



PERSPECTIVES

Vol 30 Issue 2 • Summer 2018

Group Riding Tips *by Kevin Bessett*

Group riding is something that I have done for many years. It is fun being part of a group working toward a common goal of making it to someplace. It is especially fun taking turns pushing the wind and drafting. I know firsthand that it takes some skill and practice to become comfortable in a group, and all people in the group can do things to make for a better and safer ride for all. Below are a few tips.

Riding Behind Someone

Do not overlap wheels and keep at least a six-inch gap between tires. Ride with your front wheel several inches to the left or right of the wheel in front of you. This will help prevent your front tire from hitting the tire of the person in front of you, if they suddenly slow (touching tires would likely result in you going down).

Look ahead of the riders that are in front of you. A common mistake is to keep focused on the rear wheel that you are following. This is bad because you will miss what is going on ahead, such as riders swerving to miss a hole, or someone pointing to a hazard.

Be Vocal!

If you see a hazard or if you are slowing, say it. For example, point to where a hole is and say "hole". If you see a car behind the group, yell "car back." The same applies to making turns, if you see cars on the left or right, rail road tracks and so on. The warnings that you give will prevent crashes.

Be Predictable

You do not want to spook fellow riders or drivers. Be gentle on the brakes and be smooth. Sudden reductions in speed or swerving can catch riders behind you off guard and cause a crash.

Be Prepared

Anticipate events before they happen. See a car waiting to pull out? Be prepared for it to happen. See riders in front of you shifting left and right? Be prepared for bad pavement.

If you are in the front and a stop sign comes, take the lane. I highly recommend at busy intersections that the group stop and wait their turn. Use common sense. Proceed as a group and then single up. Do not get on the gas right away.

Wait for people to clip in. It is also a nice gesture to look back to see if someone is just off the back. If so, ease up and let them catch up. This would be appreciated. We've all been that person.

Sharing the Road

Do not ride two abreast unless there is a clear line of sight or a wide shoulder, and the road is not busy. Impacting traffic flow is a sure way to cause rage in some drivers. Always keep an eye out for approaching traffic from the rear. You and the group are likely to get more room. It is really handy to have a mirror on the bar-end so you can see behind you.

Hopefully these tips give you some insight into riding in groups, and how to make a group ride a better experience.



TNW group 'caught' doing the right thing, waiting at the red light at Bostwick Road and Route 7 in Shelburne! Photo by Lee Krohn.

First Half of the Touring Season

by Phyl Newbeck

Sometimes the cycling weather gods shine on us in April and sometimes they don't. This year was definitely the latter, with cyclists hitting the road for only two of our five unofficial rides.

The sun came out briefly at 10 a.m. for our first unofficial ride of the season but, alas, that was merely an April Fool's joke and the rest of the morning was filled with leaden gray skies, a stiff west wind and occasional flurries. Only two people showed up at Williston Central School but they enjoyed a loop that led them down to Duxbury Road and back.

The weather was less than agreeable on April 8 and even worse on April 15 so those rides did not take place, but on April 22, fourteen cyclists convened in South Burlington. Ten riders headed down to Shelburne Point via Dorset Street and Irish Hill Road. Several stopped for a studio tour along the way. Four riders from the VP group, which was meeting on Sunday instead of Saturday, did a longer, faster ride down Spear Street. A week later, a steady rain drowned out any thoughts of one last leaderless ride.

There was a chance of rain on May 6 for our opening ride, **Covered Bridges of Chittenden County**, but GMBChers were undaunted. Forty-one riders turned out including a number of folks from the 50+ Meet Up group who did the social ride. A set of new faces came from a couple who had just moved to Vermont from California, and celebrated their

first day in the Green Mountain State by riding with the club. Another rider had attended the intro ride the previous day and decided to take her new skills out on the group ride.

Thirty-six riders turned out on a beautiful Mothers' Day for our **Kingsland Bay** ride. That group also included a number of 50+ Meet Up folks and five members of the VP group. Only one rider did the full long route (65 miles) and another

drivers were mostly courteous.

