



PERSPECTIVES

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The pleasure of cycling


by Kevin Bessett

Sometimes when I am in a philosophical mindse—which is not often because it takes too much energy—I ponder my reasons for riding a bicycle. It is no surprise that there is not a single reason, and that mixed in to the parts tray are fitness goals, maintaining good health, and the pleasure of being on the bike. But what does pleasure of being on a bike mean? This is a question that I have not been able to articulate an answer to until the last few years.

Way back when I joined the club (in the early '90s) it had one of the best racing teams in the Northeast. I was in my late 20s and had just two years of pedaling in my legs when a friend convinced me to get into racing. I wanted to be part of this exciting scene, which was a very different avenue for me. Racing was really fun and challenging, as was training with others. There is something addictive about pushing yourself and dropping others (but not as much fun the other way around, which was too often the case). But in those days rarely did I appreciate

how special riding a bicycle was and the joy that it can bring you.

Flip the time machine back to the present. Now the bike is not just a fitness tool, but more a marvelous apparatus that allows me to use my own power to move forward for as far or long as I want or can go. Whether on dirt or asphalt, trail or path, I feel connected to my bike, the earth, and enjoying the natural surroundings. And in this moment I am taking a break from the concerns that life too often brings, which is very pleasant.

So after years of riding, and I guess aging, too, my answer to what does the *pleasure of being on a bicycle mean to me?* is this: it is an escape from the upheaval of modern day life and distress it can cause while using your power and self-determination to move forward on a route to enlightenment. The route you take is the route you need that day. In other words, it's freedom. Yes, that is deep. Throw me a life vest please. I can't wait until my next ride, and I hope the same is true for you! 

RICHARD'S RIDE

by John Williams

The Richard Tom Foundation's Karen P. Ward recalls last year's memorial ride:

"Kindred spirits united by bikes and the cause of remembering. Old pals and new friends gathered together for adventures on two wheels with gears grinding and smiles shining. Richard's Ride.

May 21st. The day of Richard's Ride began with a warm melody. Just as the sun was breaking through clouds, the song "Somewhere Over the Rainbow," with simple Hawaiian ukulele strings, came on the radio and spoke of Richard at the start of the day.

Richard's Ride brought together a group of cycling-loving folks. The day was full of smiles and stories about Richard Tom: a man of generosity, who knew the history of cycling, understood the mechanics of cycling, and passed along the joy of bikes.

In spirit, Richard was with the children at the start of their exciting ride. Their faces reflected the enthusiasm Richard exuded whenever he was on his bike; his 'play-like-a-kid' energy. All those happy faces rolled into the day's adventure.

Some rides on May 21st were more solo in nature for those who could not attend in person. As can happen when riding alone away from home, thoughts wandered from thinking of the event, to focusing on power and effort, to reflecting upon Richard. The clicking



Finishers of the inaugural Richard's Ride, May 21, 2016 at Cochran's Ski Area. (Photo courtesy of RTF).

continued on p.3

FROM THE VP's DESK ...

by John Williams

Don't tell anyone but Jane gave me leash for late submission. Perhaps *Perspectives* wouldn't be complete without an article from the desk of the VP.

Wednesday Rides

Bottom line: We had a good season! As in all years, ridership begins with a few early spring riders then swells to 35 or more on warm summer Wednesday nights. Ridership tapers as we move into fall – even with the blessing of many warm early fall Wednesdays. What I think is especially cool is that we pick up new riders late in the season. For reasons known or unknown, some choose to join in while the days are shortening. Another exciting aspect this season was to have young **Carson Cowhig** join the Peloton – always supported by his Dad **Steve Cowhig** who ensures that Carson makes it to the rides. More young riders, supporting Dads, and young GMBC members needed!

With shortening days, earlier start times, and higher traffic volumes, one Peloton regular suggested that we roll out in smaller groups (6 or fewer rather than groups of 12). I think this change enhanced our presence on the road by offering shorter, friendlier, and smoother pacerlines with less interruption to the flow of commuter traffic (credit to **Steve Gladstone**).

We concluded the Wednesday Ride season with the traditional “Tour de Pint” (credit to **John Orlando** for the moniker). The short ride was highlighted by a fierce KOM contest up Irish Hill. After the ride, about 12 GMBC members (some who did the ride, some who did not) gathered at Upper Deck Pub where with high ceremony and a


“What’s especially cool is that we pick up new riders late in the season.”

toast, **John Witmer** was crowned King of the Mountain.

BTW: Remember to renew your GMBC membership! There isn't a better deal from here, there, or anywhere that yields so many aspects and options for developing a healthy lifestyle while having so much fun!

VP Rides

On Saturday mornings a core group of riders set off to explore the highways and byways of Vermont's hills and dales. We visited many of the iconic rides and routes of the area – with a strong nod toward gap rides. Some of the standouts: Smuggler's Notch, Ap Gap, Jay Peak, Little Jay, Brandon Gap, Middlebury Gap, Whiteface climb. All of these are within the realm of epic and bear repeating year after year. I did occasionally mix in a few shorter, newish routes. The Crown Point ride and ferry return is also an annual trek for us. One ride we didn't fit in this year was the Mad River Century route. I hope to bring that one back into the fold next year. In October **Mike Coleman** led us on two mostly unpaved rides. Fall is a great time to do these rides – when the beauty of Vermont is peaking and traffic is very light, if any. Riding on unpaved brings with it a sense of relaxation and camaraderie that will not be experienced on paved roads with traffic.

I extend my thanks to the Wednesday riders and the VP riders for the help that you all gave to me through the season (many appreciated pulls!). We are bound by our common interests, we look out for each other, and we hang around and talk to each other after the rides. Sometimes about what we could have done better out on the road. Other times feeling puffed up for being the first to the top of Irish Hill or breaking a Strava record. Other times it's just fun talk. I really like that. 

Editor's note: Since we skipped the Fall 2016 newsletter, John's submission was actually quite early! (This is also the reason behind the look-back even as the new season begins). - Jane



Triumphant hill climbers. Top: Little Jay/Big Jay Saturday VP Ride; bottom, Whiteface Saturday VP Ride. (Photos courtesy of John Williams).



