



# Perspectives

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## GMBC at the Bat

*(with apologies to Ernest Lawrence Thayer)*

by PHYL NEWBECK

The outlook wasn't brilliant for GMBC last year  
With Covid cases on the rise, we all had much to fear.  
But when this spring had started, we all began to smile  
Since the world's best viral researchers had gone the extra mile.

With Pfizer and Moderna, and even J&J  
We rolled up our collective sleeves and all went out to play.  
Some had prepared with spinning classes, others rode with Zwift  
So we were ready for the road and some of us were swift.

John Williams led the charge with VP routes and Wednesday rides  
And Kevin had the time trialists, their faces flushed with pride.  
Andre ran the practice crits, around and round they went.  
John Bertelsen took care of how our money would be spent.

The touring group ride leaders picked out routes across the state  
And Donna led the Social riders, right out of the gate.  
With the website looking spiffy and the newsletter quite nice  
We were off and pedaling, no one had to think twice.

We had to sign up in advance but that was not a stretch.  
Though there were times when I did hear a little whine or kvetch.  
We rode up in the Kingdom and the Upper Valley, too.  
We rode in rainy weather, and when the skies were blue.

We had two new touring leaders and a few new touring routes.  
We stopped at bakeries for sweets, and sometimes even fruits.  
Our touring rides were mostly paved but sometimes we rode gravel  
Which added new dimensions to our favorite form of travel.

We pedaled up the gaps and gulfs and then across the valleys  
And some did urban cycling on the streets and through the alleys.  
With masks in our back pockets, on rides both near and far,  
We all enjoyed the scenery more than we would by car.

With time trials and with touring rides and even practice crits,  
We spent our summer on two wheels, it was a cycling blitz.  
Past cornfields, cows, and mountains, we pedaled through the days  
With plenty of good scenery that drew a lot of praise.

Out here in the Green Mountain State, the sun is shining bright.  
A band is playing somewhere, and cyclists' hearts are light.  
We've had a good strong season – this 2021.


Let's meet again next year because our pedaling's not done. 

PHOTO CREDIT: JARED KATZ



# From the desk of the VP

by JOHN WILLIAMS

## Wednesday Night Ride (WNR)

We had great turnout all season for the WNR, usually with at least three groups of riders based on average speed. We had many new riders join us this season, especially women. Although some new riders did not have experience with group riding, they quickly understood the dynamics and slipped into the pacing of each group. Some traditionally “A” GMBC riders established a sub-group that started a bit earlier in the day with extended mileage. The early group separation proved to be beneficial because it helped keep the 6 p.m. sizing in line with our target of twelve or fewer riders.

The most encouraging aspect of the 2021 season is that I had no complaints from the public! Also, and more importantly, no crashes or injuries (at least that I am aware of). Thanks to those who provided helpful and positive feedback or coaching to new riders. The post-ride energy and discussions are fun to hear and share.

In prior years we have closed out the WNR season with the “Tour de Pint”, a short ride followed by gathering at a local restaurant, however, we will not be doing the restaurant part this year due to continuing presence and high case rate of Covid in our area. Hopefully by 2022 we can do this!

## Saturday VP Rides

We managed to visit most of the local gaps and notches: Smugglers Notch, App Gap, Brandon/Middlebury, and finally Jay Peak (only two of us – thanks Bram for being there!). Other traditional routes were visited – Jasper Mine, Island Ride, routes through Montgomery Center, etc.

A couple rides stand out as favorites (for me):

We rode a Mostly Un-Paved (MUP) route from Underhill Center – climbing up Irish Settlement Road then seeking more climbing up through Smugglers View, Cambridge, and heading south back on River, Cleary, Allen Irish, Bill Cook, and Poker Hill to English Settlement Road. Lower English Settlement Road presented a very steep, almost Class IV descent. This ride offered stunning views along with over 3,900’ vertical in 39 miles (100’ climbing per mile!) on 75% gravel. It’s a keeper.

The other favorite is the Lake Carmi route, starting from St. Albans and heading north through Sheldon, Enosburg Falls, Berkshire, Franklin, Highgate, and Swanton. The first part of my adventure was getting hammered by heavy cold rain up near East Franklin. Also, I had mapped what I thought would be a short unpaved option to avoid a few miles of busy Route 78 near Swanton. A small group of strong riders showed up for this ride, including our President, Kevin Bessett. Luckily, I was off the back (not unusual) and the group ahead, led by Rob Montgomery, knew the area well. They avoided the “short unpaved section” called “Hemp Yard Road”. I should have known, by this name, that something might be askew about this “road”. The first part (Carter Hill) was beautiful and pleasant. My Garmin alerted me that I had missed the turn to Hemp Yard Road, so I turned around and peered in. The first section looked like moderate Class IV and potentially reasonable with skinny tires. In I went. Soon I was thwarted by a small pond that extended the width of the road. Beyond the pond still looked rideable so I skirted the perimeter



PHOTO: JARED KATZ

and continued. It wasn't long before Hemp Yard Road turned into near disaster – the road changed to a dry, rolling sand (imagine riding your bike on a beach where only dune buggies should go). There was no way to keep the bike moving, so I walked – probably at least 1.5 miles along the most unpleasant terrain – a wire fence surrounding the airport. My shoes became caked with sand and mud and it took me seemingly forever to work my way back to civilization (paved roads). What really worried me was that I saw that at least one other bike had been through Hemp Yard Road before me – I could see bike wheel tracks and footsteps. Dang! I thought perhaps some of the VP Ride group had gone this way. I found out later that Jim Paige had preceded me, following the route as I had mapped on RWGPS. Sorry Jim! Finally, after escaping the “sands from hell”, I returned to regular roads in Swanton. I had to stop at puddles to try to wash the grime out of my cleats and splash water through my gearing and brakes. It was a huge relief to be back on pavement and find the lovely remaining route along the Lake Champlain shore to St. Albans. Thanks to Kevin for circling back to meet me along the way. Note to myself: Take greater care in proposing new, un-vetted routes!

