



# *Perspectives*

Summer 2014

Vol. XXVI Issue III

## **Dealer.com Cycling Team SpringRace Report** **Bobby Bailey**

The time frame of this report is ironically labeled 'spring', but the season of rain and gnarly weather seemed to hang on forever. As such, every race prior to the Summer Solstice will be considered...Spring. Racers in New England, and even worse, Vermont, had a tough winter. Most miles were logged indoors and, if you got lucky, somewhere south. However efficient a trainer might be, it is still no substitute for the undulations and impact riding Vermont roads has on a cyclist. As such, it was a slow start to the season. You could tell that our local riders were missing the snap that gets you over punchy climbs. Our team struggled with longer road races but when effective training tools like TNW! (Tuesday Night Worlds), the GMBC Practice Crit, and the GMBC TT Series were underway, we caught up quick.

I actually had the pleasure of traveling to Florida in February to visit family. While down there I entered into a few road races and crits and found some early season success. I won the Winter Haven Masters 35+ criterium and the Winter Garden 35+ criterium. I squeaked my way on to the outskirts of the podium with a 5th in the Pro Race. Florida is a great place to train and more of us plan on venturing down there in 2015. Clermont, FL is turning into a bit of a Mecca for cyclists and motocross stars looking for nice weather and empty roads. Plus, there are actually hills!

*(continued on page 3)*

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GMBC Web page

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

Once again you all helped me pull this off in time to get the newsletter you see here to the printer within a week of the published submission deadline of 6/25. Now you can relax until the end of the conventional cycling season before I (or my replacement) start hitting you up for more articles...

A reminder that it is 2014 and if you haven't renewed your membership for this year, please do so online or with the renewal/application form at the back of this newsletter.

A pdf of this newsletter should be on the website by the time you read this print copy. Tell your friends to check it out.

Returning to Vermont, the team was gearing up for the season. FELT Bikes were being built and Boyd Tubular wheels were being glued up with Vittoria tires. Steve Francisco was making trips to New York for the Trooper Brinkerhoff races and developing some early form. We all came together at the Michael Schott circuit race in Marblehead, MA to show off our new gear. In blaze orange, we hit the loop and began animating the race. I ended up in a danger-break that was unfortunately reeled in by CCB's team of 12 soldiers. Steve put in some solid moves with Johnny, Jake, and Eric. Races like Marblehead teach you who is fit and who needs to refine their training. Backing up to the Vermont weather conundrum, we found out there was work to be done.

Our first taste of success came at Mount Sunapee. The sun broke free from the clouds and the boys came out to race. Sunapee is a hard race that favors patience. The rolling terrain can take its toll if too aggressive. We matched every move of the day and with 2 to go, started dropping bombs. Johnny and I ended up in the winning breakaway and when the uphill sprint finish was over, Bobby was on the box for 3rd. The team rode very smart and it was starting to feel like 2013! You know things are gelling when you get a result from each team member doing their part. Cycling is a team sport and small successes come only when you ride as a team.



With tan-lines starting to show and sunblock becoming part of the team kit, we headed to Wilmington, NY for a new circuit race. The team plan was laid out by singing “The Ants Go Marching Two By Two...” We decided to pair up for every move and try to isolate Team CCB who came out with some heavy hitters. On the first lap, Eric Tremble and Cooper attacked causing CCB to chase. This set up a classic counter attack by Steve and I that dragged two CCB riders with us. The newly-formed breakaway gained time instantly and became the move of the day. Proper race tactics set Steve up for the win as he went clear with 1K2Go [*apparently literally* -Ed]. I was able to sprint in for 3rd. A win is nice, but a win with your young family watching is even better.



Heading into the summer season, the team is primed and ready for more wins. Thank you to all of you for your support in buying coffee and cheering for us whether it be at the Blue-Dominated practice crit or at larger races. It is tough to mention every team member in these recaps but they are all doing their part to make Vermont a more competitive race community.

**The 2014 Dealer.com Cycling Team is:**

Amy Miner, Alberto Citarella, Bobby Bailey, Charles McCarthy, Cooper Willsey, Eric Tremble, Jake Hollenbach, Johnny Herrick, Joshua Lehman, Matthew Owens, Mikey Owens, Steve Francisco.

**Our First Big Bike Tour**

**Annie O'Shaughnessy**

My husband and I ride our bikes a lot. We live in Underhill Center and ride our zippy fast Orbeas all over the county, getting a little silly by trying to see how many days in a row we can leave the car in the driveway. But two years ago we got curious about self-supported bike tours and we each found ourselves a used Trek 520 to buy. Little did we know that those super beefy, heavy bikes would bring us so much fun and adventure.

Bike touring fully-loaded is a completely different sport. For those who love the sensation of being independent and free to choose whatever route you want it is a joy. And it takes a different mindset -- a huge shift in pacing and expectation. It is stunning how slowly you roll with 70 pounds of gear and bike. But you see more as you travel. You can talk to people on the side of the road instead of whizzing by, and you can stop where you want.

We did a warmup trip across New York that was lovely and included a fun 40 miles on the Erie canal trail, but the trip that really has us in love with bike touring was our three-week tour around Oregon last summer.

We flew into Portland Airport and after sleeping in the baggage claim area, we assembled our bikes at the handy bike assembly stations (complete with tools!). A bike path led us right from the ter-



minal and nearly all the way to Portland. Along the way we ate handfuls of blackberries growing on the side of the bike path and once in Portland we quickly found a hipster coffee shop to fuel the journey to our first WarmShowers.org host's house.

WarmShowers.org is couch surfing for cyclists. When you go to their website and search for the area you are traveling in you will see red flags that indicate kind people who are willing to host you. Most of them offer you a lot of food and drink as well as a shower and bed. It is a beautiful exchange, for they are cyclists who have already or will someday enjoy someone else's hospitality.

Using WarmShowers hosts, school yards and camping we took the following route: North to Astoria, the northernmost point of Oregon, down the coast to Reedsport where we headed East via Smith Creek road to Culp Creek and then on to Diamond Lake. From there we visited Crater Lake and then up to Bend, Eugene, Sisters, and back West via McKenzie Pass, ending up in Scio Oregon, where some friends took us to the airport. Twenty days of riding, 1052 miles, and 62,000 feet of climbing.

We spent \$29 on accommodations and met some of the kindest people we've known. We had one day of rain and just amazing sights and sensory experiences. And the food was great. During the first week, Todd broke his rib. Luckily I had Percoset with us and somehow he managed to continue riding. I had a bout of heat exhaustion but learned some lessons about staying cool. We had some very hard days, with the kind of climbing I had only heard about. Climbs that made the App Gap look like a hill. I wrote this after a particularly long hard day:

The practice of quietly riding every day is a powerful one. Sometimes the more challenging the circumstances around me, the more still I become inside, the more clearly and deeply I can listen. So I enjoy coming up against my limits.

There were no bad days on our trips, just some that were harder than others. But even the hardest days delivered some unexpected gift like time with an exceptionally kind and generous WarmShowers host. Here is something I wrote on our blog:

This visit in Astoria was one of the highlights of our trip. The other cyclists who were staying with our hosts were from the Netherlands and had just finished a cross country trip. Margaret, Paul and Rick. They were about our age and very warm and open.

