



Perspectives

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We Made It

by PHYL NEWBECK

Vermonters did a great job of masking, distancing, and being careful during the worst of the pandemic and as a result, we were the first state to reach the 80% vaccination rate. Last year, some coped by riding in the comfort of their living rooms or heading out on the road solo or in small groups. We started this season with Covid restrictions in place but we're happy to have emerged from the pandemic and are back to having a full touring schedule, Tuesday and Wednesday night rides, VP rides, time trials and even practice crits. 🚲

Give yourselves a pat on the back, GMBC'ers. We made it.



PHOTO CREDIT: JOHN BERTELSEN



From the desk of the VP

by JOHN WILLIAMS



PHOTO: JOHN WILLIAMS

Breathe deeply and exhale! We have surpassed 80% Covid vaccinations in Vermont and cases have dropped dramatically. It has been a long, long challenging year yet most of us maintained great fitness and mental sanity by riding solo, in small groups, or indoors during the pandemic year. Great work!

Wednesday Rides:

GMBC Wednesday Rides resumed in May after a year-long hiatus. We have had great turnouts with numbers varying from 20s to 30 or more. Although we suspended rides for 2020 it seems like we immediately picked up from 2019 with familiar suspects and groupings reappearing. This year we have had several new riders, especially women. Each of them has caught on quickly to the skills and attentiveness required for group riding while realizing the joy of riding with others.

Although Covid restrictions have now been suspended in Vermont, we will likely maintain some aspects of the sign-up process without the Covid questions. It is very helpful for ride leaders to be able to view the anticipated number of riders, identify new riders, and especially to have phone numbers available. As we continue pre-ride signups through the ride season, it will be thanks to **Dorothy Pumo**, who developed the signup protocol, and thanks to **each of you** for being willing to register for each ride. You will be welcomed to GMBC Wednesday and Saturday VP rides, even if you do not pre-register.

***Thanks to all participants in the Wednesday Rides –
let's continue to keep things safe and ride responsibly!***

VP Rides:

We also initiated the GMBC VP rides in May. We have already visited several local vertical-oriented locations: Baby Gap, App Gap, Smugglers' Notch, and Bolton Access with many strong riders participating. Be ready for more to come! Many of us rode the *Bike for the Lake* full or metric century in June. Except for a brief squall which many riders escaped, but I experienced full frontal, the weather was perfect. It was great to see many GMBC riders supporting a cleaner and better Lake Champlain. Except for a few miles on Route 78, the roads were quiet, scenic, and a pleasure to ride. The islands offer one of the few "flat" routes available in Vermont. For those adverse to gravel with skinny tires, West Shore Road leading toward South Road (South Hero) is now completely paved. 🚲

Ride safely, stay strong, have fun!



It's All in the Counting

by STEVE BARNER

Back in the early 1980s, I was working at the Ski Rack and there was a guy I'll call "Stan" (not his real name) who was a "yo-yo employee." Stan was a wonderful guy, quite a bit older than the rest of the crew, and he had a bit of a habit of landing a better job, calling out some person of authority who had been promoted beyond their ability, getting fired, and then coming back to the shop for a few months before starting the cycle again.

One Monday morning, Stan came in all excited and said "My daughter and I did the Walk-a-Thon yesterday, and we walked 10 miles! Well, they weren't real miles. They were those short miles—those K miles." Everyone in the shop cracked up. It was classic Stan.

This was only a few years after the failed effort by the Carter administration to complete the conversion of the various US measuring systems to SI units, a conversion that had begun under Thomas Jefferson. Those of us in the bicycle and ski industries were more comfortable in the metric system than the average American, yet in cycling we still counted distance in miles, which seemed only natural, since Ronnie had ripped Jimmie's kph signs down from the highways and byways. Bumper stickers proclaiming "We ain't metric" had been plastered on thousands of vehicles. 'Metric centuries' were for those who couldn't go the full distance. It was a very odd situation considering our proximity to Canada, which had smoothly completed the shift in 1975. Give credit to Mexico, which had beat them by over a hundred years.

Most US industries have since quietly moved to the metric system, especially those focused on mechanical engineering (though not US-

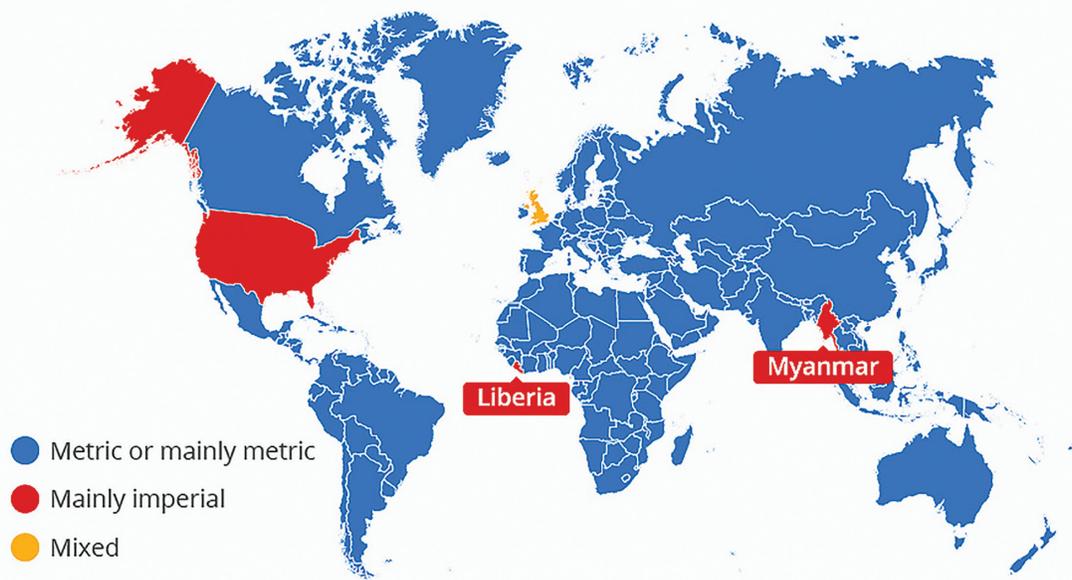
made lawn mowers!). I've been thinking about it for a while now, in terms of all the computers I have on bicycles. I like a small, dedicated, non-GPS computer on the handlebars, and the battery in one of these typically lasts a bit over a year. Every time I re-enter the bike settings after replacing the battery, I consider whether it's time to keep the default km. This year I decided to make the switch and, as I was going through the fleet, I set all of them to km instead of miles.

What a difference this simple switch to metric has made! I am riding faster and farther than ever before. Now, instead of feeling bad because I am only doing 18 instead of a more competent 20, I am screaming along at 30. My distance has also taken an over 60% jump. The only thing that hasn't changed is my heart rate. I swear when I look in the mirror I'm better looking, too, but my wife says I'm actually slipping the other way.

