



# PERSPECTIVES

Vol 28 Issue 2 ❖ Summer 2016

## Road safety redux

by Kevin Bessett

I'll be frank and to the point: I don't want you to get hurt or killed in a crash with a car, and sincerely mean that. Preaching is generally not a good way to get points across, and if I come across that way, I apologize. However, I have first-hand knowledge in being critically and seriously injured (in separate incidents), and unless you've been through it, you don't know what it's like, and the stress that it causes your family. Many users of the road put the onus of doing the right thing on the other users, and the headlines make it clear that you can't depend on others to ensure your safety.

There are some situations you have no control of (like drunk drivers) but there is a lot that you can control. For example, your visibility, choosing the roads you ride on, and how you ride your bike.

**Visibility:** Get a rear flasher with a bright pulse, and have it on at all times. To get the most visibility from far away, mount it to the seat post so it stays put. These lights are like flashlights. If you look directly into it at arm's length, the bright pulse is blinding. If you look into it as

an angle, it's not nearly as bright. When hanging it from a seat bag, the light may flop around and not be pointed in the optimal direction. Hanging from a jersey pocket is not recommended because of very limited visibility.

**Choosing roads:** Avoid roads that have two or more lanes, that are busy, or have traffic that is moving fast (like > 55mph). If you have to ride in a busy area, find side roads/streets around high traffic areas. Group rides should avoid busy roads because of the impacts on traffic. You never know who's behind the wheel and getting ripped because of being held up. Sad, but true.

**How you ride:** Ask yourself if you have self-preservation built-in. If you are not always thinking about what can happen out there (doesn't matter if riding solo or in a group ride—which presents an additional set of risks), perhaps there is an opportunity to improve on that. Those prepared are more likely to have safe passage than those who are not.

**Other things:** Get a mirror, always take a good look before making a turn or moving left

## FROM THE VP's DESK

by John Williams

We have adjusted the newsletter timeline, and this one came up fast, so this report will be brief!

### GMBC Wednesday Rides

The Wednesday Ride series has been going well. Now that we are in mid-season, the number of riders reaches near forty. After some reminders about safe riding practices we are off at 6 p.m. with the fastest group (A group) out first followed by B groups and C group for 28.1 miles for fitness and fun.

I believe the rides have gone well this season and that riders are riding responsibly. There will be slight re-adjustment of the C group such that waiting for regroup at key intersections will be encouraged. If waiting, remember to move off the pavement, if possible, to be sure we are not impeding traffic. The Wednesday Rides will continue well into the fall when after a short final "Tour de Pint" ride we will gather at the Upper Deck Pub to celebrate the season.

*continued on p.3*

*continued on p.11*

# IF IT'S SUNDAY ...

**We did our first ride from Williston on a day when the temperature at the start was roughly equivalent to the previous two Sundays combined.**

We didn't have much of a winter, but to make up for it, Mother Nature decided to give us a late glimpse of it on the opening day of our unofficial touring season. It's possible somebody showed up at Wheeler Lot in South Burlington on April 3, but highly unlikely since it was a cold and windy day. One week later, there was a bit more sun, a bit less wind and slightly higher temperatures but it still wasn't enough to bring out the cyclists.

On April 17, we did our first ride from Williston on a day when the temperature at the start was roughly equivalent to the previous two Sundays combined. Nine riders came out for a nice 28-miler, heading down to Richmond and along the Cochran and Duxbury Roads for a very pleasant out-and-back. One week later, that route was repeated by seven riders on a chillier but brilliantly sunny day.

Our regular season began with the Covered Bridges of Chittenden County on a cool and damp day with a forecast so dire that Social Ride leader Amy Ross packed her gym bag, expecting to go swim in a heated pool instead of riding. To her surprise, six cyclists—five of whom were social riders—joined the three leaders; but before heading out they decided they would probably not do the full route. A light misting rain at the start did not improve, so the cyclists conferred at the Kwiniasca Golf Course. The social riders turned back at Bishop Road for an 11-mile ride, while the others continued to Irish Hill Road to tack on a few extra miles. “Despite being cold and wet by the time we finished,” Amy reported, “everyone was happy they’d gone for this abbreviated ride.”

One week later, the weather had not improved for the St. Albans Explorer. This ride has not enjoyed great weather in recent years. In 2014 there were sprinkles; in 2015 a heavy rain for the second half; and in 2011 and 2013, the ride was completely rained out. Unfortunately, that trend continued this year. Recognizing that the heaviest rain would fall in the morning, Matt, Brian and Donna went above and beyond the call of duty by sending out word that they would move the ride to a 1 p.m. start (with Matt showing up at the scheduled time just in case). The three gamely drove to Georgia in the early afternoon, but the

*continued on next page*



**A photo from a previous year's Sunday touring ride ... when the weather was more hospitable.** (Photo courtesy of Jthe GMBC website).

# it must be raining!

by Phyl Newbeck

rain did not let up and with no additional takers, they went back home after going 0-for-2.

