



# PERSPECTIVES

Vol 29 Issue 2 ♦ Fall 2017

## 2017 Time Trial Series


by Kevin Bessett

Ebb and flows. The last ebb occurred around 2010, and ever since then, the ebb has been receding. The 2010 season had an average attendance of nearly 30 people per event (several races had over 50 entered!), and this year the average was 12. It is interesting to note, too, that the average last year was 21. It is a huge change in just one year. The lack of riders this season surprised me, and it was more surprising that even the popular courses did not draw a crowd. Participation will pick back up in the future, but the days of averaging 25 to 30 per event are likely to be the rear-view mirror for some time.

The series dipped its toe into the dirt this season, with a mostly dirt-road event on River Road in Bolton/Waterbury. People liked the course. There will likely be another one in '18. Reach out to me if you have course suggestions.

Unfortunately, the season ended on a slightly sour note in August. A resident at the finish of the Bolton Hill Climb visited me (I was timing that night) to voice his opinion that we were "clogging the road" and causing a ruckus. There was little traffic to impede, and besides, time trials do not typically have much of an impact, especially if there are only 15 entries. I don't think we were loud, either. Fortunately, the encounter did not turn out to be a contentious one. He wanted to know my name and if I had a permit. I told him that I did not, but did notify the town (of Bolton) in April about the event. Since he declined to provide his name, he did not get mine. He walked away and started taking video. That night I sent an email to the town, and the response was not to worry

about it. One take away is that at quieter courses we need to be mindful of the sounds we generate. We are, after all, in their territory and diplomacy is what allows us to keep using courses.

Well, that's the season! But before I exit the stage, I'd be remiss if I didn't offer congratulations to everyone for coming out and riding during the season. Time trials aren't the most favorite thing out there to ride because they cause pain. So, you're a special breed! Dee Barbic and Phillip Beliveau earned the titles of being the fastest female/male this season in the championship series. Dee has earned this before, but it's Phil's first crown. To think that he's 10-years deeper into the AARP age-bracket than me, and is still averaging in the 25+ mph range), gives us younger people hope! Congrats to both, and to all the age-group winners, too. Awards handed out at the annual pot-luck/meeting in November. Thanks to all who helped out at events this season! 

## FROM THE VP's DESK

by John Williams

### GMBC VP Rides

GMBC VP Rides are the Saturday (sometimes Sunday) rides that attract a group of strong riders. Then there is me. Without going into explanations, my ride speed has varied from painfully slow, to "well at least I'm out here" slow, to "this is kind of fun" slow, and more recently to "hey this really is fun & I'm happy to be here" somewhat moderately fast. My pre-ride mantra to VP riders is "don't wait for me, I'm fine on my own." My priority is for VP rides to have a good "flow" without riders having to frequently wait for someone "off the back" although we frequently do regroup. With that said, I have been on the receiving-side of much help – with riders dropping back to pull me through in many sections. GMBC riders have a lot of heart and thank you. Here are couple highlights from the VP Ride season:

**Jay Peak, July:** This route is highly recommended. We started at the Enosburg Falls High School parking lot and worked our way via Water Tower Road through Berkshire and Richford. At mile 16, a seven-mile climb rears up with a steady incline steepening near the summit (North Jay, Route 105). The climb offers the reward of a terrific descent on smooth pavement. After a mandatory stop at the Jay Country Store, we tackled the Big Jay Climb (Rt. 242) followed by the second thrilling descent of the day to Montgomery Center. My tactic on the descents is to hop on the wheel of someone size-large like Mike Coleman, Mike Gretkowski, or Steve Z and depend on them to pull me along at speeds approaching 50mph.

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## Membership Renewals

**It's time!** The GMBC depends on the continued support of members like you. Please consider renewing today. Visit [thegmbc.com](http://thegmbc.com) and click "Join GMBC" for details.

# 2017 Touring Season

by Phyl Newbeck

The Unofficial Touring season got off to an inauspicious start with significant snow falling the day before the ride. Skis and fat bikes were certainly more sensible conveyances than skinny tires. The following week, nine cyclists arrived at Wheeler Lot in South Burlington and eight headed out on a 28-mile route with a bit of a chill in the air and a slight head wind. The ninth returned home to be reunited with his helmet and bike shoes. One week later, another eight riders met at Williston and did another 28-mile route down to Duxbury Road. Although most were the usual suspects, there was one new rider who moved to Vermont last fall.