So, if you're at the age where you start to prefer a jersey not because of its looks, but because it has a full-length zipper, consider jumping ship and moving America a tiny step closer to joining the rest of the world. Skip the steroids and switch to K-Miles, instead, for an instant performance boost. 🚲

Where in the World Do People Use Metric and Imperial?

Countries which used the metric or the imperial system for measurements in 2019



In Canada, Australia, India and some other former Commonwealth countries vital statistics, living and commercial spaces, oven temperatures and recipe measurements might still be imperial.

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Sources: U.S. Metric Association, Metric Pioneer, Metric Views, Trip Advisor

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News from the Richard Tom Foundation

by JOHN WILLIAMS

Hi folks, here is an overview of the Richard Tom Foundation's (RTF) recent activities and plans:

GMBC/RTF Gravel Ride major fun and success!

RTF and GMBC joined forces to host a gravel ride from Cochran's Ski Area on May 22. About 50 riders participated, riding one of two routes. The shorter loop included a splash of Class IV (Johnny Brook and Cross Vermont Trail), and a dose of testy climbs (Kenyon, Taft, and Shaker Hill) with near 3,000' of climbing over 35 miles. The longer loop included the above plus a Stage Road climb for an additional 1,000' of climbing over 50 miles. This gravel ride replaced the normal timing for *Richard's Ride* which has been rescheduled for October 9 this year due to ongoing Covid restrictions. While the gravel ride was offered at no cost to riders, RTF received many generous donations which will help us continue our good work within the cycling community (as shown below). Thank you all! RTF provided post-ride burgers and brats and the post-ride camaraderie was palpable!



PHOTO CREDIT: TOM BROIDO

Bikes for Friends (BFF):

We have renamed our BFF program *Bikes for Friends* replacing "Bikes for Free" in the hopes of minimizing any sensitivities that may be associated with the word "free". However,

we remain committed to supplying bikes (new or reconditioned) at no cost to children who may not have the opportunity or means to acquire a high-quality bike. Each child also receives a new helmet and some coaching/instruction toward maintenance

and care as they take ownership. This program was generated last year with the concept that **all** children (and possibly their parents) should experience the freedom, adventure, and healthy lifestyle that come with riding a bike. Richard Tom especially loved helping children pick out their first (or next) bike during his work at Earl's Cyclery and Fitness.

We have expanded the BFF program geographically by developing partnerships and agreements with area organizations and bike shops:

Cool Motion Outdoor Sports (CMOS) in Bristol owned by Chris Morrissey:

"CMO" has generously donated time, bikes, and parts to provide bikes to several kids in the Bristol area. RTF provides a reimbursement program to CMOS for equipment-related expenses.

Old Spokes Home (OSH):

RTF has partnered with OSH through their *Everybody Bikes* Program. RTF subsidizes a portion of the bike value, bike parts, and bike locks so that qualified recipients take ownership of a bike and accessories at no cost. Recipients are coached to help build and customize their bikes. At least three bikes have already been awarded this year.

Cambridge Area Rotary (CAR):

This new partnership expands our BFF geographical range north through financial support

Love Bikes, Love Life, Love Richard!



to CAR and *Bootlegger Bikes* of Jeffersonville. CAR Board Members will be tasked with identifying qualified children to receive bikes and help locate bikes for reconditioning at Bootlegger Bikes.

Bikes needed!

These days, new or used bikes are difficult to find. Therefore, if you are aware of a bike of reasonable quality (above department store grade) and condition, we would love to have a transfer to RTF so that we can match it to a child (or adult) through our BFF program. Also, if you know of a child or family potentially needing a bike, please let us know (jbikenski@gmail.com). RTF has established guidelines that are used to identify a qualified recipient.

GMSR Kids' Crit and GMSR Title Sponsorship:



PHOTO CREDIT: JARED KATZ

The Green Mountain Stage Race is on for 2021! With four days of racing through the Labor Day weekend, the Richard Tom Foundation continues as Title Sponsor for the Labor Day Criterium in Burlington.

Some hold the view that the RTF *Kids' Crit* is the highlight of a full day of criterium racing! Each of two groups of riders (ages 7-8 and 9-11) line up at the start line for loops through a shortened version of the criterium course during the noon hour. Imagine the thrill these children feel having access to Burlington's downtown roads with millions (or maybe hundreds?) of cheering families and fans! Safety riders will lead and follow each group. This event is free with medals awarded to each child and some prizes will be available. You can register your child through the GMSR website/BikeReg: The Green Mountain Stage Race Online Registration (bikereg.com). Race day registrations are also available. Some kids have already registered – be sure to register your child soon!

Jackalope Northeast Cycling (JNEC) in Collaboration with the Richard Tom Foundation:

We are pleased with the collaboration with the Jackalope Sports Cycling Program! This non-financial partnership is grounded in our shared mission: to be advocates for, and to be creators of safer cycling infrastructure, roadways, and policies and to provide resources and welcoming opportunities to all cyclists, including BIPOC, LBGTQ+, and youth cyclists of all experiences and levels. JNEC stresses inclusion, acceptance, and community both on and off the bike. JNEC is a team where personal performance and finding your best "you" are overarching goals. Through this collaboration, RTF has the opportunity to support qualifying junior racers in their pursuit of excellence in the sport.

Our collaborative plan is to support each other's events via participation and volunteering. In fact, volunteering for cycling



Richard Tom FOUNDATION

related safety, infrastructure and advocacy is a required component of JNEC team membership. RTF and JNEC will work together to articulate and create a larger and stronger voice on our common missions. You can identify JNEC members by their colorful new kit with "Richard Tom Foundation" prominently displayed on the side panels. You can learn more at: <https://www.jackalopesportsgroup.com/cycling-team>.

