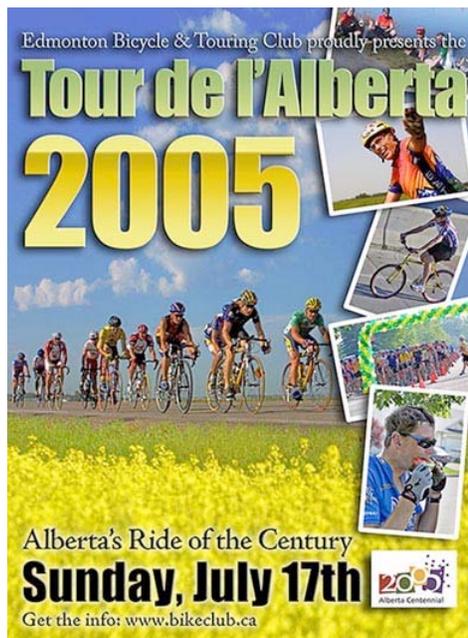


June 2005



Spokes

The Newsletter of the Edmonton Bicycle & Touring Club



Volunteers needed for Tour de l'Alberta

The Tour de l'Alberta is a fabulous ride, but it can't run by itself! We are looking for as many people as possible to help with this year's tour. At this time, especially, immediate assistance is needed for prize donation collections and for members/spouses/friends with promotional/advertising experience. However, all other positions are also available and urgently needed. If you can spare some time – either before the event, or for a few hours on July 17th, please contact Maureen at 436-9004 or at mianuke@shaw.ca.

2005 Annual Picnic

Like to have fun and frolic in the park? Well, join us for the 2005 EBTC Annual Picnic. It will be held on Monday June 13 at 6:30 pm in Hawrelak Park, picnic site number #1. This is the site with a shelter and washrooms at the Northwest corner of the park. Bring your own meat items to cook on the wood burning grill, and a salad or desert item to share. The club will provide wiener and hamburger buns, condiments and beverages. If you have any park suitable games,

please bring them along. Things like bocci ball and frisbee. For additional information contact the social coordinator, Al Carlson at 458-1471 or alcarlson@shaw.ca.

June 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1 Show & Go	2 Slow Ride	3	4 A Day at the Bay
5	6	7 Sweat Ride	8 Show & Go	9 Slow rides + Happy Hills	10	11 M.S. 150 Ride (June 11&12)
12	13 EBTC Annual Picnic	14 Sweat Ride	15 Show & Go	16 Slow Rides + Happy Hills	17	18 Cooking Lake – Lindbrook Loop
19	20	21 Sweat Ride	22 Show & Go	23 Slow Rides + Happy Hills	24	25 Sunshine Madness (TBC)
26 Foot Loose Caboose	27	28 Sweat Ride	29 Show & Go	30 Slow Rides + Happy Hills		

EBTC Hotline Recording: (780) 424-BIKE or 2453
E-mail: info@bikeclub.ca www.bikeclub.ca

EBTC Executive Members

President	Maureen Lanuke	436-9004
Vice-President/Touring	Glenn White	431-1297
Secretary	David Williams	438-1197
Treasurer	Nadine Leenders	438-1987
Membership Coord.	Angela Ziemann	469-0328
Newsletter Co-Editors	Stew Henderson	438-1351
	Carol Benoit	447-0584
Publicity Coord.	Scott Keast	467-2499
Social Coord.	Al Carlson	458-1471
Supplies & Equip.Coord	Ernie Mah	988-8322
Education & Safety Coord.	Don Peddie	457-2945
Volunteer Coord.	Scott Southworth	378-0957
Librarian	Dennis Woo	446-0625
Webmaster	Alan Schietzsch	455-1924

We welcome your comments and suggestions – especially if you have an idea for a trip or outing you think your fellow club members might enjoy!

Newsletter Enquiries & Submissions

The deadline for the newsletter is the 22nd day of each month. Enquiries, articles and jpg digital or scanned photos can be delivered by email to **stew.henderson@shaw.ca** or on paper, CD or 3.5" IBM format diskette to: EBTC Newsletter Editor, P.O. Box 52017, Garneau Postal Station, Edmonton, Alberta T6G 2T5. Stew can be reached by telephone at (780) 438-1351 and by fax at (780) 420-3839.

Moving?

If you're moving, please give your name, old address, new address and new phone numbers to the Membership Coordinator noted above. This information will ensure that you receive your newsletters.

E-mail?

The EBTC maintains an e-mail directory of members. Occasionally, e-mail or other items received by EBTC considered to be of interest to the membership are forwarded via e-mail. If you wish to be added to this electronic mailing list to receive updates, please send your request via email to info@bikeclub.ca

The editor needs help!

To save costs and valuable executive time, we encourage all members, where possible, to request the newsletter by email when they renew their membership. By doing this, putting out the newsletter would only involve 2-3 hours a month, lightening the load for all.

Spokes is the newsletter of the all volunteer Edmonton Bicycle & Touring Club. **Spokes** is published monthly in the summer and bi-monthly in the winter months.

Opinions expressed in **Spokes** are those of the contributor and are not necessarily shared by the Edmonton Bicycle & Touring Club. The editor reserves the right to edit for clarity, brevity and content and is the sole judge of suitability all articles and advertisements.

©Copyright 2004 by the Edmonton Bicycle & Touring Club. All rights reserved.

Permission is granted for reprinting articles herein by any non-profit group or publications. Credit to the author and **Spokes** must appear in your publication and a copy sent to:

Edmonton Bicycle &
Touring Club
P.O. Box 52017
Garneau Postal Station
Edmonton, Alberta
T6G 2T5

Cycling thought this month

Is in the small things we see it. The child's first step, as awesome as an earthquake. The first time you rode a bike, wallowing up the sidewalk.

Ann Sexton



Maureen's Musings

As I've said many times, one of the advantages of a club is the opportunity to have someone to ride with who has the same interests. This was particularly apparent during our recent France trip. Eight adventurous cyclists set off on May 1st for the trip of a lifetime. And it truly was the trip of a lifetime! If you have never been to France on a cycling trip, I strongly urge you to consider it.

France is a veritable cyclist's heaven. Because they don't have the extremes of temperature we do in Alberta, the roads are as smooth as glass – and they are almost all paved, quiet country roads with very few vehicles. The people (unlike reports I had heard previously) were friendly and helpful; the food (and especially the wine!) were excellent; the accommodations were comfortable and spacious; the scenery was spectacular, and even the weather cooperated – cool, but no rain except for a couple of spits here and there, and one day when we were moving from one "Gîte" (accommodation) to another.

