



PERSPECTIVES

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From the Desk of the VP

by John Williams

Wednesday Rides

After a cool soggy spring, summer heat leaped forward to warm us all up and provide some great riding weather. Our evening rides have attracted 40 or more riders on warm Wednesdays. We have had many new riders this season, both male and female. This is especially encouraging! We welcome new riders who have some experience with group riding. Thank you to all riders for helping me maintain group size at 12 or fewer. This is important to our continuing use of the Wheeler Lot as our meeting location.

Each week, we hold a brief pre-ride meeting where we introduce new riders, help new riders find a compatible group, and share one or two elements of safe group riding.

While I often kick off the pre-ride conversation, all are welcome to offer suggestions for enhancing our safety on the road. Some experience with group riding is expected for participation in the GMBC Wednesday Rides.

A couple of other very positive notes: I love to see the camaraderie that develops, even during a single ride where riders work together in groups throughout the ride, are respectful of other riders, and considerate of drivers. It is warming to see the "chat fests" following the completion

of rides back at the Wheeler Lot. Sometimes immediate feedback/coaching is offered, especially to new riders. Thanks foremost to Chris Johnson for always being ready to jump in with help on mechanicals or coaching!

The other good news: Dorset Street has been repaved! Some groups were opting to return on Spear because Dorset was substandard for quite some time. And now we have our a smooth Dorset.

For those participating in GMBC events, a reminder for next season that you are required to sign the waiver found on the GMBC website (thegmbc.com). New riders, who want to try riding with us, are always welcome (club membership not required but hopefully inspired).

Saturday VP Rides

We continued to have a contingent of strong riders at the VP rides. We rode some great routes this year, including perennial favorites: Smuggler's Notch, Jay Peak area, the "Moose" (a few of us), Switchback Bike for the Lake, Montgomery/Bakersfield loop, Ferrisburgh area, and more.

We tried a new route starting from the Georgia Park and Ride up through Highgate Center and return via Rt. 36 (Masquam Shore Road, flat, shaded, low traffic). Great to have Bronson

(from Louisiana) join! And thanks to Andre' Sturm for sheltering me throughout this ride!

We have explored many lush rolling fields, cooling lakes, rippling streams, rigorous climbs, wonderful descents, and quiet country roads. We are lucky to have all of this just outside the front door!



GMBC Club Updates

by Kevin Bessett

2019 Time Trial Season

On the positive side, there were no altercations with cars that I know of, and no riders reported injuries (for example, bouncing off a moose). But there were few competitors this season. The previous lowest average per event on my watch (over the last ¼ century) was in 2017 with 12 people, but this year takes the top spot at 10. Why?

The weather on Thursdays certainly played a role, but the dynamics of the local road cycling scene have changed drastically over the last decade. The 1K2GO racing team has slowly dissolved, there has not been an influx of new riders interested in TTs, some courses are far away, and a popular course (Huntington) has been paused for a few years due to bad pavement—but it'll be back next year! Just for comparison, in 2010, the average per event was 29. Hopefully it picks up again.

Congrats to John Witmer for riding the greatest number of events this year at 10, and he's taken this spot for about the last 8 years! John Bertelsen was 2nd at 8, and four riders were tied at 7 events. Since 1994, John Witmer has ridden 405 events, John Bertelsen at 277, and I'm 3rd at 224. I'd say that Mr. Witmer has an insurmountable lead, and that this feat is surely worthy of an entry into Guinness Book of World Records. Let me see what I can do there.

Congrats to all age group winners. The overall fastest female was Sandy Dupuis, and the fastest male was Cooper Willsey. He averaged 27.26 mph (I can see him and Sam Noel battling it out for the top spot in future years—so you guys can't move away). Awards will be handed out at the annual potluck & meeting in Nov.

See the schedule in TT page on the GMBC website for full results.

Thanks to everyone that helped timing this season. I cannot do this without your help. And as always, great job to everyone who competed this year.

Looking for a Newsletter Editor

Joanna Cummings is retiring from her role as editor-in-chief. She has done a wonderful job with the newsletter, and many thanks to her for her efforts!

As such, GMBC is looking for someone to take over the newsletter. The club does not require that it be in a specific layout, meaning that you are free to create something new. Putting a newsletter together can be tedious, so it is important to have layout that works for you.

Generally, there are three or four issues per year. The only requirement is that the Spring and Summer issues be in mailboxes by a specific date, plus/minus a few days.

For more info, or to become the person, email me: kevinbessett@gmavt.net

Board Members Wanted

The club will be turning 50 in 2021, and few cycling clubs in the U.S. can boast this! GMBC has been fortunate through the years to have dedicated people running it, and this passion is one reason its nearly reached the ½ century mark.

Many of the current leaders, including myself, have been involved for a decade or two (and thanks to everyone for their commitment to the club). This length of tenure

has its pros and cons. The plus is that GMBC continues to spin along, but overall, it is not healthy because of stagnation, for example. New people bring new ideas and energy, both of which could benefit GMBC. Ideally, the leadership should change every few years or so, but it is easier said than done.

It is no secret that clubs of all types generally have difficulty finding people to step up. It's the nature of the game when it comes to asking people to volunteer time. However, I can tell that I have found it rewarding to organize events that others like taking part in. Maybe you will, too. For the record, I stepped way outside my comfort zone back in 1993 when I told Ben Haydock that I was interested helping run the time trial series.

With your help, and the help of others, GMBC can continue for another half-century. Please considering becoming a GMBC executive! Reach out to me for more info. kevinbessett@gmavt.net

Spin Classes This Winter

Want to keep the legs moving this winter? Here's an option: GMBC spins. There will be six events and will likely take place in Williston. Watch the website and listserv for details and announcements on upcoming spins. The best part is the after-spin feed at a local establishment.



News from the Richard Tom Foundation

by John Williams

On May 18, the Richard Tom Foundation (RTF) hosted our fourth annual Richard's Ride. Although the weather was perfect on the day of the event, we were challenged by wet conditions for the Mountain Bike Routes on Cochran's trails. At the last minute we substituted a gravel ride route. A few took advantage of this and the feedback was positive.

We didn't even have any complaints about sending riders up Wes White Hill! Look for a Gravel Ride option to be a fixture of Richard's Ride 2020 (Save the date: Saturday, May 16, 2020!). Ultimately the MTB trails were deemed acceptable for riding, so several riders sampled the trails under Berne's leadership.

We had about 200 riders overall for Richard's Ride this year: steady with the number of participants in 2018 (We hope to grow for 2020!).

We introduced a slight variation to Richard's 30 and Richard's 70 this year by sending riders east on Cochran Road and then west on Rt. 2 to Richmond Village. The thought behind this change was to allow a bit more warm-up-my-legs-time before tackling the climb to Jericho. Any feedback on this change is welcome and will be considered for our 2020 planning.

Thanks to our sponsors, most notably Vermont Bicycle Tours and Walking Vacations (VBT). VBT has become a Title Sponsor for 2019 and 2020 and they have helped us out in many other ways.

