

QuickRelease

March - April 2011 • Volume 29, Issue 1



The Spring Thaw

Get Ready for the 2011 Cycling Season!



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TBN President's Message



Another great year of cycling begins. As you read this, the Spring Bike Show has probably just finished. But as I write this, it's still snowing. This winter I have seen more cyclists braving

the blustery cold and icy streets than I have ever seen in Toronto. I used to call them crazy, but more and more people are turning to year-round cycling. Seems all you need are a couple of extra layers, some gloves, maybe some booties... and a brand new cross bike. Just kidding, but they do look totally awesome. Next winter I'm going to have to sign up for one of Dinsmore Roach's cold weather cycling education nights. Not that he knows much about it, since lately he's been disappearing to southern locales whenever the weather dips below 10 degrees. Just envious, Dinsmore, just envious.

On a warmer subject, there's a lot going on with Bicycle Advocacy these days. Ron Fletcher and Sam Bootsma stay involved with all the politics around the city. There seems to be a renewed emphasis this year on bicycle lanes and access. Maybe this city's administration will actually do something good for bicyclists. We

can always hope. Anyway, if you want to help and get involved, talk with your local councillor, or join up with advocacy groups like Toronto Cyclists Union or a ward group like 29 Bikes. There's lots to do.

And while I'm talking about advocacy, I have to say I met up with one of the founders of Bike Pirates. Together with Bike Sauce, they offer access to tools and support for fixing bicycles. FREE! Look them up and help them out if you can. Or just use their services and spread the word. We've got a great year planned. At some point we're going to have a spring kickoff, Brenda Porter is already organizing this year's TNTO, and Cyclon planning is underway again with Arlene Smith providing her inestimable management skills. Plan on attending one of Paul and Brenda's camping trips – they're always memorable – and Dave Maclean is going to arrange another excursion to Letchworth Park since last year's inaugural trip was so successful. Now for the ASK: You know we're always looking for volunteers, for new blood, and we need at least one person to help organize a few social events, such as the Spring Kickoff, or the AGM, or maybe just a few bar nights -- not that any of us likes to quaff a few beers. So, please, somebody (or maybe two bodies),

please step up and offer your services. Rewards are many and costs are few. You can email me at president@tbn.ca

Cheers and Happy Cycling.

Brian McLean
President



Ride Leader Clinic 2011

Date: Wednesday April 13th 2011
Time : 7:00pm - 9:00pm

Location: Ralph Thornton Centre
765 Queen Street East
2 blocks east of Broadview on the south side.

HEAR YE, HEAR YE. COME ONE COME ALL!!!!

Our annual RIDE LEADER CLINIC is open to ALL TBN members.

What you get are two hours of the best intensive training in the rules of the road, leadership skills, route construction and mapping, and safety tips and techniques, as well as a chance to join up with a network of other enthusiasts for on-going development.

After taking the course you will be fully qualified to become a Ride Leader for any of our rides: Leisure Wheeler, Easy Roller, Tourist or Sportif levels.

We heartily encourage all members, from newbies to experienced ride leaders, to take the ride leader clinic. Regardless of your level, you will have a valuable learning experience. Plus you get to meet some super duper members who are just as interested in cycling as you are.

In TBN we reward our Ride Leaders with a free membership after they have led just four rides. And, because we really want to focus on skills development, we count completing the Ride Leader Clinic as having led one full ride. So, only three more rides are then needed!

If you are interested in attending, please RSVP Richard Anstett VP Touring at richard.anstett@rogers.com or 416.691.9415 by April 6th 2011.

2010 TBN Volunteer of the Year

This year's TBN Volunteer of the Year award goes to Rowena Maclure & Barry Pinsky. Do you have a favourite ride? Chances are, it's a Country Cruise ride in the outskirts of the GTA area. This low-key team co-ordinated and lead many of the great Country Cruise rides for many years. Now, it's finally time to honour and recognize the great work they've done for the Club. Here's what they had to say about TBN, volunteering and about themselves:

Rowena Maclure



20 QUESTIONS

Rowena Maclure, CC co-ordinator responds to questions from TBN "Quick Release" Editor (QRE) and James Lipton (JL) host of "Inside the Actor's Studio" and keen cyclist himself!

QRE – You have been a member of TBN for some time now, I understand. When did you join the club?