Richard's Ride 2016

continued from p.1

bike parts called up memories of Richard easily even though these wheels were in North Carolina, not Vermont. The bike, Richard's friend Tom, and in essence Richard, were the only companions on this spur of Richard's Ride.

Meanwhile, in Richard's home state of Alabama, on May 21st, Richard's childhood friend Mary held up a sign with the Richard Tom Foundation logo to motivate a Vermont competitor who raced in Alabama with the spirit of 'RT Quadzilla' in her heart.

The essence of the fine human being that was Richard Tom spread over May 21st like rays of sunshine on the wings of dragonflies and warmed the hearts of all present at Richard's Ride and those far from the event.

That essence says . . . **today** is a great day to be on a **bike!**"

Karen's words, above, reflect some of the joy, sadness, and beauty of Richard's Ride 2016, experienced by cyclists of all ages. For those who experienced the day, I'm sure it was a positive memory. I hope we will see many of them return for this year's ride (*see shaded box, above!*)

Efforts by the RTF's Board of Directors have resulted in some very positive impacts on our cycling community – impacts that reflect the positivity and joy that Richard brought to cycling and to the cycling community. Part of our mission is to enhance our safety out on the road. You might see some stunning Hi-viz Castelli vests sported by local cyclists. These were developed in partnership with Bobby Bailey, of 1K2Go Sports, as a way to promote increased visibility on the road.

Our second annual Kids' Crit at the Dealer.com Criterium was a tremendous success – offered free to the kids. A flood of registrations on race day resulted in about 50 kids racing several times around the City Hall Block. If you go to our FB page: <https://www.facebook.com/richardtomfoundation> you will see the intensity and smiles of young riders kicking butt around the course. Special

SAVE THE DATE!

Richard's Ride

When: Saturday, May 20, 2017

Where: Staged from Cochran Ski Area Base Lodge


How: Pre-registration opening soon

This year's event will include road and mountain bike rides for children and adults. Also, the winner of a Made in the USA, full carbon Trek Madone (gift from Earl's Cyclery and Fitness) raffle will be announced.

thanks to all of the volunteers who helped throughout the day! We were graced with the presence of Burlington Police Chief Brandon del Pozo who, along with 1 K2Go riders, were ride escorts. The consensus was that the kids were pushing the pace to the point where escorts had to accelerate to prevent kids from passing them! Mayor Miro Weinberger and Chief del Pozo headed up the award ceremony – every child a winner and every child received a medal. And special thanks to Alan Cote for the great job with announcing and coaching the kids on critical aspects of group riding (e.g., "Don't wave to your parents! Hold your line!").

Recently, RTF invited Emily Boedecker of Local Motion to a Board meeting to explore ways RTF can become more pro-active in advocating for safe cycling. This is an aspect of our mission that we want to strengthen. We hope to play an important role in this area, under the guidance of our Advocacy Chair, Tom Moody. Actions may cover a broad range – from small

steps to big picture: by encouraging the use of lights and mirrors (these simple devices can help prevent collisions!), supporting infrastructure (road) enhancements, to advocating for vulnerable users of roads through efforts with Vermont legislators. There was strong consensus (and data to back this up) that the more cyclists we have out on the road, the safer it is for all. So keep riding and bring your friends! Now if we could only figure out a way to change the mindset of those few drivers who harass us, things would be much improved!

One simple thing we discussed (and I have encouraged at GMBC rides) is a "Thumbs Up" campaign (first introduced in Colorado). It's kind of a no-brainer, but if we signal our thanks to drivers who wait until a safe time to pass, wave us through intersections, and provide us with our earned four feet of clearance – we show our respect to those who are simply driving home from work. Respect earns respect. 



A great day to be on a bike! (Photo courtesy of RTF).

Progress report: new GMBC website

by Dorothy Pumo

What do you want the GMBC website to do for you? Important functions for many members include providing schedules and maps for rides and races and providing a convenient way to renew memberships. In addition to member functions, our website also provides a virtual window into GMBC for potential new members and others in the community or visitors. Our previous site, well curated by our multi-talented and work-for-GMBC-aholic president Kevin, was beginning to show its age. Designed about 13 years ago before the invention of the iPhone, it struggled to accommodate newer smartphone and tablet formats.

So, last spring, in a crazed moment of trying to keep aging at bay, I volunteered to rework the website. Because of my lack of modern web expertise along with the members' need to have immediate access to the 2016 ride and race schedules, things rapidly became overwhelming and I took a hiatus for a few months. I came back to the project in the fall with the goal of having the new site running by the beginning of 2017. Please take a look around the revised site at the same address: thegmbc.com.


My goals for the revised website include:

- Maintain access to club archives, TT and Crit race results, ride maps, and other important club documents
- Maintain access to BikeReg for membership
- Improve integration of diverse interests (racing, touring, training)
- Utilize a calendar that shows all club activities
- Function well in different platforms (computers, tablets, smartphones)—although pdf access may still be difficult with smaller screens
- Present an updated and welcoming “look”
- Show people relaxing and having fun
- Show people riding hard
- Engage new members
- Have more white space
- Facilitate presentation and updating of touring rides, training rides and race schedules

One major change to the site is the Events calendar. The full calendar is located at the “Events” tab in the menu. An abbreviated list of immediately upcoming events shows on every page. Races, training and touring

rides will be color-coded and visible on the same calendar. Below the main Events calendar are instructions describing how to access different user views. The default view is a typical monthly calendar. In the monthly view, hovering over an event will show a popup window with most of the event information in smaller print. Clicking on the event will open a full page of the event information including a map to the event starting point and links to the route map, contact person, etc. I am aware that some people are concerned about the loss of the single-event tables that were used previously. Hopefully, the improvement in smartphone and tablet access along with the ability to get a quick view of all club activities will offset the loss of tables.

Another difference is the increase in photos. Having photos may make the site a bit slower, but I hope it provides a “friendlier,” more welcoming feel. Photos can age quickly, however; I urge members to submit club photos to grn.mtn.bike@gmail.com. A selection of photos of club activities will help maintain freshness and interest in the site.

