



Perspectives

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From the Desk of the VP

by JOHN WILLIAMS

It's been great to see GMBC riders (via Strava) fill their winter with alpine skiing, XC skiing, running, hiking, and biking both indoors and out. For me, it was fat biking at night when conditions were right. I find that I prefer riding at night, following the brightly lit path from my bar and helmet lights. Even when alone, I find it to be a time of peaceful quiet and pleasant solitude as the envelope of darkness closes behind me while rolling over the groomed and undulating surface of pure white snow.

WNR and VP Rides

I am looking forward to seeing GMBC riders reconvene for the Wednesday Night Rides (WNR) and the Saturday VP Rides soon. While I hope that these rides bring challenges, excitement, joy, and enhanced fitness, in another sense I hope they are uneventful (aka no crashes or injuries). As we enter a new cycling season, I implore all riders to practice superlative riding etiquette – both within each group (predictable riding style, finding the best fitting group, respecting all riders), and outside of the group (vehicular traffic, i.e., stay singled up in areas of traffic, stop at stop signs, lights, etc.).

For the WNR we will meet at the Wheeler Lot on evenings when there is sufficient parking space there or at one of the parking areas between the athletic fields



PHOTO CREDIT: TOM BROIDO

(Veterans Memorial Park) when parking is limited at the Wheeler Lot. I am hoping to start the WNRs either on April 10 (I may be away on that day) or on the following Wednesday, April 17. As in prior years, I will announce the rides a couple days before each Wednesday. The start time will be 6 p.m. until September when

daylight shortens significantly. Dorothy Pumo has prepared our sign-up form for the 2024 WNRs. I appreciate and thank everyone who has been using the sign-up form in recent years. This allows me to approximate the number of riders and also to have contact information available for each ride. The GMBC Waiver must be completed before participating in GMBC ride events – only once per ride season <https://forms.gle/5TR7sui6xWerMbmM8>

The Saturday VP rides will likely start around April 13 or April 20, as the ski season winds down. There will be a sign-up form for the VP rides. I plan to announce the route, meeting location, and meeting time for the Saturday VP rides by Thursday of each week. Weather can be a factor affecting distance and selected route. I am always open to suggestions on new or favorite routes from the “peloton”, so send me your ideas at any time. We will visit area Notches, Gaps, Gulfs, and Gulleys, interspersed with some “flatter” routes. 🚲

**Hope to see you all
on the road soon!**



News from the Richard Tom Foundation

by JOHN WILLIAMS, RTF PRESIDENT

PHOTO CREDIT: JOHN WILLIAMS



Fat Bike Rally, February 25, 2024

We had some snow leading into our Fat Bike Rally, co-hosted by *Catamount Outdoor Family Center* (Catamount) and the *Richard Tom Foundation* (RTF). Things were looking promising from about a week out. And then.... And then.... The Winter of 2024 reared its ambivalent head, for the umpteenth time, delivering a warm spell that disintegrated our snow cover. Fortunately, the see-saw weather brought deep temperature drops the preceding Friday and Saturday, ensuring a rideable solid surface on Sunday with moderating temperatures.

On the day of the Rally, people began filtering in at around 9:30 with approximately fifty riders participating throughout the day. Catamount offered up their fleet of rental bikes and trail use at no charge. Chris Morrissey (CMO) and his wife Samantha (Sam) of *Cool Motion Outdoor Sports*, Bristol, VT, showed up at about 10:00 to set up for grilling. Despite minimal snow cover, the trails, although somewhat icy, provided a solid surface for riding. Three guided group rides (10 a.m., 11:30 a.m., and 1 p.m.) hit the trails with 10

or more riders per group. Thanks to Tim Post and Justin Bennet who led group rides.

Yours truly led the 10 a.m. group. Alas, with no studs on my tires, I tried to ride around the many frozen puddles (or gingerly cross them) and stay slightly off-center of the ice-covered trails. I didn't crash! My group had one other rider without studs, and he was new to fat biking. He did great, with perhaps one crash that I am aware of. While we didn't have the beauty and softness of freshly groomed snow, we did have adventure and fun. It's what cycling of any description does. Riders returned with big smiles and comments of "Hey, that was fun!"

Back at "The Hub", CMO and Sam served up one of the best Brat sandwiches I have ever had (well maybe the 2023 one was just as good?). Hungry riders feasted on brats and burgers provided by RTF. While there were no fees associated with the Fat Bike Rally, we did receive many generous donations. Thank you! Donations were split 50/50 with Catamount. Thanks to Amanda Preston, Event Coordinator at Catamount for her help in organizing and partnering with RTF for this annual winter bike fest. 🚲

Save the Date: 9th Annual Richard's Ride Powered by VBT, Saturday, May 18

Richard's Ride returns to Cochran's Ski Area on Saturday, May 18. We are grateful for the relationship we have with the Cochran family who open their property to us each year. We are also grateful for our Title Sponsor, *VBT Bicycling Vacations*, for their support of the Richard Tom Foundation. Richard worked at VBT as a Ride Leader in Europe and beyond. We are aligned with VBT in continuing the legacy and spirit of Richard through the years.

We will offer all our traditional road and gravel routes and we hope to increase our mountain bike ridership this year. You will want to be an "Early Bird" registrant because we are offering a 2024 Hi Vis Osprey RTF-logoed backpack to our first 200 registered riders. Register early so you don't miss out! As of April 5, we already have 84 riders registered.



News from the Richard Tom Foundation

We strongly encourage families with children to participate in Richard's Ride. Cochran Road will be closed to through traffic when "Richard's Five" and "Richard's Fifteen" rides are in progress. A guided ride on the Winooski River trail will also be available for children and parents or guardians. Stone Corral brews and a meal by Dakin Farm and Sugar Snap Catering will again satisfy your post-ride palate. Ride nutrition will be provided by Untapped. 🚲

Online registration for the 9th Annual Richard's Ride is open at www.bikereg.com/rtfoundation.

Discounted registration closes on Friday, May 3. We hope to see you there!



There's Something for Everyone!



- Family Friendly 5 Mile Rides & Entertainment
- Routes for Every Rider (gravel, road, and mountain bike)
- Richard's 14, 30 & 70 Mile Road Routes
- Celebrate & Support Cycling for Everyone



New Trailer

RTF is now the proud owner of a trailer thanks to the generosity of Vermont Bicycle Tours (VBT). We will be able to store all our equipment in the trailer, hook up, and go to whatever event in the future. Since 2015 when RTF was formed, all our gear has been stored at Aquatec Environmental, Inc. The storage situation at Aquatec worked but was not ideal. We are designing graphics that will soon be applied to the trailer so RTF will become ever more visible at events. 🚲



Book Review of Cardio or Weights

by PHIL LITTLER

This is a review of Alex Hutchinson Ph.D.'s 2001 book *Which Comes First, Cardio or Weights*.

The author is a runner and journalist with a doctorate in physics. The book is 272 pages with about 35 pages of references. At first pass, the book does a good job of answering *why* and does not do too much in the *how to*. The book is broken down into twelve chapters from *Getting Started* to *The Competitive Edge* and each chapter poses eight to ten related questions which are answered in great detail with the appropriate references.

