

RIDE

RIDE2026



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RISE WITH GRATITUDE

RESPECT THIS GIFT

Riding trails on public or private lands is a gift, not a right. That hiker we just passed? She might own the land we're riding on. With every ride, let's remember to be grateful for the landowners and others who make it possible.

PROTECT NATURE

Enjoy nature, don't ruin it. Keep on the trails. Erosion is our single highest impact when we're out riding. Skidding causes erosion. Cutting corners can cut off access. Riding muddy trails messes it up for everyone. If we see animals, don't bother them, remember them. Pick up trash, pack it out, carpool here and back.

CARE FOR OTHERS

We share the trails with others, and they have the same rights and responsibilities as each of us. If someone needs help, we help. If someone needs encouragement, we share our enthusiasm. And if it's going to make the situation better, we dismount. Be nice, yield to others, and give a smile.

BE THE EXAMPLE

Being aggressive has no place in mountain biking. We know our limits, and we ride within them. Beyond the ride, let's park where we're supposed to, keep the tunes to a dull roar, and leave the IPAs for après somewhere else. Reckless behavior? A simple, polite call out will do.



STOWE TRAILS PARTNERSHIP PHOTO

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Filling the gaps in Stowe trail offerings

Kenzie Brunner

Hello from Stowe Trails Partnership, and welcome to the 2026 riding season!

The trails are riding great. Whether you've been lapping Florence, testing your climbing legs on Pipeline, or tackling the skinnies on Serenity & Adrenaline Pt. 1, there are countless ways to ride, challenge yourself, and have fun on Stowe's trails.

In 2026, we're focusing on three key priorities:

- Filling gaps in our trail offerings
- Enhancing infrastructure around the trails you already love
- Deepening our connection with you, our community

Each year, we ask our members and riders what they'd like to see more of in Stowe. For years, the answer has been clear: more beginner trails and more advanced trails. In 2025, we completed Palisades (formerly the Stowe Village Inn Connector), creating our first true beginner-friendly entrance into Cady Hill Forest. This year, we're excited to focus on the other end of the spectrum.

Not only will we be completing Serenity & Adrenaline Pt. 2 in Adams Camp — our first double-black downhill trail — but we're also launching our largest project in years: The Rooney Farm. This new trail network is expected to add approximately 10 miles of primarily directional, advanced singletrack to Stowe's trail system. Flip to page 8 to learn more about this exciting project and what it means for the future of riding in this area.

While we're expanding our trail offerings, we're also investing heavily in the networks you already ride and love. Our trail crew and volunteers have spent the offseason planning reroutes, evaluating signage, and identifying opportunities to improve the riding experience across Cady Hill, Adams Camp and Sterling Forest. Keep an eye out for updated signage, thoughtfully placed pull-offs for breaks and trail access, and other improvements designed to make your time on the trails even better.

This year, we're also returning to our roots. Twenty-six years ago, STP began as an entirely volunteer-driven organization. Many of the trails you enjoy today were built and shaped by a small group of dedicated community members. While we're fortunate to now have professional staff helping bring trail projects to life, volunteering remains at the heart of who we are.



Kenzie Brunner



JOIN OR RENEW your membership with Stowe Trails Partnership, which would not exist without its members. Whether you are a mountain biker, dog walker or another type of trail user, membership dues are crucial to the trails that the group maintains and builds. It's easy to sign up or renew at stowetrails.org.



That's why we're bringing back regular trail work opportunities throughout the season. Join us every Monday evening as we build Serenity & Adrenaline Pt. 2, and every other Saturday beginning June 6 for volunteer trail days supported by The Alchemist Brewery. Whether you're a seasoned digger or brand new to trail work, we'd love to have you join us.

None of this would be possible without the support of our business sponsors, community supporters, land access partners and private landowners. Did you know that maintaining and refurbishing Florence — our most heavily used trail — can cost up to \$20,000 each year? Across our entire network, we're investing hundreds of thousands of dollars in labor, materials, planning, and stewardship to maintain and improve the trails that help define our community.

Thank you for your continued support, and we'll see you on the trails!

Kenzie Brunner is executive director of Stowe Trails Partnership.



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GORDON MILLER PHOTO

The Rooney Farm

A Bridge Between Riding and Agriculture in Morristown

Stowe Trails Partnership

When you picture Vermont, what comes to mind? The Green Mountains, Lake Champlain, Ben & Jerry's, picturesque

farms and endless opportunities for outdoor recreation. Stowe Trails Partnership has brought several of those iconic Vermont experiences together through its newest project: The Rooney Farm.

The Rooney Farm is an eighth-generation Vermont farm located just north of Stowe in scenic Morristown, only a short ride from Sterling Forest. Over the years, the Rooney family has grown the property into an 820-

acre working landscape of pasture, dairy operations, sugarbush and forests. In early 2025, Stowe Trails Partnership was intro-

Continued on Page 12



HIT THE TRAILS - TRAPP STYLE

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GORDON MILLER PHOTO

Built to ride

Rooted in Lamoille County for a quarter of a century

Parick Bilow

To know Chuck's Bikes, Lamoille County's longest running cycle shop, is to know Hank Glowiak, the gentle giant who's been running the place for the last 25 years.

On any given morning, Glowiak arrives at Chuck's, located on Bridge Street in Morrisville, at 10 a.m., just in time to open for business. He's 6'3" with a barrel chest and calves like cantaloupes, but he drives an early model Prius with a big metal bike rack that resembles a sail on a skiff at sea.

From the moment he puts the car in park, it's game time at the shop. Business really started booming a few years ago and it hasn't slowed down. There's a customer already waiting on

the steps when Glowiak arrives, unlocks the doors and wheels out a fleet of bikes to the front deck and lawn, his morning routine.

Some of the bikes are for sale — hardtail Norcos, aluminum full suspension Devincis and a range of kids' bikes — some are for rent, and a few vintage Treks look like they haven't been ridden in at least a decade. Rusted and decommissioned but still displayed prominently on old mechanic stands out front, they send a message of inclusivity. This is not a highbrow joint slinging \$10,000 bikes. Chuck's is all about keeping your machine in motion and reinforcing love for the sport.

"We'll work on any bike, and we'll fix any part of it," Glowiak said.

He's soft spoken and contemplative,

sometimes carrying conversations from across the room as he performs the daily waltz that is running a busy bike shop — helping multiple customers at once; servicing a bike; answering the phone. But he's got a good crew working with him to lighten the load. They once boasted the title of fastest shop in New England, according to Highland Mountain Bike Park in New Hampshire.

For bike repairs, upgrades and accessories, Chuck's almost certainly has the right component, but finding it is another story. Bins full of countless parts and pieces are stacked from floor to ceiling in the showroom and tools and more components fill every inch of the wall behind the counter. Mechanics who have worked at Chuck's describe it as organized

chaos, but there's a tool — somewhere around here — and a part to get any rig rolling.

Sea change

When asked where he learned to work on bikes, Glowiak referred to his six years in the U.S. Navy, living and working on a nuclear-powered submarine.

"I mean, I worked on nuclear turbines," he replied, which is to say he taught himself how to wrench.