I'll leave our trip recorder to tell you the rest of the details in a future newsletter, but what I would really like to share is the benefit of group cycling. On this trip, not all of us had the same interests each day, or the same abilities – but, because we were a group, there was always someone with whom a person could choose to ride. Sometimes we all rode together, other days we separated into groups who wanted to do a long, challenging ride, or groups who just wanted a leisurely day checking

out the nearby towns and vineyards. Whatever your desire for the day, there was always someone who wanted to do the same thing. This, in my mind, is one of the real benefits of a club – something for everyone.

It was so much fun, we are already talking about another trip (perhaps to Italy?), but that's another story...!

Talking about resources, did you know that the club has its very own library? If you are looking for information on bicycle touring or bike maintenance, the club probably has just what you need. If you want to tour in other areas of the country, did you know that the club regularly receives newsletters from other bicycle clubs with lots of information about what is going on in their areas, as well as contacts to help you with your planning? In addition, there are several books written by touring cyclists that make great reading!

Our club librarian, Dennis Woo, would be glad to loan you any of these or other helpful resources.

A couple of administrative details have popped up recently. As you know, EBTC is a non-profit club, which is run by volunteers. To help save the club time and funds which could be used for other cycling-related activities, please remember to SIGN your membership application and overnight tour applications, and (as mentioned in last newsletter) to only send ONE cheque if you are registering for more than one event/membership at one time.

Your membership coordinator would greatly appreciate not having to send back the membership form for signature; and the treasurer would love it if our bank fees were reduced by not having to pay a service charge for excess cheques!

France was wonderful, but it's good to be back home and into planning for other great events. The Tour de l'Alberta is approaching quickly, so we are gearing up for that, and there are so many wonderful trips out there this year that it is hard to choose between them!

I think that Alberta, too, is a real cyclist's heaven!

Happy cycling everyone!

Maureen Lanuke is EBTC's President

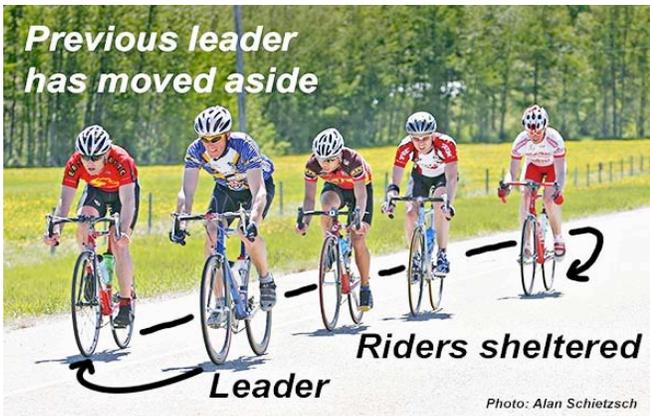
Paceline Etiquette

by Don Peddie

I have ridden with three different cycling clubs in Edmonton and have been astounded more than once at the riders' paceline technique. Or maybe I should say, their lack of the same.

Sometimes it went like this: The rider at the front pulled as hard as he could. As soon as he showed the slightest hint of fatigue, or remained there for longer than a few minutes, another rider (not necessarily the next in line) barged to the front and took over until he, too, blew up and was replaced by another eager beaver. How long he might remain at the front was impossible to predict. Some lasted 5 minutes, others only 30 seconds before impatience prompted another guy to charge unceremoniously past.

The many times I've experienced this happening got me to thinking about how civilized clubs do proceed.



(For those unfamiliar with a "paceline", it's when a group of cyclists follows each other closely so that the front rider shields the others from the wind. Riding closely behind another rider takes much less effort, as you don't have to push the wind out of the way to move forward. There are right and wrong ways to do this.) - Alan

In a perfect world, each rider pulls at the front for maybe a few minutes, then flicks an elbow to signal the next rider that he was done. He'd then carefully move to the side, soft pedal and slide down the line, latching on at the back. The new rider at the front would carefully maintain his pace so the effort remained the same during his pull, then give up the lead in a similar fashion.

When pacelines work this way, the steady pace enables weaker riders to stay with the group. They are much less likely to get dropped. The lead rider knows his physical state, knows when he's tiring and chooses his spot to stop pulling and drop back. Because it's his decision when his pull is finished, he ends with a sense of accomplishment.

But it's a totally different feeling when it happens the other way. Think what happens when someone charges out of your draft and takes over before you're finished. A feeling of failure may develop when you were actually doing it the correct way and benefiting everyone. It's also much more dangerous to overtake from behind. We're blind to what's happening behind us and if someone were to suddenly swing wide to take a drink, clear their nose, etc. the overtaking rider would crash into him.

Riding at the front takes up to 30% more effort than when tucked behind the paceline. The pace might *seem* slow, a feeling that "I can do better" might develop among someone following, but be patient. Your turn at the front will come. Then you can judge the wind's strength and what the effort to remain at the current pace truly is. If you can indeed pick it up a bit then do so, gradually, after you're certain the preceding leader is securely tucked back on at the rear. Chances are it will be much more difficult at the front than you thought, and the current pace is just fine, allowing each rider to do his share and then rest. Club rides are more about traveling together, being sociable, and having fun than they are about racing each other, or proving you're the fittest or fastest.)

Club etiquette can be measured in others ways as well. What happens when a rider gets a flat or gets dropped on a short hill? Does the group wait while the tube is replaced? Do riders slow down until the dropped rider catches back? Or do they just blast down the road? *Even pro racers will wait for others.*

Club riding styles vary. The important thing is for everybody to know how the ride is (dis)organised and what to expect when they join a ride. If the "Wild West" approach is the way a club chooses that's OK so long as everyone is aware of it from the outset. But too often no such communication happens. New riders are turned off and all but the strongest will be discouraged by an aggressive and inconsiderate group style:

Every group ride doesn't need to turn into a race.

Where were you when the rubber hit the ice?

By Verner

So here's one for you. What do Alpha and Omega, Mexican villagers dressed in Halloween costumes, a parade of Donkeys, and the years 1867 and 1982 have to do with EBTC? Well if you guessed that on *that* particular day a fearless group of EBTC's best braved the near ice-age conditions to cycle to the GFSA in search of *the* Special Quest, you would be correct. Although the start time was delayed slightly because no one had their stickies and several members had to be sent back home to get their membership cards, otherwise, the expedition went off without a hitch.

Our fearless trip co-ordinator, Don Peddie, formerly of the Canadian military, wearing his warmest artic suit and matching balaclava, told ace-reporter, Verner, that forgetful members had to be sent home for their cards because the Membership Co-ordinator, who said she was coming and thus would have had the up-to-the-minute club membership list, didn't arrive. Therefore, in Don's words "Rules are rules, what are you going to do?"