Did I mention that the author has a Ph.D. in physics? This becomes an advantage in that he was able to look at many different sources, judge the strength of the studies, and make a coherent argument of what the studies show. It struck me as comical that exercise physiologists are able to pose a hypothesis, but then unable to run the definitive experiment to prove or disprove the hypothesis. It also makes me glad I am not an exercise physiologist trying to run experiments on the complex life form that humans are. Humans have had five hundred million years of evolution to make sure that failure is not an option.

In addition to being a runner, Hutchinson is a senior editor of *Canadian Running* magazine, so it is not surprising that some of his examples are running-centric. This is not a problem because almost everything discussed in the book applies to all athletes.

One thing that I liked about the book is that each chapter is concluded with what the book calls a "Cheat Sheet" that describes the salient conclusions derived from the chapter where the reader can simply read the conclusion and understand what the book is about.

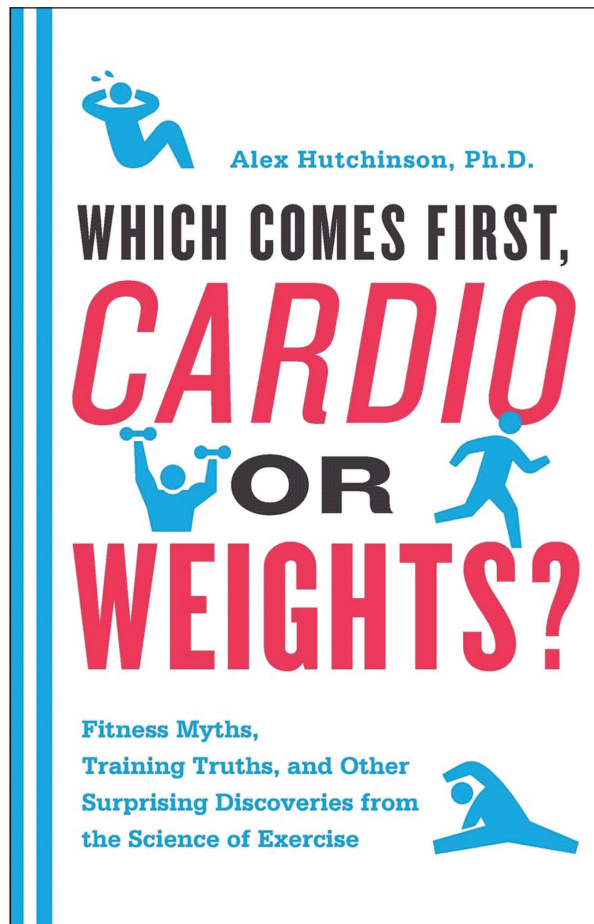
One thing I did not like is that there is no summary of what you must do to become a faster, stronger, and better athlete. The book does have a conclusion, *From Lab to Gym* that goes partway. The steps given are "Do something rather than nothing", "Figure out your goals and monitor your progress", and "Try something new". No question that this is good advice.

I assume the title of the book, besides trying to get your attention, is a bit of a joke along the lines of the chicken/egg controversy. The answer is that **both** cardio and weights are important for athletic improvement since they are important elements of endurance and strength. The book's recommendation is that the weights and repetitions vary depending upon goals as they differ between sprinter and endurance athletes. The book lists a myriad of advantages that strength training provides with impact on metabolism, aging, bone strength, and, in general, quality of life.

The book describes the decline in Masters athletes (besides the decline in VO Max and strength) and "suggest[s] that the intrinsic drive to exercise declines with age". This highlights the importance of motivation, including enjoyment of the sport, personal challenge, and

improved fitness and health. The social aspects are critical to many.

So, we are in Spring with only a few weeks till summer, what do I do? The advice listed in an earlier paragraph is still good advice! Start. Plan. Execute. What would get you motivated? If you don't understand the fundamentals of weight training, aerobic conditioning, intervals, recovery, nutrition, and other fundamentals of training, then add a goal of learning them. Just do it. 🚴



Winter Zwift Racing

by RYAN JURASEK

As the end of the 2023 cycling season came to a close, many of us were getting our skis out from the basement, but for some of us the cycling season never ended. For those participating in the Zwift Race League, we hopped on our trainers on select Tuesdays for three rounds of six exhilarating races each round. With about 24 riders, from those that only road or mountain bike, and all in between, spanning three teams (categories B, C and D) we helped push each other to improve through a winter that was so-so. Are you looking to up your endurance, speed, strength? Consider joining us next winter!

Zwift is a simulated bike environment, and while there are many different setups that work with Zwift, the most common is a smart trainer (a trainer that measures power), a computer or tablet, and your bike. When you start up Zwift, there are many options, but the simplest is just to ride. You have a virtual character on a bike, and the more power you pedal with, the faster your character goes. The ride experience takes into account height, weight and drafting, along with gradient feedback to try to simulate reality. You ride in a virtual world with many other people, and while there are races that can be done individually, there is a third-party organization (WTRL) that organizes team racing which includes the Zwift Race League which we participated in.

The different categories (A, B, C and D) allow for competition at all levels. Zwift keeps track of your efforts and assigns a category for you to compete in. We found it great to have multiple teams across multiple categories, so that riders, when they improved, (which many did!) could jump on to the next category for a new challenge. The

races this year were broken down into three types: scratch races where just the finishing positions count; points races where you have to sprint to (and through) intermediate sections; and team time trials where the fourth finisher is your team time. Each week we would field six racers per team to race against other teams in our same division and receive points based on how our team did compared to other teams. We had about 15 other teams in our division, and after some time we started to recognize the other riders we were competing with. To communicate before, after, and during the race, we used an app called Discord. Discord is similar to other chat type apps like Slack, except it also allows for voice channels. Voice channels come in really handy for race day, especially during the team time trials.

One of the great things about Zwift is that it provides a common place for riders to get together. While it's fun to strategize each week, push yourself and have some competitiveness, we have always been extremely open and welcoming, and more about helping each other become better riders no matter the level or goals. One of my favorite parts of the season is seeing riders achieve new personal bests.

As the season closes out / just begins? I would like to give a big shout of appreciation to all who joined us in riding this winter. The extra motivation, and regular riding will hopefully make for some strong summer riding. Looking to next year, I am excited to see more new faces. Hopefully we will have a Cat A team, and also more women riders. There is a women's only league and with enough interest we could field a women's only team as well. 🚴

Ride On!

So, So Important for Your Safety

by KEVIN BESSETT

I'm always reminded at this time of year -- as I'm getting reacquainted with riding on the road -- that riding a bicycle on the road and feeling somewhat secure and confident is an art. There is a lot to know. But one thing everyone knows is that colliding with a motor vehicle is not desirable. It happens and, unfortunately, could happen to you. But there are ways to greatly lessen that risk.

Bright flashing lights. They quickly gain attention without fail, and mounted on your bicycle, these are a sure way to alert drivers to your presence, and this is exactly what you want. Put simply, the odds of being hit are much lower when drivers know they are approaching you, and from as far away as possible. Lights with a bright pulse guarantee this.

There is no better way to protect yourself, and in my opinion, flashers are just as important as wearing a helmet because of their effectiveness in preventing collisions, thus injuries or even death. Of the two flashers, a rear one is more important because traffic behind you is not easily seen and difficult to react to (a plug for using a mirror of some sort). However, if you ride on busy roads then a front flasher is critical. It warns drivers that you are coming towards them and lessens the chances of someone pulling out or turning in front of you.