April 23 was a sunny day with a slight morning chill in the air. Ten riders met in South Burlington and rode for 32 miles past a number of Chittenden County covered bridges. The sunshine brought out lots of other riders whom they passed on the road as the crew climbed roughly 1,500 feet. April 30 was overcast with temperatures in the 40's. That's not bad for April but the previous two days had been sunny with temperatures in the 70's so only six riders came to Jericho Elementary School for the last unofficial ride of the season. When the 0% chance of morning rain turned to 100% ice pellets, four riders decided to turn back at the bottom of Pleasant Valley Road. The remaining cyclists pedaled on and completed a loop on Upper and Lower Pleasant Valley Roads. Brian Howard said the good thing about the sleet was that it just bounced off the riders so they didn't really get wet. He noted that were it not for the blooming forsythia and redwing blackbirds, it felt like a late fall ride.

The weather wasn't very nice for the **Covered Bridges of Chittenden County** on the first day of the regular touring season. Two riders met our leaders at Wheeler Lot in South Burlington but opted against going out. One of the leaders went out by himself on roads which quickly dried and he lamented that others in the club missed out on the beauty of spring in full bloom. Two

weeks into the season and we were oh-for-two as the **Vergennes Voyager** suffered the same fate when one cyclist joined the ride leader in sitting in their cars in the rain before deciding that discretion was the better part of valor.

On May 21, the sun finally shone and 24 riders headed to Shelburne for the **Kingsland Bay** ride. Eleven did a 52-mile version of the medium ride which eschewed Silver Street for some less travelled roads, eleven did a slightly longer version of the short route to enjoy the good weather and two did an abbreviated version of the short ride to avoid the scarified pavement on Route 7. All the riders enjoyed seeing the nesting eagles along the way and several were treated to the sight of one of them perched at the edge of the nest.

May 27 was a beautiful day for **St. Albans Explorer** and 28 riders came out to enjoy the sunshine and light breeze with 12 doing the long version and 16 doing the short. We had two new riders who we hope will stick with us for the duration of the season. Although cyclists from both the short and long group made wrong turns which extended their rides, nobody complained since traffic was low and the roads were in good condition.

**Grand Isle Flats** usually brings out a lot of riders and June 4 was no exception. There were 27 riders, 21 of whom did the long ride. Six of those added some extra mileage by starting in Milton and finished the day with over 80 miles. It was the last GMBC ride for Kay and Arnie Tran who are moving to Utah. They thanked their fellow cyclists by showing up with baked goods. Another rider was celebrating a birthday that had as many miles as the long ride (58) and was greeted at the start with a rousing chorus of "Happy Birthday." In addition to the regulars there was a visitor from Connecticut and a couple from Massachusetts.

It was a hot June 11 for **Hinesburg Hollow** so three social riders started an hour early. Twenty-three other cyclists braved the heat and humidity with ten

doing the short ride and thirteen, in the words of ride leader Tom Kennedy "saying the hell with the heat and poking the devil in the eye" by doing the long. Some of the long riders cut the route short because of the heat. The only discordant notes were a few dropped chains, one of which resulted in a fall but no injury, and the realization that the Hinesburg General Store has closed. Van Sicklen and Old Creamery Roads are not in the finest shape so we're hoping they're on the VTrans list for repaving this summer. The search for shade was a good incentive to get up the hills as expeditiously as possible

It was another scorcher of a day for the **Champlain Bridge Ride** on June 18. Ride leader John Bertelsen deemed it an epic day and reported that one bike computer registered 89 degrees. Perhaps that's why only eight riders decided to brave the conditions. Five did the long ride (55 miles with over 3,000 feet of climbing) where they encountered improved pavement on White Church Road but a badly broken shoulder for a few miles on Route 22. The riders encountered a number of other cyclists including a group of Canadians who were circumnavigating the lake.

June 25 was a brilliantly sunny morning with pop-up thunderstorms predicted for the early afternoon. Twenty-two riders set forth on the **Jaunt from Jasper Mines** including several who had never ridden with the club before and a fifteen-year-old training for his first Iron Man Triathlon. The pavement on the very first part of the route leaves much to be desired but otherwise was in good shape. Several riders pedaled to the start. Roughly half the group planned to do the long route but gathering clouds led some of those cyclists to cut their ride a bit short. Aside from a short drizzle, all escaped the rain.

