



PERSPECTIVES

Vol 30 Issue I ♦ Spring 2018

Pedaling Forward

by Kevin Bessett

In December, we held a meeting to discuss GMBC's current challenges and future direction, including how to grow membership and place new people into leadership roles. Long-time members know that many of us "executives" have served for years, even decades. The dedication of past and present leaders has helped GMBC survive for nearly 50 years (making it one of the oldest cycling clubs in the country), but there is a lot to be gained by faster rotations too. Benefits include new ideas, enthusiasm and energy. The bylaws

stipulate a 2-year maximum when serving, but that is easier said than done in a small club.

Currently, an effort is underway to recruit new leaders. Since October, four people have come on board! Joanna Cummings is taking over the newsletter from Jane Dunbar, Chris Johnson is taking over membership duties from Coocie DeFrancesco and myself, and James Oakley is taking over advocacy from Phyl Newbeck (she is also the long-standing touring chair). Zack Weimer (who's young enough to be my college-aged kid) is

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3rd ANNUAL RICHARD'S RIDE

by John Williams & Gina Adduci

On May 19, 2018, the Richard Tom Foundation will host its 3rd annual Richard's Ride. This ride differs from other organized rides by welcoming kids and families as well as bringing together both road and mountain bikers. In the spirit of Richard's connection to cyclists of all ages and abilities, there will be several ride options.

Richard's Children's Ride (road and trail): For safety Cochran Road will be closed to through traffic for this 4.4-mile out and back (those on mountain bikes can choose to ride back on the Winooski River trail). This ride is offered free of charge to children under 17.

Richard's Beginners and Family Ride: A 14-mile ride, including some rolling hills.

Richard's Road 30: A 30+ mile loop for teens and adults over rolling terrain.

Richard's Road 70: A 66-mile loop, with climbs and descents for advanced cyclists.

Richard's MTB Ride: A technically challenging trail ride for experienced mountain bikers. All rides will be

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Richard's Ride: Fun for the whole family! (Photo courtesy of Tom Broido)

FROM THE VP's DESK ...

by John Williams

Late season snows have kept me happy finding off-piste terrain at Smuggs. However soon we will all be seeking the more predictable terrain features that are capped with pavement. We will begin our weekly GMBC Wednesday and the Saturday ride series as soon as weather becomes a little more compatible (perhaps before you read this!).

Wednesday fitness rides will continue to meet at the Wheeler Lot off Dorset Street. This location is proximal to work and residences of most riders. This location, however, does offer challenges with commuter traffic, especially as groups head south on Dorset. I'm asking each of you to help maintain a safe presence on the road. This includes being singled up in areas of high vehicle traffic except when rotating off the front. We can minimize the exposure of a rider who rotates off the front. As the rider soft-pedals she/he can return within the paceline when a following rider opens a gap. Verbal communications help! When drivers see a paceline with a rotating rider, it appears to some that we are "doubled up" or "spread across the lane". This leaves us more vulnerable to on-coming or following traffic. Also, Kevin or I receive the complaints! Our normal rotations (in areas of low traffic) are full rotations where the lead rider pulls off (to the left, counter clockwise) and soft-pedals to the

end of the paceline. The lead rider should check behind before moving left to determine whether it is a safe time to rotate. Mirrors are good for this!


Also, for the Wednesday rides I may be asking support from experienced riders for help with new, less experienced riders when they show up. There is a learning curve for group/paceline riding. I went through this myself with coaching from experienced riders. This helped me in a big way develop a passion for cycling and realize the health benefits, the fun, and camaraderie that come with the club membership. We want to encourage new riders by helping them find a compatible group and providing coaching (positive feedback), if needed, during or after the ride. Invite them to one of the many "post-ride" discussions. These conversations form the foundation of the camaraderie that develops over time between club members. The elements of safe riding practices and fun are essential ingredients to all our rides. I really appreciate the safety considerations that flow out of our "pre-ride" meetings.

Go to thegmbc.com/event/wed-training-rides for additional information.

Saturday VP rides will continue to meet from various locations throughout the region. I try to announce the route by the Thursday before the ride. While some VP

rides include "flattish" routes, many of them include gaps, notches, and gulches (aka "climbs"!). We tend to revisit routes that we have done many times because they become challenging favorites and because "it's there" without traveling too far out of the region. One of my favorites (we haven't done for two years) is the Whiteface area ride and climb (comparable to Alpe d'Huez). Might be time to bring this one back to the series? The Whiteface ride requires a full day commitment when travel time is wrapped in. Another ride I'd like to include this summer is the old Mad River Century route. We've done this only once as a VP ride. For a century through mountainous terrain, this can be a pretty fast one! We will monitor road construction activities prior to planning this ride. For more information on the Saturday VP rides visit thegmbc.com/event/sat-training-rides.

Gravel rides will resume after Labor Day, usually Tuesday evenings. These rides are more fun than you can imagine! Gravel Rides (aka Mostly UnPaved/MUP rides) expose you to exceptional Vermont rural beauty, low or no traffic, relaxed pace, and general all-around fun. As days shorten, we finish after dark so lights front and back are required. Many thanks to Mike Coleman who in 2017 guided us through several spectacular routes. We hope to see more in 2018 Mike! Meeting locations for the Mostly Unpaved Rides will be announced through the List-serve.

That's it for now except for this one very important matter: If you haven't yet renewed your GMBC membership, you should do it now! Go to the gbmc.com/membership now, or use the form on p.10. 

We want to encourage new riders by helping them find a compatible group and providing positive feedback during and after the ride.

Richard's Ride 2018

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staged from the Cochran Ski Area in Richmond, VT. This festive spring event will include lots of free fun, including: face painting for kids, food and Reiki sessions, and waffles provided by Little Bellas. Early on-line registration (by May 5) will give you discounted pricing and a free t-shirts!

We are especially proud this year to welcome VBT Bicycling and Walking Vacations as our Title Sponsor. You will see "Powered by VBT" on our printed material and signage.

To register for Richard's Ride visit bikereg.com/rtfoundation. Register soon!