RM – I am not sure if I should be embarrassed or not, since you may have been just a child at the time, but I joined TBN in the Spring of 1986. Ahhh, we were all so young then!!!

JL – What is your favourite (cycling) word?

RM – Hmm... It's a toss-up between "tailwind" and "downhill"

QRE – Things must have changed a lot over the past 25 years. Can you describe what strikes you as being different between being a member of TBN in the 80's versus now in 2011?

RM – Gosh! Well the club has grown considerably in size since I first joined. Also there are many more women now! Although I have ridden my bicycle pretty much all my life, when I joined the club it was just 2 years old and recreational cycling – touring – was relatively new and mostly a male sport. Club

rides were really only scheduled on Sundays and consisted of three categories – Easy Roller, Tourist and Sportif. As I recall rides generally all started from the same location either Queen's Park (King Edward Statue), High Park, or Scarborough Town Centre, a step from the country believe it or not! Occasionally they also started at Victoria Park Shopping Centre, the Finch subway and from the Woodbridge arena, which was really in the country in those days! Bicycle equipment has changed dramatically as well. I bought my first helmet when I joined the TBN because it was required. It was a Bell helmet with a hard white outer shell and red reflector tape.....truly geeky looking, hot and very heavy by today's standards. Bicycle technology is far more advanced now too. I rode a 12 speed Nishiki woman's frame (it's still my commuter bike now!) for 7 years. TBNers in the 80's and early 90's had touring bikes and would carry gear in either a rear pannier or front handle bar pannier. Quite different from today's TNBer who often can be seen riding a light-weight, high-end road bike with little to no gear on the frame except a couple of water bottles, tiny saddle pouch, odometer and a map or even a GPS! Clothing, too, has changed. Not much lycra in the early years. Most of us wore cotton T-shirts: TBN had it's own with a little crest and the phrase "Not just a pretty ride!"

JL – What's your least favourite (cycling) word?

RM – Flat.....As in "flat tire". Flat roads aren't great either for me, especially in headwinds. You never get a chance to rest your legs!

QRE – Why did you join TBN? How did you learn about it?

RM - I have always enjoyed riding a bicycle and used it as a means of getting to school, going to classes at U of T, and then later riding to work. I always thought it would be great to do long cycling rides with a group of friends or other cyclists, but never knew of any clubs. My first touring experience was when I lived in Kitchener in 1985. I went on a Great Canadian Bicycle Rally weekend in Paris Ontario. No helmet then! I met Bill Hannaford then – yes...."Wednesday Wheelie" Bill Hannaford – but I don't believe he was a TBN member at that time. When I moved back to Toronto, I saw a TBN flyer

in the "Pedlar Cycle" shop on Avenue Rd. I bought myself a helmet that day and the following Sunday attended my first TBN ride starting from Queen's Park. And who should be there but Bill Hannaford! Obviously it was a great day because I have been cycling with the club ever since!

JL - What turns you on creatively, spiritually or emotionally?

RM – When riding a bicycle?.....quiet country roads, sunny warm weather, a tail wind and the company of friends.....in short, all that a TBN Country Cruise so often offers!

QRE – When did you start going on the Country Cruises instead of city rides?

RM - There were no Country Cruises until the late 80's. They were started in about 1989 / 90 by two great guys – Neil Park and Bruce Reid. Bruce, who knew many of the routes in Southern Ontario, formatted the maps, while Neil drew up the route instructions. The format used today remains much the same as Neil introduced in the 80's. CC's were only held 2 times a month versus every Sunday as currently happens, but they always offered at least two distances to accommodate varied riding abilities. Many of the original CC rides are still used today, with minor updates to reflect urban expansion. The appeal of the CCs was that they were touring out of the city, in the country, the pace was not overly fast, and there was a real social element and camaraderie among riders. The numbers were much smaller in those days, because the club was smaller, so we often all rode together as a group. Riding was a bit more casual with stops along the way for ice-cream breaks or simply to wait for others – often me! – to catch up. Today, although the numbers are greater and some riders are more fast-paced, generally I feel the "flavour" of the Country Cruises remains the same. Certainly, as co CC co-ordinator with Barry Pinsky, it is our aim to maintain the original non-competitive spirit of CC's: cycle-touring moderate distances in the country with friends.