Spokes Editor Stew Henderson rode to the start point with his personal bike mechanic and trainer from his home in Mill Woods. Along the way he experienced some wheelicular problems and fortunately he arrived post-departure. That was a good thing because neither he, nor of course, his personal trainer, had their membership cards and it would have meant pedaling all the way back to Mill Woods (about 45 km return) and then trying to catch up to rejoin the Polar explorers, probably on their way back!

The Membership Co-ordinator never did turn up and when reached at the rally in support of "Warm Weather Cycling" held the same day, explained that while torn by her conflict of duties, she explained that her decision not to ride to Fort Saskatchewan in the freezing cold had nothing to do with the mid-winter conditions. She pointed out that "Don Peddie's been with the club forever and knows what to do in any emergency." When asked about the "no-sticky" problem she confirmed that she had

received written communication about the issue, as a result of which an emergency meeting of the executive was called. Because of security concerns she said the meeting was held *in camera*. The MC did indicate that after nearly 3 days of round-the-clock discussions no clear decision had yet been reached. She said, off the record, that there was heated debate concerning a club "brand" that could be placed either on the member's forehead or cheek. However, she said, the executive was split on the issue along gender lines. "That's all I can say for now" she said, explaining that EBTC's President and V.P. had just left for France, the heartland of cycling, to meet with other club executives to see how they handled the matter. The P & VP were to report back to the EBTC in June.

As to the ride, well, after travelling up-hill both ways on sunshine-free roads no one abandoned the journey nor were they blown off course. There was a small line-up for telephone calls at our first meet-point going to the GFSA, but aside from that and the deflating incident at the end, all went well. Along with the usual suspects there were a large number of new members who added to the conviviality of the day — and as Don said, "we sure hope to see

them all again next ride!"

Of all the riders, only your intrepid *Spokes* reporter, Verner, was able to track down *the* Special Quest, and eat it just before departing on the return leg. However, in a cruel twist of stem, he returned to base camp to a flat which, fortunately, was speedily repaired by EBTC's *Treasurer Extraordinaire*, Nadine. Almost no one got lost, we all had fun. "So yeah".

P.S. Solution: The years 1867 and 1982 are each critical dates in the life of Canada and its constitution. But of more importance to our opening puzzle, they each have 12 months, which, when added together (24) give you the number of brave cyclists on the ride. The Mexican villagers parading their asses were part of the Festival of the Donkey held every year in Otumba, Mexico on May 1st, which, as all of the astute Spokes readers who guessed correctly know, was the day of our ride to the GFSA. (Greater Fort Saskatchewan Area). Alpha and Omega — check page 2 of Spokes and see if you can figure it out, it you haven't already!

Padded Saddle or Firm Saddle?



Question: You may wince when I say this, but when I bought a new Litespeed Classic I immediately traded out the "racing" saddle that came with it for a contoured padded saddle. I'm 51, slightly overweight and rode 3,000 miles last year. I like my padded saddle. Is there a good reason to ride one that's harder and narrower? -- Brian P.

Coach Fred Replies: I'm not sure I want to get into the "padded vs. firm" saddle debate!

Everyone's anatomy is a bit different, so the saddle that's comfortable for one rider can be painful for another.

Padded saddles promise greater comfort, and if your saddle is working for you there's no reason to switch to a different style. But there are sound reasons (besides appearance) why padded saddles don't work for many riders.

First, padded saddles tend to be wider, which causes chafing against thighs during pedaling.

Second, when sitting on a thickly padded saddle, your sit bones compress the padding, causing it to well up in the crotch and create pressure right where you don't need it.

Firmer and narrower saddles, on the other hand, support your sit bones without squishy padding impinging on soft tissue. They take some getting used to because the sit bones bear much of your weight. But after the initial break-in period (your rear end, not the saddle) they're often more comfortable.

You might have proven that to yourself if you'd tried your Litespeed's stock saddle for a few rides

instead of immediately replacing it.

One other point: It's friction, not pressure, that causes most saddle discomfort. That's why padded saddles usually aren't the answer. It also explains the discomfort riders often feel when wearing cycling shorts with a heavily padded liner. A thin but "slippery" (well lubricated) liner is less likely to cause pain and saddle sores than an over-engineered, plush one.

Riders who like thick padding don't need to write! It all depends on personal anatomy.

For Sale

2002 Cervelo Prodigy Roadbike

- only 8400 kms
- 58 cm Thermacrom steel frame
- white with red decals
- Shimano 105 brakes & gearing
- with new chain & cables
- New Ultegra 12/25 9-speed cassette
- Spinergy SR-3 deep rim wheelset
- New Michelin Pro-Race tires
- FlightDeck computer & Aero bars
- Matching cages and bottles
- New 2004 Specialized Body Geometry saddle
- Ritchey one-sided clip-in road pedals
- Immaculate condition - \$1500 firm

Call Bob at (780)439-2634

"Road Bike for Sale"

Cannondale "Racing 900" Series 2.8 Road Bike

Size small, in the process of being built-up from frame. Burgundy with black trim.

This your opportunity to get a lightweight used road bike at a reasonable price, custom fitted and built up with your choice of components, to fit your style of riding and your budget...

Will be hand building up a brand new wheel set with matching black Mavic Open 4 CD rims and new Shimano Ultegra hubs...smooth!

Call Alan Schietzsch at (780) 455-1924

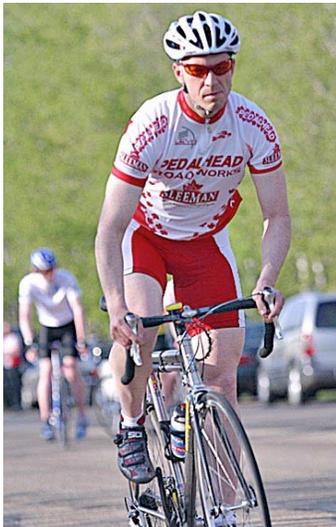
Climbing Hills

By Don Peddie

Climbing hills. ON A BICYCLE, to be more specific. It's always hard work. To get better at it takes hard work. Lots of it. Those who seemingly fly up hills are working very hard, their pulse is close to maximum, they are huffing and puffing. They might make it look easy - but it isn't. Not for them; not for anyone. They, too, are pushing themselves close to their limit.

There are different kinds of hills: long and gradual; short but steep; rolling hills; and the worst kind - long and steep. Fortunately the latter are pretty rare. Major highways are generally engineered to not exceed a 6% grade. It's the secondary and back roads that usually present the most severe challenges.

Power is what gets you up a hill - the ability to turn the cranks over. The more power the rider has, the



larger gear that can be selected, and the faster the bike goes upward. Good climbers can be generally classified into two types, or styles:

Power - those having very strong legs, like Jan Ulrich, who select a gear that they can maintain at a cadence of around 80 rpm; and...