That's it for now. When weather permits, perhaps we will have a couple more VP rides before two wheels change to two skis. Thanks for riding, enjoy your holidays, and see you in the spring if not before!





# GMBC NOTES

by KEVIN BESSETT

## Volunteers Make GMBC

**H**ere we are, at the completion of another cycling season. I have seen too many of these, but I'll not tangent into a rant about this path I'm on that is taking me deeper into the AARP age-bracket. That aside, it was a unique season with COVID lurking around. Many, I suspect, were happy that weekly club events were taking place this year—any sense of normalcy is a welcome feeling nowadays.

It is not easy planning a season and running a club with so many unknowns floating around. Kudos to the club's organizers for handling these challenges, and seeing that GMBC operated as normal. Thank you, Dorothy, Phyl, Sue, the three Johns, Chris, Andre, Tom, Josh, and Jared. And thank you to event-day volunteers. You play a vital role in assuring that weekly events take place.

## Changing of the Guard

**M**any of us at the helm of ship-GMBC have been in place for years. While there are benefits to having long-standing board members, the club would benefit by having new board members, fresh ideas, and energy. The challenge we have faced over the years is finding replacements, which is a common issue among clubs. That said, each of us has a keen interest in keeping the club rolling—hence the length of our service.

Over the next year, there will be a concerted effort to get new people on the board. Please consider this as positions become vacant. Personally, it has been rewarding meeting so many great people, and I really mean that. If you'd like to get involved, reach out to any one of us. Contact info is available on page 17 in this issue.

## Annual Meeting Notice

**T**he 2021 club meeting will once again be held online and will take place on the first Sunday evening in December (the 5<sup>th</sup>) at 6:30pm. All current members are invited to attend, and a meeting link will be sent out via the Listserv as the date nears.

The meeting format is as follows: President, VP, and Treasurer addresses; committee reports summarizing the season; election of officers and committee chairs; discussions on club dues and finding new people to fill leadership roles; and a "virtual" open-floor discussion. The goal is to keep the meeting at 75- to 90-minutes. Contact Kevin Bessett or John Williams for more information.



PHOTO CREDIT: JARED KATZ



# News from the Richard Tom Foundation

by JOHN WILLIAMS

## Richard's Ride

**Richard's Ride 2021**, powered by Vermont Bicycle Tours (VBT), was held on October 9, staged out of Cochran's Ski Area in Richmond. Favorable weather and peaking foliage colors created the setting for a glorious day on a bike. All riders (pre-registered and day-of registered) received a one-of-a-kind, special edition *Richard Tom Foundation* Skida hat.

**Richard's 70-mile route**, our longest and most challenging ride, set out at 8:30 a.m. with cowbells ringing and a nod to Richard Tom. Those who have experience with this route are familiar with *Richard's Surprise* (16%-18% grade) on Buck Hollow Road in Fairfax, following many preceding climbs and fast descents through Fletcher. The foliage along the northern reaches of this route was spectacular.

**Richard's 40/50-mile gravel route** was next on the ride agenda, leaving at 9 a.m. for a challenging ride heading south including Shaker Mountain and Lincoln Hill with 4,456' cumulative vertical. Most riders opted to turn left into Cochran's at 40 miles, however a small posse resisted that temptation and completed the 50-mile route, which presented more climbing through Johnny Brook/Cross Vermont Trail to Kenyon Road and beyond.

**Richard's 30-mile road route** group departed at 10 a.m., heading



PHOTO CREDIT: LEE KROHN



PHOTO CREDIT: LEE KROHN



PHOTO CREDIT: LEE KROHN

north through Jericho, Underhill, and then south through Williston, and returning to Richmond on rolling countryside terrain.

**Richard's MTB group** (a group of two consisting of one registered rider and the leader) departed at 10:45. Casey, the registered rider, exclaimed that it was the best MTB ride he ever experienced as he was led through Cochran's challenging trails.

**Richard's 15-mile and 5-mile**



PHOTO CREDIT: JARED KATZ

**Love Bikes, Love Life, Love Richard!**



# News from RTF

(trail or road) group departed at 11 a.m. Cochran's Road was closed to vehicular traffic for this group to enhance the safety of children and families. Midway through the 5-mile routes, children and families stopped at the "Celebration Station" for a quick snack before returning to Cochran's and receiving "Champion" medals.

Depending on the selected route, riders returned to Cochran's parking area between 12:00 p.m. and 4 p.m. This is when faces glowed with high energy, satisfaction, conversations, appreciation, and camaraderie as riders settled into a post-ride meal and brews (soft drinks for kids) topped off with ice cream by Sisters of Anarchy.

Many thanks to our volunteers who supported this event throughout the day. We also thank our sponsors: Our title sponsor VBT, EventSet for the truss and safety fencing, Earl's Cyclery and Fitness for tech support and the 30-mile sag, Cool Motion Outdoor



PHOTO CREDIT: TOM BROIDO

Sports for tech support, Dakin Farms for the lunch meats and cheeses, Untapped for maple energy snacks, Cabot for cheese samples, Stone Corral for the keg, Georgena Terry (Heart of Steel Bikes), Skida (hats and head bands), Aquatec Environmental, Terry Bicycles, Atlas Technical Consultants, Catering by Dale, Bivo (sustainable non-plastic bottles), Bagged in Vermont, Yipes Stripes, photographers Jared Katz and Lee Krohn, and last but not least, Cochran's Ski Area. Special thanks to GMBC Bicycle Club members who participated in the RTF event. 🚴



PHOTO CREDIT: LEE KROHN

## Richard's Ride 2021 by SANDY DUPUIS

First, a big Thank You to John Williams, Tom Broido and everyone who volunteered at the 2021 Richard's Ride.

The weather this year was terrific. I am sure John and Tom planned it that way! There were plenty of great ride options. The food at the after party was delicious and I especially liked the ice cream.

