



## From the Desk of the VP

*by John Williams*

### Wednesday Rides

We had a great season of Wednesday Rides from the Wheeler Lot in South Burlington. I think we maxed out at about 40 riders on a few warm summer evenings.

At many of the rides, especially those with lots of riders, we reviewed safe riding practices and riding etiquette. I think reminders immediately preceding a ride help to reset a group mindset, even for those with lots of group riding experience. We emphasize stopping (at stop signs, traffic lights) and not stranding your group at intersections (i.e., soft pedal after passing through an intersection to allow fellow riders to catch up). We introduce new riders and help them find a compatible group. With the risk of receiving a *duh!*, I usually query new riders to be sure they are familiar with some of the basics of group riding: line rotations, pacelines, pointing out objects, and maintaining a speed that works for the group.

Thanks to everyone who came out a few or many times. Thanks to Tom Broido for organizing groups a couple times when I was away.

October 24 was the final Wednesday ride for this season. The annual "Tour de Pint" (short loop including Irish Hill) was followed by burgers (or whatever) and brews.

### VP Rides

The VP rides start at different locations and frequently include climbs and gaps which attract a group of strong riders. We visited all of the area gaps/notches/peaks/sustained climbs: Smuggs, Baby/Ap Gaps, Moretown/Roxbury, Brandon/Middlebury, Jay/North Jay, Whiteface, and Bolton Access.

While not a gap, Wes White Hill in Richmond offered up an abrupt challenge followed by several miles of unpaved road including Texas Hill Road. And, we added a few flatter

rides to the mix: Island Ride, Crown Point to Essex, rides from Jasper Mine and others.

We also revisited the Mad River Century route. This is a ride I will take off the agenda until I learn that Route 100 south of Hancock has been repaved. With rough pavement, little or no shoulder and significant traffic, this section is not recommended. Thanks to the many riders within the VP group who pulled me along!

### MUP Rides

We completed two Mostly Un-Paved (aka *MUP*) rides. Lights, front and back allowed us to finish after dark. There is something about the fall season that instills a desire to relax the pace, find unpaved roads with low traffic, and take in Vermont's autumn splendor.

This year, Steve Z showed us a cool wooded and pastured path between Greenbush and Mt. Philo Road. Leavensworth Road leads to another cool *off-piste* section. These are no-drop rides open to anyone with road or gravel bike.

Enjoy your winter! Fat bike, cross country skis, alpine skis, snowshoes and winter white are on the horizon!



# End of Season Time Trial Report

by Kevin Bessett

Thanks to all who helped time and marshal time trials (TT) this season. These events—as well as most other club events—would not have taken place without volunteers. You make it happen!

The season went well and thankfully there were no incidents with drivers, residents or town officials.

These are infrequent occurrences but do happen. Traffic is an issue on several courses, namely Westford, and I feel that its days are limited. Other courses are feeling it too. The average participation at each event was 14. Last year it was 11. The increase is encouraging but is still well below the overall average of 22 per event for the years 1994 to 2016.

Noteworthy headlines this season:

- A return visit to an old course in St. Albans Bay.
- Kevin Bouchard-Hall's return.
- John Witmer's seven or so years in a row with the most rides in a season: he rode twelve this year.

But a whippersnapper came in under the radar, Tor Dworshak, and got in eleven events. I think he's got your number, John.

In July the series revisited the Dunsmore course in St. Albans Bay. It has been about a decade since it was last visited, and it was nice to be back. The visit was made nicer by a wind out of the north, which made the last two-thirds of the 9.25 mile course a lot easier. A south wind makes it brutal, and especially the last mile to the finish. Next year the course will be back, and I got my order in for a north wind.

Kevin Bouchard-Hall and his dad rode the series back in the mid to late 90's

when Kevin was in high school. I was faster than him most of the time back then, and double his age I might add. In the present, I'd have to be on a super charged e-bike to equal him.

Kevin set new records at South Greenbush (8.34 mi) and Jonesville (16.15 mi), and averaged very close to 30 mph and 29 mph respectively. The old records were set by very fast riders (Andrew Knight and Bobby Bailey) and Kevin broke the South Greenbush record by 14 seconds, and Jonesville by 32. These are big margins.

Congratulations to all the age-group winners in the championship series, and to Jessica Hall and Kevin Bouchard-Hall for being the quickest overall female and male riders. Awards were handed out at the annual meeting/potluck in November.

A shout out to Phil Beliveau for consistency. He rode the two championship courses at virtually the same average speed: 25.55 and 25.56 mph.

Many of you know that I've been the *chief* of the series for a long time (8,760 days). I really appreciate the energy that people bring with them and the dedication. It is inspiring and keeps me going. That said, I'm very open to suggestions and thoughts on the series.

That's it for another year! Be well and healthy.