Richard's Ride 2021:

The 2021 *Richard's Ride* has been scheduled for **Saturday, October 9**, staged from Cochran's Ski Area. This is our primary event each calendar year. Traditionally this ride is scheduled in May but we postponed until October due to Covid-19 considerations. *Richard's Ride* will include routes available for children and families along with road, gravel, and mountain bike routes attractive to experienced riders. Registration will be available through BikeReg. We will provide more details through the GMBC listserv, so stay tuned and mark the date on your calendar! 🚲

www.richardtomfoundation.com

Zwift the World of Virtual Biking- Pandemic Survival Avenue

by BRIAN HOWARD

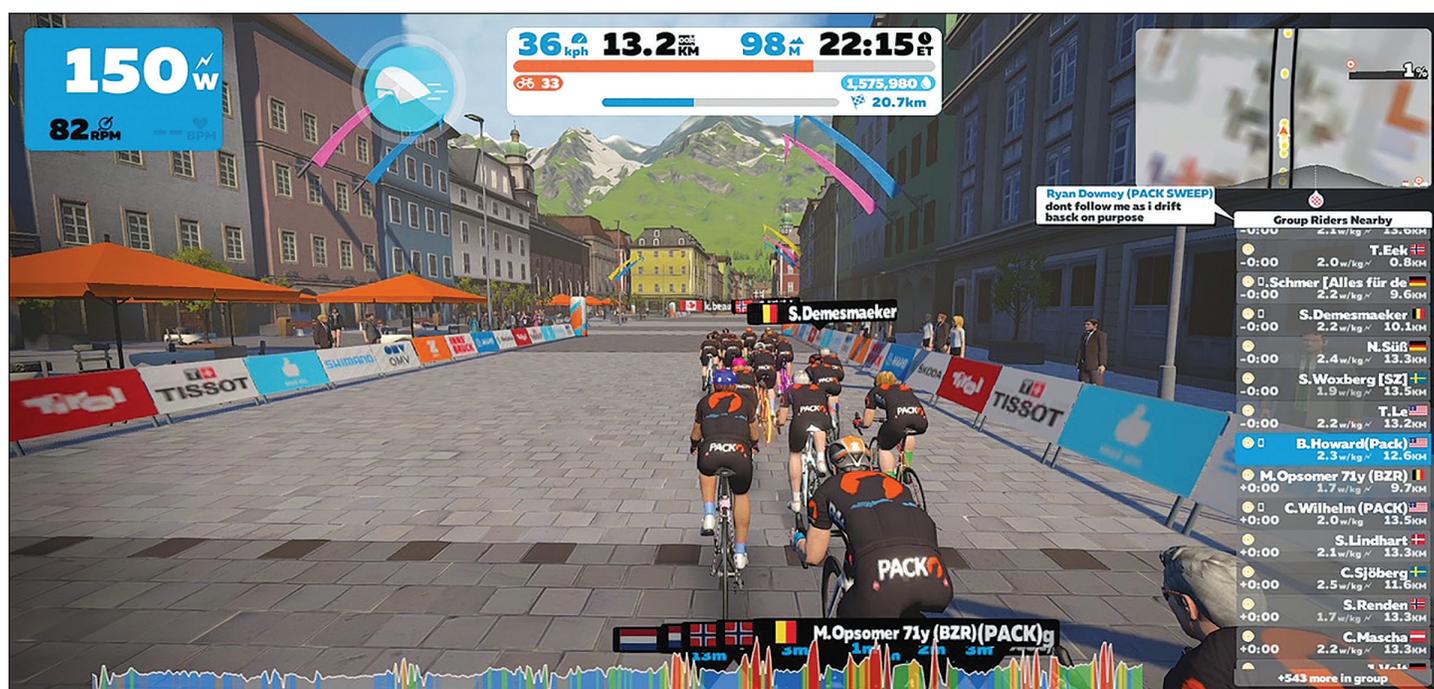
I entered the world of virtual biking in the fall of 2018 and have never looked back. What started as a way to keep my bike legs in shape during the off season turned into an almost daily habit. It kept me sane during the recent isolated times of Covid, when seeing anyone was off limits and most of us found our lives changed dramatically.

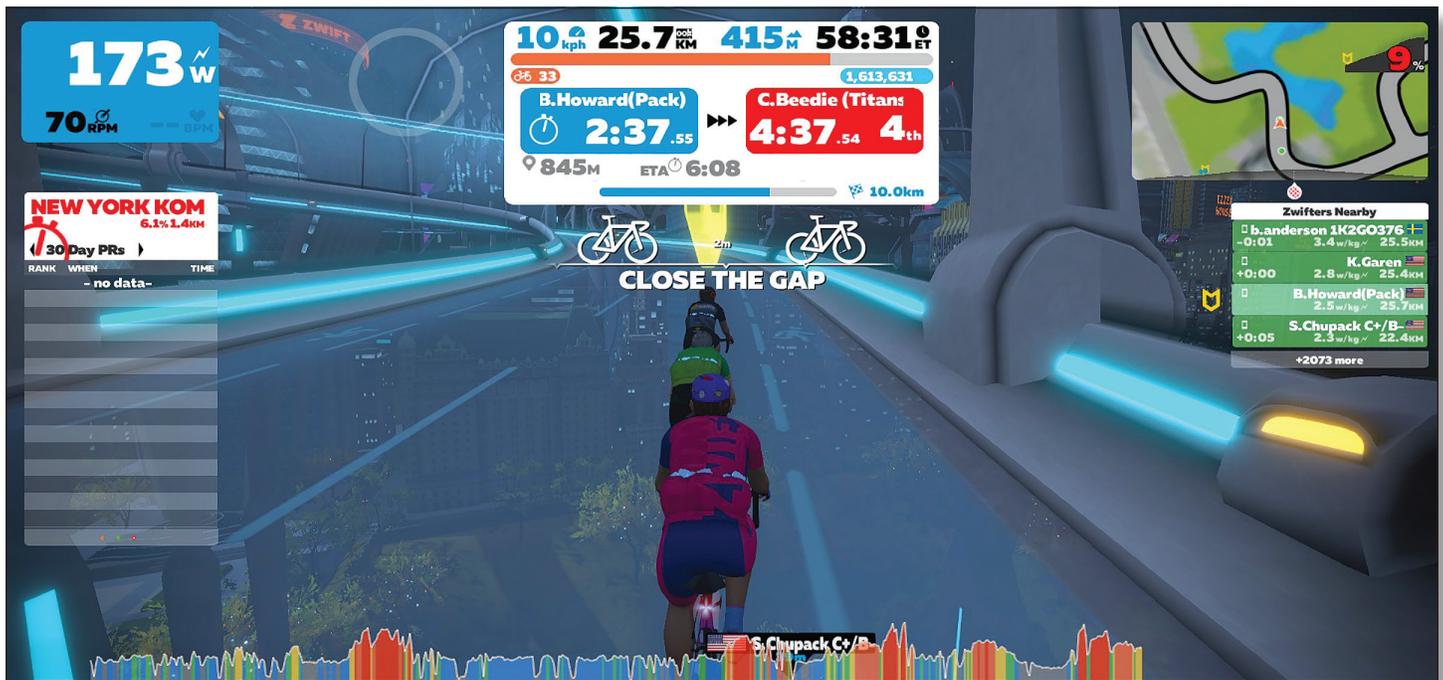
Zwift is a virtual world of biking which offers a variety of levels from casual group rides to race events. You can create your own rides or ride solo. I like to ride in a group similar to our GMBC club rides, and be able to socialize whenever I can. Zwift supports a variety of trainers including smart trainers which connect to your PC or Mac via ANT+ dongle or Bluetooth. ANT is a proprietary multicast wireless sensor network technology designed and marketed by ANT Wireless. It is primarily used for sports and fitness sensors. Ant+ is a lower powered device that was developed in 2004 by Dynastream who was later acquired by Garmin. Smart trainers incorporate sensors for speed, cadence, and power output. Zwift has a whole list of compatible trainers that work with their program.

