



Perspectives

Summer 2013

Vol. XXV Issue II

The Cambium Layer **Steve Barner**

Several months ago, I learned that Brooks was looking for people to try out their new Cambium saddle, prior to its initial sale date. The Cambium represents a radical departure from Brooks' current leather saddles, being of entirely synthetic construction. Being a cheapskate and always happy to get something for nothing, I jumped at the opportunity and applied.

Brooks stated that they were looking for a worldwide pool of 100 testers, with a third of those being people who were long-time riders of Brooks saddles. I told them how I had ridden the Brooks Professional saddle since 1972, it having come stock on my new Schwinn Paramount, and had quickly found it to be the most comfortable saddle I had ever ridden. I currently have about a dozen of them on different bikes and tandems and it's still the saddle I find most comfortable on long rides. They must have liked what I wrote, because I was one of the folks selected to receive a new Cambium to test.

It took much longer for the saddle to arrive than I expected, probably due to manufacturing delays. I had written in my application that I would use the saddle on a double-century, but the saddle did not arrive until two weeks before the 100/200, leaving me little time to get accustomed to it. By swapping the saddle between my commuting bike and the bike I was going to ride in the double, I was able

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Officer's Row

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Kevin Bessett	webmaster	<u>This Position Still Open</u>

GMBC Web page

<http://www.thegmbc.com>**Schedule of Publications and Deadlines****Issue****Deadline****Autumn****October 25**

Feast or famine. After the 52-page fattie sent out for this spring, it's back to "just the facts" for summer. Please do keep in mind what you didn't get to during all the rainstorms you couldn't ride and consider submitting them for the autumn issue. I took a few liberties in filling up some pages with still-relevant leftover information from the previous newsletter.

2013 Criterium Series

Andre Sturm

As you may recall from last year, we were off to a rocky start with the non-permit on our standard Essex course due to ongoing construction for Green Mountain Coffee roasters. Luckily Jeff Coons secured four race dates on the Colchester Watertower Hill course. The three races we had (the first one got rained out) were a success with the racers and we also established a good neighborly relationship with the businesses on the course.

Particularly, the Grand Finale on August 21 was a true Radsport-Fest and certainly the highlight of the practice crit season, with bike parts flea market, announcers, podiums, prizes, and even a BBQ organized by the 1K2GO juniors. On that day we had 76 racers, totaling 137 for the season. Two of our races were also part of the inaugural Green Mountain Criterium Series in cooperation with Sparta Synergy. We had great sponsors like Skirack, ProGoldLube, Metaball, Vermont Nut Free Chocolates, Blindato Embrocation, 1K2GO, Onion River Sports, Muscles-Not-Motors and Sustainable Wellness Massage, who donated prizes that allowed many prime sprints and certainly made the races even more attractive. Thanks to Bobby Bailey for organizing many of these prizes.

A special Thank You also to Steve Gaydos who volunteered at all the races and took on the logistics of all the barriers and other road closure utilities.

This year we are off to a good start. Construction for Green Mountain Coffee Roasters is finished. I've talked to all the smaller businesses neighboring the Essex course, and they were very welcoming to have us back. Of course GMCR is the new (800lb) kid on the block and a little hesitant, so it will be very important to run the road closures and races smoothly. Also, Jeff Coons is again working race dates on the Watertower Hill course. While we are still in the permit process and are not finalized, we've already planned our race dates.

A new challenge this year is the loss of our main referee for the last few years. As you know our former vice president Larry Coletti is pursuing new roads and trails in sunny Florida. Thank you, Larry, for your many years of service also as the chief referee at the GMBC Practice Criteriums!

Chris Ford has graciously stepped up and will be our new chief referee. But we do need to investigate how to get more people involved with officiating.

As always, these events can't be run without the help of volunteers. We are looking for volunteers to help with registration, setup and marshalling.

Hopefully the permit process will proceed smoothly. The GMBC practice criteriums will again be a vital part of the local race scene.

The C race will go off at 6:10PM, the B race at 6:30, and the A race at 7:00.

Just to make you aware of a few more local racing opportunities: Sparta Synergy is organizing the Barre Grand Prix weekend on May 18 and 19 with a road race and a criterium. Jean is also working on continuing the Thunder Road races and the Montpelier National Life criteriums. On Memorial Day weekend, the Killington Stage Race is offering citizen races this year (circuit and road race and TT) on all three days, and on June 9 Onion River Sports is organizing the Vermont TT State Championship. Lots of local racing opportunities without long travels.

Hope to see you at the races!

Date	Course
May 7	Sports&Fitness Edge, Essex
May 21	Water Tower Hill, Colchester
June 4	Essex
June 18	Colchester
July 2	Essex
August 6	Colchester
August 20	Essex

New VP and “Office Mgr. Goddess” for GMBC

Kevin Bessett

So you may know already that John Williams is the new club VeeP. This is the formal Welcome and Thank You for volunteering! John is an avid skier and rider and does (maybe did) crazy stuff on roller blades that most sane and insane people wouldn't do. Ask him for details! Btw ... can I get on your life insurance policy if you're still a thrill seeker?

And welcome and thank you to Coocie DeFrancesco. She's volunteered to be the new club secretary. Since “secretary” is passé, I said, let's call you an Office Manager. We can even add “Princess” or “Queen” to it! But she laughed and said, “No, it really should be ‘goddess’”.

2013 GMBC TT Series

Kevin Bessett

It's been quite a start to the TT season: rain, rain, rain, wind, bad roads, road construction, and more rain. And then throw in having to mitigate some concerns raised by several residents at the So. Greenbush course in Charlotte, it's made it for a rocky start to the season, and the most difficult one in the 20 years I've run this (maybe this is my 20th anniversary challenge to see how dedicated I am and how much more I can take before burning out?).

The So. Greenbush debacle was a bit stressful. I have to get permission to use Greenbush Road from the Charlotte Select board (which I have no problem with). But at the meeting I attended, several residents voiced concerns about congestion at the start/finish, riders in the road, and safety. To be honest, these are issues that have been on my mind anyway, but I wasn't prepared for this. After many emails, editing course info on the website, creating an event-day instruction sheet, a meeting at the course, a change to the start location, and relocating parking, it has worked out – and for the better.