The son of Polish immigrants, Glowiak is originally from Bristol, Connecticut. His parents signed for him to enlist at 17, and he spent

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Embrace Your Vermont Self

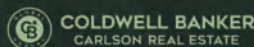
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GORDON MILLER PHOTO

Selina Rooney at the family farm. The family has partnered with Stowe Trails Partnership to build a network of mountain bike trails on the property.

ROONEY FARM

Continued from Page 8

duced to the Rooney family through the folks at Vermont Huts & Trails, a nonprofit dedicated to creating backcountry hut experiences across the state.

The Rooney family shared a vision for creating a community recreation resource that complements the agricultural traditions the land has supported for generations, allowing them to diversify how they share this special corner of Vermont with the public.

The family's grandson, Sam Alley, came to the table with a vision for some truly incredible mountain bike trails. His concept of directional downhill trails paired with purpose-built climbing routes aligned perfectly with what Stowe Trails Partnership members have

been asking for: intentional trail design that creates a better riding experience and offers new challenges for riders of all abilities.

To help bring that vision to life, Stowe Trails Partnership turned to one of its roots. Hardy Avery, one of the organization's co-founders and a highly respected trail builder, has a deep personal connection to the property. Avery grew up exploring the farm's back roads, watching his father help on the farm, and commuting to his bike shop via the area's Class 4 roads. He also helped build many of the trails riders know and love today, including Kimmer's, Hardy Haul and Callagy's.

After spending countless hours walking the property, Avery developed a vision for a trail network inspired by some of North America's premier riding destinations,

including Sentiers du Moulin and Squamish. The concept is simple: a small number of efficient climbing trails feeding a larger network of purpose-built descending trails designed to showcase technical terrain and create memorable riding experiences. See map, next page.

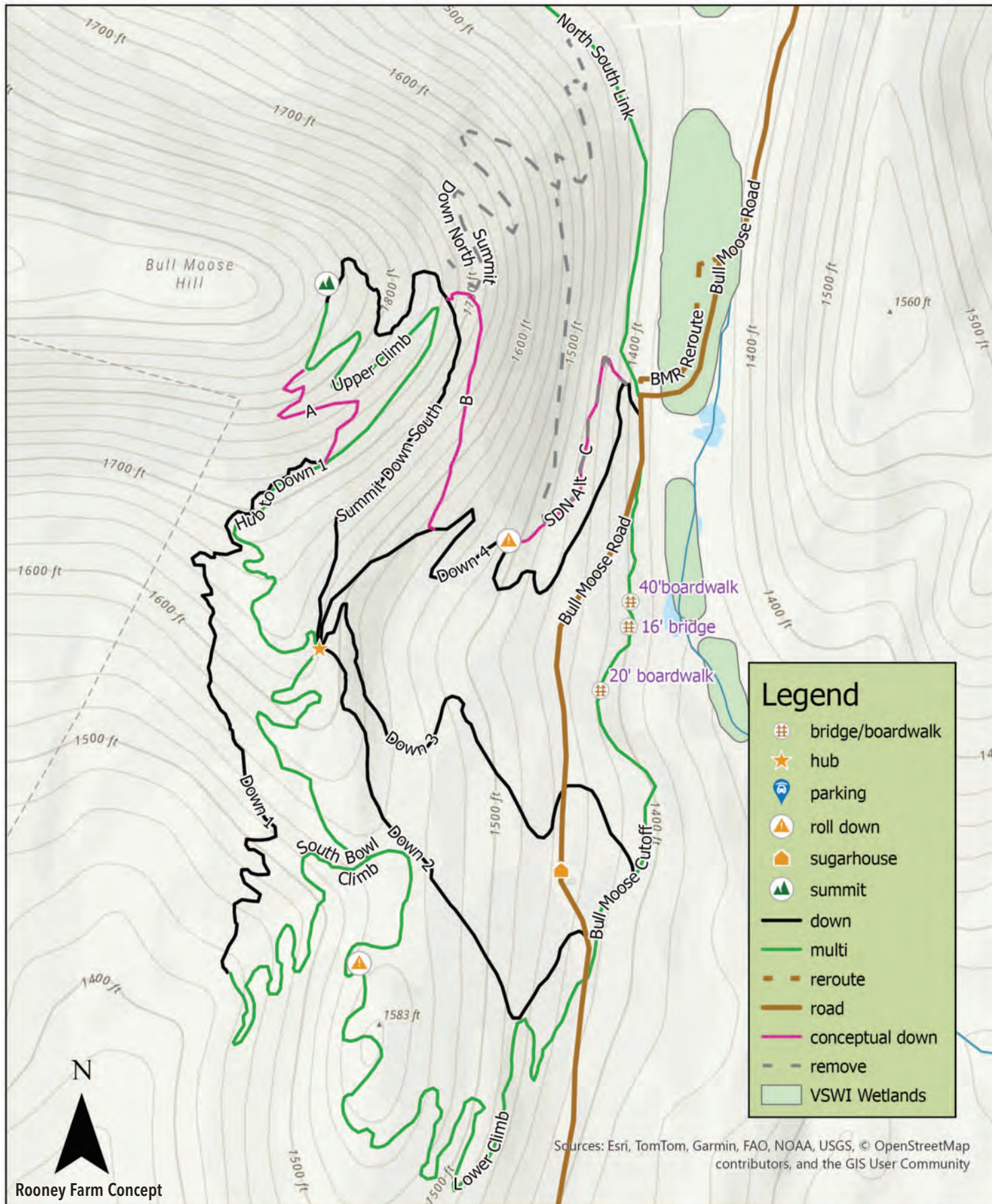
The result? A preliminary plan for approximately 10 miles of directional trail, along with dedicated beginner terrain that helps fill gaps in Stowe Trails Partnership's current trail offerings at both ends of the riding spectrum. Imagine rock rolls, granite slabs, flowing singletrack and dreamy maple forests. Just as importantly, imagine a place where the whole family can enjoy the outdoors together — where one rider heads off for a challenging black diamond descent while another develops skills in a welcoming

beginner zone.

Stowe Trails Partnership wants to get this project right for Morristown and Stowe, which means taking the time to do it thoughtfully. The organization is committed to finding the right builders and partners — people who care as much about community, sustainability and stewardship as they do about creating exceptional trails.

Construction is expected to begin in July 2026, with the full project likely taking three to five years to complete.

The Rooney Farm represents one of the largest investments in trail development in STP's history, with an estimated project cost approaching \$500,000. If you're excited about the future of riding in the region, consider supporting The Rooney Farm Project with a donation today.



SUSTAINABLE TRAILWORKS MAP



DAVID HATOFF PHOTO

Finding Your Perfect Ride

Hardtail vs. Full Suspension

David Hatoff

There are so many options out there for mountain bikes these days. Most options are based on two things: your budget and the type of rider you are and the riding you plan on doing.

Once you figure that out, you have two choices

of bikes — hardtail or full suspension. The Hardtail-versus-full suspension debate is almost as old as mountain biking itself.

While the first mountain bikes were fully rigid, the early pioneers did not take long to try adding suspension to their bikes. Soon, many wild and wonderful designs emerged, some of which

worked and some didn't. Back then, it was the Wild West of bike design, and it was a serious question as to whether each new design would surpass the hardtail or add new and unforeseen complications.