TT Results	South Green-Bush	Jonesville	Overall Avg. Speed
Female 40-44			
Hall, Jessica **	22.57	22.07	22.32
Female 50-54			
Barbic, Dee	20.85	20.31	20.58
Female 60-64			
Clifton, Mary	18.99	18.56	18.77
Dupuis, Sandy	-	19.2	-
Male 25-29			
Dworshak, Tor	24.87	24.29	24.58
Male 35-39			
Bouchard-Hall, Kevin **	29.84	28.87	29.36
Keats, Brian	24.06	24.46	24.26
Male 50-54			
Meredyth, Marc	25.44	25.39	25.42
Willsey, Jamie	24.94	24.92	24.93
Hammond, Marc	24.59	24.27	24.43
Male 55-59			
Witmer, John	23.72	23.28	23.5
Moody, Tom	22.9	22.46	22.68
Messier, Steve	-	22.91	-
Sturm, Andre	-	22.92	-
Garen, Karl	19.48	-	-
Male 60-64			
Beliveau, Philip	25.55	25.56	25.56
Conchieri, Brian	24.79	24.21	24.5
White, David	23.44	22.17	22.8
Anderson, Brook	22.9	22.39	22.64
Van Den Noort, Gordon	21.84	21.55	21.7
Brannen, Jim	20.14	-	-
Male 65-69			
Rath, David	23.96	22.39	23.18
Clifton, Woody	20.42	19.82	20.12
Male 70-74			
Bertelsen, John	20.88	20.61	20.74
Williams, John	20.42	-	-
Male 75-79			
Davies, Jordan	17.03	18.36	17.7
Tandem			
Belcher, D / Tier, D	14.34	13.04	13.69



# Richard's Ride 2018

by John Williams, Richard Tom Foundation

The week leading into the **Richard Tom Foundation (RTF) 3rd Annual Richard's Ride** was worrisome (Richard frequently used the expression, "No Worries"! ) The forecast was for steady rain. Well, Richard seemed to be watching over us once again; there was no rain to dampen the spirits of the day with over 200 riders registered!

Richard's Ride is different from other organized rides in this area, in that throughout the morning we send out rides for all levels of riding experience, ages seven (or less) to 70 (or more). This year Vermont Bicycling and Walking Vacations (VBT) was our *title sponsor*. This was a huge help to us in preparing for the event and spreading the word about Richard's Ride. Also, big thanks to the Cochran family and Cochran's Ski Area for once again providing the perfect staging area for our rides.

## The Rides

After introductions and recognition of our sponsors, riders for Richard's 70 headed out at 8:30 a.m. This is our most challenging route, a loop from

Richmond, north to Cambridge, west to Fairfax (including the infamous Richard's Surprise on Buck Hollow Road), then south on Rt. 128 through Westford and return through Jericho.

Later in the morning, riders for the more mellow Richard's 30 departed, followed by riders for Richard's Family Ride, Children's River Trail Ride, and Children's Road Ride on Cochran Road, which was closed to through traffic. Children's rides are FREE as is the annual RTF Kids' Crit on Labor Day. Experienced mountain bike riders were treated to Cochran's challenging terrain which has two options: up and down.

Riders returned with smiles, feelings of accomplishment, and camaraderie as we continued to celebrate the spirit of Richard throughout the day. We were treated to a great post-ride spread and drinks.

A special addition this year was the availability of mountain bike demos supplied by Earl's Cyclery and Fitness and BelGen Cycles. Many, including me, took advantage of this. I was fitted to a bike and followed Andrew

Boczar (Earl's) up the Mother's Day Trail. I didn't go all the way to the top, because I am still a newbie with mountain bikes. I didn't crash, so the ride was a plus for me!

I want to thank our sponsors and volunteers for contributing to a great day in remembrance of Richard:

- **VBT** - title sponsor
- **Many volunteers** - parking, food stops, traffic control, registration
- **EventSet** - fencing and truss
- **Dakin Farm** - sandwich meats
- **Stone Corral Brewery** - beer
- **Earl's Cyclery and Fitness** - tech support and MTB demos
- **Ski Rack** - tech support and Richard's 30 sag support
- **BelGen Cycles** - tech support and MTB demos
- **Cowbell Mobile Bike Shop** - tech support & Richard's 70 sag support
- **National Life Group** - ride sponsor
- **Heart of Steel Bikes** - ride sponsor
- **ATC** - ride sponsor
- **Aquatec Environmental, Inc.** - ride sponsor
- **Downs, Rachlin and Martin (DRM)** - ride sponsor
- **Cochran's Ski Area** - use of base lodge and property

**Save the Date for Richard's Ride 2019 on Saturday, May 18**



Photo credits: Jared Katz

# Second Half of the Touring Season

by Phyl Newbeck

There's a fine line between strength and lunacy and we may have crossed it on July 1st. First, however, we made two command decisions. One was to begin the **Rouse's Rouser** ride one hour early. The second (with the exception of one rider) was to content ourselves with the short (52-mile) version. While there is a lovely stretch of road near the water on the New York side of the lake, the thought of the ten miles or so through open cornfields with temperatures soaring into the 90's seemed inadvisable.

Thirteen of us did the short ride with 11 sticking together for the entire route, which included stops at Hero's Welcome and St. Anne's Shrine on Isle La Motte for shade and hydration. We were treated to the sight of an osprey carrying its prey to the nest, but also had to deal with a pickup truck driver who was clearly dealing with inadequacy issues.

It was still hot on July 8 for the **Monkton Ridge Ride** but the humidity was greatly reduced, so 23 riders including four who were doing their first ride with the club arrived in Shelburne, ready to roll. One rider

did the short, 23-mile route, three did the medium, 38-mile route and the rest of us settled on the long, 43-mile version. We started with a headwind but thankfully there was no change in direction, so we got to finish on a tailwind. The roads were generally good except for the truly dreadful pavement on Shelburne Falls Road (which thankfully was repaved in time for the century ride in September).

Yes, it was still hot one week later as 18 riders headed to New York for the **Willsboro Wanderer** ride. There was some confusion as a few of the riders weren't able to find the old Champlain Flyer parking lot and parked at the ferry instead, but all of us were together on the 9 a.m. boat.