Jason made us carrot cake and fruit cobbler, made a fire outside and Meredith treated us to toasted sweet sandwiches over the open fire. In the morning they made all of us sweet potato ginger pancakes and good coffee while we chatted. At one point, as I was talking to his mom and hearing her describe life after the death of her husband, tears travelled down my face as I thought about how we were all strangers 24 hours ago.

Yes, self-supported bike touring is a lot of work. You have to make your own food at the end of most days, change your own flats and find your own route, but the result for some of us is a priceless

experience where the gains far outmeasure the costs. Self-supported is actually a misnomer. You are really supported by so many people along the way. I tell people, "If you are feeling discouraged about humanity, strap some bags to your bike and set out into the world. You will be surprised how kind people are."

If you'd like to read more about our trip you can go to:  
[annieandtodd.blogspot.com](http://annieandtodd.blogspot.com)

## **2014 GMBC Practice Criterium Schedule**

Andre Sturm

<b>Date</b>	<b>Course</b>	<b>6:05pm C-Race</b>	<b>6:30pm B-Race</b>	<b>7:05pm A-Race</b>
May 6	Sports & Fitness Edge, Essex	C	B	A
May 20	Water Tower Hill, Colchester	C	B	A
June 3	Sports & Fitness Edge, Essex	C	B	A
June 24	Water Tower Hill, Colchester	C	B	A
July 8	Sports & Fitness Edge, Essex	C	B	A
July 22	Water Tower Hill, Colchester	C	B	A
August 19	Sports & Fitness Edge, Essex	C	B	A

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. Hope to see you at the races!

## **Family Membership Rate Increases**

The cost of a family membership has increased by \$5. It will now be \$30. However, the cost for individual and junior memberships will remain the same: \$20 and \$10 respectively. The last time there was a membership increase was in 2004. Please remember to pay your annual dues now that it is actually 2014!



## Switchback Bike for the Lake Century Report: 2014

### John Orlando

With John Williams' allergy to flat courses taking him to the Whiteface Mountain Hill Climb (he only wants to see two grades — steep and steeper), and none of us having friends or spouses that like us enough to sag Steve Barner's 200 on 100, the Saturday group tried its hand at one of the few organized rides in Vermont that doesn't require you to hit up "friends" for "donations" — the Switchback Bike for the Lake Century.

A perfect day greeted us at Sandbar State Park for this scenic and flat tour through the Islands. We rolled out at 8am, with a few hearty souls joining the "clip in and haul ass" 1K2Go group, which promptly hauled ass 7 miles off course. The remaining members of the Saturday group took in the sights and sounds at a more reasonable pace, though it did catch some grumbling 1K2Go refugees later in the day.

Spouse and myself linked up with a Tom Cleveland-led group (see the photo of Tom on the ride's homepage ... um, never mind), which eventually caught the Saturday group. Tom gave me a lead on where I could have the crack in my supposedly indestructible titanium frame welded (New Vermont Department of Tourism slogan "Our potholes can crack titanium"). The new mega-group rolled along well, exchanging pleasantries while inconspicuously forcing each other to the front.

Luckily, we had some people with us who knew the course, or we might have found ourselves on the wrong side of the US border. But this was the chance to ride some roads that you normally only see through windshields on the way to Montreal.

After zig-zagging through the low-income housing on either shore of the Islands, we crossed the top of the lake, edged Swanton, and turned south to cruise down the East shore towards St Albans. We nearly missed the last rest stop, which was unexpectedly located inside a restaurant (some riders were on the verge of shooting pool when we decided to push off again). Luckily, the restaurant owner just happened to be standing on the front porch and called us in while we were circling in front scratching our heads looking for the stop.

With 80 miles in our legs, it was agreed by all that we would warm up slowly coming out of the last rest stop, at which point we noticed Sandy Dupuis time-trialing up the road like a Scud on amphetamines. The pack broke in half catching her, and then colluded to keep her at the front as punishment for killing us coming out of the rest stop.

Once we hit the lumpy last 15 miles, Sandy had to be reminded that one generally slows down on uphill because the effects of gravity greatly increase the effort. Here we shed some more riders, and even ran through a group that had skipped the rest stop to get ahead of us.

After finally sweeping down Bear Trap Road, we motored back up 2 to the finish at Sand Bar State Park. The organizers were caught off guard by the number of participants (340), as the earlier cyclists riding the three shorter distances (25, 50, 70 miles in addition to the 100) sucked down all of the beer. But cooler heads prevailed, and a new keg was promptly secured for those of us who understand the importance of proper hydration following athletic performance.

Hats off to those who attended the other cycling events that day. But if you are not doing something else on this day, I would highly recommend the ride in the future.

## **Whodathunkit of the Month**

At least five long-term current or former GMBC directors are Formula One car racing enthusiasts. Yes, those race teams spending obscene amounts of money to burn fossil fuel for sport.

All these individuals have been with the club for nearly two decades or more, and have known each other and ridden with each other for nearly that long without even knowing their interest in Grand Prix. This was found out when four of these five attended the June 2014 Montreal Grand Prix and either saw each other there or read their posts on Facebook.

Just like mountain biking, it seems most GMBC members keep their non-road-cycling lives tightly out of the club, especially if it involves enthusiasm for racing versions of those four-wheeled vehicles we have to drive when our bikes aren't practical, or that threaten us when we try to 'share the road.'

## First Half 2014 Day Touring Report

### Phyl Newbeck

It wasn't the finest April for our unofficial rides. The first one occurred on a prime spring skiing day so only four people took part in a 25 mile ride down to Shelburne Point from what has since been renamed Veterans Park in South Burlington. The second ride from that location was rained out but on a beautiful Easter Sunday, 11 riders took a 26 mile ride from Williston. The fourth unofficial ride was also a washout; this time with some wet snow preceding the rain.

As usual, we started the season with the Covered Bridges of Chittenden County, co-sponsored by the Vermont Bicycle and Pedestrian Coalition. This is usually one of our two best attended rides (vying for top honors with Century Day) but the forecast called for a 90% chance of rain. For the most part the ride was dry but showers convinced a few of the 20 riders to abandon the route early on. The showers stopped when the most prepared rider donned his rain gear; a strategy we'll have to remember as the year progresses.

On a warm and sunny Mother's Day, 30 riders convened in Shelburne for the Kingsland Bay ride. Thirteen did the short version and enjoyed a very social ride with several breaks including a bakery stop, while 17 opted for the longer route. Most of those extended the ride by a few miles but eliminated a few hills and the less than optimal shoulders on Silver Street. We will probably change the ride to reflect that revision since most people seem to prefer it.

It seems like people are always forgetting things when they head down to Addison County for the Vergennes Voyager. One year two riders forgot their shoes, another year two forgot their front wheels and one year yours truly misplaced my sense of direction, driving to Bristol by mistake. This year was no exception; one rider forgot his helmet but thankfully another cyclist carried a spare and salvaged his ride. That's good because we had exceptionally nice weather (sunny, but not too hot and not too windy) for a beautiful ride around farm fields and blossoming trees with very little traffic. A total of 47 riders made the trip including one recumbent and one tandem. Sixteen riders did the 26 mile route while the rest opted for the 40 mile version.

The forecast wasn't overly optimistic for the St. Albans Explorer ride on May 24 but the 30 riders who took part got lucky. Some of those on the long ride had

some drizzle while those on the short had some lighter sprinkles. This was the first ride of the season that also featured a “social” group with five cyclists who did the short ride at a more leisurely pace.

