

Dear Rider,

The 100/200 is Saturday, June 24th and while it's too early for an accurate weather report, we're hopeful that the current weather pattern sets us up for good odds that the weather will be very good. While preparing, remember that it's a good idea to bring a change of riding kit, because cleaning up and putting on fresh shorts & jersey in the second half can make a huge difference in how you feel and ride.

One change this year is the start time, which has been moved up ½ hour to 5:00 am. Unless the morning is heavily overcast, there is enough light to ride, and several riders have suggested that we start earlier to allow for more daylight. Hopefully, this will be worth getting up even earlier than we already have to!

Attached, please find information related to the course for riders and sag drivers, especially those portions where we deviate from Rte. 100 and the locations of planned breaks. I'll have copies at the start. In the case of detours and short cuts, if you get separated from a group and are not sure of the route, just stay on Rte. 100 and you'll be back on the route within a few miles.

We won't need to deal with much in the way of major road construction this year, though there are quite a few sections where the pavement has been heavily patched. I've ridden most of the route over the past month and here are some trouble spots where you'll want to be careful, especially if you're in a paceline.

- The entire section from Westfield to Eden, and then a number of shorter sections from Eden to Stowe.
- The bridge in Moretown has signaled, alternating-direction traffic flow. The bridge itself is fine for bikes, but you may have to wait a couple minutes to go through.
- The road through Granville Gulf was repaved a couple years ago, but the new pavement stops shortly after the falls and the old pavement is quite rough.
- There are a couple of shifting lanes on US-4, before Bridgewater. The pavement is okay, but there's not much shoulder in those areas. Use caution as this is one of the higher traffic sections of the ride.
- There are a number of shorter sections of patched pavement between Londonderry and Wilmington, generally under a half-mile.
- I didn't get that far south, but last year the final hill down to Readsboro was pretty rough and I don't expect it's gotten any better over the winter. This is a special problem for those finishing after dark.

The VT-103 bridge in Ludlow is being replaced. Although there's a short detour around it, they're not allowing any vehicular parking at the small park that is our usual break site, so we're not going to be able to use it this year. I suggest that riders who want a break before attacking Terrible Mountain instead to continue straight onto Pond St at the bend in VT-100 & 103, and continue into Dorsey Park, where there is grass and shade. While we have not made any reservations at the park, there are reported to be rest rooms and a concession stand that may be open. You can then follow Pond St across the brook and take a right to be back on VT-100. See the online route map for details.

Please note that we suffered our first known injuries in the history of this ride a few years ago. They all occurred on the same temporary bridge, in Readsboro. This bridge was highly unusual in its configuration and presented a definite risk to cyclists. While we don't know of any such hazards on this year's route, it is worth reminding ourselves to always ride with caution, especially around temporary construction. We cannot rely on construction crews to consider cyclist safety when reconfiguring construction zones.

The Readsboro Inn typically will have rooms available for very reasonable rates. This is a classic, old hotel, recently refurbished, located at the last turn, a few miles from the ride's end. They also have a restaurant and will prepare a pizza or other meal to be ready to eat in your room. It's a great place to rest, so you can drive home safely in the daylight on Sunday. We've stayed there several times and have found it very nice and always clean.

Be sure to read the information on the ride website, <http://100-200.org>, especially the information about the route, if you have not ridden it before. As far as training is concerned, it's time to start thinking about tapering off. Keep it easy when you ride during the final week to give your body time to build up your reserves. Remember, the time is quickly coming to an end to be trying new shoes or saddle! Be sure that you check your bike out well and have the proper spares. **You'll definitely want to bring a tail light with fresh batteries and it is an excellent idea to pack a headlight, as well. Vermont law requires both when riding after dark. Reflective leg bands are an excellent idea, as well, just in case you finish later than you expect.**

Ride Tips

I was reviewing some comments from riders in previous years, and a couple things come up repeatedly; pace yourself and keep the breaks short. You've been training and you're going to feel very strong at the start. Someone is going to set a fast pace early on and you're going to want to jump on their wheel. That is very often a big mistake. Pace lines can be key on this ride, but if you're going to push the pace, do it in the LAST 50 miles, not the first! That person setting the blistering pace may not finish, so don't let their bad tactics take you down with them. Rider Jeff Warner has noted that keeping breaks to 15 minutes would enable a 17 mph pace and you would still finish an hour and a half earlier than many fast riders do. Pushing yourself so hard that you want to stay off the bike longer may be fun, but it's not the best strategy for this ride.