For those new to virtual riding like Zwift, you create an avatar of yourself along with various bike types. Zwift runs on either Mac or PC platforms and also has a Companion app which runs on IOS and Android based phones. The Companion app is mostly for chatting and

seeing a mini map of the ride and is key for keeping track of the group and the ride leader who displays a yellow chevron above his/her avatar. The sweeper has a red chevron. If you desire to communicate via voice conversations with other riders, some of the Zwift groups have a Discord URL link where you can join in using a third party app which is downloaded to your smartphone or mobile device. Discord was initially started for gamers, but also has been adopted up by Zwift groups for group ride socialization.

My first experiences with Zwift were overwhelming. What rides should I do? How do I know I won't get left behind, so on and so forth? Well, first you have to figure out where your power factor lies. Watts/KG is a power to weight ratio on which all of the rides are centered, unless you ride solo. Unless you ride on pancake-flat surfaces, improving your weight ratio is a must. Power-to-weight ratio matters because it's a great predictor of performance. Take two cyclists: Cyclist A can sustain a maximum power output of 250W while Cyclist B can only manage 225W. On a perfectly flat, smooth indoor track (where gravity is not an issue) we can confidently predict that A will be faster than B. On an undulating road, however, power-to-weight begins to matter more. If both cyclists weigh 80kg, A will still be faster. But if A weighs 80kg and B weighs 68kg, cyclist A's power-to-weight ratio is 3.13W/kg, while B's is 3.31W/kg. On a flat road, there





might not be much in it, but head into the hills and it is cyclist B who will be pulling away.

On Zwift's Companion app the rides are broken down into Categories. Cat A – 4.0W/KG – pro or semi pro level; Cat B – 3.5W/KG; Cat C- 2.5W/KG; and Cat D- 2.0W/KG, Sub 2 – 1.0W/KG-1.5W/KG. There is also an E category which is usually an endurance ride or training of some type.

What makes Zwift interesting and keeps you coming back are the many varied rides, and groups, as well as the high resolution graphics although they are dependent on your video card and other factors. If you have a large external video monitor or older flat screen TV, plugging into your computer can enhance your experience. I have seen some pretty elaborate setups for folks' "pain cave" which is the term for the virtual world of cycling. Investing in a good fan to circulate cool air while you are riding is paramount. Some of the rides will create a pool of sweat beneath your bike setup.

Zwift provides several Worlds as they are called. Watopia was the first that I experienced and there are all sorts of rides including a futuristic version of New York City's Central Park with cars and traffic flying up above, like in the movie *Fifth Element*. NYC KOM also has a transparent, glass pavement road which creates a bit of vertigo for some folks. The higher your resolution, the more realistic feeling or sense of environment is portrayed.

In the past year or so, Zwift has created rides for the 2020 Tour de France including simulation rides of Alpe DuZwift and Mount Ventoux which are both part of the Tour. Are they a good simulation of the IR- In real Life

Rides? Some say pretty close as far as terrain. Zwift has just released a new set of rides for the upcoming 2021 Olympics in Japan called Makari Islands, several of which are best done with a gravel bike. The background and visuals are stunning with great attention to detail.

One of the great things about Zwift is you gain points over for each ride including some called XP points and drop points. With these, you can purchase items in the Garage, including bike frames, wheels, helmets, etc. Most of your XP points come from distance ridden or workout blocks completed. Points are added for every km (20 XP) or mile (30 XP) you ride unless you are in workout mode where points are based on interval type, length, and completion accuracy.

There are currently 50 rider levels in Zwift. Everyone begins at level 1, and you move to higher levels by accumulating XP points. You can see your current level just below your center console which shows speed, distance, elevation, and ride time. Below those numbers there is a progress bar with your current level on the left.

Once I figured out the various levels and how to ride with a group, it became more interesting and kept me sane during the dark times of the pandemic. I settled on riding with a group called Wolfpack or Pack for short, made up of mostly UK riders and a smattering of some US riders, and other European countries. I began to get familiar with their pace and found myself getting comfortable riding with them. I also joined their group on Discord and began speaking to some of the UK riders.

We conversed about how each of our countries dealt



with the Covid crisis and tried to stay away from the heavy political subject lines. What became amusing about this group was how much the conversation centered around cake. Yes, cake. UK seemed to be obsessed with their cake after a ride. There was another group I rode with early on and their Discord conversations seemed to sway to favorite post-ride or pre-ride snacks which almost always included bacon. Everything from chocolate covered bacon to bacon lollipops. It was entertaining. Other times we would share what we were listening to as some folks tend to listen to music while riding. The Pack has two daily rides and a longer ride on the weekends which usually includes some good climbing. I did several rides up Alpe DuZwift to try to attain the sought after Meilenstein light wheels which I never received, although I did get a pair of gloves from that route. We also rode the Mt Ventoux route at least twice last fall. Those rides were a good way to level up XP points which are sometimes doubled for endurance rides.

This past winter I found out about the Rapha 500K, which is normally an outside ride in the UK during December. The Pack- Zwift group was participating in the Rapha 500K – 320 miles in seven days. Rapha 500 was virtual in 2020-2021 and took place the week between Christmas Eve and New Year's Eve. I decided yeah, I would like to do this. It boiled down to 40 miles a day for seven days. I started with some of the smaller distance rides, which meant I had to pick it in the last few days and do a couple of 60-mile days. One day I got up at 4:00 am and did the Pack's morning ride. The six hour difference between the US and UK made this a very early ride for me. I completed the Rapha 500 and was awarded a Rapha riding kit. All of these activities kept my mind going and distracted me from the sad daily news of the pandemic crisis.

I already owned a smart-trainer wheel off type which is the most realistic type of trainer to use for Zwift and other virtual rider applications, There are different types of smart trainers, Some rear wheel on, others rear wheel off. You remove your bike's rear cassette and install the smart trainer. During the peak of the pandemic, smart trainers were few to be found, just like real physical bikes, particularly in the UK area.

During the peak Covid times in 2020, on any given day there were over 20,000 virtual riders so sometimes Zwift would be a bit clunky at the beginning of the rides. I don't think they ever thought they would have that number of riders at a time. It would smooth out eventually, and with their constant updates, they were able to maintain integrity during the peak times. The weekend Pack group rides had 11,000 riders during the week between December 2020 and January 2021, which was the most I had seen since I started riding with that group in 2019. The draft pack was so large that you could almost not pedal at times. Those were

fun times. Drafting is real and works on group rides in Zwift, and makes it more fun sometimes.