Other sponsors of note include Earl's Cyclery and Fitness (tech support and raffle prizes), Ski Rack (donation), Heart of Steel Bikes (Georgena Terry, donation), Dakin Farm (delicious meats), Stone Corral (brews), Downs

Rachlin Martin (DMR, donation), ATC (donation), Aquatec Environmental, Inc. (my company, donation), Event Set (truss, fencing, and bibs), Terry Bicycles (donation), Cowbell Mobile Bike Shop (tech support and Richard's 70 sag support), and Belgen Cycles (donation).

Special thanks to Jimmy Cochran and the Cochran Family for the perfect venue to host Richard's Ride. This reminds me to encourage area cyclists to shop local! Support your local businesses and they will surely support you! This brings to bear a bittersweet memory because Richard Tom was my "go to" person over many years at Earls. We developed a friendship that transcended business. That's the sweet part. The still very bitter part is that Richard abruptly slipped from this life when struck

by a speeding vehicle on April 26, 2015. Hence formed the Richard Tom Foundation (thanks to Tom Moody, DRM) dedicated to carry forth Richard's legacy and love for all things cycling. Love life, love bikes, love Richard!

Thanks to rider participation and sponsors at Richard's Ride 2019, RTF has been able to pay it forward with contributions to Little Bellas Cycling Camps, scholarships to Catamount Outdoor Family Center MTB camps, and extended support to Local Motion, our local advocacy group. These groups offer tremendous benefits to young riders and to the safety of all on the roads.

Richard's Ride, May 16, 2020. See you there!



First Half of the Touring Season

by Phyl Newbeck

Unofficial Rides

Our “unofficial” season began on April 7 with eight touring riders joining another eight from the VP group at Wheeler Park in South Burlington. The two groups diverged at Irish Hill Road with the touring group doing roughly 30 miles although a few did a bit less than that. The sun never came out but the riders stayed warm and were happy to get out on the road with friends. One week later, five riders convened in Williston. The day started sunny but the temperature dropped as clouds formed and the wind kicked up so the group decided 18 miles was sufficient.

Easter Sunday brought six riders to South Burlington. The group headed out to Hinesburg and back, returning via Irish Hill Road. There was a bit of a headwind on the way out but that turned into a lovely tailwind for the return trip. Alas, the last Sunday in April was so cloudy and cold that not a single cyclist ventured to Williston for the last unofficial ride of the season.

Official Rides

The weather was significantly better for our opening ride, the **Covered Bridges of Chittenden County**. Thirty riders came out on a warm, sunny, and almost windless day.

Unfortunately, one rider suffered an injury at the very start of the ride when her tire hit the pavement at a bad angle after she got caught in a rut. She was knocked unconscious and had to be taken by ambulance to UVM Medical Center. She was kept overnight for observation but allowed to go home the next day.

A slow-motion crash outside the Old

Brick Store in Charlotte damaged one cyclist’s derailleur but he was able to complete the ride.

It was a lot chillier on May 12 for **Vergennes Voyager** but 26 people still came out for a beautiful ride through the Champlain Valley with virtually no traffic. Fifteen people did the slightly foreshortened long ride (high water on Hawkins Road was the cause of the reroute) and the rest did the 26-mile version of the ride. All enjoyed delicious baked goods at the bike-friendly bakery in Middlebury.

You never want anyone to get a flat tire but the one that occurred on the May 19th **Kingsland Bay ride** couldn’t have happened at a better place. As several riders got together in a gravel driveway to help out, a goat appeared, followed by another, and another, and soon we had close to 20 goats including young kids checking out the action. One was quite insistent on getting scratched under her chin. The forecast for the day had been pretty grim so only 18 people came out for the ride and seven decided to stick to the shorter version. In addition to the goats, we saw one osprey and a nesting eagle. Not only did we not get wet but some, unprepared for the yellow orb in the sky, got sunburned.

We scheduled a Saturday ride for Memorial Day weekend to avoid conflicts with the marathon and 14 people convened at the Georgia Park and Ride for the **St. Albans Explorer**. Seven people did the short version, heading out to Kill Kare State Park and back while the rest opted for the longer (48-mile) ride. We reversed the second loop of the ride to avoid having the strongest headwinds on the most open part of the route.

Several riders joined us for their first

GMBC ride of the season including one on an electric-assisted bike.

A less than stellar forecast meant that only five people showed up for **Grand Isle Flats** on June 2. They stuck to the short route but unfortunately, they still got wet.

The weather was considerably sunnier for **Hinesburg Hollow** on June 9 and by the time the 31 riders finished, the temperature had reached 80 degrees. Eleven cyclists chose the shorter route, five did a Social Ride variation, and the remaining 15 did 47 miles with over 3,200 feet of elevation gain. We were joined by a few first-time GMBC riders including two college students who, not surprisingly, led the pack. Although there was a steady stream of cars, all were polite. Many of us sampled the fresh donuts at Spear’s Corner Store in Charlotte.

June 16 was probably the wrong day to be riding in Addison County since only the northern part of the state had sunshine, but the good news is that just a few drops of rain fell on the 17 riders who took part in the **Champlain Bridge Ride**. Only one cyclist chose the long version of the ride and there were four riders who were doing their first GMBC ride of the season. A separate Social Ride which had a different starting point garnered two riders and they met up with the rest of the touring group at the West Addison General Store.

There wasn’t a cloud in the sky for the **Jaunt from Jasper Mines** on June 23. Twenty-nine riders came to Milton and they divided almost in half between those doing the short loop (40 miles) and the longer version (61 miles). One rider intended to do the short but after accidentally finding herself with the longer group,

finished what became her longest ride of the season with no problems. The winds were supposed to shift from the southwest to northwest but that didn't happen so we had more of a headwind than expected on the ride back. Traffic wasn't bad and aside from the first (and last) two or three miles, the roads were in excellent condition.

We aren't having good luck with rides on the Islands this year. The forecast for June 30th was for heavy rain and thunderstorms. Ride leader Holly Creeks drove to Grand Isle to greet anyone who was willing to brave the weather for **Rouses Rouser**. Two cyclists decided to do an abbreviated ride close to the ferry in the hope of staying dry and a third retreated to ride on his home turf.

There was some serious heat and humidity leading up to the **Willsboro Wanderer** but the day of the ride, July 7, was far more temperate. Twenty-seven riders set out on the ferry.



Intro Ride



Covered Bridges Ride



Vergennes Voyager

As usual, there were a few riders who couldn't find the old Champlain Flyer lot and parked at the ferry lot which is generally too busy to accommodate all of us.

Seven riders did the short distance (40 miles), most did Phyl's cut-off which eliminates two miles of hills at the end and five did the long (51 mile) version. Route 22 could use some new pavement but Reber Road was recently repaved; alas, it was as steep as always. Most of the riders were able to take the 1:30 ferry back with one hitting the earlier ferry and a few taking one slightly later. Some riders stopped for ice cream before boarding the boat.