JL - What turns you off (when cycling)?

RM – Being on your own and getting lost! Not fun!

continued . . .

Volunteer of the Year: Rowena Maclure Cont'd

QRE – You have never owned a car, so how were / are you able to get to the remote starts of the Country Cruises?

RM – Well indeed, I am eternally grateful for the wonderful TBN friends I have made over the years and who have so graciously offered to drive me or responded to my requests for lifts to the start points. I am truly indebted to them and would love to name them all here but it would take some time. I only hope that all those reading this who have ever given me a ride to the start point of a ride realize how much it has meant to me. Without you I would not have had such wonderful experiences and memories of cycling. So thank you from the bottom of my heart! There was a time, though, in the early days of the club and before the CCs started that the club rented a bike bus.....essentially a van with a roof rack that would hold about 8 or so bikes. This was great for those of us without cars! I think it may have been the marvelous idea of the TBN president at the time. It was always full and took us as far afield as Prince Edward County for cycling around Quinte. Unfortunately, because it was expensive to rent and someone had to be responsible for picking it up and driving etc., the bike bus lasted no more than 3 or 4 years at most. Still, a great idea and lots of good memories!

JL - What is your favorite curse word?

RM – What!?!.....me curse?!!! Never!! If you really want to know you should perhaps ride with me or ask those who have ridden with me when it's freezing cold, raining and in a head wind. (Right George?.... my wonderful, patient, very tolerant cycling buddy for the past 6 or so years!)

QRE – When or how did you start volunteering in TBN?

RM – I am not sure when I started volunteering, exactly, but it was probably some time in the late 80s, early 90s. Because I enjoyed all the club offered me – the friendly people, the cycling, skiing, camping – I really wanted to give back by helping out. One direct way of doing so, was by becoming a Tour Leader. To become this was much more rigorous in those days than it is now. It involved a whole weekend with Saturday being an in-class session about cycling and the elements of a good leader including how to ride in a pace line and the importance of communication with other riders e.g. pointing out pot-holes or grates, announcing when cars are behind (“Car back”) and when one is passing (“Passing on your left”). Then on Sunday we went on a practice ride following a route that consisted of all the challenges you might encounter on a ride. It was a horrible ride really from High Park to Streetsville – busy roads, lots of traffic lights, left hand turns etc. but it was great practical experience. Each

person had to take a turn at being a leader and a sweep – yes, unlike today, for every TBN ride offered there were always two people responsible – the leader at the front and the sweep at the back. People could identify them because they wore a TBN reflective tape arm band. With this “training” under my belt, I volunteered to assist with rides, usually acting as the sweep, since I was never fast enough to remain at the front. I have always enjoyed volunteering with the club. It is not hard to be a leader and you meet so many great people as a result. I highly encourage anyone who really enjoys being a member of TBN to volunteer as a ride leader or in any other capacity. And I certainly commend all those who currently volunteer, including yourself, for the tremendous job you do. It impresses me no end how much this club has grown not just in size but in the number and quality of activities that are offered..... and not just on Sundays but every day of the week and all year ‘round! I know it sounds cheesy, but none of this would happen without people who volunteer.

JL - What sound or noise do you love?

RM – Laughter and chatter at a pub or – yes, Tim Horton’s – after a great day of cycling (or skiing). Sharing and listening to cycling stories....it’s always fun for me.

QRE – Have you been on any of the annual Cyclon weekends?

RM – Yes, absolutely! I haven’t attended all of them each year, but I have been to most of the locations where they have been held at least once. My favourite Cyclon location is Brock University and cycling in the Niagara Region. This was also where the first Cyclon was held in 1988, so I guess it is special for that reason too. Those volunteers who organize Cyclon are so dedicated and do such a great job. They deserve real applause!

JL – What sound or noise do you hate?

RM – A car horn honking from behind as a group of cyclists are going up Bell School Line or any major hill. Very annoying and unnerving!

QRE – Have you any other special memories of TBN experiences?

RM – Oh there are lots! Each Sunday cycling is special and the people I have met over the years, many who still are members of the club, have made it particularly special for me. But things that stick out in my mind are participating in the opening ceremonies of Sky Dome; my first loaded touring - on Manatoulin Island; camping / cycling in the Finger Lakes; doing Country Cruises on a tandem; riding in a double pace line; hiking in the dark, a ski weekend at Algonquin Nordic where we arrived late at night in a snow storm and had to walk to the lodge wearing

helmets with lanterns attached. I have many fond memories!