We need Ralph and Amy to lead more rides for us. This year, they’ve brought nothing but good weather. A total of 55 cyclists came out for the Grand Isle Flats ride on June 1. Thirty-six did the short loop while 19 headed out to Isle LaMotte for the longer route. Most long riders chose to return via East Shore Road instead of Route 2 which added some mileage but was significantly nicer than the main route so we will probably make that the official ride in the future. Several riders ended their day with a creemee stop.

Last year Sal DeFrancesco debuted Bound for Bristol. We all enjoyed the fact that this ride features most of its hills in the first half, making for a nice return trip, but the route seemed a bit short at 37 miles. Sal remedied that by adding an additional loop which provided some nice rolling hills and upped the mileage to 51. As always, the stop at the Bristol Bakery was one of the high points. There were 33 cyclists in all with slightly more than half doing the long loop on a day that seemed more summer than spring. Two riders repeated their side trip of last year by dashing up the App Gap before rejoining the group. The only sour note was a broken spoke on the way up Baby Gap and the fact that the pavement on Route 116 heading into Bristol is in truly awful shape. Parts of Route 17 could also use a new coat of pavement.

On June 14, 26 riders convened at Williston Central School for the Hinesburg Hollow ride. Seventeen riders opted for the short route while the rest chose the 47 mile option. No matter which route you take, this ride has plenty of hills with Irish Hill and Walker Hill bedeviling riders near the end of the longer route. In the last few years this ride was held on hot and humid days but this Father’s Day started out cool and cloudy. The sun broke through midway, allowing most riders to shed jackets and arm warmers. For the second week in a row, a rider had a broken spoke but other than that, it was a lovely day.

More people should really make the trek down for the Cabot Sampler ride to enjoy the beautiful lake vistas. This year we had 16 riders on a sunny day that started out cool but warmed up nicely. The route was modified slightly to avoid a main road and the riders agreed that it was an improvement with the view of the lake making up for the climb out of East Hardwick. There was one scare

when a driver overtaking another car on the other side of the road came too close for comfort to some of the riders climbing up one the hills. Four of the cyclists took part in the social version of the ride, starting at a different location and enjoying blossoms, scones and tea at Perennial Pleasures.

Twenty-three riders headed down to Vergennes on a blistering hot day for the Lake Champlain Ride. Two opted for the social version which again had a slightly different starting location. One rider was incapacitated by leg cramps and needed to be driven the last five miles but the rest of the cyclists enjoyed the still relatively new bridge and views of the lake.

In addition to our Sunday series, we held a number of introductory rides. The first garnered nine new cyclists but the two subsequent rides fell victim to bad weather or simply bad forecasts. We had seven cyclists for the fourth ride including one GMBCer's wife who is new to group riding and another's son, but only one newbie for the following ride. We also held some evening fat tire rides which alternated from Essex to Charlotte. These were somewhat sparsely attended, but enjoyed by those who took part and may be extended into August.

The season is still young. Please come out and join us!

## **A Trip to Cycles Marinoni**

**John Bertelsen**

We left Burlington, Vermont on a cloudy but clearing Saturday around noon-time with a Marinoni frame and Google directions in hand, heading north to Terrebonne, Quebec, just north of Montreal. I was bringing my 1996 Squadra frame to Marinoni Cycles to be painted because it was badly scratched from years of use. I am also going to have them put a threadless steerer tube on the fork to help me get the handlebars higher due to my advancing age. Simone (who we later would find out is Mrs. Marinoni) had told us they were open until 3:00 on Saturday, so we thought we had plenty of time. After two hours of driving, we admitted we were lost and got off the highway, only to spot a CAA (Canada's version of AAA). We ran in to get directions, and alas only one person in the office spoke English and she was busy with another customer. As soon as she was free she gave us directions to Terrebonne and Marinoni Cycles. We sped off and finally arrived at the shop just in time.

I brought in the frame and the first order of business was deciding what color I wanted. They showed me a page of paint chips, which was somewhat overwhelming. Then they led us into a room full of Marinoni bicycles that ranged from classic to retro to art deco color schemes (even more overwhelming). We admired the many styles and most of the bikes had "do not touch!" signs. Karla helped me pick out an orange and yellow paint scheme.

Most of the employees spoke only French but Giovanni, (who we later learned was from Sicily) could speak fairly good English. He and I went over every detail of the job. We brought in the owner's son to verify a couple of points. It seems they do this type of restoration quite regularly.

While their location is not a full service bicycle shop, they have a small amount of clothing, helmets, saddles and that sort of thing for sale along with a sample display of their bicycles. The most amazing thing is their fitting equipment. In a separate room Marinoni has what looks on quick inspection to be a bike on a trainer. However, every dimensional aspect of this "bike" is infinitely adjustable even down to the crank length. In addition there are quick change mechanisms for a range of saddle types and handlebar shapes. If the bike size you measure to is not one of their standard sizes they can make it for you.

Karla had been admiring a classic track bike hanging on the wall with a plaque underneath with a brief history of the company and of Mr. Marinoni. She asked if he was still alive. Giovanni laughed and said "Yes, he's working in the back. Would you like to meet him?" After we were done arranging the paintwork, Giovanni took us back into the shop. When he opened the door to the shop, our mouths fell open. The shop was full of very serious metal working equipment from the days when their bikes were all steel. There were also numerous frames in various states of completion. These days Marinoni makes frames in titanium, carbon and steel. And there was Giuseppe Marinoni himself, applying a torch to a frame. He stopped and we chatted for a few minutes through our interpreter, Giovanni. Giuseppe speaks Italian, Spanish and French but very little English. He was quite pleased when I told him how comfortable my bike was. He asked Karla if she rode a Marinoni. She was embarrassed to say she didn't. Giovanni later showed her a touring bike that she could have built with any equipment and color she wanted.

In celebration of his forty years of frame building, a Canadian filmmaker



has created a documentary about Marinoni called “The Fire in the Frame.” You can see the trailer at: <http://www.marinonimovie.com/MAIN/INTRO.html>

I go back in a month to pick up the frame. Then comes the fun of building up a new bike!

## **2014 Eastern Tandem Rally in Vermont!**

**Cooie DeFrancesco**

The Eastern Tandem Rally (ETR) is a volunteer group of tandem cycling enthusiasts who rally together to ride and socialize at tandem events held in the Northeastern United States. It is the oldest organization of its kind in North America, and has sponsored an annual tandem rally continuously since 1973.

This year, the ETR will be held July 18-20 in the Champlain Valley, based out of UVM. Coordinators Susan Eisenstadt of Hinesburg and Sal DeFrancesco of Williston report that over 120 tandem teams have already registered for the Rally. They anticipate reaching capacity of 135 tandems.

What does this mean for the GMBC membership? Four things.

First, we want you to be aware of the increase in bicycle traffic during that weekend. The routes, including the Wednesday and Thursday pre-Rally rides, will be mapped (thanks in advance to Steve Barner) and published on the ETR website.

Second, the GMBC Touring Rides scheduled for Saturday and Sunday of the ETR weekend are both outside Chittenden County, so there's no route overlap.

Third, if you happen to be riding your single and encounter tandems, know that they're slow on the uphill, fast on the downhill, and they handle like a truck.