This year we continued our tradition of early season Saturday rides to introduce new riders to the pleasures of group riding. Alas, our first Intro Ride of the season was rained out.

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(photo courtesy of Kevin Batson)

# TRIP REPORT

## cycling the skyline drive

by Kevin Batson

*This famed road runs 105 miles north to south along the crest of the Blue Ridge Mountains in Shenandoah National Park. Seventy-five overlooks offer stunning mountain and valley views.*

On April 23<sup>rd</sup>, for the first time in twenty years, the Shenandoah Skyline Drive was closed to cars for the benefit of cyclists.

Fortunately, I happened to be staying at a friend's house just 45 minutes away in Sheppards town, West Virginia so that I could attend the Science March in DC the day before. Pre-registration was required for the ride and separately for parking. Both filled up early but finding parking in Front Royal is no trouble.

The ride was glorious, nice early spring blooms and great views of the Shenandoah Valley to the west and Piedmont mountain scenery to the east. For that early in the season the hills could be an issue, but I found it totally enjoyable riding the ups and downs from gap to gap. I climbed 5,000 feet going

from Front Royal at 660 ft elevation to top of Hogback Mountain at 3500 feet. Coming down was a blast, going 35 MPH for 5 miles at a stretch.

There were not that many cyclists, I saw about 50 for the whole time I was there and ten miles in, I was shocked to see a rollerblader! Hopefully, the National Park Service will make this an annual event.

Sheppards town is a very friendly town on the C&O Canal trail, just south of the Maryland border and north of Harpers Ferry. This is a very interesting, fun section of the 185 mile C&O bicycle trail. Be aware that the C&O is rough and not suitable for road bikes.

**“The ride was glorious: nice early spring blossoms, and great views of the Shenandoah Valley to the west, and Piedmont mountain scenery to the east.”**




Shenandoah National Park  
- Park map  
March 15, 2004 Lori



## Touring season, part 2

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The weather was better for the second scheduled ride on Mary 20 when four riders with a variety of experience joined four veteran GMBCers. The group stayed together and rode for roughly two hours with each gaining something from the assistance provided. The third ride was rained out, but we hit the jackpot for the fourth and last Intro Ride when 10 riders came to the starting location. One group did 14 miles while the second did 21 with a few hills. Again, we had two “extra” GMBCers show up to help things run smoothly. My profound thanks to the folks who volunteer on these rides and help get new riders on the road. 

## 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](http://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 \$210; 6-month is \$360; and the annual is \$615 (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.

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## 2017 Practice Criterium Review

by Andre Sturm

The 2017 GMBC Practice Criterium Series saw a return to the Essex Gauthier Drive course behind the Fitness Edge. The flat course with three turns allows for some very different racing than the Colchester Watertower Hill course, and with three 90 degree turns is also nicely suited for some cornering skill training.

Despite our hiatus from this course for a few years the businesses still remembered when I applied for the permit, “Oh, yeah, the Tuesday bike race!”. Although all of them were supportive of the events we found out the hard way that Bushey Trucking had more than doubled their business (which is good), which lead to about a dozen or so trucks entering the course during the races when returning from their day shift. While most of the drivers were mildly displeased by the 30 second detour, some were openly hostile, but fortunately without incident. While I am a strong believer that more presence will lead to more familiarity and possibly acceptance, we have to anticipate at least

as much truck traffic going forward. In addition, due to the two access points to the course we need two sets of marshals, always a scarce resource. Consequently, next year we will return to the Colchester Watertower Hill course, which has less traffic and requires only one set of marshals, although IMHO less desirable for racing.


For this year we had planned four events. The weather was perfect for three of them, the grand finale unfortunately got rained out by Thunderstorm. I would like to take this opportunity to thank again John Mauger III and John Stuart for marshalling all three events, but also Michael Hopwood, David and Michela Rath, Phil Beliveau and Doug Gardner, who helped out at one time or another. Dorothy Pumo was our reliable referee for all events.

The beginner C-race had a nice participation for the first two events, with three ladies in each one of them. The youngest starter, George Francisco, was 11, and the oldest, Sandy Dupuis, has celebrated her 29<sup>th</sup> birthday already

a couple times.