Today, between modern technological advancements for both types of bikes, the debate continues, but the gap has been narrowed.

Let's start with the type of rider that you are. If you are just getting started in the sport, a hardtail bike will more than suffice for most. They will be more affordable than full-suspension bikes, require less maintenance and will provide more instant feedback with each pedal stroke that you take. They are more efficient climbers, but less efficient on the downhills, unless you are riding on very smooth terrain.

If you can learn to ride on a hardtail mountain bike, it will make you a better rider. Because you only have a front shock on a hardtail, you have to better technique when it comes to riding more technical terrain — rocks, roots, drops and off-camber trails. The simplicity and feedback from a hardtail is one of the best ways to hone your skills and work on the body mechanics that will make you a better rider when you aren't reliant on the bike's suspension absorbing and muting the trail below you.

It lets you really focus on the skills that many riders struggle with. Skills like pumping and bike-body separation are easy to instill while riding a hardtail because you don't have the extra movement of the rear suspension to muddle the feeling from the bike. You also get better at finding the right (or smoother) line choice through rough sections of trail when you aren't relying on the bike to do most of the work.

With slacker headtube designs these days and more trail worthy geometry, hardtails have made a big resurgence in the last few years, and are certainly more than capable for most riders, especially for beginners and intermediates. Even seasoned and expert riders are going back to hardtails these days due to the technological advancements in frame design, larger travel front forks, and larger and wider wheel sizes. Their simplicity, with fewer moving parts, makes them easier to maintain.

Full suspension bikes have both front and rear suspension. With more moving parts and more technology built into these bikes, you can expect to have more maintenance required, but the tradeoff is unparalleled performance, both for climbing, descending and all-around riding.

With great technological advancements in shock technology, frame design and tire sizes, many full suspension bikes climb exceptionally well, with very little or no pedal bob. And for the downhill, you can ride with more confidence and can go much faster with the front and rear shock taking out all of the rough obstacles underneath your wheels and smoothing out your ride.

You can take on more aggressive line choices and, even if you choose the wrong line, most of the time the added suspension will suck up your mistakes and turn a rocky, rooty or chunky line into a more smoothed out run. A full suspension bike is less taxing on your upper and lower body and will give you the ability to ride longer and stronger.

If you are the kind of rider that spends most of your time riding technical and demanding trails, a full suspension bike is certainly the way to go. With all this performance comes an uptick in price, but it can certainly be worth the higher price tag for all of the performance you get out of the bike.

There is no wrong decision. It comes down to how much you want to spend, what type of rider you are now and what type of rider you want to become long term, as well as what type of terrain you plan on riding. Whatever your choice, most bike shops have a wide variety of bikes to choose from. And if they are reputable shops, which are plentiful in Stowe and surrounding central Vermont areas, they can provide the proper knowledge and guidance to pair you with the right kind of steed that meets and exceeds your riding ability and preferences.

So, is a hardtail or full suspension bike better? It depends on what is the most fun for you.

David Hatoff works in sales for the Stowe Reporter. In his off-time, he can be found in the woods year-round, either on a bike or a pair of skis.



Bikes, friends and Maloja!