Only two riders made the first turn for the short ride. The rest of us headed to Reber Road but two of our faster cyclists missed that turn, which added an extra six miles to their trek. They were fast enough that they caught up with the rest of us when we reached Route 9. The main group met the short-ride cyclists at Denton's Bear Necessities where we were happily refueled. The folks at Denton's allowed us to use their

bathroom and fill up water bottles at the deli sink.

One of the wayward riders joined the short route (39 miles) folks and three cyclists did the full long route (52 miles), but the rest of us did Phyl's bypass which cuts off a few miles and some of the last annoying hills. We saw a full osprey nest which was close enough to the road that the pavement was littered with osprey droppings. The roads on the New York side of the lake have meager shoulders but the traffic is light so that wasn't a problem.

Northern Vermont was in a mini-drought so it wasn't a bad thing when rain fell on the morning of June 22. Unfortunately, the rain meant that although three people showed up in Swanton for **Not Quite Quebec**, only one person did the ride.

On Saturday, June 28, four riders from Massachusetts joined five GMBCers for **Horse Country Ride**, the first day of our **Upper Valley Weekend**. Everyone chose the longer 51-mile option. The day was hot and humid and as the ride progressed, it almost seemed like the hills (we had 3,600





## 2nd Half of the Touring Season

*continued from page 4*

feet of elevation gain on the ride) grew worse and worse. Nevertheless, we all completed the route and after a dip in the White River, most of us had a lovely dinner in South Royalton with several guests camping on Pat and Tom's property for the night.

We lost one GMBCer and one of the Massachusetts riders on Sunday but gained two other GMBcers and a couple from New Hampshire on a tandem.

With slightly less climbing—although the ride starts with a steep jaunt up Howe Hill—a few more clouds, some narrower roads which led to more shade and a lot less humidity, **Pomfret Perambulations** was a bit easier to ride, although several of us still headed to the White River for a post-ride dip. We may have set a record for the number of giant chocolate chip cookies consumed at the Barnard General Store.

I may not have the same model as Geraint Thomas, but for the fifth year in a row I was pleased to see a Pinarello rider winning the Tour de France. Even more pleasing, however, was the 79th place finish of Peacham resident Ian Boswell who is believed to be the first Vermont resident to race the Tour.

Because not everyone wants to travel to the Upper Valley, we had the **Triple Ferry** as an alternative ride on July 29. Initially, the ride was planned around the 8:10 a.m. ferry from Burlington to Port Kent but Lake Champlain Ferries cancelled that boat, meaning the earliest point of departure was 9:30. The five *social riders* solved that problem by keeping the original start time and taking the route in reverse, heading north from the Burlington Ferry parking lot and taking the Local Motion ferry first, followed

by the Grand Isle Ferry. The group visited a number of historic sites in New York and returned on the 4:10 ferry to Burlington. The six *regular* riders who included a woman from Baltimore started later and took the 9:30 ferry, keeping the ride in the usual direction. A tire problem led to a stop along Route 9 where those not working on the pit crew had a chance to explore a sculpture garden. The clockwise and counter-clockwise groups crossed paths at the Naked Turtle in Plattsburgh, where the early birds from the social ride had found good seating in the shade.

We tried something new on Saturday, August 4 with **Gravelling in Newark**. Thanks in part to a less than stellar forecast, only four riders traveled to Newark but the rain let up shortly before the start of the ride. That left things relatively cool, but midway through the ride the sun came out and the heat increased. Ride leader Pat Stabler reported beautiful, quiet roads with great ridgetop views.

There is a mountain lake at midpoint which meant that the second half of the ride was mostly downhill. Although the ride was intended for gravel grinder bikes, one cyclist completed the route on a road bike.

The change in ferry times impacted our **Double Ferry South** ride on August 5. Instead of heading out to New York on the 8:10, the ten cyclists took the route in reverse and rode down to Charlotte, then took that ferry over to Essex and rode the hills on the New York side of the lake before returning on the 1:30 ferry.

Another problem arose when we learned that there was no longer free parking for the ferry, but the nice folks at Curtis Lumber on Pine Street allowed riders to use their lot because

they aren't open on Sundays.

One rider was on clipless pedals for the first time, and after toppling over at a four-way intersection they decided to turn back, but the others enjoyed the views and shade on Highland Road in New York. The forecasted heat probably kept more cyclists from taking part in the ride, and two of those who did ride took a dip in the lake at Port Kent while waiting for the ferry. Those waiting riders also witnessed an eagle flying closely overhead.

One of the ride leaders said the return trip on the ferry was so relaxing that it was all they could do to keep from nodding off, despite the fact that beer was no longer available either on the boat or at the concession stand in Port Kent.

We had 24 cyclists in Milton for **Buck Hollow and Beyond** on August 12. Despite the heat and humidity, nine riders did the long, 58-mile route while five did the 43-mile version and eight others created a medium route of 50 miles. There was a little bit of rough pavement, but there were also a lot of newly paved roads and the group got to ride past some lovely farms and fields, ending the route along some wetlands off the Lamoille River.

The long ride is probably the nicer route, but for many the oppressive heat led to their choice of the shorter versions. Six members of the social ride group chose to do the St. Albans Explorer ride instead, since it had been rained out earlier in the year.

We realize Waitsfield is a bit of a drive for some folks but the **Waitsfield and Waterfalls** ride on August 19 was well worth the trip. Thirteen cyclists, including one GMBCer who had

# Second Half of the Touring Season

continued from Page 5

never done a touring ride, started out with the climb up Warren Road in a bit of fog. The sun came out but was never too hot, particularly since a lot of this route is shaded. Although a good portion of the ride is on Route 100, the shoulders and pavement are good and the traffic never seemed overbearing.

