the swivel principle by making constant, unconscious adjustments while riding a bike to stay upright."

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2016 GMBC team jersey

RACING AS A TEAM SPORT

a recap of the 2015 green mountain stage race

by Andre Sturm

Cyclists on professional teams race dozens of events together each year. They have training camps, train specifically for lead-outs and team time trials, and at the end of the season probably know each other better than they do their spouses or significant others. Things are a bit different for amateurs—particularly at the Cat 4/5 and Master's levels.

You know your spouse well enough to know your limits for training time and equipment. If you don't, you probably still have a significant other. Or not. And definitely should have upgraded to Cat 3 or better by now.

You have a job and family obligations, you train all summer long to get into decent shape, and then you sign up for what maybe your only race during the year: the Green Mountain Stage Race on Labor Day weekend. I admit, the GMSR, and the stage 4 Burlington Criterium in particular, is what gets me through all the boring indoor training sessions during the nine months of Vermont winter.

The beauty with the GMSR is that it is not only the home race with the highest number of local participants, but it is four days long, so plenty of opportunity to bond with fellow team members, some of whom I admit I only see on this occasion. Having trained

all year long for this highlight of the season, of course everyone wants to achieve the best result they can. The more amazing it is that every year in the Cat 4/5 Masters (the only group I have experienced and can speak for) we

have a 1k2go group that comes together and pulls off wonderful things as a team. One of the goals is to win the sprinters jersey.

For a gradient challenged sprinter like me there are only limited opportunities in the

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The 1k2go 2015 GMSR Cat4/5 Masters team (from left): Tim Cornell, Chad Phillips, Doug Gardner, Jim Strouse, Zach Gardner. Not in photo: Andre Sturm. (Photo courtesy of Andre Sturm)

Racing Team *cont. from p. 24*

GMSR before I get dropped in each of the road stages, so you better make it count. At the circuit race there are three sprints including the finish, and I am only there for the first one.

Jim Strouse gave me an awesome lead out to the first sprint of the day! With 1k to go I was on his wheel, he stayed on the front row, and with 200 to go he started the sprint, allowing me to come around with 100 to go, winning the sprint and getting the max points.

Next day, the road race has a single sprint after about 20 miles. Jim Strouse and Zech Gardner rode the whole time at the front and set an excellent speed, high enough to prevent breaks, slow enough to keep their sprinter (me) out of the red zone going up the hills. With 2km to go Tim Cornell joined Jim and Zech at the front and set a nice high pace, like a professional lead out train. The sprint eventually went very nicely, but I sat up too early and got nipped at the line to come in second. Missing the sprint win is always annoying, but with a team working for one and doing a perfect job makes it just outright disappointing.

Well, that just makes you more fired up for the last stage, the Burlington Criterium! The criterium has two intermediate sprints and the finish, for extra bonus points. Having won the first intermediate sprint, I was in the lead for the sprinters jersey.

Before the second intermediate sprint there was a single rider break. Doug Gardner jumped

after him, eventually taking the points for 2nd, and I got third, thus preventing my direct competitors to get any more points. The finish sprint was then icing on the cake with the win for me and the team, securing the sprinters jersey.

Thank you again to all of my fellow 2016 1k2go racers, since this was a true team effort; I could not have it done without you!

Here is a piece of trivia for you: did you know that since 2012 the Cat 4/5 Masters race of the Burlington Criterium has always been won by a GMBC/1k2go rider? And to boot, 3 of the 4 years we had two riders on the podium.*

*(2012: 1. Andre Sturm, 3. Ben Diver; 2013: 1. Tim Leclair, 2. Andre Sturm; 2014: 1. Rob Montgomery, 2. Andre Sturm; 2015: 1. Andre Sturm).



The author with his wingmen Jim Strouse (left) and Doug Gardner (right) with the sprinter's jersey: a true 1k2go team success! (Photo courtesy of Andre Sturm)

Is it Time to Replace Your Chain?

by Jim Weaver

One of the most ignored regular maintenance items on a bike is the chain. Oh, we all know the chain needs to be lubricated regularly. That is not what I am talking about. What I mean is the regular replacement of the chain.

The chain is comprised of literally hundreds of metal pieces that are rubbing together, and that combination of metal pieces is then rubbing against other metal pieces, i.e. the cassette and chainrings. The chain undergoes considerable stress and load, being heavily loaded and then unloaded as it returns to the rear derailleur, and all of this sometimes in a jerky fashion. It pulls against the sprockets of your cassette and the chainrings. It also has to undergo twisting forces en route from the cassette to the chainrings. This twisting is why cross-chaining is so discouraged, as it will wear your chain, and thus your cassette, more quickly.