It was mostly sunny but not too hot for the **Monkton Ridge ride** on July 14. There were a few missed turns but everyone was accounted for and we had a number of new riders including two UVM students and one recent UVM graduate who led the pack.



Kingsland Bay



Willsboro Wanderer

Photos Credit: Gerry Malavenda

Intro Rides

We had 18 riders on our first Intro Ride of the season. They broke up into three groups which went three different distances on a day that turned out to be much colder than expected. We had an even dozen on May 25 for our second Intro Ride, some of whom expressed interest in joining our Sunday rides.

We had 21 people for Intro Ride #3. The two ride leaders were joined by three volunteer leaders, allowing the groups to go out at different paces. Some newer riders were hoping to join the C group on Wednesday night rides, some wanted to learn to ride hills, and others expressed interest in the Social Rides.

We had a total of nine riders for our last Intro ride on June 22 which gave us almost a 1:1 ratio of helpers to newbies. My sincere thanks to all the wonderful GMBCers who generously devoted their time to helping out the new riders.

Looking for a Few Good Ride Leaders

If you've been on one of GMBC's touring rides you know how important it is to have a good ride leader. We have a wonderful cadre of people who have been leading our rides but we're always looking for additional folks to share the load. Every touring ride needs two leaders. Often one leads the long version of the ride and the other leads the short version but that isn't mandatory, as long as other riders are told of their plans at the start of the ride. One leader generally rides in the front and the other tends to stay further back in the pack.

If you think you might be willing to help out on a ride next year or have any questions, drop me a line at phyl@together.net.

Second Half of the Touring Season

by Phyl Newbeck

July 21 started with a rather ominous forecast for dangerously high heat indexes and thunderstorms. That's probably the reason only five people showed up for the usually popular **Triple Ferry ride**, but they were hit by only a few drops of rain. The elimination of the 8:10 am ferry from Burlington has put a damper on this ride since we now take that ferry last instead of first. Two cyclists decided to take it easy, stopping at the Naked Turtle and catching the 4:30 ferry back to Vermont. The others turned up the pace on the last part of the ride and were able to catch the 1:30 ferry. The wind shifted for the 4:30 group so they had a tailwind for both legs of their journey and stayed dry until their ferry ride.

The forecast wasn't much better for **Not Quite Quebec** on July 28. The heat and humidity were so strong that if Phil Liggett had been providing commentary, he would have said that one rider (that would be me) cracked. After our break, three cyclists escorted me on a shortened version of the ride which included the Lamoille Valley Rail Trail to avoid additional hills. This was the second time this year that Russ, a ski patroller with a knack for helping depleted riders, has taken a cyclist under his wing and I'm truly grateful for his assistance. Two riders did the long (60-mile) ride while the rest did 52 miles. All three groups got rained on; something which actually felt pretty good given the stifling heat index.

On a grey and cool day, 12 cyclists showed up at Cafe Lotti in East Burke for **Graveling in Newark**. This is the second year we've included a gravel ride on the schedule and hope to add more in the future. All but one rider did the longer route which is 37 miles and has 3,700 feet of climbing. Ride leader Pat reported that the dirt

roads were in good condition and the views were lovely. The rest stop at Bald Hill Pond was a bit chilly with a wind off the water, but the pond ringed with hills was beautiful. The only complaint was what one rider dubbed a "completely unnecessary hill" with a grade of 18%.

On August 4, it was cool enough that many started the **Meandres et Beaux Villages** ride with jackets, all of which were shed as the sunshine warmed the riders. Eleven of the 24 cyclists opted for the 45-mile social ride while the rest did the 60-mile version. Okay, it was actually only 59 since John Bertelsen rerouted us off the main road for one section. Traffic was light, all drivers were courteous, and there were no lines to exit or enter the country. We saw some herons and egrets and some very pretty scenery.

It was cool on August 10 for the start of the Covered Bridges of Franklin and Lamoille County, although it warmed up enough that three riders jumped into the Lamoille River at the conclusion. Nine riders opted for the shorter 41-mile loop with most going at the social ride pace. The rest added some hills on the 55-mile route with two taking an extended break for lunch at the golf course on Boston Post Road.

For some reason, every year at least one person misses the Boston Post Road turn and this year one rider added an extra two miles to his total, tracking down a pair of cyclists who had missed the turn. In the future we may consider starting the ride a little later so we can visit the Cold Hollow Sculpture Park which opens at noon. The only negative moment came when four members of the leading pack took a short break on the grass in the park in Bakersfield, only to have the driver of a pick-up

truck on the other side of the road holler at them that were a bunch of [insert inappropriate slur to describe a portion of the female anatomy].

It was a hot and humid couple of days for the **Upper Valley Weekend**. On Saturday, we tried a new ride called the Randolph Ridge Runner with a lengthy climb up Route 66 to the Floating Bridge in Brookfield. Only three of the 12 riders opted for the long route which only added a couple of miles (48 versus 45) but included a climb up Chelsea Mountain Road. Our numbers included three riders from New Hampshire doing their first GMBC ride. Several of us took a dip in the White River and a group sat for a very, very, very, very long time at the Five Olde Restaurant in South Royalton for dinner.

On Sunday our numbers were halved as we embarked on **Woodstock Wandering**. The heat and humidity were a little less intense and the hills weren't as steep but only two riders added the extra ten miles for the long ride which climbed up into Pomfret before ending at Billings Farm. Along the way, we saw what must be Vermont's only zebra in a yard outside Brownsville. It was hot enough that only one rider chose not to swim at Silver Lake in Barnard after the ride.

An alternative for Sunday was the **Double Ferry South ride** which attracted five cyclists. The group was happy that clouds were around for the first half of the ride and they made the 1:30 ferry back to Vermont with plenty of time to spare.

On August 25, 18 cyclists headed to Milton for **Buck Hollow and Beyond**. Two were doing their first GMBC ride of the season and one of those newcomers is actually a resident of

Maryland who occasionally comes up to Vermont on the weekends. Six cyclists did the longer route. Three others intended to do the same but a broken shifter required one to call his son for a pick-up and led the other two to shorten their ride, joining up with others who were doing a modified short loop.

The 14 riders who set out on August 31 were confident that the **Waitsfield and Waterfalls** route would be in good shape since the Green Mountain Stage Race was slated to use the same roads the following day. The first thumbtack we rode over seemed unfortunate. The second appeared to be bad luck, but by the time we reached the Granville/Hancock line, five riders had collected a total of eight thumbtacks, almost entirely in our front tires. We decided to turn around since we were running out of tubes and one rider simply left a tack in his tire and hoped for the best. We opted for an out-and-back rather than return on Route 100 in the hope of avoiding any additional damage and also to provide a little more hill climbing on the Warren Road to make up for not riding to Texas Falls. Although it wasn't that warm a day, several of us still ended the ride with a dip in the Mad River. Five social riders started from a different location but also rode on Route 100 and picked up three tacks. We hope the miscreant (trust me, that's really not the word I want to use but this is a family publication) who set out the tacks – probably intended for the GMSR race on Sunday – accidentally left some on a chair and sat on them.