Richard's Story

On April 26, 2015, Richard Tom, a beloved and avid cyclist from Hinesburg, Vermont, lost his life when he was struck by a speeding and impaired driver near his home. Richard was celebrated by many in the Vermont cycling community, because of his genuine warmth, thoughtfulness, passion and capacity to inspire cyclists of all abilities, ages and disciplines.

Richard, an only child who would have turned 50 this year, is survived by his 94 and 95 year old parents. It is comforting to all who loved Richard, to know that his legacy continues to benefit his local community.

The Richard Tom Foundation (RTF)

The Richard Tom Foundation was created to honor Richard Tom who dedicated his life to sharing his passion for "all things bicycle"!

The RTF is committed to providing resources and activities so that non-cyclists may discover the fun and

SAVE THE DATE!

Richard's Ride

When: Saturday, May 19, 2018

Where: Staged from Cochran Ski Area Base Lodge


How: bikereg.com/rtfoundation

This year's event will include road and mountain bike rides for children and adults. Register by May 5th for discounted pricing and free T-shirts!

health benefits of cycling, while also encouraging cyclists of all ages to safely experience the sense of joy, adventure, discovery, camaraderie, well-being and many other benefits that come from cycling Vermont roads and trails. Our mission complements that of the Green Mountain Bicycle Club.

The Foundation also supports educational and advocacy programs to advance the cause of safe roads for all who use them; including the Local Motion "Streets For Everyone" campaign. We support Little Bellas mountain biking camps for girls, scholarships for boys or girls camp at Catamount Outdoor Family Center, and provide travel or equipment support for local junior racers.

The RTF continues to create momentum to maintain and enhance Richard's positive influence on our community. As Richard's powerful legs reliably spun his pedals on routes of all kinds, we will continue to spin his legacy forward, powered by the inspiration he infused in each of us.

The Richard Tom Foundation profoundly thanks our many sponsors and individual donors who have helped the Richard Tom Foundation grow this year. 

Richard's warmth, thoughtfulness and passion inspired cyclists of all abilities, ages and disciplines



A young participant testing his skills. (Photo courtesy of Tom Broido)



(Photo courtesy of Cameron Russell)

TRIP REPORT

mundo pequeno (“small world”): a bicycling tour of the americas

by Cameron Russell

In January of 2017, three intrepid friends named Cameron, Eli and Noah set out from Ushuaia, Argentina towards Vermont—on their bicycles. The following describes their adventures in Bolivia; for more details about their entire trip, including photos, links to news coverage and more, visit www.mundopequeno.org.

As we prepared to leave San Pedro, Chile, we all checked and re-checked our supplies. We each had ten days’ worth of food and two days of water. The crossing into Bolivia and the entrance to the lagoon route lay ahead and above us. We would then spend the next week crossing through the mountain passes before descending and getting to the next small town.

This route had been almost a mythical entity to us since we set out. We had heard again and again from cyclists heading south that the Lagoon Route was the hardest part of their trips. Some had said they pushed their bikes and couldn’t go more than a crawling pace. Others said that they had wept everyday. All three of us knew that this section would be a challenge, but none of us knew to what extent.

The largest challenge we knew to expect was the elevation. San Pedro de Atacama was at 8,000 ft and the highest point we would reach on the lagoon route would

take us to 16,000. The first 30 miles or so of our ride would take us on a nonstop climb to 15,000 ft and to the border crossing into Bolivia. We had to break the climb into three days of riding to limit how much altitude we would gain in a day, allowing our bodies to adjust safely. Our first day of climbing met us with the rising full moon. The second day of climbing, just 6 km, but about

2,000 feet of elevation, set us up with a roadside camp with a view (see photo, above).

After crossing the border, we would have a full week in the wind swept and desolate landscape of snowcapped volcanic mountain passes and shallow mineral rich lagoons. An empty land with little life and inhospitable climate. A land stark

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Bolivia’s “dry, dusty plains of volcanic destruction. (Photo courtesy of Cameron Russell)

Pedaling


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helping the club gain a larger social media presence, and also looking into how to get people his age and younger interested in GMBC. And a year ago Dorothy Pumo replaced me as the web master. So, change is happening!

Another topic was growing membership. For the last 10 years GMBC averaged 250 to 350 members annually. I have heard from some at local bicycle shops that many people making purchases have not heard of GMBC or have the misconception that it is a club only for racers and fast people. At the meeting, there was unanimous agreement that the club needs some image work. Since then we developed a much-improved mission statement, a brochure with information on the club, and are close to finishing business cards that officers, regular members, or ride leaders can hand out. Brochures will be distributed to local shops and select businesses. Business cards will be handed out to non-members as a quick way to help them learn about GMBC.

What does the club's future look like? For the foreseeable future it will continue with regular weekly rides, time trials and practice criteriums. Welcoming new riders, encouraging and providing opportunities for them were discussed, and candidly, this is an improvement opportunity for the club. First impressions can be lasting, and when someone new to a ride (or to the bicycle) shows up, is not welcomed, and gets dropped, in many cases that is not a positive memory. It is tricky because some do not have the experience or fitness to participate. To mitigate this will be clear explanations of rides in the brochure and website, and new folks will be welcomed. And as it has done for the last 6-years, GMBC will

continue to offer four introductory rides during the spring/early summer.

Change will not happen overnight, of course, but we hope to make the experience better at GMBC events. By the way, if you see someone that you do not recognize at a ride, say hello. I am sure they will appreciate it. If you would like to make a difference in the cycling community around here, please reach out to me (kevinbessett@gmavt.net). 

“The dedication of past and present leaders has helped GMBC survive for nearly 50 years.”

Flashers (and not the kind that go to jail)

by Kevin Bessett

What keeps you riding? We all have our reasons, but there is one common thread among all of us: The desire to ride again. For a friend, that desire was taken away a few years ago, as was his life. There are too many others, too, who have been hurt after being hit by or colliding with a vehicle. I am one of those people.

In the '90s and '00s, the days when I raced more and tried to be fast, there was a stigma of flashing lights on bicycles. It was for non-racers. Enough said. But I started hearing more about bicyclist/car collisions and drivers stating, “I never saw him.” I started thinking that maybe these annoying things have a use. Then one day, another cyclist was hurt that made the news, and this time it was me. My injury was a broken back.