Finesse - those having less raw strength, like Lance Armstrong, who select a smaller gear but spin it much faster, around 95-100 rpm.

Each method requires specific training.

Climbing with power

Cyclists with strong legs automatically select a relatively big gear and just push their way to the top. The constant repetition of doing so creates its own training: they get stronger and stronger. This method works well in most situations but it does have some drawbacks. Leg strength is one thing,

but muscles aren't the only part of the human body required to pedal a bike. The connecting tissue such as ligaments, cartilage and tendons also have to bear whatever stresses are placed on them.

Continual pedaling in a big gear at low revolutions (60 – 85) can lead to knee problems, often very quickly. Once weakened, knees can become chronic sources of pain and make hills a painful experience, or worse, greatly restrict all aspects of cycling.

A second drawback to large-gear climbing is the difficulty to sustain the power for extended periods such as many hours or on successive days. Muscles require fuel, glycogen, which the body stores in limited quantities. Once these glycogen stores are used up, the cyclist's strength is gone. Watching a cyclist "crack" on a major climb is not a pretty sight: suddenly he or she is unable to keep their previous pace and quickly falls back. The muscles have just used up all their fuel stores and have lost their ability to generate power.

Once that happens, it's over for the day. Replenishing this fuel takes 24 hours, sometimes longer. Legs that suddenly feel like rubber can create no power and won't work.

Climbing with finesse

Those of us who have less raw power in our legs need to find alternative ways to get ourselves up hills. Selecting a smaller gear and pedaling faster is the secret, but this doesn't come easily. By reducing the force of each pedal stroke but increasing the number of strokes per minute, the necessary power can be generated. This pedal speed is fuelled by our cardio-vascular systems. In short, we have to be better able to process oxygen - we need to be very fit.

Long before Lance Armstrong came along, a former Tour de France winner named Charly Gaul had a pedal stroke that was even faster than Armstrong's. These guys trained themselves to be able to spin the pedals rapidly, for long periods, and in doing so they defeated other cyclists who were essentially stronger riders. Each of us can train ourselves to ride in this fashion.

Using this technique, less stress is applied to the knees when the road slopes upward, hopefully preventing soft-tissue injury. We will likely be more "out-of-breath" than the "power" climbers, but humans can recover from being winded an almost unlimited number of times throughout a day.

Drills for Hills

Hills are never easy to surmount on a bicycle but there are some ways to make them easier. Here are some ways that have worked for me.

1. Power Training

Find a longer, more gradual hill, one that will take you 5 – 10 minutes to climb. At the bottom select a large gear, one that reduces your cadence to around 65 rpm. Ride the hill bottom to top, grinding upward at 65 rpm. You should be pushing very hard to keep the pedals turning, each pedal stroke will feel like an individual leg press. Your heart rate (HR) is immaterial, let it rise as it will. Just keep pushing those pedals. Your legs will tire, they will hurt, but keep at it. Climb for 5-10 minutes then turn around, spin and recover for 5 minutes and repeat the climb.

Do three repeats of the hill initially, working it up to 5 as you get stronger, with a recovery spin between each repetition. When done once a week, these power drills will cause leg strength improvement.

2. Finesse Training

Training to climb hills by spinning a smaller gear can be done by finding a steep little hill that will take about two minutes to climb. The top will be visible from the bottom. Approach the hill at normal traveling speed with your cadence somewhere around 90, which is ideal for most cycling.

Your goal is to hold the 90 rpm cadence from the bottom to the top, in as big a gear as possible.

As the gradient increases strive to stay at 90 rpm, drawing more and more power from your legs. Just before the point where you feel like you can't hold the cadence any longer, gear down one click, keeping the cadence at 90. Continue in this fashion, gearing down ONLY if required. You might only get one or two revolutions in each lower gear. When you reach the gear where your legs have the strength to turn the pedals over but you feel winded, resolve to not gear down any farther and continue to push for as long as you can.

Quickly you'll be gasping and panting, your eyeballs will be hanging out and your legs will be screaming.

This is good!

If you can make it to the top, excellent. If not, push as far as you can, then just slow right down and ride easily for a few minutes. Give yourself a 5 minute rest of easy spinning and do it again. Three reps of the hill is a good starting number, increase repeats to 10 or more as fitness progresses. Wait at least 3 days until you do this workout again.

As your conditioning improves, you'll get farther and farther up the hill before being winded and your legs will develop the ability to work despite filling with lactic acid. In fact, less acid will be created, it will accumulate more slowly and will take longer to hurt, so that eventually you will be applying power from bottom to top with no pain. (Incidentally, if you reach the top on the first try, either select a bigger gear or find a longer/steeper hill.)

If you're wearing a heart rate (HR) monitor it should show that you are pushing yourself to close to your maximum HR. Initially this high heart rate will be hard to achieve, but as fitness improves you'll find it easier to push yourself to this level and you will be able to stay at levels above 95% of your maximum HR for increasingly longer periods.

This drill will improve both your cardio system and your leg's ability to function through lactic build-up. It does little to actually improve leg strength, use the Power Workout above to accomplish this.

Hill Climbing Techniques

1. Long, Gradual Hills

These are the hills you'll normally encounter on day trips or extended excursions. Whether you are riding by yourself or in the company of others, approach them at normal riding speed and cadence.

As soon as the gradient causes you to begin to lose your normal cadence, gear down to perhaps one gear lower (easier) than what you feel is necessary to climb the entire hill at a cadence of around 85 – 90 rpm. Stay with this "easier" gear for at least the first half of the hill, saving your leg strength. If it really feels too easy or the grade moderates, try a gear higher.

When the top becomes visible and if you're feeling strong, now is the time to gear up some more,

applying power as required, and push to the top. Often at this point you will catch up to comrades who have started too quickly and are visibly wilting. Your breathing should be deep and regular; quickly settle in to a breathing pattern that is possible to maintain for the entire climb.

2. Training Rides

Your hill-climbing technique while out on a training ride might depend on circumstances. If you are alone, choose whatever technique appeals to you at the moment. This might be a good time to incorporate one of the above drills into your ride or maybe you just want to take it easy and get over the hill. It's your ride, enjoy it.

3. Group Rides

Group riding changes things. If you continually "fall off the back" (get left behind) on every hill then you need to plan and think ahead a bit. A bit of strategy is required.

One method is to get yourself to the front of the group before the bottom of the hill, then allowing others to pass you while ascending. With luck, and much hard work, perhaps you'll restrict your losses to falling no farther back than the rear of the group as the top is reached. In any case, you'll be closer than if you had begun the climb already at the tail end.

To further limit your losses, additional techniques can be applied. As you ascend, keep gearing down (easier) so that you can keep spinning the pedals (often this means an almost constant series of clicks with just a few pedal strokes in each gear.)