Although the site's up and running, there are still a few nagging issues I'm aware of. The most disconcerting is that search engines are not always able to find our pages. I'm making some progress in fixing this, but as of this writing, I have not solved the problem. Advice from any web experts out there would be welcome! Also, some race results are still missing, but they should be available soon. There are likely to be a few additional missing links, glitches, and typos. Please let me know (dpumo5@gmail.com) if you find anything that needs fixing or if there are functions that you would like to see on the new site. Websites must continually evolve so ideas for change are always welcome. I extend my sincere thanks to Kevin, Joyce, David, Bobby, Phyl, both John W's, John B, Amy, Lan, Holly, Brian, Cooie, Jane, and RJ who helped with the construction and testing of the site and everyone who smiled for photos. I hope you'll enjoy the revised site and find it simple and useful. 



With the return of longer days, we hope to see you out casting shadows on the sunny roads! (Photo courtesy Lee Krohn).

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, or email her at jan@synergyfitnessvt.com for more info.

a blast. But after those nice little rollers the longer hills with some steep sections arrived. I was fine for the first couple. Then I remembered from previous years when we did this same route, that the hills just keep coming at you almost until you arrive in Essex for the ferry. By the time we got to the ferry, I was ready for a break.

During the ferry ride we had a chance to socialize, have a drink and a snack. The views of our lake were spectacular. I was not the only one to ride to the start from home. Two others also rode to the start. I was glad to have some company for the last extra stretch.

Once off the ferry, we rode together toward the Charlotte park and ride. Then 3 of us continued toward South Burlington. At this point the southerly breeze was a strong wind, fortunately at our backs! As we started up the hill on Bostwick Road, I shifted and heard a snap! Ugh -my rear derailleur cable broke. My rear cassette defaulted into the 11 tooth gear and that is where it was going to stay. I yelled over to Mike G and Jim who were riding with me that my rear cable broke and I couldn't shift my rear cassette. Mike G said, "oh, you'll be fine...". Yeah, I still had like 8 miles to go to get home and I was going to have to get up Irish Hill, I replied. Mike G said again, "oh, you'll be fine!"

We crossed route 7. Needless to say, I did not PR up Irish Hill, But I did manage to get up and over the hill on the bike. After that, with the strong southerly wind, I think I mostly blew home, thank goodness, my legs were sorta shot.

That's the VP ride – with my bonus miles from home and back 85 miles. The cable was replaced and my Cannondale Super6 was shifting nicely again. 

Saturday with the VP

by Sandy Dupuis

Our VP John Williams puts on great Saturday group rides. I enjoyed quite a few of these rides in 2016. I especially like the gap/notch group rides. But I decided to write about the ride from the Charlotte Park and Ride over the Champlain Bridge to the NY side of the lake with a return via the ferry at Essex NY.

It was the Saturday after GMSR, early September. The weather forecast predicted nice temperatures in the low 60s, rising to the low 80s and a southerly wind that would increase during the afternoon. I thought surely this route with the great weather forecast would bring in a big crowd for this group ride.

I woke up early as I nearly always do in the summer. Just a crack of daylight and I'm awake. I decided I might as well bike the 14 miles from my house to the starting point.

Much to my surprise, the "big group" was a group of 5 including me. We set off, taking turns at the front, pulling our little peleton. We were cruising along at a good pace. Seemed like it did not take long and we were at the store

refueling. Across the Champlain Bridge we went and then to the NY side of the Lake. Much nicer roads in NY – they pave their roads in NY. The NY side of the lake has some great hills. No Gaps or notches on this route, but there are plenty of good climbs and sections that get quite steep too. Once on the NY side, we had a southerly wind pushing us along! I enjoyed a little section with Mike Coleman of rolling hills. Mike would hammer away on the downhill and I would try desperately to hang on the back. Then the road would pitch up a bit and Mike would pull over and let me push up the hill. We alternated back and forth for several rolling hills. It was

"Across the Champlain Bridge we went, and then to the New York side of the lake. Much nicer riding there ... they pave their roads in New York!"

2016 Touring Season, Part II

by Phyl Newbeck

Our meager streak of three dry Sundays ended on July 10 when Addison Ambler was rained out. Dorothy greeted one rider who showed up at the start but he sensibly opted not to ride in the rain.

One week later, we had neither rain nor extreme heat for Willsboro Wanderer. Twenty-seven riders came out including several who were doing their first ride with the club and two women from Massachusetts who were in town for the Vermont Brewers' Festival. Four riders did the long version, several social riders did a medium route, and the rest did the famed Phyl shortcut which reduces the ride by four miles and eliminates one climb. There are plenty of other climbs on this route so those who did the foreshortened version did not feel cheated, particularly when they saw the expansive vista of the lake and the Green Mountains which this option includes. There were two minor crashes resulting in three different cyclists with skinned knees and elbows but all were able to continue riding. We are always amazed at the lack of traffic on this ride.

With the exception of a stretch on Route 9, there were virtually no cars.

On July 24, 19 riders headed to Jeffersonville for the Covered Bridges of Franklin and Lamoille County split roughly half and half between the long and short routes. My profound thanks to Steve Barner and Bob Ray who took the reins when both the leader (that would be me) and co-leader who originally were scheduled for the ride were unable to go. It was only fitting that Steve led the ride since he came up with the route back in 2007. He noted that there were 27 cyclists for that inaugural ride and several of those riders were back again this year. The light northwest wind provided a tailwind for the last stretch of the long ride and one plus to this year's excursion was brand new pavement on Route 100C for the short riders and on 118 for those on the longer route. One negative was yet another Franklin County coal rolling incident in Belvidere.

One week later, Not Quite Quebec brought out 15 riders including three who were new to the GMBC. Our

return to Franklin County thankfully featured no coal-rolling but we did have one aggressive driver. On the whole, the roads were virtually traffic free and with the exception of one dodgy descent, they were in very good condition. Only two riders did the short loop (52 miles), and one on the long ride (60 miles) decided to add to his mileage by taking each of the two spur roads heading to Canada. One cyclist declared that this is the nicest of all the rides in the GMBC catalog. Not Quite Quebec has lots of turns so you need to pay attention to the map but the result of all those turns is some of the nicest low traffic roads in the area.

