

2019 100/200 Rider Letter

Dear 100/200 Participant,

(Please forward this to others you know are riding.)

The big ride is a week away, and the weather report is looking favorable. We may see some showers, but they should be light and spotty, and the wind should be out of the west. Seven days makes for lots of time for the forecast to change, but right now they're not calling for anything unusual. We suggest bringing along one or two changes of kit, as this can make a huge difference in comfort and attitude in the second half of the ride. Dry socks can feel like a gift from the gods.

Last year, we had an unexpectedly cold thunderstorm that caused some riders to abandon, as they simply didn't have warm enough kit available. It doesn't hurt to pack a jacket and light, long fingered gloves, just in case.

There is detailed route information at the end of this document. We'll have copies of the shorter version available at the start. http://100-200.org/100-200_Instructions.pdf There is also a printable cue sheet that has just the turns, http://100-200.org/100-200_CueSheet.rtf, for those who prefer not to ride with a GPS. All this is more info than you probably need, as there are not that many deviations from VT- 100 on the ride. We have not put out any signs or road arrows to mark the route.

The really good news is that many rough areas of pavement finally received attention last year and most of the route is quite smooth. The exceptions I noticed in pre-rides include:

- Morrisville to Stowe
- Waterbury Main St.
- Waterbury to Middlesex
- Rochester to Stockbridge
- W. Bridgewater to Ludlow

With the exception of Waterbury Main St, these sections are just heavily patched with a few potholes. Groups should make a special effort to call out bad sections, while solo riders should just pay attention. There is major reconstruction taking place in Waterbury and there may be a short section that has no pavement at all. I doubt anyone would care if you thought it best to hop on the sidewalk there.

The route sheet notes an optional detour through the town of Killington. This also includes a dirt section, which has always been smooth enough for road tires when I've ridden it. This detour clips off the worse part of the Killington climb, but also removes the nice descent that follows it. While most riders choose to skip the detour, there's no shame in taking it and saving your legs a bit. "It's a nice little road!" sez Jeanne.

There's a break indicated on the map at the Ludlow Green. Sadly, the nearby laundromat is gone, along with its restroom. Taking this break requires you to continue about 1/3 mile past the VT-100 right turn, then double back after the break, but we think the shade of the gazebo makes it worthwhile (as long as it's not being used for a wedding like it was a few years ago!) Restrooms are available at Shaw's Supermarket and the Dunkin' Donuts, as you're entering downtown, before you get to the green.

If you haven't done so, please check out the resources on <http://100-200.org>, as they clue you in to what to expect on this ride. The most important thing to remember is that the easy part is in the beginning, so you want to be sure to pace yourself and avoid using up energy that you'll wish you had when you get to the increasingly difficult climbs that come in the afternoon.

We love to call this a “Ride Without Rules,” but please be considerate of motorists early in the ride, when we typically have larger groups. In the past, some of our support people had to put up with nasty comments from drivers who found themselves stuck behind groups of riders for long stretches. Vermont state law requires cyclists to ride “as close to the right as practicable,” whatever that means. Cyclists are allowed by law to ride two-abreast, as long as it does not “impede the normal flow of traffic.” The exact meaning of these statements tends to be different for cyclists and drivers, but a reasonable interpretation would be that there should not be more than two cyclists riding side-by-side, and riders should return to single file when vehicular traffic comes up from behind. Also, **support vehicles should never follow riders**, even if operating their flashers. We have not made special arrangements with any towns or authorities along the way, and thus must act within the standard traffic rules, which do not allow us to impede traffic. The nature of the terrain of the first 20 miles can make it very difficult for vehicles to pass groups of cyclists safely, and we don’t want to cause a crash or road rage incident, or have any riders or supporters get stuck with a ticket.

Please note that swimming is not allowed at Vermont fishing and boat access areas (the ones with boat ramps). Be careful not to block access for other vehicles if you stop at one. Some people pulling boats are famously impatient.

We’ll have some extra free flashers at the start for those who want them, and support people should be sure they get a custom cow bell (while they last)! Please remember that there’s no sweep on this ride and spotty cell phone service. No one has ever gotten a cell signal anywhere near the state line. There’s no way we can know who has finished and who is still on the road. We’ll hang out at the finish until we think everyone is in, but please don’t be upset if you arrive late and find no one there. This ride is for experienced cyclists who know how to be prepared for the unexpected—it’s all part of the adventure. Since it’s possible that you might get caught riding after dark, good lights and reflective gear are recommended. Wrap a couple reflective leg bands around your seatstays, just in case. **Vermont law requires both a taillight (or at least 10 in² of reflector surface) and a headlight when riding after dark. Reflective leg bands are an excellent idea in addition to a light and can legally substitute for pedal reflectors.**

The Readsboro Inn typically will have rooms available for very reasonable rates and is only 3 miles from the end. This is a classic, old hotel, recently refurbished, located a few miles from the ride’s end, and their rooms are now only \$50 per night. They also have a restaurant and will prepare a pizza or other meal to be ready to eat in your room, if you finish late. 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. I also just heard from Ian at the Red Mill Inn in Wilmington, which has rooms available at good prices. <https://www.oldredmill.com/> I suggest you stop and check in on your way by, so you’ll have your key, as Wilmington is 17 miles from the end.

If you are returning to the start after the ride, at least one rider is looking for a way back to North Troy. If you have room for an extra person, or still need a ride, please put a message out on the Facebook group, <https://www.facebook.com/groups/941377269246537/>

See you next Saturday!

