



# Perspectives

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## New Season, Same Pandemic


by KEVIN BESSETT

Last year at this time there were many questions and lots of unknowns around COVID, and it put the GMBC season on hold until July. Fast forward a year and it is

a vastly different scene. The same pandemic exists, but I feel confident that most club events will start on time and run for the entire season. However, the plan will change if there is a surge in cases.

Like last year, the two question marks are the Wednesday evening rides and practice crits. In the case of the Wednesday ride, the main issue is the parking area. It is a popular place to park for baseball games and nature walks, so a group of 30 to 45 cyclists mixed in with non-cyclists creates an

issue at present. In the case of the practice crit, each one can draw many more people when you factor in family/spectators and volunteers, and that speaks for itself.

My hope is that both will start sometime during the season, but it is a waiting game. For now, you can count on Tuesday evening rides, time trials on Thursdays, Saturday VP rides, and day tours on the weekend. There are two Intro Rides also. Stay tuned to the Listserv to get the most up to date information. 





# From the desk of the VP

by JOHN WILLIAMS

**V**ery suddenly, spring has sprung and there goes the snow! Through Strava connections, I see that many have made the most of winter in Vermont – alpine skiing and snowboarding, cross country skiing, backcountry skiing, fat biking, virtual riding with Zwift or Rouvy. Several have already completed some metric century distance road rides. It seems everyone has stayed very active and fit! And now, with warming temperatures, we return to outdoor road riding.

I believe that there is good news on the horizon in and around Covid-19 concerns. More and more people are being vaccinated (including me – 2 doses done!) and most continue masking and taking social distancing precautions. It is important that we continue these precautions and not let our guard down. Just today on VPR over 300 new cases were reported for the March 19/20 weekend and variants have appeared here in Vermont, increasing the risk of infection.

With this in mind, at least for the foreseeable future we will approach ride events similarly to last year – whereby current health and contact tracing information will be required to participate. The GMBC website guru (Dorothy Pumo) is working at developing a more streamlined system for registering for GMBC rides. As this becomes fully functional, I will send an update through the List-serve.

For rides that I, as VP plan and schedule...

## Wednesday Rides:

For now, these rides are suspended



VP rides in the era of COVID-19.

because high numbers of riders (e.g., 40+) could show up at the Wheeler Lot making it difficult to adhere to CDC and State guidelines for social distancing and Covid-related precautions during the ride. If situations change such that the Wednesday Ride becomes viable, I will let you know!

## Saturday VP Rides:

These rides will start soon! Perhaps already as you read this! My commitment to Smugglers Notch will be done by early April, at which time I can turn my attention to planning VP rides. As in prior years, we will visit many of our favorite routes in the local area – some “flat” routes, gap and notch routes, island rides, etc. If you have a favorite loop that you think VP riders would enjoy, please let me know (jbikenski@gmail.com).

## Announcement: Informal Gravel Ride, Saturday, May 22 at 10 a.m. staged from Cochran's Ski Area.

The GMBC VP ride is joining with the Richard Tom Foundation (RTF) to host this informal gravel ride. We will be offering at least two challenging routes (for an easier ride – take a short cut!). The ride will be free (RTF donations accepted) with no directional signs.

Post ride burgers and brats will be provided by RTF (BYOB!) RTF will provide links to routes in advance for you to load onto your device. This ride has already been posted to the GMBC calendar (Events – Green Mountain Bicycle Club (thegmbc.com)). Reminders will be sent through the List-serve. Hope to see you there!

## New GMBC Kit:

President Kevin Bessett and others have generated a stunning design for the new 2021 kit and accessory riding gear available now. We have shifted to BioRacer as the supplier and they have worked assiduously to accommodate every twist and turn along the design development path. The first order has closed, however the next ordering window opens on May 24. You can view the available products at ([www.mybioracer.com/collections/green-mountain-bike-club](http://www.mybioracer.com/collections/green-mountain-bike-club)). I have ordered mine!

## Renew your membership for 2021 and sign the waiver!

You can go to Green Mountain Bicycle Club (thegmbc.com) to renew your membership. Importantly, all participants, regardless of membership category must sign a GMBC waiver, once per season. Benefits include discounts at local bike shops, a plethora of GMBC rides available for all levels of riders, group riding opportunities, race training, exploration, fitness, camaraderie, and fun! 🚴

SEE YOU ON THE ROAD!  
JOHN

# Back on the Road

by KEVIN BESSETT

**L**earning to ride safely does not come over night. It is akin to learning to drive a car: it takes time, practice, and tips from others. Keep on reading for some information and ideas that will help make every ride a safer one.

What are common dangers on the road? Besides cars, road surface irregularities, and not being seen—you want to be visible to drivers, and the earlier they see you, the better. Quality front and rear flashers (ones with a bright pulse in the flashing pattern) are the #1 thing that will get the attention you deserve on the road. Please consider using them. They could save your life.

- Dress **bright**, and wear protective gear (a **helmet**, sun glasses, gloves, etc.).
- **Choose routes** carefully. Avoid busy roads and roads with little shoulder and fast-moving traffic. Time of day can make all the difference.
- **Flasher(s)!** A rear one is more important than a front one, **BUT** get a front one if you ride in busy areas, or if riding later in day.
- Get a **mirror**. Knowing what is behind you is super important.
- Use **hand signals**.
- Usage example: when I'm coming to a stop sign/light and want a space in the lane, I point down at a **45-degree angle** and hold it to indicate my intention. Drivers are very accommodating.
- **Always stop** at traffic lights and stop signs.
- Always **look twice** before making U-turns, and when making left or right turns.
- **Listen** for traffic.
- **Make the first move** when a car is behind you. That is, visibly move to the right (if safe to do so), even if it just five inches. It shows the driver that you are making an effort to share the road. S/he will likely reciprocate.
- **Expect the worse, be surprised less.** Reaction time could avoid a crash.
- Example: you are riding, a side street is coming up on the right, and a car just passed you on the left. Be prepared for that car to slow down and make a **right turn in front of you**.
- Constantly **scan the road surface 20+ feet in front of you**. You'll spot hazards more quickly.
- When **passing by stopped traffic** (e.g., coming to stop signs/lights), **slow down** to a few mph. It's a lot safer, and gives you time to react if necessary.
- **Practice** emergency maneuvers and braking hard from time to time to build/keep skills.

*Be confident, and enjoy the ride!*

## 2021 Time Trial Series

by KEVIN BESSETT

What a difference 365 days make! Barring another COVID surge, time trials *will* start in early May, and continue until the end of August. We will be COVID-safe, but face masks are not required while warming up or racing. You may not notice, but the schedule is a carbon copy of the 2020 schedule, even down to the timing assignments. Please check for your name and let me know if the date will not work for you.

If you are unfamiliar with a time trial, here is some information: It is a race against the clock and it is a solitary effort. You leave the start line alone, and ride alone for the entire distance of the course with no drafting. Your goal is to ride as fast as possible over the entire distance, so pacing is critical. Courses range from six to 16 miles. You learn a lot about what your body can and can't do!

TTs takes place every Thursday at 6:30 PM. The series visits seven courses which are spread out over three counties. Three of these courses are visited three times each and these are known as "championship" courses. Club member can compete for awards, but you do not have to be a GMBC member to ride these or any other courses.

The TTs are free. The only ask is that you time one event during the next season if you ride several events during the current season. This may sound a little odd, but the system works. Some courses requires up to three or four timers. By the way, timing is not difficult!

Please contact me if you have any question. Looking forward to seeing everyone again.

**Continue to page 14  
for the 2021 schedule.**





# New Title Sponsor: Evergreen Sports Medicine

by KEVIN BESSETT

I am very excited to announce that GMBC has entered into a multi-year partnership with a new title sponsor: Evergreen Sports Medicine in Williston. Its logo will be prominently displayed on club clothing, and there will be occasional emails on the Listserv and articles in newsletters from one of their providers on the topics of sports medicine and exercise. I am grateful for this partnership and their support of GMBC.