Twenty-five riders met at the Burlington Ferry Dock on August 7 for the Double Ferry South. We used to ride on the Vermont side first but we've switched to New York since the Essex-to-Charlotte ferry runs more frequently than Burlington to Port Kent. The New York side of the lake has some serious hills but also some gorgeous vistas. Although there has

continued on p. 7

Three Johns and a Supermoon

by John Williams

In the darkness on election night, three Johns met at Richmond Round Church: Orlando, Witmer, and Williams.

My day began with voting and hopes for the future of our country. During my drive to work, I listened to a profile of Israel Kamakawiwo'ole on VPR. His "Somewhere Over the Rainbow" brought a sting and blurred vision; it always does this to me because of Richard's Hawaiian connections and the song's sweetness.

Concluding my day at work, darkness approached, and I changed to a riding kit.

We three Johns met, geared up at Round Church, and formed a tunnel of light piercing darkness along Cochran Road. In darkness perceptions change and this is true on a bike. Sensations of pedaling up or down are evened and surrounding sounds and sights are quieted. The soothing sizzle of tires on smooth road surfaces is comforting. The briskness of the night air, and our pace, is refreshing. Night traffic was light. The few cars respected our moving pod of light and they provided wide berth.

We maintained a lively pace out to Duxbury/River Road to our turn-around at the intersection of pavement and dirt. Conversation was limited as we focused on maintaining a tight paceline, trading pulls. Each of us Johns had internal conversations and thoughts, or maybe there were no thoughts at all – just a focus on the

continued on p. 8

Touring season, part 2

continued from p. 6

been some talk about moving the ride off Route 22, there really is very little traffic and some incredible views of the lake. Once back on the Vermont side, the roads got a bit flatter and most of us made our way to Charlie Auer's Boathouse for the GMBC picnic. Sal put together a combination of regular burgers, turkey burgers, veggie burgers, hot dogs and sausages, complete with cooked mushrooms, onions and bacon. Rumors that I consumed more than half the bacon have thankfully not been substantiated. Other riders brought side dishes and all kinds of scrumptious desserts. Two of us took a nice swim in the lake while others moved picnic benches into the shade to enjoy the feast.

Four weeks of dry weather was wonderful but five was too much to ask. Only the ride leaders, Pat and Tom, showed up for the first day of our Upper Valley Weekend and they got soaked on an abbreviated ride. Two more couples joined up on Sunday but one rider turned around after summiting the first hill; a casualty of the oppressive humidity. Two did the long (49-mile) route and had a few sprinkles fall on them while the remaining three thought the shorter loop (39 miles) was enough on a muggy day. For those who didn't want to travel down to the Upper Valley there was an alternate ride – Monkton Ridge. Twelve riders came out for that ride breaking into two separate groups. No rain fell but Amy Ross described the day as one filled with Hs – hot, hills and hard – although she admitted that some stronger H words also came to mind.

The weather was still a factor on August 21 for Buck Hollow and Beyond. Nineteen riders showed up in Milton but most opted for the short (40-mile) ride because of the stiff south wind (which propelled us rather nicely at the onset as we headed north) and oppressive humidity. The downhill sections on the way back were actually quite frightening when we were faced with any kind of cross wind. One rider broke his derailleur near the end of the route which made him thankful he had chosen the shorter option. Most riders headed

across Route 7 for ice cream to close out the steamy ride.

The weather was still steamy for Awesome Ausable on August 28. We started out with sixteen riders but lost one on the ferry when she discovered that two of her spokes were loose. The forecast predicted rain at noon at Lake Placid and 2 p.m. at Jay so we all decided to do the 60-mile ride and skip the last climb into Lake Placid. We were able to avoid the rain although the winds picked up pretty fiercely as we pulled into Fort Kent where two of us immediately jumped in the lake. One of the social riders had terrible cramps on the way back so another rider flagged down a truck who was kind enough to take her to the ferry. While she was walking her bike up a hill a state trooper slowed to a crawl and flashed his lights behind her to protect her. The New York roads are in really good shape and just outside Wilmington a bike lane has been added. Another nice part of this ride is the fact that most of it runs alongside rivers so there is a bit of a breeze off the water. Our hot and dry summer was in evidence as we crossed Ausable Chasm which was a trickle compared to its normal self.

Eighteen riders (including one tandem) met at Mount Mansfield Union High School on September 4 for the Jericho Jubilee. Another rider joined us at the Cupboard in Jeffersonville where to my horror I discovered they were out of maple-glazed apple fritters. Thankfully the maple-glazed donuts were still available. Normally I'd silently (okay, not so silently) curse the sadist who came up with this 4,000+ elevation gain ride (4,442 on one computer) but the truth is that I'm the one who mapped this route. Several riders did the short ride and another group did a mid-distance route but the rest of us soldiered on over the hills. One rider's shredded tire had two flats and eventually she had to flag down a car which took her to the vehicle of the rider who joined us along the way so she could drive back to MMU. The stripped pavement on the way to Fairfax was annoying but the gravel wasn't too uneven so we simply took it slow.

Eight of us headed to Island Pond for Moose Country Meandering on

Saturday, September 10 for the first part of our annual Northeast Kingdom Weekend. This gloriously low-traffic ride was once again a treat but, alas, there were no moose. We were a bit surprised by the stiffening south wind on the return trip on the flat-as-a-pancake Route 102. Two riders checked the forecast and headed back home while the rest of us had a nice dinner and spent the night at Pat and Tom's house. When we awoke on Sunday it was dry but that didn't last. Heavy rain, thunder and a bit of lightning meant a cancellation of the second ride of the weekend.

The forecast was pretty dire for Century Day. On Saturday, meteorologists were calling for a 70% chance of rain so seven GMBCers jumped the gun and rode the metric century course in a stiff south wind a day early. By the time Sunday morning rolled around, the forecast had improved but still only six cyclists arrived at Wheeler Lot just as the rain stopped. They were joined by one other rider along the course but lost one who dropped out early in the ride due to illness. In Bristol, they made the decision to stick to the metric ride and along the way they passed several riders who were taking part in the Tour de Farms ride. This is probably the most poorly attended century the club has ever had.