I want to stress that it was/is not an “us vs. them”. The concerns raised were valid and no one is getting “their way.” Bill Fraser-Harris from the Charlotte Rec. committee, and everyone on the Charlotte Select board, too, have been a pleasure to work with and they wish for the events to continue in Charlotte.

And the Jonesville course has been a pain. The good news: there will be new pavement. What's been difficult: it's a championship course and trying to fit in all 3 visits before July 1st made it difficult creating the schedule this year; heavy traffic due to construction on I89; and not knowing when the paving will be completed. I had to cancel one visit in May due to traffic, but the first event in June went well. I suspect the second visit in June will go well and I hope to have a makeup visit to the course when the paving is complete. Riding that will be soooo nice.

A sincere thanks to all who've helped with timing and to those who helped make the So. Greenbush event work. There is only so much that I can do and there is no way that I'd be able to continue doing what I'm doing, and for as long as I have, if wasn't for your help and energy.

2013 GMBC Time Trial Schedule

(Subject to change--visit www.thegmbc.com for the latest updates)

NOTE: Unless otherwise indicated, all events start at 6:30pm on Thursdays

Date	Course Name	Timers* / Notes
Apr 19	Little Chicago-1or2 lap	(Fri - 6pm) S Gaydos / D Norris / J Witmer
26	Little Chicago-1or2 lap	(Fri - 6pm) B Dillon / M Hammond / D Kogut
May 02	So. Greenbush***	D Bolduc / M Burris / P Dodds / E Osler
09	Huntington***	D Belcher / D Tier / G Van Den Noort
16	Bolton Hill Climb	B Bailey / A Miner / S Francisco
23	Jonesville***	S Bumbeck / Owens Family
30	Smuggler's Notch	S Dupuis / C Schneider
Jun 06	Pleasant Valley	J Davies / J Frank
13	Jonesville***	K Bessett / O Hall
20	Huntington***	K Duniho / P Gogo / T Hubbard
27	Jonesville***	K Bessett / W Hanson
Jul 04	NO EVENT	(Due to 4 th of July)
11	Huntington***	S Decker / C Le Coz / R Quirion
18	So. Greenbush***	K Bessett / J Grogan / A Lesage
25	Cochran Road Ext.	Willsey Family / D Rath / J Warshaw
Aug 01	Little Chicago TTT	K Bessett / S Taylor / J Williams
08	Smuggler's Notch	B Bell / J Bertelsen
15	TBD (see website)	K Bessett
22	So. Greenbush***	A Carr / A Strum / D White / S Znamierowski
29	NO EVENT	(Due to Green Mtn Stage Race)
Sep 05	TBD (see website)	(6pm) K Bessett
??	Fall Flat 40K	Updates posted on website
??	Fall Hilly 50mi.	Updates posted on website

KEY: * Timing assignments determined by rider participation last year
 *** Part of the Championship Series (see below for more information)
 TTT Team time trial--you and one or two others can work together to the finish

How the Championship Series works: your fastest average speed at the Huntington, So. Greenbush, and Jonesville courses will be averaged together to come up with an overall average speed for all three courses (each course must be ridden at least once). Awards will be presented to those who post the fastest overall average speed in their category. Anyone can ride on a championship course, but **only GMBC members are eligible to compete for awards**. Separate trophies will be presented to the overall fastest male and female.

Helmets required and NO RIDING TWO-ABREAST at any time

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

☞ **These events are FREE and open to all** ☞

Course Descriptions

(detailed information can be found on the website)

Bolton Hill Climb: 6.86 mi. Parking: At rest area on Rt. 2 in Bolton (about 2 miles east intersection of Bolton Valley Rd. on Rt. 2). Start: At parking area, head west on Rt. 2. Take right on to Bolton access road and finish at top. Caution: It's a very fast descent down the mountain with a few sharp corners.

Cochran Road: 6.86 mi. Parking: Near the Jonesville Post Office. Start: Just south of the Winooski river bridge in Jonesville on Cochran Road. Proceed west about 3.4 mi., turn around and head back. Caution: Look for traffic when making U-turn.

Cochran Road Ext: 8.91 mi. Parking: See above, and at Honey Hollow parking lot on the Duxbury road. Start: See above. Course is same as above, but on way back, just before reaching start area, turn right onto the Duxbury Road and finish at Honey Hollow parking lot (about 1.2 mi from the turn). Caution: You are REQUIRED to **reduce speed** at this turn!

Huntington: 12.71 mi. Parking: At Huntington Center School in Huntington Ctr. Start: At small bridge just north of the village and head south on Huntington Rd. to junction of Rt. 17. Turn around and head back to start area. Caution: Look for traffic when making U-turn.

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

Little Chicago: 16.17 mi. Parking: Along Avery Road, about 3/4 mi. on left after turning onto Little Chicago road from Rt. 7 in Ferrisburg. Start: Just beyond intersection of Little Chicago and Hawkins road. Head west on Little Chicago to stop sign, turn right onto Sand Road to Kingsland Bay State Park entrance, bear right (road turns into Hawkins) and ride to stop sign where Hawkins meets Little Chicago (start area). DO TWO LAPS! Caution: You are REQUIRED to **reduce speed** before making the turn to begin second lap.

Pleasant Valley: 16.02 mi. Parking: Near Cambridge General Store (**do not park near store**). Start: On Lower Valley Rd just south of store. Head south to intersection of Upper Valley and Pleasant Valley. Bear right onto Pleasant Valley and ride across long flat to top of following hill. Turn and head back to intersection noted above. Continue straight onto Upper Valley. Ride several miles to turn around point and head back to intersection, then bear right onto Lower Valley road. Caution: Take this corner slow and look for traffic when making u-turns.

Smuggler's Notch: 6.2mi (first 3.2 miles is flat to rolling). Parking: Along Stebbins Road. Please keep the road clear. Start: On Rt. 108 near intersection of Stebbins Road and ride south on to finish on north side of the paved parking area near the top--just before parking area begins. Caution: It's a very fast descent off the mountain with a few sharp corners.