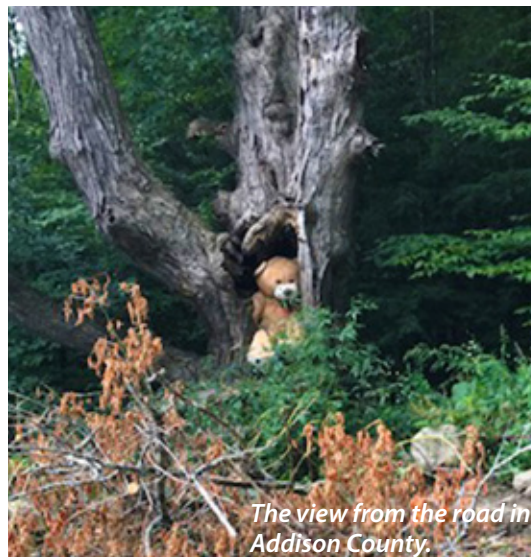
Three riders decided to turn this into a double-gap ride, going over Middlebury and then App Gap. Two others chose to ride to the top of Middlebury Gap and back down while the rest of us stopped at Texas Falls. S-l-o-o-o-w-l-y prepared sandwiches, brownies and chocolate chip cookies were consumed at Hubbard General Store in Hancock to help propel us up Granville Gulf.

Due to a hole in the schedule left by a very sloppy touring chair, we were able to ride **Not Quite Quebec** on August 26 to make up for the earlier rainout. This is a great route if you like looking at corn fields, cows and picturesque barns, and riding up and down rolling hills.

One group had a few drivers who didn't give enough space and one who leaned on his horn unnecessarily, but most of the drivers were very courteous. Darkening skies led virtually all 24 riders to do the 52-mile loop rather than the longer version, and that decision proved to be smart when the clouds opened up on us with just a few miles left to go. We were joined on the ride by a couple from Arizona who were visiting family. A separate social ride on the same day, which actually did go into Canada, garnered nine riders who did a 46-mile route starting in Alburgh.

With almost 3,000 vertical feet of climbing (some GPS systems recorded more than that), the **Covered Bridges of Franklin and Lamoille County** is not an easy ride. This year there was no opportunity for the short version (41 miles) because of the temporary closure of Route 100C, so all 20 riders did the full 55 miles, including four who were doing their first touring ride of the season.

A hot and humid day didn't help things and neither did the stiff south wind that struck us on Boston Post



*The view from the road in Addison County.*

Road and Route 108. Perhaps that's the reason most of us completed the ride in record time and many took a jump into the Lamoille River at the very end.

Finally, the weather was NOT hot and humid for this year's **Northeast Kingdom Weekend**. In fact, it was cool enough that all ten riders left Island Pond with jackets. The group included three people from Massachusetts, and two who came all the way from Texas for a long weekend and had decided to make the Kingdom their base, in part because of the two rides, renting one

bike and bringing along one hand-made (by him) Millennium Bicycle ([millenniumbicycles.com](http://millenniumbicycles.com)), which could be disassembled into three parts to fit into a regular luggage bag.

Four riders did the 67-mile **Moose Country Meandering** while the others did the 50-mile **Kingdom Lakeview Loop**, which is distinct enough to really constitute an entirely different ride. Led by a local rider who was part of a team that did the Race Across America this summer in seven days and fifteen hours, the long riders only finished fifteen minutes after the short ride group.

The Texans were amazed by the US/Canada border at Derby Line, which bears little resemblance to their border with Mexico. After the ride we enjoyed a break at the Tiki Bar in East Burke. We invited the Texans to Pat and Tom's house for dinner and surprised one of them with a cake, because we had discovered it was his 50th birthday. Joining us at dinner were four 20-something mountain bikers from Massachusetts who were camping in the yard, so we had a nice multi-generational, multi-wheel-width evening.

The following day we awoke to frost on our cars. Down to six riders, we attracted attention in the Kingdom Trails parking lot with our skinny tires as we headed out on **Willoughby Wandering**. Three riders chose a shorter, steeper hill over the route's more gradual seven-mile climb, but we all reconvened after that deviation and later returned to the Tiki Bar before heading home. As our new Texan friends might say to those of you who don't want to drive to the Kingdom, "y'all don't know what you're missing."

## 2nd Half of the Touring Season

*continued from page 6*

Another eight riders chose to stay closer to home with **Pleasant Valley Pedaling**. Leader Brian Howard had to make some alterations to the ride due to the continued construction on Route 117, which added some extra hills to the route. The brand-new pavement on River Road in Underhill was enjoyed by all, as was the chance to ride without heat and humidity.

**Century Day** brought back the heat. For the first time in recent memory, the only long sleeves on the ride were for sun protection. One cyclist ignored the oppressive temperatures and humidity and did the double-gapper, seven riders did the full century, and the rest decided to stick to the metric version. Four other riders joined the group along the way with two doing the century and two riding the double-gap. As usual, delicious pastries were consumed in Bristol and other stops provided the opportunity to sample cider donuts.

The metric riders pretty much stuck together although a few missed the turn for the mis-named Comfort Hill, and several others chose to take Greenbush Road instead of Lake Street so they could stop for more liquids at the Brick Store in Charlotte. A few phones were taken out to photograph a stuffed bear sitting in the crook of a tree in Addison County. It's always nice when the VP riders join the touring group for this end-of-season ride.

It was a chilly September 23 when nine cyclists met for **East of Eden**. The 9:45 start was ideal because it meant the fog had lifted. Three riders took the short, 50-mile route going up Route 242, while six preferred the seven mile, more gradual trek up Route 105 for a 62-mile route that gained 4,400 feet of vertical.