Our weather luck ran out on May 20 when **Vergennes Voyager** was rained out. The weather wasn't much better for **St. Albans Explorer** on May 26. Of the several riders who showed up in Georgia, only four opted to get on their bikes when heavy rain fell fifteen minutes before the start of the ride. The remaining four chose to do a shorter (22-mile) route with only a little bit of rain for the last section.

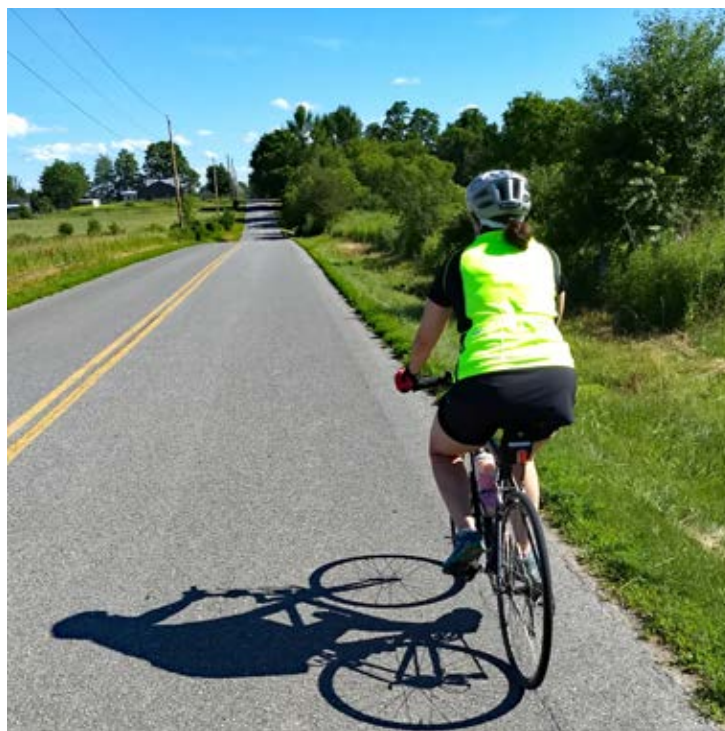


Photo credit: Lee Krohn

I feel guilty talking about how nice **Grand Isle Flats** was this year on June 3rd. It was sunny and in the 70's, with low humidity and surprisingly low wind (in contrast to the strong headwinds which we had on the pre-ride), so 44 cyclists came out to ride.

The bad news is that one of our riders suffered a serious injury while rounding a corner and hitting some gravel. Club members sprang into action and we were lucky to have one rider with emergency medical training, and another

twelve did either the medium (51) or a modified version (some shorter, some longer). Along the way we were treated to the sight of a nesting bald eagle pair, an osprey on a nest, and a crow earnestly courting a potential mate with a series of swooping maneuvers. While many started the ride with long sleeves, most shed their layers by the end when temperatures reached into the 60's. Aside from some truly horrific pavement on Shelburne Falls Road, conditions were quite good and

recently retired as a nurse who stayed with the injured cyclist until an ambulance arrived. Co-leader Holly biked back to the start to get her car, collected the rider's bicycle and drove it to the house of one of the rider's friends, because she had started the ride at a different location to get extra mileage.

Special thanks to the wonderful couple in whose driveway the accident occurred who provided water, a place to sit and bandages.

First Half Touring Season

continued from page 2

While wishing for the best for the injured rider, the rest of us kept going with roughly half the riders doing the long route, which had a few extra jags to keep us off Route 2 as much as possible. Since several cyclists on the long ride extended the trip by missing a turn on Isle La Motte, many of us finished just short of 70 miles.

We have had some horribly warm weather for **Hinesburg Hollow** in the past, but June 10 featured pleasant temperatures and low humidity. The hills, however, remained unchanged.

Thirty-four riders met in Williston for the ride with most opting to do either the short (28-mile) loop, or the social ride variation which added a few miles but eliminated some hills. One sad note was a dead bobcat which was seen on the side of the road. At least some of the twelve riders doing the long (50-mile) loop opted for some high-caloric pastries at Spear's

Corner Store in East Charlotte. We're not sure if that helped or hindered our subsequent climbs up Irish Hill and Walker Hill Roads.