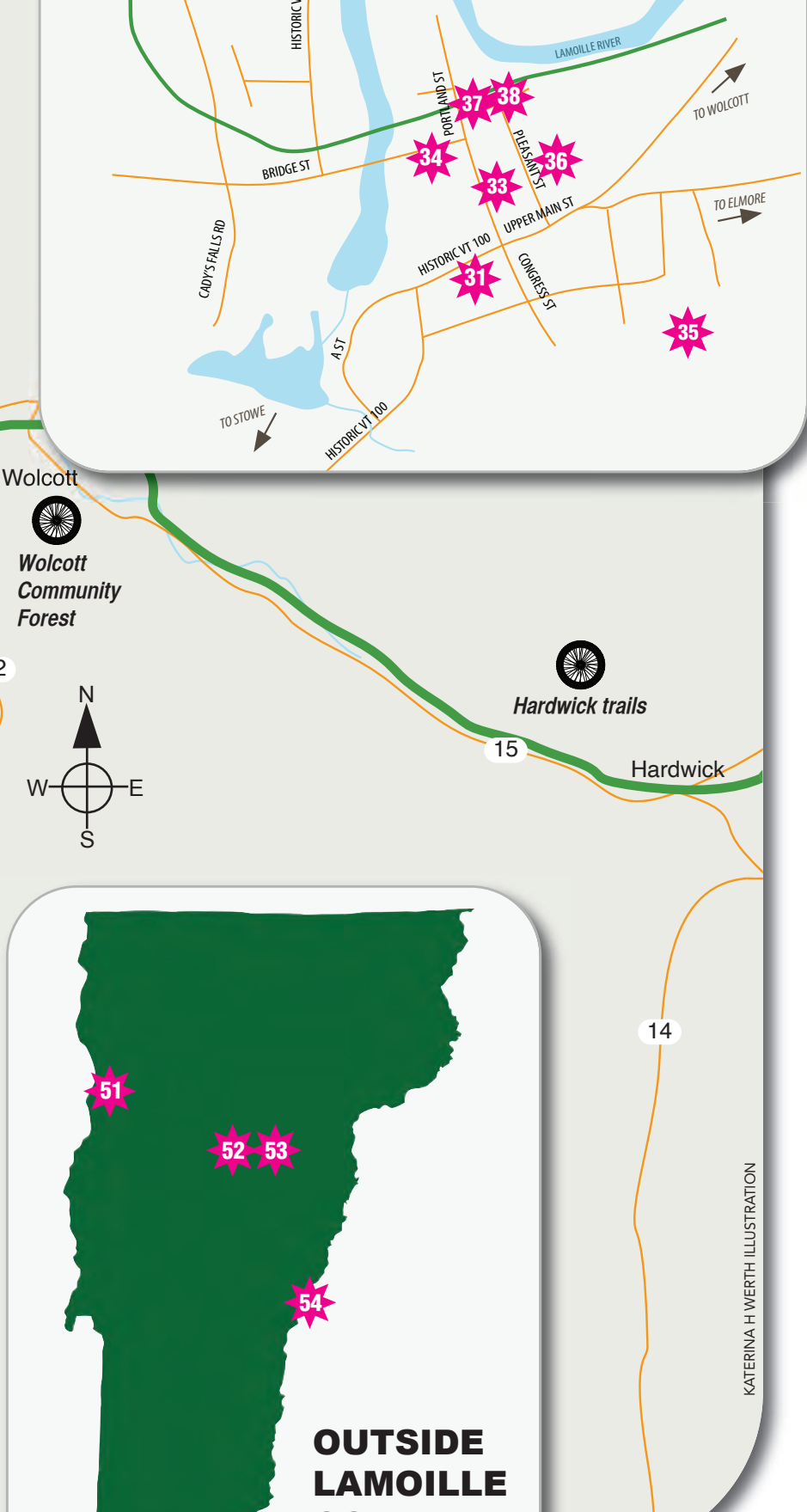
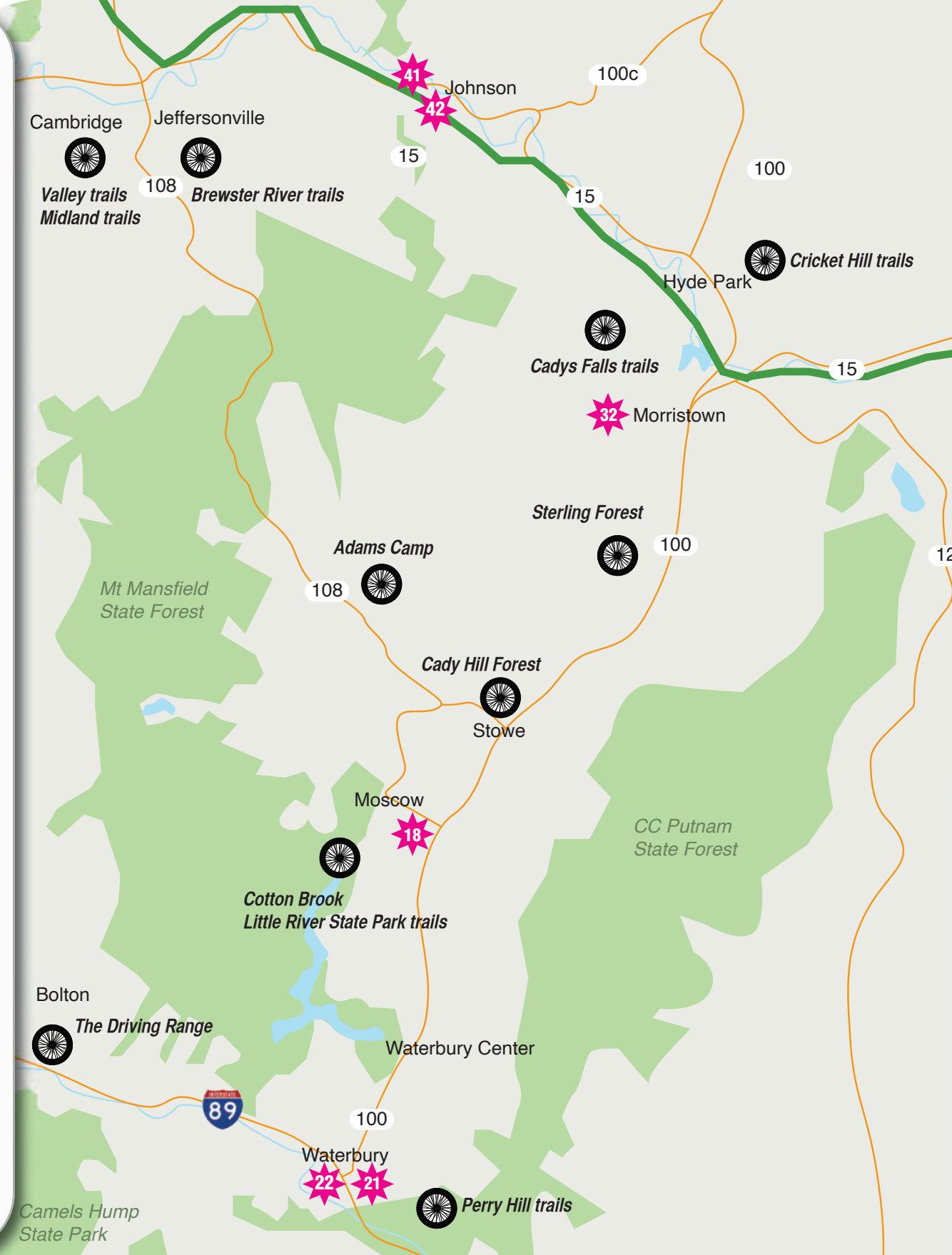
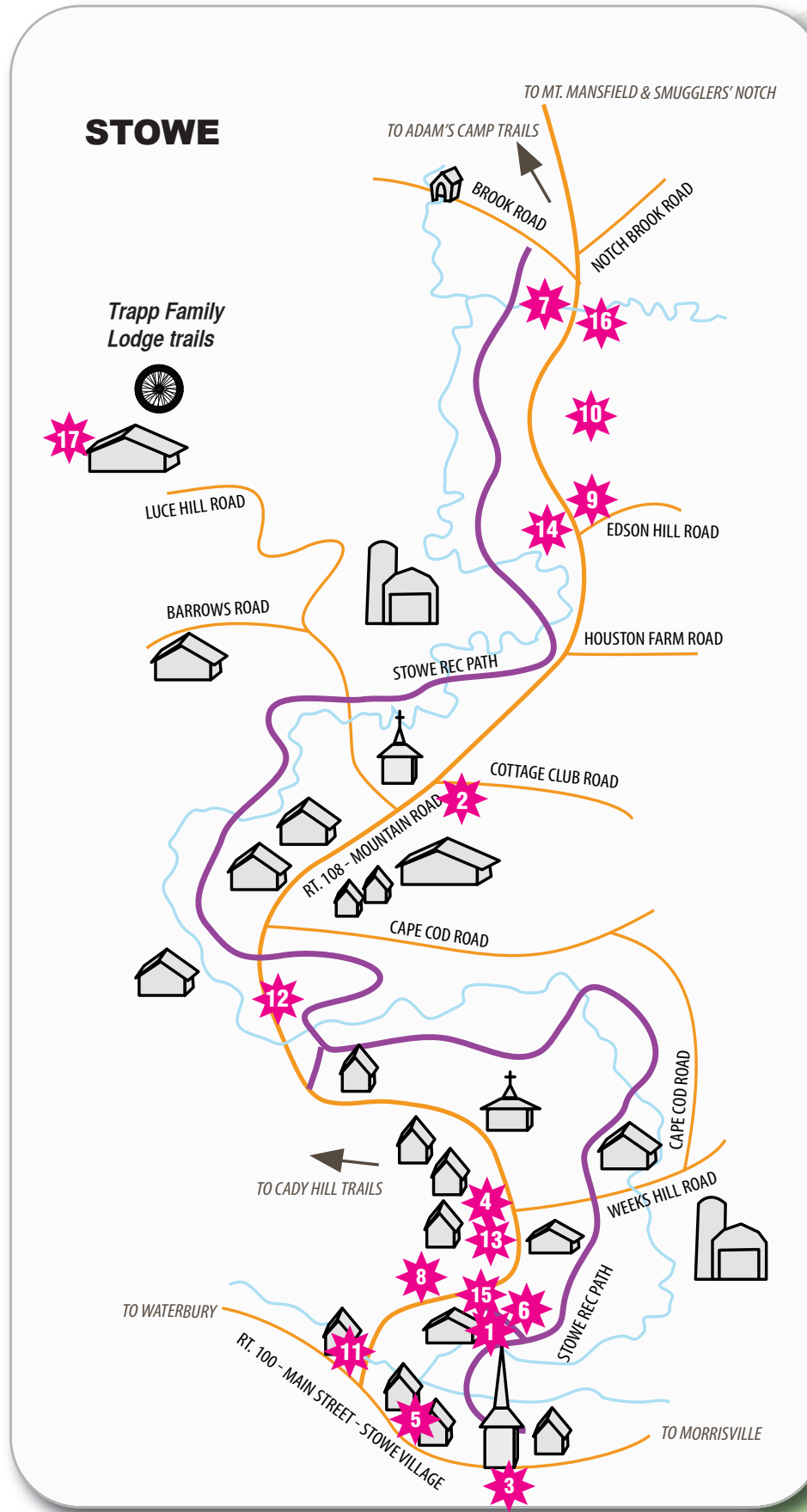
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- ### MTB TRAIL LOCATOR
- STOWE**
Adams Camp
 Turn on to Ranch Brook Road and park in the designated area (road is class 4)
Cady Hill Forest
 Park across from Blessed Sacrament Church
Cotton Brook/Little River
 Park at the gate on Cotton Brook Road
Sterling Forest
 Take Sterling Valley Road to Sterling Gorge Road.
Trapp Family Lodge trails
 Located at Trapp Family Lodge
- BOLTON**
The Driving Range
 1316 Theodore Roosevelt Highway (RT 2)
- CAMBRIDGE**
Valley trails
 Park at Valley Dream Farm, Pleasant Valley Road
Midland trails
 Park at Brewster River Park, Canyon Road; or near the intersection of Clif Reynolds and Edwards roads
- HARDWICK**
Hardwick trails
 Park at Hazen Union High School or Green Mountain Tech Center
- HYDE PARK**
Cricket Hill trails
 Park at the lot on Cricket Hill or Lamoille Union High School, Route 15
- JEFFERSONVILLE**
Brewster River trails
 Intersection of Clif Reynolds Road and Edwards Road
- MORRISTOWN**
Cadys Falls trails
 Parking area at the end of Duhamel Road
- WATERBURY**
Little River State Park trails
 Take Little River Road, just west of Waterbury village
Perry Hill trails - WATA
 Park at the lot on River Road, off S. Main Street
- WOLCOTT**
Wolcott Community Forest
 Rt 15 to Flat Iron Road to East Elmore Rd