Since I only have a road bike, I chose Richard's 70. Being directionally challenged, I came armed with the route loaded in my Garmin. I also had the printed cue sheet provided. Just because I have done this route several times before does not mean I cannot get lost! How many people besides me do you know who can get lost during one of Kevin Bessett's time trials? In my defense, it was not an out and back route and it was not an up hill time trial going in just one direction. John and his team did an outstanding job marking the course. Even I did not get lost!

I had the pleasure of doing a good portion of the ride with Bram Kleppner. As we climbed together at one point Bram exclaimed "what a privilege!" And he surely was right – the scenery was fantastic.

Thank you again RTF volunteers for providing a first-class event. I am looking forward to doing this ride again.

[www.richardtomfoundation.com](http://www.richardtomfoundation.com)



# News from RTF

## Kids' Crit



PHOTO CREDIT: JARED KATZ



PHOTO CREDIT: TOM BROIDO

**T**he Green Mountain Stage Race returned to Vermont on Labor Day weekend along with the Labor Day Criterium, a full day of categorized racing through downtown Burlington. The *Richard Tom Foundation* is Title Sponsor for the GMSR Criterium. Perhaps the most exciting event of the day is the *Kids' Crit* where kids 7-11 years old have the chance to ride several circuits of a shortened criterium course. While the *Kids' Crit* is not promoted as a race, it quickly becomes one! A sudden downpour leading into the *Kids' Crit* did not at all dampen their enthusiasm as children sang out "Here Comes the Sun". It worked! After a couple of rumbles of thunder, the rain diminished and the kids were off to the races, albeit on wet roads. All kids received "Champion" medals and thanks to local shops, Earl's Cyclery and Fitness (South Burlington) and Cool Motion Outdoor Sports (Bristol) we had many exceptional raffle prizes. Every child received at least one item. Thanks to these shops!

Richard Tom was especially fond of providing new bikes to children and adults while he worked at Earl's Cyclery and Fitness. Richard's spirit lives on through the *Kids' Crit* and *Richard's Ride*. See you in 2022! 🚲





# The Ride to Somewhere

by HILARY FROST WARNER

In 2009 we collaborated with a small group of friends to launch what has become the Ride to Somewhere (R2S). The idea was to pick a location, cycle there, spend the night, and return via a different route. So far there have been 12 R2S weekends every year from 2009 to 2021 with the exception of 2020 due to COVID. We and our friends were living in the Concord, NH area in 2009 so the early rides began there, but we quickly ran out of local options and had to venture further afield. We also stretched the initial R2S concept and have done three fixed base weekends. In 2014 we used my mother's house in East Montpelier like a B&B (she was away on vacation) and explored the excellent dirt roads in the area. In 2016 we did a similar weekend at the Martha's Vineyard home of one of the founding participants. This year we spent three days cycling in the Manchester, VT area.

Everyone pitches in to make each R2S a success. It's pretty loosely structured but someone comes up with a location and agrees to host it. Then others volunteer or are recruited to find lodging and make dinner reservations. Two generous non-cycling spouses have carried our overnight essentials and sometimes shuttled us to dinner on almost all of the point-to-point R2S weekends. An essential part of every R2S is excellent ride route quality. We have all come to expect really beautiful rides with minimal traffic. Some of the tools used by the route creators include Strava heat maps; Google maps for area attractions, the street view feature for road conditions, and aerial photos to look for fields which we find more scenic than forests; Ride with GPS to see what other cyclists are doing; and the old DeLorme Gazetteer.

This year's R2S was October 16-18. Our group of

nine stayed at the EconoLodge in Manchester Center—fancy accommodations are definitely not an important part of R2S and we've often had limited options due to two-night minimums on fall weekends. Bob's Diner is conveniently located within walking distance of the EconoLodge and we had breakfast there every morning. We did a 54 mile ride on Saturday from the

motel that took us to Arlington, Salem NY, Rupert, and Dorset. This was a pretty easy ride with the exception of one humongous climb at mile 40 that humbled us all.

Sunday and Monday were remote start rides. Sunday's 45 mile ride started in Arlington and took us to North Bennington and then through beautiful countryside in White Creek and Cambridge NY. We did not escape the rain that day and those without fenders got filthy as we finished up on the very scenic dirt River Road along the Battenkill River. On Monday we were down to five cyclists and 45 degrees. We drove north to Pawlet while simultaneously calling local churches asking for permission to park in their lots as this would save us the additional drive to the planned start in Granville NY. Luckily someone answered and said yes, as long as we didn't interfere with those parking for the flu shot clinic. The ride was 36 miles and took us to Granville, Poultney, and Middletown Springs. We enjoyed a gentle and beautiful climb from Poultney to Middletown Springs, had a great lunch amongst the pumpkins at Grant's Village

Store in Middletown Springs, and ended the 12th R2S by mostly coasting down scenic Route 133 to our cars in Pawlet. We all agreed mid-October is too late in the season for R2S and made a mental note to return to the third weekend in September. And during dinner at Gringo Jack's, Kristin proposed that for R2S 2022 we cycle the Cross New Hampshire Adventure Trail. 🚲

## 2009

**Hillsboro NH to Brattleboro  
(Latchis Hotel)**

## 2010

**Auburn NH to Newburyport MA**

## 2011

**Concord NH to Portsmouth NH**

## 2012

**Hillsboro NH to Brattleboro  
(Latchis Hotel)**

## 2013

**Durham NH to Kennebunkport ME**

## 2014

**East Montpelier dirt road weekend**

## 2015

**Concord NH to Wolfeboro NH**

## 2016

**Chappaquiddick weekend**

## 2017

**Conway NH to Bethel ME**

## 2018

**Warner NH to White River  
(Coolidge Hotel)**

## 2019

**Freeport ME to Wiscasset ME**

## 2021

**Manchester VT weekend**





# Social Riding Wrap up for 2021

by DONNA LEBAN, EX-OFFICIO TRIP PLANNER



PHOTO CREDIT: DONNA LEBAN

**S**ocial riding has again had a stellar year, starting with five early season rides announced through the GMBC newsletter and 21 more events throughout the summer and fall. Social rides are no-drop rides for those who prefer a more relaxed riding pace, usually between 10-14 mph depending on terrain. While we don't ride in pace lines, those who are better at hill climbing pause to allow regrouping. This allows for impromptu ride options

without losing anyone. Planned stops at points of interest and food breaks are incorporated on longer rides.