A week later, we were starting to wonder if we'd ever see the sun on a Sunday, although the weather on May 15 for Kingsland Bay was actually not as bad as had been predicted. Eight riders took the chance and went out under cloudy skies to do the short (35-mile) version of the ride. They were subjected to a few bouts of wind-driven rain, but it was infrequent. One rider reported that they viewed an eagle's nest on Hawkins Road, "hundreds of roadside trilliums on Greenbush Road, Addison County creeks, freshly plowed fields, and our unfailingly delightful Lake Champlain with the ADKs as a steady backdrop."

On May 22 we finally broke the streak. Admittedly things didn't look good in the morning as intermittent light showers were falling, but 18 riders set forth on Bound for Bristol Bakery, a reworked version of Bound for Bristol which avoids the awful pavement heading into town. Five riders did the short version and the rest of us enjoyed some additional rolling hills on low traffic Addison County roads. We all enjoyed the blooming apple and lilac trees, as well as the delicious pastries at the Bristol Bakery. We could have done without the headwind on the return trip but you can't have everything, and aside from about thirty seconds of sprinkles in New Haven, we all stayed dry.

The 19 riders taking part in the Lake Champlain Ride on May 28 got wet but it was from sweat rather than rain. Thirteen riders started from Vergennes High School and another six joined from a starting point at Basin Harbor. Only three cyclists did the long ride and John admits they struggled towards the end despite the fact that it was a mostly flat route. The ride was marred by one instance of rolling coal on Panton Road. Our anemic record of two weeks without rain ended on June 5 when Hinesburg Hollow was completely rained out.

One week later, there were 11 riders for Grand Isle Flats

including a couple of bike racers visiting from New Mexico. Eleven is a pretty impressive number when you take into account a forecast calling for a 50% chance of rain, temperatures falling through the 50's and a northwest wind of 20-22 mph with gusts of 34 mph. All riders wore multiple layers but at least one described the northwest wind as "arctic." Those on the short ride stayed dry but those doing the longer distance had rain and cut the route short by turning around at Hero's Welcome. There was no rain on June 19 when 30 cyclists convened for the Vergennes Voyager with roughly

*continued on p.5*

## Road safety

*continued from p.1*

or right..Always question your visibility, be predictable (no sudden moves), expect cars to pull out/turn in front of you, don't blow through stop signs/lights, and share the road. One trick of the trade to get you more room is to visibly move right when a car is approaching from behind. Even if it's just a foot, the driver sees that you are making and effort to share, and many will do the same.

Use your hands to indicate what you are doing. Turning right? Extend your arm out and point right. Do the opposite for left turns. Taking the lane (like coming to a stop sign)? Extend your left arm and point to the middle of the lane. Make these hand signals at least 5 seconds before making the maneuver, and hold the signal until you start making the move.

This is by no means an exhaustive list. To sum it up, most important are realizing the risks, not shutting off the brain, getting a rear flasher, a mirror, and always taking a really good look before moving left (and even right at times, too). And always have a helmet on! Oh, and be confident, too. Let drivers know early what you are doing, and you will get more respect. You have a right to be on the road. Be safe out there!



# THE 100/200

a first-hand account of this epic annual bike ride, 2016 edition, from our esteemed VP

by John Williams

*In which he forgets a kit change, makes questionable food choices, does not swim in a nuclear reservoir, and conquers 210 miles in one long, triumphant ride.*

A few days before the ride, I sat down with the cue sheet and the Vermont Atlas & Gazetteer to do a “virtual” ride of the 100/200. Let me just state: Steve Barner does a great job organizing this ride and providing helpful information through the website and through timely responses to questions or concerns (see 100-200.org for all the details). Steve is also a model of youthful endurance and strength, having now completed his 17th edition of the 100/200.

For those unfamiliar with this ride, it starts at daybreak at the Canadian border in North Troy, VT and follows Route 100 South to the Massachusetts state line—all accomplished in a single day, finishing in daylight or darkness. By the way, there is no fee for this ride and registration is recommended, but optional—you can just show up. One thing I think is cool about this ride is that it provides a *destination*. Most of our GMBC rides are loops that bring us back to where we started. A ride with a destination

has a different feel—as there is the over-arching goal of making it to the finish! This ride provides a destination way, way out there down the road and beyond the horizon, over many hills and many dales.

Back to the maps. The 100/200 route fills eight separate pages within the Vermont Atlas and Gazetteer. I was stunned to comprehend the enormity of the imminent undertaking. Plus, although the maps have contour lines and elevations, everything looks really flat on paper!

The logistics in preparing for the 100/200 can be daunting. How does one manage to locate self, ride gear, and connections both north and south? It wasn’t until a few days prior, that a plan fell into place for me. After some made and unmade lodging reservations (and considerations of sleeping in my car near the border), I was very lucky, as my ride friend Todd Kincaid (frequent Earl’s Cyclery Tuesday night rider)

provided the opportunity for me to stay with him and his son at the Jay Village Inn, just a few miles from the border station. So thanks to Todd, I was all set on the north end. At the south end, a friend volunteered to meet me at some undefined location near the Massachusetts state line. Surprisingly, everything worked according to plan in addition to having very favorable weather. A chilly start became pleasantly warm as the sun rose over Vermont’s beautiful verdant pastures. Later it did get downright hot, but not oppressively so. Wind was not really a factor with light breezes from differing directions throughout the day. Battling a headwind for 210 miles was something I was very happy to dodge!