Waitsfield and Waterfalls has always drawn riders from central Vermont and this year's edition was no exception. A total of 13 cyclists came out for a lovely ride with rolling hills. Three riders turned around at Moss Glen Falls but the rest of us continued on to Texas Falls, leading some to wonder how the falls got its name (ditto for Texas Hill Road). There was one dirt section and a longer (and more annoying) stretch of scarified pavement but we survived those and many of us enjoyed sandwiches and pastries at the newly opened store in Hancock. The northerly wind picked up a bit for the return trip but we all made it back without any issues.


Our first unofficial ride in October started in Williston but as the ten cyclists took off, mist began to fall. First one rider peeled off, then three more and

continued on p. 8

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Thanks for your support!

anyone has some ideas on how to attract new riders, please let me know. In the meantime, I hope to see more of you on the road next year. 

“One of the stalwarts was happy for fresh apple pie and a cup of warm tea upon her return home!”

Touring season, part 2

continued from p. 7

slowly but surely all but the final two (who did close to 60 miles) headed back to the parking lot. One of those stalwarts was happy to be greeted by a fresh apple pie and a cup of warm tea upon her return home. We returned to Williston the following Sunday for a dry but cool day. Eight cyclists did a modified version of the Hinesburg Hollow ride which, while relatively short, provided a good workout due to the hills.

On October 16, our unofficial ride started from Jericho Elementary School. Seven riders agreed to do a 41-mile loop through Underhill into Cambridge and back through Fairfax and Westford. We had a stiff south wind on the return trip but the foliage was beautiful and several riders stopped to take pictures on some of the scenic roads. The weather was less accommodating for the first of two scheduled rides from South Burlington when some of us awoke to snow on the ground and a fierce west wind. Our solitary rider filed the following report:

On a cold, dark and windy Sunday morning in late October, one brave soul arrived at the Wheeler lot. Several minutes after the appointed time with no other riders in sight, the brave soul rode valiantly for 23 miles so that GMBC would not have to claim another “lost” ride due to the quirks of this year’s Sunday morning weather. The rewards were a few beautiful

glimpses of autumn-colored, snow-capped Adirondack peaks shining under patches of blue sky and a guiltless cup of hot chocolate. Note to Strava fans--no speed records were set on this ride--unless you want to talk about the slowest speed for riding down Irish Hill into the wind.

The last leaderless ride of the season was also scheduled to start from South Burlington and three intrepid women made plans to meet to close out the season with a bang. Alas, that was not to be. Light rain began falling and the three reluctantly agreed that with temperatures remaining in the low 40s, conditions weren’t ideal and the season ended as it began... with a wimper.

Last year I noted that our numbers were down; this year they were even worse. We had more rides rained out than any year in recent memory and some very hot and humid days but that doesn’t explain why only three of our rides had more than 20 people with the most popular of those garnering only 30 cyclists. Normally we have multiple rides with 30-plus cyclists and several in the 40s and even the 50s. In 2015 we theorized that the tragic loss of life on the road was the reason for our declining numbers and it’s possible that those deaths factored into reduced ridership this year. Although we have a great core of regular riders, we don’t seem to be attracting many new members; this year I believe there were only three newbies who rode with us more than once. If

Supermoon *cont. from p. 6*

exhilaration of a ride within the tunnel of light and enveloping darkness. My thoughts veered between Richard and hopes for the election and diminishment of divisiveness in our country.

The three Johns returned to our cars, packed gear, and headed home to learn of the results of election night.

Super Moon

One week later and under the brightness of the Super Moon President Kevin and I lit our lights and headed out on the route described above.

The pace was comfortable, the conversation good, the shimmer of reflected moon light on the Winooski River helped to cheer us up as we questioned the rationale of an election of a different President. We rode on, feeling good in energy expended and energy gained.

2017 Touring Schedule: First Half

by Phyl Newbeck

Beginner and Intermediate Rides for new riders

Saturday, May 6

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Chris Johnson – 373-9015 / cajohnson42@gmail.com

Co-Leader: Mark Dupuis – 864-5567 / mdd514902@yahoo.com

Saturday, May 20

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

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

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

Saturday, June 3

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

Meeting Time: 10:00

Meeting Place: 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 10

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

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

Co-Leader: Amy Ross - 324-2137 / vtamy@comcast.net

GMBC Day Touring Rides

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.

For mornings with questionable weather, please call the ride leader to make sure the ride is still taking place. Ride leaders are obligated to go to the starting point and provide maps but may choose not to ride if the weather is miserable.

Riders below the age of 18 must be accompanied by a parent.

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 before the ride to make sure those versions of the ride are taking place.

Additional local Social Rides will be scheduled as weather permits in the Champlain Valley. Please email lightspd@comcast.net to be added to the Social Riders email contact list, which is the only guaranteed notification for these rides. Weekend Social Rides are usually announced by Thursday.

Sunday, May 7

Ride: Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. Possible food stops include the Old Brick Store in Charlotte (no bathrooms) or a convenience store in Ferrisburgh for the long ride. Visit up to four of the five covered bridges in Chittenden County - the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte.

Meeting Time: 9:45

Meeting Place: Wheeler Lot, S. Burlington

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

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

Sunday, May 11

Ride: Vergennes Voyager – 26-mile rolling (E) or 39-mile flat to rolling (E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride rolls out by Kingsland Bay State Park before heading south to Middlebury. There are no big hills on this ride.

Meeting Time: 9:45

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

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

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

Sunday, May 21

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.

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

Saturday, May 27

Ride: St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35-mile (E/M) route goes out to Kill Kare Park and returns while the 50-mile (M) route continues on to Swanton and back. Both rides can break for food at St. Albans Bay.

Meeting Time: 9:45

Meeting Place: Georgia Park and Ride - For those coming from the Burlington area, we suggest carpooling at the Colchester Park and Ride at Exit 17 off I-89 or perhaps meeting at UVM or Veterans Memorial Park in South Burlington.

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

Co-Leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

continued on p. 11



The Green Mountain Bicycle Club 2017 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

	<u>Name</u>	<u>Relation</u> (optional)	<u>Phone</u>
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:
(Allow 4-6 weeks for processing)

GMBC, PO Box 492
Williston, VT 05495

2017 touring, first half

continued from p. 9

Sunday, June 4

Ride: Grand Isles Flats – One of the flattest rides of the season with a food break at the 20-mile mark. The 28-mile ride (E/M) circles Grand Isle and includes some dirt. The pace will be more casual than the long ride. Riders on the 58-mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and also a fossil bed. Unlike other GMBC rides, this one splits between the short and long at the beginning.