May and June rides were announced as part of the GMBC calendar, but starting in June, ride announcements went out in a weekly email to riders who had participated in one of those rides. This resulted in 32 different riders participating in at least

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one event. Amazingly, I did all 26 rides and didn't regret a single one. This is truly a fun group of people to ride and hang out with!

I tallied a total of 783 miles of social rides with the shortest ride at 22m and the longest at 60m. Most rides were between 32 and 42 miles long. Our best special ride destination was the Cold Hollow Sculpture Park in Enosburg Falls, which we rode to from Jeffersonville. A July 4th Chazy, NY lunch ride tradition is being established with a lakeside feast at the Happy Pike. We also enjoyed a patio lunch in Rochester, VT on our modified Waitsfield & Waterfalls ride, always a favorite. And on the hottest day of the year, although we cancelled the ride from Knight Point State Park, a friend and I did an abbreviated loop around Isle LaMotte from Alburgh Dunes State Park and were rewarded with free beers at a very informal reception at the Fisk Farm. That was memorable!

We never did repeat a ride during the season. Didn't have to. What a wealth of fantastic riding we enjoy here in the Champlain Valley, even without the rides into Canada that we hope to get into our schedule again next year. One thing I hope won't repeat itself was several riders getting tangled in fishing line on Arnold Bay Road in Panton - while riding! You'll have to ask Karla about this one, but apparently the line got tangled up in a low hanging branch as a boat trailer passed by minutes before we did. My nomination for the GMBC "Fickle Finger of Fate award"!

A handful of riders, including Karla Ferrelli, John Bertelson, Jon Welkey, and Bruce Bassett completed between 10 and 19 rides each. Sue and Carl Eisenstadt, George Thabault, and new members Sheridan Johnson and Julie Cimonetti did at least five rides each. We had 17 others who did between one and four rides, with 10 of these being new to social riding this year. This included one young lady who drove all the way from White River Junction to do the St Albans Explorer, her first bike tour ever, and a considerable feat on her tank of a bike. Attendance tracking included those who emailed me in advance, though not those who signed up through the website. Occasionally, but rarely, people showed up at the last

minute without notification.

Early in the season, I noted that riders who are new to GMBC tended to sign up for the Social rides even if they were much faster than the rest of us. This points to the importance of having at least one person on each GMBC ride willing to help new riders feel welcome and not leave them in the dust as faster riders sometimes (often) do. This had been club policy for many years, and it's really not that much to ask of club members who want to see GMBC continue as a touring club. During the first month of the GMBC calendar, I am happy to take on that role. After that, Social rides are not announced on the GMBC calendar. This allows us to be a more cohesive group that can do longer rides not possible for those doing their first rides in July or August.

While I don't consider myself the ride leader for every Social ride, I generally do decide which routes we ride and which day and time. That makes me the ride organizer, and I think I'm pretty good at it, even though I am far from the fastest or strongest rider. John and Karla planned two rides involving Isle LaMotte, one of which was cancelled due to extreme heat. Their consistent help in planning and occasionally mapping a new route is much appreciated. The advantage of planning a ride every week is that it allows us to pick rides that suit the weather and to change the ride date or time according to the latest weather forecasts.

This does work. We didn't get rained on in any significant way that I recall and we had no more than two weekends without a ride. We delayed our Grand Isle Flats ride a couple of hours in June and saved ourselves a good drenching, but not the brisk winds that followed.

I hope to continue the Social ride scheduling formula for another year in 2022. For those who want to join in Social rides, it's quite easy. Show up next May and June for Social rides announced through the GMBC website and list serve. Once a person has proven themselves as a Social rider by riding safely, staying with the group, and bringing a smile to every ride, I am happy to add them to the email list. 🚲

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## GMBC TT Series Recap

by KEVIN BESSETT

I had doubts that it would happen in its entirety, but the first full season of TTs in the COVID-era is in the books. It was a good season; no incidents, lots of enthusiasm, and it was great seeing familiar faces in this crazy world we live in. Here is a summary of the season:

Average participation at each TT was greater than expected, at 13 per event. It was 10 per event in 2019 (which was the last full season and the lowest average in a quarter century). For comparison, in 2010 the average was 29.

Marc Meredyth was the overall fastest male, with a combined average speed of 25.2 mph for the three championship courses. Pier Briley was the fastest female at 20.87 mph (she and Sandy Dupuis were separated by only .19 mph!). Pier and Marc will be awarded trophies to keep for the 2022 season. Full series results can be found on the website.

The youngest rider this season was Kate Kogut in the F15-16 age group, and Jordan Davies was on the other end of the spectrum in the M80-84 age group. Jordan, you are an inspiration to many. John Bertelsen and John Witmer were tied at 11 for the most TTs ridden this season. In case you are wondering, here is the top-10 for number of TTs ridden since April 1994:

Name	# Of TTs
John Witmer	420
John Bertelsen	292
Kevin Bessett	227
David White	197
Jamie Willsey	190
David Rath	157
Tom Cleveland	152
Jordan Davies	147
Brook Anderson	143
Gordon Van Den Noort	127

The lead John Witmer has is impressive. If he were to never ride another TT, I do not see anyone breaking this record. Another interesting tidbit: 11,348 results have been recorded over this timeframe.