Fourth, if you have an inclination to help, we sure could use any time you could manage to volunteer.

There's more information at [www.easterntandemrally.org](http://www.easterntandemrally.org)

Susan: [susan.eisenstadt@state.vt.us](mailto:susan.eisenstadt@state.vt.us) or 802-578-4576

Sal: [salnesp@gmail.com](mailto:salnesp@gmail.com) or 802-363-0963.

## **Social Riders can sign up for special email ride notices**

**Donna Leban**

Any GMBC riders and friends who would like to be added to the Social Riders email list should contact Donna Leban at [lightspd@comcast.net](mailto:lightspd@comcast.net).

Social Rides are often the same route as the GMBC ride, and usually average about 12 miles per hr. Our principle theme is that riding socially in small groups is more fun than riding alone, so we regroup when needed at turns. We try to make everyone feel welcome while riding safely as a group, and provide a friendly ride option - even if they can ride faster.

Since the start location and time may vary occasionally from the main GMBC ride, its a good idea to check your email for notices if you are on the Social Ride email list. During hotter weather, I may post shorter, earlier rides closer to Burlington within a few days of the ride.

We've had some wonderful Social Rides this year, and hope to continue throughout the season.

If no Social ride is posted on the schedule, its worth asking at the beginning of the ride if others are interested in doing that day's ride as a Social Ride. It's usually much more fun than when riders are strung out alone along the route. And, you're likely to make some new friends!

## **Vermont Gran Fondo**

**Sandy Dupuis**

I've wanted to complete the LAMB (Lincoln, App, Middlebury, Brandon) Gap ride for years. This year the Addison Chamber of Commerce sponsored the VT Gran Fondo featuring all 4 gaps. I had to try and do it!

I actually began the serious planning in December of 2013. I went to Earl's bike shop and spoke with Andrew, one of the bike mechanics. I explained that I wanted to get a gearing set up closer to 1:1 ratio. Andrew was able to provide me with a rear wheel cassette that went to 32, so with my compact gearing, I was close.

As the weather improved in the spring, I joined John Williams and many others on the Saturday VP group rides that featured climbing. John also provided me with a "lovely" loop of about 36 miles that started at the intersection of Route 17 and Route 100, up Lincoln Gap, down into Lincoln to Route 116, up Baby Gap and App Gap, back down App Gap to Route 100. Early in June, I took a vacation day on a Friday and my husband Mark and I set out to ride this loop. The forecast called for temperatures in the mid to upper 60s and overcast. As we drove to the intersection of Route 17 and Route 100, the weather changed from a few showers, to showers, to steady rain. Great I thought. Once we got on the other side of App Gap on Route 100, the weather improved to a few showers. We set off on this ride. Needless to say, as we crested both climbs, the showers turned to light rain. The descents were COLD. Both Mark and I and our bikes were filthy. But we completed the loop and I now knew what everybody was talking about when they discussed the last mile of Lincoln Gap.

Several of us rode this year's VT Gran Fondo LAMB ride. Susan K, John W, Steve Z, Michael C, Mike G and I. The route started at the Middlebury Snow Bowl. On the day of the ride the rain showers stopped when we began riding, but the roads were really wet. The ride began descending the east side of Middlebury Gap. Once wet, I was cold. Fortunately I had much prior practice descending when wet and cold. This route had us tackle App Gap first. By the time we were climbing Baby Gap the sky was clearing and the roads were dry. Gap #2 was Lincoln. On the steepest parts, I had to resort to some zig zagging, but I noticed that I was not the only one using that technique. After the Lincoln descent, we had a dirt road climb. The next gap was the west side of Brandon. I had never climbed up this side of Brandon. It sure seemed long. The descent down Brandon was beautiful. At this point the sun was out, but it was not hot. Once on Route 100 heading toward Middlebury Gap, we worked together taking turns pulling at the front. We crested the top of Middlebury at mile 103 and had a short downhill stretch back to the Middlebury Snow Bowl to complete the adventure. Quite the ride!

## **Vermont Gran Fondo**

### **John Williams**

Starts on the next page .....

Seems I always start with the weather. The forecast for the inaugural Vermont *Gran Fondo*, was hopeful: Rain on Friday night leading to clearing skies for early morning. Morning arrived and with it came continuous steady rain, at least in Fairfax. I awoke at 5am with a groan as the sound of rain was magnified on my metal roof. Oh well – nothing to do but get up, consume a mega-breakfast, and begin the long drive to Middlebury Snow Bowl in and out of showers.

The VT *Gran Fondo* is actually a LAMB ride, but more appropriately it should be called the ALBM ride since we traversed Appalachian, Lincoln, Brandon, and Middlebury Gaps in that order. This might be one of the more challenging of *Gran Fondos* in the U.S. since it includes four gaps, most notably including Lincoln Gap with its gradients of 20% to 24% for one of the steepest of known road miles. The total *Gran* distance was 104 miles with 9275' of climbing according to my Garmin. They promised us 10,700' vertical – guess we needed another Gap! Not sure why there was this discrepancy but "MapMyRide" also indicated just under 10,000'. Maybe others have more precise data?

By the time I arrived at the Snow Bowl, the rain had pretty much stopped, however, the roads were still very wet. I had spent several hours cleaning and polishing my bike to prepare for the event. Within about 30 seconds of riding all of the clean disappeared.

I chose my Trek Madone for the ride, realizing the gearing was not ideal, at least for the Lincoln climb. My lowest gear consisted of a 39-T chain ring and a 28-T rear cog. This was my choice even though my Orbea sat at home with a 34/36 combination. What was I thinking? Well, the Madone is 2.5 lbs. lighter than the Orbea and I considered that lower weight might be an advantage over the 104 miles. I had previously twice experimented on the Lincoln climb with the Madone to convince myself that I could make it up and over Lincoln with 39/28. The verdict: I can do this.

Anyway, back to the race, er, I mean untimed, non-competitive *Gran Fondo*. With a mass start of 150 or so riders, we all headed from the Snow Bowl down the western flank of Rt. 125. People spread out pretty well, which was a good thing considering the slippery conditions – it felt like it was raining, but it was mostly road and wheel spray. I managed to move forward in the groupings as we descended. Out on Rt. 116 we headed north to Bristol. At this point I was in

the second large pack and our speed was high. Soon we saw and began to close on the front pack. I had the honor of taking the pull that closed the gap between the two groups. Someone had said that the first group might have slowed for a team rider who had a mechanical, but I didn't get the sense that much slowing was happening. Once we merged with the front group, I found my GMBC riding buddies: Mike Coleman, Mike Gretkowski, Steve Znamierowski. It was great to find friendly faces and predictable riding styles. My focus then was to stay within sight of them within what was now a very large group.

Once we began the ascent up Baby and Appalachian Gaps, any large packs of riders quickly disintegrated. At this point, Mike, Mike, Steve, and I formed our own little group. We regrouped at the top and took a short break and food stop. Sandy Dupuis appeared at the top just as the four of us were rolling toward the descent. A fleeting thought of "we should wait for Sandy" brought a tinge of guilt as we rolled over the crest for the descent. I couldn't resist the temptation to follow heavyweights (relative to my 130 pounds!) down the east side of App. A great descent it was. This was fun! We turned right onto German Flats Road. Why anyone would name this road as "Flats" is beyond me. It's a long climb up to Sugarbush Resort. We then descended to Rt. 100 on the Sugarbush Access Road. After a short stretch on Rt. 100 and right turn we began the **Big L climb**, a major focal point of the ride – it being the steepest and nearly half-way point of the *Gran*.