Early September sent ten riders to the Northeast Kingdom for day one of our annual weekend. Some of us were dragging a bit by the end of the 69 miles of **Moose Country Meandering** but traffic was light and it was a pleasantly cool day. There was a false alarm moose sighting

which turned out to be a horse but no other excitement. The good news is the store in Bloomington has reopened under new ownership with a deli counter, wonderful pastries, and a laid-back golden retriever named Sadie. Afterwards, we had a sumptuous pot luck dinner at Pat and Tom's house.

It rained during the night but the roads were mostly dry by the time we headed out for **Willoughby Wandering**. We lost one cyclist but gained another three for a total of 12. Unfortunately, one rider with tubeless tires got a flat early in the ride. Ralph stayed with her to help make repairs but they didn't last so she ended up having to do the short version of the ride. The shoulder on Route 5 is absolutely atrocious but after we turned onto Route 16, the roads were wonderful and the views were great. The ride ended, as it almost always does, with a trip to the Tiki Bar.

Seven riders stayed closer to home for **Pleasant Valley Pedaling** including one visiting from Toronto and a first-time GMBC rider from Starksboro. A mechanical problem (two bolts missing from a chainring) sent the ride leader home early but there were no other issues.

September 15 was **Century Day** and 29 riders celebrated by convening at Veterans Memorial Park in South Burlington. Normally we're bundled up at the start but this was a warm morning which didn't require much extra clothing and, as an added bonus, there was no fog. Two masochists did the double gap ride, six did the regular century and the rest decided that a metric century was sufficient. Those of us on the short ride noticed that the stuffed bear in a tree on Plank Road now has a second ursine companion.

We tried a new ride on September 22. Forty-one riders – our high for

the season - including a group from Franklin County, drove to Alburgh for **Venise en Quebec**, a flat ride north of the border. A brisk south wind made for a fast start but turned the return trip into a bit of an adventure in some of the open fields near Henryville. There were a few wrong turns but everyone made it back.

The official season ended on a chilly day with **East of Eden** on September 29. Four of the eleven cyclists chose the shorter, steeper option of climbing Route 242 while the rest preferred the longer, more gradual version of the ride on Route 105. Three of the short ride group extended their day with a road that avoids Route 100 but includes some additional hills and mileage. The downhills were cold enough that several riders in both groups used the stop at the Jay store to warm up with coffee. There was some brand-new pavement on the ride but also some questionable sections. The good news is that the dreadful shoulders on Route 100 have been replaced with a series of tar snakes; not perfect by any means, but much better than it used to be. As usual, Cross Road was the highlight of the trip but the traffic wasn't too bad on any of the main roads and drivers were almost entirely courteous.

All in all, it was a good touring season. We debuted two new rides and had one new volunteer ride leader. We also had a number of new riders who turned into regulars. One ride had more than 40 people, two had 30 or more and six had more than 20 with very few rides hosting less than 10 cyclists. Thanks to the success of our gravel ride, we hope to add additional unpaved options on Saturdays in the early and late parts of next season. Please let me know if you have any routes you'd like us to try and feel free to email me at phyl@together.net with any thoughts you might have on next year's season.

Recumbent Bike Riding, Anyone?

by Donna Leban

You've probably seen a few more recumbent bicycle and trikes on the roads and rec paths and wondered – although they look cool, why would anyone want to ride one of those? My recumbent story started about 4 winters ago when I took a very hard fall on black ice, twisted and came down hard on my right hand.

While it nearly knocked me out, I finally got up largely intact and thought I'd dodged a bullet. Then I went to the gym a few days later and did my usual routine, except it felt much worse than usual afterwards.

A couple years and a few doctor's visits later, I finally had surgery for what turned out to be a badly torn biceps tendon and many lesser tears in my rotator cuff tendon.

After a successful surgery, recovery was going to involve a lot of time not using my right arm. This was going to cut into my biking season big time. I knew a few people who rode recumbents, so months before the surgery, I talked with them about how hard it would be to find one to ride for a year or so while I got back in gear.

Rich Salzman, who has ridden a recumbent as long as I've known him and his wife Jennifer, had been through 3 similar shoulder surgeries before he became committed to his recumbent. Hmmm. That made me think. Rich has had several recumbents, also called "bent bikes" and bought one for Jennifer that he fitted with an electric hub motor.

There are many ways to make a bent go fast, and Rich has tried most of them, although he doesn't use

a motor on his new carbon frame bent. That's all leg power. I should also state that Rich and Jen live in Florida during the winter. There are apparently many more bent bike riders there, enough that there are clubs dedicated to rides for the breed.

Charles Elioseff, who moved here from Long Island, is another rider committed to his bikes. Charles is a bit of a bicycle collector who has many bents, and was very helpful,



allowing me to try several different long and short frame recumbents in the autumn before my surgery. Charles really likes long frame bents for their smooth, stable ride. He also looks pretty cool on his, which is fitted up with an MP3 player and a lot of accessories. It is a 27 pound bike. Long bent owners may need to have a truck or van to transport them. I decided a short frame bent was going to suit me and my smallish hatchback.

Charles also was using a short frame Lightning P-38 that was about my size, but he said he was planning

to keep it. The P-38 model can ride on most road surfaces, and is a little sturdier than most Lightning models. This California company makes welded triangulated steel alloy frames favored by long distance bikers for cross-country rides for their relatively light weight and speedy geometry.

A new one would cost me around \$3500 before adding accessories. I really liked this bike, and got to ride one at Bicycle Man, the gurus of bent bikes in Alfred Station, NY. I was hooked. This is the bike I wanted. It was lighter than most bents, and had a well-deserved reputation as a bent that could climb hills.

Fortunately, the next spring after my surgery, Charles decided to sell me his P-38, which with a slightly longer crank boom, fit me perfectly.

And, after riding it for two years, I've decided that, as a type, recumbents have some distinct advantages over upright bikes, and a few disadvantages. Namely:

1. Bents are so darn comfortable, particularly on longer rides without a lot of stops. Bents aren't as good for city riding with a lot of stops and starts, unless you go for a recumbent trike (two wheels in front and one in back, with pedals out front like other recumbents).
2. You get to view the scenery without straining your neck for hours at a time.
3. Being lower to the ground, it's important to have a good rear light. I'm not convinced that a flag is as good as a blinking light.
4. Recumbent riders are more aerodynamic than other bikers,

so headwinds aren't as big a problem. For added benefit, you can add a clear acrylic front fairing, which not only deflects headwinds, but I've been told they also help push you along in a tail wind.