Have a great winter, and see you at the next TT in May 2022. 🚴

## GMBC Practice Criteriums 2021

by ANDRE STURM

The good news is that after the cancellation of the whole 2020 season we had three events in 2021. I would like to thank Dorothy Pumo and Sharon Sturm for being our referee and registrar again for this year's series. We also had a surprisingly good turnout of volunteers to marshal, which made for good conversations across the barrier while watching the race.

We waited for the first event until late July to give people a chance to get vaccinated. Not surprisingly, participation was down across all categories. It did not help that it rained all day until late afternoon on the date of the first event. We had to get creative and have a single race for 50 minutes for the eight participants across all three categories, with each category separately finishing after their allotted time. Fortunately the course profile itself takes care of much of the race intensity, so everybody still had a good workout.

The two events in August had better numbers with about 20 participants total. Noteworthy was the last event in that a number of UVM students had returned which made for an exciting A race.

Also, Earl's Cyclery and Fitness provided great prizes for the top three in the B and A race, and some primes during the race.

At this point it is hard to say if the lower number of participants is pandemic related, if people have retired from racing for good, or if they have shifted focus away from road towards gravel riding. We will offer the GMBC practice criterium series again in 2022 and hope that more people will show up again. Also, if anyone has a good proposal for a different course I would be very interested to hear about it. 🚴





# In Praise of the Indispensable Garmin Varia

by EVAN OSLER

Long time listener, first time caller to the GMBC newsletter here. I decided to emerge from the shadows after many years of lurking to make a product recommendation to my fellow cyclists.

In case you aren't familiar with the Garmin Varia rear-view radar line of products (currently the RTL515 with integrated tail light and RVR315 which is radar-only, although earlier versions of both may still be available), their main feature is to alert you to the presence of vehicles approaching from behind. The radars pair seamlessly with modern Garmin and Wahoo GPS head units via Bluetooth and have their own dedicated app just in case mounting a smartphone to your handlebars is your thing. You get visual cues and audible beeps (which are mutable) any time a vehicle or line of vehicles approaches.

A key reason I felt compelled to write this ode to a consumer product is that in my totally anecdotal experience, rear-view radars just aren't as ubiquitous among cyclists here as elsewhere. I've hopped into group rides in other parts of the country where adoption is near 100%, but here in Vermont there still seems to be a small minority using them. As a cycling community we tend to be less flashy and spend-y than what is common elsewhere, which is a great thing except perhaps when it comes to one's safety.

The rear-view radar was an accessory I had known about for a while but never thought I needed, until I was implored by a fellow cyclist - a VERY tech-averse one who rides with a mirror mounted to his helmet - to invest in one a few years ago. It quickly became as indispensable to me as any other basic item I wear or carry on every ride. It's fair to argue that at \$150 - \$200 of outlay (plus the cost of a modern GPS head unit if you don't have one currently) there are cheaper alternatives; mostly those comprising rear-view mirrors that don't require battery charging or Bluetooth connections. I've tried and failed on numerous occasions to embrace mirrors; both the form and the function were lacking. YMMV as the saying goes. That said, it's easy (and often preferable) to zone out on a bike, and there is nothing like an audible beep to snap you back to reality on a narrow windy road with no shoulder. It's also just as helpful on a fast or technical descent when taking the full lane is preferable and you'd like to know there are no vehicles behind you.

I'll end this short ode with what may be a controversial take, but will throw it out for consideration nevertheless. 2015 was a horrible and tragic year for our cycling community which I really hope never repeats itself in any way, shape or form. Given the details of some accident reports from that year, I do wonder if rear-view radar could have averted any of the tragedies altogether.

P.S. Support your local bike shop if possible, especially if it is a GMBC sponsor! 🚲

## Turn, Turn, Turn

by JOHN WILLIAMS

(adapted from the *Byrds* classic hit "Turn, Turn, Turn").  
Apologies to the *Byrds* and the Book of Ecclesiastes!

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven.

A bike for peaks, one for the valleys  
One for the race, one for the chase!  
One for pain, or just cruise around town,  
All so that stress will not get us down.

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven.

A bike for snow, a bike for the trails,  
One for the beach, surely not out of reach  
A bike for the day and one for the night,  
Having five bikes is not out of sight!

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven.

A bike for the mud, a bike built for two  
Even a tricycle will do!  
A time to feel fit and ride with style,  
Lifting your spirit for quite a while.

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven

Some have e-bikes and I must say,  
Anything is pretty much okay.  
We ride for love, no time for hate  
We ride for peace. I swear it's not too late!

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven

In winter we ride indoors, and some might say,  
It's really the way to keep foul moods at bay.  
We check Strava, Zwift, and Rouvy too,  
Just to be sure we keep pace with what others do.

For everyone turn, turn, turn,  
There is a bicycle turn, turn, turn  
And a bike for every purpose under heaven.





# Second Half of the Touring Season

by PHYL NEWBECK

**A**fter a break for the Fourth of July weekend, the touring group came back with a vengeance with a total of four rides on July 10 and 11. On July 10, Russ led four intrepid souls on **Presidential Pedaling** with over 3,000 feet of climbing. He had to do some rerouting due to road closures (as well as some cow avoidance when a few bovines crossed the road) and provided some history of former president Chester A. Arthur. The only downside was that Chester's Bakery closed before the riders returned to the starting location.

Further south, eleven cyclists headed out from South Royalton for **Randolph Ridge Runner** which was the first day of our annual **Upper Valley Weekend**. Everyone pedaled up Route 66 past the Climate Change Yacht Club (a sailboat, dory, and dock sitting in the middle of a lawn) to Vickie's Floating Bridge in Brookfield which was completely above water. Seven cyclists did the full 51 miles which includes the infamous Chester Mountain Road with its 17.5% grade, while five others opted for a more forgiving 46-mile route for the return trip. All enjoyed a nice tailwind on the way back to South Royalton.