- ### MAP LEGEND
- RIDE Advertiser
 - Mountain Bike Trail
 - Rail Trail
 - Stowe Rec Path
 - Road

Vermont's vast mountain bike trail network

RIDE staff

Witnessing the sheer ubiquity of mountain bikers whipping through the singletrack, powering through muddy back roads, getting tricky on pump tracks or bombing down snow-free ski resort trails, it might be easy to forget that, just 30 years ago, these knobby-tired riders were considered persona non grata at a lot of places now embracing the sport.

Sorry, powder hounds, but Stowe has long changed from being a ski town and is now a four-season play place, with summertime the busiest season of them all.

It could be argued that mountain biking over the past decade has brought as many outdoor recreationists to town as skiing. Plus, throw some fat tires on a bike and you can power through the snow, thus eliminating the need to garage your two wheels all winter, a versatility that cannot be said for winter sports — try donning your skis in July and tell us how that goes for you.

Mountain bikers of yore illicitly cut root-and-rock-filled trails through the area woods in the 1980s and '90s, laying the foundation for today's highly engineered — faster and safer — routes. Yesteryear's scofflaws are today's respected ambassadors to the woods.

The sport is no longer an exclusive club, as kids, older adults and people with physical disabilities are all able to access the woods, whether it's through improvements in equipment or changes to land use policy.

Welcome to summer. Welcome to RIDE. And remember, be nice to each other.



STOWE TRAILS PARTNERSHIP PHOTO

ADAMS CAMP

Location: Stowe

Getting there: Just past the Matterhorn on Stowe's Mountain Road, up Ranch Brook Road. Follow doubletrack to parking area. Other access from Stowe High School and Brook Road.

Miles of trails: 14

Singletrack or doubletrack: Eclectic mix of doubletrack, singletrack and flow.

Maintained by: Stowe Trails Partnership

Shared use: Hiking, trail running, snowshoeing, Nordic

Description: A 513-acre conserved property with 7 MTB trails. The property sits next to the Ranch Valley, a historic winter recreation area. It provides access to private trails owned by Trapp Family Lodge that require a pass to ride. stowetrails.org.

CADY HILL FOREST

Location: Stowe

Getting there: On Mountain Road across from the Town and Country Resort, three-

There's no dress code in the woods, but smart riders always wear a helmet.

quarters of a mile from Route 100 in the center of Stowe. A second access is through the Cady Hill Road substation.

Miles of trails: 11 miles

Maintained by: Stowe Trails Partnership

Shared use: Hiking, trail running

Description: 23 trails on 320 acres whose diverse terrain, great views, easy access from the town and Stowe Rec Path, catering to just about any skill level has made it the flagship trail network of the Stowe Trails Partnership and one of the most ridden trail networks in the Northeast. stowetrails.org.

STERLING FOREST

Location: Stowe

Getting there: At the end of Sterling Valley Road.

Miles of trails: 9 miles with 14 trails

Maintained by: Stowe Trails Partnership, others
Shared use: Hiking, trail running, snowshoeing, Nordic, backcountry, horse, snowmobiling

Description: Sterling trails are part of a giant swath of protected land — 1,530 acres — used by a variety of different outdoor enthusiasts. Unique among Stowe's trail networks due to its remote location and backcountry feel, the trails are challenging, and the setting offers a sense of isolation that can be hard to find these days. stowetrails.org.

LITTLE RIVER AND COTTONBROOK

Location: Stowe

Getting there: Head on Moscow Road towards Nebraska Valley Road in Stowe. When you reach the sharp bend after the turn

to Trapp Hill Road take a left and you will see a parking area and trail kiosk on your right. Parking is also available if you continue on the road on the left before you reach the red gate.

Trails: 4

Total vertical: 2,235 feet

Shared use: Dog walkers, hiking, trail running, horses, snowmobiles, snowshoe, backcountry and Nordic ski

Known for: Post bike swims, fat-bike friendly

Description: From the challenge of the grueling 9-mile Cotton Brook Road climb to farmhouses and orchards and a gentle afternoon stroll to Waterbury reservoir, this place has it all. Connects to trail network in Little River State Park. stowetrails.org and waterburytrails.com.

Continued on next page

TRAPP FAMILY LODGE

Location: Stowe

Getting there: At Trapp Family Lodge, Luce Hill Road.

Miles of trail: 9 miles of singletrack and 9 miles of doubletrack.

Highlights: Rock Tiger and Woodchuck are perfect for new riders to safely experience the flow and joy of sweet singletrack. For more experienced riders, try the climb up the Cabin — conquer the 750-foot elevation gain on the Lodge Spur, Tapline and Growler combo, which opens the door to all the great riding in the Adams Camp area.

Description: A mix of singletrack and doubletrack. The singletrack is hand built with some of the best beginner friendly trails in the area along with some challenging technical trails. A ride up Tapline and Growler lead to the cabin, a great spot to catch your breath at the trail network's high point.

PERRY HILL

Location: Waterbury

Getting there: River Road. A short distance to the trailhead from the parking area.

Miles of trails: 10 miles of intermediate to advanced, sometimes strenuous MTB trails with 16 trails and 831 feet of vertical

Maintained by: Waterbury Area Trails Alliance

Known for: S'Mores, a masterfully crafted flow trail, and Small Axe, WATA's longest trail.