JL - What sport other than cycling would you like to attempt?

RM – Hmm...I’m not sure....maybe sailing. I have done it, but I am not very good at it.

QRE – TBN was in the opening ceremonies of Sky Dome?!

RM – Yes! I am not sure exactly how or who organized becoming involved but I believe it was in response to a public announcement to any Toronto community club to sign up and participate in the event. So I joined the TBN faction with a friend, Josie Loblaw, and along with about 100 other TBNers we practised a very simple routine in warehouses and playing fields in the months prior to the opening ceremonies on June 4 1989, I think. It was my birthday, too! For the actual night, which was televised, we each had to wear a fluorescent green and pink jumpsuit with a matching helmet cover and we all cycled around the perimeter of the Sky Dome arena to music and did some weaving in between one another. It lasted all of maybe 3 – 5 minutes! But it was a lot of fun. I still have the costume!

JL – What sport other than cycling would you not like to attempt?

RM – Skydiving or bungee jumping. Ice fishing – not that appealing either.

QRE – Any final comments or reflections

you would like to share about TBN?

RM – Only to say thank you for existing! TBN is a great club that has been a huge part of my recreational and social life for the past 25 years! I have met and made many good friends. Volunteering as a tour / ride leader and CC co-ordinator has made it that much more enjoyable too! I would encourage all members to consider volunteering in any capacity. There is always in need of ride leader volunteers, which is truly probably the easiest, most directly useful and most rewarding way to give back to the club. Hopefully, too, club members will have electronic access to maps in the very near future, which will make it very easy for leaders to scout routes in advance. I really look forward to seeing everyone on the road this year! Thank you again TBN! Thank you so much!

JL - If Heaven exists, what would you like to hear God say when you arrive at the Pearly Gates?

RM – No helmet required!

Barry Pinsky



I joined the TBN about 12 years ago which was my introduction to the world of Country rides available all around Toronto. After a few years, many rides, and a few Cyclons, I thought it was time to also help out and became a Country Cruise ride leader. And for the past six years, Rowena and I have been co-coordinators for the Sunday and Saturday Country Cruises. I have learned a lot about cycling and have made many new friends in the TBN. I am still amazed that we do it all on a volunteer basis and would like to thank the many ride leaders who are the back bone of our CC season. *We can always use new ride leaders.* I would urge people to first take the Ride Leader Clinic - if nothing else for the entertainment value! You have no idea of all the little intricacies and subtle debates behind the scenes! Leading rides is also your chance to improve or design new routes, and it is an easy way to give something back to the club.

Upcoming Event:

25th Annual International Bicycle Show

As in the past, TBN will have a booth at the Bike Show. So come join us and check out the latest in Bikes and Gear!

March 4 - 6, 2011
Better Living Centre
Exhibition Place



TBN Ride Classifications **DECODED**

New to the Club? Not sure which rides to do? Here are some helpful tips to get you going:

Leisure Wheeler: For those who really like to take it easy and enjoy the social aspects of riding with the club. Primarily suited to those new to the sport, getting back in shape or for those looking for a more relaxed pace. You would most likely own a Hybrid or a Mountain Bike. Sightseeing and good company is more important to you than getting in your mileage or speed. There are plenty of stops, so there is no need to worry about getting left behind. Routes take you to recreational trails and residential streets. Distances of 20km to 60km, usually shorter distances at the beginning of the season, and longer as riders develop their fitness. Average speed is typically 15km/hr, but prepare for 10-18km/hr depending on group dynamics and terrain.

Easy Roller: There's a misunderstanding about the name of this ride classification. It doesn't mean it's the easiest! The group is a mixture of cyclists with high-end bikes, performance Hybrids and your good old beater bikes. The abilities of the riders vary; from those new to the sport, to those who have been cycling for years. BUT the motivation is usually the same for everyone – socialize & have fun. Therefore the speeds are kept at a pace suitable for maintaining conversations with fellow

riders. There are frequent stops to keep the group together, although sometimes the group may split. You should be able to complete 30km at the beginning of the season, and work up to 60km at the end of the season. Advertised average speed is 18-22km/hr. but depending on the mood of the group, you may occasionally find your odometer reading 25km/hr.