If you are not using any flashers, please consider at least a rear one. The benefits are well established and may prevent you from becoming a statistic. 🚴

The Science of Being Seen

by BILL REGAN

Being seen is the first step to avoid being hit. Other aspects of cycling (and driving) behavior are also important, such as obeying traffic laws and being courteous to other road users. But many drivers tell the police after a collision with a bike: “I never saw him.”

You don’t have to take my word for it. There is abundant research on what cyclists can do to be more visible. Most solutions involve a combination of bright lights and bright clothing.

- “Part of why drivers don’t see cyclists could be that they’re not looking for them, and part could be that **cyclists think they’re more eye-catching than they really are,**” according to a *Bicycling* study on visibility in 2017.



Can you see me now?
(Source: Sigma Sports)



Nope, not really.
(Source: LTP Group)

Another study of cycling visibility in *Velo* was stark in its conclusion: “Cyclists drastically overestimate the distance at which they are seen by motorists, and unless they are actively doing something to increase their detectability (be it with lights and/or visibility-enhancing clothing), they may not be seen at all.”

- *Velo* continued: “And just in case you are skeptical, research has shown a **whopping 270% increase in driver recognition of a cyclist with a flashing rear light** compared to without, while another study revealed a 33% decrease in accidents for cyclists equipped with daytime running lights.”

Other research featured in *Bicycling* reinforces the importance of lights – and not just any lights, but **bright and effectively positioned lights.**

- “It sounds counterintuitive, but in the brighter ambient light of daytime, you actually need a more powerful light than at night,” said the *Bicycling* authors. “Flashing front and rear

patterns draw attention and set you apart from your environment during the day, but at night, it’s best to use a steady pattern for the headlight unless you’re in a brightly lit urban environment.”

Almost everyone I see on the roads has at least a rear light, but too many have lights that are so dim or poorly positioned that they do not make the bike more visible at a distance. The most **common mistakes** are:

- A single LED light, perhaps paired with a fading battery, that is apparent only when the vehicle is already upon the cyclist.
- A multi-LED light set to a pattern where only one, not-so-bright LED blinks at a time.
- A light facing up toward the sky, down at the ground, or off to the side, or blocked by a saddle bag, panier, or tire.



Conspicuous cycling.
(source: *Velo*)

Other research summarized in *Bicycling* gets at the benefits of bright clothing to help make you **conspicuous** on the road – meaning that you are both visible to drivers not looking for cyclists and obvious to them that you are not just some inanimate object alongside the road. “The two key factors cyclists have some control over when it comes to conspicuity are **creating contrast**, which helps us stand out from our surroundings; and **creating a sense of motion** to spur quicker recognition.”

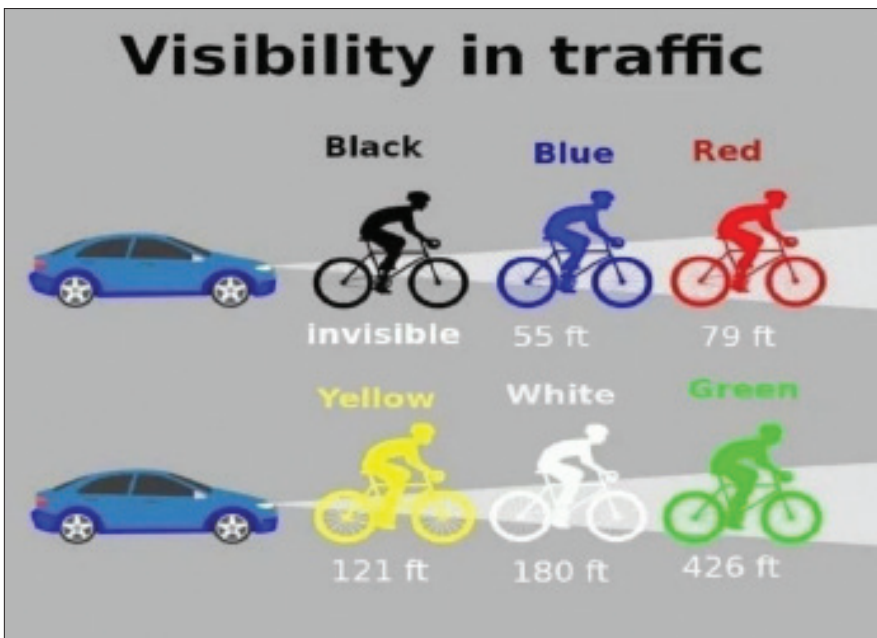
- The authors added: “A 2004 meta-review of studies found drivers consistently recognized **fluorescent colors** faster, more consistently



and from farther way than standard colors. Fluorescent material reflects non-visible ultraviolet light back in the visible spectrum, making it look about **200 percent brighter** in daylight than conventional colors.”

- As you might expect, brightly-colored clothing and gear that moves – think socks and shoes, and to a lesser degree gloves and helmets – are especially good at providing that important sense of motion.
- Riding in groups also increases visibility and creates visible motion. Just be diligent about not impeding the flow of traffic behind you, which is both dangerous and illegal.

A vehicle traveling at 45 mph, typical on Vermont



(source: France à Vélo)

roads, travels at **66 feet per second**. In other words, most drivers may have only a couple of seconds to react to a rider once they see them.

The use of bright lights and clothing may sound obvious, but a surprising number of cyclists I encounter on Vermont roads seem to be going out of their way to be invisible. I see lots of dark clothing, no, dim, or poorly positioned lights, or some combination of these. Even as a driver who looks for cyclists much more than the average motorist, I may notice these riders only moments before I come up on their rear wheel.

Not every rider is as safety focused as I am. That’s fine. Each rider brings to the road their own risk tolerance. But I think about the high human and financial costs cyclists and their loved ones may pay if riders decline to take a couple of simple and inexpensive steps toward reducing the chances of a collision. It is easy to find brand-name 100+ lumen rear lights for around \$50 and high-visibility jerseys for about \$60.

Here is to everyone having a safe, healthy, and rewarding cycling season!
🚲

*Bill Regan is a League of American Bicyclists-certified instructor. He invites you to **share this article**, particularly with riders not on the GMBC listserv or anyone you know who rides camouflaged with the road.*

New GMBC By-Laws

by PHYL NEWBECK

At the last GMBC Annual Meeting, several of us decided that it was time to take a look at the GMBC by-laws. The most recent copy we found was created on a typewriter and we realized that we have not been in compliance for many years. For example, the old document restricted the President to serving no more than two consecutive years. Further, the by-laws predated the use of email and required annual meetings to be held on the first Tuesday of December. More importantly, the document refers to the GMBC as a non-profit organization and although we behave as one, we do not have the proper certification, something we are hoping to remedy this year.

A group of six – David Rath, Kevin Bessett, John Williams, John Bertelsen, Dorothy Pumo, and I – are drafting a new document which better reflects the way we operate. It will be voted on at our next Annual Meeting and will be submitted for review when we have completed it.