The new pavement on Routes 100 and 105 was much appreciated, although our joy at avoiding the previously thumping descent on Route 105 was tempered by the realization that the first section of Cross Road was gravel. We've been assured that that will be fixed by next year. Unfortunately, we were about a week too early for any foliage but this is still a beautiful ride, particularly on Cross and South Richford Roads.

It may have been the cool, windy weather or it might have been Quebec's somewhat heavy-handed law requiring a plethora of reflective gear, but only 11 riders headed to Highgate for **Meandres et Beaux Villages**, the last official ride of the season. Two did the full 60-mile route while the rest contented themselves with 50 miles, although all returned at roughly the same time, keeping a brisk pace in order to stay warm.

Coffee, chocolate and other snacks were consumed at L'Oeuf and nobody was fined for non-compliance with the reflector law. It's unclear if that's because they didn't pass any officers or because almost everyone had front and back lights and wore bright colors.

Our first unofficial ride of the season from Williston was a bust with persistent drizzle that continued well past the time it was forecasted to end. Only one cyclist chose to ride, rationalizing that his bike was already dirty. The following week on a cool but sunny day, five riders did a 28-mile route from South Burlington, which included a stop at Shelburne Orchards for cider donuts fresh out of the oven.

Temperatures in the 30's, a strong north wind and light snow was enough to keep even the hardest

from riding from Williston on October 21. We thought we had outsmarted the forecast by changing our last leaderless ride of the season from Sunday to Saturday but only two cyclists were willing to take a chance on the weather. We had almost made it from South Burlington to Ferrisburgh when the rain started, so we quickly turned tail and made it back to the parking lot before the rain turned to sleet.

Our numbers were up at the start of the season with two rides garnering over 40 people and another two with 30-plus, but they waned a bit as the season progressed—no doubt the intense heat and humidity didn't help—and we only had five additional rides with 20 people or more. The good news is that we had a number of new cyclists who did multiple rides with us. We also enjoyed the company of several out-of-state visitors.

The touring section tried something new this year with a Saturday gravel ride and that may be repeated next year. We had one major injury on an early season ride, but otherwise the season was free of accidents and mostly free of obnoxious drivers. Road issues required some rerouting and a change in the ferry schedule created some problems, but otherwise it was a good year.

My sincere thanks to our loyal cadre of ride leaders, some of whom went above and beyond the call of duty this year. I hope to see you all on the road next year.





# Kid's Criterium, Labor Day 2018

by John Williams & Gina Adduci, Richard Tom Foundation

Richard Tom Foundation (RTF) Board Members Tom Broido and John Williams began their day at 6 a.m. in downtown Burlington. Tom and John were on the Criterium Set Up Team which involved installing the metal fencing, snow fencing, roping and other safety equipment along the criterium course. Tom and John then worked as road marshals for shift one.

Meanwhile, board members Matt Lyon, Gina Adduci, Kathy Coughlin, Michelle Cournoyer and Aimee Motta, along with Ski Rack's Chris Morrissey (CiMo) and several VBT friends of Richard, were busy setting up the RTF tent, bike repair shop, lemonade stand, registrations and swag bags.

Online and day-of registrations resulted in 52 children registered. We had two groups: seven to eight-year-old children riding two laps (city blocks) and nine to 11-year-old children riding four laps. We could sense the level of excitement of children and parents as they flowed in to register prior to the start time.

At precisely 12:30 p.m., Criterium Announcer Alan Cote called the first



group to the start. Our little peloton was led out by Burlington Police Chief Brandon del Pozo, along with pro riders Andy Bishop and Ted King. Local team 1K2Go members also acted as safety riders. After Alan's instructions on how to ride safely in a pack, they were off. While we advertise the event as non-competitive, tell that to the kids! Their little legs were churning as fast as possible throughout several laps.

Following the Kids' Crit, each child was awarded a medal and families were treated to great raffle prizes

donated from local businesses: Earl's Cyclery and Fitness, Ski Rack, BelGen Cycling, Dakin Farms, Untapped, VBT Bicycling and Walking Vacations, Green Mountain Stage Race and more. A silent auction for a stunning Fuji Roubaix 3.0 donated by VBT—perfect for a developing pre-teen cyclist—was awarded to the McGuire family as a gift to grandson Ryder, a nine to 11 age category participant.

The annual free Kids' Crit is a big event for our community, especially the children. We hope they will remember it for years and that it steers them toward healthy lifestyles and outdoor fun, both on and off the bike. This event falls squarely within the mission of RTF. In the words of Race Director Tom Moody, "The Kids' Crit is one of the most exciting and fun events of the day!"

Special thanks to Gary Kessler (Green Mountain Stage Race director), Tom Moody (criterium director), Alan Cote (announcer), Chief del Pozo (ride leader), Andy Bishop (ride leader), Ted King (ride leader), 1K2Go riders, and all volunteers on the great success of this event! Save the date for Richard's Ride 2019 on Saturday, May 18. Visit [www.richardtomfoundation.com](http://www.richardtomfoundation.com)





# Winter Training: What You Can Do

by Sandy Dupuis

First of all, I try to ride outdoors as much as possible as long as possible. Even if it is just a day or two in January when we have a heat wave, the snow melts and the roads are bare, I'll try to get out for a ride. Ok, there are other sports besides cycling. For me, winter is a time to try other methods of pursuing fitness.