Zwift also offers users what is called a Meetup ride. You could arrange to ride with other fellow riders by following them, similar to Strava. Once you follow each other, you can search and find those folks to invite to a Meetup-type Zwift ride. I found a few other GMBC'ers and other folks in Vermont on Zwift to ride with. We created a Meetup ride from time to time and rode together. You could select a stay-together ride which created a rubber-band effect and kept the riders, even those with different abilities, together. Early on this option worked. We could also use Discord for voice communication as one of the riders had created a Server environment in Discord. Later we transitioned to Zoom as this became the de facto standard for all remote meeting communications during Covid.

Some of the Zwift upgrades do break from time to time. As with any software package, sometimes the fixes for problems create new issues. For the most part, I have not experienced too many issues. It was worth the \$16.04 a month for me to keep the subscription to Zwift, especially during the colder winter months when I wasn't out cross-country skiing.

I even got to ride with some celebrities. I rode with Andrew Greipel of TDF fame. He was sponsoring a fundraiser for Alzheimer's because his mother passed away from the disease. I also rode with Patrick Dempsey of TV's Grey's Anatomy. He was sponsoring a fund raiser for cancer and was a pretty good rider, averaging 2.5W/Kg. I rode weekly in the early spring of 2021 with the Schleck Brothers - Andy and Frank - Luxembourg pros of TDF fame. Both brothers were very nice guys and would answer questions about the TDF, training, and nutrition. They would ride with us normal folks until the last five minutes of each weekly ride, and then go what Andy called Full Gaz, and pass us like we were standing still.

There are many other aspects of Zwift I have not covered here. They offer a 30-day trial so you can see if it is for you. There are other virtual riding programs out there including RGT, Rouvy, Trainer Road, and BKool. With a heavy focus on socializing, Zwift is perfect for those wanting to connect with new people who have a common interest. Trainer Road is more about getting fit and achieving your goals quickly and is less social. Rouvy includes 2,000 high-quality video routes, multiple workouts, group rides, online races, motivating challenges, and a career program.

Hopefully you will enjoy Zwift as much as I have in the last two years. I'm also hoping it stays the same and doesn't get swallowed up by some venture capital company that changes its focus as an entertaining game and training app. 🚲



Ambassadors Extraordinary and Plenipotentiary

by BILL REGAN

Noun phrase: Diplomatic officials of the highest rank sent abroad to represent their country or to engage in a special mission. First codified at the Congress of Vienna (1815).

You don't have to ride long before you witness drivers engaging in dangerous behavior around cyclists. The worst? The driver who can't wait a few seconds and instead speeds past the cyclist while another vehicle is closing fast from the opposite direction. Two vehicles and a bike won't occupy the same space at the same time on most Vermont roads, so something has to give, and it is usually the cyclist.

As much as these experiences can make our blood boil, it can be just as frustrating to watch cyclists engage in analogous behavior. Last week, I was driving down a country road and had a helmetless cyclist coming directing at me in the middle of my travel lane, and who didn't even try to move toward the shoulder. So, I braked and swerved into the opposite lane. Not safe, not fun.

That was an extreme case, and almost certainly an inexperienced rider. But a couple of months into the riding season I have seen plenty of examples of cyclists, including skilled hammerheads, ignoring their legal obligations and common sense on the road. Recall that we must obey all the rules of the road – stopping at red lights and stop signs, yielding to pedestrians, using the proper lane (and one-way roads in towns).

Most importantly for GMBC members, cyclists must not impede the flow of traffic. Yes, the law allows riding two abreast, but only if cars behind can pass easily. If not, single file is the law (and considerate and less likely to cause an accident or provoke an incident). Nowhere does the law (or common sense) allow 3-4 abreast while vehicles are stacking up in frustration behind the group.

No matter how fit and talented we are, we are first and foremost

ambassadors for our sport. When drivers see one cyclist do something inconsiderate or dangerous, they tend to paint all cyclists with the same brush. That sets us all back when we are out riding and hinders the work of bike advocacy groups like Local Motion to improve how public officials handle cycling issues in our communities.

Earlier this month, I heard a Select Board member publicly express frustration at riders blocking the flow of traffic – and this member is deeply committed to cycling and pedestrian issues. If we want municipalities to do better by us, we can't afford to be alienating our elected officials by the way we ride.

Think how you can be an ambassador for cycling each time you don your helmet, whether you are a newbie or a Cat 3 racer. You can build goodwill (not to mention avoid losing encounters with multi-ton wheeled objects) when you use clear hand signals, mouth and wave thank you to drivers who do the right thing by you, wave a driver through an intersection even though you could go first, etc. I've even seen riders talk to a driver about how they need to take the lane ahead to be safe – what a better approach than just swerving into the lane while the driver fumes!

And your ambassadorial impact extends beyond that one ride. Every time we do the safe and courteous thing out there, we are modeling good cycling behavior for riders who happen to be in their cars, kids in the back seat thinking about getting a "real" bike someday, and public officials who decide what our roads will look like in the future.

I recently saw a beautiful example of how it can work. I was behind a vehicle coming up on a group of tourers making their way from the Lake Champlain Bridge north on Rt. 17. The driver ahead of me waited patiently for the opposite lane to be clear. The cyclists waved and cheered

at the driver when he/she finally had the chance to pass safely.

One final thought: please wear bright clothing and use bright lights and a mirror when you ride. Being seen is the first step to not being hit.

I confess it took me a while to get to this point. I was once "too cool for school" and didn't want to wear Day-Glo, use lights during the daytime, or – heaven forbid! – have a mirror like some putt-putt cyclist. I eventually figured out that I'd rather lose a roadie fashion contest than become the hood ornament for whatever vehicle, including from out of state, that is bouncing along Vermont roads not expecting to encounter cyclists. 🚲

Bill Regan is a League of American Bicyclists-certified instructor and road cyclist for 35+ years. Please see ReganLeadership.com for more information.

A Little Thank You Goes a Long Way

by PHYL NEWBECK

At the end of a ride, it's easy to dwell on the inconsiderate drivers who detracted from your riding experience but the last few years, I have been making an effort to remember the considerate ones. When a commercial vehicle – particularly a local one – gives me an especially wide berth or waits for cars to pass in the opposite direction, I make a note of the time and place and send a note to the company thanking them for their driver's courtesy. I don't always get a response but when I do, it's always to thank me for taking the time to write. In one case, I was told that the company owner had been considering giving that particular driver a raise and my note was providing him with one more reason to do so.