Gear down **only** until your speed drops below that of the group. At the point when others begin to pass you and you are dropping backward you need to take positive action to increase your speed.

Gear up (harder) two clicks while simultaneously rising out of the saddle. This will increase your speed. Body weight and gravity will help you push the larger gear. If you can remain standing to the top, great, if not hang in as long as possible before giving in and sitting down.

If you're forced to sit from exhaustion just continue to make your way to the top as best you can. You will find yourself far closer to the group than

you otherwise would have been. Rest on the ensuing flat ground or downhill.

Standing (riding out of the saddle) is a skill that many recreational riders are reluctant to learn. Like anything else, it takes practice. Your muscles are working differently so initially it seems very hard and you quickly get winded. However, as you practice doing it you will be able to extend the time you can remain standing. Some lucky people stand for all hills, it's their method of choice for climbing. Usually these are people with petite bodies; in general, the larger we are the less efficient it is to stand.

Rising out of the saddle just before the crest of any hill is always a good habit.

Doing this enables you to hold your speed over the top, it shifts the workload to different muscles (giving your quads some relief) and it gives other parts of your body a quick break from the pressure of the saddle.

Summary

Many people become frustrated that they are able to hang with a group on flat roads but consistently fall back when they hit the hills. Novice cyclists feel they are unique in this regard.

Don't despair - this feeling is universal. Hills are the great separators. This is where the strong go to the front and the weaker fall back. On any group ride a hill is seen as a chance to excel and there will likely be a race to the top, especially when there are men in the group.

Normally the fastest riders will wait at the top for the others, content with their burst of speed, and again willing to settle into a speed that can be held by all.

The better one's strength-to-weight ratio the faster you can climb a hill. Lose weight or gain strength. Those are the only options. Neither is easy. Both take dedication and strength of character.

Practice these drills, ride lots and soon you'll be one of those "flying" effortlessly upward, astonishing those left in your wake.

Tuesday Night Sweat Rides

For those of you who want a challenging workout, but want to ride with a group, then this is the one for you. This is an all level ability fitness training ride and is an ideal way to train for those longer and challenging highway club trips.



We ride out from the start point for 45 minutes and turn around so we all return at the same time.

Coffee usually follows, where we can chat or tell lies about our rides. The

sweat rides will be on Tuesdays this year, starting on May 10, weather permitting, and will be led by Ellen Ainsley. The rides start 6:45pm SHARP. For those who want a more leisurely ride, consider the "Show and Go" rides.

Legend: Locations

St. Albert: SE corner of Wal-Mart parking lot

Sherwood Park: Sherwood Park Alliance Church, NE corner of Wye Rd. & Range Rd 231

7-11: , NW corner of 97 Street and 176 Avenue

June 07 - Sherwood Park

June 14 - 7-11

June 21 - St. Albert

June 28 - Sherwood Park

NEW for 2005! **Thursday Night Cycling 101** ..Slow Rides to Learn Cycling Basics

This is an eight-week series of one-hour rides from early May to the end of June. These rides are intended for novice cyclists. Speeds will be kept below 20 kmh at first, gradually increasing as bike skills and rider confidence is gained.

Other topics will be covered as we ride along, including but not limited to those mentioned below.

Skills: group riding, cadence, pacelines, hill climbing, emergency skills: quick turns, quick stops, dodging debris

Topics: bicycle accessories (computers, pumps, etc), basic bicycle maintenance: flat tires, chains, gears, brakes

Location: 7 - 11 at 97th St and 176 Avenue, **Dates:** May 5 - June 30, 2005

Time: Thursdays, 7-8 pm with coffee afterwards at Second Cup, Namao Centre, for those who desire.

Contact: Don Peddie, 457-2945, dl.peddie@3web.net, www.geocities.com/don_peddie

Weekly cycling events

this summer

Wednesday Night "SHOW 'n' GO"

"Show up & Go," that is the theme for our weekly social, easy paced rides. We meet at the Northeast corner of the Kinsmen Fieldhouse parking lot at 6:45 pm for a 7:00 pm. (SHARP) start. We go wherever anyone wants to go, so please bring your own ideas for routes. We do stop to chat, have a coffee or ice cream. We ride mostly on bike paths and quiet residential streets. It is a great way to discover what Edmonton has offer the recreational cyclist. Contact Al Carlson, 458-1471, alcarlson@shaw.ca, for more information.

Thursday Night Happy Hills

Coordinator: Angela Ziemann, 469-0328

NEW for 2005!

This is an intermediate level training session (about an hour) road ride that will focus on strength training using hill climb repeats. This ride is ideal for the cyclist who wants to improve strength and technique to tackle hills, whether around Edmonton or those challenging mountain passes. It's great training, and training with a group is simply, well, more fun. We'll vary the level of difficulty. Each ride will include a short warm-up ride before starting the workout. The benefit of the workout will be related to the effort put into it. The rides are intended to be short and intense but each rider individually decides how much effort to exert. We'll likely wind up at a coffee shop afterwards to tell stories about how the top of that hill just seemed to move further and further away. We meet at Kinsmen Fieldhouse North lot at 7:00 pm on Thursday evenings. Ride will be cancelled in inclement weather (rain or snow).

EBTC 2005 Tour Calendar

NOTE: All overnight trip registrations will be processed by mail only and by the envelope post-mark date on a first-come, first served basis. Overnight trip registrations with a post-mark earlier than the trip registration allows will NOT be processed.

Saturday June 4 – A Day at the Bay

Cost: +/- \$10.00 for lunch

Dist/Rating: 100 Km Intermediate

Coordinator: Corinne Schneider 987-2947/ corinne.schneider@blackgold.ca

Description: Meet in Devon for 9:00AM SHARP departure. Exact location will be provided in May SPOKES. This is not a shopping trip! Start at Devon climb the training hill out of Devon follow our "private highway" to Highway 39 through Thorsby on to Mulhurst Bay for lunch at the beach house.

June 11 - 12 - 2005 MS 150 Ride

Contact: Peggy Hurdle 487-5489 hurdle@shaw.ca

Description: HURRY! Join us for the Annual MS 150 ride more details and our team sign up to follow. There's a special MS 150 page on the EBTC web site (www.bikeclub.ca). **The MS Ride is now full.**

June 13 - 2005 EBTC Annual Picnic

Location: Site #1, Hawrelak Park (in the northwest corner of the park) **6:30 p.m.**

Contact Al Carlson, 458-1471, alcarlson@shaw.ca

Description: Come out and enjoy a break after the MS Ride. Catch up with other club members and have some good food at the Annual EBTC Picnic.

Saturday, June 18 – Cooking Lake – Lindbrook Loop

Cost: Free + \$ for snacks and/or \$10 - \$12 for optional Teahouse Lunch

Dist/Rating: 92 km. Intermediate (mostly flat).