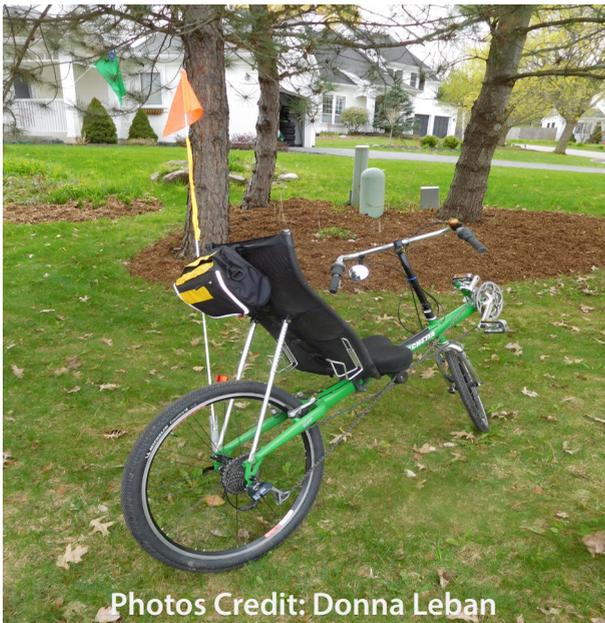
5. Besides not having a sore neck, you'll also not have a sore butt, back, hands, wrists, shoulders, or any other part of your body even after a long ride on a recumbent. Bad backs are the main reason people ride them, according to many articles on the internet and Bentrider.com, the main online source for everything about bent bikes and trikes.
6. You aren't likely to forget to unclip from pedals, as your legs are always out there in front.

7. An unexpected delight is the positive attention you get from kids and many other people when they see you on this type of bike.

The only downsides of a recumbent bicycle, in my opinion, are that you need to avoid starting on an uphill, and you have to be especially careful on loose pavement. I can do hilly rides, although uphill take a bit longer than on a regular bike. That said, I rode my bent last year across New York State on the Erie Canal ride, much of which was on fine ground stone surfaces and there were a few significant hills. I've fallen only a couple of times, always on gravel, resulting in a skinned elbow (same elbow every time). Sitting at roughly the same height as a lounge chair, it's not very far to the ground.

I now plan on keeping my Lightning P-38 for use on longer, less hilly rides. I am able to switch back and forth to my regular touring and mountain bikes. I also have a very pretty green Bachetta Giro recumbent that is more adjustable for leg length, newer than the P-38 and for sale for an asking price of \$800 (\$1500 new). Unfortunately, it is too small for my leg length, and my knees hit the handlebars. This would fit someone who is under 5'-8" or has proportionally shorter legs.

If I have raised your curiosity about recumbent bikes and you'd like to try them, do give me a call (802-865-2839). If you know Charles, he is also happy to talk about his collection of bents, including the really slick S&S coupled one that he rides.



Photos Credit: Donna Leban



From the Listserv: RTF/Gravel Grinder a Success!

It was a great turnout for the Richard Tom Foundation/GMBC Gravel Grinder. This will become an annual event! The road conditions added to the sense of adventure. Richard Tom would have loved to have been a part of this, or to at least know it happened (I hope he does).

A special thanks to Cochran's Ski

Area/Jimmy Cochran for the great location for hosting GMBC events.

Also a special thanks to "CMO", Chris Morrissey. Chris not only provided tech support in the morning, but also served up scones. And what's more, he voluntarily provided sag support on all the routes; we saw Chris along our route several times.

And yet one more: hat's off to Tom Broido for serving up great burgers and brats!

Thanks all. This was a very, very special day for me, and I think for all.

Let it snow!

- From John Williams

My Journey to the Dark Side

by John Orlando

After twenty years of basically failed road racing, I decided to heed the advice of my professional mountain biker neighbors and try my hand at mountain biking. I quickly learned that roadie skills do not transfer well to mountain biking.

Roadies like to pump their tires up to maximum pressure for a race to minimize rolling resistance, and so I pushed my mountain bike tires to the point where the treads started disappearing. This was a mistake. My tires bounced off of roots and rocks like basketballs, resulting in two crashes on the first lap of my first race.

It's surprising how much conversation you can have with yourself during the short period of a crash. "Should I try peddling? Nope, definitely coming off. What about jumping off backwards? Not going to work because my shorts are snagged on the nose of my saddle. What about a tuck and roll? But doesn't that invite a spinal injury?" I settled on splaying my arms and legs out

like a cat throw off of the roof. I also discovered that the mountain bike handling is fundamentally different from road bike handling. Cornering on a road bike is mostly about leaning the bike, while cornering on a mountain bike often requires turning the front wheel. This seemingly simple maneuver was surprisingly counterintuitive after a lifetime of road riding, and I went straight into the woods at nearly every sharp corner.

I soon settled into dead last, and was even being passed by people who started late. Most demoralizing was the two girls from the 8/9 year-old category who caught me on the second lap. I tried to ask them how to corner, but they didn't have time to chat. One of them flatted a half a lap later, allowing me to pass, yet they still caught and passed me again.

By the second lap I was being lapped and decided to politely pull to the side when a bike came up behind me. But now a steady stream of bikes was coming by,

making it hard to find a moment to get on the trail. It was like merging onto the Interstate in a farm tractor.

I would make up a story about the race director offering me double my money back to quit, but I'm not sure he knew I was there. I seemed to surprise the finish line crew when I arrived, as they were taking things down when I crossed the line.

I hobbled back home after the race with bruises over much of my body and a knee that seemed to move more than it did before the race. My neighbors had already showered and were on their porch, and I tried to explain to them that my problems were due to the course.

John: "Who designed that course? With the drop-offs, roots, logs, and streams with alligators, I must have crashed half a dozen times. I'm probably going to lose this leg, you know."

Neighbors: "That wasn't a very difficult course."



Photo credit: Walleater, Wikimedia

John: "Not that difficult? God couldn't ride that course, and since when did 'milk it or move it' become an acceptable way to signal your approach to a rider?"
Neighbors: "Maybe we should teach you some skills."

First, my neighbors told me that my bike was an affront to the sport of mountain biking, and so I headed to my favorite bike shop to get a new steed. I test rode one, but when I clicked what I thought was the shifter, the seat dropped.

I told the shop that they must have wired the shifters wrong and wouldn't hear of them claiming that it was built that way. I was a long-time bike rider, after all, not some schmoe just off the boat. They shrugged and brought out "Das Panzer," which they assured me would fix any cornering issues because I could just clear my own path through the woods like the German tanks through the Ardennes forest.

Then began my lessons, but by the time they had taught me about proper tire pressure, lifting your front tire when going off of jumps, and peddling your way out of problems, the mountain bike season had come to an end, and I decided to try my hand at cyclocross. I would be at a disadvantage on my mountain bike, but would have no crashing problems without the tricky wooded sections.

But I soon learned that cyclocross makes up for the lack of natural obstacles with man-made obstacles, including barriers of various sizes. My neighbors assured me that with my mountain bike I could easily ride over the smaller barriers, but I crashed on them twice. Shows how much they know.

Oddly, the big barriers were less of a problem than small ones because I treated them like I was loading my bike into the back of a

car. I carefully dismounted, heaved it over the barriers, stepped over myself, and then carefully mounted it again. Meanwhile, cyclocross racers were flying past me with their complex dance-like sequence of steps almost without slowing down. This made me a hazard to navigation, with one rider nearly hitting the scoring table to avoid me. I must look like someone named "Fred" because I heard that a lot as people passed.