**Take it away, Jason and Matt:**

**Hey everyone,**

Shoulder season greetings from the team at Evergreen Sports Medicine! We hope everyone is getting excited about the warmer weather and drier roads. As new sponsors for GMBC, the club leadership asked us to take a minute to introduce our group. Evergreen Sports Medicine in Williston is the new musculoskeletal and exercise medicine wing of Evergreen Family Health. We're very excited to be partnering with GMBC going forward and wanted to quickly mention the clinical services we have available to the community.

Our medical providers are trained in primary care sports medicine. This is a corner of medicine combining expertise in the non-surgical management of orthopedic issues along with medical conditions that may affect athletes such as concussions, exercise-

*induced respiratory issues, or sport performance and energy deficiency concerns. This is not meant to be exclusive to competitive athletes; we are always available to assess and treat work-related or day-to-day issues such as arthritis, back concerns, and trigger finger.*

*We're excited to get off the trainers and out on the road, and hopefully start meeting you all as group rides become possible. The current plan is to work with the GMBC leadership to bring basic medical content that's pertinent to endurance athletes into the club communications. We'd love to know if there are specific*

*topics that folks are interested in. We've got several in mind already around issues like bone health concerns for cyclists, balancing training with caloric intake to reduce potential for energy deficiency syndromes, and saddle numbness. Hopefully we can make this partnership useful to everyone rather than just being another email in your inbox.*

*In the meantime, you can always find out more about us, Evergreen Sports Medicine, including how to become a patient at [www.evergreenhealth.org/sport](http://www.evergreenhealth.org/sport).*

**Cheers,  
Jason Lippman MD & Matt Salter, PA-C**

"Reasonable and taboo questions regarding the first ride on a brand new carbon fiber road bike: a haiku shorter than its title"

*Bike quicker than me?  
Weightless, made of TP tubes?  
Lighter than wallet?*

*Anonymous newbie on the bike's maiden century ride around the Champlain Islands,  
25 March 2021*

**Please send us photos of your rides! We need hi resolution digital files,**

**at least 2MG is ideal.**

**Along with your photos, please send a caption and identify who took the photo.**

**Email photos to Phyl Newbeck at [phyl@together.net](mailto:phyl@together.net)**



# New Look & Notes On a Few Jersey Logos

by KEVIN BESSETT

The club clothing got an *extreme* makeover during the winter, and the design is a radical shift from the general theme set over the last 20+ years. Getting this completed was a team effort, and thanks to Josh Saxe, John Witmer, and John Williams on the GMBC end, and a hearty thanks to Francois Colameo at BioRacer for working with us and making the design magic happen.

Besides the makeover, the jersey and shorts have some new logos on them. Foremost is Evergreen Sports Medicine. It is the new title sponsor of the club. (See page 5 in this issue for information on that.) Vermont Land Trust (VLT) is now on the jersey too. It is replacing Local First Vermont, which was a program that promoted buying local which ended at the close of last year. VLT has been instrumental in preserving land and natural habitats in Vermont. Since 1977, they have conserved 590,000+ acres, or about 11% of Vermont. Please support them because when land is gone, it's gone.

Being a Vermont-based cycling club, a goal of ours was to showcase our lovely state in some way. Hence the silhouette of the Mt. Mansfield range, and the shapes of VT on the sleeves and back. Orange was selected for these shapes to represent the colorful Fall landscape.

GMBC has also switched to a different clothing manufacturer. We are using BioRacer which makes clothing ranging from casual riding to racing at the World Tour level. It has invested heavily into bicycle clothing R&D and has won awards for its innovations. I'm really looking forward to the new kit, and experiencing the BioRacer quality. 🚲



The second and final 2021 clothing order has a due date of May 24. For clothing and pricing details, visit the GMBC website: [Membership->Clothing](#)



# L'Etape et Moi

by SPENCER KNAPP

## PART THREE OF A THREE-PART SERIES

### Round 5: 2007 Foix to Loudenvielle



My wife somewhat reluctantly gave me a pass to return to the Pyrenees two years later for Round 5 with roughly the same Vermont group for the 2007 L'Etape, replicating Stage 15 of the Tour from Foix to Loudenvielle, 196k over five cols, including the first-ever Tour climb of the recently-asphalted Port de Balès, previously a gravel goat path. The course profile was intimidating but intriguing. I asked my younger daughter, Alex, a recent college grad, to join us on the trip.

We stayed at Maison Esmerlada, a cycling-oriented, small B&B in Biert, just west of Massat at the foot of the Col de Port, a perfect cycling base operated by a jovial British couple. It presented logistical complications for L'Etape, as it was 40k (an hour's drive) from the start in Foix and 100k from the finish in Loudenvielle. We'd need vehicles to drive us with bikes to the start and vehicles at the end to get us back. That's where Alex came in.

Our plan was to leave a seven-passenger van in Loudenvielle and drive a closed van (with bikes) and a car (with riders) to the start. Alex's job (God bless her!) was to drive the closed van to the finish and meet us there. Good plan under the circumstances but it, too, went a little sideways. More later.

We'd decided this time not to arrive early for acclimation, not to do any warm up rides, simply to fly in the morning before, register for the event, get the vehicles and bikes sorted out, go to bed early and then race the next morning. I can't recall our logic. It was really, really dumb.

There was excitement at the start of the race, when it was announced that Greg Lemond would be in the leading group along with Abraham Olano and Steve Rooks, all former TDF greats. Olano and Rooks

finished at the front. Lemond, more portly than in his younger years, faded. I never saw any of them.

The race started furiously on a flat open road to Tarascon at the start of the 16k Col de Port. The climb was jammed as always but fast. Alden was on my left. A French rider on my ride, noting Alden's imposing stature and strong pace, pouted his lips as only the French can do and said "Too big. He'll never survive." I said, "Just watch," and Alden rode away from us both.

I can't recall details of the first three climbs, except that I passed the Maison Esmerlada after descending the Col de Port and waved to our hosts, got some fresh water bottles from Alex (on her way with the truck to Loudenvielle) as I passed through Saint Giron, started to suffer badly in the heat on the unshaded slopes of the third climb, the Col de Menté, and was barely hanging on to wheels in a fast group of 50 or so on a flat stretch leading to the Port de Balès,.



Col de Menté, July 16, 2007

In Mauleon, a small village at the start of the 20k Port de Balès, I stopped at a village fountain to refill bottles and Alden appeared out of nowhere from behind some buildings looking uncharacteristically ashen and walking his bike. He'd been bitten by a stomach bug and decided to bail, take a flat road around the Port de Balès, to hopefully meet up with our group at the finish. It seemed a wise decision, though I could tell he was crushed.

The climb of the Balès was crushing. Hot, steep, endless, fully exposed at the top, so many riders walked their bikes. I stopped several times to massage my hot



feet. The last two kilometers seemed to take hours. The summit of the col was gorgeous but looked like a disaster area. Riders were sprawled on the grass everywhere, dumping water on their faces. At a table filled with drinks, I was met by a kind French woman who asked what I'd like. As I straightened to respond, I cramped from head to toe and grimaced as if hit by an electric shock, which caused the French woman to think I was arresting. She ran to a first aid tent and returned with a young medic holding defibrillators. By then, I'd loosened the cramp a little, gave an embarrassed "Non, merci" to my rescuers, and joined all the others sprawled on the ground for a few minutes of serious stretching and hydrating.

I recovered just enough to do the long, magnificent descent of the Bales on an exquisitely narrow road through alpine pastures and impossibly charming, small villages. I had to keep stretching my calves to keep them limber.



**Snaking up the Port de Balès, July 16, 2007**

At the bottom, the road turned hard right and immediately started the final 14.5k climb of the Col de Peyresourde. I knew it well from earlier trips. That helped, but with tired legs and an empty tank on an open road in hot sun, there was little relief. I crawled up final few kilometers and then coasted the remaining 12k downhill to Loudenvielle, a charming resort village, and began looking for Alex and the group among the masses.