I managed the climb without zig-zags, working at keeping a straight line and climbing with strength. All the steeper sections required standing, focus, and perseverance to get through it. I had to move my weight back to keep the rear wheel from losing grip on the damp road surface. The upper section pitches up relentlessly. Steve was near me as we approached the top, so we kind of kept pace with each other to finish out this climb.

As we were recovering at the top, Sandy soon arrived. She must have made a tremendous solo effort, highlighted as she greeted us with a slightly exasperated "Will you guys let me play with you NOW?" After a second food stop and photo op at the Lincoln Gap sign, we descended the smooth switchbacks and then sudden transition to dirt on the west slope. The dirt section was in pretty good condition. We turned left onto South Lincoln Road and encountered about seven more miles of dirt road with a long climb to boot. Mike, Mike, and Steve were out ahead somewhere and I was trailing behind Sandy. We turned right on





Rt. 125 then left on Upper Plains Rd. where we encountered more dirt. Finally we were back on pavement as we approached the Lake Dunmore region and Rt. 53.

The climb to Brandon Gap seemed longer than I had remembered, especially since I had misjudged the distance to the top thinking it was around 80 miles rather than the 83 miles of reality. We refueled and regrouped at the top for the



wonderful east slope descent down to Rt. 100. As a Gang of Five we worked together up Rt. 100 for the final climb of the day, Middlebury Gap. Sandy lept out ahead as the road pitched up. She provided a great demonstration of her fitness level, strength, and climbing prowess as she continued to open a gap back to “The Guys”. However, we all finished the final climb with strength and individually celebrated reaching the summit of the final of four major climbs. All there was to do now was to glide back down to the Snow Bowl finish. My time to accomplish the *Gran Fondo* was 6 hours 53 minutes with an average speed of 15.1 over the distance. The five of us were very similar in overall time, spread out a little bit by the final climb to the top of Middlebury Gap.

Other notes of importance: Susan Kelley had planned to ride the *Medio Fondo*, consisting of Appalachian and Lincoln Gaps with a 69 mile distance. At the intersection with Rt. 125 she made the commitment to the *Gran* by turning right rather than left. Nice job Susan! We met Bob Dillon at the finish area. I think he finished about an hour ahead of us. Nice Bob!

We were lucky to have a cool day. A 4-Gap *Gran* on a hot day could have been a bonkful event. After the ride Steve Z, Mike C, and I had huge hamburgers at The Bobcat Café in Bristol – then it was home to relax and recover. Susan went to the post-ride-fest at the Lincoln Peak Vineyard. She said it was excellent.

## Highlights of the Amgen Tour of California

By, Jenn O’Connor, MS, LMT

In May 2014, I joined the staff of Carmichael Training Systems as a soigneur for another Amgen Tour of California. My duties included providing massage, nutritional support, accompanying the mechanics in support vehicles, and coordinating logistics. The tour traveled north to south and did not disappoint! The terrain offered everything from rigorous mountain climbs to stunning coastal views. In general the weather was hot, sunny and dry. The pro roster consisted of 128 cyclists from 16 teams.

I had a fantastic time ... some of my favorite memories are included on the following pages.

- Stage 1: Waiting in the coffee line and seeing Jens Voigt enter the dining hall for breakfast ... great way to kick off the tour!
- Stage 2: It was awesome that there was a Women's Race for the Time Trial! (In case you haven't heard, there is an incredible documentary about women's professional cycling called, "Half the Road." It will be shown in Burlington at Main Street Landing on 7/26/14 ... check it out!)
- Stage 3: After Mount Diablo, I had a nice conversation with CTS Coach, Paul Ruggiero. Among other cool things, I found out that he used to live in Burlington and work for Burton in the late '90s!
- Stage 4: I was on hotel duty for this stage. I got to drive the CTS truck down the coast on Highway 1, which was incredibly beautiful!
- Stage 5: I learned what a "sticky bottle" was when guest rider, Phil Southerland, CEO of Novo Nordisk, hung onto the passenger side of the van for several miles. We had a great conversation, and he was especially excited to learn that I lived in Burlington, VT. His first question to me was, "Do you know Will Dugan?"
- Stage 5: Tim Johnson was another guest rider that day. I prepped some of his water bottles with Skratch and dumped cold water on his head and feet during a HOT Stage 5. He used his cyclocross skills when he came into the finish in Santa Barbara by leaving the pack and bunny hopping onto the sidewalk and sprinting to the finish (with the CTS group).
- Stage 5: In addition to Phil and Tim, we had a few other guest riders join us along the way. It was great to have them, but this dramatically reduced our supply of water bottles and about 40 miles from the finish we started to run out. I had to climb in the back of the 15-passenger van and fill about 100 water bottles in 20 minutes. As soon as I was done filling a few bottles, I would stretch over three seats and quickly hand them to the mechanic/

driver, who then loaded up the coaches/domestiques. Needless to say, I was pretty covered with water and OSMO by the end of it!

- Stage 5: I swam in the Pacific Ocean with a couple other soigneurs after the finish. It was really hot that day and the ocean felt wonderful, especially with dried OSMO on my arms and legs.
- Stage 6: I ate the best donut I have ever had, compliments of CTS Coach, Jim Lehman. He has a secret obsession with donuts and treated all of the staff to some of his favorite gluten-free treats ... potato donuts from a shop called Spudnuts ... well worth the indulgence!
- Stage 7 and 8: We stayed in the same hotel the last two nights, which meant that we did not have to transfer to a different location between stages. Logistically this is a gift because it saves a lot of time and effort. Our last hotel happened to have some awesome common areas around the pool and bar. This allowed for great observation and social interaction with the teams and staff. For example, I rode up the elevator with BMC Team Physician and Olympic legend, Eric Heiden, Phil Southerland bought me a drink to thank me for my help during Stage 5, and CTS shared some pool time with Team Sky. I also met KC (the owner of Rocket 7) and got to hold some custom shoes made for BMC ... only \$2500.00 a pair! (see picture next page!)
- Post Tour: After the tour, Chris Carmichael always takes our group out to a fantastic dinner. This year we went to a restaurant called, The Pedalers Fork, in Calabasas, CA. This also happened to be the same place where the “After Party” was. So pretty much everyone from the Tour (cyclists and staff) showed up. I met several members of the Garmin-Sharp Team, including, 2<sup>nd</sup> place finisher, Rohan Dennis. I was impressed with how down-to-earth and friendly he and his teammates were.

Overall, this was another great experience and I am looking forward to returning to work with CTS in Colorado for the Pro Challenge in August!



## Second Half Day Touring Schedule

Phyl Newbeck

**Date/Time/Place:** *Saturday, July 26, 9:30, north side of the South Royalton Green*

**Ride:** Upper Valley Weekend – Windsor County Cruising - After a short warm up, we will tackle Howe Hill and ride through Pomfret nearly to Woodstock. At Route 12 we will make a sharp right turn and head up the valley to Barnard where an ideal lunch stop awaits at Silver Lake. The ride continues via North Road with its wonderful views and long descent into Bethel. The short ride returns to South Royalton for 42 miles (M/S). A longer variation with climbing is also available for 66 miles (S).