According to League of America Bicyclists, 40% of all cycling fatalities are caused by vehicles hitting riders from behind. In my case, however, a front flasher would have alerted the driver to presence and prevented him from running a stop sign. I had the right-of-way and could not see this guy until it was too late.

If you do not have flashers, let me just say that if you had the experiences and felt the pain and sorrow that I have in my past, you would be writing this. These things really do make a difference. As for me, a rear flasher is always on, and I have a small bright front one that I use on demand, like on busy roads or at dusk. **Tip:** Get a rear flasher with a powerful pulse and keep the charge or batteries fresh.

2017 Touring Season, Part II

by Phyl Newbeck

We got lucky for our first ride in July. The temperature was in the upper 60's at the start of Rouse's Rouser and only rose to the mid 70's with a mix of clouds and sun and a light west wind instead of the strong south winds we usually face on this ride. Despite some serious rain during the week, no roads were flooded. A rained-out VP ride on Saturday and an unusual desire by that group to do a flat ride led to the Sunday contingent being joined by seven VP riders for a total of 38 cyclists. One woman from Newport decided that her 60th birthday was a perfect day for her to ride 60 miles and she was able to do just that.

On July 9, there were 27 riders for Monkton Ridge on a beautiful sunny day. There was a bit of a head wind on the way out and one flat tire but other than that, all went well. Two people did the short ride with the rest either doing the 35-mile medium version or the full 43-mile route on roads that were mostly in good shape. Three of the riders were visitors from out of town.

Seventeen riders headed across the lake on July 16 for Willsboro Wanderer. Six did the short version

which has some new pavement, and an additional ten did Phyl's shortcut in my honor... or possibly because the sun was beating down on them. Only one cyclist did the full route with the last set of hills by the lake.

For the third year in a row, Chris Froome, riding his Pinarello, was the winner of the Yellow Jersey at the Tour de France (although in interest of full disclosure, the Lanterne Rouge cyclist was also on a Pinarello). My Pinarello and I were still on injured reserve and not quite ready for Not Quite Quebec but 19 other riders headed out with 15 on the long ride and four on the short. Aside from one flat tire and one broken cable, the day was delightful with good weather and quiet roads. Some riders took a break in Swanton to visit Betty and Sam, the new Swanton Swans.

Construction meant the full Waitsfield and Waterfalls route couldn't take place on July 30 which may explain why only four people travelled to Washington County for the ride on another beautiful day. They met three Social Riders along the way who were doing a similar route with less hills.

Insufficient RSVPs led Sal to cancel the picnic scheduled for August 6 which is a shame because it was a lovely day for a ride and a feast and for me, my first GMBC ride of the season. Incorrectly listed as 50 miles by yours truly, Double Ferry South is only 41 miles (granted those are hilly miles on the New York side) so several of the 16 riders added to their mileage by biking from their homes and two tacked on an extra 30 miles, just because they could. Although it was a windy day, we were never really affected by the northwest breezes and our group was close enough together in speed that we all were able to take the 1:30 ferry to Charlotte. Unfortunately, one rider had a crash near the end of the ride and had to spend the night in the hospital.

Steve Barner sent the following report for a new ride which debuted on Saturday, August 12 and featured mostly VP riders. "Seven riders with half-bikes showed up to join the ride leaders' tandem on the Tour de Tunbridge. The forecast may have kept some riders home, but though it was overcast at the start, we avoided any rain and roads stayed dry. The sky eventually cleared to

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An Open Letter to Social Riders

I've recently initiated a conversation with members of the Social Ride group in an effort to learn why fewer members are taking part in our Sunday touring rides. While some of our hillier rides may not be to your liking, we think you would enjoy taking part in many of our other offerings. A common theme I've heard in conversations is that often we don't have a "true" sweeper on our rides and perhaps you can help out with that. If some members of the Social Group are willing to be co-leaders for our rides and sweep, perhaps others would be more comfortable and would join us. We really want to be welcoming to folks, regardless of pace. - Phyl

Touring season, part 2

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a perfect August afternoon with fluffy, summer clouds. All agreed that the route is an exceptional one for cyclists with farm after farm and very little traffic for long stretches. The terrain is also excellent with lots of shade on the single significant climb, spectacular views, and multiple descents, leaving the more reckless riders to jump the railroad tracks at 50 mph.”

The following day, 17 riders came out for Covered Bridges of Franklin and Lamoille County despite some early morning rain (which had actually been forecasted for the previous day) and wet roads. We did not have a single negative incident with a driver, something which has happened occasionally in this neck of the woods. We did have one flat tire, courtesy of broken glass, and discovered that Bob Ray performs the Herculean task of cycling this loop once a month with a whisk broom. Alas, the glass had likely been tossed after his most recent road cleaning. Three riders did the long loop (and extended their 53-mile ride by a few miles by somehow missing a turn on a ride with very few turns) while the rest did the shorter (41-mile) version. There were no alternative facts but it was a ride with alternative spellings: Brian and Bryan and Phil and Phyl.

This year's Upper Valley Weekend started with Horse Country Ride. Eleven riders headed out in the fog but the sun soon came out. Some big grey clouds began to form but no rain fell although with the excessive humidity, that might not have felt so bad. Seven riders took the long route and four opted for the shorter version. Several cyclists spent the night in the Upper Valley in a combination of houses, camps, tents and motels and were joined by three

more riders on Sunday for Pomfret Perambulations on a day with less heat and humidity but a bit of a stiff northwest wind. Both rides featured light traffic, good roads and lovely scenery, not to mention some really, really, REALLY good chocolate chip cookies at the general store in Barnard. We had several new faces on each of the rides.

Another option for August 20 was Bound for Bristol Bakery. There were 21 riders, 9 of whom did the long ride although one skipped the Monkton Wall in favor of a dirt road. Unfortunately, that led to a flat tire and a friendly pick-up truck driver who brought her to the rest of the group. She was subsequently driven back to the starting location by ride leader, Karl Garen. Another rider on the long route added a bit by heading up Baby Gap for a 50-mile ride and was treated to the sight of a bear running across Route 17 along the descent near Buel's Gore. Two of the twelve riders of the short route decided to do the old Bound for Bristol ride instead, which is more of a loop.