Although the National Weather Service was advising people to stay out of the heat, ten riders decided to prove they could withstand the weather by doing the **Champlain Bridge Ride** on June 17.

Only three people did the long (55-mile) ride including one who admitted to being fried at the end. The two leaders did an intermediate version of the ride and felt no better, while five riders decided that the short (43-mile) loop was sufficient for such a humid day. Four social riders did a 30-mile version of the ride.

The following weekend, **Jaunt from Jasper Mines** was rained out.

We had seven riders on our first **Intro** ride of the season and although one actually fell off her bike early on, she got back on and kept riding. The second ride had only two additional

attendees, but because they had very different skill levels, it was wonderful to have two ride leaders.

Our third ride attracted four new riders and several of them joined the leaders on a trek to Shelburne Shipyard. For the last intro ride, seven beginner cyclists showed up despite threatening weather. One had attended a previous ride and all were capable of tackling the hills. My profound thanks to those who help out on these rides and introduce new cyclists to the joy of group riding.

The season is still young. Please join us on the road for our August and September scheduled rides and stick around for the leaderless rides in October.



GMBC Day Touring Ride Information

- 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 have a signed waiver from 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.

Second Half Touring Season Schedule

Date: Sunday, August 5

Ride: Double Ferry South – 41 miles (M/S) 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 a.m. ferry

Meeting Place: Burlington Ferry dock

Leader: Kevin Batson, 825-2618 / kevbvt@gmail.com

Co-Leader: Kerry Crosby, 578-4349 / crosbykn@comcast.net

Date: Sunday, August 12

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

Meeting Time: 8:45 a.m.

Meeting Place: Milton High School

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

Co-Leader: Dave Merchant, 825-3808 / dpierchand@comcast.net

Date: Sunday, August 19

Ride: Waitsfield and Waterfalls - Enjoy a scenic tour through the countryside of Waitsfield and Warren with a visit to Moss Glen Falls south of Warren (not the one in Stowe). 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 a.m.

Meeting Place: Waitsfield Elementary School (on the left

traveling south on Route 100).

Coming from the Burlington area, we suggest carpooling at the Richmond Park and Ride, Exit 11 off I-89.

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

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

Date: Sunday, September 2

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

Meeting Time: 8:45 a.m.

Meeting Place: Jeffersonville Fish and Wildlife Access (3/10th mile north of Route 15 and Route 108 intersection, across the bridge).

Leader: George Thabault, 598-3409 / gthabault@gmail.com

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

Date: Saturday, September 8

Ride: NEK weekend – Day 1 - Moose Country Meandering – 67 (S) loop up through Norton and Canaan on routes 114, 102 and 105 with (hopefully) more moose than cars. For the short ride we will do the new Kingdom Lakeview Loop which is a 50-mile ride and passes three lakes, one pond and one river.

Meeting Time: 9:30 a.m.

Meeting Place: Island Pond fishing access or along Route 105 in front of the Irving store.

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

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

Date: Sunday, September 9

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

Meeting Time: 9:15 a.m.

Meeting Place: Kingdom Trails parking area

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

Date: Sunday, September 9

Ride: Pleasant Valley Pedaling – The 50-mile route (M/S) travels through Jericho into Underhill and then via Pleasant Valley Road into Cambridge. This ride is an extension of the old Pleasant Valley Voyager.

Meeting Time: 8:45 a.m.

Meeting Place: Williston Central School

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

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

Date: Sunday, September 16

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

Meeting Time: 7:30 a.m.

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

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Metric Century Leader: Lou Bresee, 658-0597 / lakelou@comcast.net

Second Half Tour Schedule

continued from page 4

Date: Sunday, September 23

Ride: East of Eden – Ride 50 or 60 miles (M/S) through the rolling hills around Eden with your choice of a long, gradual climb up Route 105 or a shorter, steeper route on Route 242 up to Jay Peak. Last year we reversed the direction of this ride and we will be repeating that direction this year.

Meeting Time: 9:45 a.m.