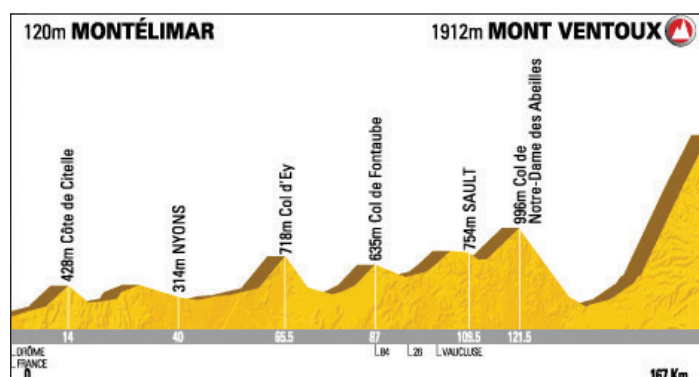
**Last rest stop/disaster relief station**

When I located Alex, she had a story that no dad would ever want to hear. She'd gotten to Loudenvielle without incident and parked in an open field with thousands of other cars in the early afternoon. She had her own bike in the van and planned to do an easy ride up the beautiful Col de Val Louron-Azet behind the village, before awaiting my arrival. She hopped in the back of the van to change, and on closing the van door, discovered that the door latch was broken and locked shut from the outside. It couldn't be opened from inside. She had no way out. It was nearly 90 degrees outside. Hotter inside the van. The parking lot had been empty. There was no cell coverage. She started to scream for help.

Miraculously, someone heard the screams within a few moments, opened the van door and let her out. On hearing this account and reflecting for a second, I said two things: "Thank God you're OK!" and "Don't tell mom."

All turned out well, we cooled in a nearby lake, and on the drive back to Maison Esmerelda vowed never again to start a L'Etape without a few days of acclimation.

## Round 6: 2009 Montélimar to Mont Ventoux



My last L'Etape, the one that ended badly, started fine. The course profile was brutal - 167k over three small cols before ending with a climb of Mont Ventoux, one of the hardest in France, but my objectives that year were modest. Finish safely and enjoy the ride. Our group arrived early in Montélimar, a small city northwest of Ventoux along the Rhone River. Somehow, we found simple rooms in the Relais de L'Empereur, a classic hotel dating from the Napoleonic times in the center of town right near the start line. The place needed work but the location was ideal. I learned that it burned to the ground a year later.



**Hotel Relais de L'Empereur, Montélimar, July 17, 2009**  
**L to R: Phil, Roger, Al, Alden, Spencer, Crocker, Rich.**

Alden and I did an exploratory loop up and over Mont Ventoux. It's a beast, the Giant of Province: 22k from Bedoin with an average gradient of 8%. The last few kilometers are fully exposed and notorious for high winds. There were strong gusts when Alden and I did our test ride, and at several points it was impossible to keep moving. I had to dismount twice to keep my bike upright. It was hot at the base, but frigid on top. On the descent to Mauleon, I again had to dismount to stop shivers and shakes in the front wheel. This was not a confidence-building warm-up ride.

The day before L'Etape, we all took a short ride up and just over the first climb on the course, the Cote de Citelle, an easy ascent. I knew it would be crowded at that point in the race the next day and wanted to see if there were bad corners on the way down. I descended a kilometer or so on a straightaway, saw nothing hazardous to that point, and turned to ride back up the hill and down to the hotel with my group.

I was unusually anxious that night with odd, fearful premonitions. Not a good way to go to bed. The morning prep was easier than ever. After breakfast at the hotel, we wheeled to our starting places just

around a few corners. I was with Roger. Our plan was to take it easy at the start, knowing how hard the finish would be. We spun at an easy pace in the opening kilometers leading to the Cote de Citelle, where things clogged on the first climb as always.



**At the start, Montélimar, July 20, 2009.**

Roger and I separated just before the summit, and I started the descent I'd done the day before. Riders were four and five across on the narrow road. I had riders to my left and right and was in the flow. A few daredevils sped by on the left. I smirked at them. Then – at almost exactly the point in the road where I'd turned around the day before – someone hit me hard from behind on the right. I didn't see them and shouted an expletive in French, and that's the last I remember, until I found myself a in heap on the left side of the road, my bike on the ground, without any idea what had happened.

Adrenaline pumped. I instinctively tried to jump back up on the bike, which was undamaged. I couldn't stand up and could barely breathe. Blood spurted from my mouth. The back of my jersey and shorts were gone, scraped away. My left arm seemed to be broken. My head swooned, and I found later that my helmet split was split in two and crushed to nothing above the back of my neck.

I sat in a daze and then saw Roger – amazing Roger - on the other side of the road with tools in both hands, trying to make a dash in front of hundreds of speeding cyclists to come to my rescue. I was delirious but could tell that was a very bad idea. I urged him to go on. I said I'd catch him down the road or see him at the end. Little did I know.

Trying to pull myself together, I then heard the blare of an ambulance siren at the top of the col, not far away. I thought at first it was coming for me but then realized it was picking up another downed rider. I was unnoticed.



Realizing this might be my best rescue plan, I pulled myself up, collected my bike and somehow – not sure how – hobbled back up the col, gave my bike to a L'Etape official and climbed into the ambulance beside a British rider strapped to a stretcher. He looked better than me at the time and gave a smile. The driver just asked me to hold on tight as we barreled back down the Cote de Citelle to Montélimar, siren blaring. I bounced against both sides of the ambulance on every switchback, doing my best not to scream or fall on the Brit. The ride to the hospital was more painful than the crash.



**What I missed – the awful climb to Ventoux. Instead, I read about it in Cycling Weekly which posted this photo**

At the hospital emergency room, the Brit was carried in on a stretcher. I was left off at the entry. When a triage nurse saw me, she gave an audible gasp and hustled me into a room, where I was seen by medics. They could not have been more responsive. After some tests and x-rays, they found I had nine broken ribs, collapsed lung, a severed clavicle, some other broken bones, undetermined internal injuries, and would need surgery. The nurse asked if I needed to call anyone. That was ominous. I called my wife. It was 3 a.m. at home. The phone went to voice mail. On the prompt, I mumbled stupidly, "It's me. Don't worry. I was in an accident. I'm in the hospital but I'll be OK." Not a great message for my wife when she woke in the morning.

In surgery, they cleaned me up but could not do internal repairs because of my collapsed lung and sent me to the ICU. On my way, I was met by a hospital guy in a tie who said he was the "Revenue Officer." I was still coming out of anesthesia. He grinned and then asked

me firmly in French, "Monsieur Knapp, how will you pay?" I was dumbstruck. This was the French cradle-to-grave health system. I was headed to an ICU. What on earth was he asking? Before I could say anything, he held up my MasterCard, apparently retrieved from the back pocket of my jersey. "Don't worry," he said with a continuing grin, "I'll just hold this until you leave." And disappeared with my card.

I stayed a week in the hospital and learned a lot about the evolving French health system. It was slowly adding employer-based health insurance and just learning how to collect from those uninsured by the national system. Like me. US hospitals have hundreds engaged in the collection process. The Montélimar hospital apparently had just one – M. Le Revenue Officer.



**On the mend, L' Hôpital de Montélimar: July 25, 2009.**

As I healed, I worried what the bill would be when I again faced M. Le Revenue Officer with my credit card upon discharge. I figured the charges would approach \$100,000 in a US hospital but had no idea what it would be in France. I called my own health insurer. They said "don't worry." I wasn't so sure.

On discharge, I was wheeled back to M. Le Revenue Officer in a small room. He was still holding my credit card. He still grinned when he presented the bill: one tiny page in hand-written script, barely legible in a mix of English and French: "For all services, ER, Surgery, ICU, Diagnostic Tests, Hospitalization seven days." He'd already run the charges through my MasterCard. It totaled just over \$4,000, a tiny fraction of what I'd expected. I was stunned, signed the slip and bolted. Alden picked me up. I called my health insurer on the way out and told them the news. They were as surprised as me, and said "Great, we'll cover that," and with a laugh, "And we'll ask you to get all your follow-up care in France."