You couldn't ask for nicer weather than what we had on August 27 for Buck Hollow and Beyond. Sixteen riders set out from Milton. One social rider turned back and two did the short version but the rest enjoyed sunshine, comfortable temperatures and views that one rider described as “picture postcard worthy.” One cyclist was visiting from Florida and getting ready for a ride across North Carolina so she was pleased to be able to get a workout on the hills. Most of the riders treated themselves to milkshakes and creemees at the end of the ride. All good things must come to an end and that's what happened on September 3 when Awesome Ausable was rained out.

It was a drizzly morning when seven riders converged in Island Pond on September 9 for the first day of the Northeast Kingdom

Weekend. The idea of a 67-mile ride in intermittent rain didn't really appeal to us but rider number seven was a local who suggested a new route which we are calling Kingdom Lakeview Loop. The 50-mile ride goes through Holland and Morgan, up to Derby Line and Beebe Plain and down through Charleston with virtually no traffic except for a short stretch on Route 105 and one really obnoxious guy in an old gray Chevrolet pick-up who passed us twice with little room to spare. We biked past Lake Seymour, Lake Memphremagog, Lake Salem, Island Pond and the Clyde River on a ride which will definitely be added to our rotation in the future. Among the sights was the Haskell Opera House which straddles the border of Canada, two separate border crossings, and an array of cement planters filled with flowers to block international traffic on the side streets. One rider enjoyed himself so much that he tacked on an extra 20 miles, heading back to Pat and Tom's house where six of us enjoyed a delightful dinner.

On Sunday, the same seven riders stuck to the script with Willoughby Wandering, a 47-mile ride which also passes a number of bodies of water including a branch of the Passumpsic River, Bean Pond, Crystal Lake and Lake Willoughby. The clouds cleared but the temperature stayed cool, traffic was again minimal and most of the road surfaces were good. Several riders stopped at the Burke Tiki Bar after the ride. We wish more people could join us in the Kingdom because these are truly beautiful rides.

On the pre-ride of Jericho Jubilee, we found five dead raccoons, one possum, one skunk and some unidentifiable creatures as well as the gravel section in Fletcher that bedeviled us last year. We realized the road kill would soon be gone but

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Touring season, part 2

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the gravel wasn't going anywhere so a command decision was made use the route that travels Buck Hollow Road which Matt mapped two years ago as an alternative to the Fairfield/Fletcher Road route. On September 10, the eight riders (all of whom did the full 62-mile ride with almost 4,000 feet of elevation gain) split into two groups and found better roads and a slightly smaller number of dead critters (two skunks, two racoons and one snake if you're keeping track).

Century Day did not seem like mid-September to the 32 cyclists who came out for our annual event. The temperatures reached into the 80's and the humidity was in the oppressive range. We had several riders who were new to the club including one woman who came all the way up from Putney. Despite the early start (7:45) there was only one jacket to be found and no arm or leg warmers except those to ward off the sun. Fourteen riders did the metric century and were joined at various points along the way by five others who started at other locations. Pastries were enjoyed in Bristol at which point the rides split with 12 braving the heat to do the full 100 miles.

One of our late season rides, East of Eden, was taken out of the rotation for a year due to issues with motorcyclists on Route 100 and bumps on Route 105. Matt decided to remedy the situation by riding the route backwards, starting with the section on Route 100 and featuring the Route 105 bumps on the uphill, rather than the downhill. Things went quite well until the eight riders headed up Route 105 which is when the day's oppressive heat kicked in. The heat was so bad that two strong riders were unable to finish and needed a ride back to

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Thanks for your support!

their cars. Although there was some nice foliage in Montgomery and Richford, the rest of the trees were drab and simply losing their leaves.

This year the touring section's numbers were slightly better than last year with three rides garnering over 30 riders and five gathering more than 20. Last year there were only three 20+ and one 30-person ride. Still, attendance is significantly less than in some of our peak years when we often had rides with 40+ and sometimes even 50+ riders. Early season rain put a crimp in our style but after that, our fortunes improved and for the most part, heat was not much of an issue. Ironically, two of the hottest rides were the last two of the season. My thanks to our wonderful ride leaders including several who lead multiple rides year after year. We had two new rides this year and one new ride leader and we're always looking to expand our repertoire. We hope you'll join us this season! 

**“Several riders
stopped at the Burke
Tiki Bar afterwards!”**

An Open Letter to VP riders

I would like to personally invite VP riders to participate in the GMBC Sunday touring rides. Not all of our rides are appropriate for you, but we have a number of great hilly routes, particularly late in the season. The Covered Bridges of Franklin and Lamoille County, Jericho Jubilee and East of Eden are three examples of rides you might really enjoy. There is no requirement that you stay behind the leader if your pace is faster and we won't hold it against you if you smoke past us. Check out our routes and if you have time on a Sunday, consider joining us. - Phyl

2018 Touring Schedule: First Half

by Phyl Newbeck

Early Season Unofficial, Leaderless Rides

April 1 and 15 – Meet at 10:00 at Williston Central School for informal rides. Route and distance will be determined by those who show up.

April 8 and 22 - Meet at 10:00 at the Wheeler lot at Veterans Memorial Park in South Burlington for informal rides.

April 29 – Meet at 10:00 at Jericho Elementary School for an informal ride. Route and distance will be determined by those who show up.

Beginner and Intermediate Rides for New Riders

Saturday, May 5

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00

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

Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

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

Saturday, May 19

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot
Leader: Chris Johnson – 373-9015 / cjohnson42@gmail.com

Co-Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

Saturday, June 9

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road

and how to ride in a group.

Meeting Time: 10:00

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

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

Co-Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Saturday, June 23

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00

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

Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

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

GMBC Day Touring Rides

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 to be added to the

Social Riders email contact list, which is the only guaranteed notification for these rides. Weekend Social Rides are usually announced by Thursday

Sunday, May 6

Ride: Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. Possible food stops include the Old Brick Store in Charlotte (no bathrooms) or a convenience store in Ferrisburgh for the long ride. Visit up to four of the five covered bridges in Chittenden County - the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte.