South Greenbush: 8.34 mi. Parking: On dirt road at intersection of Greenbush Rd. and Thomson's Bay Rd. (about 3 miles south of Charlotte). Start: 1/8 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. **Use caution when turning around and make sure traffic sees you in back and in front!**

Instructions for Timers

- > Please be familiar with the course and rules
- > **Enforce helmet usage** – it's mandatory at all times
- > Keep riders on grass-side of orange cones at start area
- > Remind riders they **MUST RIDE SINGLE FILE** at all times -- **enforce this**
- > Riders who miss their start can go in the next free start-position – just cross out their name and put it in the open slot, and tell them their new start position
- > Remind riders to yell out their start position about 15 meters prior to finish
- When to Arrive: at least 1/2 hour before event start-time
- Timing Gear: the organizer will provide the gear (and instruction)
- Sign-up: riders sign-up on the start/results sheet -- the number to the left of their name indicates start position (example: "3" means rider will leave 3-minutes after start of watch)
- Starting the race: announce that you are about 1-minute from starting watch
- Start Interval: 1-minute
- During race: keep road clear at start/finish area(s) – we cannot be a burden to traffic (this is VERY IMPORTANT)
- Recoding results procedure
 1. Before rider crosses the line, shout "NUMBER" to get their start position
 - A. If **no number** yelled, **write** in "?", and if possible, note jersey color
 - B. **Record** number in **right most column** – and record numbers from the top down and by number yelled (example: 2, 1, 3, 4, 7, 5, 6)
 2. Press SPLIT as rider crosses – watch has a memory, so you can record when ready
 - A. If several riders finish closely, press SPLIT for each one
 - B. Be sure to press the button firmly.
 3. Recording elapsed time – record in field to left of number yelled
 - A. Get split displayed on watch or click RECALL to access memory
 - i. Each click scrolls backwards from newest recorded to oldest
 - ii. If a rider is finishing, no problem, just click SPLIT
 - B. Round to nearest second
 - i. 50/100^{ths} or greater then add 1 to second, else no change to sec
 4. Calculating and recording finish time
 - A. Formula: Elapsed Time Minute value - Start Position
 - i. :53:03 – 10 gives a finish time of :43:03
 - ii. :67:47 – 17 gives a finish time of :50:47
 - B. Record in Finish Time field for the rider by cross-referencing start position yelled (this is to right of elapsed time) with Start Position in Middle column
 - i. This is a little tricky. Helps leaving a finger on elapsed time and putting pen in target field

Good Luck With All That.

Instructions for Riders

Riding a bicycle on the road has inherent risks. You will be riding at your own risk and GMBC assumes no liability. All courses are open to traffic and you are responsible for obeying laws.

- Know the course, turns, intersections and dangerous spots -- such as fast descents
- A helmet is mandatory at *all times* -- eye protection is recommended
- NO riding two abreast at any time -- it is legal in certain situations, but not at a TT
- Always ride on the right side of the travel lane so traffic can pass unless in areas where riding in the lane is safest (such as fast descent)
- Look behind you before passing and turning around
- If you get held up by traffic at a turnaround point, let the timers know -- your time will be adjusted by how much you think that you lost (be safe and don't chance it)
- On the start sheet, the number left of your name indicates your start position -- this is the number of minutes after the watch starts that you will leave (ex. 11 means you will leave at 11-minute mark)
- Read the **Instructions for Timers** to learn more about the timing and how these are run
- How to not miss your start time: start a timer on your watch when the official watch starts, and that way you'll always know exactly how much time you have left
- Yell your start position to timers 15 meters before finishing -- failing to do so could cause your finish time to be miscalculated or lost

Second Half 2013 GMBC Weekend Rides

Phyl Newbeck

Date/Time/Place: Sunday, August 3, 9:15, north side of the South Royalton Green

Ride: Upper Valley Weekend – Day 1 - ****NEW**** Picturesque Pomfret. The 60-mile (S) loop heads through South Strafford into Sharon and then up Howe Hill through Pomfret and Queechee and back. The 42-mile (M/S) ride takes the more gradual way up Howe Hill and there is also a 30-mile (M) option.

Leader: Pat and Tom Stabler - 427-3193 / everstab@verizon.net

Co-Leader: Bryan Harrington – 899-2908 / alpinefogman@yahoo.net

After the ride, cyclists can camp out in South Royalton, stay at an area hotel, or return home. *There is a \$10 fee for camping, part of which might be refunded.*

Date/Time/Place: Sunday, August 4, 9:00, Billings Farm Museum overflow parking lot, Route 12, just north of Woodstock

Ride: Upper Valley Weekend – Day 2 – Woodstock Wandering Variation. We will ride through the rolling hills of South Woodstock, Brownsville, Hartland, and Queechee before returning to Woodstock via River Road (40 miles). The long ride (58 miles) is revised from previous years, continuing to

Barnard and looping back through South Pomfret via Stage Road before returning to Woodstock.

Leader: Bryan Harrington – 899-2908 / alpinefogman@yahoo.com

Co- Leader: Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

Date/Time/Place: Sunday, August 4, 9:00, Cambridge Post Office, Lower Pleasant Valley Road

Ride: Cambridge and North – The 51-mile (M/S) option heads out to Fairfield Pond and loops back while the 30-mile option is an out and back to Fairfield Center. Both rides feature rolling hills. This ride has only one leader.

Leader: Bob Ray – 735-5101 / r-ray.post@yahoo.com

Date/Time/Place: Sunday, August 11, 8:45, Milton High School

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

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

Co-Leader: Dave Merchant – 893-6794/ merchand@us.ibm.com

Date/Time/Place: Sunday, August 18, 8:45, Jeffersonville Fish and Wildlife Access (3/10 mile north of Route 15 and Route 108 intersection, across the bridge)

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

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

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

Date/Time/Place: Sunday, August 25, 8:45, Williston Central School

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

Leader: Sal DeFrancesco – 363-0963 – salnespl@gmail.com

Co- Leader: Cooie DeFrancesco – 363-0663 / vtcdef@gmail.com

Date/Time/Place: *Saturday*, August 31, 9:00, Montgomery Town Hall
Ride: Montgomery Magic – The 45-mile (M/S) loop from Montgomery includes challenging hills on Route 105 and 242. End the day at any one of the eateries in Montgomery. This ride has only one leader.
Leader: Bob Ray – 735-5101 / rray.post@yahoo.com