Dorothy Pumo: GMBC's Webmaster Looks at Bike Racing from Two Perspectives

by PHYL NEWBECK



Dorothy Pumo's first bike came via a lucky break. The ten-speed Louison Bobet a friend of her mother's had bought proved to be too much bike for the friend and Pumo was able to pick it up well below cost. She was a junior in college at the time, riding a three-speed clunker. She had tried to ride with friends but couldn't keep up and the new steed changed things. "It had tubular tires, platform pedals, and beautiful lugs," she recalls. While in graduate school at Ann Arbor, Pumo found a cycling friend with a Masi which he had purchased in Italy and began doing some serious riding. She received her B.S., M.S., and PhD from the University of Michigan.

Pumo never considered herself athletic but when she was living in Colorado in the mid-1970's she followed a stage race called the Red Zinger Classic. She was living with a fellow cyclist and one year they used their vacation time to follow the week-long event across Colorado and helped with

marshalling a race that featured Connie Carpenter (now Phinney) and Beth Heiden.

In 1979, Pumo moved to Vermont and discovered the GMBC. For a year she raced as a novice before getting her racing license. She started with the Thursday time trials - initially without proper bike shoes or shorts - but expanded to other races including the Hilly 50. At the time, GMBC was primarily a racing club and Pumo competed in Connecticut, Massachusetts, and Maine, as well as in Vermont. She raced up Smugglers' Notch and did the Mt. Washington Hill Climb twice, finishing fourth in the women's category on one occasion. Her best race was tandem ride on Grand Isle with her friend Herb Swift where they broke the hour mark for a 40K time trial, something neither of them had been able to do while riding solo.

Pumo took some time off from racing after moving to New York to work at Hofstra University. She chaired the Biology Department for

nine years, teaching Cellular and Molecular Biology, Cancer Biology, Animal Cell Culture, Bioinformatics, Introductory Biology Laboratory, and Genomics, researching and writing papers, and travelling to conferences around the world which limited the time she could spend on the bike.

In 2008 Pumo returned to Vermont to take a position at the Albany College of Pharmacy's Colchester branch where she was twice voted Teacher of the Year. After seeing Peter Oliver's listserv posts asking for help with local races, she volunteered to be a driver for the Green Mountain Stage Race (GMSR). When Cindy Hines agreed to run a Level C Officials course, Pumo signed up and became accredited. She has since reached Level B but opted not to try for Level A because it involves more travel and would cut into her own cycling time. Pumo has been a ride leader for at least a decade for the GMBC touring section and routinely puts in between 1,800 and 2,500 miles a year.





Bob Collins and Dorothy at the GMSR 2023 - moto 1.

GMBCers know Pumo for her work with Andre Sturm as a referee for the practice crits but she continues to officiate at the GMSR. She has also worked at the Killington Stage Race, was the chief referee for some gravel races, assisted on some UVM collegiate races, and even officiated one international mountain bike race.

Although her doctorate is in Cellular and Molecular Biology, Pumo has reinvented herself as the GMBC webmaster. "I like to play with computers and graphics," she said. "I like to keep my hands in technology." One of her main goals for the GMBC redesign was to make sure the site was accessible on phones, as well as on computer screens.

The most fun Pumo had while racing was at the Empire State Games in 1993. She was one of three women from the Long Island district to compete in the multi-day stage race. The women's team time trial's finish would be based on the time of the second person to cross the line. Very soon, the third woman dropped back so Pumo and her remaining teammate took turns in the lead and eventually passed another district's trio. Their team car was with them, yelling encouragement while the other team's car barked out orders. The lead went back and forth several times but eventually, the team that still had three riders came out ahead. "At the end we could barely breathe," Pumo said.

In addition to cycling, Pumo skis and kayaks. She volunteered as a Mountain Host at Stowe for almost a decade. Pumo has done a number of bike/run biathlons, and sprint triathlons including two podium finishes in her age group at the Colchester triathlon. She has done the Race to the Top both on bike and on foot and has competed in a number of Senior Cycling Games. She qualified for the Nationals each time, a feat she dismissed due to lack of competition

in her age group and competed in the 2015 event in Minnesota.

Pumo finds her position as a race official rewarding. "When you're on duty you have to pay attention to the race and nothing else," she said. "You need to be certain of what you're doing because if you're not sure what you saw, it's not good." She does worry that some racers seem to have an us-versus-them attitude about officials. "They think we're working against the cyclists but many of us were racers, ourselves. We really do want the cyclists to have a good time and be safe, but a lot of racers don't realize that." As a former racer, Pumo enjoys seeing competitions from another perspective. "It's been interesting to see how the race works from the officials' side," she said. "The job of officials is to make the race safe and fair for everyone and to make sure that the person who should win does win. It's a serious thing." 🚲



Dorothy at the Crit.



2024 Time Trial Series

by KEVIN BESSETT

I hope everyone had a great winter even though it wasn't a traditional winter by any stretch. I got out on my skate skis only half as many times as usual, but it was enjoyable.

Up front: This will not be a normal season. No, I'm not planning on a COVID lock down again! I will be recovering from a surgical procedure in May. So, we'll be starting on the first Thursday in June, however, it's possible there could be one or two TTs prior to that. Announcements will be made on [the Listserv](#). There will be several gravel TTs again this season and (at this moment) even a gravel hill climb. I'm pondering the Camel's Hump Road in Duxbury, starting a few miles before the climb starts. It will be added to the calendar but subject to change.

Since I will not be in prime TT shape this season, I will do most of the timing, if not all of it. However, if there is a course I would like to ride later in the season, you'll hear me asking for a volunteer or two.

If you are unfamiliar with the series, there is no charge to enter, and you do not need a license of any type. The only ask is this: If you ride three events during the season we ask that you help time at an event next season. The date you are asked to help is assigned by me in March and the schedule will be posted then for review. You are free to swap with someone else or find a stand-in. Timers are assigned this way because, otherwise, I'd be asking for timers each week, and that would drive me nuts. Timing a TT is simple, and you'll be shown how.

The series consists of courses spread out over three counties, ranging from six to over 16 miles, and includes "Vermont" flat and hill climbs. We're all pretty laid back and it's a fun series. It is about challenging yourself much more than it is about competing against others.

I hope you can join us. If you have any questions, don't hesitate to reach out to me.

2024 GMBC Time Trial Schedule

Subject to change. Stay up to date via the [Listserv](#) or visit www.thegmbc.com.

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

Date	Course Name	Timer / Notes	
Jun	6	South Greenbush	K Bessett
	13	Jonesville	K Bessett
	20	Huntington	K Bessett
	27	South Greenbush	K Bessett
Jul	4	Duxbury (gravel)	K Bessett
	11	Huntington	K Bessett
	18	Dunsmore	K Bessett
	25	Nashville Rd (gravel)	K Bessett
Aug	1	Upper Pleasant Valley Rd	K Bessett
	8	Camel's Hump Rd (gravel)	K Bessett
	15	Jonesville	K Bessett
	22	South Greenbush	K Bessett

Helmets required and NO RIDING two ABREAST at any time.

For info contact Kevin Bessett at kevinbessett@gmavt.net

• These events are FREE and open to all •



2024 Time Trial Series

Course Descriptions

(see website for detailed information)

Camel's Hump Road (gravel): TBD (details will be posted on [the Listserv](#) and [website](#) when available)

Dunsmore: 9.35 mi. **Parking:** St. Albans Bay Park parking lot. **Start:** At opposite side of Route 36 from parking lot, and head north on 36. Right onto Newton Road and ride for several miles, then right onto Dunsmore Road. Finish on Dunsmore about 1/4 mile before route 36. Return to the parking area immediately after finishing the race

Duxbury (gravel): 8.35 mi. **Parking:** Areas around intersection of Duxbury and Camel's Hump roads. **Start:** At bridge just east of this intersection, head to Waterbury (road will change to pavement), turn ride West (changes back to dirt), past the start area and the Camel's Hump Road, to where the dirt changes back to pavement. **Caution:** Look for traffic when making U-turn.