Meeting Time: 9:45

Meeting Place: Veterans Memorial Park (paved parking area), South Burlington

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

Co-Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Sunday, May 13

Ride: Kingsland Bay – The 35-mile (E/M) ride rolls from Shelburne through Charlotte to Kingsland Bay Park and returns. The 46-mile (M) ride heads towards Vergennes and climbs to Monkton Ridge, returning through Hinesburg and a 65 (M/S) option heads into Huntington.

Meeting Time: 9:45

Meeting Place: Shelburne Village Shopping Center

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

Co-Leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Sunday, May 20

Ride: Vergennes Voyager – 26-mile rolling (E) or 39-mile flat to rolling

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The Green Mountain Bicycle Club 2018 Club Membership Application

Today's Date: _____

- ➔ Select type of membership: ☐ Single - Under 18 \$10
☐ Single - Adult \$25
☐ Family \$30
- ➔ Have you been a GMBC member in the past? ☐ Yes ☐ No
- ➔ Are you a League of American Bicyclist member? ☐ Yes ☐ No
- ➔ We infrequently get requests from third parties to send our members info. Do you wish to receive these items? ☐ Yes ☐ No
- ➔ Would you like a GMBC window sticker? ☐ Yes ☐ No

Would you like to donate to the Jr. development program that helps junior racers w/equip., clothing & more?

☐ \$10 ☐ \$15 ☐ \$20

Other _____

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

Name	
Address	
City, State Zip	
Home Phone	
Email Address	

Name of Member	Year of Birth	Sex	USCF Category (if applicable)	NORBA Category (if applicable)
< yourself - the one filling this out >				

➔ List emergency contacts (this data will appear on all of your ID cards): ☐ Check here to use last year's data

	<u>Name</u>	<u>Relation</u> (optional)	<u>Phone</u>
First:	_____	_____	_____
Second:	_____	_____	_____

Please answer the following to help us determine activities the club should pursue:

- ➔ What are your interests? Check all that apply: ☐ Touring ☐ Fitness ☐ Mtn. Biking
☐ Commuting ☐ Bike Advocacy
☐ Road Racing ☐ Time Trials ☐ Criteriums
- ➔ Would you like to serve on any of the following committees? If so, select the appropriate boxes: ☐ Touring ☐ Newsletter
☐ Practice Criterium ☐ Time Trial
☐ Mountain Bike ☐ Public Service
☐ Green Mountain Stage Race
- ➔ Would you be willing to volunteer a few hours at the downtown Burlington Criterium on Labor Day? We need your help with putting on this popular and long-standing race. ☐ Yes ☐ No



Please make check payable to GMBC and send to:
(Allow 4-6 weeks for processing)

GMBC, PO Box 492
Williston, VT 05495

2018 touring, first half

continued from p. 9

(E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride rolls out by Kingsland Bay State Park before heading south to Middlebury. There are no big hills on this ride.

Meeting Time: 9:45

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

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

Saturday, May 26

Ride: St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35-mile (E/M) route goes out to Kill Kare Park and returns while the 50-mile (M) route continues on to Swanton and back. Both rides can break for food at St. Albans Bay.

Meeting Time: 9:45

Meeting Place: Georgia Park and Ride - For those coming from the Burlington area, we suggest carpooling at the Colchester Park and Ride at Exit 17 off I-89 or perhaps meeting at UVM or Veterans Memorial Park in South Burlington.

Leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

Co-Leader/Social Ride Leader: George Thabault – 598-3409 / gthabault@gmail.com

Sunday, June 3

Ride: Grand Isles Flats – One of the flattest rides of the season. The 28-mile ride (E/M) circles Grand Isle and includes some dirt. The pace will be more casual than the long ride and will be done in the opposite direction. Riders on the 58-mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and a fossil bed with a food break at Hero's Welcome in North

Hero. Unlike other GMBC rides, this one splits between the short and long at the beginning.

Meeting Time: 9:15

Meeting Place: Folsom School, South Street in South Hero - Those coming from the Burlington area may consider carpooling from the Colchester Park and Ride, Exit 17 off I-89, UVM or Veterans Memorial Park in South Burlington.

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

Co-Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Social Ride Contact: Donna Leban - 862-1901 / lightspd@comcast.net

Sunday, June 10

Ride: Hinesburg Hollow - This route travels south through Huntington via the beautiful Hinesburg Hollow Road. The short route is 25 miles (M) and returns to Williston via North Road (and a little bit of dirt) while the long one is 47 miles (M/S) and continues through North Ferrisburgh to the lake and back through Hinesburg.

Meeting Time: 9:15

Meeting Place: Williston Central School (by the tennis courts)

Leader: Tom Kennedy – 735-5359 / etomkennedy@gmail.com

Co-Leader: Glen Brooks – 373-1583 / gfbrooksvt@gmail.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Sunday, June 17

Ride: Champlain Bridge Ride – Both rides head out Lake Road and across the bicycle-friendly Champlain Bridge. The 43-mile route (M) stops at Crown Point while the 55-mile route (M) makes a loop on the New York side through Port Henry. The Social Ride may begin at a different time and/or location. Call ahead.

Meeting Time: 9:15

Meeting Place: Vergennes Union High School, Monkton Road, east parking lot

Leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Co-Leader: Amy Otten - 878-4070 /

amyotten@netscape.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Sunday, June 24

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.

Meeting Time: 9:15

Meeting Place: Jasper Mine Road, off Route 2 heading towards Grand Isle

Leader: Dave Merchant – 825-3808 / dpierchand@comcast.net

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

Sunday, July 1

Ride: Rouse's Point Rouser – The mostly flat 60-mile (M) loop heads up from Grand Isle over the Rouse's Point Bridge and down through scenic, low-traffic, lakeside roads in New York and returns via the Grand Isle Ferry. The short ride (50 miles – E/M) circles Isle LaMotte and returns on the Vermont side. The Social Ride will also be the long loop but at a slower pace.

Meeting Time: 8:45

Meeting Place: Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling from UVM or Dorset Park, South Burlington.

Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

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

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Sunday, July 8

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

continued on p. 13

Trip report

cont. from p. 4

in its lonely beauty. The dry dusty plains of volcanic destruction spreading below. We would find ourselves in a world that looked like it came out of a science fiction novel and we all felt like wandering visitors in this alien world. Our winding roads would be dirt and the winds fierce. This would be a test of how strong we had become and the conditions we had weathered over the past few months on the road.

The first night in Bolivia was spent aside Laguna Blanca, before we'd continue on to Laguna Verde and to the thermal hot springs. We decided to spend a couple nights at the hot springs, continuing to acclimate to our new environment. We'd also met Phil and Tara, a couple from the States also cycling the lagoon route. It was great to find solidarity in the struggles of altitude with Phil and Tara, and though we didn't see them after a couple days into the route, we were thankful to share stories over the daily spaghetti dinners served at a couple of the refugios (modest refuge type hotel on the route).

After resting at the hot springs for a couple of days we continued over the highest point of the lagoon route at around 16,000 ft.

The roads were worse than we'd seen yet, but we'd soon have a view of Laguna Colorada (photo 12) and descent that led us to our next night's sleep (thankfully inside, as the temperatures often dipped to around 5 degrees fahrenheit at night). The next morning, we took our time

riding the perimeter of Laguna Colorada, making sure to spend a little time with the flamingos. We reached the park border that day, and asked for help from the staff of a mining company at the border - again, kindness and generosity greeted us as we were met with a hot meal and beds to sleep in. The following several days took us to Uyuni, Bolivia where we rested for several days before continuing to the famed Salar de Uyuni.

The biggest take away from the lagoon route was that the altitude hit us like a wave. A force weighing us down and dragging at our every movement. The only way to imagine it is to picture yourself trying to jog in chest high water. Then add a bad hangover with pounding headache and upset stomach. Spice that up with trying to

breathe through a straw after sprinting. If you feel like really getting it right you might put on some weights and blast a high-powered fan in your face. It was a constant struggle just to breath at rest let alone while cycling. We had no choice but to push through the discomfort and venture onward and upward.

Why did we call it Mundo Pequeño?

In a time when it can feel as though we are divided by language, race, religion, class, etc., we wanted to record a different narrative of togetherness and of our shared humanity. Soon, we'll be putting together a documentary that will show many of the moments that have affirmed our belief in the goodness of people everywhere.

- Cameron, Eli, and Noah

Highlights

- 70 mile per hour headwinds on Tierra del Fuego
- Wild camping in Patagonia
- Ferries around avalanche covered roads
- Riding the Lagoon Route and salt flats (Salar de Uyuni) in Bolivia
- Too many vertical feet climbed in the Andes
- Health problems not fit to print
- Rain storms, temperatures from 5 to 105, and everything in between
- Laughs, loneliness, support from family and friends, smiles from strangers, and an infinite number of supportive honks

Countries ridden through:

Argentina	Colombia	El Salvador
Chile	Panama	Guatemala
Bolivia	Costa Rica	Mexico
Peru	Nicaragua	United States
Ecuador	Honduras	

2018 touring, first half

cont. from p. 11

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

Co-Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Sunday, July 15

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.

Meeting Time: 8:30 for the 9:00 ferry

Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte

Leader: Kevin Batson – 825-2618 / kevbvt@gmail.com

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

Sunday, July 22

Ride: Not Quite Quebec – 51 (M) and 64 (M/S) rides on low traffic roads near the Canadian border. The route crosses the Missisquoi River twice and travels along the shore of Lake Carmi.

Meeting Time: 8:45

Meeting Place: Tractor Supply Company at exit 20 off I-89

Leader: Dave Merchant – 825-3808 / dpierchand@comcast.net

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

Saturday, July 28

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

Co-Leader: Tom Evers - [617-605-0928](tel:617-605-0928) / 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.

Sunday, July 29

Upper Valley Weekend – Pomfret Perambulations – This 50-mile ride (M/S) heads 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

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

Sunday, July 29

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.

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

Meeting Place: Burlington Ferry Dock

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

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

2018 GMBC Clothing Order Form

Size Quan Price Total Year/Item

_____	_____	\$53	_____	2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,L)
_____	_____	\$60	_____	2018 Shorts (GMBC/Synergy) (M,L)
_____	_____	\$64	_____	2018 Bib Shorts (GMBC/Synergy) (M,L)
_____	_____	\$53	_____	2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,L)
_____	_____	\$59	_____	2017 Shorts (GMBC/Synergy) (M,L)
_____	_____	\$63	_____	2017 Bib Shorts (GMBC/Synergy) (M)
_____	_____	\$17	_____	2017 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$17	_____	2017 Gloves (GMBC) (M)
_____	_____	\$50	_____	2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$52	_____	2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,XL)
_____	_____	\$52	_____	2016 Shorts (GMBC/Synergy) (M)
_____	_____	\$55	_____	2016 Bib Shorts (GMBC/Synergy) (L)
_____	_____	\$50	_____	2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (S,M)
_____	_____	\$52	_____	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$52	_____	2015 Shorts (GMBC/Synergy) (S)
_____	_____	\$55	_____	2015 Bib Shorts (GMBC/Synergy) (S,L,XL)
_____	_____	\$22	_____	2015 Aero Shoe Covers (GMBC/Synergy) (L)
_____	_____	\$17	_____	2015 Gloves (GMBC) (L)
_____	_____	\$50	_____	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
_____	_____	\$55	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
_____	_____	\$52	_____	2014 Shorts (GMBC/Synergy) (M)
_____	_____	\$50	_____	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)
_____	_____	\$55	_____	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
_____	_____	\$52	_____	2013 Shorts (GMBC/Synergy) (M)
_____	_____	\$55	_____	2013 Bib Shorts (GMBC/Synergy) (XL)
_____	_____	\$22	_____	2013 Arm Warmers (GMBC/Synergy) (L)
_____	_____	\$40	_____	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
_____	_____	\$37	_____	2012 Shorts (GMBC/Synergy) (S,XL)
_____	_____	\$10	_____	2012 Arm Warmers (GMBC/Synergy) (S-L)
_____	_____	\$7	_____	2012 Gloves (GMBC) (S)
_____	_____	\$12	_____	2012 Aero Shoe Covers (GMBC) (M)
_____	_____	\$37	_____	2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (XL)
_____	_____	\$37	_____	2011 Shorts (GMBC/Synergy) (L)
_____	_____	\$10	_____	2011 Arm Warmers (GMBC/Synergy) (M,L)
_____	_____	\$37	_____	2011 Wind Shell Jacket (GMBC/Synergy) (L)
_____	_____	\$7	_____	2011 Gloves (GMBC) (S)
_____	_____	\$37	_____	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
_____	_____	\$40	_____	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
_____	_____	\$37	_____	2010 Shorts (GMBC/Synergy) (XL)
_____	_____	\$40	_____	2010 Bib Shorts (GMBC/Synergy) (S)
_____	_____	\$10	_____	2010 Arm Warmers (GMBC/Synergy) (M-XL)
_____	_____	\$42	_____	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
_____	_____	\$37	_____	2009 Shorts (GMBC/Flatbread) (XL)
_____	_____	\$10	_____	2009 Arm Warmers (GMBC) (L)
_____	_____	\$7	_____	2009 Gloves (GMBC) (S-L)
_____	_____	\$17	_____	2003 Short Sleeve Jersey (Invensys) (S)
_____	_____	\$15	_____	2002 Short Sleeve Jersey (Invensys) (WM,WL)
_____	_____	\$5	_____	2002 Shorts (FourStar) (S)
_____	_____	\$5	_____	2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