Alden and I got rooms in a small B&B in Venasque, a lovely hilltop village facing Mont Ventoux. The rest of

L'Etape et Moi  
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# Don't be a Skunk

by STEVE BARNER

It was a dark and stormy night, and I was riding my junkheap, single-speed Frankenbike home from Boy Scouts. I had my head down, my peaked scout cap splitting the rain, madly pedaling without lights or reflectors, when an unsuspecting driver pulled out of a side street and T-boned me. I certainly can't say that I would blame the driver for the fractured wrist that ended my future as a concert violinist (actually, it was my lack of practicing that was already doing that), and the insurance company saw it that way, too. I think we cleared \$500 after the hospital expenses, but that was enough to allow us to visit the local Schwinn dealer for a brand new Varsity. After picking out mine, in Campus Green Flek, I talked my father into letting me spend part of my windfall on one for him, and after some cajoling, he picked out a duplicate in Sierra Brown, making sure that both included the \$10 premium for chromed steel fenders. It just seemed a no-brainer that fenders would be the first accessory, since the kickstand was built in. As far as I know, these were the first new bikes ever purchased by any of my extended family, on both sides, and we might as well do it right.

That heavily-riden (and just plain heavy) Varsity was the deciding factor in landing my first real job a couple years later, as a stock assembler at a tire store, which consisted primarily of assembling Bike Boom bicycles. In 1971, Huffys and Murrays were department store brands, while many tire and lawnmower stores found a middle ground between the low-end retailers and bike shops by selling a variety of different, all-steel, European imports. Specifications and parts were constantly changing, and none of it worked much better than the US-made junk you could buy at Tops or Kresge's, so I had plenty of opportunity to hone my problem-solving skills and to learn how to true wheels that were manufactured squiggly, service cottered cranks, and re-engineer Altenburger Synchron brakes so they would slow the bike down a little in an emergency without doing double-duty as a foghorn.

Working at the tire store gave me enough cash to be able to go back to the Schwinn store to purchase a fancy French Motobécane. Even though the frame had holes for fender stays in its stamped steel dropouts, by then I had learned that "cool kids" didn't burden their lightweights with clunky fenders. Working in a tire store, I had become dimly aware of my place in the bike industry pecking order, and I was not about to swim against the tide of the newly established velominati on issues of style. My tire store job experience eventually landed me a job at that vaunted

Schwinn dealership, and after a year I was able to spend some of the money I was supposed to be saving for college on one of the Paramount racers that I gazed upon on the top rack in the showroom every time I lifted my head from whatever I was currently building at my bike stand.

Oh, that bike was sweet. I jumped from 1020 steel to a full Reynolds 531, butted tubing frame—the best that American production had to offer. The ornate, chrome-plated lugs were silver-brazed by artisans (actually, old ladies) in a special part of the Chicago factory, and as the P13 racing model, the fender eyelets had been omitted for the tiny weight savings, and because what racer would ever ride with fenders? The geometry of this bike had been copied in the early 1960s from Cinelli's highly respected top model, which often came with fenders, as I was later to learn, and there was plenty of clearance between the 23 mm sew-up tires and the frame, but fenders were just not something "serious" American riders wanted.

**Yes, fenders can actually save your marriage, while keeping the decidedly unstylish skunk stripe off your back.**

I greedily drank the Kool-Aid on all this, until one day I was out riding with the big boys and one of the guys, the undisputedly most talented and strongest racer, showed up on a Zeus with aluminum fenders. I thought, "finally, I'll be able to keep up with Brad, because those fenders will slow him down," but

that was not to be. I was shocked as I found myself staring at the Blumels decal on his rear fender as my peripheral vision went dark due to the exertion of trying to stay on his wheel. I never forgot how clearly it was proven to me that day that it truly is "all in the legs" when it comes to riding bicycles, and how little actual difference in performance or enjoyment can be attributed to the miniscule gains in efficiency that are possible through equipment selection. Those fenders on his bike didn't give me an edge, though they allowed me to draft him without gathering a face-full of dirty road water.

In 1972, Raleigh introduced the fourth version of their Professional model, which was the biggest competition to the Schwinn Paramount in those days. Interestingly, they sold the same bike in England, but the domestic version had fender eyelets on the same Campagnolo dropouts, while the US version did not. It is wetter in Britain than in the US, and cycling was more of a widespread activity. I have read that time trials were especially popular in England, and that cycling was much more widespread in the post-war era. Britain and most of Europe were literally destroyed in the





war, while the US was virtually untouched, and the economic recovery on the other side of the Atlantic lagged that of the US by over a decade. While Americans were buying the bloated, bizarre autos Detroit was dishing up, the Brits found money much tighter, and many young people had one bicycle for all their transportation and sport needs. It was common to ride to the weekend race, unbolt your fenders, and then re-install them for the ride home and the travel to work the rest of the week. Meanwhile, cycling was almost entirely a recreational activity in the US, and the bicycles stayed in the garage on rainy days, when they were ridden at all. The number of pristine, top-shelf, 1970s bikes that can be found on eBay any day of the week speak to the truth that Americans were much more interested in having nice machines in the Bike Boom than actually riding them. Thus, eschewing fenders made perfect sense, while in countries where people rode their bicycles, fenders remained in widespread use.


This history lesson is an attempt to point out how the US cycling culture developed to look down its nose at the humble and utilitarian fender and to challenge that thinking. The laminated Esge Chromoplast fenders of the mid-1970s introduced lightweight, durable fenders that slowly became more popular among the touring crowd, which had, until recently, ignored the snobbery endemic in the performance set. Now that Jan Heine has almost singlehandedly opened the eyes of cyclists to the unintuitive truth that wide tires run at proper pressure can actually give higher performance than narrow, high-pressure ones, while opening up new vistas of dirt and unimproved roads, the usefulness of fenders, and their aesthetic on a “gravel bike”, has increased their popularity. I think we should welcome this as a dose of good sense in a sport that could sorely use it.

Here's the challenge—if you don't currently have a bicycle with fenders, figure out a way to make it happen. If you have or are in the market for a gravel bike, add a set of water deflectors. If you're a roadie—mud-averse and dedicated to asphalt—find a decent, second-hand bike with eyelets and sufficient clearance and build yourself a foul-weather bike. I did this many years ago with a mid-level Bianchi racing model from 1984, and I find this is consistently the bike that accumulates the most miles every year. I can just squeeze 28 mm tires under its Planet Bike fenders, and it sees thousands of miles of dirt and asphalt riding every year. If you want to have only one bike for everything, read Heine's article on the subject at <https://tinyurl.com/JHrainbike>.

There are lots of choices in fenders. If you are most interested in style, aluminum fenders are beautiful, but keeping them from rattling will likely be a constant struggle. Plastic fenders are less expensive, lightweight, and durable, and now come with safety

features, so that catching something in a front fender is much less likely to result in a header. There are versions designed to work with disk brakes, and long fenders that will keep almost all water off your feet and anyone riding behind you. Just remember that these longer fenders can raise issues with roof racks.

Make this the year that you put style in its place and extend your reputation as an all-weather cyclist by adding fenders to your bike. Perhaps this could even affect your overall happiness, as in the story of the guy who got all kitted up for his weekly ride, topped off the pressure of his tires, opened the door to the garage, and looked out on a dreary deluge. The Saturday morning ride had become a tradition for him, but the prospect of long miles of being doused with ugly road water was just too much. Sadly, he closed the door, and quietly retreated to the house. As he crawled back into bed, he snuggled up to his spouse and whispered, “It's raining like mad out there.” “Can you believe my husband is out riding his bicycle in that s\_\_\_?” was the sleepy reply.

Yes, fenders can actually save your marriage, while keeping the decidedly unstylish skunk stripe off your back. 

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### L'Etape et Moi

Continued from page 10

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our group joined a few days later. I relaxed on pain killers, changing bandages three times a day. Alden did repeats on Ventoux. I also heard everyone's L'Etape tales. Everyone had suffered, especially on Ventoux, but many had very strong results and Carole Hakistan had finished 10th among the women.

I couldn't fly home until my collapsed lung healed, so I met my wife in Lyons after a few days in Venasque, found an apartment in the old section of the City, and spent the next several weeks on the mend, having my lungs checked every few days. Apart from the injuries, it was a delightful respite: under doctor's orders to take it easy in a fabulous French city. My wife returned home after a few days, I got settled, enrolled in French classes with a group of international students who dubbed me “Grand-père Knapp,” and had a grand time getting to know Lyon with my arm in a sling, a crutch at my side, and very little skin on my back. It was memorable.

My lungs eventually came back to life and with some mixed feelings about leaving Lyon, I booked a flight to Montreal and headed home. The airline knew of my condition and kindly gave me a first-class seat. My companion on the flight was a French woman my age, also recovering coincidentally from a collapsed lung. We shared stories the whole way.