The Touring Section Hits the Road

by PHYL NEWBECK

We started the season with continued Covid restrictions, asking folks to sign up for rides in advance. Although there are always a few who forget to do so, the system seems to be working well and it makes life easier for ride leaders who have less paperwork to do at the start of our rides. We intend to continue online sign ups without the Covid specific questions for the duration of the season.

Our **Intro Rides** were not well attended this year but we're always happy when we can help folks get used to riding in groups. Bad weather meant that only one rider took advantage of the first Intro Ride and despite a warmer and drier day, only one couple arrived for the second one. The two ride leaders had help from two other veteran cyclists so the couple was in good hands. I received several inquiries on whether we would be holding more of these rides so I hope to have a few more on the schedule for next year.

Eleven cyclists showed up for **The Covered Bridges of Chittenden County**, our traditional first ride of the season. Three did the shorter version while eight rode 35 miles and six Social Riders did the loop in the opposite direction. The weather was a bit cool and windy and for a time the clouds looked threatening but everyone stayed dry. Ride leaders were pleased to see a number of cyclists who were new to the club.

Vergennes Voyager brought forth 26 cyclists on May 9. Seven did either the short loop (26 miles) or a slightly truncated long ride and two groups consisting of nine and six cyclists did the full 39-mile long ride. An additional two did the Social Ride version. All were treated to the view of one of the Kingsland Bay-area eagles on his/her nest. Alas, Otter Creek Bakery is no longer open on Sundays and Middlebury Bagel was out of its namesake product, but some riders got sustenance (and restrooms) at the Co-op. The wind was light and the temperatures were seasonable although many kept their jackets on for the duration of the ride. We had one first-time GMBC rider who came all the way from Newport and vowed to return for future rides.

Our first gravel ride of the season, **Almost to Canada, Mostly Unpaved**, attracted seven riders. Leader Russ Ford said there was a mix of drop-bar bikes and hardtail mountain bikes, plus what he described as "a genuine titanium Merlin, a spiffy state of the art 3T Exploro carbone fibre gravel bike." The weather was

good, the mixed terrain was interesting, and the riders all enjoyed themselves.

The following day, a whopping 33 people arrived in Shelburne for **Kingsland Bay**, a perennial favorite. Five riders did the Social Ride and 11 did the 37-mile short route. The rest, including two riders who were new to the club, completed the 53-mile version. Well, technically some of us only rode 52 miles since one group missed a turn and stayed on Route 116. Given the very large, dark, and ominous cloud bank in the distance, this didn't seem like a bad choice. The rain stayed south of us but it did seem as though we had headwinds for most of the ride, no matter which direction we were headed. One rider broke a cable just before we reached Vergennes but he was able to call someone to get a ride back.

We should have known better. The forecast was very clear on May 23 for **Grand Isle Flats**. Around 11:00, the wind would kick up, a front would come in, and it would rain. But maybe, just maybe it wouldn't. We had a bit of confusion regarding changes to the route but made a command decision to stay off Route 2 as much as possible. Six riders did a short loop, three intended to turn around at Hero's Welcome, and with great hubris, the rest of us planned to head to St. Anne's Shrine on Isle LaMotte. We had a little drizzle early, but nothing to complain about. However, roughly two miles before Hero's Welcome, as predicted, the north wind kicked up and it began to pour. We took refuge in the doorway and under the awning of the store where a pastry or two was purchased and consumed and we considered our options. The front had clearly gone through and the rain was heading south but we were soaked to the bone. Those with the foresight to bring jackets put them on, Russ kindly lent a vest to another water-logged rider (me) and we decided to cut our losses and head back. We deviated from the main route by taking as many jags off Route 2 as possible and pedaled back on wet roads but with no new precipitation. Once back in the parking lot, we enjoyed home-made chocolate chip cookies, watched a pheasant walk across the grass, and concluded that all in all, it hadn't been a bad morning. We were gone by the time four Social Riders showed up for a short, but dry, version of the ride at 2 pm.

Eleven riders arrived in Underhill for **Stone Walls and Solar Panels** on May 29 including one cyclist doing her first GMBC ride. The weather was delightfully cool



and although some roads had been freshly graveled, most were in good condition and the Class 4 section on Thompson Road was in remarkably good shape. At the conclusion of the ride it was determined that all the climbing meant we deserved some pie so seven of us settled down with one of Poorhouse Pie's maple cream offerings. No crumbs were left.

The following day, we had a truly Vermont experience with **St. Albans Explorer**. At one point we had to stop in our tracks because we were behind an industrial seed spreader tractor. A manure spreader was coming the other way and there wasn't enough room for both on the road. Ten riders did the 48-mile long route, four did the shorter 35-mile version and another ten did the Social Ride including one who came all the way from Quechee on a bike that had almost flat tires and cables which had not yet been connected. Thankfully, several GMBCCers stepped in to get her road-ready. The riders on the long route (with one exception) actually extended the ride by a couple of miles to avoid some recently scarified pavement. Our timing was good because although it sprinkled very lightly on two occasions, the heavier rain held off until we were all done. On a personal note, it feels like we're slowly but surely returning to normal. After I introduced myself to a new rider in the parking lot, he held out his hand. I admit to a moment of hesitancy but I enjoyed my first handshake in well over a year.

It was a hot day when 17 riders set forth for the **Monkton Ridge Ride** on June 6 with the majority sensibly opting for the short (36-mile) version. At least one person on the 43-mile longer version of the ride ran out of water and with food stops scarce on the second half of the route, others shared their water with him until he reached Shelburne Falls where he was able to get enough to finish the last five miles. Aside from the heat, the only downside was a woman who turned on her flashers and raised her middle finger to the riders on Bostwick Road despite the fact that they were going in the opposite direction and not impeding traffic in any way.

Twenty-nine riders met in Milton for **Jaunt from Jasper Mines** on June 13 and were pleased to see that the scarified surface near St. Albans Bay had been converted to brand new pavement. Eight of us did the full 60 miles while the rest contented themselves with the 40-mile option. The temperature rose enough that we deviated slightly from the route to stop at the store in St. Albans Bay so we could split a quart of water. One section of the ride featured hundreds of gypsy moth caterpillars crossing the road and I confess that some of us went out of our way to

run over as many as possible.

Seventeen riders convened in Williston for the **Hinesburg Hollow** ride on Fathers' Day. Five did the 30-mile version while 12 did the full 47-mile route. One cyclist rode with a broken spoke which forced his wheel out of alignment and rubbed against the brake. Another hit a rock with both wheels and although he stayed upright, the dented rim required a visit to the bike shop. With the current shortage of bike parts at local stores, some of these issues are harder to fix than they would normally be.