Description: Dramatic downhills and arduous uphills. Some say these technical single-track downhills are the best in Vermont. There is a smorgasbord of options from rock challenges to masterfully crafted flow, to rewarding climbs and family friendly routes. waterburytrails.com.

CADYS FALLS

Location: Morristown

Getting there: Duhamel Road, park on left just before the nursery.

Miles of trails: 29

Primary trail type: All mountain and downhill

Shared use: Hiking, trail running, backcountry, snowshoeing, horses

Description: Network entrance is on the right at the top of the road past the nursery. A downhill course, trails all end by dumping riders out on The Way Out. Some riders say trails aren't well marked, but it's hard to get lost. There's always The Way Out.

MOBBS FARM

Location: Jericho

Getting there: Parking area off Browns Trace Road.

Miles of trails: 48 trails, total of about 10 miles

Maintained by: Fellowship of the Wheel, Town of Jericho

Shared use: Hiking, trail running, horse, snowshoeing, Nordic, hunting.

Description: Some nice natural, rake and ride trails. Offers a good variety of riding. Includes several rock ledges. Americana is

characterized by steep ascents and descents, technical single track. Lots of different users here.

Apres bike: Secret swimming holes!

HINESBURG TOWN FOREST

Location: Hinesburg

Getting there: Three access points: Economou Road, Hayden Hill Road East, and Hayden Hill Road West.

Miles of trails: 17 miles of singletrack and 22 trails

Maintained by: Fellowship of the Wheel

Shared use: Hiking, snowshoeing, hunting, with occasional permitted use of ATVs and horses on the town-maintained Eagle Trail.

Description: 1,125-acre historic town forest. See old rock walls, foundations, wells, apple trees and other signs of a bygone era. Trails are primarily old-school rake-and-ride and can be quite challenging. Limited options for beginner and intermediate riders. Set in the middle of three contiguous networks, the Hinesburg Town Forest is an excellent jumping off point for some of the longest, most challenging rides in Vermont. "Head up and over to the incredible Carse Hills trails to the south or climb up to the Butternut Cabin at Sleepy Hollow to the north," say the Fellowship of the Wheel folks. In Hinesburg, also check out Carse Hills, which some say offers the best singletrack in Vermont on land nestled between Lincoln Hill and Hollow Road.

HOWE BLOCK:

CAMEL'S HUMP STATE FOREST

Location: Waitsfield

Getting there: Tucker Hill Road or American Flatbread parking lot

Miles of trails: 13 miles with 10 trails

Maintained by: Mad River Riders

Shared use: Hiking, e-biking, trail running, horse, snowshoeing, backcountry, Nordic

Description: Intermediate to expert with a combination of old-school rooty, rocky trails to more flowy, machine-made intermediate trails. Fun and popular. Lots of climbing means lots of fun on the way down.

KINGDOM TRAILS

Location: East Burke

Miles: 85 miles, 214 trails

Highest trailhead: 1,728 feet

Maintained by: Kingdom Trail Association

Shared use: Hiking, trail running, snowshoe

Description: Mostly singletrack, but some double and dirt too. Seventy-five percent of the trail is intermediate to black diamond. Trails for all ages and abilities, from technical single track to excavated flow trails, skills parks, pump tracks and mellow double track. The interconnected network allows riders to go from one end of other completely on trails with the village of East Burke at the heart. Parking options outlined on the website, kingdomtrails.org.

Other sources: trailforks.com, fotwheel.org, vmba.org, madriverriders.org.



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RIDER PROFILE



Name: Aaron Rice, he/him

Age: 36

How long have you been riding mountain bikes? Started about 16 years ago. Started again in earnest nine years ago.

What is your favorite trail in Stowe and why? Of the trails I'm allowed to list, Serenity and Adrenaline, hands down! While, on first glance, skinnies can look like circus tricks and seem irrelevant to riding, I've found practicing the delicate balancing act of skinnies and discombobulators has improved my all-around riding more than tech trails or riding fast ever have.

If you could ride anywhere in the world, where would it be? I have a funny relationship with traveling for mountain biking. I love to get to know trails well and

I find joy in riding trails over and over and pushing myself to ride them faster or cleaner or in a new way. Not to say that mountain biking new trails isn't fun, but my drive to explore the world on a mountain bike is limited — ask me about backcountry skiing and I'll be singing a different tune!

I love riding out my door in Stowe and Waterbury. I love riding the trails at Sentiers du Moulin in Quebec. I think to answer this question in the classic way, I would say I would love to ride in Tasmania — the birds would be a nice bonus, too.

What is your favorite trail snack? Gummy bears, probably. I find they are more or less identical in effect to the most expensive energy chews on the market. Or trailside raspberries.

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RIDER PROFILE



Name: Joel Heller, he/him

Age: 64

How long have you been riding mountain bikes? I have been riding since 1994, when I bought my first mountain bike — a hardtail Gary Fisher with no suspension.

What is your favorite trail in Stowe and why? My favorite trail in Stowe is Bears, because it has a good pitch, with some rooty sections

and great berms, and you might even see a bear.

If you could ride anywhere in the world, where would it be? If I could ride anywhere in the world, it would be Mongolia, to experience something very different, exotic and see a people that fascinate me.

What is your favorite trail snack? My favorite trail snack is a fruit snack that's chewy and sweet or sour.

CHUCK'S BIKES

Continued from Page 10

months at a time touring every corner of the Atlantic Ocean in a 365-foot submarine, at times tracking Russian ships through frigid northern waters. His superiors wanted him to advance to Navy SEAL, but he'd had enough of sleeping sideways in an undersized cot hundreds of meters below the ocean's surface.

Glowiak never liked Bristol — something about the strip malls and highways — and he liked it even less when he returned from the Navy. Like a flat rock skipping on water, he bounced from Connecticut to Vermont, at first landing in Waterbury before migrating into Lamoille County.

At one point, Glowiak had a house on Nebraska Valley Road in Stowe. Ryan Thibault, currently an owner of Ranch Camp, a bike shop and restaurant in Stowe, was one of his housemates.

"There was one condition if I was going to live there," Thibault said. "I needed a mountain bike."

Glowiak and Thibault started every morning by pedaling up Old County Road to the von Trapp Cabin, a gruesome climb that gives way to a riot of speed and finesse on the way back down. In the winter, Thibault remembered, Glowiak woke at ungodly hours, filling a backpack with rocks and skinning Mount Mansfield twice before the lifts started spinning.

Thibault first told those stories as part of 2013 documentary about Glowiak called "The Mad Mechanic," by Jake Goss.

Like anyone who was anyone in the underground world of Stowe, Glowiak worked at The Shed bar and restaurant and eventually landed his first gig as a bike mechanic working for Chuck Schultz, the original owner of Chuck's Bikes, who died in 2006.

An avid cyclist and Lamoille County staple, Schultz made the 1972 Olympic cycling team, but he crashed on the final day of tryouts and broke his collarbone.

Shultz opened his self-named shop in Stowe in the early 1980s before moving to what is currently the Bourne's Energy building on Main Street in Morrisville. After years of working for Schultz, Glowiak bought the shop from him in 2000, later moving it to Bridge Street.