Coordinator: Lois Knight (466-9536), knight-ken@shaw.ca

Description: Tour east from Sherwood Park on hwy 14, past Cooking Lake to Lindbrook. Meet at Wye Road Safeway, Sherwood Park at 10:00 AM. Leave at 10:30 SHARP! Rest and relax (12:30-1:30) by the Lindbrook store at 49 Km. Return to Sherwood Park via secondary hwy 630 (Wye Road). There will be a Treasure Chest Tea house stop at 78 km. at approx. 3:00 pm. Bring a lunch or plan to eat late at the Teahouse.

Saturday, June 25 – Sunshine Madness (TBC)

Cost: \$25.00

Dist/Rating: 25 Km Beginner

Coordinator: Al Carlson (458-1471), acarlson@shaw.ca

Description: The longest day of the year has just passed by, so we have plenty of sunshine into the evening. This allows us to partake in our two great passions, cycling and eating. Come out and enjoy the one of the longest days of the year with our Eat Ride Eat (Ride) event. Suggestions for where to eat welcome.

Sunday June 26 – Foot-Loose Caboose

Participants: approximately 30 - Call/email John to reserve your spot

Cost: Approximately \$10 for lunch

Dist/Rating: 100 to 110 Km Intermediate

Coordinator: John Blades 662-4945, jwblades@telusplanet.net

Description: Meet at Tim Horton's by Sobeys in Sherwood Park on Wye Road for a 900 AM Sharp start. We will ride to the Footloose Caboose Café about 12 Kms South of Hastings Lake Corner on Highway 14. Enjoy a lovely meal in the old refurbished caboose near the old station where the owner lives.

Sunday June 26 – Zoom to the Zoo

Cost: Bring a lunch

Dist/Rating: 28 Km Beginner Family Ride

Coordinator: Sophie Mah & Dad(Ernie Mah) (988-8322) emah@phys.ualberta.ca

Description: Meet in front of Dairy Queen located in the Blue Quill strip mall (Saddleback Rd i.e. 29 Ave and 116 St), ready to depart at 10:15 am. Ride to the zoo, have lunch (and ice cream) then head back. Or skip the ride and meet at the zoo.

EBTC 2005 Tour Calendar

July 1 – 4 – Jasper Parkway Tour

TRIP IS NOW FULL

**REGISTRATION OPENED APRIL 15, 2005*

Cost: Approx. \$220 DEPOSIT: \$100.00

Rating: Intermediate

Dist: 30/70/110km per day - some long climbs and descents

Coordinator: Angela Ziemann, 469-0328

Description: The classic van supported road tour in the Rockies.

Saturday July 9 – Blackfoot Ramble

Cost: Bring your own snack

Rating: Easy Distance: 30 Kms return

Coordinators: Henry Dembicki / Diana Salomaa 490-5082, summitrg@interbaun.com

Description: Off-road ride along the Lost Lake trail from Waskehegan Staging Area to Islet Lake return. The trail is gentle undulating. Meet at the Safeway gas bar at Capilano Mall to arrange car pooling.

Sunday July 10 – Sweet Tooth Ride

Cost: Bring money for treats

Rating: Beginner Distance: 30 Km

Coordinator: Al Carlson 458-1471 alcarlson@shaw.ca

Description: Meet at 1:00 pm at MEC, 12328-102 Ave for a ride around town in search of treats. With a new ice cream shop across the street, Second Cup next door, and Carol's Sweets a block away, you must arrive with a sweet to begin the ride. Our leisurely tour will wind up by 4:30 pm.

Sunday, July 17 - 2005 EBTC Tour de l'Alberta

Description: EBTC presents the 2005 Tour de l'Alberta starting at St. Albert, Alberta. The 2005 Tour is an official event for Alberta's Centennial Celebration. All participating cyclists have a choice of two versions: The 100 mile (160 km) Tour de l'Alberta or 100 Km. le Petit Tour de l'Alberta. Both tours consist of a single day-ride which travels through the small towns of French heritage in the areas North of Edmonton. The tours are not races, but rather are recreational rides for cyclists who are able to complete the distance. Some like to go fast, that's OK. Others prefer slow, that's great too! It's not a race, it's a fun challenge for ALL cyclists! Bicycle helmets are mandatory. Current info on club website (www.bikeclub.ca).

Saturday July 23 – Thai-athalon

Cost: Cost of your meal (+/- \$23.00)

Dist/Rating: 50 Km Beg / Intermediate

Coordinator: Jasmine Hohenstein (475-7224), jasmineh@connect.ab.ca

Description: Meet at 1 PM (Location to be confirmed, watch for update in SPOKES.) Enjoy a wonderful ride through Edmonton's River Valley on the river valley trails. Then enjoy a wonderful meal at the Thai Valley Grill after the ride.

July 29 - August 1 inclusive – Logan's Pass

**REGISTRATION OPENED APRIL 15, 2005*

Cost: TBA Deposit: \$100

Distance/Rating Approx. 80-100 km/day Intermediate (Mountain Passes)

Coordinators: Stew Henderson 438-1351, stew.henderson@shaw.ca/ Corinne Schneider 987-2947/ corinne.schneider@blackgold.ca

Description: A beautiful challenging 4-day tour of Glacier National Park and the Going to the Sun Road in beautiful Montana. Participants will require the Friday off work for travel. Accommodation will be hotels and suppers will be at restaurants. Maximum 20 riders plus 2 drivers.

August 6 and 7 - Kananaskis (Ribbon Creek) Mountain Bike

Cost: \$100, DEPOSIT: \$100

Dist/Rating: Beginner with some technical sections **Registration deadline is June 24, 2005**

Coordinator: Jan Damgaard, 464-7863 or 417-8534, jantax@shaw.ca

Description: -14 riders. Leave the city behind you on Friday night (August 5th) when we car pool to Ribbon Creek Hostel. This is an opportunity to mountain bike in beautiful Kananaskis Country for a couple of days based out of the Ribbon Creek hostel as we explore the trails in the area. Meals at the hostel will include breakfast, lunches and snacks, supper will be at the Kananaskis Lodge or car pool to Longview for one of the best restaurants in the west. There will be a pre trip meeting.

EBTC 2005 Tour Calendar

Sunday August 7 – Fort Saskatchewan Ramble

Cost: Cost for your meal (+/- \$10.00)

Distance / Rating: 80 Kms Intermediate

Coordinators: Brian and Susan Gerbrandt 436-0833, ssbdg@hotmail.com

Description: Meet at Gold Bar Park parking lot (50 street just south of the river) at 900AM for a 915 AM departure. We will ride through north east Edmonton to Fort Saskatchewan where we will stop for lunch. We will continue our ride through the Range Roads to Ardrossan and back to Gold Bar Park via Wye Road.