Steve & Jeanne Barner

Ride Tips

Reviewing comments from riders in previous years, a couple tips 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 may 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 a blessing 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 approach 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 faster 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. It's not likely that you're going to get anywhere near Ted King's records, unless you are also a pro!

When riders have mishaps in a group, there is typically a common theme—that they were riding outside their ability. This leads to sloppiness that directly contributes to the accident, and it is not always those riders who pay the price. Here are a few tips that help 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.
- 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.

We hope you are as psyched about the ride as we are. This will be our 20th run of the 100/200 (our first was in 1984!) and we look forward to it now as much as we ever have. We think you will agree that the 100/200 is truly one of the country's most enjoyable and memorable endurance rides.

See you at 4:30 am, Saturday the 22nd, at the Canadian border!

Steve & Jeanne Barner

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(802) 734-2202 (Steve, cell)

(802) 578-6629 (Jeanne, cell)

Note: Unlike most normal people, our cell phones are usually off, as we don't have cell service at home.

Route Information – Turn-By-Turn

We're back to the regular route this year. We have some select detours, and all are optional, so we'll explain why you might want to take any of them, in addition to describing the route. The shortcuts are ones we often 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](https://www.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., then merge onto VT-105 south, two blocks later. 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! There may be some rough sections of pavement on this stretch.

Mile 29: Stay left at the intersection with VT-100C. Some people have ended up on the wrong road here.

Mile 34: 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: At the end of Cady Falls Rd, turn left onto Morrystown Corners Rd and then right onto VT-100.

There are some rough patches of asphalt between here and Stowe, so be watchful.

Mile 51.1: Cold Hollow Cider Mill. Opens at 8 am and makes the best cider donuts on the planet.

Mile 54.4(Optional): Turn left at the traffic light onto Stowe St and go down the hill to avoid the Interstate ramps and the traffic circle. Take a left at the bottom of the hill (before the bridge) onto Railroad St., then a right onto Park Row, to take a break at Green Mountain Coffee Roasters (the renovated RR station).

Mile 55: *If you didn't take the above detour, follow the traffic circle around to stay on VT-100, Main St.*

Mile 56 (Optional): Continue straight on US-2 where VT-100 turns right at the traffic light. This avoids the Duxbury Hill climb, taking 100B up the scenic Mad River Valley, instead.

Mile 59 (Optional): If you've taken the above option, riders may want to turn right onto Lovers Lane, which is dirt, but usually smooth. At mile 60.1, turn left to cross the closed bridge. Be sure to stop and enjoy the impressive view of the river. Turn right at the end of the road onto VT-100B south.

Mile 61: *Motor vehicles and riders who did not take the above shortcut will turn right onto VT-100B. The Red Hen Bakery is just before the turn and opens at 7 am.*

Mile 72.1: Waitsfield Farmers' Market

Mile 77 (Optional): Bear left onto Main St. and follow it through scenic Warren. Turn left again at end to rejoin VT-100, one mile later. *If you cross the covered bridge, be careful of the uneven deck. The sudden darkness, combined with sunglasses, caused a cyclist to fall here a few years ago, ending his ride.*

Mile 85: Granville Gulf Falls

Mile 97: Rochester Green – most riders will take a break here. *Watch the rough pavement ahead.*

Mile 104: Turn right at the flashing light to stay on VT-100

Mile 105: Bear right in Stockbridge at VT-103, 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 at mile 116.** *(Bike shop to the right on US-4.)*

Mile 118 (Optional break): Water Wheel Trading Post convenience store at bottom of Rte. 4 descent.

- Mile 122:** Turn right in West Bridgewater to stay on VT-100. Convenience store and food if you want a break. *Watch for rough pavement in spots between here and Ludlow. The pit stops are setup for the Vermont Adaptive Sports charity ride, not for us. Sorry.*
- Mile 136:** Turn left at intersection where VT-103 joins VT-100. Enjoy the brand new pavement.
- Mile 138 (Break):** In Ludlow, continue straight on Main St (VT-103) where VT-100 turns right, and continue 0.3 miles to town green. Use restrooms at Shaw's Supermarket or Dunkin' Donuts as you come into town. Cheapest gas along the route is typically available at downtown station, on left. After break, backtrack and make the left turn onto VT-100 to start the Terrible Mountain climb.
- Mile 146:** Turn left at intersection of VT-155, to stay on VT-100.
- Mile 149 (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 and millpond in the rear. The Vermont Country Store's original location is open a couple blocks down VT-100.
- Mile 154:** 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. There are stores and gas at this intersection.
- Mile 161:** Turn left at intersection with VT-30. There is an excellent convenience store here, as well as a bike shop on left, and sports shop on right. After some significant rollers, you're in for a nice descent through Jamaica.
- Mile 170:** 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 take VT-142 to the state line. For those turning right, it's pay-back time for that sweet descent!
- Mile 181 (Break):** Top of the Mt. Snow climb. Most riders will want to take a short breather. *Note that this is a private drive, though we've never seen a car here.*
- Mile 192:** Turn left in Wilmington at intersection with VT-9, staying on VT-100. *If you're planning on staying at the Old Red Mill Inn, you just passed it. Go back and check in so you'll have your key!*
- Mile 193:** Turn right to stay on VT-100, leaving VT-9.
- Mile 197 (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. There's only one small climb between here and the end.
- Mile 206:** 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 209:** End at state line (a half-mile past the boat launch).