**A fitting end to my L'Etape adventures.** 





# Tour de Lac Champlain

by TOM BROIDO

**D**o you realize there's a world class, multi-day bike tour right here in your backyard? That's right, a 360-mile circumnavigation of Lake Champlain is right here for your enjoyment! Lake views, international travel, Revolutionary War history, Adirondack kitsch, natural wonders, the birthplace of the US Navy, Vermont's land of milk and honey? Yup, they're all on the route. Do the math to pick your itinerary: nine days and 40 miles per day, six days averaging 60 miles a day or perhaps you'd prefer three days at 120 miles per day? Self-supported bike packing or bring a sag wagon and stay in hotels? The resources are there to plan your trip. Start right out your backdoor! Since it's the summer of 2021, I need to add a disclaimer: make sure to check travel restrictions to both Quebec and New York. Also check all accommodations along the way to make sure they are operational and if they require any special procedures.

In 2014, for our 40<sup>th</sup> high school reunion I did the ride with a group of classmates and spouses. We went for the 60 mile/day, sag wagon,

hotel version. It's easy to be flexible; some rode every mile, some joined for the first or the last few days, some rode part of every day, some were "special guests" for one day, and the sag wagon was piloted by a couple

of classmates who couldn't ride. You can easily do it with a group of cyclists with different fitness levels. Plan your own tour: ride straight through each day like a long GMBC VP ride or have everyone meet up for lunch with sandwiches on a town green or stop at a funky diner along the way. You can visit museums, galleries and revolutionary war forts if you like.

Let's start with the resources: the first step is to go to - <https://www.champlainbikeways.org/> where you can find routes, maps, accommodations and bike shops along the way. You can adjust the route to your liking, but the basic loop goes north from Burling-





ton through the Champlain Islands to Saint-Jean sur-Richelieu; then down through Rouses Point, NY and Plattsburgh. On the way north you can take the Burlington Bike Path followed by the Colchester Causeway with Local Motion's bike ferry and have relatively flat riding all the way through Quebec (check with Local Motion on the current operation of bike path and ferry - you can re-route via Mallets Bay if necessary). On the way back south you ride the flat farmlands of Quebec and northern NY, down into the bumpy edge of the lake, and right by the Ausable Chasm, one of the Adirondack's natural wonders. You go right through the historic villages of the New York "ports" on western Lake Champlain: Port Kent, Essex, Westport and Port Henry (keep an eye out for Champ!). The bottom of the loop is through Whitehall, NY where you cross the historic Champlain Canal and the birthplace of the US Navy. From there, head back north through lumpy southern Vermont. Once in the mid Champlain Valley it's dairy, apples and honey until you get back to BTV. As far as climbing goes, on both sides of the Lake the north is flat and the mid to south is quite hilly; no big gaps but lots of up and down. Depending on how you do it, there are some 3,000 to 6,000 foot elevation days around the bottom half of the Champlain Basin. To give you an idea, for our six-day tour the two longer days were Day 3 - 70 miles and just 1,450 feet of climbing in the north and Day 5 - 70 miles and 6,330 feet in the south. Although there's not much vertical, remember, the wind makes up for the hills in the northern Champlain Valley. By the way, if you have trouble finding digital versions of the route, I have them in both Strava and Garmin Connect and can share them!



Saint-Jean sur-Richelieu is a very bike friendly facility. There are some great restaurants near the Auberge Harris and they will transport you to dinner and back! They also have a secure, covered bike shelter for your trusty steed. Plan for mostly "American Family Style" on the New York side, but there are also some great gourmet delis and ice cream shops in the "ports". One of our favorite nights was our stay in a classic, run down, "no-tell" motel right out of 1960. The only cell phone reception was if you sat in the 1950s chaise lounge chairs next to the pool which was filled with soil and uncut grass! As the roadside neon sign

said, they are "Off Hi-Way, have Cool Air-Condition, TV and Room Phones! Oh, and it's "Open All Year, Nous Parlons Francais". It's not the wilderness, but it is an adventure.



PHOTOS: TOM BROIDO

If your plan is to stay in hotels, then check out the accommodations listings at the Champlain Bikeways website. I suggest you call ahead to confirm arrangements. The Champlain Islands have some well-known inns and the Auberge Harris in

There are some rough roads and dirt sections on the southern Vermont side, but this is a road bike route. The dirt in southern Vermont keeps you on the west side of Route 22A which is nice. Most roads are lightly traveled by car and the bike touring infrastructure in Quebec is top notch. Routes are marked with road signs in Quebec and parts of Vermont. The most important things are to enjoy the scenic ride, appreciate the history of our region, and bond with your group while experiencing this great local tour.

For those of you stuck working from home and looking for an 11-minute distraction there is a video chronicle of our 2014 Tour de Lac Champlain which is about to go viral on YouTube: <https://youtu.be/w69bdD3sEdk>.

# 2021 GMBC Time Trial Schedule

by KEVIN BESSETT

Subject to change! Stay up to date via the Listserv or visit [www.thegmbc.com](http://www.thegmbc.com)

**NOTE: All events start at 6:30 pm on Thursdays**

Date	Course Name	Timers* / Notes
May	6 Jonesville Short	D Barbic / K Bessett
	13 South Greenbush***	S Berry / K Bessett
	20 Jonesville***	K Bessett
	27 Huntington***	K Bessett
Jun	3 Smuggler's Notch	M & W Clifton / S Messier
	10 Jonesville***	J Willsey
	17 South Greenbush***	B Keats / D White
	24 Duxbury (gravel)	M Meredyth
Jul	1 Huntington***	D Rath
	8 Dunsmore	S Dupuis / G Van Den Noort
	15 South Greenbush***	J Bertelsen / T Dworshak
	22 Jonesville***	J Witmer
	29 Huntington***	J Williams
Aug	5 Jeffersonville North	S Messier
	12 Jonesville***	K Bessett
	19 Bolton Hill Climb	R Phillips / TBD
	26 <No Event - GMSR>	<If GMSR cancelled, TT may occur>

## 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, Huntington, and South Greenbush courses are averaged to determine an overall average. Those who post the fastest overall average speed in their age group will win a plaque. The overall fastest male and female will each receive a trophy to keep for one year. **Anyone can ride a championship course, but only GMBC members are eligible to compete.**

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

For info contact Kevin Bessett at [kevinbessett@gmavt.net](mailto:kevinbessett@gmavt.net)

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





# Course Descriptions (see website for detailed information)

by KEVIN BESSETT

## **Bolton Hill Climb: 6.86 mi.**

**Parking:** At rest area on Rt. 2 in Bolton (about two miles east intersection of Bolton Valley Rd. on Rt. 2).

**Start:** At parking area, head west on Rt. 2. Take right on to Bolton access road and finish at top.

**Caution:** It's a very fast descent off the mountain with a few sharp corners. **At top, keep voices down so not to bother residents!**

## **Dunsmore: 9.35 mi.**

**Parking:** St. Albans Bay Park parking lot.

**Start:** At opposite side of Route 36 from parking lot, and head north on 36. Right onto Newton Road and ride for several miles, then right onto Dunsmore Road. Finish on Dunsmore about 1/4 mile before route 36. Return to the parking area immediately after finishing the race.

## **Duxbury (gravel): 8.35 mi. This is a gravel road TT.**

**Parking:** Areas around intersection of Duxbury and Camel's Hump roads.

**Start:** At bridge just east of this intersection, head to Waterbury (road will change to pavement), turn ride West (changes back to dirt), past the start area and the Camel's Hump road, to where the dirt changes back to pavement.

**Caution:** Look for traffic when making U-turn.

## **Huntington: 12.71 mi.**

**Parking:** Brewster Pierce school in Huntington Ctr.

**Start:** Small bridge just north of the village. Head south on Huntington Rd. to junction of Rt. 17. Turn around and head back to start area.

**Caution:** Look for traffic when making U-turn.

## **Jeffersonville North: 16.59 mi.**

**Parking:** As Jeffersonville fishing access/pull-off on Rt. 108, just north of the rotary.

**Start:** End of guardrail on south side of parking area. Head north on Rt. 108 for 8.3 miles. The turnaround is at the top of the second steep climb. Head back to the start area.