Here are a few of the other sports I have tried. Some years in the past, I would get back into running. In my younger days, running was my first sport of choice. But now it is a slow run for three to five miles. At least I am outdoors! I will go Nordic skiing. There is a great master's program at the range, and they have different levels with coaches. Nordic skiing—especially skate skiing—is definitely a sport that requires technique and the proper skill.

Many years ago our family spent the winter downhill skiing. When we have snow I use my snowshoes. I like the convenience of snowshoeing: you can do it anywhere!

There are bitter cold days when I choose to be indoors. I belong to a gym. I have found a 30 minute Cx core class that is challenging. I also do a 60 minute body pump class. Body pump is a full body strength class. There is music, an instructor and usually lots of other people. I have a couple of different strength training programs that I do myself. The strength work that I do on my own tends to emphasize core plus lots of squats, leg press, lunges, step ups and dead lifts.

I don't part with the bike completely, though. Last winter Brian Conchieri

introduced me to TrainerRoad. I know lots of people are really into using Zwift. I may try that at some point this winter. What I like about TrainerRoad is that it is a structured program with many options, and you can analyze your power data. Last winter I was doing the low volume *sweet spot* training plan. The workouts are based on your FTP with the goal of improving your FTP. And there are workouts that take you above the sweet spot into threshold and anaerobic levels.

Besides enjoying the snow when we have it, winter is a great time to find your weaknesses and put some effort into improving them. Then when spring does arrive, you will have strength and some fitness and be ready for the roads again!

## Fat Bike Winter Riding

by Kevin Bessett

For many the road bike season will be ending soon due to cold, snow and darkness. But don't let that put an end to your outdoor riding! Go fat and hit the trail.

What I'm talking about is the often misunderstood fat bike, and for all of you snow cats out there, that's where it's at for winter fun. Ok, skiing is fun, too. Catamount Outdoor Family Center in Williston rents fat bikes, as do other centers around the state.

Enjoyable is the word that sums up my experience on my fat bike. The wide tires and the low PSI in the tires (like 5 or 6 PSI) allow

for great balance at slow speeds, incredible traction, and off-trail explorations when conditions allow



Photo credit: Slyenius, Wikimedia

(i.e., somewhat firm snow or frozen ground). Riding the bike has brought back memories of my summertime

explorations as a kid on my blue 1972 Schwinn Sting Ray, complete with a banana seat and a chopper-style bar with streamers, of course. Additionally, the String Ray offered me freedom which the fat bike offers too, because it is so versatile (but the context of freedom is a wee bit different now).

Times have changed since then but the fun hasn't. If you get a chance check one out. When snow is on the ground, they work best when it is packed, crusty or firm, or when

there is up to a few inches of fresh snow on top of a firm surface.

# Lessons from the Road Less Traveled by Donna Leban

If you've never gone on a bike tour in a foreign country, particularly one where many people do not understand or speak English, you're really missing out on some great fun and some very memorable experiences. I'm thinking about all the crazy and useful things I've learned over more than 20 bicycle tours, many of them in other lands.

Lesson number one: Do not take Dramamine or other sleep aids on overnight flights, especially if you then have to board a train and definitely not if traveling alone. This cost a friend several days of anxiety and many \$\$\$ to recover a suitcase left on a train when she got off at the wrong station. Nightmare material for sure, but the bag was thankfully recovered.

Flying to Europe usually involves an overnight flight and loss of six or seven hours, which can raise havoc with your GI tract, not to mention your internal clock. Once you get on the bike things usually sort themselves out, if you know what I mean. However, if your first meal is wienerschnitzel and potato/bread dumplings with apple strudel, good luck. It's best to bring your own favorite remedy. We feared an international incident as one new bike tourist tried his best to access toilette/toulet all over Austria and the Czech Republic. If you are in frequent need it is really good to know some phrases like, "Wo ist die toilette?", which works a lot better than asking for the *poopenhauzen*.

The coffee is usually fabulous but

there is no such thing as a *simple cup of coffee* in Europe. Don't get carried away with the espresso machines at the breakfast buffet. See above.

Ah, the joy of eating on the road. Our tour booklet was full of great suggestions for places to eat while riding. In Central Europe the main meal of the day is at noon, and restaurants serve mighty portions at very reasonable prices. A heavy meal in the middle of the day makes the afternoon ride seem a lot longer. The perfect little bakery that offers

(remember Blue Laws?) How I wished I had taken one of those scrumptious rolls with meat and cheese from the breakfast platters (which is very much frowned on across the planet, I think).

People who do not have a sense of direction are understandably nervous about going on self-guided bike tours. I've been doing them for years and even with a good sense of direction, admit to making wrong turns and having to occasionally backtrack or chart a new route. Having a GPS does not mean you don't make wrong turns

either, especially when it's nothing like the GPS you use back home. Tour operator-provided directions often help find the hidden treasures along a route, but they also can contain errors, or report a significant turn in an incomprehensible way. One of our favorites "was turn at the stone house". This was in Croatia where all of the houses on the islands were stone. Or in Slovenia, "you'll descend after passing the church", where there was a roadside church or chapel almost every other mile.

Having very good, detailed maps is best because you'll be able to remember all the crazy names of places you've been through, like Varvazov, Vargac, Zbenice, Pecice, Pecicky, Radetice, Buk and Jerusalem on the way to Pibram. And our favorite from the whole trip, Winkl, just past Trunkirchen on the way to Gmunden. Happy travels! We're heading to Portugal next year.



pastries with meat or cheese fillings was subsequently much sought after, even if the cooler was full of nothing but Red Bull (a product of Salzburg).