"Chuck had a bad customer one day and made me an offer," Glowiak said. "Wasn't much else to it."

Built to ride

A lot of Schultz lives on in Glowiak, including a penchant for organized chaos in the shop and an emphasis on community. Glowiak said he'll go above and beyond for the area kids, helping them find the right first bike and making sure it remains safe and fun to ride.

George Merrill, the owner of Hitchhiker

Bike Shop in Stowe, grew up in Morrisville and he remembers buying his first mountain bike from Glowiak, a hardtail Transition frame built piece by piece in the back of Chuck's.

Even though they serve different clientele, Merrill remembers Chuck's as a welcoming space, particularly for dirtbag cycling youth, and he tries to emulate that at Hitchhiker today.

As renowned a mechanic and shop owner as he is, Glowiak might be better known as a rider and trail builder.

After taking over as shop owner, Glowiak began cutting singletrack all over the Morristown area, laying the framework for the primitive, technical trail network that locals and visitors enjoy today. It's not uncommon to see a chainsaw dangling from his handlebars as he rides into the woods for trail maintenance.

The Cadys Falls network, sometimes referred to as Hank's Zone, is his masterpiece, although he's had a lot of help up there over the years.

This ain't Cady Hill in Stowe — no sweeping berms to save you on tight turns or smooth rollers to glide on. Just a lot of rocks, roots and skinny trails to cling to, many of which were built in the old-school "rake and ride" style and beaten into the ground by countless tire rotations over three decades.

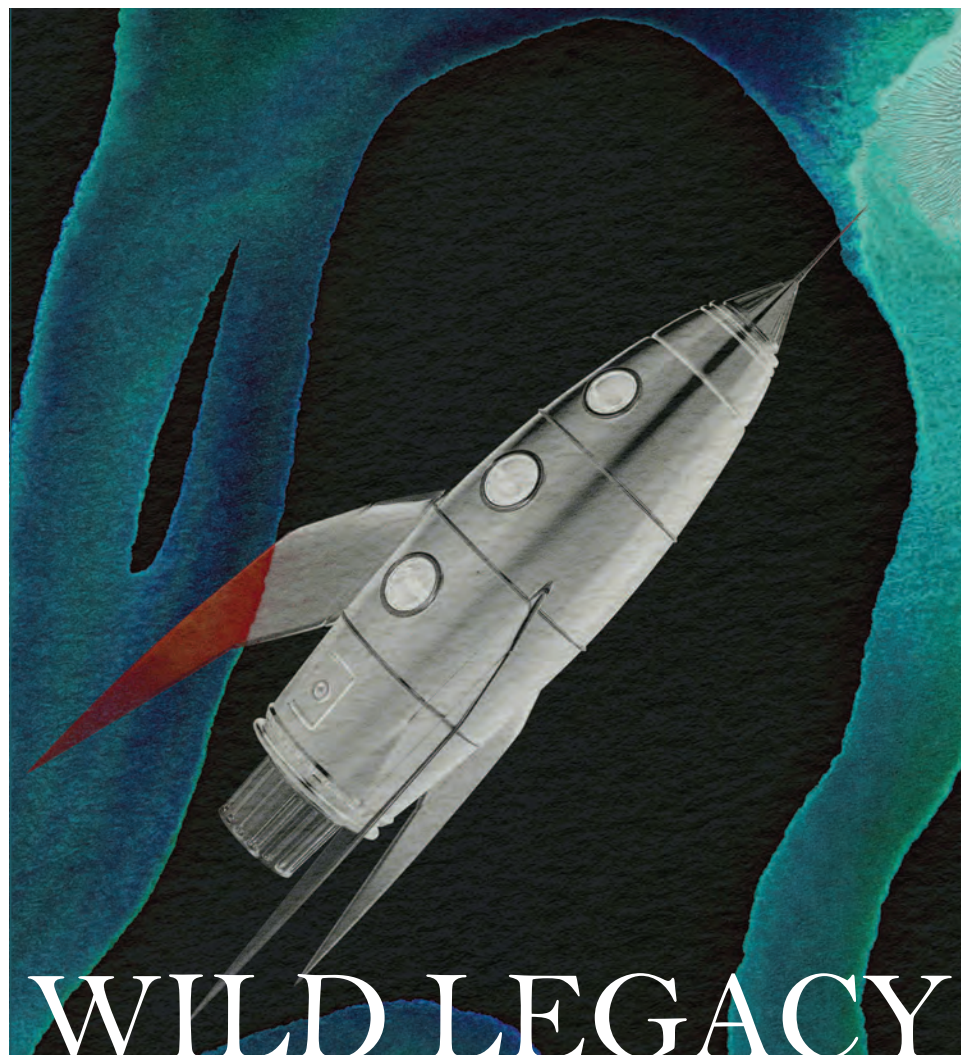
Glowiak is like a deer bounding through the forest when he rides these trails, weaving through trees and sailing over obstacles, his towering figure propelling him downhill in a miraculous display of gravity. Also like a deer, you only catch glimpses of Glowiak in motion.

Despite his speed, Glowiak is an attentive rider, stopping not because he's fatigued, but to clear trail hazards and watch wildlife. On an evening riding at Cadys Falls, he stops abruptly on an access road to help a salamander cross back to the river. Crossing through a green meadow, he stops again to watch two bright blue buntings chase one another through the sky and later for a downed tree that was partially split and blocking the trail. Glowiak breaks the tree at the joint with his foot and tosses it to the side like a plastic pool noodle.

He has one last jump in mind before the ride ends, a relatively new feature that lands on a long downhill and swings uphill into a tight left top turn. Glowiak takes a few pedal strokes and just before the jump, he drives the pedals down, loading his suspension and popping up to gain height and distance as the jump launches him forward, a feather laced to his rear axle fluttering in the breeze, this human who clearly wants wings.

He lands deep on the downhill, leans hard into the top turn and disappears over the hill. On the other side, Glowiak is sporting a big grin.

"I really felt the Gs on that one," he said. "My eyes were pulling to the back of my head."