Meeting Place: Eden Elementary School on Route 100, about ½ mile south of Route 118.

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

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

Date: Sunday, September 30

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

Meeting Time: 9:15 a.m.

Meeting Place: Highgate Elementary School, I-89 north to exit 21 in Swanton, take 78 east to Highgate Center, then left on 207 North, elementary school is on the left.

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

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

October 7 – Meet at 10:00 a.m. at Williston Central School for informal rides. Route and distance will be determined by those who show up.

October 14 – Meet at 10:00 a.m. at Wheeler lot, Dorset Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

October 21 – Meet at 10:00 a.m. at Williston Central School for informal rides. Route and distance will be determined by those who show up.

October 28 – Meet at 10:00 a.m. at Wheeler lot, Dorset Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

Benefit Tours

Tour de Slate: Riding to End Addiction - www.tourdeslate.org August 4, 2018

The route will cover Middletown Springs, VT and will highlight the slate mines in the area. Registration is simple and listed on the website.

Middletown Springs Church is sponsoring the event to raise funds for Vermont Adult and Teen Challenge, to help in the fight to end addiction in our state. Vermont Adult and Teen Challenge is a 15-month inpatient program that has one of the highest rates of success in the industry. We are also completing renovation of the first women's home so that women can recover from the pain of sexual abuse and addiction. We are also adding an additional 12 beds to our men's campus so that we can increase our impact in the community.



Tour de Farms - www.acornvt.org/tourdefarms September 16th, 2018

ACORN (Addison County Relocalization Network) presents the 11th Annual Tour de Farms, to be held in Vergennes, VT. This is the first time the tour is being hosted in Vergennes, and it finishes at the Vergennes Eat on the Green Food and Music Festival, so riders can expect totally new foods, landscapes and experiences.

The 2018 tour features a 30-mile route with six farm stops and a shorter, kid-friendly 10-mile route for those who prefer a more relaxed adventure. Over 30 local farms, food businesses and restaurants will be participating. Sample everything from organic fruit smoothies, pulled pork to maple scones! The tour is limited to 500 riders.



GMBC Time Trial Schedule

Subject to change - visit www.thegmbc.com for updates.

These events are FREE and open to all.

Date	Course Name	Timers
August 2	South Greenbush***	D. Barbic, S. Noel
9	Jeffersonville North	J. Willsey
16	Jonesville***	K. Bessett
23	TBD	M. Hammond, G. Van Den Noort
30	No Event - GMSR	

Table Key

* Timing assignments determined by rider participation last year.

*** Part of the Championship Series (see below for information).

How the Championship Series works: Your fastest average speed at Jonesville and South Greenbush is averaged to come up with an overall average speed. Awards will be presented to those who post the fastest overall average speed in their age group. The overall fastest male and female will each receive a trophy to keep for one year! Anyone can ride on a championship course, but only GMBC members are eligible to compete for awards.

Helmets required and **NO RIDING TWO-ABREAST** at any time.

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



Course Descriptions

South Greenbush: 8.32 miles.
Parking: Off Thompson's Point Rd, in a field on left just before the railroad tracks (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 the U-turn.

Jeffersonville North: 16.59 miles.
Parking: At the Jeffersonville 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 miles.
Parking: Along Rt. 2 on east-bound lane (all wheels MUST be 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 miles to the entrance to the SunCommon building. Turn and head back to the start area. 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.
- Enforce helmet usage and sharing the road.
- Make sure 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 is 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.
- Your start position is the number of minutes you start after the event begins.
- A rider starts every 1-minute.
- Yell your start number 10 meters before finishing.

Time Trials: The Race of Truth

by Dee Barbic

Time trials (TT) have been referred to as “The race of truth” and that truth is different for everyone. As I sat down to draft this article I realized that this is really an opinion piece about what time trialing is like for me, and why I like biking as a sport. Maybe it will encourage others, especially women, to give it a try.

My own perspective is the only one I know, so whether my experiences are unique to being a woman or not, I really don’t know. What I do know is that I’m an adrenaline junky and I really enjoy being out on my bike, whether it’s going as fast as I can push my body to go in a criterium or trying to walk on shaking legs after a time trial, or the comradery of a hard group training ride, I love it all.