My hope to improve on the last place of my first race was thwarted when the guy behind me quit. But I did have one redeeming moment. One of my neighbors lapped me just as I was running up a steep incline that she was biking. She got stuck at the top and came to a stop right next to me. I heard an "uh-uh" from her as she started falling over, but swung my arm out and pushed her over the top. The race was indeed successful.

Shout Out to Dave Merchant

by Joyce Mccutcheon

Shout out to Dave Merchant who has been maintaining the connector from the end of Jasper Mine Road to Route 2 in Colchester for a couple of years now.

Dave lives near the connector and drives down and shovels out the gravel and silt that collects over the winter and after storms so that those of us that travel to and from South Hero using the Champlain Bikeway have a safe "rabbit hole" to use to get onto and off of Route 2. Dave is also one of our Touring Ride leaders. Thank you Dave!



Racing at Altitude

by Andre Sturm

The National Senior Games 2019 were held in Albuquerque and Santa Fe, NM. Albuquerque is at 5312ft, and Santa Fe at 7200ft. The NSG Association sent out some guidelines beforehand stating that “While most athletes will not develop noticeable symptoms with the altitude gain, it is possible to experience a slight increase in respiratory and heart rate at rest. These are normal adaptations”, and recommended some simple strategies to help minimize the differences, like arriving early, staying hydrated, monitor alcohol and caffeine intake, and replenish electrolytes.

We had talked beforehand to a colleague who had been an elite racer. If there was a stage race at altitude, he did fine the first day, ok the second, and was done with the third. For one day championships, he would sleep at low altitude and drive up the morning of the event. In order to have some true adaptation one would have to spend about two weeks at altitude.

Well, going out there two weeks early, as well as sleeping lower were both no options. So you go. The first day upon arrival I certainly had a mild headache, hard to say if from altitude or airplane travel dehydration. That went away pretty quickly, and just walking around certainly does not feel different, except for the dry heat. Hiking slight inclines (or more) certainly got my breathing up quickly.

The 5k time trial is an elongated sprint of about seven minutes and mostly anaerobic anyway. The flatlanders did ok in the results. The 10k next day, with a stiff headwind and slight uphill going out, and the longer duration, clearly did show an impact.

While the flatlanders still did ok, quite a few winners came from high altitude states like NM, CA, CO. The 5k winner in my 55-59 group who is a triathlete from West Virginia was a full 45 seconds slower than the winner at the 10k. For myself, despite starting conservatively at the 10k, I was pretty much maxed out with my breathing after about two minutes.

Besides the breathing, loss of power is also an interesting phenomenon. We talked to a few people who rode with power meters, and depending whom you asked you heard between 10 and 40 percent loss in power output. Before mentioned winner in the 5K told me he won in 2013 in Cleveland and pushed 374 watts, and his win here yielded 312 watts.

A couple guys from Cooperstown, NY said they rode about 20 percent

lower than at home. And my 30 second follower, who did catch me in the 10k (and turned out to be a former 100 mile road running world record holder, 12:05h 1997), told me that he had been training the last couple weeks with a pressure chamber, started about 20 percent lower and ended about 10% lower than usual.

In the road races I certainly felt it in the short steeper power sections, where in addition to the limits in breathing the lack of power was noticeable. I do admit I find it a bit disheartening that despite hard training you lose up to 20 percent performance just because of location.

So in hind side I will think twice about going to a high altitude location for a multi-day competition. Just vacationing there would be fine too.



National Senior Games
June 17 at 5:00 PM · 🌐

Games Daily News: Records falling fast at The Games, pro women's basketball player returns to competition, stuntman turns swimmer and more.

NSGA.COM
National Senior Games Association
The official website of the National Senior Games Association

National Senior Games, June 14-25

by John Bertelsen

Some facts about the area:

-Albuquerque, pop 545,000, elev. -5,312, avg June high temp 92
-Santa Fe, pop 83,000, elev. 7,199, avg. -June high temp 83

Cycling events took place in Albuquerque (Time Trials, June 15,16) and Santa Fe (Road Races, June 18,19 and Triathlon June 22). It was hot and windy almost every day. During the games it rained once, a thundershower.

The games: over 13,000 participants in a number of summer sports including Archery, Badminton, Basketball, Bowling, Cycling, Golf, Horseshoes, Pickleball, Power Walk, Race Walk, Racquetball, Road Race, Shuffleboard, Softball, Swimming, Table Tennis, Tennis, Track & Field, Triathlon & Tri Relay and Volleyball.

The event headquarters was in the Albuquerque Convention Center downtown. On the day registration opened some participants waited in line three hours to register. By some accident having to do with the first letter of my last name I only had to wait 15 minutes. There were numerous vendors in the convention center. Nearly all peddling pain relief products.

At various points during the games there appeared to be mass confusion. The next day the same activity would be calm. It almost seemed like they were figuring this out as they were going. In all fairness though with over 13,000 competitors and probably hundreds of volunteers running the Senior Games was a big task. VT had a small but fine cycling delegation: Dee Barbic (RR, 50-54), Laurie Cote (TT, 55-59), Andre Sturm (TT & RR, 55-59), Brian Conchieri (TT&RR, 60-64), John Bertelsen (TT&RR, 70-74), and Lawrence Myer

(TT&RR, 70-74). The events were spread over 4 days: a 5k and 10k TT, and a 20k and 40k road race. The time trials started by age group and first name, not bib number. Since we all knew our start times weeks ahead of time and there were numerous volunteers managing the start, most people had no problem with starts in the time trial. There were so many time trial riders (about 500) the first rider was off about 7:30 AM and the last at about 11:30 am in 30 second intervals. Since the guy starting before me (John Somebody) did not show up either day I had the luxury of a 1 minute start.

The 5K course was a slight down hill. The 10K was the same course out (up and into the wind) and back. I also benefited from the wind dying just as I started that I was able to scorch the 5K time trial. Unfortunately the wind picked up the next day for the 10K so my performance was more normal.

By the time the road races rolled around many of us were cooked by the temperature, altitude and dryness. The course was a loop that was basically 4 miles uphill then 4 miles downhill. The organization was not great as parking was a distance from the start. Those that did not recon the course didn't get a feel for the layout, and several missed their starts.

The starts were moved around so that the finish was at the top of a slightly steeper ¼ mile climb. The four mile uphill had the effect of breaking up the packs into smaller groups so it was difficult to really build a rhythm to make it a fun group ride. For most of us was just hold off getting dropped for as long as possible, then find someone to ride with. I lost touch with the group right away in the 20K, but approaching

the finishing climb I caught up with one of the dropped riders. I sat on his wheel to recover a little before going around him on the climb. I heard him slot in behind me with the idea of jumping me at the finish. I decided to start sprinting to anticipate his move. I heard him freewheeling as he quit, but it must have been a sight to see two old guys sloppy sprinting at 12 mph up the hill. In the 40K I lost touch with the pack as soon as it headed downhill.