I've been on a few rides over the past year where a rider has been injured. I'm grateful that I was not involved in any of these accidents, though I witnessed them. In all these accidents, I noticed a common theme—that they involved riders who were riding outside their ability (with the exception of the temporary bridge fiasco). This led to sloppiness that directly contributed to the accident, and it was not always those riders who paid the price. Here are a few tips that I would give to keep riders in a group safe:

- Stay within your comfort zone. If you feel you're riding too fast, drop back to another group. Unless you're the lanterne rouge, there's bound to be someone shortly behind with whom to share the ride.
- When riding in a bunch, keep at least some distance between your front wheel and the rear wheel of the person ahead. If you find you must "cross wheels," drop back to a safe distance immediately. If your front wheel makes contact with the other rider's rear wheel, you will almost certainly go down. Even if you don't get hurt, it might cause someone behind you to go down and they might not be so lucky. If you feel someone contact your rear wheel, don't slow down! Speed up, if you can.
- When getting out of the saddle on a climb, make a special effort not to throw the bike backwards when someone is drafting you. It is entirely natural for your bike to slow dramatically for a split second as you get out of the saddle. If the rider in back happens to be close, they might cross wheels with you and this could cause a crash.
- Don't come alongside a rider on the right, even if there is a shoulder. Conversely, be aware of other riders' positions and look before moving laterally. A friend got bumped off the road by another rider in a bunch with which I was riding a few years ago, and he was off the bike for the rest of the season.
- Observe the universal "center line rule." Don't cross the center line of the road.
- Related to the above, make a special effort to be aware of vehicles and single up to let traffic pass. We have made no contacts or special arrangements with towns along the route and have no special permissions for riders. In Vermont, it is ok to ride two-abreast as long as it does not impede the flow of traffic. Generally, this is taken to mean that riders need to single up when traffic is approaching from the rear. You'll find most drivers to be considerate, but no one likes to be stuck behind a group of cyclists who are chatting away. Many drivers will pass cyclists unsafely, such as where sight distance is restricted on curves or before the crest of a hill, even though this is not legal. Like most areas, Vermont has at least a few drivers who hate all cyclists, so don't give them an excuse to be nasty. Cyclists are required to adhere to all vehicular traffic regulations and can be ticketed for violations.
- Always ride with safety first and keep it fun!

I hope you are as psyched about the ride as I am. This will be my 18th run of the 100/200 (our first was in 1984!) and I look forward to it now as much as I ever have. I think you will agree that the 100/200 is truly one of the country's most enjoyable and memorable endurance rides.

See you at 5:00 am, Saturday the 24th, at the Canadian border!

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Route Information – Turn-By-Turn

We're putting in several minor shortcuts this year. All are optional, so we'll explain why you might want to take them, in addition to describing the alternative route. These are all shortcuts we like to take when riding on our own, so we thought we'd share them with you. They are all included in the [RideWithGPS.com map](http://RideWithGPS.com) and are marked as optional or recommended.

Start at the old North Troy Border Station, just south of the active station. Head away from the border on VT-243.

Turn right at the intersection right at the bottom of the hill onto Elm St. Merge onto VT-105 south (second intersection). VT-105 becomes VT-101 at mile 3.

Mile 7.4: Merge onto VT-100 south. Pay attention or you'll end up in the fire station parking lot! Sections of the pavement between here and Hyde Park are the roughest of the ride, so use caution.

Mile 34 (Recommended): Take second exit on Hyde Park traffic circle, leaving VT-100 and going downhill on Church St. Turn left at the end of Church St onto Main St, then take the second right onto Depot St, just before the elementary school. Depot St eventually becomes Cady Falls Rd.

Mile 37: Turn left at the end of Cady Falls Rd, then right to rejoin VT-100 south.

Mile 54.4 (Optional): Turn left at the traffic light after the gas stations. Cross the bridge and bear right onto Stowe St. At the bottom of the hill, before the bridge over the RR, turn left onto Railroad St., then take the first right onto Park Row, where we take the first break. This shortcut avoids the I-89 exits and a busy traffic circle. **The alternative is to stay on VT-100 through the traffic circle, after crossing the interstate.**

Mile 56 (Recommended): Continue straight, staying on US-2, rather than turning and following VT-100 up the hill. This detour replaces a long climb and descent with a much more gradual and scenic climb that follows the Mad River.