Meeting Time: 9:15

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

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

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

Sunday, June 11

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

Meeting Time: 9:15

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

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

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

Sunday, June 18

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

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

Sunday, June 25

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

Meeting Time: 9:15

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

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

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

Sunday, July 2

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

Meeting Time: 8:45

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

Sunday, July 9

Ride: Monkton Ridge Ride - Three options; 23 (E), 38 (M) and 48 (M) 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.

Meeting Time: 8:45

Meeting Place: Shelburne Village Shopping Center

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

Co-Leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

Sunday, July 16

Ride: Willsboro Wanderer – 40 (E/M) and 55 (M/S) options of hilly terrain on low-traffic roads in New York. There are two potential stops for ice cream. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro.

Meeting Time: 8:30 for the 9:00 ferry

Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte

Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

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

Sunday, July 23

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

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

Sunday, July 30

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.

Meeting Time: 8:45

Meeting Place: 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.

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

Co-Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

continued on p. 17



TRIP REPORT

cycling the véloroute de bleuets with equinox adventures

by John Bertelsen

According to the Saguenay-Lac St. Jean website, the Véloroute de Bleuets “offers an unforgettable experience and is the perfect path for all cyclists. No matter your age, if you’re alone or with friends, a cycling escapade in the land of the blueberries will be sure to please.” Here’s what one GMBC member has to say about his experience.

The 160-mile véloroute circles Lac Saint-Jean which is located about 140 miles north of Quebec City. The route shares some of Quebec’s La Route Verte, a cycling route that criss-crosses the province. The Véloroute de Bleuets is a very well marked cycling route consisting of about one half separate bicycle paths, and the other paved roads with wide shoulders. Some of the roads were highways with 50+ mph traffic, but the drivers gave us plenty of space. The véloroute is a big driver of local tourism; we were told over 100,000 rode the route in 2016. We chose to extend the tour to include some of the Saguenay.

Karla and I met the tour organizer Patrick of Equinox Adventures in Alma. We handed over our luggage and went over the tour route. Part of the material we received was a highly detailed map and guide of the veloroute and information on our lodging and eateries along the route.

Alma to Sainte-Monique: 25 miles

We left of Equinox office in Dame en Terre (earthen dam) and immediately crossed two other dams and bike ferried above another. A major export of the area is electricity. Others are aluminum and paper. The ride to Saint Monique took us through Parc National de la Pointe-Taillon, an entire peninsula dedicated to camping, hiking, biking and activities on the lake. Because of threatening weather we could not ride

the entire path around the park. As we approached Saint-Monique we saw fishing shanties lined up in the fields. The last mile into the village was a boardwalk path over the shoreline of the lake.

As we approached our lodging on Ile Du Repos we crossed a bridge over the first of many chutes (rapids) we encountered on the trip. It was mesmerizing to watch like the ocean.

Saint-Monique to Dolbeau: 30 miles

The first half of the ride was on the highway, but the traffic was light. Later we were on quiet side roads and a long section of new path through the pine forest. We spent some time poking around the village of Sainte-Jeanne-d’Arc with its dam, old mill and church. We saw the first reference to the Batisseurs, the builders of the dams, bridges and roads in the area, and we began to see evidence of the blueberry industry.

Our lodging in Dolbeau was a hotel overlooking the Chutes des Peres, a magnificent rapids over which thousands of gallons of water passed each minute. Before dinner we biked out the Route des Trappistes to visit La Chocolaterie des Pères Trappistes de Mistassini, monks who make chocolate, including chocolate covered blueberries.

Dolbeau to Saint-Felicien: 60 miles

We started out along highway 169 which also circles the lake. There was more traffic and a headwind. As a break we took a side route into the Parc des Grandes-Rivières on a sandy unpaved trail to the Neuvième Chute. We had the choice of returning to the highway as we came or continue on the path. Well the path turned into farm roads through blueberry fields as far as you could see. The riding became much more challenging as we rode over 100 feet high ancient sand dunes now covered in the boreal forest. We emerged into civilization in a little village with a cafe where we could get food. We spent the rest of the day dodging showers and fighting a 20 mph headwind and reached our lodging at 6:00 PM.

Saint-Felicien to Métabetchouan: 40 miles

Today was almost entirely on paths as the highway here is quite busy. We stopped at the Musée amérindien de Mashteuiatsh dedicated to telling the story of the Ilnu First Nations people of Lac St Jean.

We also discovered how much we depended on being able to speak to and understand the local population. We started having bike issues and needed a hardware store. Karla had broken her mirror, and we needed tape to fix it. Of

Trip report *cont. from p. 12*

the dozens of people we encountered during our week there were only about five who spoke English well enough for us to understand. The French-English dictionary we had was useless. There was a lot of hand waving and pointing, but we usually got what we needed.

Approaching Métabetchouan I noticed a bad hop in my rear wheel with no bike shops nearby. Our host that night contacted a cyclist in a nearby village, but he did not have a tire to fit my bike. I switched the tires putting the bad one on the front. That is when I discovered not only was the carcass bulging, but the wire bead was exposed on both tires.

Métabetchouan to Jonquière: 40 miles

I was able to contact Equinox the next morning. They actually offered to pick my bike up and bring it to a bike shop, get it fixed and then drive us to the next destination. So as not to miss a day's riding I asked if they could meet us ten miles along our route with two

700 x 32 tires. I changed the tires, we had lunch and were on our way.


Riding this day was largely along quiet back roads. We were now on the way to the Véloroute du Fjord du Saguenay riding the Route de Kenogami and the Route des Bâtisseurs into Jonquière. For the third night in a row we slept near a railroad.

Jonquière to La Baie: 25 miles

Much of the last day was on winding bike paths with much consultation of the map and attempted requests for directions in French. We biked past a huge aluminum factory and stopped at a fromagerie. Both Chicoutimi and La Baie had beautiful parks on the Saguenay Fjord. We saw the Petite Maison Blanche, the little white house that survived the flood of 1996.