**Caution:** Look for traffic when making U-turn.

## **Jonesville: 16.15 mi.**

**Parking:** Along Rt. 2 on east-bound lane (all wheels MUST be off the pavement so more space for passing bicycles and cars).

**Start:** On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the entrance to Sun Common building. Turn and head back to the start area.

**Caution:** Look for traffic when making U-turn.

## **Jonesville (Short Course): 11.3 mi.**

**Parking:** Smiley School.

**Start:** On Rt. 2 (1/5 mile east of Bolton Access Road), head east for 6 mi. to the entrance to Sun Common building. Turn and head back to the start area.

**Caution:** Look for traffic when making U-turn.

## **Smuggler's Notch: 6.13 mi. (first 3.2 miles is flat to rolling).**

**Parking:** Along Stebbins Road. Please keep the road clear.

**Start:** On Rt. 108 near intersection of Stebbins Road. Ride south on to finish just before large parking area at the top.

**Caution:** It is a very fast descent off the mountain with a few sharp corners.

## **South Greenbush: 8.32 mi.**

**Parking:** Off Thompson's Point Rd, in field on left just before the railroad track (about 200 meters west of intersection with Greenbush Rd).

**Start:** 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area.

**Caution:** Look for traffic when making U-turn.

## Instructions for Timers

**When to arrive:** 1/2 hour before start-time.

**Timing gear & instruction:** Provided by organizer.

Know the course and rules, and please:

- Enforce **helmet usage** and sharing the road.
- Make each rider **reads the guidance** prior to signing-up.
- **Inform** riders to **be discreet** if nature calls.
- Keep riders on **grass-side** of orange cones at **start area**.
- **Remind** riders to **yell start position** 10 meters before finish.

## Instructions for Riders

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

- Use a **bathroom** prior to arriving – if **nature calls**, be **discreet or be disqualified**.
- **Know the course**, turns, intersections, and danger spots.
- A **helmet** is mandatory at *all times* -- eye protection recommended.
- **NO RIDING TWO ABREAST.**
- **Always ride** on the **right side** of the travel lane **unless** in areas where riding in the lane is safest (such as on fast descents).
- Look behind you before passing or turning around.
- If you are **held up by traffic** at the **turnaround** point, let timers know -- your **time will be adjusted**.
- Your start position is the number of minutes you start after the event starts.
- A rider starts every 1-minute.
- Yell your start number 10 meters before finishing. 🚲



# GMBC Day Touring Rides

by PHYL NEWBECK

- All riders must fill out one waiver of liability per season.
- As long as Covid restrictions are in place, cyclists must sign up on-line prior to doing a GMBC ride.
- 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 have a signed waiver from 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.
- All riders should carry some basic tools including a pump or CO2 cartridge, tire levers, and a spare tube or patch kit.
- 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 in the Champlain Valley for later in the season, but the time and date is subject to change based on weather conditions. 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 are usually announced by Thursday and group size is limited.

## Beginner and Intermediate Rides for New Riders

**Date:** Saturday, May 1

**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:** Brian Howard – 304-0610 / [bjhowd@gmail.com](mailto:bjhowd@gmail.com)

**Co-leader:** David Jacobowitz – 578-8803  
[davidjacobowitz00v@gmail.com](mailto:davidjacobowitz00v@gmail.com)

**Date:** Saturday, May 15

**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



PHOTO CREDIT: LEE KROHN PHOTOGRAPHY

**Leader:** Amy Otten – 878-4070 / [amyotten@netscape.com](mailto:amyotten@netscape.com)  
**Co-leader:** Holly Creeks – 233-9013 / [creeksh@yahoo.com](mailto:creeksh@yahoo.com)

## Day Touring Rides

**Date:** Sunday, May 2

**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 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:** 9:15

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

**Leader:** Dorothy Pumo – 829-8729 / [dpumo5@gmail.com](mailto:dpumo5@gmail.com)

**Co-Leader:** Kerry Crosby – 578-3249  
[crosbykn@comcast.net](mailto:crosbykn@comcast.net)

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



**Date: Sunday, May 9**

**Ride:** Vergennes Voyager – 26-mile rolling (E) or 39-mile flat to rolling (E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride heads toward Kingsland Bay State Park before heading south to Middlebury.

**Meeting Time:** 9:15

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

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

**Co-leader:** Brian Howard – 304-0610 / bjhowd@gmail.com

**Social Ride Leader:** Donna Leban – 862-1901

lightspd@comcast.net

**Date: Saturday, May 15**

**Gravel Ride:** Almost in Canada Mostly Unpaved – 25 miles (M) with over 1,300 feet of climbing on dirt and gravel back roads in Sheldon and Franklin, past many small farms, with great views of Jay Peak and Mt. Mansfield. There are some quiet sections of pavement and short sections on the Missisquoi Valley Rail Trail and the rail bed that will be part of the Lamoille Valley Rail Trail when that trail is completed. Hammerheads can add a leaderless self-guided loop to the far end that would make their ride 47 miles with 2,851 feet of climbing.

**Meeting Time:** 9:45

**Meeting Place:** Missisquoi Valley Rail Trail kiosk/parking behind Bourdeau Brothers Feed and Fertilizer off Route 105 at 25 Severance Road, Sheldon

**Leader:** Russ Ford – 777-9664 / russell.f.ford@gmail.com

**Co-Leader:** Hilary Frost Warner – 603-223-9940

hilaryfrostwarner@gmail.com

**Date: Sunday, May 16**

**Ride:** Kingsland Bay – The 35-mile (E/M) ride rolls from Shelburne through Charlotte to Kingsland Bay Park and back. The 51-mile (M) ride heads towards Vergennes and climbs to Monkton Ridge, returning through Hinesburg and a 65-mile (M/S) option heads into Huntington but will not have a leader.

**Meeting Time:** 9:15

**Meeting Place:** Shelburne Village Shopping Center

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

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

**Social Ride Leader:** Donna Leban – 862-1901

lightspd@comcast.net

**Date: Sunday, May 23**

**Ride:** Grand Isles Flats – One of the flattest rides of the season. The 28-mile ride (E) circles Grand Isle. Riders on the 60-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.

**Meeting Time:** 9:15

**Meeting Place:** Folsom School, South Street in South Hero.

**Leader:** Susie Ridzon – 734-4429 / nozdirs@gmail.com

**Co-Leader:** Dorothy Pumo – 829-8729

dpumo5@gmail.com

**Social Ride Leader:** Donna Leban – 862-1901

lightspd@comcast.net

**Date: Saturday, May 29**

**Gravel Ride:** Stone Walls and Solar Panels – This scenic 30-mile (M) ride goes from Underhill to Cambridge on mostly dirt and gravel roads past a myriad of old stone walls and not so old solar panels. Our midway point is the store at the end of Upper Pleasant Valley Road in Cambridge. If there is sufficient interest, at the end of the ride we can add an extra seven miles roundtrip to Poorhouse Pies in Underhill to share a delicious treat.

**Meeting Time:** 9:15

**Meeting Place:** St. Thomas Church of Underhill, 6 Green Street

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

**Co-Leader:** Phil Littler - 309-2464 / phil.littler@me.com

**Date: Sunday, May 30**

**Ride:** St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35-mile (E/M) route goes out to Kill Kare State 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:** 9:15

**Meeting Place:** Georgia Park and Ride

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

**Co-Leader:** Amy Otten - 878-4070

amyotten@netscape.com

**Social Ride Leader:** Donna Leban – 862-1901

lightspd@comcast.net

**Date: Sunday, June 6**

**Ride:** Monkton Ridge Ride - Three options; 23 (E), 38 (M) and 43 (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. Lots of food stops available along the way.

**Meeting Time:** 8:45

**Meeting Place:** Shelburne Village Shopping Center

**Leader:** Phil Littler - 309-2464 / phil.littler@me.com

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

**Date: Sunday, June 13**

**Ride:** Jaunt from Jasper Mine – This 60-mile rolling hill ride (M/S) passes through Georgia and Milton before heading to St. Albans Bay for a break by the bay and over to Swanton. The shorter, 40-mile version (M) turns around after the break stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain. There is only one store on the ride and it is at the point where the two rides separate.