Date/Time/Place: *Sunday*, September 1, 9:15, Stowe Post Office
Ride: Stowe Sojourn - The 38-mile ride (M) goes through Morrisville, Hyde Park and Johnson. The 63-mile (S) ride makes a loop to Craftsbury. Enjoy the low traffic and scenic towns. Finish with ice cream at the scoop shop in Stowe.
Leader: Glen Brooks – 373-1583 / gfbrooksvt@gmail.com
Co-Leader: Leslie Carew – 865-2805 / carew@champlain.edu

Date/Time/Place: *Saturday*, September 7, 9:30, East Burke Sports (not customer spots), Pub Outback and East Burke Storage parking lots. No parking in Chappy's/River Garden parking lot
Ride: NEK weekend – Day 1 - Willoughby Wanderings – 47 mile (M/S) ride up through Sutton and Barton, along the shore of Lake Willoughby and through part of Willoughby State Forest. A 30 mile (M) version of the ride returns to Burke via Route 5.
Leaders: Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

Camping is available at Pat and Tom's house just outside East Burke; early birds get beds or floor space in the house. BYOB drinks and/or potluck BBQ for anyone who is interested on Saturday afternoon/evening. *There is a \$15 fee for camping, part of which might be refunded.*

Date/Time/Place: *Sunday*, September 8, 9:15, Glover General Store
Ride: NEK weekend – Day 2 - ****NEW**** Kingdom Swing – 66 (S) loops up Barton into Newport for a snack break and then returns through Orleans. There will also be a 40-mile (M/S) loop. Afterwards, cool off with a swim at Crystal Lake.
Leaders: Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

Date/Time/Place: *Sunday*, September 15, 7:30, Wheeler Lot, Dorset Park, South Burlington

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

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

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

Metric Leader: David Jacobowitz - 578-8803 / davidjacobowitz00v@gmail.com

Date/Time/Place: Sunday, September 22, 8:15 for 8:45 ferry, Burlington Ferry Dock

Ride: Awesome Ausable River Ride – A great, challenging ride in New York State. Follow the Ausable River from Port Kent to Lake Placid for the 80-mile (S) option or turn around prior to Lake Placid for the 64-mile (M/S) version. Food stops include Keesville, Ausable Forks and Lake Placid. Bring money for the ferry.

Leader: Chet Huang - 503-1080 / chet.huang.vt@gmail.com

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

Date/Time/Place: Sunday, September 29, 9:45, Eden Elementary School on Route 100, about ½ mile south of Route 118

Ride: East of Eden – Ride 50 or 60 (M/S) miles through the rolling hills around Eden with your choice of a long, gradual climb up Route 105 or a shorter, steeper route up to Jay Peak. Take a break for fresh baked goods in Montgomery. Both leaders will do the long ride.

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

Co-Leader: Ralph Kilmoyer – 878-4070

October 6 and 20 – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

October 13 and 27 - Meet at 10:00 at Wheeler lot, Dorset Park in South Burlington for informal rides. Route and distance will be determined by those who show up.

Avoiding Crashes in Group Rides

Kevin Bessett

Riders don't like crashes. Unfortunately, there have been several this season at GMBC and non-GMBC rides, and several have gotten banged up. Here are a few tips that are most useful when riding in groups.

* **Communicate!** Let other riders know where you are -- especially when passing others and the group is not in an organized paceline. This also applies to slowing down, say, for a stop sign or bad pavement. Bikes don't have brake lights to let people behind you know! Many crashes happen because of the surprise factor. Use your voice as an alert and make sure people hear you. Even a simple "beep beep" or "I'm here" may work wonders. Examples: when passing a rider on a descent; passing on the right and you're near or on the edge of the pavement; yelling if a driver doesn't see you; if you are unexpectedly slowing down (maybe due to riders in front slowing).

* **Point!** Use your arm and hand to signal your intentions. Examples: Making turns or slowing; pointing out bad pavement; point out a sign; pointing out parked cars; pointing where you want to maneuver to (like an opening gap in the paceline).

* **Anticipation and Assumptions.** Never assume and always anticipate – you want to be prepared to act in situations where there is a higher likelihood of crashing or catching someone off guard. You will find it helpful to get into the habit of asking yourself "what if this happens" and foreseeing the consequences. Examples: a car passing you and there is a road on the right, what if it turns right; what if I brake harder, will it catch people behind me off guard; what if I pass David, does he know I'm here.

* **Don't overlap or touch wheels!** When in a paceline or group, if your front wheel is in any way overlapping the rear wheel of the rider in front of you, if that rider swerves, you will be taken out. Just as scary, if your front tire touches the rear tire of the rider in front of you, you will fall. How to avoid this: keep a foot between your front wheel and the rear wheel in front of you, and be slightly to the right or left – this is just insurance to avoid touching tires – and you will also be able to see a little more in front of you, too, besides just the rider's rear.

First Half Day Touring Recap

Phyl Newbeck

The first three Sundays in April featured less than awe-inspiring weather but the last one was sunny and warm so roughly 30 people showed up for a ride from Williston. The crowd was large enough to divide into several groups with some going 25 miles and others 35.

The regular season started on May 5 with the Covered Bridges of Chittenden County on a gorgeous warm and sunny day. A baseball tournament meant we started the ride at South Burlington High School instead of Cairns Arena. At least 59 riders (it might have been more) came out for the inaugural ride including a couple of tandems and one recumbent. Most opted for the long (35-mile) ride although we were unable to fit in the last of the four covered bridges due to construction. We headed out into a headwind but were able to take advantage of a lovely tailwind for the return trip. There was one crash caused by a dropped chain but no injuries and the early finishers were treated to delicious homemade blondies in the parking lot, courtesy of Ann Greenan-Nauman.

Early sunshine on Mother's Day led 35 cyclists to Hinesburg for the new Bound for Bristol ride. That sunshine proved illusory as the day became quite grey with even a few sprinkles falling towards the end of the ride. That didn't dampen the spirit of riders who put up with the early hills (two riders found those hills insufficient and dashed up App Gap for good measure) for the joy of the four-mile downhill from Jerusalem to Route 116 and the lovely tailwind for the return trip which, if you ignore the Monkton Hill (hard to do), was mostly downhill, as well.

The weather wasn't quite as advertised on May 19 for the Vergennes Voyager. Just as it had on Mother's Day, early sunshine faded behind the clouds but all riders finished before rain fell in the late afternoon. There were 55 cyclists which might be a record for a non-century/non-Covered Bridges ride. Roughly half chose the longer (39-mile) loop and were beaten to the bakery in Middlebury by the shorter (26-mile) riders who had a different route, but there were still enough pastries to go around. The only sour note was a stiff south wind which hit the returning riders on the long loop, particularly riding through the

fields on Sand Road in Ferrisburgh.