Huntington: 12.71 mi. **Parking:** Brewster Pierce school in Huntington Ctr. **Start:** Small bridge just north of the village. Head south on Huntington Rd. to junction of Rt. 17. Turn around and head back to start area. **Caution:** Look for traffic when making U-turn.

Jonesville: 16.15 mi. **Parking:** Along Rt. 2 on east-bound lane (all wheels MUST be off the pavement so more space for passing bicycles and cars). **Start:** On Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance to the entrance to Sun Common building. Turn and head back to the start area. **Caution:** Look for traffic when making U-turn.

Nashville Road (gravel): 11.96 mi. **Parking:** Various spots on Nashville Road and side roads. **Start:** 7/10 mile from intersection with Brown's Trace Rd. Head east to Stage Road, take right and ride to Leary Road, then turn right and take Leary to turn around point, which is about 1/10 mile from intersection with Nashville Road. Make U-turn and head back. **Caution:** Look for traffic when making U-turn.

South Greenbush: 8.32 mi. **Parking:** Off Thompson's Point Rd, in field on left just before the railroad track (about 200 meters west of intersection with Greenbush Rd). **Start:** 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. **Caution:** Look for traffic when making U-turn.

Upper Pleasant Valley: 15.07 mi. **Parking:** At church across the road from Smuggler's Notch Inn. **Start:** At intersection of Jeff Heights Road with Upper Pleasant Valley. Head south on Upper Pleasant Valley, the course rolls for next 3 miles into a fast descent to the intersection of Lower Pleasant Valley Road (now you are on Pleasant Valley Road). Continue for approx. 3.5 miles. Turn and head back to the start area (turnaround is at Moose Run Road, about 1/4 mile after top of long steep climb). **Caution:** Look for traffic when making U-turn.

Instructions for Timers

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

Timing gear & instructions: Provided by organizer.

Besides running the stop watches and recording finish times, please do the following:

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

Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads and you are riding at your own risk. You must obey all VT laws to

bicycles. GMBC assumes no liability.

- Use a **bathroom** prior to arriving but if **nature calls**, be **discreet or be disqualified**.
- **Know the course**, turns, intersections, and danger spots.
- A **helmet** is always mandatory, eye protection recommended.

NO RIDING TWO ABREAST.

- **Always ride** on the **right side** of the travel lane **unless** in areas where riding in the lane is safest (such as on fast descents).
- Listen and look behind you before passing or turning around.
- If you are **held up by traffic** at the **turnaround** point, let timers know—your **time will be adjusted**.
- Your start position is the number of minutes you start after the event starts.
- Starts are at one-minute intervals.
- **Yell your start number** just before crossing finish line.



The schedule for the GMBC Practice Crits has not been set yet. As soon as it is, there will be a notification on the listserv and the dates will be posted on the website. Stay tuned.



GMBC Day Touring Rides

by BRIAN HOWARD

Please note that there are some gaps in the schedule. We're hoping that people will volunteer to be co-leaders on some of the solo leader rides and perhaps come up with rides to lead on some of the open days of the season. Please contact me if you'd like to help out.

All riders must fill out one waiver of liability per season.

Although it isn't mandatory, we ask cyclists to sign up on-line prior to doing a GMBC ride.

All riders must wear helmets and obey the rules of the road.

Please do not ride two abreast if there is traffic in either direction.

In the event of inclement weather, ride leaders will notify those who have signed up in advance and post to the listserv if the ride is being cancelled no later than two hours before the start of the ride.

Riders below the age of 18 must have a signed waiver from a parent.

E indicates an easy ride, M is for moderate, and S is for strenuous.

Rides begin promptly 15 minutes after the meeting time.

All riders should carry some basic tools including a pump or CO2 cartridge, tire levers, and a spare tube or patch kit.

Social Rides are more leisurely versions of the mapped ride - usually the shorter route - with longer food breaks. Always contact the social ride leader before the ride to make sure those versions of the ride are taking place.

Additional local Social Rides will be scheduled in the Champlain Valley for later in the season, but the time and date is subject to change based on weather conditions. Please email lightspd@comcast.net 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.

All riders are required to sign our annual waiver which is available at thegmbc.com. We also request (but do not require) cyclists to sign up for each individual ride so our ride leaders know how many people to expect.

Early Season Unofficial, Leaderless Rides

April 7 – Meet at 10:00 at the Dorset Street- Veteran's Memorial Park – Across from Cairns Hockey arena for an informal ride and distance will be determined by those who show up.

April 14 - Meet at 10:00 at Folsom School – Grand Isle for an informal ride. Route and distance will be determined by those who show up.

April 21- Meet at 9:30 Charlotte Elementary School for an informal ride. Route and distance will be determined by those who show up.

April 28 – Meet at 9:30 at Jasper Mine Road for an informal ride. Route and distance will be determined by those who show up.

Beginner and Intermediate Rides for New Riders

Date: Saturday, May 4

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

Meeting Time: 10:00

Meeting Place: Veterans Memorial Park, South Burlington,

Wheeler lot

Leader: John Bertelsen – (802) 864-0101 / jo.bertel@gmail.com

Co-leader: Dawn Fragola – (802) 238-8752 dfragola1127@gmail.com

Date: Saturday, May 11

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

Meeting Time: 10:00

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

Leader: Dawn Fragola – (802) 238-8752 dfragola1127@gmail.com

Co-leader: Eva D – (802) 578-5822 evapd@aol.com

Date: Saturday, June 8

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

Meeting Time: 10:00

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

Leader: Dawn Fragola – (802) 238-8752 dfragola1127@gmail.com

Co-leader: Matt Kuivinen - (802) 881-9045 mattkui@earthlink.net

Date: Saturday, June 22

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

Meeting Time: 10:00

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

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

Co-leader: Dawn Fragola – 238-8752 dfragola1127@gmail.com

Regular Touring Rides

Date: Sunday, May 5

Ride: Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of Rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. Possible food stops include the Mobil Station in Ferrisburgh across from Cookie Love on Route 7 for the long ride. Visit up to four of the five covered bridges in Chittenden County. The Shelburne Covered Bridge, the Holmes, Sequin and Quinlan bridges in Charlotte. Contact Donna Leban at donna.leban@gmail.com for social ride sign-ups.

Meeting Time: 9:15

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

Leader: Dorothy Pumo – (802) 829-8729 / dpumo5@gmail.com

Co-Leader: Kevin Batson – (802) 825-2618 / kevbvt@gmail.com

Social Ride Option: Donna Leban - (802) 862-1901/ donna.leban@gmail.com

Date: Sunday, May 12

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

Contact Donna Leban at donna.leban@gmail.com for social ride sign-ups.



Meeting Time: 9:15

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

Leader: Kevin Batson - (802) 825-2618 / kevbvt@gmail.com

Co-Leader: William Regan - (571) 730-8160 william.regan.802@gmail.com

Social Ride Option: Donna Leban - (802) 862-1901/ donna.leban@gmail.com

Date: Sunday, May 19

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

Contact Donna Leban at donna.leban@gmail.com for social ride sign-ups.