Larry Myer also in the 70 - 74 age group managed to stay with them a little longer. In the following uphill I picked up a few riders ahead of me eventually regaining contact with Larry only to lose them all on the downhill again.

I did get to see the 50 -54 and 55 - 59 age groups finish as I was being lapped. The leaders were really moving even on the finish climb. Dee Barbic had a smashing ride in her age group finishing 3rd in the 20K Road Race and 2nd in the 40K.

We spoke with Woody and Mary Clifton after they had a chance to recon the tri course. They told us the bike portion was so rough that it was difficult to ride the aero bars. Woody finished mid pack and Mary finished in the top third in their age groups.

During the travel to and from the games we met several other competitors. You could spot them in the airports: fit seniors in track suits with gear bags. We met pickleball, tennis, badminton, swimmers and basketball players.

Most people seemed to be enjoying the stark, dramatic beauty of the Southwest. The food was good and the people are friendly, but it was great to see green at home.

Seattle to San Francisco by Bike

by Russ Ford

"Oof" said the baggage handler lifting my bike down to me from the Amtrak baggage car. "Not carbon!" No indeed, I had arrived in Seattle with my panniers and 30-plus pounds of fine touring bike steel. Amtrak has become remarkably bicycle friendly in the years since my last long distance bike tour. At any stop offering baggage car service they also provide roll-on/roll-off bike service.

When I met my train in Schenectady on September 1st the station agent directed me down to the end of the train with the baggage car. I pulled off my panniers and handed up the bike. It cost me \$20 to bring my bike across the continent, no box or disassembly required. Given the hassles and expense of flying with a bicycle I figured I could better spend the price of plane fare on beer and oysters, and during the next month in the Pacific Northwest I did.

I rode 1235 miles between Seattle and San Francisco with 90,000 feet of climbing, stringing together a 'greatest hits' of Washington, Oregon, and northern California's back roads and bike routes. Seeing that my route would take me by Mount Saint Helens, I was able to plan for a night at a state park at the base of the mountain and a detour up the volcano. The views were of a river valley inundated by the ash and debris flow from the 1980 eruption that removed 1300 feet from the top of the mountain.

Although I never quite made it into Portland, riding the Vernonia to Banks scenic trail and camping at two state parks within a day's ride of the city gave me an introduction to the 'Portlandia' bicycle sub-culture. Think beautiful hipsters, with extremely beautiful tattoos, on even more beautiful bikes carefully curated to maximize the fun-quotient of the overnight bike camp out. Bike trailers and ultralight tents made room for large payloads of artisanal beer, carbon-fiber mandolins, and handmade cheese. These are good neighbors to have in a state park campground, for sure!

California, Oregon, and Washington have designated 'Hiker-Biker' campsites at many of the state parks to allow anyone arriving under their own power a place to camp without needing an advanced reservation. Hiker-biker sites cost \$8 to \$12 a night. These are group sites, which mean there are usually other friendly riders to hang out and compare notes and stories with at the end of the day. It almost makes you feel sorry for the motorized crowd, who often need to reserve sites months in advance.

South of Portland I was joined by my brother, and the Willamette Valley Scenic Bikeway provided us with three days of easy riding (and numerous bike-friendly cafes) through an amazingly rich agricultural landscape of hops arbors and hemp plantations, fruit and nut orchards, vineyards and grass seed farms. Around the

next corner generally another dozen acres of hemp, or at least something that looks just like it.

Re-supplying in Eugene, we headed steadily uphill for the next two days on gravel roads navigating through two National Forests into the Cascade mountains, topping out near the Pacific Crest Trail on a divide that would lead us a day or two later to Crater Lake. Hearing about my proposed trip, friends had suggested I plan my route to meet them for the 'Ride the Rim' event at Crater Lake, for which a couple of thousand cyclists come to challenge themselves riding the Crater Lake National Park rim road's jagged profile on one of the two days a year the road is closed to motor vehicles.

We had a sunny and warm day for the ride, despite the 7000'-plus elevation, allowing views of Mount Shasta to the south, and roiling smoke clouds from a controlled burn that the forest service was carrying out to our north.

Two glorious days descending the Rogue River valley on scenic roads led us to the notorious Bear Camp Pass, a mostly one-lane route over the Klamath Mountains to the coast that climbs 4700 feet in 16 miles. That climb and the descent on the other side may well qualify as "epic". In our case we were riding in torrential rain and dodging occasional falling rocks.

Staying warm was easy on the way up, but after making our way

down the other side we were more than ready to seek refuge in a historic salmon fishing lodge, whose manager gave us shelter and a hot meal alongside the lodge's equally drenched guides and fishing guests. Photos of Zane Grey and Errol Flynn fishing on the Rogue River decorated the walls, and deer grazed the lawns undisturbed by the bustle of guests.

Crossing Washington and Oregon my itinerary had largely been mountainous and self-designed, choosing what seemed like plausible routes from Forest Service maps and the DeLorme's Atlas. Once I reached the ocean I turned to the Adventure Cycling Association's indispensable maps.

The Pacific Coast is one of the most popular cycling routes in the country, and the Coast Highway and Redwood parks are as spectacular as you might imagine. Within a couple of days on the coast I had encountered bike tourists from at least five countries.

Cycling the coast you roll past beaches and wetlands grazed by small herds of elk. Warning signs remind you as you enter and leave "Tsunami Hazard Zones". Long climbs lead you inland at capes and headlands, where you can ride for miles through groves of 400 year old giant redwoods. Bakeries and brewpubs abound in the little towns that dot the coast.

Built during the mid-twentieth century, what the Pacific Coast Highway does NOT offer are consistent, bike-safe shoulders. In places, the road perches cliff

side, with neither shoulder nor guardrail. I would hear sea lions barking somewhere a few hundred feet below my right leg, while a logging truck rumbled by my left hip. In a few other locations, half the highway had fallen into the ocean, leaving a single lane to carry both northbound and southbound traffic.

Two days north of San Francisco I found hospitality for a night with the proprietors of a Buddhist tortoise refuge. Lumbering reptiles weighing from 4 to 400 pounds roamed the grounds. An outdoor hot tub soothed my muscles and confirmed my images of the California lifestyle. A banana tree growing by the front gate confirmed my distance from northern Vermont.

Reaching the Point Reyes area the next day, and hungry for my oyster fix, I spotted a weather-beaten assortment of seaside buildings that I took for a low budget seafood snack bar. Pulling into the parking area I was a bit surprised to see a valet parking sign, atop a smaller notice stating "Reservations Required". The head valet made a beeline for me.

I would like to think he recognized the classic quality of my lugged steel frame and decided to take a chance on me, but in any case, he murmured "Sir, I think we could fit you in for lunch without a reservation. Would you like me to park your bike?" I am happy to report that both the beer and the oysters were excellent, and well worth the ride to get there.