For both B- and A-races number of participants was down quite a bit compared to previous years, likely due to many local riders retiring from racing, but also the general shift in US cycling from road racing to gravel and other events. Nice exception was our second race, which was held under the “Throwback Kit Day” theme, that brought out a couple racers more just so that they could show off their previous team kits. Aah, good memories. The older we get the faster we were. It was also nice for the spectators to see diversity rather than the usual baby blue sea of 1k2go.

Lastly I would like to thank your reliable supporter SKIRACK. Thanks to them we could have some 20\$ gift cards as prizes, which will last into next season as well.

Hope to see you in 2018, either as a racer, marshal or a spectator. And be sure to take a look at the photos on the next page! 



# 2017 Practice Critérium Photos



Throwback Kit Day brought back many good memories of racing for previous teams, and made for a nice display for spectators. (All photos courtesy Andre Sturm).



Turn 3 marshal John Mauger III discussing affairs with a potential C-racer.



Race action in turn 1 at the Essex Gauthier Drive course.



Reliable marshal for all three events, John Stuart



Turn 1 marshals Michael Hopwood, Phil Beliveau, and long-time GMBC PCrit racer Mark Hammond



# The Green Mountain Bicycle Club 2018 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:  
(Allow 4-6 weeks for processing)

GMBC, PO Box 492  
Williston, VT 05495



# Why Time Trials?

by Sandy Dupuis


We are fortunate to have a Club President who has for decades put on the Time Trial series. There are the two or three championship courses and many other great TT courses, including flat ones and climbing ones. Certainly something in there for everyone!

I try to do many of the time trials during the season. Why? Well, because I am not very good as TTs, so I figure if I just keep practicing and training, someday I'll get better. TTs are a great training tool, so different from a group ride. TTs are called the ride of truth. No peloton to pull you, no big guy to tuck behind. It's just you, your bike and the clock.

TTs give you a chance to go as fast as you can. There are other benefits as well. I enjoy watching the junior 1K2GO racers, especially the ones that are barely teenagers. They bring such enthusiasm to the events. It's fun to see their progress as they get stronger. It's also great to see the veterans that are in their 60s and 70s. Hey: *Wait a minute!* That puts me in the veterans category! The racer dudes and triathletes come too. Fun to watch the guys on the TT bikes with the disc wheels go oh so fast. There's a spirit of camaraderie and support.

I first started riding regularly back in the days of VP Larry Coletti. I did a few Saturday VP rides with Larry. At one point he suggested I try some of the TTs. I was skeptical at first. Then once after a Wednesday night group ride I mentioned to Craig Schneider that I planned to go to the TT the next day to watch. "*Watch? You should just do it!*" he said. So, without any aero bars, TT helmet or TT bike, I just showed up with my road bike and did my first TT. How did I do? Well for me, ok. And then Larry explained another reason why he encouraged me to participate. He said he didn't want to always be last. But even if I was last, what I learned was I can go hard all by myself for several miles. And guess what else – I got faster too.

The number of participants is a bit lower compared to a few years ago. The number of female participants is

also less. The weather so far this season has not been very consistent. Far too much rain! But remember... unless it is dangerous, rain doesn't cancel a TT! And the cost of a TT? *Free!* Not many things in life are free. No more excuses. If you've even been thinking about trying a TT, I encourage you to just show up and do it. You might just surprise yourself and find some dormant power propelling you fast! 

**“TTs are called the ride of truth. No peloton to pull you, no big guy to tuck behind.”**

## 2017 Time Trial Championship Series Results

Here are the championship series results for the time trial series. Only GMBC members are eligible to compete in the series. Awards will be presented at the annual pot-luck/meeting in November.