Sunday, August 14 – Bridges of Sturgeon County

Cost: Bring your lunch and snacks

Rating: Intermediate, Distance: 100 Kms

NOTE CHANGE IN DISTANCE & START TIME!!

Description: We will cycle over 5 bridges of the Sturgeon River, dropping into the valley and climbing back out 7 times. We meet at 9:15 am, for 9:30 am start at Kingswood Park on Winston Churchill Avenue which becomes Sturgeon Road, to the Junction of Kingswood Dr; parking lot is on the left.

August 20-21 – Thunder Lake Trip

Cost: Approx. \$80.00 Deposit: \$50.00

Dist/Rating: Between 75 km to 80 km per day

Anticipated distance: will be 75 km on Sat. and 80 km on Sunday.

Coordinator: Carol Benoit 447-0584, acb29@shaw.ca

Description: The classic Thunder Lake trip. Cycle from Onoway to Thunder Lake Provincial Park, which has a nice beach. This is a van-supported camping trip.

Saturday August 20 – Beaumont Bike and Splash

Cost: Bring a lunch and bathing suit

Dist/Rating: 10 km/ Beginner - Family Ride

Coordinator: Amélie Mah & Mom (Allyson Jones) (988-8322) cajones@ualberta.ca

Description: We will cycle along trails and quiet streets around Beaumont. Afterwards, the kids and kids at heart can play in the Beaumont and District Lions Water Play Park located in the Four Seasons Park.

Meet at the Water Park parking lot at the corner of 60 St and 38 Ave. Leaving at 10:30am. People are welcome to skip the ride and meet us at the Water Park. Directions from Edmonton: Travel S. on 50th St into Beaumont. Go past Beaumont and turn Right on Hwy 625. Turn on 1st Right into Four Seasons Estates back into Beaumont. Follow this road (60St.) north until it dead ends and turns left to become 38 Ave. Park in the lot at the corner on the right.

Sunday, August 28, 2005 (Weather Permitting) Pigeon Lake Loop

Coordinators: Dennis Woo (446-0625) dwoo@telus.net, Nadine Leenders (438-1987) nadine.leenders@ualberta.ca

Cost: Meal approx \$15

Distance/Rating: 60 km, van supported

Description: Meet at Hilltop Country Restaurant east of Mulhurst at 9:15 am for 9:30 am sharp departure. To find, go south on QE-2 for 39 km beyond Ellerslie Road, exit west (right) on #616 for 14 km, south (left) on #795 for 5 km and west (right) on #616 for 10 km. Restaurant is on south side of highest hill. Drive is 50 minutes from south Edmonton. Cycle over rolling hills around Pigeon Lake enjoying the rural setting and scenery. Afterwards, have a meal at the restaurant while enjoying scenic views. Ride is van supported and weather permitting.

August 28 – September 10 inclusive - Nova Scotia / PEI

Cost: Estimate about \$100 / day for land costs

Distance/Rating: Approx. 80-100 km/day Intermediate

Coordinator: Stew Henderson 438-1351 stew.henderson@shaw.ca

Description: Travel through scenic Nova Scotia exploring the Cabot Trail, Annapolis Valley, Lunenburg, Peggy's Cove and Halifax. The option of travel to PEI is being considered. Route and travel plans will be finalized by early May. This will be a van supported trip staying at Bed and Breakfast locations. Participants must make their own travel arrangements to Halifax and return. Maximum number of participants is limited to 6 – 8. Check Spokes for future updates

EBTC 2005 Tour Calendar

September 2 -5 – Jasper Banff Luxury Tour

Cost: Estimated \$455, DEPOSIT \$200

Dist/Rating: Intermediate / advanced

Coordinator: Jan Damgaard, 464-7863 or 417-8534, jantax@shaw.ca

Description: Registration deadline is July 22, 2005 – maximum 10 participants including the driver and coordinator. Do the classic Jasper to Banff trip in the early fall. Enjoy the crisp clean mountain air as you cycle this famous parkway. Some serious climbing and descents will exhilarate and thrill you as you view the fall scenery. We will be hotelling and hostelling, all in private rooms based on double occupancy. We will stay in the Sunwapta Falls Lodge, Columbia Icefields Chalet and Lake Louise Hostel. The price does not include breakfast or supper but includes snacks and a sag wagon. Travel arrangements will be made at the pre trip meeting.

Sunday October 1 – Chilly Chili Ride

Cost: +/- \$8.00

Dist/Rating: 50 Km Beginner / Intermediate

Coordinator: Jasmine Hohenstein (475-7224), jasmineh@connect.ab.ca

Description: Join us in celebrating Edmonton's Fall colours. We'll ride in our beautiful river valley, enjoying the beautiful fall colours and crisp clean air. We'll cycle, then sit down to a wonderful chili meal and dessert (location to be confirmed.)

Saturday October 8 – Ukrainian Thanksgiving Supper Ride

Cost: \$8.00 payable at the ride

Dist/ Rating: Beginner – Intermediate / 60Km

Coordinator: Millie Schietzsch, 455-1924

Description: Meet at NOON at the Museum on Main Street in Alberta Beach. We'll cycle around Lac St Anne - starting and ending at Alberta Beach. We ride through Darwell (great little store with ice cream and goodies) and complete the circle route through the hamlet of Gunn, along the scenic lakefront. Bring a good appetite for the Ukrainian Thanksgiving Feast to follow at 4728 - 48 Street (a block off Main Street). Alberta beach is 60 KM NW of Edmonton (Hwy 16 west, 43 north, 633 west).

September 10 - October 2 inclusive - Ride the Great Divide

Cost: TBA. DEPOSIT: \$100

Distance/Rating Approx. 100-200 km/day Advanced (Mountain Passes)

Coordinators: Garry McCagg 424-8686 gary.mccagg@telus.net

Description: A beautiful long tour of the Great Divide From Edmonton to Jasper and down the Great Divide to Yellowstone National Park then back to Edmonton (direct). Accommodation will be camping, hostels and/or hotels. Maximum 8 -12 riders

EBTC Overnight Tour Registration Form

Please read the Tour Registration Policy, before filling out your registration form. To ensure 'first come, first served,' registration form(s) and payment(s) will not be accepted by tour leaders. All tour registrations will be considered "as received," where indicated by the dated stamp (postmark) on the envelope.