Tourist: Tourist rides are perfect for those who love cycling in the country, but prefer to start from the city. These are fitness riders who have graduated from the Easy Roller rides, looking for longer distances at a quicker pace. You should be able to complete 80km at average speeds of 20-25km/hr. and might hit peaks of 30km/hr. on flats. Riders must be able to navigate a map and handle mechanicals independently. Ride Leaders are not expected to wait for riders, as abilities vary. Look for other riders cycling at a pace close to your own!

Advanced Tourist/Sportif: This ride category is for the experienced/serious cyclist. At this point, you should be familiar with pack riding etiquette, and have some experience completing distances of 120-200km. Start points are typically at the north end of the City, heading out to the country to tackle challenging but scenic terrain. Typically stops for lunch at 1/2 - 3/4 way of the route at a country store/bakery.

Country Cruises/Saturday Cruising

Shorts: Route distances are similar to Tourist rides, but start locations are 45- 75 minutes

away from Toronto. Riders are given a map at the beginning of the ride and have to navigate using the map & cue sheet provided at the start point. The abilities of Country Cruisers vary, but riders should be able to complete Tourist distances. Ride leaders are not expected to wait for riders. There are usually 2 or 3 distance options to choose from on Sundays. Saturday rides only use the shorter routes - about 60 km. The ride leaders will encourage people doing the same distance to ride together. How often you stop for breaks depend on your group – anything goes. Because of the ride distances, most people find it easier to complete the rides on a road bike.

Note: The speeds advertised on the official Ride Classification descriptions are average moving speeds. This number is the average after taking into account all uphill, downhill, flats, accelerations and decelerations!

Follow the rules of the road! Cycling in larger groups afford more sense of security in busy traffic, but always, always use your best judgment when navigating the roads.

A final advice to new members: Work your way up. Start with a ride just below what you think your ability/fitness level is at, and see how you feel at the end of the ride. This way, you avoid situations where you cannot finish a ride or force a ride leader to slow the pace of the entire group.

G.L.

TBN TRIP REVIEW

by TBN Member Chris Colebrook

Tour of Madawaska - October 9-11, 2010



Once again, the weather forecast was promising for the annual end-of-season bike ride at the Madawaska Kanu Centre in Barry's Bay near Algonquin Park. Arriving Friday evening, we were welcomed by Dirk and Claudia, the owners and our hosts, and after check-in, found our way to the Tavern in Wilno for the customary dinner and libations. Les Humphreys and Peter Marshall, the originators of the ride, who had not been with us for a few years, also joined us at the Wilno to colorfully recount the history of the 41-year-old event.

Saturday morning saw about twenty five riders, both mountain and road, appear for the breakfast bell, the group photo and a 9.30 start. Sean, a local lad, who has kindly volunteered as guide for several years, offered his expertise once again. TBN riders were Adele, Anne, Aria, Kathy, Jane, Derek, Ed and Chris. Others came from the Ottawa area and Kitchener Waterloo.

As part of the Canadian Shield, this area offers stunning vistas, hills and challenging terrain as we headed out on Saturdays 119 km route. (91 and 57 km routes were also mapped out.) Temperatures were crisp for the first few hours, as usual, but gradually warmed up into a beautiful fall day. Most riders were out all day and looked forward to snacks and nibbles on the large deck at happy hour. A hearty dinner was followed by a walk to the old and new bridges over the Madawaska River for those who wanted to stretch out activities for the day.

Sunday was a repeat of Saturday's weather and offered another set of challenging rides. As usual, we packed lunch and ate at various settings along the road. All riders got back safely with no incidents reported. And, due to the warm temperatures, even the outside showers and sauna were operable. As is the custom, a bountiful Thanksgiving dinner was served including delicious soup in a carved out pumpkin, turkey and all the trimmings.

Monday saw most venturing out for a short ride before packing up and heading home with great memories.

As before, this late fall weekend was thoroughly enjoyed by those who relish challenging riding in a beautiful part of Ontario replete with gorgeous fall colours.