The next day, seven riders set out from the same Upper Valley starting point for **Pomfret Perambulations**. Cloudy skies made the initial climb up Howe Hill a little easier to deal with and the views and lack of wind made up for the exertion. Five riders did the 49-mile loop while the other two stuck to the 39-mile version of the ride. Everyone stopped at the Barnard Country Store overlooking Silver Lake.

Further north, 14 riders did several variations of the **Champlain Bridge Ride** on a day with overcast skies and temps in the low 80's. Six did the full 51-mile route which includes a climb up White Church Road. Eight stopped at Crown Point but several of those riders then extended the route with a jaunt around Basin Harbor. One notable find was a fire truck graveyard in Crown Point. An additional five Social Riders did a similar trek but started at the Lake Champlain Maritime Museum.

We had been lucky with precipitation for the first part of the year but the weather in late July did not cooperate and both **Not Quite Quebec** and **Waitsfield and Waterfalls** were rained out. Anticipating the rain, four riders did the Waitsfield route the day before it was scheduled, enjoying fresh baked goods at the Hancock store and

libations at Lawson's (with one opting for a dip in the Mad River instead) afterwards.

After two rainouts, six riders were champing at the bit to ride despite a dire forecast so on August 1, they set out on the **Covered Bridges of Franklin and Lamoille County**. The two leaders turned around at the intersection of Routes 109 and 118 when the light rain, which had started shortly after they began pedaling, became heavier, but they got in their cars and drove the route backwards to make sure everyone was okay. One rider didn't have a rain jacket and ended up calling a friend to pick her up in Montgomery Center but the others made it back, albeit with soggy shoes and stripes up their backs as the rain ended just before they got to their cars.

There was no rain on August 8 for **Buck Hollow and Beyond** but there was still moisture since the hot weather left all 13 riders rather sweaty. One rider recovering from an injury, did an abbreviated version of the route and five others decided that the heat made the 40-mile option a better idea than the 58-mile version of the ride. Many treated themselves to creemees at the conclusion of the route.

Thankfully, the heatwave ended before ten riders set out on **Northeast Kingdom Adventure** on August 15. Only four Chittenden County residents made the drive, joining GMBC'ers from Sutton, Newport, Berkshire, and other points north, but they were rewarded with great scenery, good pavement, and courteous drivers. A stop at the Museum of Everyday Life with its exhibit on Lists and Notes was a big hit. We had one cyclist who hadn't pedaled more than 15 miles at one time in the last five years but hung in there and finished the 54 miles without issues. I realize Greensboro is a bit of a haul for most of our membership, but this is a drive well worth making.

We had a week off and were due to head back to the Kingdom for our annual weekend on August 28 and 29 but illness on the part of one of the leaders led to the cancellation of the rides. The following week, four riders headed north for **East of Eden** where a torn up Route 105 meant that Route 242 was the only option. By doing the ride clockwise instead of counterclockwise, Russ was able to convince the crew to forgo part of Route 100 for Mines Road which upped the climbing to 4,500 feet. There was just a light sprinkle of rain at the



beginning and the only noteworthy headwind was during the short portion on Route 100.

Ten riders chose to do the **Metric Century** on a windy September 12. One rider had a rear derailleur cable break, but was able to adjust the limit screw, get a gear or two up and running, and then lead the pack. The stiff south wind probably deterred other rides from joining the group. Next year we'll move the century to the third Sunday in September so as not to compete with the Kelly Brush Ride which is held on the second Saturday of the month.

On September 18, the forecast was grim so only two riders got out their gravel bikes and headed to the **Lamoille Valley Rail Trail**. Some rain fell before the start of the ride and there were a few sprinkles during it. Both riders were happy to include a visit to Black Cap Coffee and Beer. There was no word on which beverage was preferred.

Our last regular ride of the season was supposed to be in Canada but Covid complications in crossing the border meant that John and Karla kept their Alburgh starting location but switched to a new route called **Northern Islands Interlude**. Their hope was that starting in the north would allow them to take advantage of the prevailing south winds for an easy return trip. Things didn't work out quite as planned since the wind was west-north-west. It was cloudy when the 13 cyclists set forth but there was a hint of sunshine in the distance. Blue soon took over the skies but the wind picked up. John said it was only a problem during a stretch along West Shore Road in Alburgh where white caps on the water were evidence of the fact that the wind speed had increased to 15 mph. Seven riders did the 35-mile version of the route while the remaining six headed a bit further south before turning around.

Our first unofficial, leaderless ride of the season was rained out. I didn't get any reports from the next two but the fourth was an absolutely gorgeous ride from Jasper Mines Road to Georgia Shore. Cold temperatures (it was in the low 30's at the start) meant only three of us took part including a woman doing her first GMBC ride, but we all dressed appropriately and shed layers as the ride progressed. Alas, the fifth Sunday of the month brought rain and the end of our touring season.

## Hopes for Next Year

Attendance was down again this year with only one ride attracting more than 30 cyclists and just three others getting more than 20. Having riders sign up in advance made life much easier for ride leaders so we intend to keep that feature for future years. We also hope to continue the trend of hosting gravel rides in addition to our regular road routes. We were pleased to add two new routes this year and to welcome two new ride leaders. We sincerely hope others will agree to help us out as leaders and that those who have been our stalwarts in the past will continue to lead rides in 2022.

We've always had more rides in the northern part of the state towards the end of the season since we tend toward flatter rides in the earlier months, but this year was a bit extreme in terms of our geographic tilt. It would be nice to have a few more rides closer to the Burlington area to add to our roster next August and September so again, I'm counting on our members to come up with new routes or volunteer to lead some of our tried and true favorites.