The Equinox van driver met us in La Baie and shuttled us 70 miles back to our car in Alma. I can only say good things about this tour. Almost every meal was delicious including local trout, poutine and tourtière not to mention the local beer. Almost every town has

a microbrasserie. The people we met were friendly and patient with our poor French.

Even though much of the Véloroute de Bleuets is on bike paths it is challenging in parts. Several sections included short pitches of about 15%. On the path through the blueberry fields we scaled numerous short climbs. We never explored the extensive, more challenging routes further east along the fjord. There is even more cycling there. 



Byways lined with blueberries. (Photo courtesy of Google Images).

The 200/100: a dumptruck of awesome

by John Barner


Most GMBC members know about the 100/200 (a.k.a. 200-on-100), but a relative few have ridden this amazing Vermont double-century. Since 1984, the ride has stayed essentially the same, a loosely organized single-day ride from the Canadian border in North Troy to the Massachusetts state line, primarily following Vermont's scenic Route 100. For most of the past twelve years the ride has finished on Tunnel Rd, south of Readsboro, for a total of 210 miles.

The first half of the ride goes by quickly, with a few moderate climbs. It's after the Rochester half-way point where things start getting interesting. Three climbs of note are Killington (620'), Terrible Mt. (1210'), and Mt. Snow (1825' in 12 miles), which leaves you with 25 miles and still over 1000' of shorter climbs to go.

It's our experience that, even as tough as this ride is, it is within the capabilities of most experienced cyclists

who prepare for it. During the 1980s, a local woman who weighed perhaps 85 lbs. and had experienced two kidney transplants rode it successfully—twice! On the other hand, there have been many strong riders who started out strong, only to blow up on Terrible Mountain. The key is preparation and pacing. BTW, the "Dump Truck of Awesome" slogan was coined by pro racer Ted King, after riding it in 2011.

There are no registration fees. In fact, we like to say that there are no rules. People tell us they like the ride this way.

If the 100/200 isn't on your "bucket list," it probably should be. If it is—why not make this the year you ride it? If you are a 100/200 alum, come back and ride it again, as many have. The date this year is June 24th. Lots more information is online at <http://100-200.org>. 

“There are no registration fees. In fact, we like to say there are no rules. People tell us they like to ride this way.”

2017 GMBC Clothing Order Form

<u>Size</u>	<u>Quan</u>	<u>Price</u>	<u>Total</u>	<u>Year/Item</u>
_____	_____	\$51	_____	2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$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) (L)
_____	_____	\$51	_____	2015 Short Sleeve Jersey with ¾ 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) (L)
_____	_____	\$51	_____	2014 Short Sleeve Jersey with ¾ 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 ¾ 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)
_____	_____	\$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)
_____	_____	\$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)
_____	_____	\$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) (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)
_____	_____	\$10	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$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)

Clothing total: _____

Shipping:
 1 item: \$4.00
 2 items: \$7.50
 3 or more items: \$9.00

Shipping Total _____
 Grand Total: _____

Name: _____ Phone: _____
 Address: _____ Email: _____

Mail to: John Witmer, 147 Lamplite Ln, Williston, VT 05495 • **Checks to:** GMBC • **Q's** 864-5897 or witmerjohn@yahoo.com

2016 time trial summary


by Kevin Bessett

Last season went well, but participation was down. The average head-count per event was 19. This is pretty low when compared to 29 per event in '10. The lowest was 17 in '04 (the weather on many TT evenings that season was horrible). Over the last four years the average has been declining, and part of the reason for that may be due to the series visiting courses farther away in order to use lesser travelled roads. I wish there weren't so many cars out there.

Championship series age-group awards and overall-fastest awards were handed out at the annual club/pot-luck back in November. Sandy Dupuis return to the top as the fastest overall female, and a new guy was welcomed to the top spot for the men, Peter Dodds. Nice job to both, and to all age group winners. If you didn't get an award, I applaud you for riding the events. When you get right down to it, this is what really counts!

Thanks to everyone who helped time, too. I can't run the series without you. There were some fun facts given out at the meeting, too, like the fact that since '94, John Witmer has ridden 370 events. No one is even close to him. John Bertelsen is at 252 and I am at 212. Finally, over the span of '94 to '16 I have run approx. 459 events, added 1225 riders to the TT database, and entered 10,578 results. The truth is (sort of) that I'm going for 20,000. Certainly this would be a Guinness World Record.

I really enjoyed seeing everyone each week last season. It is impressive the number of people that keep coming back year after year ... some of whom now qualify for AARP (I'll plead the 5th on my qualification...but will say age is what you make it hitting the ½ century mark and beyond).

Be young, and if you are young, stay there in the mind when you're not! 

Membership Renewals

It's time! The GMBC depends on the continued support of members like you. Now that it's 2017, please consider renewing today. Visit thegmbc.com and click "Join GMBC" for details.

Last chance for clothing!

The second and final order for GMBC clothing **will be placed on May 22**. Don't miss out! Use the order form on page 14, or visit thegmbc.com/club-clothing to order online.



(Photo courtesy Lee Krohn).

2017 Time Trial Series

by Kevin Bessett

Cha cha cha changes. That is the theme for the '17 season.

Without wasting another second, let's get to it: The Huntington course will not be visited this season due to bridge construction (yes, this will affect your rides to App Gap, but there is a dirt road detour -- keep dirt in the back of your mind). Two courses will be retired:

Basin Harbor and Little Chicago. Both courses are great rides, but each has several stop signs, and bicycles are required by law to stop at them. This doesn't work for a TT. There are other issues at Little Chicago, one being a new parking ordinance in Ferrisburg.

The season will start a few weeks

later due to losing Little Chicago. You may remember that events in the last few weeks in April started at 6pm instead of 6:30 due to lack of daylight. Little Chicago was used for those two weeks because it didn't have rush hour traffic, and because it was out in the open. There is not another course that has both combinations.

Due to Huntington not being visited, the championship series will consist of two courses this year. They are South Greenbush and Jonesville.