In the beginning: like most kids, I spent endless hours every summer wheeling around on my bike. It was a stunt bike as much as a mode of transportation and it was always fun. When I was about twelve I got a 10-speed Schwinn with drop handle bars—something that in my mind resembled the bike that Greg Lemond rode in the Tour De France.

Eight-mile treks on country roads to the town pool each summer day became a racing event. Each day was an attempt to make the trip faster than the last and every year my goal was to be quicker than the summer before.

As I got older running became my sport of choice, but I have always had a bike of some sort, something to get me around campus when I was in college, another for getting around on trails. Eventually, competitive running became difficult due to many knee surgeries. Biking was suggested by my orthopedist as a way to keep me out of her office and the OR, and still allow me to remain active with a little less stress on my knees.

I was fortunate to connect with GMBC through word of mouth, and I quickly discovered how little I knew about biking and how different it is than running. After completing my first road race I remember being as mentally drained as I was physically fatigued, and the experience was unlike any other competitive event I had done.

As I got hooked on this sport I learned of the different types of racing: criteriums, time trials, circuit races, stage races, CX, and I found time trials to be a good fit for me in many ways. The first is the nice time gap between riders, which means less chance of crashing into someone: always a good thing!

The other aspect of TTs—at least for me—is it’s really a race against myself. I look at my times each year as compared to the previous year, and each course ride throughout the season, and try to figure out what worked well and what I need to improve upon. I am by no means any kind of expert on analyzing training or rides, (I have a coach for that), but I can tell if I am faster or slower, how my legs and body feel at different points on the course as compared to prior rides, and try to make sense of it all so that I can be faster the next time around. I can offer some tips—and they may seem like common sense to most—but I needed the experience to learn from.

Don’t do a six or seven mile run Thursday morning before the TT,



Photo Credit: Brian Conchieri

Time Trials: The Race of Truth

continued from page 7

don't do a hard training ride Thursday morning before the TT, and it's okay if you are drooling at the end of a TT.

The other measuring stick I use is how many people pass me. When I first began going to the Thursday night TTs I was sure to be passed by multiple riders in spite of the one-minute gap. I waited for the inevitable humming sound of a disc wheel rapidly approaching from behind, and the slight cloud of dust left in the rider's wake. One of my target goals was to reduce the number of times I was passed: still a work in progress.

As much as I look at TTs as a race against myself, it *is* a competitive event. For anyone looking to get into some type of competitive riding, TTs are a great place to start. Some people will ride these on road bikes without any of the speed accoutrements like aero bars, aero helmet, disc wheels or a speed suit. There is even a couple who rides a tandem bike!

There are definitely high-end riders with exceptional bikes, equipment, experience and speed who ride these as well, but the point is the TT offers the opportunity for people with a variety of experience to come out and enjoy a little competitive riding.

I will also say that a LOT of effort goes into organizing the weekly TT events (as well as the criterium nights and training rides), and the work put in produces an organized fun event for all of us to enjoy and take part in.

As far as the woman's perspective: it would be really nice to see more women at the Thursday night TTs, as well as the Tuesday night practice criteriums, the Tuesday

and Wednesday training rides and Saturday group rides. I can understand how some of these might seem a little intimidating, but once you make the leap you will be happy you did. I've met some great people who have a wealth of biking knowledge and skill, and they have been a terrific resource for a rookie like me.

So, if this seems like something of interest to anyone reading this article, give it a try. You will gain the opportunity to go fast on your bike, get your adrenalin going, enjoy a Vermont summer evening and meet some great people who love to ride bikes. Check out the GMBC web site for the Thursday night TT schedule: <https://thegmbc.com/time-trials/>

"If this seems like something of interest to anyone reading this article, give it a try. You will gain the opportunity to go fast on your bike, get your adrenalin going, enjoy a Vermont summer evening and meet some great people who love to ride bikes."