During the week before the ride, I stepped through all of the things I would want to have with me (tubes, micro pump, CO2 cartridges, spare socks, patch kit, rear and front lights, 1K2Go/

*continued on p. 7*



## DISCOUNTS AT SYNERGY FITNESS!

by Kevin Bessett

If you're looking for a gym to join, and are a GMBC member, check out Synergy Fitness in Williston ([synergyfitness.com](http://synergyfitness.com)). The facility is super clean, and has a friendly and inviting atmosphere. Moreover, as a club member, you will receive a nice discount on either 3- or 6-month, or annual memberships. Synergy Fitness is just off Industrial Avenue.

GMBC prices: 3-month is \$195; 6-month is \$340; and the annual is \$599 (this includes one personal training session). All must be prepaid, except for the annual option, for which you can use EFT each month.

I've had the pleasure of taking spin classes and working out at Synergy Fitness for a number of years. It feels nice just walking in the door because of its warm atmosphere. You can check out Synergy for a week at no charge, too. Call Jan at 802.881.0553 for more info.

### Touring Recap

*continued from p. 3*

half doing the long ride. There was a stiff south wind heading down into Middlebury, but the good news was that it turned into a tailwind for the return trip. Unfortunately, there were some minor mishaps. One rider managed to get a flat in both her front and rear tires at the same time (no, it wasn't me) when she hit a hole while drafting on a downhill stretch; and in another case, a bunching-up of riders going uphill caused one rider to go off to the side rather than hit the rider in front of him, resulting in a bloody knee.

It was a very hot day on June 26 for Rouse's Rouser, so the ride leaders made the decision to start 45 minutes early. If this sort of alteration is ever done again, we need to ensure that there is somebody at the start at the regularly scheduled time—since many of our riders get their

information from local papers rather than the website or listserv. There were 18 riders, including 6 social cyclists. This year, the ride was done clockwise instead of counterclockwise. Heading north, the riders enjoyed a nice tail wind which, alas, meant for a strong head wind on the southern side which was only partially blocked by the trees.

The following week, Jaunt from Jasper Mines brought out 29 cyclists, including 4 social riders, to do a modified version of the ride since the St. Albans Great Race was occurring on the same day. Most riders did roughly 40 miles by adding a loop with lots of short up-and-downs while the social riders did their own modified version. Unfortunately, the change in route led to some missed turns and some doubling back. "We had people all over the map," John reported, but added that it was still a good ride because the weather was

beautiful. The only negative was a new rider who got a flat in Georgia and had none of the essentials needed to change it. Thankfully, other riders stepped in to help. John was also grateful for the patience of motorists since the group occasionally became too large and some riders were lax in cycling etiquette. We need to work on this to show that we can be good partners on the road.

Our first Intro Ride on May 14 was a success. Some of the new riders needed a great deal of help, so Amy Otten was thankful that additional GMBC members showed up to lend support. One cyclist on a rental bike, and another on a cruiser, needed extra assistance but others were encouraged to join us on our regular touring rides. There were fewer riders for the second intro ride a week later, but one was so grateful for the lessons he learned that he posted about them to our Facebook page. On June 11, we had three people show up in a light drizzle—including a father and son who were new to the area and wanted to learn more about the club. Our last intro ride had only two takers, but one was a young aspiring racer looking to improve his confidence and the other was an older woman on a bike that wasn't in the finest condition so it was great that we had two leaders willing to lend a hand.

We hope you'll join us for the second (and hopefully drier) half of the season. We've got lots of great rides on tap. 

# 2016 Time Trial Series

by Kevin Bessett

The season is about half over at the time I pen this. Participation has been down this season, and it hasn't been due to the weather—it's been pretty nice on Thursdays. Some regulars from past seasons are off the radar, now, but it doesn't fully explain the drop. From what I hear, it seems like other racing events that take place on the road have had lower participation this season, too.

On the bright side there have been some younger folks showing

up, and I really like that. The energy they all bring to the series is infectious. Thanks, guys!

Some late-breaking news: the future of the Little Chicago course in Ferrisburg is unknown. Ferrisburg has a new ordinance in place that makes it illegal to park along town roads, so I'm not sure where else we can park. Also, the course has two stop signs, and there has been some indirect fallout due to that—which is understandable.


One might even wonder why the series visits this course, given my strong support for stopping at stop signs. I know; it doesn't add up. If we can find a different parking area, one option is to run the course backwards. Given the super-low traffic volume, I feel it's safe. I'm curious what others think about this.

And while I have you thinking about things, what about a dirt-road TT? This is something that I've been pondering for the last few years (especially given the higher traffic volumes in the general area). The Stowe Bike Club had one recently, and from what I hear, it was well liked. What do you think?

I'm looking for a new course for the Fall Flat-ish 40K. We've been using Rt. 2 from Sandbar State Park to North Hero and back, but traffic is just too heavy now, especially in the section from the state park to Rt. 214 (the road to the ferry). Any recommendations? I'm also wondering what the interest is in having this race, and the Fall Hilly 50 mile, too. Both of these races conflict with races in the cyclo-cross season.