All good things must come to an end and our streak of no rain outs, dating back to 2011, finally ended on May 25. Ironically, St. Albans Explorer was also rained out that year, as was a ride scheduled to take place during tropical storm Irene. There was an 80% chance of heavy rain in the forecast on June 2, but 25 riders still decided to take the risk for the Hinesburg Hollow ride, although the forecast dissuaded the majority from doing the long (47-mile) loop. Some of us extended the short ride a bit by foregoing the dirt section of Pond Brook Road in favor of the CVU hill. The day started hot and muggy with strong winds so the rain that fell during the first portion of the ride was almost a relief ... except when cleaning our bikes afterwards.

It rained Thursday, Friday and Saturday and rain was predicted to return to the area on Monday but our Grand Isle Flats ride on Sunday, June 9 was completely dry with increasing sunshine, which probably explains why 51 riders decided to make the drive up to the islands including a record (perhaps) three tandems. Another reason might be that this is one of our flattest rides. Twenty-three cyclists chose to do the short (30-mile) version which has some brief stretches of dirt while the rest headed up to Isle LaMotte for the 60-mile option. The air was scented with black locust tree blossoms which were floating down as we rode. Aside from a couple of flat tires, one of which involved a blown valve, the ride was drama free.

Initially it looked like we would have a lovely day for the Jaunt from Jasper Mines on June 16 but that was not the case. Thirty-three riders showed up but most opted for the short (40-mile) ride due to a forecast which looked more and more ominous. While it's possible that a few rabbits made it back without a drop, most riders got drenched.

For some reason we almost always seem to do the Cabot Sampler on hot and humid days and June 23 was no exception. Seventeen people made the drive to Cabot with most doing the medium (45-mile) and a smattering doing the 35 and 55 mile options. Even this sun-worshipper was thrilled that it was overcast and although some of the clouds seemed a bit threatening, most of us finished the ride without a drop of rain. The section of the ride on Route 14 was absolutely glorious with lake views, good pavement, little traffic and even a hint of a

breeze. We were treated to the sight of several llamas that had been sheared up to their necks with bizarrely fluffy round heads atop their slender bodies.

The forecast was pretty miserable but 23 riders still decided to take their chances on the Rouse's Rouser ride on June 30. There was a 70% chance of heavy rain but even though most of us chose the long route we stayed completely dry. Crossing over the Rouse's Point Bridge we saw some ominous clouds but they stayed to the south of us. A bridge on Lakeshore Road was being repaired, something that caught us by surprise since it had been fine the previous week for the pre-ride and wasn't reported by Clinton County DOT. Detour signs were up and directed us to the route we took two years ago when that section of Lakeshore Road fell victim to the rising lake. The Stetson Road detour is pretty in its own right with farm fields and absolutely no traffic. In fact, during a 15-mile stretch on the New York side of the lake we were passed by only one vehicle.

In addition to our regular rides we held two Intro rides, one of which was attended by ten cyclists. We've had quite the range of riders at these events, starting with those who haven't ridden in years and ending with one rider who had already competed in a time trial and done an 80-mile ride. Thankfully, we've had additional GMBC'ers lend a hand so the rides can be broken up by ability with some cyclists learning the basics and others getting a more advanced lesson in how to ride in a pace line.

Women's Ride Series

Charlene Wallace

Local Motion and the GMBC continue the Intro Women's Ride series on Saturdays into September (7/6, 7/20, 8/3, 8/17, 8/31, 9/14, 9/28). These alternate with Saturday GMBC Intro Rides (7/13 and 7/27). Check the website for all the details. They're also listed at www.localmotion.org/womensrides.

GMBC members: tell a friend. Did you know that only 24% of riders in the US are women? These rides are a great way to help women get more comfortable on a bike.

- The Women's Rides go at a leisurely pace and start from several locations. Get pointers for riding on the road, commuter routes, how to maintain your bike, and bike equipment.
- **Bike Ferry!** Start at Colchester's Airport Park. Ride the Colchester Causeway to the cut, cross on the Bike Ferry, go to the snack stand (creemees!) at Allenholm Farm and return.
- **Bike Path/Farmer's Market Ride** - Ride the Burlington bike path and loop back around via North Avenue. Go to the Farmer's Market where bike parking is free and safe at Secure Bike Parking.
- **Yard Sale Ride** - Bring a backpack or paniers to transport your purchases!
- **Shelburne to the Charlotte Bike Ferry** - ride beautiful Greenbush and Lake Roads to the Charlotte/Essex Ferry. Take the ferry to NY for a coffee and snack, return.
- **Intro Bike Ride for Overweight and Out-of-Shape Women** — Denizot of ZizeBikes.com, “a bike for everybody”, would like to re-introduce you to riding a bike. This ride is on the Missisquoi Rail Trail, aka the St Albans Bike Path, where it's flat and car-free. Some bikes may be available; they'll support up to 550 pounds.

Winooski Colchester Loop - Burlington Bike Path, then out and around Mallett's Bay; return through Winooski and home via the Riverside Avenue

(Continued from page 1)

to get in several hundred miles before the big ride, including a 150 mile training ride.

The Cambium is an interesting saddle. It was designed by the firm IDEO, which bills itself as a “Design & Innovation Company.” IDEO has a long history of innovative design in a variety of industries. The company produced the first mouse designs for both Apple and Microsoft and has designed everything from product packaging to obstacle courses. A number of years ago, 60 Minutes did a piece on product design, giving IDEO the task of designing a shopping cart and then following the team through the design process. It was made clear that IDEO had mastered the art of design and could apply their techniques to any design task, bringing fresh perspectives to fields they knew little or nothing about. Their skill and expertise wasn't in the product, but in the process through

which any manufactured item can be designed. The shopping cart they developed included a number of truly innovative features intended to improve the shopper's experience, while improving profitability for the merchant. What I also noticed, however, was that most of the designers used custom pulley systems to store their bikes over their workstations.