GMBC Clothing: Order From the Inventory

Size	Quan.	Price	Total	Year	Item
		\$53		2018	Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,L)
		\$60		2018	Shorts (GMBC/Synergy) (M,L)
		\$64		2018	Bib Shorts (GMBC/Synergy) (M,L)
		\$53		2017	Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,L)
		\$59		2017	Shorts (GMBC/Synergy) (M,L)
		\$63		2017	Bib Shorts (GMBC/Synergy) (M)
		\$17		2017	Arm Warmers (GMBC/Synergy) (M,L)
		\$17		2017	Gloves (GMBC) (M)
		\$50		2016	Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy)
		\$52		2016	Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,XL)
		\$52		2016	Shorts (GMBC/Synergy) (M)
		\$55		2016	Bib Shorts (GMBC/Synergy) (L)
		\$50		2015	Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy)
		\$52		2015	Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
		\$52		2015	Shorts (GMBC/Synergy) (S)
		\$55		2015	Bib Shorts (GMBC/Synergy) (S,L,XL)
		\$22		2015	Aero Shoe Covers (GMBC/Synergy) (L)
		\$17		2015	Gloves (GMBC) (L)
		\$50		2014	Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy)
		\$55		2014	Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
		\$52		2014	Shorts (GMBC/Synergy) (M)
		\$50		2013	Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy)
		\$55		2013	Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
		\$52		2013	Shorts (GMBC/Synergy) (M)
		\$55		2013	Bib Shorts (GMBC/Synergy) (XL)
		\$22		2013	Arm Warmers (GMBC/Synergy) (L)
		\$40		2012	Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
		\$37		2012	Shorts (GMBC/Synergy) (S,XL)
		\$10		2012	Arm Warmers (GMBC/Synergy) (S-L)
		\$7		2012	Gloves (GMBC) (S)
		\$12		2012	Aero Shoe Covers (GMBC) (M)
		\$37		2011	Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (XL)
		\$37		2011	Shorts (GMBC/Synergy) (L)
		\$10		2011	Arm Warmers (GMBC/Synergy) (M,L)
		\$37		2011	Wind Shell Jacket (GMBC/Synergy) (L)
		\$7		2011	Gloves (GMBC) (S)
		\$37		2010	Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
		\$40		2010	Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
		\$37		2010	Shorts (GMBC/Synergy) (XL)
		\$40		2010	Bib Shorts (GMBC/Synergy) (S)
		\$10		2010	Arm Warmers (GMBC/Synergy) (M-XL)
		\$42		2009	Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
		\$37		2009	Shorts (GMBC/Flatbread) (XL)
		\$10		2009	Arm Warmers (GMBC) (L)
		\$7		2009	Gloves (GMBC) (S-L)
		\$17		2003	Short Sleeve Jersey (Invensys) (S)
		\$15		2002	Short Sleeve Jersey (Invensys) (WM,WL)
		\$5		2002	Shorts (FourStar) (S)
		\$5		2001	Short Sleeve Jersey (Excite/SmartFuel) (S)

GMBC's clothing for 2018 continues the popular vibrant colors introduced in 2017. It features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from previous years. There are images on the GMBC website: take a look! The Richard Tom Foundation logo was added in 2017.

To order inventory clothing, use the inventory order form on the GMBC website. The web order form reflects the current inventory, or you may use the order form here. Mail it along with a check made out to GMBC. The clothing is made by Voler. Add payment for shipping if you want your items mailed to you.

Note on sizing: vests, jackets and arm warmers are in men's sizes only. For women who may want men's size items: women's sizes run about one size smaller than men's. If you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug. Voler's sizing chart- <http://www.voler.com/help/#HelpSizingCharts>

Clothing total: \$_____

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

Grand Total: \$_____

Name: _____

Address: _____

Phone: _____

Email: _____

Write checks to: GMBC

Mail to: John Witmer
147 Lamplite Lane, Williston, VT 05495

Questions: 864-5897
or witmerjohn@yahoo.com

Speaking of Time Trials...

The GMBC listserve is an excellent venue for recognition and a job well done. During June, Tom Moody and John Bertelsen recognized Kevin Bessett for **20 years** of service as the time trials chair!