On the last weekend in June, riders headed to the Northeast Kingdom for a pair of brand new gravel rides. On Saturday, 13 cyclists did the **Two Mountain Ride** which had 30 and 34-mile options and the following day, there were 11 for the 24-mile **Wheeling around Willoughby**. Although the initial forecast had been dire, the threat of Saturday rain kept getting delayed and the group had finished both the ride and their drinks at the Tiki Bar before the precipitation began. Ride leader Pat described the day as relatively cool which made the hills easier to bear on the low traffic roads. Afterwards, several cyclists got together for a potluck BBQ. The cast of characters was almost the same for Sunday's ride which included a number of Class 4 roads. Pat reported that the CCC road through Willoughby State Forest was in good shape and thankfully most of the ride was shaded from the oppressive sun. Nevertheless, many riders finished the day with a swim in Lake Willoughby.

Our last road ride of June was the brand new **Way to Weybridge**. It was a brutally hot day so only six riders opted for the full 64 miles. One had a flat tire but with help from two others, he was back on the road quickly. The remaining dozen riders did either the 43-mile version of the ride or a slightly extended 50-mile route which included a stop at the store in Vergennes for hydration and a return to the Kingsland Bay loop to check out the eagles who were posing obligingly on their nest.

We definitely started the season on a high note. Proving that last year's poor gravel attendance was at least partially weather-based, three of our four early season gravel offerings had 11 cyclists or more. We did even better with our road rides. One had more than 30 cyclists, three had more than 20 and four others had more than 10. It was also heartening to see so many new riders including some who drove a significant distance to reach our starting locations. There are plenty of rides left on the schedule. Come out and join us. 🚲

GMBC Day Touring Rides

- All riders must fill out one waiver of liability per season.
- Cyclists are asked to sign up on-line prior to doing a 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

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 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.



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) goes up a few more hills and passes more covered bridges in Montgomery Center, returning through Bakersfield. There is a wonderful swimming hole which is accessible from the parking area and those with big appetites can head over to the Burger Barn for a wide assortment of toppings.

Meeting Time: 8:45

Meeting Place: Jeffersonville Fish and Wildlife Access (3/10th 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 etomkennedy@gmail.com

Date: Sunday, August 8

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

Meeting Time: 8:45

Meeting Place: Milton High School

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

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

Date: Sunday, August 15

Ride: Northeast Kingdom Adventure – This 54-mile (M/S) ride explores the southeast corner of the Northeast Kingdom, an area in transition from dairy farms to its next chapter. An interesting attraction is the Museum of Every Day Life (mile 40). If you'd like to stop for tea at Perennial Pleasures (mile 49.6), reservations should be made in advance. There are stores available in Greensboro, Craftsbury (mile 8), Barton (mile 31), Glover (mile 34), and Greensboro Bend (mile 46).

Meeting Time: 8:45

Meeting Place: Caspian Lake Public Beach, Beach Road, Greensboro. Be sure to leave plenty of room for beachgoers and the fishing public.

Leader: Hilary Frost Warner – 603-223-9940 / hilaryfrostwarner@gmail.com

Co-Leader: Jeff Warner – 603-717-6647 mtnaudax@yahoo.com



Date: Sunday, August 22 – No ride scheduled

Date: Saturday, August 29

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

Meeting Time: 9:15

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

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

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

Date: Sunday, August 30

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

Meeting Time: 9:00

Meeting Place: Kingdom Trails parking area

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

Date: Sunday, September 5

Ride: East of Eden – Ride 50 or 60 (M/S) miles through the rolling hills around Eden with your choice of a long, gradual climb up Route 105 or a shorter, steeper route on Route 242 up to Jay Peak.

Meeting Time: 9:15

Meeting Place: Eden Elementary School on Route 100, about ½ mile south of Route 118

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

There is no Co-Leader for this ride at this time.

Date: Sunday, September 12

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

Meeting Time: 7:30

Meeting Place: Wheeler lot, Veterans Memorial Park, South

Burlington

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

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

Date: Saturday, September 18

Gravel Ride: Lamoille Valley Rail Trail - Jeffersonville to Morristown. The 40-mile (E) ride is completely flat with a packed stone surface. The return trip will stop at Black Cap Coffee and Beer in Morrisville.

Meeting Time: 8:45

Meeting Place: LVRT Trailhead in Jeffersonville, east of the traffic circle on Route 15 or at Smugglers' Notch Distillery, west of the traffic circle

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

There is no Co-Leader for this ride at this time

Date: Sunday, September 26

Please note that a different ride will be substituted if the US/Canada border remains closed.

Ride: Venice en Quebec – Ride 40 (E/M) miles from Alburgh across the border through farmland to Venice en Quebec, a summer resort on Missisquoi Bay. We will stop for lunch in Venice. There are stores and restaurants or you can bring your own lunch. The return is through the Alburgh Springs border crossing. **Bring your passport or the required customs documents.**

Meeting Time: 9:45

Meeting Place: Alburgh Community Education Center

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

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

Late Season Unofficial, Leaderless Rides

October 3 – Meet at 10:00 at Jericho Elementary School for an informal ride. Route and distance will be determined by those who show up.

October 10 - Meet at 10:00 at Williston Central School for an informal ride. Route and distance will be determined by those who show up.

October 17 - Meet at 10:00 at the Wheeler lot at Veterans Memorial Park in South Burlington for an informal ride. Route and distance will be determined by those who show up.

October 24 – Meet at 10:00 at Jasper Mine Road for an informal ride. Route and distance will be determined by those who show up.

October 31 - Meet at 10:00 at the Wheeler lot at Veterans Memorial Park in South Burlington for an informal ride. Route and distance will be determined by those who show up. 🚲

2021 GMBC Practice Criterium Series

by ANDRE STURM

For 2021, we have planned three events at the Colchester Watertower Hill location (permit process still ongoing). The C race will remain the introductory beginner's race of 10 minutes fast pace group ride and 10 minutes race with finish sprint.

Dorothy Pumo will be our referee again, so thanks Dorothy!

2021 Green Mountain Bike Club PRACTICE CRITERIUM SERIES USA Cycling Event Permit: 2021-4079

Date	Course	6:05pm	6:30pm	7:05pm
		C-Race	B-Race	A-Race
		20 min	30 min	40 min
July 27	Water Tower Hill, Colchester	C	B	A
August 10	Water Tower Hill, Colchester	C	B	A
August 24	Water Tower Hill, Colchester	C	B	A

C Race: Cat 5 men, Cat 4 women, all one-day racers.
(a true introduction to criterium racing).

B Race: all Cat 4 men, Cat 3 women.

A Race: Cat 1-3 men, women

Juniors race their category.