**Leaders:** Pat Stabler and Tom Evers - 781-929-9085 / [everstab@verizon.net](mailto:everstab@verizon.net)

**Co-Leader:** Bryan Harrington – 899-2908 / [alpinefogman@yahoo.net](mailto: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. Talk to Pat and Tom to get more info about the camping

**Date/Time/Place:** Sunday, July 27, 9:30, Billings Farm Museum overflow parking lot, Route 12, just north of Woodstock

**Ride:** Upper Valley Weekend – Day 2 – Woodstock Wandering- We will ride through the rolling hills of South Woodstock, Brownsville, Hartland and into Quechee. The short ride (40 M/S) will return to Woodstock via River Road. The long ride (50 S) continues to West Hartford and through Pomfret before returning to Woodstock.

**Leader:** Bryan Harrington – 899-2908 / [alpinefogman@yahoo.com](mailto:alpinefogman@yahoo.com)

**Co-Leaders:** Pat Stabler and Tom Evers - 781-929-9085 / [everstab@verizon.net](mailto:everstab@verizon.net)

**Date/Time/Place:** Sunday, July 27, 9:00, Cambridge Post Office, Lower Pleasant Valley Road

**Ride:** Smugglers' Way - The short ride winds up towards the Smugglers' Notch ski area on quiet back roads, with some dirt. The medium distance ride goes up to top of Smugglers' Notch, and the long ride goes over the Notch to Stowe and back. The routes are shady and pass by good swim spots on return. Post ride gathering (food/drink) near start/finish place. This ride has only one leader.

**Leader:** Bob Ray – 735-5101 / [r-ray.post@yahoo.com](mailto:r-ray.post@yahoo.com)

**Date/Time/Place:** *Saturday*, August 2, 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.

**Leader:** Phyl Newbeck - 899-2908 / [phyl@together.net](mailto:phyl@together.net)

**Co-Leader:** Brian Kinsman – 872-7169 / [kins11320@comcast.net](mailto:kins11320@comcast.net)

**Date/Time/Place:** Sunday, August 3, 8:45, Jasper Mine Road, off Route 2 heading towards Grand Isle

**Ride:** Jaunt from Jasper Mine – This rolling hill ride (60 M/S) passes through Georgia and Milton before heading to St. Albans Bay for a lunch break and over

to Swanton. The shorter version (40 M) turns around after the lunch stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain.

**Leader:** Warren Coolidge – 735-1836 / wcinvrt@gmail.com

**Co-Leader:** Sal DeFrancesco – 363-0963 – salnesp1@gmail.com

**Date/Time/Place:** Sunday, August 10, 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. The social ride will go in the opposite direction.

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

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

**Social Ride Leader:** Donna Leban -865-2839 / lightspd@comcast.net

**Date/Time/Place:** Sunday, August 17, 8:15 for the 9:00 ferry, old Champlain Flyer parking lot off Ferry Road (NEW starting location)

**Ride:** Willsboro Wanderer – 40 (E/M) and 55 (M/S) options of hilly terrain on low-traffic roads in New York. There are two potential stops for ice cream. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro.

**Leader:** Sal DeFrancesco – 363-0963 / salnesp1@gmail.com

**Co-Leader:** Warren Coolidge – 735-1836 / wcinvrt@gmail.com

**Date/Time/Place:** Sunday, August 24, 7:45 for the 8:10 ferry, Burlington Ferry Dock

**Ride:** Double or Triple Ferry Ride – This ride starts with the ferry to Port Kent and heads north to the recreation path through the Old Air Base into Plattsburgh. From Plattsburgh, riders will take the ferry across to Grand Isle and down to South Hero. Riders then have the option of taking the Local Motion ferry to Colchester and the Burlington Bike Path (43 E/M with packed gravel) or following the Champlain Bikeway on Routes 2 and 7 (50 M). Bring money for the ferries. The ride will be followed by a picnic at Auer's Boathouse just off the bike path. There is room in the fridge there if folks want to bring refreshments before the ride.

**Leader:** Brian Howard – 598-3857 / bjhowd@gmail.com

**Co-Leader:** Brian Kinsman – 872-7169 / kins11320@comcast.net



Sal DeFrancesco will host the third annual GMBC picnic at Auer's boathouse at 2 p.m. Bring drinks and a dish to share. We'll provide dishes, utensils, hotdogs and both regular and veggie burgers. Contact him at salnespl1@gmail.com with any questions.

**Date/Time/Place:** Sunday, August 31, 7:45 for the 8:10 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. At present this ride has no co-leader.

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

**Date/Time/Place:** Sunday, August 31, 7:45 for carpooling, be prepared to leave by 8, Milton Park and Ride, near Exit 17

**Social Ride:** Bike Paths of Montreal, with brunch at Atwater Market and dinner in Old Montreal. We will do the loop along the canal and back along the St Lawrence, crossing the ice bridge and back to the old port. A map of the car and bike routes will be distributed at the meeting place. **Bring your passport or the required customs documents.**

**Leader:** Donna Leban - 865-2839 / lightspd@comcast.net

**Date/Time/Place:** *Saturday*, September 6, 9:30, Currier's Quality Market, Barton

**Ride:** NEK weekend – Day 1 - Kingdom Swing – The 56-mile (M/S) loop goes down Route 16 from Glover, through Greensboro, Craftsbury then up a beautiful valley on Route 14 all the way to Coventry, then back through Barton to Glover. Afterwards, cool off with a swim at Crystal Lake. There is no short version of this ride.

**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.

**Date/Time/Place:** Sunday, September 7, 9:15, East Burke Sports - Parking is available (check [www.kingdomtrails.com](http://www.kingdomtrails.com)) at 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 2 - Willoughby Wanderings – 47-mile (M/S) ride up through Sutton and Barton, along the shore of Lake Willoughby and through part of Willoughby State Forest. A 30-mile (M) version of the ride returns to Burke via Route 5.

**Leaders:** Pat Stabler and Tom Evers - 427-3193 / everstab@verizon.net

**Date/Time/Place:** Sunday, September 7, 9:15, Alburgh Community Education Center, School Street

**Ride:** Ste. Anne De Sabrevois Winery Ride – A flat 44 mile (M) ride across the border to visit the Vignoble Des Pins winery. **Bring your passport or the required customs documents.**

**Leader:** Warren Coolidge – 735-1836 / wcinv@gmail.com

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

**Date/Time/Place:** Sunday, September 14, 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:** Brian Howard – 598-3857 / bjhowd@gmail.com

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

**Date/Time/Place:** Sunday, September 21, 9:15, Waitsfield Elementary School (on the left traveling south on Route 100). For those coming from the Burlington area, we suggest carpooling at the Richmond Park and Ride at Exit 11 off I-89.

**Ride:** Waitsfield and Waterfalls - Enjoy a scenic tour through the countryside of Waitsfield and Warren with a visit to Moss Glen Falls. Turn around at the falls for a 35 mile (M) ride or continue up Middlebury Gap with a stop at Texas Falls before turning around for a 60 mile (M/S) ride. A stop at the Warren Store is

always popular and the general store in Hancock provides an additional respite for those on the long ride.