The Cambium is unlike any other saddle I have ever seen. It takes its design cues from Brooks' leather saddles in its shape and the chrome "rivets" that connect the top to the undercarriage. However, instead of being a piece of thick leather, the top is a laminate of rubber and canvas cloth. The cloth is bonded tightly to the rubber and sealed with a coating, giving the saddle the waterproofing that is lacking in leather saddles and which makes up one of their biggest deficiencies. The rivets are actually threaded fasteners, which means the saddle is field-serviceable. The shape of the saddle was said to have been taken from the B17 model, a saddle that has been in production for over 100 years. I believe the B17 holds the record for the cycling product with the longest span of manufacture, so it is certainly a tried and true design.

I found that the rubber base of the saddle gives the non-anatomic design the type of flex one finds in a leather saddle that has been factory conditioned. The canvas top is most interesting in the way it keeps you from moving around on the saddle — your butt stays wherever you plant it, though it's still easy to change your position. What it doesn't do is mold itself to your derriere, the way a leather saddle does. You need to break into it, as it's not going to change for you. While that's not such a good strategy for human relationships, it's the way all non-leather saddles work, so no surprise there. The saddle (with steel rails) is about twice the weight of a light racing saddle, but 100 grams less than a Brooks Pro.

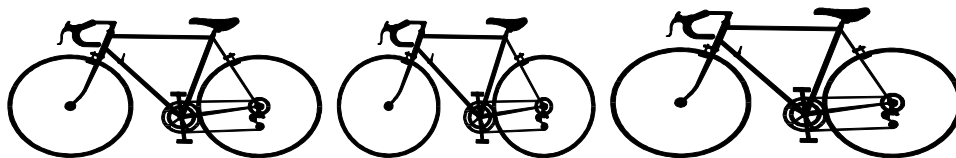
As a cyclist, I have a body shape that would make a good farmer. Not one of those guys who sits in an air conditioned tractor cab, either, but a solid, German, plow behind the smelly end of the ox farmer. That's probably one of the reasons I find those racer's ass-hatchets so darned uncomfortable. The wider shape of the Brooks Pro and now the Cambium fit my posterior quite well, and I've never found the non-anatomical design of these saddles to be any kind of a problem. I've always found that it's painful to get back on any saddle after 150 miles, but this really wasn't an issue with the Cambium. While I found it to be a tad hard compared to a leather saddle, which was especially noticeable on

rougher road surfaces, I had no trouble settling back on the saddle after a break.

The Cambium is not going to be an inexpensive saddle, with the first batch listing for over \$200, but it's an interesting new twist in saddle technology. It should be of special interest to cyclists who like a leather saddle, but need to ride extensively in the rain. It would likely make a great touring saddle, due to its weatherproofness, and critters should be a lot less tempted to gnaw on it while you sleep in your tent. I'm glad that Brooks gave me the opportunity to test this one out and to let me keep it. It's yet another successful design by the folks at IDEO.



Did I already mention to make sure to renew your club membership for 2013? Had to take up a little white space here too.



**THE VERMONT SENIOR GAMES ASSOCIATION
THE SENIOR OLYMPICS
and THE GREEN MOUNTAIN BICYCLE CLUB**

**Presents the 2013
Vermont State Bicycle Championships**

Saturday, August 10, 2013 Ferrisburg, VT

First race 9:00 a.m. Sharp (Go West from junction of Rte 7 and Little Chicago Rd. in the center of Ferrisburg. Follow signs.)

Featuring

Vermont's Fastest One Mile Time Trial -- Trophies for the fastest male and female.

(1 mile TT starts at 9:00 a.m. 50-64 and 65+ age groups)

5 and 10 Kilometer Time Trials (3.1 and 6.2 miles) (10 & 11:a.m.)
40 Kilometer Road Races (25 miles) (1:00 p.m.)

Anyone 50 years old by 12/31/13 or older is qualified to enter.
(Vermont is an open state.)

Awards - 5/10K TT and 40 RR - Gold, Silver and Bronze (1st, 2nd, 3rd place) medals awarded in five year age groups (50-54, 55-59, etc.) by gender. G/S/B medals awarded to all VT 1st, 2nd and 3rd place finishers.

Fastest gold medal winner in each age group is the Vermont State Champion.

Time trials start in 1 minute increments. (Drafting rule will be enforced.)

USCF rules apply. Everyone must wear an approved helmet, during warm-up and races.

Aerobars must be removed for Road Race.

Centerline rule applies, whether or not marked.

Road race will divided into age and gender groups.

Must check-in 30 minutes before your first event. Obtain your racing numbers.

See signs for parking. (1/3rd mile from race course.)

SIGN-UP TODAY

Please go to the VSGA web site www.vermontseniorgames.org to register on line or to down load a paper registration form.

Contact Don Kjelleren dkjelleren@aol.com or 802-985-2766 for information and questions and a paper registration form.

Test Engineering Time Trial Transports

Scott Decker

[Editor's Choice: Just put this up on the listserv and needed exactly this amount of space to complete this newsletter.]

Last September I sent out a post to the listserv about my borrowing a 'real' TT bike and racing it at South Greenbush and Huntington vs my years of experiences with my own road bike. This continues (and completes!) the analysis with a two-bike comparison at the much-longer and flatter Jonesville course.

All you folks training with on-bike power meters, who own separate TT and road frames, know most of this by more-direct experience. The only power meter I have is on my Computrainer. This is old school heart rate (HR) graph downloads, mph, min:sec, and Perceived Exertion (PE). And historical GMBC TT archives.

For the June 27 2013 TT, the same benefactor loaned me the same TT bike for the Jonesville course. This was good timing as I had just raced Jonesville on my own bike two weeks earlier, so I'd have back-to-back efforts to compare.

The summary from last year was on those two shorter, hillier courses I was about 3.5% faster on the TT bike vs earlier rides that year on my road bike, despite my not feeling as good on either ride with the TT bike.

I am now (as in the past decade) purely a recreational cyclist who does TTs (and the occasional TNW! and crit) to gauge my fitness. I have a 'been there done that' to the racing and incessant training I did through the '90s to 2002 or so, grateful as I am for having made the effort over those years.

A couple notes to put this comparison in context:

- All my GMBC TTs going back to 1999 have been on the same custom-framed road bike equipped with clip-on aero bars and semi-aero wheels (Mavic Cosmic Equipe clinchers, 31mm rim profile, 18F 20R radial bladed spokes, 1890gm for the wheelset).