Meeting Time: 9:15

Meeting Place: Shelburne Shopping Plaza left side of the parking area.

Leader: Josh Simonds – 355-4352 / jsimonds9@gmail.com

Co-Leader: Diane Meyerhoff - (802) 495-8883 / diane@thirdsectorassociates.com

Social Ride Option: Donna Leban - (802) 862-1901/ donna.leban@gmail.com

Date: Saturday, May 25

Gravel Ride: Hinesburg-Buck-Gilman-Baldwin. This roughly 20-mile, mostly gravel ride traverses quiet roads of Hinesburg.

Meeting Time: 9:15

Meeting Place: Hinesburg Park and Ride - Behind Hinesburg Town Offices

Leader: Brian Howard – (802) 304-0610 / bjhowd@gmail.com

Co-Leader: John Bertelsen – (802) 864-0101/ jo.bertel@gmail.com

Date: Sunday, May 26

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

Contact Donna Leban at donna.leban@gmail.com for social ride sign-ups.

Meeting Time: 9:15

Meeting Place: Georgia Park and Ride. Exit 18 off of I-89. Those coming from the Burlington area may consider carpooling.

Leader: Josh Simonds – (802) 355-4352 / jsimonds9@gmail.com

Co-Leader: Matt Kuivinen - (802) 881-9045 mattkui@earthlink.net

Social Ride Option: Donna Leban - (802) 862-1901/ donna.leban@gmail.com

Date: Saturday, June 1

Gravel Ride: Hinesburg Monkton Gravel Grinder. The ride heads south from Hinesburg on rolling gravel hills. These are mainly very quiet roads with little traffic. To cut the ride short, there is an easy mid-point turnaround. Post-ride food is aplenty in this part of Hinesburg. Stop at Frost Brewery for a cold can of apres.

Meeting Time: 9:15

Meeting Place: Hinesburg Park and Ride - Behind Hinesburg Town Offices

Leader: Brian Howard – (802) 304-0610 / bjhowd@gmail.com

Co-Leader: Karl Garen - (802) 318-0116 / kgaren@gmail.com

Date: Sunday, June 2

Ride: Grand Isle Flats. One of the flattest rides of the season. The 28-mile (E/M) circles Grand Isle. Riders on the 73-mile (M) ride

visit St. Anne's Shrine and a fossil bed with a food break at Hero's Welcome in North Hero. Contact Karla Ferrelli at karla.ferrelli@gmail.com

Meeting Time: 9:15

Meeting Place: Folsom School, South Hero. Those coming from Burlington area may want to carpool.

Leader: Dave Merchant – (802) 825-3808 / Merchand59@gmail.com

Co-Leader: Joyce McCutcheon – (802) 734-4999 / mellowmiti@aol.com

Social Ride Leader: Karla Ferrelli - karla.ferrelli@gmail.com

Date: Saturday, June 8

Gravel Ride: Stone Walls and Solar Panels This scenic 30-mile (M) ride goes from Underhill to Cambridge on mostly dirt and gravel roads past a myriad of old stone walls and not so old solar panels. The midway point is the store at the end of Upper Pleasant Valley Road in Cambridge.

Meeting Time: 8:45

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

Leader: Phyl Newbeck – (802) 734-7016 / vtphyl72@gmail.com

Co-Leader: Jon Shenton - (802) 734-8092 / jon@jonshenton.com

Date: Sunday, June 9

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

Meeting Time: 8:45

Meeting Place: Jasper Mine Road, off Route 2

Leader: Dave Merchant – (802) 825-3808 / merchand59@gmail.com

Co-leader: Joyce McCutcheon – (802) 734-4999 / mellowmiti@aol.com

Date: Saturday, June 15 No official club ride

An alternative is the **Friends of Northern Lake Champlain's Ride for the Lake** which starts at Knights Point State Park in North Hero. The ride is a fundraiser for efforts to clean up the lake. Distances range from 30 to 100 miles and routes travel throughout the islands and around the perimeter of Lake Champlain. Anyone who raises \$250 in pledges towards their ride will have their registration fee refunded! This is a great way to enjoy a day by Lake Champlain and pay it forward for clean water. Wish for good weather. It's been almost a wash out the last few years. See <https://charity.pledgeit.org/bfl2024> for more information.

Date: Sunday, June 16

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

Meeting Time: 8:45

Meeting Place: Williston Central School by the tennis courts

Leader: Tom Kennedy – (802) 735-5359 / etomkennedy@gmail.com

Co-Leader: Ed McSweeney – (802) 522-5505 edmc32@gmail.com

Date: Saturday, June 22

Ride: MUP Ride #2 – Mostly Unpaved Ride-

Meeting Time: 9:15

Meeting Place: Charlotte Elementary School



Ride: Mostly unpaved roads in the Charlotte area including Guinea, Drinkwater, and Roscoe Roads.

Leader: William Regan – (571) 730-8160 william.regan.802@gmail.com

Co-Leader: Brian Howard – (802) 304-0610 bjhowd@gmail.com

Date: Sunday, June 23

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

Meeting Time: 8:45

Meeting Place: Shelburne Village Shopping Center

Leader: Allan Kunigis – (802) 324-9958 / akunigis@gmail.com

Co-leader: Matt Kuivinen - (802) 881-9045 mattkui@earthlink.net

Date: Saturday, June 29

Ride: Gravel – Texas Hill, Dugway, Duxbury loop. The 43-mile ride starts with a fairly big climb followed by a downhill out to Duxbury and North Road out to Waterbury.

Meeting Time: 9:15

Meeting Place: Either North Rd turnaround or Iroquois Trucking on Mechanicsville Road.

Leader: Brian Howard – (802) 304-0610 / bjhowd@gmail.com

Looking for a Co-Leader

Date: Sunday, June 30

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

Meeting Time: 8:45

Meeting Place: Grand Isle Ferry Parking Lot. Those coming from the Burlington area may consider carpooling.

Leader: Matt Kuivinen - (802) 881-9045 / mattkui@earthlink.net

Co-Leader: Ed McSweeney – (802) 522-5505 / edmcs32@gmail.com

Date: Tuesday, July 4 – Holiday Ride Special

Ride: Salisbury Ice Cream Social

Meeting Time: 1:00 pm

Meeting Place: Middlebury area – 3-mile bridge

Leader: John Bertelsen – (802) 864-0101 / jo.bertel@gmail.com

Co-Leader: Karla Ferrelli – (802) 864-0101 / karla.ferrelli@gmail.com

Date: Saturday, July 6

Ride: Gravel – MUP #1- Dirt roads in the Hinesburg Charlotte area including Guinea, Bingham Brook, and Garen Roads

Meeting Time: 9:15

Meeting Place: at Charlotte Elementary School, Charlotte

Leader: Brian Howard – (802) 304-0610 / bjhowd@gmail.com

Co-Leader: Ed McSweeney – (802) 522-5505 / dmcs32@gmail.com

Date: Sunday, July 7

Ride: Willsboro Wanderer – 40 (E/M) and 55 (M/S) options of hilly terrain on low-traffic roads in New York. The lunch stop for both rides is the same location and there is the option for ice cream before boarding the ferry to head back to Vermont. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro.