Mile 59 (Optional): Turn right onto Lovers Lane, just before the Winooski River bridge. This is a dirt road and it has a couple very short, but steep sections. Not only does this cut off a few miles and a climb, it crosses an old bridge that is closed to motor vehicles and which features amazing views of the Mad River and old mill foundations, in both directions. You'll want to stop and enjoy these views, among the most impressive on the ride. Turn right at the end, onto VT-100B south. **Sag vehicles must continue on US-2 to Middlesex, turning right onto VT-100B.** Stop at the Red Hen Bakery in Middlesex for some tasty treats baked by a bike-friendly business.

Mile 66: Continue straight, rejoining VT-100 south.

Mile 77 (Optional): Watch for traffic, and turn left onto Main St if you want to treat yourself to a short detour through Warren, one of those classic Vermont towns. There's a nice little country store here. Turn right onto Covered Bridge Rd in 6 tenths of a mile to cross the Warren Covered Bridge (built 1880, be careful of the uneven bridge deck), turn left on the other side of the bridge, and left at the top of the climb to rejoin VT-100. It's the only Vermont covered bridge you'll get to ride through today!

Mile 85 (Scenic View): Moss Glen Falls - The road through Granville Gulf is under construction (finally) and the parking area is full of construction equipment, but glance to the right halfway down the descent to take in these beautiful waterfalls. The road surface a little past the falls is quite rough, so be prepared. Luckily, this isn't usually a high-traffic area, though there are trucks.

Mile 97 (Break): Most riders will want to take a break at the green in Rochester. You'll find a friendly convenience store, a fantastic bike shop, a café, and a bakery in town.

Mile 104: Turn right at the stop sign to stay on VT-100.

Mile 105: Bear right at VT-107 intersection, to stay on VT-100.

Mile 113 (Optional): Bear left onto River Rd (dirt). It's easy to spot this, as there is a large traffic arrow indicating the right curve of VT-100, while River Rd continues straight ahead. This detour not only knocks off the toughest part of the Killington climb, it is quite scenic as it winds through a small gorge. The dirt is typically smooth and easy on standard road tires, providing it has not just been graded. The dirt turns to excellent pavement in three miles. Turn left at the end of the road to rejoin VT-100 & US-4. **Most riders opt to remain on VT-100 and turn left at the top of the hill, where it joins US-4.**

Mile 122: Turn right in West Bridgewater to stay on VT-100.

Mile 136: Turn left at intersection where VT-103 joins VT-100.

Mile 138 (Break): In Ludlow, continue straight where VT-100 bends left and continue onto Pond St where VT-100 bends to the left. Pass under the high RR bridge into Dorsey Park for a break. There should be restrooms open here. After your break, go back to Pond St, cross the brook and turn right to be back on VT-100.

Mile 148 (Weston Green): Most riders typically continue through, but support folks may find it worthwhile to hang out in Weston for a bit. The Weston Playhouse has rest rooms and a great view of the old dam in the rear. The Vermont Country Store's original location is open a couple blocks down VT-100.

Mile 153: Turn right at the intersection with VT-11, to stay on VT-100. Bear left in one-half mile to stay on VT-100 when VT-11 separates.

Mile 160: Turn left at intersection with VT-30. There is an excellent convenience store here, as well as a bike shop. After some significant rollers, you're in for a nice descent through Jamaica.

Mile 167: Turn right, to stay on VT-100. Those wishing to avoid the 12-mile Mt. Snow climb can continue on VT-30 to Brattleboro, then taking VT-142 to the state line. For those turning right, it's pay-back time for that sweet descent!

Mile 180 (Break): Top of the Mt. Snow climb. Most riders will want to take a short breather here.

Mile 191: Turn left in Wilmington at intersection with VT-9, staying on VT-100.

Mile 193: Turn right to stay on VT-100, leaving VT-9.

Mile 196 (Optional): Turn right onto Wilmington Cross Rd. This is a very steep, but short climb. This avoids the much more difficult climb out of Jacksonville. Turn right at the end, rejoining VT-100.

Mile 205: Turn left onto Tunnel St. in front of the Readsboro Inn, the first left after the Deerfield River bridge, at the bottom of the descent. If you find yourself climbing in Readsboro, you missed the turn.

Mile 207: End at state line (a half-mile past the boat launch).