Key:

-- Indicates not ridden

\*\* Indicates fastest male/female

F = Female / M = Male / T = Tandem

Bolded text indicates age group winner

Age Grp	Name	So. Grnbs h	Jonesville	Avg Spd
<b>F50-54</b>	<b>Barbic, Dee **</b>	<b>22.39</b>	<b>21.49</b>	<b>21.94</b>
<b>F60-64</b>	<b>Dupuis, Sandy</b>	<b>22.08</b>	<b>21.75</b>	<b>21.92</b>
	Clifton, Mary	19.22	18.54	18.88
<b>M13-14</b>	<b>Cowhig, Carson</b>	<b>20.73</b>	<b>20.25</b>	<b>20.49</b>
M30-34	Patch, Ryan	23.47	20.49	
<b>M40-44</b>	<b>Hanson, Whitney</b>	<b>24.21</b>	<b>24.40</b>	<b>24.30</b>
	Francisco, Steve	27.54	--	
M45-49	Dodds, Peter	25.86	--	
<b>M50-54</b>	<b>Hammond, Marc</b>	<b>25.02</b>	<b>24.35</b>	<b>24.68</b>
	Willsey, Jamie	24.96	24.30	24.63
	Witmer, John	24.00	23.70	23.85
<b>M55-59</b>	<b>Anderson, Brook</b>	<b>24.00</b>	<b>22.93</b>	<b>23.46</b>
	Messier, Steve	23.53	23.27	23.40
	Garen, Karl	20.22	--	
	Sturm, Andre	--	23.60	
<b>M60-64</b>	<b>Beliveau, Phillip **</b>	<b>25.68</b>	<b>25.85</b>	<b>25.76</b>
	White, David	23.49	23.25	23.37
	Van Den Noort, G	22.26	22.17	22.22
	Clifton, Woody	20.92	20.11	20.52
<b>M65-69</b>	<b>Rath, David</b>	<b>23.81</b>	<b>24.03</b>	<b>23.92</b>
	Dillon, Bob	--	23.93	
<b>M70-74</b>	<b>Bertelsen, John</b>	<b>21.68</b>	<b>21.33</b>	<b>21.50</b>
<b>M75-79</b>	<b>Davies, Jordan</b>	<b>17.63</b>	<b>18.68</b>	<b>18.16</b>
<b>T65-69</b>	<b>Belcher D, Tier D</b>	<b>15.38</b>	<b>14.49</b>	<b>14.94</b>

## From the VP's desk

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**Start of the Jay Peak VP Ride: Jay Country Store.** (Photo courtesy of John Williams).

The best part about this ride was that we had over 20 riders including a strong 1K2Go contingent.

**Brandon/Middlebury Gaps,** September: We did this route counter-clockwise (Brandon then Middlebury) starting from Middlebury Beef. We had some visitors from Maryland join us. Ruth and Jon were a good fit for our VP rider group and later communicated that the VP ride was the best of several they did while visiting Vermont (including Lincoln/Ap Gap and Whiteface climbs). With 14 riders, we soon split into "fast" and "not quite as fast" subgroups. After the beautiful roads along Lake Dunmore shoreline we settled into the Brandon climb. The descent on the east side is now a delight with new pavement all the way out to Rt. 100. Heading north on Rt. 100 for a brief five miles still sucks with an abundance of holes, cracks, and traffic. When we turned left onto Rt. 125 we were again treated to new smooth

pavement including the approach and climb to Middlebury Gap. Although re-paved, the challenging topmost 3K of Middlebury Gap has not flattened a bit! The descent on the western slope was terrific. I sought the wheel of President Kevin. Kevin has great descending technique! This was a good day, and yet one more great VP ride.

### GMBC Wednesday Rides

I think we have managed to keep the "rubber-side down" throughout the season or at least no injuries. Let's keep it that way!

We have had upwards of 40 riders participating on warm summer nights. Our Wednesday rides begin with a brief meeting where we discuss some safe-riding strategies and review previous rides to address any issues. Our overall objectives are to stay safe, minimize impediments to traffic, and of course have fun and gain fitness. I think we are accomplishing each of these objectives. Despite our efforts to minimize traffic impediments, I do receive the occasional complaint via e-mail. In my opinion, the complaints received this year were miss-interpretations of practices that we should be doing and have been doing. One complaint was accompanied by a photo of riders "spread across the road". This photo pictured us taking the lane in preparation for a left turn at a traffic light. Should do this! Another complaint claimed we were doing U-turns in front of cars on Bostwick Road and competing for town-line sprints. My response: this was not the

GMBC Wednesday ride!

The Wednesday Ride series will conclude on the last week of October. We will do a short ride that will include a KOM contest of Irish Hill. Post-ride we will assemble at the Upper Deck Pub for the KOM crowning and the high-energy buzz that follows any successful ride season. Wednesday riders from throughout the season are invited to join us at UDP (I will announce on the list-serve.).