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

Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte, **NOT** the ferry parking lot

Leader: Kevin Batson – (802) 825-2618 / kevbvt@gmail.com

Co-Leader: William Regan – (571) 730-8160 william.regan.802@gmail.com

Date: Sunday, July 14

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

Meeting Time: 8:45

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

Leader: Dave Merchant – (802) 825-3808 / merchand59@gmail.com

Co-Leader: Joyce McCutcheon – (802) 734-4999 / mellowmiti@aol.com

Date: Saturday, July 20

Ride: Gravel Ride - TBD.

Meeting Time: 9:15

Meeting Place:

Leader: Brian Howard - (802) 304-0610 / bjhowd@gmail.com

Looking for a Co-Leader

Date: Sunday, July 21

Ride: Pleasant Valley Voyager – The 30-mile (M) short loop takes appropriately-named Pleasant Valley Road. The 50-mile (M/S) version adds Hogback Road which is equally beautiful.

Meet Time: 9:15

Meeting Place: Brown's River Middle School

Leader: Matt Kuivinen - (802) 881-9045 / mattkui@earthlink.net

Co-Leader: Ed McSweeney – (802) 522-5505 / edmcs32@gmail.com

Date: Sunday, July 28

Ride: Possible Rain date - TBA

Meeting Time: 8:45

Meeting Place

Looking for a Leader

Looking for a Co-Leader

Date: Sunday, August 4

Ride: Covered Bridges of Franklin and Lamoille County – The hilly 41-mile loop (M) goes through Eden and Johnson, while the 55-mile ride (M/S) passes more covered bridges in Montgomery Center, returning through Bakersfield.

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: Phyl Newbeck – (802) 734-7016 / vtphyl72@gmail.com

Looking for a Co-Leader

Date: Saturday, August 10

Ride: Gravel Grinder- Hollows, Ponds, and Falls

Meeting Time: 9:15

Meeting Place: Richmond Round Church area lot below the Church across the street from Richmond Park area.

Leader: Brian Howard - (802) 304-0610 / bjhowd@gmail.com

Looking for a Co-Leader

Date: Sunday, August 11

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

Note that the border crossing closes on the Quebec side at 4:00 pm, so do not dally in Venise for too long.



Meeting Time: 9:45

Meeting Place: Alburgh Community Education Center

Leader: John Bertelsen – (802) 557-4633 / jo.bertel@gmail.com

Co-Leader: Karla Ferrelli – (802) 864-0101 / karla.ferrelli@gmail.com

Date: Saturday, August 17

Ride: Gravel Version of the Covered Bridges of Chittenden County. Rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. Possible food stops include the Old Brick Store in Charlotte or a convenience store in Ferrisburgh for the long ride. Visit up to four of the five covered bridges in Chittenden County: the Shelburne Covered Bridge and the Holmes, Sequin and Quinlan bridges in Charlotte.

Meeting Time: 9:15

Meeting Place: Shelburne Community School, Shelburne

Leader: John Bertelsen – (802) 864-0101 / jo.bertel@gmail.com

Co-Leader: Josh Simonds – (802) 355-4352 / jsimonds9@gmail.com

Date: Sunday, August 18

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

Meeting Time: 9:15

Meeting Place: Waitsfield Elementary School, Route 100 on the left when approaching the Village area in Waitsfield. Those coming from Burlington area may want to carpool.

Leader: Allan Kunigis – (802) 324-9958 / akunigis@gmail.com

Co-Leader: Mark Dupuis - (802) 864-5567 / mdd514902@yahoo.com

Date: Saturday, August 24

Ride: TBA – Gravel Ride

Meeting Time: 9:15

Meeting Place: TBA

Looking for a Leader

Looking for a Co-Leader

Date: Sunday, August 25

Ride: Buck Hollow and Beyond – The 40-mile (M) route goes north to Fairfax, through Buck Hollow into Fairfield, returning via St. Albans. The 58-mile loop (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: Dave Merchant – (802) 825-3808 / merchand59@gmail.com

Co-leader: Joyce McCutcheon – (802) 734-4999 / mellowmiti@aol.com

The Green Mountain Stage Race takes place over the Labor Day weekend so we will not be having a touring ride on Sunday, September 1.

Date: Sunday, September 8

Ride: Addison Ambler - This route travels south from Vergennes to Weybridge via Route 125 and then west to Bridport and West Addison and back to Vergennes on quiet roads. The short ride is 45 miles (M) and the long is 60 miles (S) with roughly two miles of dirt roads as an alternative to riding on Route 22A from Bridport to Shoreham. There is no designated rest stop or food stop but the Champlain Bridge restaurant at the foot of Champlain Bridge

on the Vermont side is a possibility if you wish to get food before heading back to Vergennes.

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

Meet Time: 9:15

Meeting Place: Vergennes Union High School

Leader: Brian Howard – (802) 304-0610 / bjhowd@gmail.com

Co-Leader: William Regan – (571) 730-8160 / william.regan.802@gmail.com

Date: Sunday, September 15

Ride: TBD – possible 2nd Rain Date ride.

Meeting Time: 9:45

Meeting Place: TBA

Looking for a Leader

Looking for a Co-Leader

Date: Sunday, September 22

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

Metric Leader: Brian Howard - (802) 304-0610 / bjhowd@gmail.com

Looking for a Leader for the full century

Late Season Unofficial, Leaderless Rides

September 29– Meet at 9:30 at Folsom School in Grand Isle for an informal ride. Route and distance will be determined by those who show up.

October 6– Meet at 9:30 at Veterans Memorial Park – Dorset Street for an informal ride. Route and distance will be determined by those who show up.

October 13– Meet at 9:30 at the Williston Central School, Williston for an informal ride. Route and distance will be determined by those who show up.

October 20 – Meet at 9:30 at Jasper Mine Road for an informal ride. Route and distance will be determined by those who show up.

October 27– Meet at 9:30 at Folsom School in Grand Isle for an informal ride. This is the last of the informal fall series rides and closing of the GMBC riding season as well.



Florida is ... Friendly?

by BRAM KLEPPNER

My 92-year-old mother lives in mountainous Wardsboro (southern VT) most of the year. Three years ago, she started spending a few months in the winter in Sarasota, Florida.

The first time I went to go spend a week with her, I rented a bike, expecting biking conditions to be tough. You know, run-off-the-road-by-giant-pickups tough, squeezed-off-non-existent-shoulders-by-a-zillion-cars-going-80mph tough, nowhere-to-bike tough.