In February I asked for suggestions for new courses, and thanks to all who replied. One suggestion was a dirt road TT. This is something I've been thinking about for several years, so let's have one and see how it goes. It will be on the Duxbury road and parking will be at the Power House dam in Waterbury. Aero bars and wheels will not be permitted, and road bikes are not recommended. Several suggested a TT on the Georgia Shore road in St Albans Bay/Georgia. GMBC used to have a TT on this road back in the 90s or maybe 00s. Let's visit up there again. The start and finish areas will not be the same as the old course. Course data will be posted on the website once details have been worked out.

Please check the schedule to see if you are scheduled to time. If you rode 4 or more TTs last year, you will be asked to help out this season. This may seem a little odd, but it is actually the tried and true method used for years to assure that enough people are at an event to help run it. IF THE DATE DOES NOT WORK FOR YOU for whatever reason, please try to switch with someone. Contact me if a replacement is not found.

Visit the club website or subscribe to the club listserv (see the website) for updates on the TT series. Looking forward to seeing everyone, and if you haven't tried a TT, come on out!

Course Descriptions

(see website for detailed information)

(New) Duxbury (gravel): This is a gravel road TT. See website for more info.

2017 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	Timers*
04	TBD (see website)	K Bessett
11	Cochran Road Extension	K Bessett, S Dupuis
18	South Greenbush ***	K Bessett, J Oakley, J Witmer
25	Jonesville ***	D Ambio, K Bessett
01	Mystery Course	K Bessett, D Rath
08	Smuggler's Notch	K Bessett, S Messier
15	Jonesville ***	K Bessett, B Dillon
22	South Greenbush ***	K Bessett, C & J Willsey
29	Westford Village	K Bessett, D White
06	Upper Pleasant Valley	C & S Cowhig
13	Georgia Shore II	B Anderson, J Bertelsen
20	Duxbury (gravel)	J Davies, R Phillips
27	Jeffersonville North	P Dodds, S Messier
03	So. Greenbush ***	D Barbic, S Flemming,
10	Westford Village	B Bailey, P Beliveau
17	Jonesville ***	A Lesage, J Williams
24	Bolton Hill Climb	M Hammond, G Van Den Noort

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 ☞

(new) Georgia Shore II: See website for more info.

Bolton Hill Climb: 6.86 mi. Parking: At rest area on Rt. 2 in Bolton (about 2-miles east intersection of Bolton Valley Rd. on Rt. 2). Start: At parking area, head west on Rt. 2. Take right on to Bolton access road and finish at top. Caution: It's a very fast descent off the mountain with a few sharp corners. Cochran Road Ext: 8.91 mi. Parking: See above, and at Honey Hollow parking lot on the Duxbury road. Start: See above. Course is same as above, but on way back, just before reaching start area, turn right onto the Duxbury Road and finish at Honey Hollow parking lot (about 1.2 mi from the turn). Caution: You are REQUIRED to reduce speed at this turn!

Jeffersonville North: 16.59 mi. Parking: As 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: 16.15 mi. Parking: Along Rt. 2 on east-bound lane west of start/finish area (all wheels off the pavement so more space for passing bicycles and cars). Start: On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the Waterbury Flea Market (about 2/3 mi from Rt. 100 intersection). Turn and head back to the start area. Caution: Look for traffic when making U-turn.

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.

Westford Village: 16.11 mi. Parking: Essex Center Grade School on Rt. 128. Start: Atop the hill just east of the school on Rt. 128. Ride north to Westford village and back. The turnaround will be placed after the sharp left-hand bend in the village. Finish back at the school. Caution: Look for traffic when making U-turn.

Instructions for Timers

When to arrive: 1/2 hour before start-time. *Timing gear & instruction:* provided by organizer. Know the course and rules, and please:

- Enforce helmet usage and sharing the road.
- Make each rider reads rules prior to sign up.
- Inform riders to be discreet if nature calls (or be disqualified).
- Keep riders on grass-side of orange cones at start area.
- Remind riders to yell start position 10 meters before finish.

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, 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.**
- 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 you lost.
- Your start position is the number of minutes you start after the event starts.
- A rider starts every 1-minute.
- Yell your start number 10 meters before finishing.

2017 touring, first half

continued from p. 11

Sunday, August 6 - proposed picnic day

Ride: Double Ferry South – 50 (M/S) miles starting with the Burlington to Port Kent ferry. The hilly terrain on the New York side brings beautiful views of the lake. The second ferry will take us from Essex, N.Y. to Charlotte and we'll return on flatter terrain back to Burlington. Bring money for the ferries.

Meeting Time: 7:45 for 8:10 ferry

Meeting Place: Burlington Ferry dock

Leader: Kevin Batson – 825-5816 / kevbvt@gmail.com

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

Last chance for clothing!

The second and final order for GMBC clothing **will be placed on May 22.** Don't miss out! Use the order form on page 14, or visit thegmbc.com/club-clothing to order online.

Membership Renewals

It's time! The GMBC depends on the continued support of members like you. Now that it's 2017, please consider renewing today. Visit thegmbc.com and click "Join GMBC" for details.

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OFFICERS' ROW

POSITION	NAME	EMAIL
President for Life	Kevin Bessett	kevinbessett@gmavt.net
Vice President	John Williams	ww5@myfairpoint.net
Treasurer	John Bertelsen	jo.bertel@gmail.com
Secretary	Cooie DeFrancesco	vtcdef@gmail.com
Touring Chair	Phyl Newbeck	phyl@together.net
TT Chair	Kevin Bessett	kevinbessett@gmavt.net
Race Team Chair	Bobby Bailey	rmbaileyjr@gmail.com
Burlington Crit Co-Chair	Sam Hoar	shoar@dinse.com
Practice Crit Chair	Andre Sturm	andre.sturm@earthlink.net
Advocacy Chair	Phyl Newbeck	phyl@together.net
Newsletter Chair	Jane Dunbar	jane.dunbar@gmail.com
Webmaster	Dorothy Pumo	grn.mtn.bike@gmail.com

Schedule of Publications and Deadlines

Issue	Deadline	Approx. Drop Date
Summer 2017	June 25, 2017	July 25, 2017
Fall 2017	November 15, 2017	December 15, 2017
Spring 2018	March 25, 2018	April 25, 2018



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