There were a number of open dates on the schedule this year, mostly due to uncertainties caused by Covid, and we only held two Intro rides instead of the usual four. I received a number of requests for additional Intro rides so I'd like to increase those numbers next year. Vermont's vaccination rate is still the highest in the country so I'm hoping that next year Covid will be in our collective rear view mirrors and we'll have full schedule with no open dates. We generally hold our touring planning meeting in mid-March and I welcome all riders to attend as well as to email me with your thoughts on rides you'd like to see on the schedule. 🚲





# Tour De Pines: October 2021

story and photos by BRIAN HOWARD

Looking for a tour ride in these Covid times was quite the challenge as most of the popular organized multi-day rides were either cancelled or had gone virtual. One of my fellow bicycling friends and I started looking in the early spring of 2021 to find a ride without too many Covid protocols. George Thabault found this ride down in the Pine Barrens of New Jersey that seemed to be a perfect solution and was still in a timeframe that we could see the ocean at Ocean City and sit on the beach and enjoy the last throes of summer and a festival atmosphere.

The Tour for the Pine Barrens is a fundraiser and also raises awareness of this wonderful eco-system in the middle of New Jersey halfway between Atlantic City and Wildwood and Cape May. We would get to experience low traffic roads and get a history lesson on this unique area. Tour for the Pine Barrens is a self-supported ride which is typically four days of 50-mile days although there was one day with a shorter 25-mile day option. George and I started to work out places to stay for the duration of our trip and also decided it would be worthwhile to explore the Cape May area which is nearby and spend a day commuting to nearby Philadelphia and traversing the Schuylkill River trail. The trail is mostly a paved path with one part on the Schuylkill Towpath which is dirt and can be a bit off-putting on a road bike, but we muddled through – no pun intended as it was quite muddy due to Hurricane Ida which had just visited the area.

It was a great time to visit the Ocean City area. School was back in session and we arrived about a week before the summer beach season closes out and the area becomes pretty much a ghost town. We made Ocean City our base and stayed at a decent motel with pool that was still open. The weather was still

warm and the ocean water also quite comfortable. There were still moderate crowds frequenting the beaches and boardwalk areas.

The biggest challenge for us was the commute to get to the beginning of the Tour De Pines locations as they were a bit away from where we had stayed. The Pine Barrens area does not have a tourist setup and

therefore there are no hotels or motels in the immediate area. Ocean City was the almost perfect home base and we worked out which days would suit us best to get to the rides. We decided to do the last two days of the ride as they were the closest to our central base set up. The first two days were almost 1.5 hours away and getting there early in the morning with all the other traffic on the Garden State to contend with was not desirable. Day Three was the Batsto Village ride which is where the famed

NJ Devil is supposed to reside. The NJ Devil is a folklore character that is part animal/part human, haunts the Pine Barren area of the village, and supposedly has been seen or experienced by folks. We are happy to report no encounters with the NJ Devil. The Pine Barrens, however, did have some areas with a mysterious feel to them. At least I experienced that. There are houses and structures, but most people do not make their living in the area as there is very little

industry and they are purposely trying to keep it a conservation area for the most part.

Day Four of the ride was a choice of 25 and 50-mile rides and was also the last day of the tour. It was a neat out-and-back loop called the Atlantic Cape Ramble. I did the longer ride while the others I traveled with decided on the shorter ride. I rode with some folks from the New Jersey Shore Bike club which was neat for me as I was itching to go fast that day and we



maintained an average of 18.5mph with a pace line. One guy from Florida joined us and another couple led the ride for a bit and we all seemed to know how to ride in a group and draft so it made for a fast finish. The last day lunch was chili (regular or veggie) and cornbread and it hit the spot for me as I was hungry at the finish line. I got back just as the short riders were starting to come in, met the other folks riding with me for this trip, and we all sat down for lunch.

The rest of our five-day road trip was traveling the great bike trails of New Jersey to the Wildwood and Cape May areas which was very nice as the roads were low traffic and biking on the boardwalk was easy as the tourist traffic was low. The Cape May area was very nice and we dined at great seafood establishment called Lobster House for a late lunch. It was great to sample the local fish of the area. We dined outside and got some nice views of the harbor and also fended off the seagulls who were diving and trying to snag our food.

We also visited the Philly area on one of our days and found a great spot to start out on the Schuylkill (pronounced SKOO-Kill) River which is Dutch for hidden river and where the American and Industrial Revolutions were born. We made our way to Manayunk, an up and coming urban area with lots of verve and city life. We parked in a strip mall that was suggested by George and his wife Candelin, since his daughter who lives nearby. We visited the local bike shop which also had a great coffee bar in the rear of the store. They were very friendly to us as well.

We got on the Schuylkill River trail near the Philly Art Museum. It was foggy and misty that morning and that added to the atmosphere of the ride along the river. Also we were close to the famous Rocky film area, and the steps used for Stallone's workout. In fact there is a local gentleman there named "the Governor" who will take your picture with the Rocky Balboa statue for a small donation. We appeased him, of course, and he took many shots of use as he held down the iPhone handed him by one of the riders.

Our plan was for a few of us to go all the way to Valley Forge while others were going to go to the Conshohocken brewery in Norristown to sample local beer and grab some lunch. Traversing the trail leaving the greater Philly area was a bit muddy on some parts. We later found out that Hurricane Ida had blown through and flooding had made for a rather messy

terrain, but once off the tow path we seem to be okay. We got to Norristown when one of the riders went down hard on some wet leaves that were on the trail on a sharp downhill turn and this changed our plans a bit. Luckily Larry was okay; banged up a bit and bruised, but no broken bones.

We got off the trail at Norristown to find a bike shop as Larry's bike was exhibiting shifting problems and his rear wheel had two broken spokes and was way out of true. The Brewery was not open till 4 pm and we would need to wait several hours to get any food or drink. We luckily found a bike shop right next door to the Conshohocken Brewery and brought Larry in with his bike to see if the fixes could be made while we scrambled for what to do next. We were going to try and get food delivered while waiting for the bike to be repaired, and luckily found a wonderful Mexican restaurant about a quarter of a mile by foot which was open. We were treated to authentic Yucatan food and Larry started to feel a bit better.