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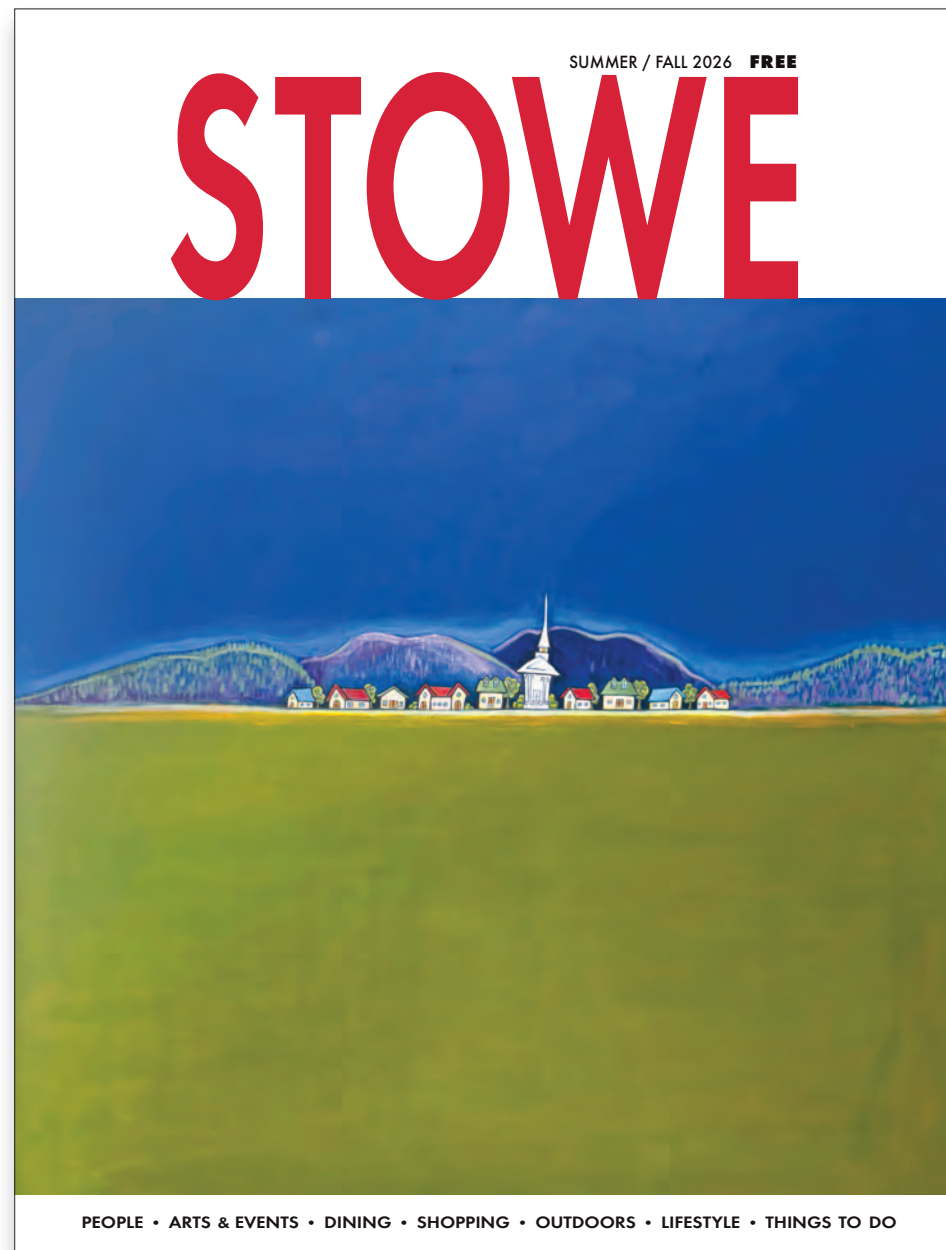
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Guidelines for responsible trail riding

The International Mountain Bicycling Association launched its Rules of the Trail in 1988 to educate mountain bikers and serve as a pro-bike advocacy tool. The association's guidelines for trail behavior are now recognized around the world.

These rules for responsible riding have been adopted by land-management agencies nationwide because riders' actions have critical impacts on the landscape, trails, animals and other trail users.

Keep in mind that conventions for yielding and passing may vary, depending on regional traditions, traffic conditions and the intended use of the trail.

Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling. Pledge to ride friendly, prepared, responsibly and lightly.

For more information, visit imba.com.

LEAVE NO TRACE

Be sensitive to the dirt beneath you. Respect your local trail builders and be a good steward of the physical environment. Keep singletrack that way by staying on the trail. Don't create new ones and don't cut switchbacks. Be sure to pack out at least as much as you pack in.

Do not ride on muddy trails — it causes rutting, widening and maintenance headaches. Ride through standing water, not around it. Ride (or walk) technical features, not around them.

SHARE THE TRAIL

Most of the trails we ride are multi-use. Mountain bikers yield to horses and foot traffic, and descending riders yield to climbing riders. There are some regional differences and unique rules on single-use, directional mountain bike trails — know the code where you ride. Be nice. Say hi!

RIDE OPEN, LEGAL TRAILS

Poaching trails, building illegal single-track, or adding unauthorized trail features are all detrimental to access. Poorly built

features could also seriously injure other trail users. If you believe there aren't enough trails or variety near you, it's time to get involved.

Respect trail and road closures and find clarification if you are uncertain about the status of a trail. Do not trespass on private land. Obtain permits or other authorization as required. Be aware that bicycles may not be permitted in areas protected as state or federal wilderness.

RIDE IN CONTROL

Speed, inattentiveness, and rudeness are the primary sources of trail conflict among user groups. If you need to pass, slow down, ring a bell or verbally announce yourself, and wait until the other trail user is out of the path. Use extra caution around horses, which are unpredictable.

Obey speed regulations and recommendations, and ride within your limits.

YIELD TO OTHERS

Cyclists should yield to all other trail users unless the trail is clearly signed for bike-only travel. Cyclists traveling downhill should yield to ones headed uphill unless the trail is clearly marked as one-way or downhill-only traffic. Strive to make each pass a safe and courteous one.

MIND THE ANIMALS

When it comes to wildlife, live and let live. Animals are easily startled by an unannounced approach, a sudden movement or a loud noise. Give animals enough room and time to adjust to you.

When passing horses, use special care and follow directions from the horseback riders and ask if you are uncertain. Running cattle and disturbing wildlife are serious offenses.

If you want to ride with your dog, first find out whether it's allowed by looking up the leash laws and trail restrictions. Ensure your companion is obedient enough to not cause problems for you, other trail users or wild animals.



MARK J. CLEMENT PHOTO

PLAN AHEAD

Know your equipment, your ability and the area where you are riding — and prepare accordingly. Strive to be self-sufficient. Keep your equipment in good repair and carry necessary supplies for changes in weather or other conditions. Always wear a helmet and appropriate safety gear.



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The League of American Bicyclists' have five rules of the road to prepare you for safe and fun road bicycling, no matter where you ride.

FOLLOW THE LAW

You have the same rights and responsibilities as drivers. Obey traffic signals and stop signs. Ride with traffic and use the right-most lane headed in the direction you're traveling.

BE PREDICTABLE

Make your intentions clear to everyone on the road. Ride in a straight line and don't swerve between parked cars. Signal turns, and check behind you well before turning or changing lanes.

BE CONSPICUOUS

Ride where people can see you and wear bright clothing. Use a white front light, red rear light and reflectors when visibility is poor. Make eye contact with others and don't ride on sidewalks.

THINK AHEAD

Anticipate what drivers, pedestrians and other people on bikes will do next. Watch for turning vehicles and ride outside the door zone of parked cars. Look out for debris, potholes and other road hazards. Cross railroad tracks at right angles.

RIDE READY

Check that your tires are sufficiently inflated, brakes are working, chain runs smoothly and quick release levers are closed. Carry tools and supplies appropriate for your ride. Wear a helmet.



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A mountain biker wearing a dark green long-sleeved shirt, black shorts, and a helmet is riding a silver mountain bike on a dirt trail. The trail is rocky and surrounded by dense evergreen trees. In the background, there are rolling green mountains under a blue sky with scattered white clouds. The text "Live well with Coldwell." is overlaid on the left side of the image.

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