On my final day, a friend rode

out from San Francisco to guide me through Sausalito's maze of bistros, bookstores, and Maserati dealerships. Flocks of tourists on rented e-bikes posed for selfies on the Golden Gate Bridge. Two riders I had camped with my last night said good-bye as they continued south towards Big Sur.

I boarded an Amtrak again, finding early snow as we crossed the Sierra Nevada mountains, and fall foliage just peaking as I reached my home in Vermont.



GMBC Clothing Inventory

by John Witmer

GMBC's clothing for 2019 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.

Orders are placed twice a year, during March and May. To order inventory clothing, use the order form on the GMBC website. The web order form reflects the current inventory. Alternatively, you may use the order form here.

Add payment for shipping if you want items mailed to you. This is recommended for those who don't regularly see me during the week. Mail it along with a check made out to GMBC. The clothing is made by Voler.

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 Order Total

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**

GMBC Clothing Inventory Form

Size	Quan.	Price	Total	Year/Item
		\$53		2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (ML)
		\$60		2018 Shorts (GMBC/Synergy) (M)
		\$64		2018 Bib Shorts (GMBC/Synergy) (ML)
		\$53		2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (ML)
		\$59		2017 Shorts (GMBC/Synergy) (ML)
		\$63		2017 Bib Shorts (GMBC/Synergy) (M)
		\$17		2017 Arm Warmers (GMBC/Synergy) (ML)
		\$17		2017 Gloves (GMBC) (M)
		\$47		2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
		\$50		2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (XL)
		\$50		2016 Shorts (GMBC/Synergy) (M)
		\$52		2016 Bib Shorts (GMBC/Synergy) (L)
		\$47		2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (SM)
		\$50		2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
		\$50		2015 Shorts (GMBC/Synergy) (S)
		\$52		2015 Bib Shorts (GMBC/Synergy) (SLXL)
		\$20		2015 Aero Shoe Covers (GMBC/Synergy) (L)
		\$15		2015 Gloves (GMBC) (L)
		\$47		2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
		\$52		2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
		\$50		2014 Shorts (GMBC/Synergy) (M)
		\$47		2013 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)
		\$52		2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
		\$50		2013 Shorts (GMBC/Synergy) (M)
		\$52		2013 Bib Shorts (GMBC/Synergy) (XL)
		\$20		2013 Arm Warmers (GMBC/Synergy) (L)
		\$37		2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (SMXL)
		\$35		2012 Shorts (GMBC/Synergy) (SXL)
		\$7		2012 Arm Warmers (GMBC/Synergy) (S-L)
		\$5		2012 Gloves (GMBC) (S)
		\$10		2012 Aero Shoe Covers (GMBC) (M)
		\$35		2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (XL)
		\$7		2011 Arm Warmers (GMBC/Synergy) (ML)
		\$35		2011 Wind Shell Jacket (GMBC/Synergy) (L)
		\$5		2011 Gloves (GMBC) (S)
		\$35		2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
		\$37		2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
		\$35		2010 Shorts (GMBC/Synergy) (XL)
		\$37		2010 Bib Shorts (GMBC/Synergy) (S)
		\$7		2010 Arm Warmers (GMBC/Synergy) (M-XL)
		\$40		2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
		\$35		2009 Shorts (GMBC/Flatbread) (XL)
		\$7		2009 Arm Warmers (GMBC) (L)
		\$5		2009 Gloves (GMBC) (S-L)
		\$15		2003 Short Sleeve Jersey (Invensys) (S)
		\$12		2002 Short Sleeve Jersey (Invensys) (WMWL)
		\$2		2002 Shorts (FourStar) (S)
		\$2		2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

Northeast Kingdom Riding

by Hilary Warner

We returned to an old favorite Northeast Kingdom ride in June. Quiet roads, beautiful scenery, nicely placed stores, and a few unusual attractions make this ride a winner. If you start at the public beach on Caspian Lake in Greensboro, you will have the luxury of bathrooms, the Willey's Store, and a terrific selection of local art at the Miller's Thumb. We recommend cycling this approximately 55 mile loop clockwise which means heading north out of town toward East Craftsbury. In Craftsbury, home of two general stores and Pete's Greens, you have to decide if you're going to climb the steep hill to Craftsbury Common (recommended) or head over to Route 14 north on gravel.

Once on Route 14 north, it's smooth sailing to Irasburg where you will find Ray's Market (closed Sundays) which has a deli. There is also a large green and a port-o-let. An exhilarating downhill leaving

Irasburg on Route 58 is followed by a grind of a climb; the degree of grind depends on how long you stop in Irasburg and what you eat. Don't miss the great short-cut, a right turn on Lake Region Road to avoid the Route 5/I-91 interchange.

Head south on Route 5 into Barton; there may be ice cream on the left just before Barton. Take the right fork on Route 16 at the gazebo in Barton; save Crystal Lake and Lake Willoughby for another day. Barton has a supermarket and a few smaller stores. The real treats begin in Glover: don't miss Curriers Market! Despite cycling past this store for 25 years, we had never been in! Unless you are a vegetarian, you will likely find the two floors of taxidermy fascinating.

If you're ready for a fuel stop, the Busy Bee diner across the street is open until 2 PM (1 PM on Sundays). Just five miles south

on Route 16 is the renowned Museum of Everyday Life (<http://museumofeverydaylife.org/>). Past exhibits have included the pencil, toothbrush, dust and paperclips; we have never been disappointed. The museum also has a composting toilet.

Continuing south on Route 16, there is a historical marker at the site of a former pond which was inadvertently released in 1810. The easiest way back up to Greensboro is through East Hardwick and up East Church Street to Hardwick Street. This is the most pleasant road you'll ever climb! Another benefit of going this way is that 11 miles from the Museum is Perennial Pleasures Nursery and Tea Garden. Tea, scones, strawberry jam and other delicious treats, sweet and savory, are served in the garden 12 to 4 every day but Monday (reservations recommended). Overall a fabulous ride with or without the stops!



2019 Cycling Season in Pictures

Time Trials, Training Rides



June 11 Training Ride



June 18 Training Ride



August 1, Westford Time Trial



August 8, Jeffersonville Time Trial



August 6 Training Ride



August 20 Training Ride

2019 Cycling Season in Pictures

Burlington Criterium, Practice Crits



2019 Cycling Season in Pictures

National Senior Games



2019 Cycling Season in Pictures

VP Rides, Touring Season



Chilling After The Moose



June 1 VP Ride



June 23 Jaunt from Jasper Mines



September 15 Century Ride



Vergennes Voyager



September 28 VP Ride

Photo Contributions: Gerry Malavenda, John Bertelsen

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	jww5@myfairpoint.net
Treasurer	John Bertelsen	jo.bertel@gmail.com
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Time Trial (TT) Chair	Kevin Bessett	kevinbessett@gmavt.net
Race Team Chair	Vacant	
Burlington Crit Co-Chair	Tom Moody	tmoody@drm.com
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GMBC website - thegmbc.com



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