After we dined, we headed back to the bike shop and they accommodated Larry with a modest repair rate and replaced his spokes, trued the wheels and soon the shifting was working as designed too. We needed

to travel back on bike to our cars, and would be getting into the rush hour traffic as we needed to ride the last several miles via Manayunk streets to get back to the strip mall. I called this riding day "guerilla warfare on bikes" as it reminded me of the NYC Century ride which I did with a fellow GMBC'er back in 2012. We traveled on everything from bike paths to sidewalks to narrow bridge paths. It was definitely the urban adventure and just made the trip a bit more interesting.



Anyway, The Tour de Pines is for a good cause and all routes start and finish in the same location. Participants provide their own transportation, food, and lodging as these are unsupported rides. Although the rides are self-guided, the organizers provide each participant with cue sheets, GPS files, free access to the Ride with GPS app, and instructions that contain details about the ride. The signage could use a little help but it is volunteer based, so I understand the issues. The other parts of our trip to Wildwood and Cape May were fun as well. If you don't mind driving on Garden State parkway to other areas like Philadelphia, and dealing with big city traffic commuting, it is well worth the trip to see these areas.





# Swytch eBike conversion kit

by ANDRE STURM

**T**here is no ignoring the fact that we are all getting older, and the older we get the faster we were. Eventually there may come the time when a little support is appreciated, especially if you want to enjoy longer rides with less trained partners and spouses, or to enjoy longer and hillier rides that were easy many moons ago.

E-bikes have become a main staple in the greater cycling community, but they also still cost a pretty penny. And often you don't want to give up the bike that you already have and like and that fits you well.

I was made aware of the Swytch eBike conversion kit (<https://www.swytchbike.com/p/universal-ebike-conversion-kit/>) by my brother in law (BIL), who wanted to overcome knee pain issues when cycling with his wife in rolling terrain. He is 6'4" and has a hard time as it is finding anything bike-fitting. He really likes his size 64 bikes, and the Swytch conversion kit seemed to be a good option.

We jumped on the bandwagon and ordered a wheel for my wife as well in October 2020, and it was delivered in February 2021 from China. Swytch has an interesting approach: you can order for immediate delivery for full price, or you can preorder and get about 50% off. We paid in total about \$700, including shipping and customs.

The wheel is VERY sturdy, and is also disc brake ready. Installing it on my wife's Cannondale R400 (Al frame and Al fork) was very straightforward. Be aware that you need an additional fork lever if you have a carbon fork. Swytch offers a pedal assist system or a thumb throttle. The pedal assist system consists of a magnet ring that will be installed either around the crankset axle or on the left crank, and the actual wired sensor that is attached to the downtube of the frame. Aligning the sensor within 2mm of the magnet ring proved a bit tricky with the thick down tube of the Cannondale. The system is really easiest with the thin tubes of an old fashioned steel frame or something similar. My BIL could not install it on his Trek Emonda at all, but it worked fine on an

older Specialized steel frame. The batteries are in a nifty small-sized pack that is installed in front of the handlebar which also includes the controls and can be easily detached.

Between the heavy wheel and the battery pack at the handlebar the bike becomes very front heavy. As a result my BIL experienced shimmying on his size 64 bike. The solution was to install a second stem around

the seat post (like a tandem) and put the battery pack behind the seat post over the rear wheel, which completely eliminated the shimmy and nicely balanced the weight, but of course makes it a little more tricky if you want to change the control settings while riding. He did have to extra order the fork lever for his carbon fork and an additional cable for the rear installation, but communication with Swytch was easy and responsive.

Riding with the wheel (like with any e-bike) is a blast and certain to put a smile on your face. My wife absolutely loves it, and we have done multiple 30+ mile rides (length now limited by saddle time rather than physical fitness). Has anyone done the 11+ mile uphill from St. Johnsbury on the Lamoille River trail lately? As a matter of fact, occasionally I have to ask her to switch to a smaller gear since otherwise this is really turning into a motor-pacing session. The pack has five power settings, although on rolling terrain the lowest setting was sufficient. We bought the larger battery pack and have done rides spread over multiple days for a total of 50+ miles with one charge, and still some charge left.

This wheel is certainly a good option if you already have a bike you love and want to keep, plus you can easily switch it out for the standard wheel again. The battery pack can very easily be removed and carried along, so it is a good option for commuters. This system is not for you if you are a style purist and prefer your cables hidden in the frame. Also, I'm not sure if it is a good system if you want to ride gaps (especially downhill) due to the aforementioned front loaded weight. Overall this Swytch eConversion kit has proven to be a very good option for us and my brother in law. 🚲



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## GMBC Club Membership

A single adult membership is \$25 and a family membership is \$30.  
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The membership year runs from January 1st to December 31st,  
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Members, encourage your friends to join!

For more information and the membership form visit

**<https://thegmbc.com/membership/>**

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**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)**



# GMBC Clothing Inventory

by JOHN WITMER

**G**MBC's clothing is new for 2021. It's an all new design, and from a new provider: BioRacer. Images are available on the GMBC website. BioRacer items fit really snug so be sure to consult their sizing chart. Many GMBC members sized up and still found snug fits.

GMBC places two clothing orders each year. For 2021, the due dates were March 22 and June 21. Expect similar dates in 2022. Up-to-date info 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 prior to 2021 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 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.

**BioRacer's sizing chart:**  
<https://www.bioracer.com/en/team-clothing/size-chart-bioracer>  
**Voler's sizing chart:** <https://www.voler.com/fitguide>

## Inventory Clothing Order Total

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

Shipping: 1 item - \$5.00

2 items - 8.00

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: 802-864-5897 or  
witmerjohn@yahoo.com**



# GMBC Inventory Clothing Order Form

Price	Item	Size	Quantity
\$53	2021 Short Sleeve Jersey BioRacer Prof (GMBC) (S-XL)		
\$71	2021 Bib Shorts BioRacer Prof (GMBC) (S-XL)		
\$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)		
\$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)		
\$ 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)		





## **Perspectives**

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