I want to thank those of you who helped with the Wednesday rides when I wasn't there by sending out groups in an organized way. I missed several Wednesday rides this season – some due to work, some due to the physical issues I was dealing with through the summer. Thank you!

### Something new: Tuesday "Mostly Unpaved Rides"

I have taken advantage of Mike Coleman's knowledge of many of the dirt roads in our area. Mike has explored much of the local "off-piste" terrain. Fall brings with it a spirit of exploration at a time when unpaved roads are in excellent condition. I checked in with Mike and he quickly mapped out a 22-mile route of mostly unpaved roads and I announced a "Tuesday Mostly Unpaved" ride on the GMBC list-serve. President Kevin was quick to remind me (with a wink) that Tuesday evenings are reserved for his Richmond training rides. I had realized

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**Brandon/Middlebury Gap riders.** (Photo courtesy of John Williams).




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this but was quite sure that we wouldn't steal away any of Kevin's posse of riders (We didn't and Pres Kevin gave his approval!).

Thus far we have done three mostly unpaved rides, all mapped out by Mike. Our initial ride had three of us, the next



The views are beautiful when you get off the beaten track. (Photo courtesy of John Williams).

week four, and third week seven – a growing rider population! There are pleasing differences when unpaved rides are compared to the Wednesday or VP rides. Traffic is low and the road surface is textured, lending to a more relaxed pace such that conversations flow forth between riders. Our routes are doable on road bikes (although Mike has taken us “rogue” a couple times) and they finish as darkness descends therefore front and back lights are needed. These rides have a special feel to them when rolling along beside Lewis Creek with horses grazing in nearby fields, taking in stunning outlooks toward Camels Hump, or riding along roads that cleave golden fields enhanced by the glow of a rising moon to the east and a setting sun to the west. All of Vermont's beauty is seen in a new and different light when you visit the unpaved. 

## THANK YOU, COOIE!

Cooie DeFrancesco is handing membership over to Chris after 5+ years of volunteering. Over this time, she has become very active in the music world around the area, and the demands of that have become very high. Thanks, Cooie(!) for your help, and if you (the reader) have a chance to hear her sing, you will not be disappointed. Thanks to Chris for stepping up.

## ANNUAL MEETING NOTICE

The tentative date (which is subject to change) is Saturday, November 11<sup>th</sup> and will likely take place in Williston.

Gathering time will be around 5 PM. Final details will be posted on the website and sent out on the listserv. The evening will begin with dining around 5:20 PM on great food and deserts brought by folks. Drinks are provided by GMBC. Around 6:20 PM the meeting will begin. In the meeting will be a recap of the season from Local Motion, then club committee reports, election of officers, time trial awards, and general discussion.

Come on out and check it out! It's a fun way to put the season in the books with some great food, drink, and all in a festive atmosphere. Contact John Williams or Kevin Bessett.

## THANK YOU FOR ALL OF THE SUPPORT!

by Kevin Bessett

**GMBC is just a few years away from celebrating ½ century of existence! That's right, it is close to 50 years ago when a few IBM employees, and some others, decided to form a cycling club. For the record, I was only a few years out of diapers back then, and to think that GMBC is still going strong after all this time blows my mind. Not many cycling clubs in the U.S. can boast this length of service. The primary reason why GMBC can is because of a strong volunteer-base. Year after year, and in a few cases, decade after decade.**

**So, a hearty thanks to the crew that runs the club. It is your work that provides ride and race opportunities to folks, stuff to read and browse, clothing to buy, and that keeps GMBC financially afloat. But all of the event planning would be fruitless if the club did not have volunteers on event day. We cannot possibly do it all. And lastly, thanks to members for supporting and believing in GMBC. The club tries to make a difference in the community as best it can.**

# Richard Tom Foundation News

by John Williams

It has been over two years since we lost Richard Tom to a tragic crash in Hinesburg on April 26, 2015. With this loss, the *Richard Tom Foundation* (RTF) was quickly formed with the help of Tom Moody and our Board of Directors (friends of Richard Tom). Our primary mission has been to carry forth the spirit of Richard through events hosted by RTF. Events presented to date: *Richard's Ride* (2016 and 2017), *Kids' Crit* (2015, 2016, and 2017), Community Suppers at Hinesburgh Public House (2016, 2017), and free spin classes at Pulse Cycling Studio and Synergy Fitness (2016 and 2017). These events have become annual events for RTF.