**Meeting Time:** 8:45

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

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

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



**Date: Sunday, June 20**

**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 route is 47 miles (M/S) and continues through North Ferrisburgh to the lake and back through Hinesburg.

**Meeting Time:** 8:45

**Meeting Place:** Williston Central School by the tennis courts

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

**Co-Leader:** Hilary Frost Warner – 603-223-9940 / hilary-frostwarner@gmail.com

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

**Date: Saturday, June 26**

**Gravel Ride:** Presidential Pedaling – 37 (M/S) with almost 3,000 feet of climbing. Ride past the birthplace of President Chester Arthur on a rolling loop through Fairfield and Bakersfield on gravel and quiet paved roads.

**Meeting Time:** 9:15

**Meeting Place:** Chester's Bakery on Route 36 in Fairfield

**Leader:** Russ Ford – 777-9664 / russell.f.ford@gmail.com

**Co-Leader:** John Zelig – 324-4063 / jzeligvt@gmail.com

**Date: Saturday, June 26**

**Ride:** NEK Gravel Weekend - Two Mountain Gravel - Class 2, 3 and 4 roads over Kirby Mountain to one of the most beautiful valleys in the Northeast Kingdom and beyond. Two variations to get there - one via more Class 4 road. Then both travel along the lovely and relatively flat River Road to Gallup Mills and then up over Victory, back to 114 and East Burke.

**Meeting Time:** 9:30

**Meeting Place:** Mike's Tiki Bar parking (if that is full, then the log yard, Kingdom Trails parking just before East Burke). We will meet by the Tiki Bar.

**Co-Leaders:** Pat Stabler and Tom Evers - 781-929-9085 everstab@verizon.net

*For Friday and/or Saturday night, cyclists can stay at Tom and Pat's house in Lyndonville, just outside of East Burke. Vaccinated folks can lobby early for a spot inside the house but there is plenty of camping in the yard. After the ride, drinks at the Tiki Bar.*

**Date: Sunday, June 27**

**Ride:** NEK Gravel Weekend – Wheeling around Willoughby – This is a lovely ride on gravel roads, including both class 4 and a CCC road through Willoughby State Forest. It starts at the north end of Lake Willoughby, traveling counterclockwise around the lake. The route heads to the west side of the lake and then by Wheeler Mountain on a Class 4 road, goes out to Route 5 briefly, and then the CCC road through the state forest to Route 5A. After a steep climb up to Newark Pond, the route climbs more on a Class 4 road up and down to Long Pond and back out

to Lake Willoughby. Swimming at the lake afterwards.

**Meeting Time:** 9:30

**Meeting Place:** Parking (includes toilets) at the north end of Lake Willoughby

**Co-Leaders:** Pat Stabler and Tom Evers - 781-929-9085 everstab@verizon.net

**Date: Sunday, June 27**

**Ride:** \*\* NEW \*\* Way to Weybridge – 64 mile (M) rolling hills from Shelburne through Vergennes and on to Weybridge. There are a number of food options in Vergennes for either the outgoing or return trip or both.

**Meeting Time:** 8:45

**Meeting Place:** Shelburne Village Shopping Center

**Leader:** Allan Kunigis – 324-9958 / akunigis@gmail.com

**Co-Leader:** Susie Ridzon – 734-4429 /nozdirs@gmail.com

**Date: Saturday, July 10**

**Ride:** Upper Valley Weekend - Horse Country Ride - All three rides start in South Royalton. The 26-mile ride (M) will travel north to Chelsea and return; the 40-mile ride (M/S) continues up Route 110 to the top of the hill in Washington and back; and the 51-mile version (S) goes to Chelsea, up to the Vershire Heights, then down into





the Connecticut River valley, back through Strafford and Sharon. There is a country store in Chelsea, and additional ones in West Fairlee and Strafford on the long ride.

**Meeting Time:** 9:15

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

**Leaders:** Pat Stabler and Tom Evers - 781-929-9085 / everstab@verizon.net

**Co-Leader:** Bryan Harrington – 282-7647  
alpinefogman@yahoo.com

*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 information about the camping.*

**Date: Sunday, July 11**

Upper Valley Weekend – Pomfret Pedaling – This 50-mile ride (M/S) travels along the White River before heading through Pomfret and into Barnard with a stop at the excellent general store by lovely Silver Lake. North Road provides you with some lovely views to the west, then back on Routes 107 and 14 to the Royalton green.

**Meeting Time:** 9:00

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

**Leader:** Bryan Harrington – 282-7647 / alpinefogman@yahoo.com

**Co-Leaders:** Pat Stabler and Tom Evers - 781-929-9085 everstab@verizon.net

**Date: Sunday, July 11**

**Ride:** Champlain Bridge Ride – This ride heads 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.

**Meeting Time:** 8:45

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

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

**There is no co-leader for this ride**

**Date: Sunday, July 18**

**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

**Date: Sunday, July 25**

**Ride:** Waitsfield and Waterfalls - Enjoy a scenic tour through the countryside of Waitsfield and Warren with a visit to Moss Glen Falls south of Warren (not the one in Stowe). Turn around at the falls for a 35 mile (M) ride or continue up Middlebury Gap with a stop at Texas Falls for a 60 mile (M/S) ride. A visit to the Warren Store is always popular and the general store in Hancock provides an additional respite for those on the long ride.

**Meeting Time:** 8:45

**Meeting Place:** Waitsfield Elementary School.

**Leader:** Brian Howard – 304-0610 / bjhowd@gmail.com

**There is no co-leader for this ride**


**Date: Sunday, August 1**

**Ride:** Covered Bridges of Franklin and Lamoille County – The hilly 41-mile loop (M) goes through Eden and Johnson, while the 55-mile ride (M/S) passes more covered bridges in Montgomery Center, returning through Bakersfield. The Blue Bike Café in Montgomery is a great stop for espresso and pastries if they have reopened. There is also a grocery store in Montgomery.

**Meeting Time:** 8:45


**Meeting Place:** Jeffersonville Fish and Wildlife Access (3/10<sup>th</sup> mile north of Route 15 and Route 108 intersection, across the bridge).

**Leader:** George Thabault – 598-3409 gthabault@gmail.com

**Co-Leader:** Tom Kennedy – 735-5359 etomkenedy@gmail.com 

# The 200-on-100, an Epic Vermont Ride

By STEVE BARNER

I usually cringe at the use of the word “epic” to describe bicycle rides, but in its vernacular use, the 200-on-100 earns that adjective. Our version of the ride dates back to 1984 and this June 26<sup>th</sup> will be its 21<sup>st</sup> run. The name comes from its mostly following Vermont’s Route 100 for over 200 miles, from the Canadian border at North Troy to the Massachusetts state line south of Readsboro. Just in case the distance alone doesn’t make the ride tough enough, there are a trio of increasingly difficult climbs in the second half that are akin to being hit harder and harder by a giant hammer, culminating in a 12-mile climb up the backside of Mt. Snow at mile 170. It is a challenging, but rewarding ride that has been attempted by many hundreds of cyclists over the years, with nothing but praise, even by those who did not make it the entire distance. There are no fees or rules, though registration is encouraged. Complete information is available at <http://200-on-100.org>. The 200-on-100 is not a GMBC sanctioned event. 

# GMBC Clothing Inventory

by JOHN WITMER

**G**MBC's clothing is all new for 2021. It's an all new design, and from a new provider: Bioracer. There are some images on page 5 of this issue of *Perspectives*, and on the GMBC website; take a look!

GMBC places two clothing orders each year. The first was already placed on Mar 22, and should ship late May. The second order due date is May 24, and will ship late July. Up-to-date information is always available on the GMBC website.



**To order inventory clothing,** use the inventory order form on the GMBC website or on the next page. The web order form reflects the current inventory. Alternatively, you may use the order form below. Mail it to the address below along with a check made out to GMBC. Inventory 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 Voler sizing: jackets and arm warmers are in men's sizes only. For women who may want men's size items, please note that women's sizes run about one size smaller than men's. For example, if you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug.