- The borrowed bike was a Specialized Transition Expert with 1400g carbon clinchers, 40mm front, 80mm rear rim profiles. I also borrowed a full-on aero helmet. I set the saddle height only, and flipped the stem to raise the aero bars a bit. This was not the ideal aero or biomechanical position for me.
- This is still early-season for me, only 850 and 950 road miles YTD for these two TTs. Last year I had double that mileage for the August TT comparisons. My 6/13/13 Jonesville on my road bike was 33sec slower than my time last year, but the average of all the riders who were slower that day than last year (90% of us) was 38sec slower due to earlier in the season, so that variable cancels out.
- Between these two Jonesvilles, the 6/13 was faster air than 6/27, which was 15° warmer, 20% more humid and just slightly breezier, though still fairly calm. Unlike last year, my performance -- based on HR graphs and PE -- was pretty equal between TTs, aside from my legs not lactating up the last several miles 6/27 as they did 6/13. So perhaps the slower air was negated by the longer-lasting legs. On both days I feel I rode to my full ability.
- As the TT bike put me in a different riding position from my road bike I've ridden 30,000 miles on, I wasn't able to use what muscles I have as efficiently as I would on my optimized bike. Can't say how much that slowed me down, but a power meter could have told me. Suffice it to say the aerodynamics of the TT bike and wheels overcame this – substantially.

Bottom line. Over 16.15 miles, I rode 112 seconds and 1.1 mph faster on the TT bike than my semi-aero road bike two weeks earlier, 40:33 vs 42:25, a 4.4% decrease in ET with no particular training between races to affect the result. Although these times would be faster if done later in the season, this is about as apples-to-apples as I can hope for.

(This is still well off my 2002 PR of 39:05 when I was training, racing and a decade younger, and even my 40:23 of 2006 when I had 1600 road miles YTD, both times on my semi-aero road bike.)

The heart rate graphs from both rides overlay each other consistently, except for the fall-off in HR the last few miles of the first ride due to my fading legs. Their sustained HR is representative of my pre-peak recreational racing fitness, similar to my Huntington TT in-between these two Jonesvilles.

And it confirms a TT bike IS faster (duh), as this ride placed me ahead of all my peers on their ‘cheater bikes’ who regularly beat me when I TT my road bike, and who I was as fast or faster than a decade ago when we were all on similarly-converted semi-aero road bikes. It also confirms that a TT bike alone is no substitute for thorough conditioning, natural ability and/or old age.

But as a wisened old former GMBC TT multiple-record-holder emailed me after last year’s post “You CAN buy speed. But even those of us who know who we were can’t buy youth.”

I suppose if I really wanted to complete this analysis, I would do a couple TTs with no aero bars and standard no-profile 32-spoke wheels. But that ain’t gonna happen...

Alpine Shop is Offing a Discount to Club Members!

Many thanks to Cameron and the Alpine Shop for offering GMBC members a discount! You can get a 10% discount on complete bikes or bike service; OR \$25 off a purchase of \$100 or more. Non-sale merchandise only; see store for other restrictions. Now an authorized dealer for FELT, GT and Schwinn bikes. Complete selection of tennis gear and accessories plus professional stringers on site. Phone: 802-862-2714 / Email: info@AlpineShopVT.com.

Did I already mention to make sure to renew your club membership for 2013? Had to take up a little white space here too.

Tour of California...Confessions of a Soigneur

Jenn O'Connor, MS, LMT

I worked as a soigneur at the Amgen Tour of California with Carmichael Training Systems (CTS) in May 2013. Our staff consisted of five soigneurs, five mechanics and five coaches. We supported 18 cyclists.

Top 15 Memories of the 2013 Tour of California

1. Working 18-21 hours per day.
2. Drinking a lot of coffee.
3. Fulfilling several roles including: washing and filling 600 water bottles every day; managing logistics, travel, laundry, massage, sagging; riding in really fast moving vehicles; learning the variations in car horn honking; food shopping at Costco; making nutella, honey, almond butter, and banana Panini's at midnight.
4. Hauling ice and filling coolers until 1:00 am.
5. Meeting the very awesome staff of other teams, like Bissell and Kenda 5-Hour ENERGY.
6. Driving Alex Stieda's team car (mini van) for NetApp Endura for Stage 4.
7. Seeing the finish at Stage 2, Stage 4, Stage 5, and Stage 8.
8. Being a part of the "traveling circus" and seeing almost the entire TOC course, staying at the same hotels and eating meals prepared by Skratch labs with all the pros teams.
9. Being handed Leopold Konig's winning bouquet after Stage 7 on Mount Diablo.
10. Parking next to the "anti-doping" tent at Stage 8.
11. Seeing the finish of Stage 8 from the VIP tent in downtown Santa Rosa.
12. Eating dinner at the Riviera (featured in *The Levi Effect*) with the entire CTS crew ... so delicious!
13. Hearing Chris (Carmichael) share some stories from racing in Europe in the 80's. For example, he said that teams had to take turns sleeping in hotels and local gymnasiums because many of the towns were so small they could not accommodate all of the cyclists at the same time.
14. Sitting one table away from BMC as they toasted TJ Van Garderen on his Stage 6 win.
15. Looking forward to doing it all again at the USA Pro Challenge in August!

Dealer.com-EverBank Cycling Team

Charles McCarthy

The Vermont brand is arguably one of the best in the country. Cheddar cheese, skiing, Ben & Jerry's, community, microbrewed beer and, of course, maple syrup are all practically synonymous with the Green Mountain State. But a professional road bike racing team? You betcha!

Welcome Dealer.com-EverBank cycling, a giant step towards creating Vermont's first professional road cycling team. While the team is the brainchild of long-time Vermont racer and advocate for all things two-wheeled Bobby Bailey, the idea for a uniquely Vermont cycling team has percolated long in the minds and hearts of the 10 member, elite Category 1 and 2 squad, and will be instilled in the team's formidable Junior development program for years to come.