Expectations of a nice meal at the *real* Budweiser factory on a Sunday were also dashed when busloads of people arrived with reservations. Communicating by iPhone (iTranslate) with a Croatian who spoke some German in the Czech brewery gave me the sense that we might not get food until we reached our destination



# My Cycling Experience in France

by Jordan Davies

Every summer for the past five years we have traveled to southern France for vacation. We reside in a small medieval hillside town named Lauzerte, located in the department of the Lot-et-Garonne (named after the local rivers), in the southwest of France about 150 kilometers from Toulouse. Most of the homes are made of stone and roughly 800 years old. All of the buildings and homes are covered with tiled roofs.

We live near Moissac, a town famous for its abbey. The roads in and around Lauzerte are lovely, paved with a fairly rough crushed stone but fine to cycle on. I tended to underinflate my tires somewhat to avoid the rough roads. We were located at the top of the hill with a magnificent view of the surrounding farms and cultivated crops including apple trees, huge areas of sunflowers and a wide variety of other crops.

The rural roads around Lauzerte are flat with predominate hills, with gradients around six percent or

higher. I do ride a bike with compact gearing to accommodate this. I bought a nice new bike, a Specialized Tarmac, at the bottom of the price scale but very good for riding.

About 20 kilometers from Lauzerte there is a famous church, Sainte-Thecle, located on the way to Moissac at the top of a fairly steep hill, about a six percent gradient. I rode on the main road to this church once or twice a week. Descending from there one can get to Moissac which is another 30 or so kilometers. All of the rural roads that I have seen have no shoulders and the lanes are narrow. On major rural roads one does encounter truck traffic but I have never encountered a problem of any kind with a truck or car passing me. Everyone is polite and considerate. I tend to stay away from the major roads during the week and ride on roads which have little or no truck traffic.

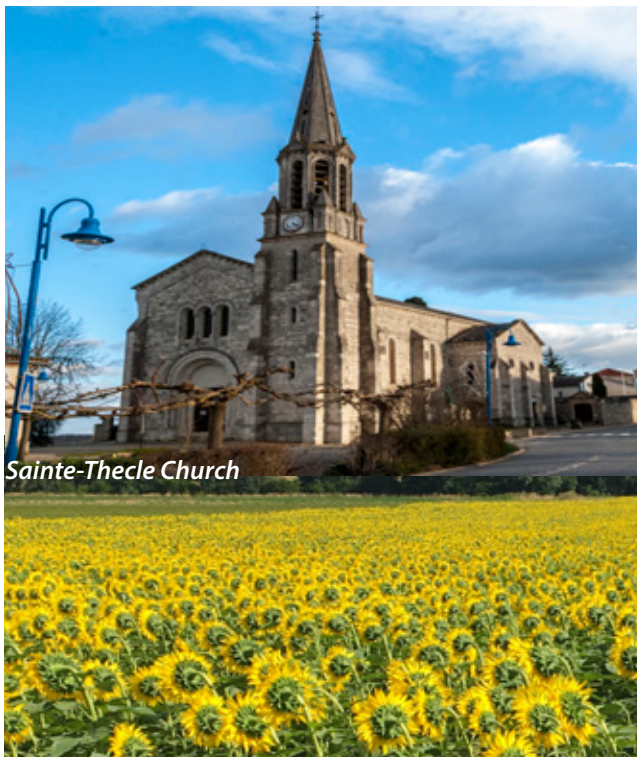
The roads leading from the hilltop town to the local roads are fairly

steep, approximately a six percent gradient. Coming back from a long trip of two hours or so when I'm tired does mean ascending the road up, but there is no way around that.

Cyclists I saw on the roads tended to be close to my age or younger. I did see a few young riders who were riding far faster than I was. We are fairly close to a stage of the Tour de France, depending on the course for a given year. One year I did visit a stage course in the town of Rodez.

More about France, of course, is about the food. Food in France is always very good, confit de canard or roasted duck, usually but not always leg of duck cooked with spices and salted. Always a good meal and a very common dish in most of France. Another interesting dish is a salad with gésier or duck gizzards.

We had a great source of local foods at the markets near to Lauzerte, and in the town itself.



*Sainte-Thecle Church*



*Vegetable stand in the Valence d'Agen market.*



*A rooftop view of Lauzerte.*



# Maine Senior Games, Cycling

by John Bertelsen

The Vermont Senior Games, like most other states, hosts a series of games for athletes over the age of 50 in a number of sports. Until 2016, Vermont hosted a cycling event. After the 2016 event, Vermont Senior Games Association (VSGA) lost permission from the host town, Ferrisburgh, and had not found a location for the 2017 and 2018 events. It was important to conduct a 2018 cycling event, as this was a year in which athletes qualify to compete in the National Senior Games, to be held in June, 2019 in Albuquerque, NM.

To accomplish this, VSGA partnered with Maine Senior Games to allow Vermont cyclists to compete and qualify to go to the national games. The races were hosted by Kennebunkport Bicycle Company in Arundel, Maine. Thirteen male and female cyclists from Vermont traveled to Maine in September to compete in the event. Of those, six were from GMBC:

- Dee Barbic
- Roger Bombardier
- Andre Sturm
- Woody and Mary Clifton
- John Bertelsen