Please fill out a separate registration form for each tour

Name of Tour _____ Tour Date(s) _____

Your Name _____ EBTC Membership Card # _____

Address _____ Postal Code _____

Home Phone _____ Work Phone _____

E-mail Address _____ If under 18, please check

Do you have a current first aid certificate? Yes No

Please note any medical conditions which may affect your ability to complete the tour:

_____ Allergies/Diet restrictions _____

Contact in case of emergency _____ tel: (____) _____

Release of Organizers:

In signing this release for myself or for the named entrant (when the entrant is under 18), I understand the intent of this release and agree to absolve the Edmonton Bicycle and Touring Club, its officers, organizers, and participants, singly and collectively, of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in this activity. *(If under 18, signature of Parent or Guardian required)*

Signature: _____ Date: _____

Deposit Paid in Full Amount Enclosed \$ _____

EBTC Overnight Tour Registration Policy

1. Registrations may be limited on some tours. **All registrations will be dated by the postmark.**
2. To register for a tour, you **must** be an EBTC member. This form is required ONLY for overnight tours.
3. For tours with a fee of less than \$100, full payment is required with registration, 50% is non-refundable.
4. For tours with a fee of more than \$100, a minimum deposit of \$100 is required with registration. 50% of the deposit is non-refundable. The trip coordinator may set a minimum deposit which is higher than \$100 for longer multi-day trips.
5. The balance of the trip fee is due and payable at least 7 days prior to the departure of the trip.
6. A separate registration form is required for each tour. Mail forms and cheque to:

EDMONTON BICYCLE & TOURING CLUB
P.O. Box 52017, Garneau Postal Station
Edmonton, Alberta T6G 2T5
7. Registration must be by mail, received at least **2 weeks** before the tour departure date. Registrations after this date must be dropped off directly to the tour coordinator and accepted at the tour coordinator's discretion.

Refund Policy
8. If you cancel within 14 days of the tour departure with a replacement being found, the 50% non-refundable deposit is forfeited. If you cancel within 7 days of departure without a replacement being found, the full tour fee is forfeited. If you cancel more than 7 days before the tour departure date with a replacement being found, the full tour fee is refunded. If you cancel 7 days before the tour departure date without a replacement being found, the 50% non-refundable deposit is forfeited.
9. If your registration and deposit are received after a tour is 'full', you can choose to:
 - a) have your cheque destroyed, or
 - b) have your name placed on the waiting list, and your deposit held by the club. If you are not accepted from the waiting list, your deposit will be refunded.



Edmonton Bicycle and Touring Club Membership Application Form

Rev . 03/05

First Name _____ Last Name _____ Spouse/Partner _____
 Address _____ City _____ Province _____ Postal Code _____
 Home Phone _____ Work Phone _____ Spouse/Partner Phone _____
 Additional Household Member(s) _____

Do you wish to receive EBTC Email: Yes No E-mail _____
 Membership Type: Single Family of 2 Additional Do you have a current First Aid Certificate: Yes No
 Are you interested in being: leader of a day or weekend trip a driver of a support vehicle being a volunteer
 Do you wish to have your name and phone number made available to other EBTC members? Yes No
 Do you wish to receive the club newsletter by: Regular Mail Save paper! download directly from the club's website

Yearly Membership April 1 March 31 Single \$40.00 - Family of 2 \$60.00 \$ 12.00 For each Additional Family Member	Half Yearly Membership October 1 - March 31 Single \$30.00 - Family of 2 \$50.00 \$12.00 For each Additional Family Member
---	---

Release, Waiver And Assumption of Risk

I hereby acknowledge and agree that in consideration of being permitted to participate in cycling, skiing or other programs or activities organized or operated by the Edmonton Bicycle and Touring Club or its agents (hereinafter called "EBTC"):

1. that I acknowledge that the sports of cycling and skiing and some of the other programs and activities of EBTC are dangerous, exposing participants to many risks and hazards, some of which are inherent in the nature of the sports themselves, and others which result from human error and negligence on the part of persons involved in preparing and organizing cycling and skiing programs, and other activities.
- a) that as a result of the aforementioned risks and hazards, I as a participant may suffer serious personal injury, even death, as well as property loss;
- b) that some of the aforesaid risks and hazards are foreseeable and others are not;
- c) that I nevertheless freely and voluntarily assume all the aforesaid risks and hazards and that accordingly my preparation for and participation in the aforesaid cycling, skiing and other programs and activities shall be entirely at my own risk;
- d) that I understand that neither EBTC nor any of their members, officers, directors, employees, contractors or agents assume any responsibility whatsoever for my safety during the course of my preparation for or participation in the aforesaid cycling, skiing or other programs or activities;
2. I understand that cycling is an activity that is governed by the terms and conditions of the Motor Vehicle Act, and I agree that I will obey the laws and regulations set out in the Act;
3. I agree to always wear a safety helmet which meets current cycling safety standards when cycling in activities sponsored by EBTC;
4. that I have been given the opportunity and been encouraged to seek independent legal advice prior to signing this agreement;
5. I do hereby release EBTC, their members, officers, directors, employees, contractors and agents from all liability, and do hereby waive as against EBTC, their members, officers, directors, employees, contractors, and agents, all recourses, proceedings, claims, and causes of action of any kind whatsoever, in respect of all personal injuries or property losses which I may sustain arising out of, or connected with, my preparation for or participation in the aforesaid cycling, skiing or other programs or activities, notwithstanding that such injuries or losses may have been caused solely or partly by the negligence of EBTC or any of their members, officers, directors, employees, contractors or agents;
6. that this agreement need not be brought to my attention each time I participate in any EBTC event or activity in order for the agreement to be effective;
7. that I have carefully read this RELEASE, WAIVER AND ASSUMPTION OF RISK agreement; that I fully understand the same; and that I am freely and voluntarily executing the same;
8. that this RELEASE, WAIVER AND ASSUMPTION OF RISK agreement is binding on myself, my heirs, my executors, administrators, personal representatives and assigns.

DATED AT _____ ALBERTA, THIS _____ DAY OF _____ 200_____

The following information is for MANDATORY for insurance purposes		
Print Name _____	Date of Birth _____ / _____ / _____	Signature _____
Print Name _____	Date of Birth _____ / _____ / _____	Signature _____
Print Name _____	Date of Birth _____ / _____ / _____	Signature _____
Print Name _____	Date of Birth _____ / _____ / _____	Signature _____
mm/dd/yy		
All household members MUST sign - If under age 18, parent or guardian signature is also required		

Helmets: Cyclists are required to wear bicycle helmets while riding under the auspices of the EBTC. Helmets must meet current safety requirements.

Amount Membership Enclosed \$ _____

Optional donation to Trans Canada Trail Foundation \$ _____

<i>(For Club use)</i> Member Card Number	
Date received _____	initial _____ # _____ # _____

Club members receive a membership card. **No** refunds are given for membership fees.

**Cheque payable to: Edmonton Bicycle and Touring Club, P.O. Box 52017 Garneau Postal Station
 Edmonton, Alberta T6G 2T5**