Perhaps it's the countless uphill miles over the state's notorious Gaps, perhaps it's Vermont's consistent ranking, according to many publications, as the healthiest state in the country, perhaps it's the inspiration and enthusiasm that colleges like UVM and St. Michael's continue to instill in the next generation of competitive cyclists. Whatever the reason, Vermont and bike racing go together like a Subaru and a roof cargo box. During the past two decades, the state has produced a handful of internationally-ranked pros and dozens more elite amateur riders. Others from out of state, like pro cyclist Ted King, credit Vermont's voluptuous mountain terrain and rousing cycling community as one of his keys to bike racing success and an important training ground for this summer's 100th Tour de France. Vermont is a bike racer's state.

Until this year, however, the cycling talent that has emerged from Vermont has never teamed up. There have been small pairings of various Vermont elite cyclists here and there, but always these riders would race for teams based out of state. The Dealer.com-EverBank cycling team has seized this opportunity and hopes to capitalize on Vermont's homegrown cycling talent. And why not? Looking back through years of results at regional bike races, the "VT" abbreviation is more often than not affixed to the name of the rider that won the race. This racing season, all of those "VTs" will be racing on the same team, for the

same goals, with the full support of many Vermont brands like Dealer.com.

While the team takes its racing very seriously, its members also recognize an opportunity not to take themselves too seriously. Most of the riders know each other well and have raced against one another for the better part of a decade. They know each other's bike racing idiosyncrasies, each other's pre-race habits, the often-questionable selection of each other's music played en route to a race. There's no hiding. Abiding by the idiom to "join them if you can't beat them," Vermont's elite road cyclists have finally teamed up, bringing their distinct form of racing and understated attitudes to the region's bike racing scene. When the racing shuttles the athletes thousands of miles away from the Green Mountain State this summer, the team will have each other's comfort, the kind of friendship and community that only a Vermonter knows.

New Clothing and GMBC Promoting a Local Non-Profit

Kevin Bessett

GMBC clothing is changing colors this year, and by the time you read this, the design work from Voler will be up on the club's website! The club's friends and sponsors will continue to appear on the Jersey: Synergy Fitness, Sustainable Wellness Massage, Inspire Physical Therapy, Vermont Chiropractic & Sports Therapy, Catamount Outdoor Family Center and Green Mountain Access Vermont. Please consider visiting them: GMBC members get discounts (except at GMA—they host the clubs website at no charge).

New on the jersey this year is the logo for Local First Vermont. It is a program of Vermont Businesses for Social Responsibility. Its mission is to "preserve and enhance the economic, human and natural vitality of Vermont communities by promoting the importance of purchasing from locally-owned, independent businesses." We live in a beautiful state and it's important that we support our own and that we build our communities with the value of the Vermont landscape in mind. See the club's website for a link to LFV.

GMBC Clothing

John Witmer

GMBC has a new clothing design for 2013! The new clothing features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from last year. There's some images on the GMBC website if you haven't seen the clothing yet in person.

The second of two orders has been placed, and will arrive in mid July. To order inventory clothing, including 2013 clothing, use the inventory order form on the GMBC website. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. The clothing is made by Voler.

Add payment for shipping if you want your items mailed to you. This is generally recommended for those who don't regularly see me during the week.

Note on sizing: vests, jackets, and arm warmers are in men's sizes only. For women who may want mens' size items: Women's sizes run about one size smaller than men's. For example, 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>

Did I already mention to make sure to renew your club membership for 2013? Had to take up a little white space here too.

Size	Quan	Price	Total	Year/Item
_____	_____	\$51	_____	2013 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (M,L)
_____	_____	\$51	_____	2013 SS Jersey ¾ length hidden zipper (GMBC/Synergy) (M-XL)
_____	_____	\$53	_____	2013 SS Jersey full length hidden zipper (GMBC/Synergy) (M-XL)
_____	_____	\$56	_____	2013 Long Sleeve Jersey full length zipper (GMBC/Synergy) (M,L)
_____	_____	\$53	_____	2013 Shorts (GMBC/Synergy) (M-XL)
_____	_____	\$56	_____	2013 Bib Shorts (GMBC/Synergy) (M-XL)
_____	_____	\$53	_____	2013 Wind Shell Jacket (GMBC/Synergy) (M,L)
_____	_____	\$24	_____	2013 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2012 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S,L)
_____	_____	\$50	_____	2012 SS Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
_____	_____	\$52	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	_____	\$50	_____	2012 Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$20	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	_____	\$48	_____	2012 Wind Shell Jacket (GMBC/Synergy) (M)
_____	_____	\$16	_____	2012 Gloves (GMBC) (S)
_____	_____	\$23	_____	2012 Aero Shoe Covers (GMBC) (M,L)
_____	_____	\$35	_____	2012 Thermal Booties (GMBC) (M,L)
_____	_____	\$48	_____	2011 Short Sleeve Jersey w/hidd zip (GMBC/Synergy) (S,M,XL)
_____	_____	\$52	_____	2011 Long Sleeve Jersey w/full zipper (GMBC/Synergy) (L)
_____	_____	\$48	_____	2011 Shorts (GMBC/Synergy) (M,L)
_____	_____	\$50	_____	2011 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$20	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$48	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	_____	\$16	_____	2011 Gloves (GMBC) (S,M)
_____	_____	\$48	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$50	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$48	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$50	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$20	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$16	_____	2010 Gloves (GMBC) (M,L)
_____	_____	\$52	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$48	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$20	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$48	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	_____	\$16	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$37	_____	2008 Short Sleeve Jersey w/full-length zipper (GMBC/Catamount) (M)
_____	_____	\$27	_____	2008 Wind Shell Vest (GMBC/Catamount) (M)
_____	_____	\$10	_____	2007 Arm Warmers (GMBC) (S,M)
_____	_____	\$27	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$22	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	_____	\$15	_____	2002 Shorts (FourStar) (S)
_____	_____	\$15	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

_____ Clothing total: _____

Shipping: (#items x \$3.00; max of \$9.00): _____

Total: _____

Name: _____

Address: _____

Phone: _____

Email: _____

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

Checks to: GMBC Questions: 864-5897 or witmerjohn@yahoo.com

Today's Date: _____ Summer 2013 Issue

Select type of membership:

[] Single: age >17 \$20 [] Single: age <18 \$10
[] Family \$25

Were you previously a GMBC member? [] Yes [] No

Are you a League of American Bicyclist member? [] Yes [] No

May we make your address available for 3rd party mailing lists? [] Yes [] No

Would you like a GMBC window sticker? [] Yes [] No

Please fill out the following for yourself (you will be the primary member):



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