Thanks to all who've helped with timing events this season. Keep on riding! But be safe out there.

**Note:** For detailed course descriptions, as well as instructions for riders and timers, please see **the gmbc.com**.

Riders and timers will receive additional information at each event. 

## 2016 Time Trial Schedule

**Subject to change.** Visit *thegmbc.com* for the latest updates. Unless otherwise indicated, all events start at 6:30 pm on Thursdays.

Date	Course Name	Note	Timers*
Jul	07 Bolton Hill Climb		B Bailey, A Miner
	14 Westford Village		C LeCoz, J Witmer
	21 Huntington		K Duniho, R Phillips
	28 Smuggler's Notch		J & O Hall
Aug	04 So. Greenbush		K Bessett, D Gardner, T & W Moody
	11 Jeffersonville North		J Davies, T Hubbard
	18 Westford Village		K Bessett
	25 Jonesville		K Bessett
?	Fall Flat-ish 40K	These events will happen only if there is interest	
	Fall Hilly 50 mi.		

**KEY:** \* Timing assignments determined by rider participation last year.  
\*\*\* Part of the Championship Series (see below for more information).

*How the Championship Series works:* your fastest average speed at the Jonesville, Westford, and Smuggler's Notch 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 go to those who post the fastest overall average speed in their category, and to the overall fastest male and female. **Anyone can ride on a championship course, but only GMBC members are eligible to compete for awards.**

Helmets required and NO RIDING 2-ABREAST at any time.

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

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

Richard Tom Foundation Hi-Viz vest, GU, energy bars). My plan was to ride out the chilly early a.m. section without layering up, so that I would not be burdened with extra stuff later. One big oversight: I forgot to plan for a clothing change at the south end. This would have left me in my riding kit for the rest of the weekend! Luckily, someone else was thinking for me and asked, “What are you going to change into after you finish?” Crap! I quickly packed up a box of clothing and mailed it south.

My training leading up to this included the Vermont Gran Fondo—at only 104 miles, it does have over 10,000 vertical feet packed into the route, including Lincoln Peak. I completed the VTGF, not at all fast. Long rides in previous years included sojourns from Fairfax to the Mt. Washington Valley area of NH, about 140 miles with significant climbs through Kinsman Notch and the Kancamagus Highway. So the 100/200 would be stretching several levels beyond any previous riding.

Todd and I left before the official start time of 5:30 a.m. We

arrived at the border station at 5 a.m. and by 5:09 we rolled out, designated as the “early birds” by Steve. We soon blended on to Rt. 100. If my recollection is correct, some of the early pavement was really good and some quite rough. Todd and I rode together at a compatible and comfortable pace, hoping to reserve stores of energy and strength for later in the ride. We passed through Troy and Lowell where we were greeted by the ridge-top wind turbines, barely circling with the light winds. Although wind power can be viewed differently by folks, I am inspired to see the clean white structures generating power without smoke or radioactive waste as by-products. We discovered smooth roads and lots of exhilarating descents in the Eden area to North Hyde Park. At Steve’s recommendation (as outlined in the cue sheet), in Hyde Park we popped off Rt. 100 to take Cady’s Falls Road and therefore avoided the congestion of Mo’ville. Back on Rt. 100 we passed through an awakening Stowe Village and then on to Waterbury (now 50 miles in to the ride) where we made our first stop at the Green Mountain Coffee bakery.

Heading out of Waterbury, again at Steve’s suggestion, we opted for Route 100B rather than the long climb up Route 100 toward Waitsfield. One more recommended option was to take “Lovers Lane” (right turn off Rt. 2 before reaching 100B). This is a short climb on unpaved road with no through traffic. A narrow bridge affords a beautiful view of an energetic section of

## GMBC Clothing Orders

by John Witmer

GMBC’s clothing for 2016 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; take a look! There were two 2016 clothing orders. The first was submitted Feb 29, and items arrived in late April. The second was submitted on May 23, and items will arrive this month.

To order inventory clothing, use the inventory order form on the GMBC website. The web order form accurately reflects the current inventory. **Alternatively, you may use the order form on page 8 of this issue.** 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 men’s size items: Women’s sizes run about one size smaller than men’s. For example, if you want a women’s size medium, order a 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: [www.voler.com/help/#HelpSizingCharts](http://www.voler.com/help/#HelpSizingCharts)