If your bike is shifting fine, why would you want to replace your chain that is measuring as stretched? Having your chain replaced regularly will help your cassette last longer. Of course cassettes eventually wear out, but a worn out chain will more quickly wear out your cassette and chains are cheaper than cassettes. Most high end chains, such as a Campagnolo Record chain, are well under \$100 and many are closer to \$50. Meanwhile mid-level cassettes run \$100+ while top of the line

cassettes are often over \$300 (some are over \$600). An \$85 chain is cheap insurance if you have a \$655.00 cassette...

Have that chain replaced in a timely manner if you want to save money while having your bike shift better in the process!

The most common and easiest way to determine if a bicycle chain is in need of replacement is the use of a chain gauge, such as the Park Tool Chain Checker (which we carry at Fit Werx). A chain gauge measures chain "stretch"; more accurately it measures the wear in the holes where the pin engages the side plates of the chain. These holes gradually wear and, as the holes get bigger, the chain gets minutely longer. The Chain Checker measures this lengthening process, and is a very good indicator that a Shimano or SRAM chain needs to be replaced (Campagnolo says that their chains wear uniquely and chain checkers will thus not work).

What are some rule of thumb replacement parameters for bicycle chain replacement? For 10 and 11 speed drivetrains, assuming you have taken care of your chain, a good rule of thumb for all chains, Shimano, SRAM or Campagnolo, or other after-



market chains, is to replace your chain approximately every 1,500 to 2,000 miles. Some riders and riding conditions are harder on chains than others, necessitating more frequent replacement, and failure to keep your chain lubed and clean will shorten its life, sometimes dramatically, as well. Older bikes equipped with 9, 8 or 7 speed chains can expect longer chain life, and these chains are more heavily built than the narrower more modern 10 and 11 speed chains. However, even for these older drivetrains, most chains should be replaced every 2,000 to 2,500 miles.

Care must be taken when replacing your chain as each chain brand and generation often has their own nuances. For example, Shimano 10 speed chains are directional – there is an inside and an outside. If you install the chain with the wrong side facing you, it will shift very poorly (Shimano eliminated directionality on their 11 speed chains). For Campagnolo chains, there is a

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Chains *cont. from p. 26*


specific orientation recommended by the manufacturer for maximum strength, as well as a recommended direction of installation for the chain pin (i.e. installed from inside to outside).

Likewise, care must also be taken in using the correct tools. Generally a chain tool that was manufactured for 10 speed chains will not work properly with the new 11 speed chains and vice-versa. Want to change your own Campy chain? You had better follow all of Campy's directions meticulously, including peening over the pin, or else the chain will likely not hold together. Yes, you need special tools for this. A Campagnolo 11 speed chain tool is a marvelously engineered and constructed piece of equipment. However, costing over \$220, it should work smooth as silk. Similarly, Shimano's new 11 speed chain tool is not inexpensive either coming in around \$170. Park Tools, and others, thankfully make reasonably good alternatives that are less expensive.

If you have the correct tools, and plan to replace your chain yourself, you will notice that chains from the manufacturers usually come coated with gooey, thick, sticky lubricant that protects the unused chain against corrosion in transport. While you want to get this gooey lubricant off the outside of the chain (as it is sticky and will attract and hold dirt), do not soak your chain in a solvent to remove it. Many solvents wash the grease and lubricants out of the bushings, which will increase noise and

wear. I just use regular chain lube for this purpose; it helps cleans off the excess goop, while allowing the lube that was on the chain to remain in the vital places, such as the bushings. Regular cleaning and/or use of a surface bio-degreaser will eventually get rid of all surface grease on the chain.

While replacing a chain is not really complicated, it is often best left to a bike shop that has the correct tools and knowledge for the job. Cut the chain too short and you could have potentially catastrophic results, such as ripping the rear derailleur off the

bike. Too long and the bike will shift badly. You could cut the new chain to match the length of the old one, but that assumes that the old one was cut to the proper length, not always a safe bet. Consider having your chain checked/replaced during your annual tune-up to simplify matters and you will never have to worry about it. Let me get my hands filthy... 

***Editor's note:** This article is courtesy of Ian Buchanan, founder of Fit Werx in Waitsfield, VT, where Jim Weaver is the service manager. For more information, visit fitwerx.com.*

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