**Leader:** Leslie Carew - 865-2805 / carew@champlain.edu

**Co-Leader:** Debby Clemons – 899-2981 / debby.clemons@gmail.com

**Date/Time/Place:** Sunday, September 28, 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. Both leaders will do the long ride.

**Leader:** Brian Kinsman – 872-7169 / kins11320@comcast.net

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

**October 5 and 12** – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

**October 19 and 26** - 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.

## **Whiteface Uphill Bicycle Race and Presidential Ride**

**John Williams**

We (Kevin Bessett & I) awoke to a crisp, clear morning following a comfortable sleep at Ledge Rock Inn. Ledge Rock is located almost directly across the street from the base of the Whiteface Ski Area. From our room we can view and contemplate the imposing Whiteface summit and dwell on heights soon to be climbed. After a quick breakfast we drove to our favorite parking spaces adjacent to the start line.

Racers in multi-colored garments gathered and circled around in warm-up mode as Tom Petty and others entertained us over the loud speakers. The start began abruptly at 8 a.m. with a “3, 2, 1, Go!” and 247 racers were racing toward the top.

The first three miles are mostly downhill from the Whiteface Ski Area until the sharp left turn up the mountain road. From that point the gradient is a very steady and predictable 7-8% all the way to the toll booth. The road stretches out such that I can see the lead pack already well ahead. Kevin is up there somewhere. I am in a stream of cyclists, with me seemingly pedaling backwards. My legs feel a little off compared to what I had hoped, even after a couple of rest days. As I looked ahead, I see what appears to be an unusual upright riding style for a bike race. As I approach, I recognize that it is a racer on a unicycle. Hah! I finally get to pass someone – on a unicycle. More cyclists stream by. Then ahead, another unicyclist. I pass him. Any more “takes” that I can gain? And kudos to anyone who sustain the balance and strength to climb Whiteface on a single wheel.

Once we reach the toll booth, the road becomes much more interesting – more curvy, some undulations but with steady grades of 8% to 10% and occasional 12%. Also, the brilliant vistas of the Adirondacks begin to open and the summit of Whiteface in its awesome beauty is soon revealed. I begin feel a little better in this upper third of the ascent. I see-saw with others, finally taking some gains. After one particularly annoying see-saw, and with about a mile or so to go, I slipped into what was a “good feel” spin with some speed and strength (maybe it was the tail wind assist?). I managed to pull ahead of a few racers surrounding me and hang on to the finish with a contested sprint that I lost by a fraction.

Kevin was already up there, having showered, shaved, had a massage, and mixed with the many of the racer cognoscenti of the BUMPS (Bike UP the Mountain Point Series) races. My time was 23 seconds over my 2013 time at 1 hour 20 minutes and change – must have been the bunching up at the start. Nonetheless, it was a great day with perfect conditions for the event. The descent presents dangers in the form of lumps, bumps, and dips, so I was cautious. Kevin let it fly. I had to wake him from his nap where he was waiting for me at the bottom.

For those who have never climbed Whiteface, you should do it. While we do have spectacular climbs and vistas in Vermont, Whiteface offers “hors category” viewing and sense of accomplishment. The gradient is steadily 7%-10% with maybe a couple 12% thrown in, but there is nothing approaching Lincoln Gap or even upper App Gap steepness. The climb is very doable with

standard gearing (my lowest gear: 39 front, 28 rear) I'm hoping to take at least one VP group over to do a Whiteface area ride and climb. When this happens, I hope you join in.

Back at the parking lot after the race, we refueled, rested a bit, and prepared for "The Presidential Ride".

### **Presidential Ride to Parts Unknown**

Last year, after the Whiteface race, Kevin took me on a journey around the sparsely trafficked roads in the Whiteface region. It was a great route and I revisited it twice last summer with others as part of the VP ride series. This year, Kevin modified and lengthened the route. I'm always up for exploration, so Kevin relied on his new Garmin Edge 1000 to plot our route. Interesting that the Garmin showed a worn-out dead-end road as a possible through-route. Fortunately we didn't go that way. On very quiet roads and mostly good surfaces, we skirted lakes, woodland, few houses, and more woodland.

Finally we intersected with Route 3. Route 3 is one of those straight, boring semi-highways that goes on and on with moderate-grade unchallenging hills that seem too long, slowly become taxing, and when you reach the perceived top, it's not really the top. Thankfully, there was a wide shoulder available to us. Just as a bonk-factor was welling up, we reached the convenience store that I thought we would reach about ten miles back. I wolfed down two packs of peanuts and a bag of soft fruit candy. I was refueled and re-energized and ready to resume the ride. We were now on River Road and settled into a comfortable pace on excellent roads I had visited in 2013 - hilly, curvy, scenic, quiet, no traffic – this is what I like. Kevin didn't seem to mind that I sucked wheel for about 95% our 55 miles.

As we approached our final climb, Kevin took off, as he hinted he would. I just rode along, content to be moving up the 12-16% incline at a reasonable pace. Then it was one more descent and back to the parking lot. Thank you Kevin for another great Presidential Ride!

## 2014 GMBC Time Trial Schedule

(Subject to change--visit [www.thegmbc.com](http://www.thegmbc.com) for the latest updates)

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

Date	Course Name	Time	Timers* / Notes
Jul 10	So. Greenbush***		S. Decker, D. Gardner, R. Phillips, J. Williams
17	TBD (see website)		J. Grogan & <u>TBD</u> – volunteer needed
24	Cochran Rd Ext.		K. Bessett & Owens Family
31	Little Chicago TTT		D. Belcher, R. Quiron, D. Rath, D. Tier
Aug 07	Bolton Hill Climb ???		B. Bailey, T. Hubbard, A. Miner
14	Huntington***		K. Bessett & K. Duniho
21	So. Greenbush***		S. Gaydos, J. Schwartz, D. Seissen, J. Willsey
28	<b>NO EVENT</b>		GREEN MOUNTAIN STAGE RACE
Sep 04	Smuggler's Notch	(6pm)	M. & B. Hopwood
07	Fall Flat 40K	(Sun)	<u>TBD</u> – volunteer(s) needed
20	Fall Hilly 50mi.	(Sat)	<u>TBD</u> – volunteer needed

**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  
 ??? Another course may be substituted in if Rt. 2 is not passable – watch website

## Course Descriptions

**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 off the mountain with a few sharp corners.

**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.

**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.



**Smuggler's Notch:** 6.13 mi. (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:** 8.32 mi. Parking: Off Thompson's Point Rd, in grass field on left just before the rail road track (about 200 meters west of intersection with Greenbush Rd). Start: 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. Use caution when turning around and make sure traffic sees you in back and in front!

The season so far has been tipping towards the challenging side. Weather has affected a few events and someone in Ferrisburg stole one of the custom made "Caution Bike Event" signs I've had since the beginning of time (I lock these to telephone poles and they actually cut the lock). This isn't the first time a sign has been stolen but it is the first time a lock has been cut. I will somehow electrify these things, so if some deviously adventurous soul looking for a thrill attempts to hijack a sign, there will be nothing but smoke and dust left as they travel to the devil's playground. It's really what is deserved I think.

So, that said, on the positive side, everyone liked the new Basin Harbor course that Amy Miner recommended (thanks!), and because the Jonesville course (Rt. 2) is being torn up and repaved I substituted in the old Westford course (Rt. 128 from Essex Ctr. to Westford and back). I never thought we'd be back there. The last time that course was run was around '96. I took it out of the rotation because the pavement was horrible, there was little shoulder in places, and the traffic moved fast. Fast forward 18 years and now the pavement is fresh, there is a wide shoulder, and the traffic wasn't very heavy. Thanks to Bobby Bailey for petitioning for it.