Photo by Ed Herage



SAVE THE DATE!
Canada Day Weekend 2011

Celebrate the July 1st weekend with your TBN Friends

Join us at Georgian College in Barrie for a weekend of Cycling, Hiking and Socializing. Includes three nights' accommodation at Georgian College Residence, Cycling routes and social activities on Saturday and Sunday night.

Check the Chain of Events & the next issue of Quick Release for more information!

XC SKI AND SNOWSHOE WITH TBN!



As the VP of Skiing I get to share my enthusiasm for winter! And what a great season we had for cross country skiers and snowshoers. In December our Sunday bus trips went to Highlands Nordic and Scenic Caves, then in January to Wye Marsh, Wasaga Beach and Mansfield Park. The bus starts picking up members at Victoria Park and collects the last

of us at York Mills before heading to our destination. We use a comfortable Coach Canada 56-seater bus equipped with a washroom, so we can all relax and chat, read, snooze or watch the movie after an afternoon of skiing or snowshoeing.

New this year was our 'Arrowhead Adventure' overnight trip on Jan. 29-30. Thirty-one of us car-pooled for a couple of hours' drive north that ended in two full days of fun. At Arrowhead, we enjoyed perfectly groomed powder trails, brilliant blue skies, and bright sunshine. It just doesn't get any better! Five minutes away from Arrowhead, at 'The Tulip Inn,' hosts Izzy and Ruthi provided hospitality with a cozy fireplace and coffee and tea for our pot luck dinner. Ray Maday and I celebrated birthdays – Paul provided delicious carrot cake – before everyone headed to 'the cottage' for a game of 'Mafia.' Our second day of skiing was, if possible, even more perfect. Pristine snow created breathtaking views as we skied or snowshoed around Arrowhead Lake, on Lumby Trail, or caught some wind on the black diamond Homesteaders Trail. Snow hung in clumps on

evergreen boughs and sparkled like diamonds in the sun. We even welcomed a few brave first-time skiers and snowshoers on the trip who promised to come out again. For dinner we met at '3 Guys and a Stove' restaurant for hot chocolate or latte while sharing photos and stories before our drive home.

Season highlights include the Saturday moonlight ski at Horseshoe with roasted marshmallows and hot cider around a warm campfire, a trip east to Ganaraska Forest, and of course, an enjoyable expedition to Hardwood Hills, north of Barrie. Our season always ends with a wrap up party in April where we share a meal and memories before bicycling season begins.

Newcomers are always welcome on TBN ski and snowshoe outings! Rentals are often available and sometimes Phil offers a free beginner lesson.

You can get involved by taking photos, bringing a favorite movie, offering to assist the bus captain, or suggesting a ski destination by emailing:

Victoria Plaskett at xcski@tbn.ca

With your participation, the 2012 ski season will be even better!

**Victoria Plaskett
VP of Skiing**



Photos: Albert Ng, Bernarda Elizondo, Juliet Suddaby

Wednesday Wheelie Rides

WEDNESDAY, MARCH 30 KING TO BRADFORD

A 60 or 65 km ride from King through the Holland Marsh to Bradford. Meet for a 10 A.M. departure at the municipal parking lot located at the north-west corner of King Road and Keele St. (Entrance off Keele St. North of King Road)

WEDNESDAY, APRIL 6 HORNBY TO CAMPBELLVILLE

A 66 km ride from Hornby through Campbellville. Meet for a 10 A.M. departure at Hornby Park. To get to Hornby Park exit Highway 401 at interchange 328, Trafalgar Rd. Go north to the lights, turn left and proceed to Hornby Park.

WEDNESDAY APRIL 13 STOUFFVILLE TO GOODWOOD

A 61 or 76 km ride north from Stouffville with lunch at Annina's Bakeshop. Meet for a 10 A.M. departure in Stouffville at the North Stouffville Free Park. To get to Stouffville go north on Hwy 404 to Stouffville Rd. Go east to the Stouffville Free Park on the north side of Main St. past the train tracks & before Market St.

WEDNESDAY, APRIL 20 UNIONVILLE TO MOUNT ALBERT & MUSSELMAN'S LAKE

A 70 or 86 km ride from Unionville to Mount Albert & Musselman's Lake. Meet for a 10 A.M. departure at Toogood Pond in Unionville. To get to Toogood Pond go north on Hwy 404, east on Hwy. 7, north on Kennedy Rd., left on Carlton Rd., right on Main St. and left on Toogood Pond Rd. (Next road) into the parking lot.