# 2016 GMBC Clothing Order Form

Size	Quan	Price	Total	Year/Item
_____	_____	\$51	_____	2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M, L)
_____	_____	\$53	_____	2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M-XL)
_____	_____	\$53	_____	2016 Shorts (GMBC/Synergy) (M-XL)
_____	_____	\$56	_____	2016 Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$51	_____	2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (S, M)
_____	_____	\$53	_____	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (S, M)
_____	_____	\$53	_____	2015 Shorts (GMBC/Synergy) (S, L)
_____	_____	\$56	_____	2015 Bib Shorts (GMBC/Synergy) (S-XL)
_____	_____	\$25	_____	2015 Aero Shoe Covers (GMBC/Synergy) (M, L)
_____	_____	\$19	_____	2015 Gloves (GMBC/Synergy) (L)
_____	_____	\$51	_____	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$56	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____	_____	\$53	_____	2014 Shorts (GMBC/Synergy) (M)
_____	_____	\$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) (XL)
_____	_____	\$24	_____	2013 Arm Warmers (GMBC/Synergy) (M, L)
_____	_____	\$42	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S, M, XL)
_____	_____	\$45	_____	2012 Long Sleeve Jersey w/full-length zipper (GMBC/Synergy) (M)
_____	_____	\$40	_____	2012 Shorts (GMBC/Synergy) (S, XL)
_____	_____	\$12	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	_____	\$10	_____	2012 Gloves (GMBC) (S)
_____	_____	\$15	_____	2012 Aero Shoe Covers (GMBC) (M)
_____	_____	\$40	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (M, XL)
_____	_____	\$40	_____	2011 Shorts (GMBC/Synergy) (M, L)
_____	_____	\$12	_____	2011 Arm Warmers (GMBC/Synergy) (M, L)
_____	_____	\$40	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	_____	\$10	_____	2011 Gloves (GMBC) (S)
_____	_____	\$40	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$42	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$40	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$42	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$12	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$10	_____	2010 Gloves (GMBC) (L)
_____	_____	\$45	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$40	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$12	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$10	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$20	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$15	_____	2002 Short Sleeve Jersey (Invensys) (WM, WL)
_____	_____	\$ 7	_____	2002 Shorts (FourStar) (S)
_____	_____	\$ 7	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

Clothing total: \_\_\_\_\_

## Shipping:

1 item: \$4.00

2 items: \$7.50

3 or more items: \$9.00

Shipping Total \_\_\_\_\_

Grand Total: \_\_\_\_\_

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

**Mail to:** John Witmer, 147 Lamplite Ln, Williston, VT 05495 • **Checks to:** GMBC • **Q's** 864-5897 or witmerjohn@yahoo.com



the Mad River. So then back to business on Route 100B to 100 through Moretown, Waitsfield, Warren, Granville Notch (easy climb, rough road surface on the south side), Hancock, and through to Rochester (now mile 97) where I stopped at the local bakery & cafe to find the best blueberry muffin and banana bread in recent memory. I chatted with other customers, filled water bottles, and then Todd and I resumed on Rt. 100. We rode through Stockbridge, Pittsfield, and Shelburne where we faced our first significant climb through Killington. This is not a difficult climb but it is the first of several, appearing at about 115 miles in to the ride. It was here that Todd met his sister and wife, and did a complete kit change (as Steve recommended). For me, it was a one-kit ride (had spare socks, but never changed them) but thankfully we were given cold, fresh water as bottle refills. On through Plymouth we pedaled with its tributes to President Calvin Coolidge and continued into Ludlow (now at 136 miles).

Interestingly, although there were nearly 40 riders participating in the 100/200, we saw very few riders throughout the ride. Groups of two to three would leapfrog ahead, behind, and ahead as various food stops were made. A woman named Donna from Waterbury, rode with Todd and me off and on for the first 140 miles.

It was in Ludlow where I suddenly felt that my energy reserves were ebbing and I felt the

urgent need for food. Meanwhile Todd had headed off toward the Ludlow Green about one-half mile through town. This was a proposed rest stop listed on the cue sheet. I reluctantly followed Todd (thoughts totally on food!) to the green and found that it was just a place to sit and rest. Brian, one of the 100/200 riders, was there with his feet in a cooler filled with ice water. I was impatient to find some food so I headed back into town. There were very few choices, so I settled on Dunkin Donuts, which ordinarily would not be my first choice. There I wolfed down a smoothie and two egg & ham sandwiches. Next up was the “meat of the ride”—including Terrible Mountain and Mount Snow climbs. Donna had gone on ahead at this point to find her support person. We never saw her again. I hope she finished!

So Terrible Mountain doesn't really feel like a mountain, but the word “terrible” is fittingly descriptive. Unlike many of our more local gaps and climbs, the Terrible Mountain section stretches out long and straight. When you think you might be seeing the crest ahead, you will discover that you are not. There is more, and then more. This is a long, steady, not very scenic climb, but whew! Quite a relief when finally crested.

Onward through Londonderry and Jamaica. We had a rest stop in Rawsonville. It was here that I discovered that I had printed out the wrong route map (there is an alternate route that takes you to Brattleboro, thereby avoiding the Mount Snow climb). The profile on my map

showed that we had completed the major climbing. Then I looked at a map in the hands of another rider from Boston which showed major climbing miles remaining. Whoops! Todd and I were determined to head toward the Massachusetts state line in Readsboro, Vermont—thereby throwing all of the potential vertical rises in our path. Following a great descent on very smooth pavement into East Jamaica, at mile 170 we faced the 12-mile Mount Snow climb into West Dover. While this climb is long, there is a very low gradient for much of it (1%-3%) and the pavement is smooth, so although tired, Todd and I soldiered on. Reaching the summit was a landmark moment, as we both realized all major climbing was behind us (not!). We continued through Wilmington and into Jacksonville. Jacksonville, VT has no resemblance to Jacksonville, FL (where the biggest hills span bodies of water). Although an unpaved easier option was offered on the cue sheet (Wilmington Cross Road), much to Todd's consternation, I pushed for staying on Route 100. Route 100 out of Jacksonville offered yet another significant climb. Nothing to do but sit back and spin our way up! Completing this climb, we passed through Wilmington and Whitingham where Route 100 jogs sharply west (but we want to go south!) to Readsboro. We were now riding at near dark. Although I had anticipated finishing in daylight, fortunately I had packed a head lamp in my saddle bag. I got the