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

Don't Fall to the Left!

by John Williams

Whatever you do, don't fall to the left! These are the words that I heard from the darkness above.

Mountain Bike: I purchased a mountain bike from Kevin's (Bessett) wife Jen in November (2017). Aside from riding it around my lawn, I had never ridden a mountain bike on trails or anywhere! With my new "old" dual suspension bike, Kevin and I made plans to ride at Sunny Hollow. It being November and early darkness, the after-work option available to us was to ride at night with lights. On a chilly night, we tooled around the "green-rated" trails at Sunny Hollow for about an hour. This was fun! I managed to roll over roots and terrain features following Kevin with little trouble. It felt cool to be riding in proximity with trees on curvy trails, somewhat like skiing off-piste. Occasional crashes and stalls on my part seemed to be part of the game. The biggest annoyance was that my SPD cleats would fill with caked-on dirt, resulting in difficulties clipping in.


We then explored some "Blue-rated" trails at Sunny Hollow. We headed down and down, through switchbacks, to the cavernous depths of the ravines. The subsequent task was to climb back up! Recall that we were in darkness with only the beam of our headlamps illuminating the path ahead. To left and right was total darkness. The switchbacks have some steepness (at least as perceived at night). Kevin scooted up with no problems. At the first pitch I stalled, therefore had to walk up with my bike until I found a flattish section between switchbacks as a place to attempt remount. This is when I heard Kevin yell out from the darkness above "Whatever you do, don't fall to the left!" As I attempted to clip in, packed sand

in my cleats prevented this. Having heard the warning, I never-the-less immediately toppled over to the left to discover the dark side of the steep pitch between switchbacks. I remember seeing my bike flip ahead of me as I tumbled down. I slid all the way to the lower switchback, miraculously and luckily not slamming into any trees along the way. Meanwhile Kevin was above, not knowing what was happening to me. I found my bike – in one piece! After a moment of assessment and reflection about what just happened, I determined that we (bike and me) were okay. I walked my bike up through two switchbacks to where Kevin was patiently waiting. I shook off aches and pains, and we resumed our ride. I implored, "Hey Kevin, how about we stick to the Greens?" This we did, and with some coaching and reassurance from Kevin I re-discovered the pleasures of riding in the woods at night!

As a follow-up ride a week later, we explored Saxon Hill, again at night. Even though we sampled some blues, my success rate was higher. The flow of the trails at Saxon Hill is exceptional, however I took care to avoid any bridges!

Fat Bike: Our off-road biking adventures resumed this winter. At the end of February, I purchased a Borealis Flume fat bike from Earl's Cyclery and Fitness – perfect fit! One prior February evening I was skate-skiing at Catamount Outdoor Family Center (COFC) on the lighted trails. It was "Fat Wednesday" at Catamount, a night when fat-bikers assemble for a group ride followed by campfire and brews. As I skied, I watched about fifteen lights-on-bikes move silently through unlit wooded trails. This was inspirational! I had been toying

with the idea of purchasing a fat bike, but it was then that I decided "Just do it!"

Since then, Kevin and I have joined forces after-work for rides on the snow-covered trails at COFC. They have a fantastic network of groomed bike-specific trails. I soon discovered that any deviations from the packed-out path toward soft snow on the sides can result in a predictable tumble to the snow (mostly to the left side of the trail!). This happened to me frequently, often accompanied by chuckles or giggles from Kevin as he watched me extricate from the snowy depths. On our most recent ride (after the Big Snow), we discovered the need for very soft tires in squishy snow. We deflated from 5 psi to maybe 3 psi. This resulted in a huge improvement by increasing my soft-snow stability and traction while reducing the number of stalls and crashes. Most importantly, when I fall to the left from my snow bike it is a soft landing and, at least so far, not into a ravine! 



(Photo courtesy of John Williams)

2018 Time Trial Season

by Kevin Bessett

Hello, and welcome to TT Twenty Eighteen! It will be great season. The weather each Thursday evening will be perfect, roads smooth as glass, and a constant tail wind all season long!

While it may turn out that I'm 110% off-base with my statements, my goal is only to get people jazzed up to show up.

The participation last year was dismal at an average of 11 people per event. This was by far the lowest I had seen in the long time (really long time) that I've run the series. The previous low was

17 per event, so this was a drastic drop. Incidentally, the high was 29 and that happened around 2012.

Low turnout is particularly difficult on the TT series because it reduces the pool of people available to help out at events the next season. It takes about 2 to 4 people each week to operate an event. Duties include holding the bike upright before each rider starts, working the stop watch and recording results. There are typically 17 to 19 events each season and it would be impossible

for me to do this each week, in addition to setting up courses, and being the series organizer, so part of the workload is shared. While all events are free, there is one ask: If you rode three or more TTs in one season, please help out the next season. Hence the small pool of people this season.