WEDNESDAY, APRIL 27 SCHOMBERG TO CALEDON EAST

A 74 or 93 km ride from Schomberg to Caledon East. Meet for a 10 A.M. departure at the Arena in Schomberg, just south of Hwy 9, west of Main St. Schomberg is just west of Hwy 27 and south of Hwy 9.

WEDNESDAY MAY 4 KESWICK ALONG LAKE SIMCOE

A 63 or 71 km ride from Keswick past Sibbald Point Provincial Park. Meet for a 10 A.M. departure at the plaza on the east side of County Road 12 at the south end of Keswick. To get to Keswick, go north on HWY 404 to the end, go left on Green Lane in Newmarket. Turn right on C.R. 12 and continue north to Keswick.



Wednesday Night Rides

These social rides start at 6:30 pm, often at Bridgepoint Health, located at Broadview north of Gerrard. They typically run about 25 km and conclude with refreshments at about 8:00 or 8:30 pm.

The series commences, usually on the last Wednesday in April from Bridgepoint Health, with Ron's Annual Cherry Blossom Ride to see the blooms in High Park (kimonos are optional).

This year we will have two new leaders, Ken Tai and Terry Walsh, who look forward to trying some new start points including, possibly, some Scarborough locations as well as west-end locations like The Old Mill.

I would like to thank Marc Smith and Noel Manchulenko for their years as ride leaders. Due to other responsibilities they will serve as back up leaders this year.

Please join Dan Sideen, Patrick Lam and myself who will continue to lead rides and always welcome new riders.

Happy Cycling,
Ron Fletcher
WNR Coordinator

Tuesday Ravine Rides Return

This year the Ravine Ride series starts on May 3, and features a couple of new routes. The Ravine Rides are relatively short rides at a moderate pace, generally taking 1-3 hours. The rides start at 10:30 AM every Tuesday from May to October. The routes use park paths to avoid busy streets as much as possible. All start points are near subway stations, and the 10:30 start gives a full hour for travelling on the TTC with your bike.

TUESDAY, MAY 3 - The Humber Yo-yo

A great way to warm up your cycling muscles after a long winter: a paved path with gentle grades along one of the nicest stretches of the Humber River. The route is almost totally car-free.

Start: 10:30 a.m. at Etienne Brule parking lot (down the hill behind Old Mill subway station)

Dist: 20 km

Photos: David Middleton



Sunday & Holiday Rides

Sunday April 03, 2011

HORNBY/CAMPBELLVILLE

Explore some of the quietest roads in the Halton with lunch in the Campbellville and descent of Bell School Line, on the longer rides.

Start: Meet at the Hornby parking lot. Exit Hwy 401 westbound at Trafalgar Road, then head North to Steeles Avenue and west to Sixth Line.

Classification: Country Cruise
Distances: 60km, 67km & 75 km

Sunday April 10 LAKESHORE

Start the season with a brisk ride to the edge of Mississauga along the Lakeshore. Lunch at Tim Horton's. Meet at the Grenadier Restaurant in the centre of High Park for a 10:00 a.m. departure.

Classification: Easy Roller
Distance: 30 km

HOLLAND MARSH

A "Wednesday Wheelie" favourite, this route just north of the megacity is an ideal one early in the cycling season. See the Marsh come alive in the spring and enjoy a few training hills on the way.

Start: King City - Meet at the arena parking lot, located on Doctor's Dr., first south street, east of the intersection of King Rd and Keele St.
Classification: Country Cruise
Distances: 56 km, 68km & 79km

Sunday April 17 GUILD INN

Visit the famous Scarborough Bluffs and see the grounds of the Guild Inn. Lunch at Cornerstone Bakery. Optional 10 km loop through Highland Park. Meet for a 10:00a.m. departure at the Boardwalk BBQ Pub, just east of Coxwell Ave. on Lakeshore Blvd.

Classification: Easy Roller
Distance: 37 km

CREDIT RIVER CRUISING

An undulating ride through the wilds north of Brampton.

Start: Meet at Alloa School, on the North side of Mayfield Road, just East of Mississauga Road (Mayfield Road is the second Road North of Hwy 7).