light mounted and off we went, now feeling secure that we could actually finish the ride. With Readsboro looming in the near distance, how much further could the state line be? In darkness we passed the Readsboro Inn on our right and turned left on to Tunnel Road. In the darkness, Tunnel Road certainly did feel like a tunnel. Although there was a nearly full moon, the isolated Tunnel Road with its canopy of foliage was very dark. Also the road is rough with holes and cracks. And it seems to go on and on and on. No homes, no lights, just more darkness ahead. We were now well past the 200-mile mark and approaching 208-mile advertised overall distance. We pedaled on. Through the last 50 or so miles, although tired, I was also feeling energized by the realization that we were actually going to accomplish this. On Tunnel Road I slowed down a bit so that Todd and I could maintain contact (his wife soon transferred a light to him on Tunnel Road—much needed!).

In my experience, most roads that cross state lines have the feeling of transition and welcome (Welcome to Massachusetts!). Not this one. The tunnel here continues on. Then suddenly as we rounded a corner I heard a cow bell ringing. We were there! The state line sign was small and barely visible in the darkness. Todd and I circled across the line and back to the tiny parking area (just north of the now defunct Rowe, MA nuclear plant). Here,


Steve, his wife Jeanne, and their dog gave us a warm welcome, and congratulations and stories. Steve told me the story about how, after completing another 100/200, he went for a swim in the adjacent Sherman Reservoir. After he jumped in the water, and without his glasses, he saw the fuzzy outline of a very large structure. He then realized the nuke plant was just downstream from him. I think he jumped out as quickly as he jumped in!

Along the ride, I had texted my friend updates about progress and locations that Todd and I had reached—the majority of them went undelivered due to the remoteness of much of our ride. Todd and I finally arrived at 9:30 p.m. to be greeted by this bizarre scene of darkness, cameras, cow bells, and a cheering team. My Garmin registered 210 miles with over 11,000 vertical feet. My average speed was 15.1—not fast, but enduring! I later learned

that our local mountain goat and GMBC rider Jim Paige was the first finisher at the state line. Our ride organizer, Steve Barner, was the third finisher, after which he became Chief Greeter.

It was great to be finished and I experienced a feeling of exhilaration and accomplishment beyond what other rides offer. We quickly packed my bike up and headed off to the Readsboro Inn, the only place where food was available. Thankfully, they extended their serving hours. I was hungry yet could not finish one beer or one serving of pasta. Then off to a B&B in Wilmington for a night's rest.

On Sunday, arriving home in Fairfax, I crashed big time. Several hours on the couch were in order with no feelings of guilt!

Perhaps next year GMBC Riders and VP will test their mettle on the 2017 edition of the 100/200? 



**The “early bird” start for this year’s 100/200. VP John Williams, second from left, is visible and ready to go at 5:09am.**  
(Photo courtesy of John Williams).

### **GMBC VP Rides**

A core of strong riders appears on Saturday mornings for longer, and often challenging routes over gaps and hilly terrain. We took advantage of new pavement up around the Jay Peak area a couple times. The first was an out-and-back from Jeffersonville including ascents of both sides of Rt. 242. The new pavement offers smooth and thrilling descents. And for refueling, I highly recommend the banana bread or muffins at the Jay Country Store.

Our second venture up that way included Little Jay (Rt. 105) and Big Jay (Rt. 242). This time around, we got caught in a chilling steady rain going up and over Little Jay. Luckily, the rain relented as we descended Rt. 242 toward Montgomery Center.

Other rides have included Smugglers Notch (and my experience with two flats), Bolton Access Road (another wet one!), and other local routes and loops. Still on the agenda: Whiteface area ride and climb and hopefully another revisit of the Mad River Century route. The Charlotte to Crown Point Bridge and Essex, NY ferry is another favorite that I hope we can fit in.

Anyway—make the best of our short summer and hope to see you all out there! 

***“A core of strong riders appears on Saturday mornings for longer, and often challenging, routes over gaps and hilly terrain.”***



# 2016 Day Touring Rides

by Phyl Newbeck

All riders must wear helmets and obey the rules of the road. Please do not ride two abreast if there is traffic in either direction.

- For mornings with questionable weather, please call the ride leader to make sure the ride is still taking place. Ride leaders are obligated to go to the starting point and provide maps but may choose not to ride if the weather is miserable.
- Riders below the age of 18 must be accompanied by a parent.
- E indicates an easy ride, M is for moderate, and S is for strenuous.
- Rides begin promptly 15 minutes after the meeting time.
- Social rides are more leisurely versions of the mapped ride - usually the shorter route - with longer food breaks. Always contact the social ride leader before the ride to make sure those versions of the ride are taking place.
- Additional local Social Rides will be scheduled as weather permits in the Champlain Valley. Please email [lightspd@comcast.net](mailto:lightspd@comcast.net) to be added to the Social Riders email contact list, which is the only guaranteed notification for these rides. Weekend Social Rides rides are usually announced by Thursday.