With the complete destruction of Rt. 2 and its rebirth to happen sometime in August, I don't know if the Jonesville course will be run this year. I've removed it from the schedule and from the championship series this season. The series this year will consist of South Greenbush and Huntington.

And this may affect the scheduled visit to the Bolton Hill Climb course in early August. See the website for more information as the race date approaches.

As always, thanks to all who've helped out with timing this season. All of the work I do to put on this series year after year would be put into the recycle bin if I didn't have your help week after week, and in some cases, year after year. The role you play is just as important as the one I play.

## Instructions for Timers (additional info. will be provided at event)

Please be familiar with the course and rules. Here is a high-level view of what you'll be doing:

- > **Enforcing helmet usage**
- > **Enforcing sharing the road**
- > Keeping riders on grass-side of orange cones at start area
- > Reminding riders to yell start position 15 meters prior to finishing

When to Arrive: 1/2 hour before start-time

Timing Gear and Instruction: provided by organizer

Start Interval: 1-minute

Compiling Results Summary:

Before rider crosses the line, shout "NUMBER" to get their start position

If **no number** yelled, **write** in "?", and if possible, note jersey color

**Record** number yelled in **right most column**

Press SPLIT as rider crosses line

If several riders finish closely, press SPLIT for each one

Be sure to press the button firmly.

The watch has a memory so you can recall elapsed times at will.

Recording elapsed time – record in field to left of number yelled

Get split displayed on watch or click RECALL to access memory

If a rider is finishing, no problem, just click SPLIT

Round to nearest second

.50/100<sup>ths</sup> or greater then round up a second.

Calculating and recording finish time

Formula: Elapsed Time Minute value - Start Position

:53:03 – 10 gives a finish time of :43:03

:67:47 – 17 gives a finish time of :50:47

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

This is a little tricky. Helps leaving a finger on elapsed time and putting pen in target field

## Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads and you will be riding at your own risk. You must obey all traffic laws. GMBC assumes no liability.

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 (**the series depends on support of the locals**)

Always ride on the right side of the travel lane unless in areas where riding in the lane is safest (such as fast descents)

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



## VERMONT SENIOR GAMES CYCLING STATE CHAMPIONSHIPS

Saturday July 26, 2014

Little Chicago Road, Ferrisburgh, VT

(Competition open to anyone at least 50 years old by 12/31/14)



### REGISTRATION FORM — Please print clearly

NAME \_\_\_\_\_ M \_\_\_\_\_ F \_\_\_\_\_

ADDRESS: Street/Apt \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

ZIP \_\_\_\_\_ E-MAIL \_\_\_\_\_ PHONE \_\_\_\_\_

DATE OF BIRTH (m/d/year) \_\_\_\_\_ AGE as of 12/31/14 \_\_\_\_\_

#### TIME TRIALS –

Vermont's fastest One Mile Time Trial: Trophies awarded to fastest male and female in 50–64 and 65+ age groups.

5 & 10K Time Trials: Gold, Silver and Bronze medals awarded in 5-year age groups by gender. All Time Trials start in 1 min. increments. (Drafting rule will be enforced.)

One Mile Time Trials start at 9:00 a.m.

5K Time Trials start at 10:00 a.m.

10K Time Trials start at 11:00 a.m.

#### ROAD RACES

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

Aerobars must be removed for Road Races. Centerline rule applies, whether or not marked.

Road Races will be divided into age and gender groups. Gold, Silver and Bronze medals awarded in 5-year age groups by gender.

40K Road Race starts at 1:00 p.m.

20K Road Race starts at 1:10 p.m.

*You must check-in 30 minutes before your first race to obtain your racing numbers.*

BASIC FEE includes ALL Time Trials & Road Races — \$25.00 \$ \_\_\_\_\_

Add Late Fee if registration is made after July 24 — \$10.00 \$ \_\_\_\_\_

Add Late Fee if registration is made on Race Day — \$15.00 \$ \_\_\_\_\_

#### METHOD OF PAYMENT

Register on line – go to [www.vermontseniorgames.org](http://www.vermontseniorgames.org) and click on Cycling. Payment is made by credit card.

Fill out this paper registration form. Mail with your check made out to the VERMONT SENIOR GAMES to: D. Kjelleren, 425 Juniper Ridge, Shelburne, VT 05482. For persons sending in this paper registration you must sign the waiver and provide emergency contact information on the reverse of this page.

**FOR ADDITIONAL INFORMATION** – Contact Don Kjelleren @ (802) 985-2766.

Please turn page over for waiver and emergency contact information.



## **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](mailto:info@AlpineShopVT.com).

## **GMBC Clothing John Witmer**

GMBC's clothing for 2014 continues the popular vibrant colors introduced in 2013. It features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from previous years. There are some images on the GMBC website if you haven't seen the clothing yet in person.

Two of two 2014 clothing orders have been placed. The second order will arrive in late July.

To order inventory 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 1 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.

**Size Qty Price Total Year/Item**

_____	\$51	_____	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (S-XL)
_____	\$53	_____	2014 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (S,M,XL)
_____	\$56	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____	\$53	_____	2014 Shorts (GMBC/Synergy) (M)
_____	\$56	_____	2014 Bib Shorts (GMBC/Synergy) (L)
_____	\$51	_____	2013 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)
_____	\$56	_____	2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (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)
_____	\$46	_____	2012 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	\$48	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
_____	\$50	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____	\$46	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	\$18	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	\$46	_____	2012 Wind Shell Jacket (GMBC/Synergy) (M)
_____	\$14	_____	2012 Gloves (GMBC) (S)
_____	\$21	_____	2012 Aero Shoe Covers (GMBC) (M,L)
_____	\$33	_____	2012 Thermal Booties (GMBC) (M,L)
_____	\$46	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (S,M,XL)
_____	\$46	_____	2011 Shorts (GMBC/Synergy) (M,L)
_____	\$48	_____	2011 Bib Shorts (GMBC/Synergy) (S)
_____	\$18	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	\$46	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	\$14	_____	2011 Gloves (GMBC) (S,M)
_____	\$46	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	\$48	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	\$46	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	\$48	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	\$18	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	\$14	_____	2010 Gloves (GMBC) (M,L)
_____	\$50	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	\$46	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	\$18	_____	2009 Arm Warmers (GMBC) (L)
_____	\$46	_____	2009 Wind Shell Jacket (GMBC/Flatbread) (L)
_____	\$14	_____	2009 Gloves (GMBC) (S-L)
_____	\$ 8	_____	2007 Arm Warmers (GMBC) (S,M)
_____	\$25	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	\$20	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	\$13	_____	2002 Shorts (FourStar) (S)
_____	\$13	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

(turn over to complete this order form, detach this page and mail it to me)

Shipping:

1 item: \$3.50

2 items: \$7.00

3+ items: \$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 2014 Issue

Select type of membership: ☐ Single: age >17 \$20 ☐ Single: age <18 \$10  
☐ Family \$30

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):



**GMBC *Perspectives***  
**GMBC**  
**PO Box 492**  
**Williston, VT 05495**