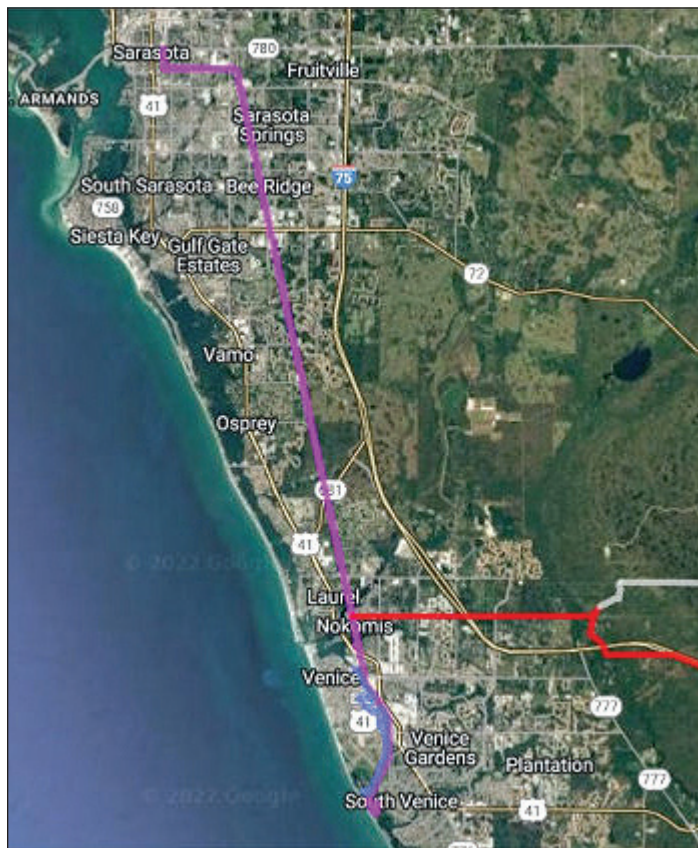
But Sarasota held some pleasant surprises.

First, they've got a great 22+ mile long bike path, the Legacy Trail, along an old railroad bed. Great riding surface, all road crossings are clearly warned for the drivers, crossings of larger roads are all signalized, and there are overpasses over the two big highways that it crosses (which is the only climbing you'll see in Sarasota). In other words, someone put a great deal of money into creating this trail. There are also lots of parking areas along the length of the trail, and signs all along with historical and ecological information. A few of the original railroad milestones are still in place, and they left one of the old railroad bridges in place for historical interest (and built a new bike path bridge right next to it – like I said, they spent a lot of money). The trail runs through the back yards of quiet residential neighborhoods, and light industrial, and a lot of parkland (with the delightful “Caution – alligator habitat” signs). There are also a couple of long bridges over waterways, and a final stretch of four miles along the Intracoastal Waterway. And they're not done – they're adding more trails and more road overpasses this year.

But equally delightful is the number of roads that have designated bike lanes, roads large and small, in town and miles outside of town, even some little-traveled rural county roads. How great is that?

And more delightful is the fact that drivers are almost universally courteous to bikers. Much though it pains me to say this, the drivers around Sarasota are more considerate of bikers than the drivers in Vermont. Ouch.

Here's another oddity: there is a big Amish community in Sarasota. Apparently, they started coming as migrant farmers in the 1920s, farming in Pennsylvania and Ohio in the warm months and then going and farming in Sarasota in the winter months, when there wasn't much farming to be done up north. There are Amish neighborhoods, restaurants, Mennonite churches, etc. And there are a LOT of Amish on bikes, often three-wheelers. All ages, men and women, all dressed in their distinctive street clothes, men in



long pants, suspenders, broad-brimmed straw hats, women in long dresses with their distinctive head coverings known as kapps, biking to get places, biking for fun. By the way, a lot of them are on e-bikes, so it would appear that their god has ruled that e-bikes land on the righteous side of the line.

My hypothesis is that Sarasota drivers have an almost superstitious fear of running over an Amish person and are therefore especially careful around all bikers. Plus, it's so flat in Sarasota that it really feels like it's downhill in all directions. 🚲



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	Vacant	
Membership Chair	Chris Johnson.....	cajohnson42@gmail.com
Touring Chair	Brian Howard.....	bjhowd@gmail.com
Time Trial (TT) Chair	Kevin Bessett.....	kevinbessett@gmavt.net
Race Team Chairs	Jared Katz.....	jdkatzvt@mac.com
	Joshua Saxe	saxejoshua@gmail.com
Burlington Crit Chair	Tor Dworshak	
Practice Crit Chair	Andre Sturm.....	andre.sturm@earthlink.net
Advocacy Chair	Vacant	
Newsletter Editor	Phyl Newbeck	vtphyl72@gmail.com
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 started a new design in 2021, and it remains unchanged through 2023. The provider is BioRacer. There are some images on the GMBC website. BioRacer clothing fits really snug. Be sure to consult their sizing chart and expect a super snug fit. Many GMBC members sized up and still had snug fits.

GMBC is placing two orders in 2023. The first order had a due date of March 20. The second order will likely be placed in late May or early June.

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. 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:
www.bioracer.com/en/team-clothing/size-chart-bioracer

Voler's sizing chart:
www.voler.com/fitguide



Inventory Clothing Order Total

Clothing Total: \$ _____

Shipping: 1 item - \$6

2 items - \$9

3 or more - \$10

Shipping: \$ _____

Grand Total: \$ _____

Name: _____

Address: _____

Phone: _____

Email: _____

Write checks to: GMBC

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

Questions: 802-734-2616 or
witmerjohn@yahoo.com



GMBC Inventory Clothing Order Form

Price	Item	Size	Quantity
\$60	2022 Short Sleeve Jersey BioRacer Icon (GMBC) (M,L)		
\$82	2022 Shorts BioRacer Icon (GMBC) (S-XL)		
\$26	2022 Team Speedsock Epic Low BioRacer Socks (GMBC) (L (42-44), XL (45-47))		
\$53	2021 Short Sleeve Jersey BioRacer Prof (GMBC) (S,L,XL)		
\$71	2021 Bib Shorts BioRacer Prof (GMBC) (S,L,XL)		
\$50	2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$57	2018 Shorts (GMBC/Synergy) (M)		
\$50	2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$55	2017 Shorts (GMBC/Synergy) (M)		
\$15	2017 Arm Warmers (GMBC/Synergy) (M)		
\$45	2016 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$47	2016 Shorts (GMBC/Synergy) (M)		
\$50	2016 Bib Shorts (GMBC/Synergy) (L)		
\$45	2015 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$47	2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)		
\$50	2015 Bib Shorts (GMBC/Synergy) (S,L,XL)		
\$17	2015 Aero Shoe Covers (GMBC/Synergy) (L)		
\$45	2014 Short Sleeve Jersey with ¾ length hidden zipper (GMBC/Synergy) (M)		
\$50	2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)		
\$47	2014 Shorts (GMBC/Synergy) (M)		
\$50	2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)		
\$50	2013 Bib Shorts (GMBC/Synergy) (XL)		
\$17	2013 Arm Warmers (GMBC/Synergy) (L)		
\$35	2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S,M,XL)		
\$32	2012 Shorts (GMBC/Synergy) (S)		
\$ 5	2012 Arm Warmers (GMBC/Synergy) (M,L)		
\$ 5	2011 Arm Warmers (GMBC/Synergy) (M)		
\$32	2011 Wind Shell Jacket (GMBC/Synergy) (L)		
\$ 5	2011 Gloves (GMBC) (S)		
\$32	2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)		
\$35	2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)		
\$35	2010 Bib Shorts (GMBC/Synergy) (S)		
\$ 5	2010 Arm Warmers (GMBC/Synergy) (M,L)		
\$32	2010 Wind Shell Jacket (GMBC/Synergy) (XS)		
\$37	2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)		
\$ 5	2009 Gloves (GMBC) (S-L)		
\$10	2002 Short Sleeve Jersey (Invensys) (WM,WL)		





Perspectives

c/o GMBC
PO Box 492
Williston, VT 05495

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Permit No. 61



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