**Date:** Sunday, August 7- **GMBC Picnic Date**

**Ride:** Double Ferry South – 50 (M/S) miles starting with the Burlington to Port Kent ferry. The hilly terrain on the New York side brings beautiful views of the lake. The second ferry will take us from Essex, N.Y. to Charlotte and we'll return on flatter terrain back to Burlington. Bring money for the ferries. Please note this is the reverse of the way the ride used to go.

**Meeting Time:** 7:45 for 8:10 ferry  
**Meeting Place:** Burlington Ferry dock

**Leader:** Kevin Batson – 825-5816 / [kevbvt@gmail.com](mailto:kevbvt@gmail.com)

**Co-Leader:** Amy Otten - 878-4070 / [amyotten@netscape.com](mailto:amyotten@netscape.com)

**Social Ride Leader:** Donna Leban - 862-1901 / [lightspd@comcast.net](mailto:lightspd@comcast.net)

Following the ride there will be a picnic prepared by Sal DeFrancesco at Charlie Auer's Boathouse starting between 2 and 3 p.m. Riders are encouraged to bring a desert or side dish to share.

**Date:** *Saturday*, August 13

**Ride:** Upper Valley Weekend - Horse Country Ride - All 3 rides start in South Royalton. The short ride (26 M) will travel north to Chelsea and return; the medium (40 M/S) continues up Route 110 to the top of the hill in Washington and back; and the long ride (51 S) goes to Chelsea, up to the Vershire heights, then down into the CT river valley, back through Strafford and Sharon to S. Royalton. There are

two country stores in Chelsea, and additional ones in W. Fairlee and Strafford on the long ride.

**Meeting Time:** 9:15

**Meeting Place:** North side of the South Royalton Green

**Leader:** Pat Stabler - [781-929-9085](tel:781-929-9085) / [everstab@verizon.net](mailto:everstab@verizon.net)

**Co-Leader:** Tom Evers - [617-605-0928](tel:617-605-0928) / [everstab@verizon.net](mailto:everstab@verizon.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:** Sunday, August 14

Upper Valley Weekend

– \*\*\* *NEW* \*\*\* - Pomfret

Perambulations – we'll head up Howe Hill, then down the lovely Pomfret Road to West Hartford and the White River. After a climb over the hill to Woodstock, we'll ride along River Road to pick up Route 12. Another climb will bring you into Barnard and a stop at the excellent general store by lovely Silver Lake. North Road provides you with some lovely views to the west, then back 107 to 14 to the Royalton green.

**Meeting Time:** 9:00

**Meeting Place:** North side of the South Royalton Green

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

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

*continued on p. 13*



**Date:** Sunday, August 14

**Ride:** Monkton Ridge Ride - Three options; 23 (E), 38 (M) and 48 (M) miles will travel some familiar roads and some less traveled. The short ride will not ascend to Monkton Ridge but all rides will have some nice descents which, of course can only be reached by some nice ascents, none of which are too hard. Lots of food stops available along the way.

**Meeting Time:** 8:45

**Meeting Place:** Shelburne Village Shopping Center

**Leader:** Lou Bresee – 658-0597 / [lakelou@comcast.net](mailto:lakelou@comcast.net)

**Co-Leader:** Amy Ross - 324-2137 / [vtamy@comcast.net](mailto:vtamy@comcast.net)

**Date:** Sunday, August 21

**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.

**Meeting Time:** 8:45

**Meeting Place:** Milton High School

**Leader:** Joyce McCutcheon – 893-1690 / [mellowmiti@aol.com](mailto:mellowmiti@aol.com)

**Co-Leader:** Dave Merchant – 825-3808 / [dpierchand@comcast.net](mailto:dpierchand@comcast.net)

**Date:** Sunday, August 28

**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 Keeseville, Ausable Forks and Lake Placid. Bring money for the ferry.

**Meeting Time:** 7:45 for the 8:10 ferry

**Meeting Place:** Burlington Ferry Dock

**Leader:** Matt Kuivinen - 881-9045 / [mattkui@earthlink.net](mailto:mattkui@earthlink.net)

**Co-leader:** Dave Merchant – 893-6794 / [dpierchand@comcast.net](mailto:dpierchand@comcast.net)

**Social Ride Leader:** Donna Leban - 862-1901 / [lightspd@comcast.net](mailto:lightspd@comcast.net)

**Date:** Sunday, September 4

**Ride:** Jericho Jubilee – This hilly ride starts out on scenic Pleasant Valley Road with a rest stop at The Cupboard in Jeffersonville. A 45 mile (M) option returns via Route 104 and 128, while the 65 mile (S) option heads north to Bakersfield and then to Fairfield, Fletcher and Fairfax before returning through Westford and Essex.

**Meeting Time:** 9:15

**Meeting Place:** Mt. Mansfield Union High School

**Leader:** Phyl Newbeck – 899-29088 / [phyl@together.net](mailto:phyl@together.net)

**Co-Leader:** Karl Garen – 233-6234 / [kgaren@gmavt.net](mailto:kgaren@gmavt.net)

**Date:** Saturday, September 10

**Ride:** NEK weekend – Day 1 - Moose Country Meandering – 67 (S) loop up through Norton and Canaan on routes 114, 102 and 105 with (hopefully) more moose than cars.