From Tom: "You may not be able to see this because the technology has not been perfected, but the entire GMBC Listserve is giving you a **STANDING OVATION** for your 20 years of service as TT chair. The TT is a core part of the racer side of GMBC and it would not exist in its current form without you."

From John: "KB, I know what I'm doing most Thursday nights in the summer thanks to your efforts. Riding TTs is the closest I come to competition and it's mostly with myself. ...it makes me a better cyclist. The TT Series helps define GMBC."

Kevin's (KB) response: "When I added the side note in my TT results email last week about the milestone, I did not expect this recognition. Andre, it's your fault! Seriously, thanks so much for all the public and private thanks and congratulations! I mentioned to a few people that I

didn't know I was getting into a personal multi-decade commitment back in '93. I am happy to be doing something that gives people opportunities, and hope to continue as long as I can. It's a team effort too, and thanks to all who've helped time events. I never would have made it this far without your help!"



FYI: Quebec Adds New Bicycling Laws

Steve Barner recently informed GMBCers about a new law in Quebec province for road bikers.

"...While some aspects are great for cyclists, such as minimum passing distances for autos and the elimination of the requirement to hand signal slowing or stopping, apparently the new reflector requirements are creating problems. It seems you can be ticketed for riding without required reflectors even when you are riding during the daytime. ...fines have tripled and riders have even been given separate tickets for each missing reflector. At \$117 CAD per ticket, you can do the math."

The new law may keep some U.S. cyclists from crossing the border.

GMBCer Tom Cleveland provided a link to the Quebec government's web page with the new rules, and the following is an excerpt:

- **Front white reflector**
- **One of the following visibility accessories on the front wheel:**
 - an amber or white reflector attached to the spokes and visible on both sides of the bicycle.
 - a tire with reflective sidewalls.
 - a rim with a continuous reflective strip around the entire circumference of the wheel on both sides.
- If there are no reflectors on the front wheel, you must attach an amber or white reflective strip on each side of the fork
- **Rear red reflector**
- **One of the following visibility accessories on the rear wheel:**

- a red or white reflector attached to the spokes and visible on both sides of the bicycle.
- a tire with reflective sidewalls.
- a rim with a continuous reflective strip around the entire circumference of the wheel on both sides.
- If there are no reflectors on the rear wheel, you must attach a red or white reflective strip on each seat stay.
- **Amber or white reflectors on each pedal.** If the pedals are not equipped with such reflectors, the cyclist must wear a reflective band around each ankle or shoes with reflective strips

The link - <https://saaq.gouv.qc.ca/en/road-safety/modes-transportation/bicycle/bicycles-and-accessories/>

GMBC Sponsors and Friends



Thanks for your support!

Club Membership

A single adult membership is \$25 and a family membership is \$30. Cyclists who are age 17 and under can join for just \$10. The membership year runs from January 1st to December 31st, with lots of great benefits. Members, encourage your friends to join! For more information and the membership form visit <https://thegmbc.com/membership/>

GMBC 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	Chris Johnson	cajohnson42@gmail.com
Touring Chair	Phyl Newbeck	phyl@together.net
Time Trial (TT) Chair	Kevin Bessett	kevinbessett@gmavt.net
Race Team Chair	Bobby Bailey	rmbaileyjr@gmail.com
Burlington Crit Co-Chair	Tom Moody	tmoody@drm.com
Practice Crit Chair	Andre Sturm	andre.sturm@earthlink.net
Advocacy Chair	James Oakley	oakleydokey@gmail.com
Newsletter Chair	Joanna Cummings	yellow.ladyslipper@gmail.com
Webmaster	Dorothy Pumo	grn.mtn.bike@gmail.com

Schedule of Newsletter Deadlines

Issue	Deadline	Approximate Drop Date
Fall 2018	November 15, 2018	December 15, 2018



GMBC website - thegmbc.com



facebook.com/GreenMountainBikeClub



GMBC Perspectives
c/o GMBC
PO Box 492
Williston, VT 05495

PRSRT STD
U.S. Postage
PAID
Montpelier, VT
Permit No. 61