**Voler's sizing chart:** <https://www.voler.com/fitguide>

## Inventory Clothing Order Total

**Clothing Total: \$** \_\_\_\_\_

Shipping: 1 item - \$4.00

2 items - 7.50

3 or more - \$9.00

**Shipping:** \_\_\_\_\_

**Grand Total: \$** \_\_\_\_\_

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Write checks to: GMBC**

**Mail to: John Witmer  
147 Lamplite Lane  
Williston, VT 05495**

**Questions: 864-5897 or  
[witmerjohn@yahoo.com](mailto:witmerjohn@yahoo.com)**



# GMBC Inventory Clothing Order Form

Price	Size	Quan	Total	Year/Item
\$53				2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
\$60				2018 Shorts (GMBC/Synergy) (M)
\$53				2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M,L)
\$59				2017 Shorts (GMBC/Synergy) (M,L)
\$17				2017 Arm Warmers (GMBC/Synergy) (M,L)
\$17				2017 Gloves (GMBC) (M)
\$47				2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
\$50				2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (XL)
\$50				2016 Shorts (GMBC/Synergy) (M)
\$52				2016 Bib Shorts (GMBC/Synergy) (L)
\$47				2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
\$50				2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
\$52				2015 Bib Shorts (GMBC/Synergy) (S,L,XL)
\$20				2015 Aero Shoe Covers (GMBC/Synergy) (L)
\$15				2015 Gloves (GMBC) (L)
\$47				2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
\$52				2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
\$50				2014 Shorts (GMBC/Synergy) (M)
\$47				2013 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (XL)
\$52				2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
\$52				2013 Bib Shorts (GMBC/Synergy) (XL)
\$20				2013 Arm Warmers (GMBC/Synergy) (L)
\$37				2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)
\$35				2012 Shorts (GMBC/Synergy) (S,XL)
\$ 7				2012 Arm Warmers (GMBC/Synergy) (M,L)
\$10				2012 Aero Shoe Covers (GMBC) (M)
\$ 7				2011 Arm Warmers (GMBC/Synergy) (M,L)
\$35				2011 Wind Shell Jacket (GMBC/Synergy) (L)
\$ 5				2011 Gloves (GMBC) (S)
\$35				2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
\$37				2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
\$37				2010 Bib Shorts (GMBC/Synergy) (S)
\$ 7				2010 Arm Warmers (GMBC/Synergy) (M,L)
\$35				2010 Wind Shell Jacket (GMBC/Synergy) (XS)
\$40				2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
\$35				2009 Shorts (GMBC/Flatbread) (XL)
\$ 5				2009 Gloves (GMBC) (S-L)
\$12				2002 Short Sleeve Jersey (Invensys) (WM,WL)



# News from the Richard Tom Foundation

by JOHN WILLIAMS AND RTF BOARD

In the face of Covid-19, the Richard Tom Foundation (RTF), has by no means been sitting idle! We have several important plans and programs in the works.

**1** We have joined forces in a non-financial partnership with Jackalope Northeast Sports to create a new kind of cycling team named **Jackalope Northeast Cycling in Collaboration with the Richard Tom Foundation** ([www.jackalopesportsgroup.com/cycling-team](http://www.jackalopesportsgroup.com/cycling-team)). Following many discussions with founders Josh Saxe and Jared Katz, the RTF Board of Directors judged unanimously that the philosophy and goals of Jackalope NE Cycling overlap and even strengthen our advocacy for safe roads and riding practices, community meets cycling, diversity, and mutual support of events. We look forward to this collaboration and to seeing Jackalope riders in their stylish new kits participating in and supporting RTF events.

**2** Even in this pandemic year, we have continued our financial support to **Little Bellas MTB camps** for young girls and to **Local Motion** for the important advocacy work that they continue to do for us as vulnerable riders, runners, and walkers.

**3** We have resources available to support a few girls or boys to attend **Catamount Outdoor Family Center MTB camp**. If you know of a child who could benefit from this program, please let me know (see email address below)

**4** **RTF Bikes for Free (BFF) Program.** In 2020 we gave away new or reconditioned bikes to children who did not easily have access to a bike. A new helmet was provided, also free

of charge, to each recipient. We hope to expand this program in 2021 because Richard Tom and all of RTF believe it is important for children to experience the freedom and adventure associated with cycling around the neighborhood and beyond. We are seeking ways to expand this program for 2021 by reaching out to area schools, Old Spokes Home, and Rotary Clubs. If you can identify a child (or adult!) in need of a bike, please let me know at [jbikenski@gmail.com](mailto:jbikenski@gmail.com). Or if you have a quality bike that needs repurposing, RTF has our own in-house experts (Chris Morrissey aka "CMO" of Cool Motion Sports, LLC, Bristol Vermont, and Matt Lyon of VBT) who contribute the skills, tools and parts needed to return any bike to "as new"!

## **5** RTF Upcoming events:

### *Richard's Ride:*

With the pandemic not quite over, we have decided to postpone the full *Richard's Ride* until October 9 to be staged from Cochran's Ski Area. *Richard's Ride* will include a wide array of cycling opportunities ranging from children's rides, easy adult road routes, challenging adult road routes, gravel routes, and kick-butt MTB trail riding. Check our website for updates at <https://www.richtomfoundation.com/>.

### *Burlington Criterium Kids' Crit:*

RTF will return as **Title Sponsor for the 2021 GMSR Criterium** which we hope can take place this year on Labor Day. The *Kids' Crit* is arguably the most loved and exciting race of the day, when upwards of 40 children ride shortened criterium loops. We look forward to help from Jackalope NE Cycling/RTF as lead



and follow riders for this event. Its free for kids ages 7-11!

### *Informal GMBC/RTF gravel ride:*

We are filling the May slot (where *Richard's Ride* is traditionally scheduled) with an **informal gravel ride on Saturday, May 22** in coordination with the GMBC VP Ride series. This will be staged from Cochran's Ski Area – very similar to our fall 2020 event. We will have at least two challenging, mapped routes with shorter easier routes also available. This event is free (donations to RTF accepted) and burgers and brats will be provided by RTF following the ride. Watch for updates on the GMBC List-serve, website (<https://thegmbc.com/>), and RTF Website.

**Most importantly, we remember Richard Tom in this 6<sup>th</sup> year after he was taken from us in a tragic way.**

**Our foundation continues to expand the spirit and legacy of a friend we all cared for deeply.** 🚴



**Richard Tom  
FOUNDATION**

**Love Bikes, Love Life, Love Richard! [www.richtomfoundation.com](http://www.richtomfoundation.com)**



# GMBC Sponsors & Friends



**Richard Tom  
FOUNDATION**



**Thanks for  
your support!**

# GMBC Club Membership

A single adult membership is \$25 and a family membership is \$30.  
Cyclists who are age 17 and under can join for just \$10.

The membership year runs from January 1st to December 31st,  
with lots of great benefits.

Members, encourage your friends to join!  
For more information and the membership form visit  
**<https://thegmbc.com/membership/>**

# GMBC Officers

Position .....	Name .....	Email
President .....	Kevin Bessett.....	kevinbessett@gmavt.net
Vice President .....	John Williams.....	jbikenski@gmail.com
Treasurer .....	John Bertelsen.....	jo.bertel@gmail.com
Secretary .....	Chris Johnson.....	cajohnson42@gmail.com
Touring Chair .....	Phyl Newbeck .....	phyl@together.net
Time Trial (TT) Chair .....	Kevin Bessett.....	kevinbessett@gmavt.net
Race Team Chairs .....	Jared Katz.....	jdkatzvt@mac.com
	Joshua Saxe .....	saxejoshua@gmail.com
Burlington Crit Co-chair .....	Tom Moody .....	tmoody@drm.com
Practice Crit Chair .....	Andre Sturm.....	andre.sturm@earthlink.net
Advocacy Chair .....	Vacant	
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Newsletter Production .....	Sue Storey .....	sstorey@gmavt.net
Webmaster .....	Dorothy Pumo.....	grn.mtn.bike@gmail.com

**For information on GMBC clothing, visit  
<https://thegmbc.com/club-clothing/>**



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



**[facebook.com/GreenMountainBikeClub](https://facebook.com/GreenMountainBikeClub)**



## **Perspectives**

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