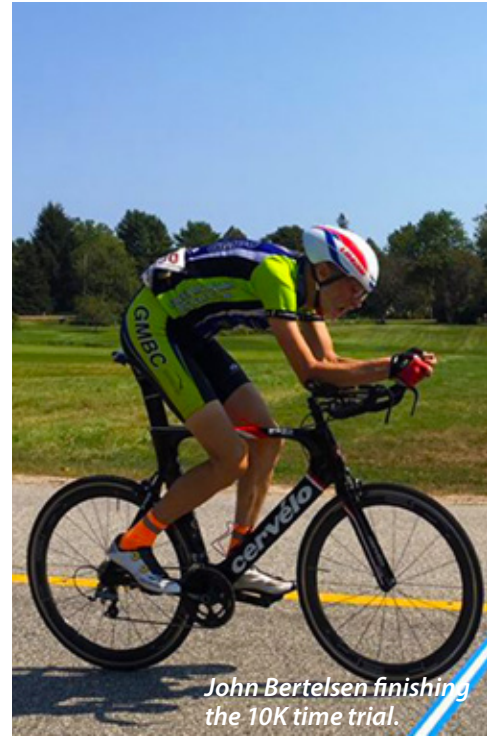
We had a beautiful day of racing with pleasant temperatures, nearly no wind and decent road conditions with more than 30 cyclists competing. The events consisted of a 40K road race, 20K road race, 10K and 5K time trials (TT). The 20K and 40K races and the 10K TT were run over a slightly rolling 6.2 mile loop with only two corners and a rail crossing on each lap. The 5K TT was two laps over a short loop with three corners on each lap.

GMBC had outstanding results by two riders: Dee Barbic won the women's 40K race and placed eighth

overall in a 20 rider field. Andre Sturm won both the 20K race and the 5K TT overall. In the 20K race I was able to stay with the front group for two thirds of the event and even contributed on the front a couple of times. I should have hidden in the pack, but instead got shelled out the back after my last pull.

Shortly before the finish I joined up with a couple of earlier dropped riders and managed to finish ahead of them in eighth place in a field of 21 riders. In the 10K TT, I managed seventh place in a field of 21.

Both my finishes were good enough in my age group to qualify for the national games. I am looking forward to competing in the 2019 Nationals!



*John Bertelsen finishing the 10K time trial.*



*Andre Sturm leading the 20K road race.*



*Dee Barbic, second from left, in the 40K road race.*



# Gravel Camp!

by John Spinney

What's with this buzz about riding gravel? Are you getting burnt out with road cycling races with dwindling rider numbers? Or have you been doing triathlon so long you have calloused forearms? Sick of so many cars buzzing you? Well here's a way to mix it up AND increase your bike fitness. I started dabbling in gravel about four or five years ago while I was still racing on the Ironman circuit and chasing Kona. Each year I got more into it and then in 2015 after making it back to Kona, I decided to just follow the motivation,

and it was 100 percent directed at gravel cycling and skimo (a topic for another day). I started out as a cyclist and skier so it's been fulfilling to come full circle. In short, gravel cycling is a type of riding that brings together many of the most fun and challenging aspects of road riding and mountain bike riding. It blurs the lines of the two styles of riding and really creates a situation where you can go anywhere on your bike...

Read John's full blog post about gravel cycling here - <https://www.thecyclingformula.com/cf/blog/gravelgrinding/>

[thecyclingformula.com/cf/blog/gravelgrinding/](https://www.thecyclingformula.com/cf/blog/gravelgrinding/)

Cycling Formula offers a *gravel camp* local rate (no meals or lodging) of \$350, which includes post-ride craft beer! There are currently six people registered for the 2019 camp. The maximum number for registration is 15 riders, and it sells out fast. Find out more about the camp and how to register here - <https://www.thecyclingformula.com/tcf-vermont-gravel-camp/>

## Tour de Pint

The riding season for the GMBC Wednesday rides concluded on October 24 with a celebration at the Vermont Tap House. All riders who participated in Wednesday or Saturday VP rides were invited, and 20 or more attended.

In previous years we held a short ride including a KOM contest on Irish Hill Road prior to rehydration (beer, wine) and refueling. This year the weather did not cooperate. We met at the Vermont Tap House for lively chatter about bicycle adventures and life. I was showered with a box full of gifts including stunning high viz socks, waffles, cycling cap, water bottle, Stroopwafels, ButtonHole Chamois Cream and Untapped syrup.

Thanks everyone for a great season and see you next year, if not sooner!



## Winter Spinning

For two decades GMBC has offered members the chance to climb aboard spin bikes in the winter time to get some group rides in.

This year will be no different!

There will be six spins this winter, and although still in the planning stages, the events will likely be held at Synergy Fitness in Williston.

Once the details are worked out, information will be posted on the website and the listserv.

## Sojourn is Hiring

As a Sojourn tour leader, you and your co-leader will spend the tour engaging guests and ensuring their safety and enjoyment. You will need to be a jack-of-all-trades and will serve as the face of the company while in the field. While the job is extremely fun for the right individual, it requires long hours on the job, not necessarily in the saddle of your bike.

For the right person, the job might just be the best one you will ever have. Read more about it and apply here - <https://gosojourn.com/jobs/>



# GMBC Clothing 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.

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 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](mailto:witmerjohn@yahoo.com)



# Newsletter and Advocacy News

Earlier this year Jane Dunbar stepped down as newsletter editor and Joanna Cummings took over. Thank you, Jane, for your work over the last few years, and to Joanna for taking the helm. Jane used her experience in the publishing business to give the newsletter an entirely different and modern look. Joanna is continuing that and adding her own touches to it. A thank you to James Oakley for his work as advocacy chair this year, and the time that he spent developing a web-based application for Local Motion. It is not complete yet but he said he will continue to work on it! If you have an interest in leading advocacy in the GMBC, reach out to Kevin Bessett for more information.

## 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	rbbaileyjr@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



GMBC website - [thegmbc.com](https://thegmbc.com)



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