## We do more than host events.

Thanks to the many generous donations received from individuals and area businesses we are able to pass along funds to organizations we believe Richard would support. Funds were directed to helping young children develop cycling and life skills through support to cycling camps including *Little Bellas* and *Catamount Outdoor*

## Family Center.

RTF is a non-profit partner with **Local Motion (LM)** by providing funds targeted toward LM's Regional Planning Committee. Local Motion is at the forefront of developing, proposing, and promoting safe streets for vulnerable users in Vermont. LM's efforts yield changes in roadway infrastructure so that we can feel and be safer on Vermont's highways and byways. Our support of Local Motion addresses some of the advocacy aspects outlined in our mission.

**A few more words about the Kids' Crit** which has become an integral and exciting part of the *Dealer.com GMSR/GMBC Criterium* in Burlington: The 2015 Kids' Crit was the first event hosted by RTF. In 2015 none of the BOD members had prior experience in organizing or hosting a cycling event. The idea for the *Kids' Crit* developed from memories of Richard's love for children and his friendly way of helping them select their first (or next!) bicycle.

Each year, this event is offered FREE to children ages 7-11. In 2015 we had 18 riders participating – all of them very excited to circle the City Hall block several times to the sounds of cheering family, friends, and spectators. While the event was billed as “non-competitive” – tell that to the kids! In 2016 we nearly doubled the number of participating children to 32. In 2017 we tripled the number of participating children to 60! Clearly this is a growing event which has become a favorite to race organizers and spectators. There are many **people to thank** for helping us build into the success of this



Richard's Ride is for all ages!. (Photo courtesy of John Williams).



event. To name a few: **Gary Kessler** GMSR Director, **Tom Moody** Dealer.com Criterium Director, **Alan Cote** announcer, **Burlington Police Chief delPozo** lead rider and awards, **1K2Go Team** lead and follow riders, **Jared Katz** and **Ben Bloom** photographers, and thanks to our **volunteers**. Thanks also to **Earl's Cyclery and Fitness**, **Ski Rack**, and **Terry Bicycles** for raffle prize contributions.

**Richard's Ride has become our premier event** staged from the Cochran Ski Area with many route options (road and trail) for families and cyclists of all ages and abilities. Based on the post-ride “buzz” and conversation that flowed around tables and groups of riders during lunch this was a very special day and was a reflection of the spirit of Richard. RTF provided free Lezyne USB rechargeable rear flasher lights to over 100 riders at Richards' Ride as a highlight of our commitment to enhancing rider visibility and safety on the road. **Many thanks** for the support we received leading up to and

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## Richard Tom Foundation

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during *Richards' Ride* including: **Jimmy Cochran of Cochran Ski Area** for his welcome to RTF and for his help with logistics, **Sam Cutting of Dakin Farm** for the delicious meats served up post-ride, **Jim Komarmi of EventSet** for the truss and fencing, **Andrew Boczar of Earls Cyclery and Fitness** for tech support and sag support, **Chris Morrissey ("CeMO") of Ski Rack** for tech support, and **VBT** for tech and rider support.

### Thanks to our corporate sponsors:

#### Yellow Jersey level sponsors:

Downs Rachlin & Martin (DRM), Earls Cyclery and Fitness, EventSet, and Vermont Bicycle Tours (VBT)

**Green jersey level sponsors:** Dakin Farm, Stone Corral Brewery, and Ski Rack

**Polka dot level sponsors:** ATC, Aquatec Environmental, Inc., Belgen Cycles, and Heart of Steel bikes (Georgena Terry).

### Thanks to our many individual donors:

We have received and continue to receive many generous donations both on-line and by-check. These donations form the financial basis for the strong and enduring foundation that the *Richard Tom Foundation* has become. If you are interested in contributing to RTF, you can do so on-line at [www.richardtomfoundation.com](http://www.richardtomfoundation.com) or send a check written to the *Richard Tom Foundation* to John Williams, 1645 Main Street, Fairfax, VT 05454. RTF is a 501c3 non-profit organization.



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