Fields may be combined to make a minimum field at the discretion of the promoter and chief referee.
Important Information:

- A and B race entries are \$10 per race, C race, Junior and full-time student entries are \$5 per race which includes a \$4.75 USAC surcharge. USAC Standard entry forms used.
- **Numbers will be** issued at the beginning of the series and **used throughout the training series.**
- Non-USA Cycling licensed riders may purchase a one-day license for **\$10** (Cat 5 and Juniors only; **\$25** for Cat1-4)) or buy an annual license (**\$50 adult, \$40 collegiate**) on-site. Licensed riders must present license at registration. You may apply the cost of 1 one-day trial competitive license (\$10) to the cost of your annual adult membership (\$50).

- All USA Cycling rules of racing apply.
- Registration opens at 5:30 pm, and closes 10 minutes before each race begins.
- Races will be cancelled if conditions do not permit safe racing.
- The course has one corner, is sloping and about 500 yards long.
- Helmets must be worn at all times at the race site; infractions will be subject to fines.
- Riders may **NOT** warm-up and cool down on the race course unless given permission by the chief referee. **Please be courteous to traffic when warming up. It's rush hour! Also no warming up on course during races!!**
- Participants **will be asked** to help out at future races; **please remember that without volunteers to help marshal, this series cannot and will not take place!!**

Race course is located at Water Tower Circle, Colchester.

For more information contact Andre Sturm at (802) 448-4955



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	
Newsletter Editor	Phyl Newbeck	phyl@together.net
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



facebook.com/GreenMountainBikeClub

GMBC Clothing Inventory

by JOHN WITMER

GMBC's clothing is all new for 2021. It's an all new design, and from a new provider: Bioracer. There are some images on the GMBC website.

GMBC places two clothing orders each year. The first was already placed on Mar 22, and shipped late May. The second order due date was June 21, and will ship mid-September. Up to date information is always available on the GMBC website.



To order inventory clothing, use the inventory order form on the GMBC website. 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, women's sizes run about 1 size smaller than men's. For example, if you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug.

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



GMBC Inventory Clothing Order Form

Price	Size	Quan	Total	Year/Item
\$53				2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)w
\$60				2018 Shorts (GMBC/Synergy) (M)
\$53				2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
\$59				2017 Shorts (GMBC/Synergy) (M)
\$17				2017 Arm Warmers (GMBC/Synergy) (M)
\$17				2017 Gloves (GMBC) (M)
\$47				2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)
\$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)
\$ 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)

2021 GMBC Rides



PHOTO CREDIT: TODD GRAY

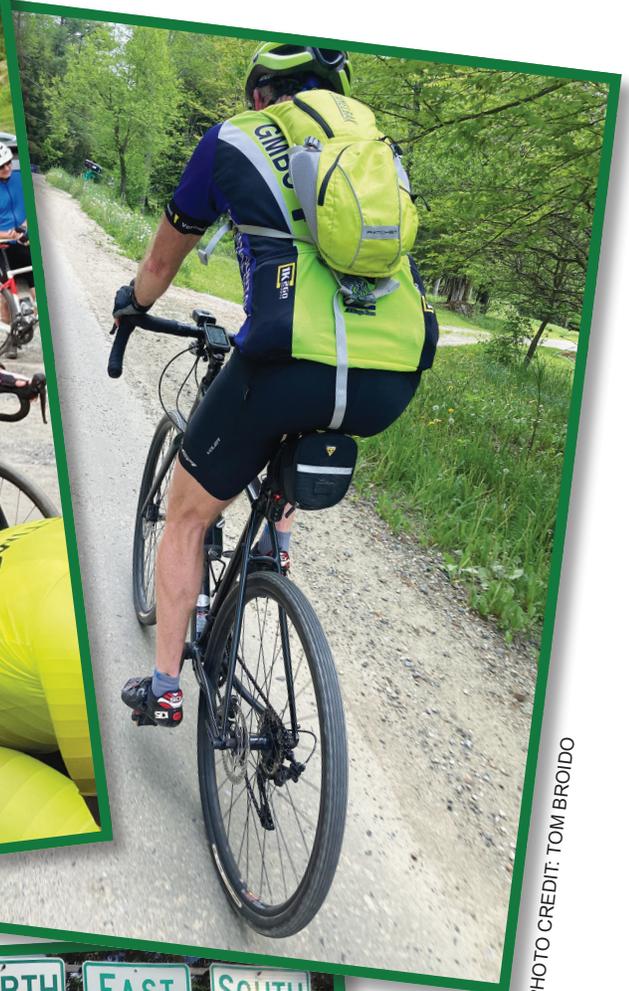


PHOTO CREDIT: TOM BROIDO



PHOTO CREDIT: DONNA LEBAN



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



PHOTO CREDIT: JAKE BUCCI



PHOTO CREDIT: DONNA LEBAN

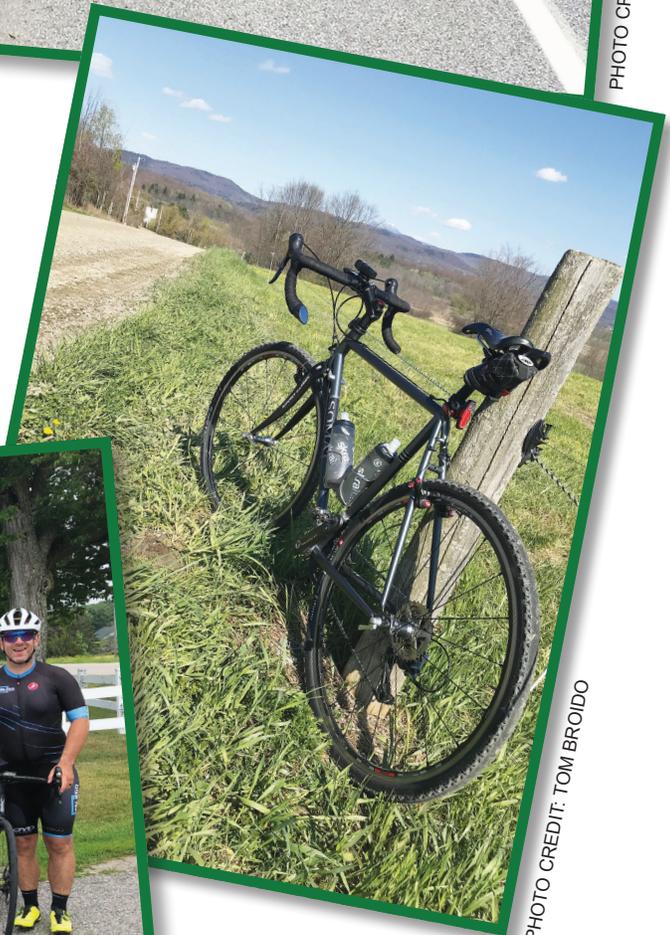


PHOTO CREDIT: TOM BROIDO



PHOTO CREDIT: ALAN KUNIGIS



Perspectives

c/o GMBC
PO Box 492
Williston, VT 05495

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