**Meeting Time:** 9:30

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

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

Camping is available at Pat and

Tom's house just outside East Burke; early birds get beds or floor space in the house. BYOB drinks and/or potluck BBQ for anyone who is interested on Saturday afternoon/evening. There is also the Tiki Bar in East Burke which is not to be missed.

**Date:** Sunday, September 11

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

**Meeting Time:** 9:15

**Meeting Place:** Kingdom Trails parking area

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

**Date:** Sunday, September 18

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

**Meeting Time:** 7:30

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

**Leader:** Matt Kuivinen - 881-9045 / [mattkui@earthlink.net](mailto:mattkui@earthlink.net)

**Co-Leader:** Brian Howard – 505-1148 / [bjhowd@gmail.com](mailto:bjhowd@gmail.com)

**Metric Century Leader:** Kevin Batson – 825-5816 / [kevbvt@gmail.com](mailto:kevbvt@gmail.com)

**Date:** Sunday, September 25

**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.

**Meeting Time:** 9:45


**Meeting Place:** 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.

**Leader:** Karl Garen – 233-6234 / [kgaren@gmavt.net](mailto:kgaren@gmavt.net)

**Co-Leader:** TBA

**October 2 and 9** – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

**October 16** – Meet at 10:00 at Jericho Elementary School for an informal ride. Route and distance will be determined by those who show up.

**October 23 and 30** - Meet at 10:00 at Wheeler lot, Memorial Park in South Burlington for informal rides. Route and distance will be determined by those who show up. 

## MEMBER DISCOUNTS

**Did you know?** GMBC members receive discounts at the following businesses. Please consider making your next purchase at one of them!

*Note: Your membership will either be verified by your ID card, or against our membership list.*

**Action Sports Optics:** 10% off on eyewear. Specialty eyewear for action sports (lifestyle sunglasses, cycling, ski, snowboard, running, golfing, off-road, fishing), and active lifestyle optics. Call Dan at 206-280-3369 to get the discount code.

**Alpine Shop:** 10% off on complete bikes or bike service; or \$25 off purchase of \$100 or more. Non-sale merchandise only; see store for other restrictions. 802-862-2714 / [info@alpineshopvt.com](mailto:info@alpineshopvt.com).

**Catamount Outdoor Family Center:** 20% off on summer & winter memberships. 802-879-6001.

**Earl's Cyclery and Fitness:** 15% off on parts and accessories; 5% off on complete bikes. Road bikes from Trek, Giant, Scott, and BMC. Demos available. 802-864-9197.

**FitWerx:** Rider first bike fitting. Rider-matched bike sales: 10% off on parts & accessories. 802-496-7570 / [info@fitwerx.com](mailto:info@fitwerx.com).

**Intelligent Fitness:** Resting metabolic rate (RMR) testing for \$99; aerobic threshold (AeT), anaerobic threshold (AT)/VO2 testing for \$149; or both for \$179. Add \$50 for watts analysis, and \$75 for steady state analysis. Bike/run testing for triathletes: \$239 (add \$30 for RMR testing and \$75 for watts and pace analysis). No minimum group needed. 802-985-4400 or 802-985-8290.

**Inspire Physical Therapy:** Approximately 20% off on non-insurance related services. 802-876-1000.

**Skirack:** 15% off on bike parts & accessories (helmets, clothing, pumps, most wheel sets, etc.). 5% off on complete bikes. 10% off on everything else (such as xc skis & gear, snowboards & gear, running shoes, all clothing, and more. Excludes ski packages). 658-3313 or 800-882-4530.

**Sustainable Wellness Massage:** 20% off on all services. Call Jenn O'Connor at 928-308-0567.

**Synergy Fitness:** Enticing discounts on a variety of membership types. Call 802-881-0553 for more info, and be sure to tell them that you are a GMBC member.

**The Bike Center:** 10% off on parts & accessories. 802-388-6666.

*continued on p. 15*

continued from p 14

**The Edge Sports & Fitness:** Discounts on 3- and 6-month, and annual memberships. 802-860-3343 or info@edgevt.com.

**Vermont Chiropractic & Sports Therapy:** First visit is free; 10% off future visits. 802-482-4476.

**Vermont Fit:** \$129 for a testing package of body composition, V02 max, anaerobic threshold, max HR, aerobic and anaerobic training zones. 802-656-5759.

**White's Green Mountain Bicycles and Outfitters:** 10% off parts & accessories; 5% off complete bikes. 802-524-4496.

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## Schedule of Publications and Deadlines

Issue	Deadline	Approx. Drop Date
Fall 2016	November 1, 2016	November 30, 2016
Spring 2017	May 1, 2016	May 31, 2016
Summer 2017	June 30, 2017	July 17, 2017

## Membership Renewals

**It's time!** The GMBC depends on the continued support of members like you. Please consider renewing today. Visit [thegmbc.com](http://thegmbc.com) and click "Join GMBC" for details.



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