The small pool made it difficult devising the schedule. I decided not to cut events, but rather reduce the number of helpers at events. This means that standing starts will become the norm at most courses. Please check for your name in the schedule, and feel free to trade or find stand-ins.

This year will have a visit to an old course: Dunsmore in St. Albans Bay. It flattish and fast. Unfortunately, Huntington is not in the schedule again this year. Last year it was due to a bridge replacement. This year it is due to very poor pavement. I rode it on Mar 30th and it's bad. I'm not sure what will replace it, yet. You will see TBD in the schedule. That said, this year the championship series will consist of only So. Greenbush and Jonesville. Hopefully the road will be repaved this summer! And there will be one gravel TT this year in Duxbury. People who rode it last year really enjoyed it.

Note: The first TT will be on a Wednesday! It will happen only if timers are found. Updates are on the website and listserv.

That's it for now. Thanks in advance to all who help out this season. You make a difference and make it possible for others to enjoy the TT series, too.

2018 Time Trial Schedule

Subject to change. Visit thegmbc.com/time-trials for the latest updates and detailed course descriptions. Unless otherwise indicated, all events start at 6:30pm on Thursdays.

Date	Course Name	Timers*
May	2 Jonesville (short, on a Wed.)	TBD (cancelled if no timers)
	10 Cochran Road Ext.	B Anderson, D White
	17 South Greenbush	J Meyer, A Sturm
	24 Jonesville	K Bessett
	31 TBD	K Bessett
Jun	7 Bolton Hill Climb	J Patch, R Phillips
	14 Jonesville	J Witmer
	21 South Greenbush	J Davies, K Garen
	28 Duxbury (gravel)	J Bertelsen, D Rath
Jul	5 Upper Pleas. Val. (short)	P Beliveau, W Hanson
	12 Dunsmore	C & S Cowhig
	19 Westford Village	S Messier
	26 TBD	D Belcher, D Tier
Aug	2 South Greenbush	D Barbic, S Noel
	9 Jefferson North	J Willsey
	16 Jonesville	K Bessett
	23 TBD	M Hammond, G Van Den Noort
	30 <No Event-GMSR>	

KEY: *Timing assignments determined by rider participation last year.

***Part of the Championship Series (see thegmbc.com/time-trials for more information).

THE ROAD TO ALAMOSA

by Brian Howard



(Photo credit: Google Images)

a first-hand account of the annual bicycle tour of colorado (not to be confused with ride the rockies)

Adventure awaits during this 7-day trip through the magnificent Colorado Rockies.

Editor's note: Space constraints prevented publication of Brian's full, and detailed, account of his ride. The following is just an excerpt; to read his article in its entirety, including much greater detail, please visit thegmbc.com/Newsletters/2018_Spg_GMBC_Newsletter_Alamosa.pdf.

The Rockies in June still have snow-covered mountains, and the air can be quite nippy when you get up to the higher altitudes: you want to bring all the essential apparel for fall riding in Vermont!

Matt Kuivenen, another GMBCer, joined me to take on the Colorado Rockies in June. We both knew when we committed in January, that we would need to do a bit of training to get ready. We both either attended spinning classes, cross country skied, or rode the bike trainer in the basement. Still, there is nothing in Vermont that can train you for higher altitude, unless you ride with a plastic bag over your head, and deprive yourself of any oxygen, not a recommended regimen!

June came, and we shipped our bikes out to Pagosa Springs, where the Bike Tour Of Colorado was to start on June 18th. We would arrive on the 14th, enough time for three days of riding and acclimitization.

So much for the plans of mice and men. A missed connection in Atlanta meant we had to stay

overnight, and get up early the next morning for our flight to Durango. Arriving on Thurs, June 15th, we proceeded to The Hub Cyclery in Pagosa Springs for our rental bikes. Back in Durango later that day, we did a 43-mile loop ride, both wondering afterwards, "*What have we gotten ourselves into?*" The highlight of our day was encountering some international Race Across America (RAAM) riders passing through Durango, which offered perspective: 450 miles is nothing compared to what these riders were doing.

On Friday, we decided not to ride due to too many per-ride logistics. Instead, we drove to Silverton, passing through the Million Dollar Highway. It was a neat trip as we got to see the narrow gauge railway from Durango to Silverton, originally a silver mining train turned tourist ride.

On Saturday, June 18th, we returned to the Durango airport, bikes in tow, to meet our ride to the start of the tour. At one point, we almost mistook rock singer Eddie Money for our driver (no such luck).

Soon, we were off to Pagosa Springs High School, the start of the ride, where we could camp for the night ...

Waking up, I realize I'm lying on the road, my bike elsewhere ... somehow, during our ride on Day

Two, I had blacked out and hit the pavement. I remember being lifted on to a gurney, and being loaded into the ambulance and heading back to Alamosa, where a trauma center hospital was present ... there, I was attended to by very competent medical folks. ...

I decided I was going to ride the last two days of the BTC, from Gunnison to Monte Vista, and make the best of why I came out here. Part of the motivation was anger for having crashed, and the other was adrenaline ... I wanted to claim a jersey at the end to say I made it and completed the tour ...

Back home in Burlington, I was almost afraid to get back on my bike ... but I led a GMBC ride the following Sunday, and pretty much rode the rest of the summer ...

Despite my accident and injuries, I still recommend the ride; the scenery is fantastic, and you get to meet some great folks who both do the ride, and also work as volunteers to make sure all goes as planned. If you want an adventure in the Rockies and like to climb as well, then you should consider this ride!

Photo Gallery: 2017 Richard's Ride



OFFICERS' ROW

POSITION	NAME	EMAIL
President for Life	Kevin Bessett	kevinbessett@gmavt.net
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Practice Crit Chair	Andre Sturm	andre.sturm@earthlink.net
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Newsletter Chair	Jane Dunbar	jane.dunbar@gmail.com
Webmaster	Dorothy Pumo	grn.mtn.bike@gmail.com

Schedule of Publications and Deadlines

Issue	Deadline	Approx. Drop Date
Summer 2018	June 25, 2018	July 25, 2018
Fall 2018	November 15, 2018	December 15, 2018
Spring 2018	March 25, 2018	April 25, 2018



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