Classification: Country Cruise
Distances: 47 km, 66 km & 90 km

Sunday April 24 MIMICO CREEK

Ride mostly on trails and quiet streets before stopping for lunch at Tim Horton's, across from Sherway Gardens. From there, it's a short ride to connect with the trails again, head down to the Lakeshore then back to the start. Meet in the parking lot of Etienne Brule Park for a 10:00 a.m. departure. Etienne Brule Park is located at the junction of Old Mill Road and Old Mill Drive (around the corner and down the hill

from the Old Mill subway station).

Classification: Easy Roller

Distance: 35 km

BEELINE TO BOWMANVILLE

A popular, quiet undulating route from Oshawa to Bowmanville.

Start: Go east on Hwy 401. Exit at Oshawa (Simcoe Street/ CR#2) and continue north to Conlin Rd. Meet at Durham College North Parking lot, located off of Conlin Rd. just west of County Rd. #2 in Oshawa.

Classification: Country Cruise
Distances: 65 km & 79 km

Country Cruise Note:

The directions to the start points of rides are a basic guide from Toronto and may not be as detailed as you would like. They primarily stem from Highway 401 but this does not mean that other routes are not possible. It is strongly advised that you use the instructions provided in conjunction with an up-to-date map of southern Ontario when deciding the best route for you to drive. A little navigation tip might be to take out a map the night before the scheduled ride, find the town in which it is going to start, and from there decide the most efficient route for you to take from your home.

AND ALWAYS, ALWAYS !!..... CHECK THE WEBSITE THE NIGHT BEFORE A RIDE IS SCHEDULED TO NOTE IF THERE HAVE BEEN ANY CHANGES.

Annual Spring Challenge

**TORONTO-NIAGARA-TORONTO
OVERNIGHT
JUNE 18-19, 2011**

For 18 years now, we've cycled a lovely route that gets you to the heart of Niagara Falls on scenic and traffic-free inland back roads. There are 2 departure points. From Toronto's High Park, the route is 168 km each way. From Stoney Creek, its 90 km each way.

Get your spring training in gear to prepare for the TNTO 2-day challenge ride. Will you be aiming for your personal best? Or just out to enjoy the scenery? Other than luggage transfer, this is an unsupported ride and there are no ride leaders. You'll be challenging your stamina, self-sufficiency, and probably your butt. Come prepared and plan to ride with

friends. This event is a great target for your cycling season training goals.

Training guidelines to aim for to make your TNTO weekend more enjoyable:

Departure Point: High Park / Stoney Creek
Mileage ridden prior to TNTO:
1000 km / 600 km
Able to ride, prior to TNTO, at least:
135 km a day / 75 km a day

Training for the "Hairshirt" (June 26th)? Looking for an additional challenge? We have optional "scenic" 187 km and 200 km routes available from High Park on the first day.

In addition to the beauty and exhilaration of riding through Niagara Falls at the end of day one, on your arrival at the motel you can celebrate with all the FREE watermelon you

can eat.

Price includes maps, luggage transfer and motel accommodation.

1 person in single room: \$125.00
2 persons in double room (2 beds): \$70.00 each

Map and luggage transfer only: \$20.00 each

Non-members are welcome for an additional \$10 each.

Registration opens late March.

For details and online registration refer to the TBN website www.tbn.ca for announcements and watch for the *NEW* TNTO message board also on the website.



Advocacy Report

First, the good news. Several long standing cycling programs are coming to fruition:

- Bike boxes have been painted on pavements in the U of T area.
- Rail Corridor Trails, funded by infrastructure grants, are expected to open by June in Scarborough. These include the Gattineau Corridor from Victoria Park to Morregate, which then connects to Kennedy Station; and, in Leaside, the CN Rail from Bond Head to York Mills.
- Waterfront Toronto has hired a contractor for the Spadina to Bay section of The Queen's Quay redesign. We can expect shovels in the ground in September.
- BIXI expects its public bikes to be available in May.
- All Toronto buses are expected to have bike racks this year.
- You can report potholes, debris, and other problems in bike lanes by phoning 3-1-1. You can report a vehicle in a bike lane at 416-808-6600.
- The web site toronto.ca/cycling now offers a comprehensive contact list of community groups and links to organizations such as Bells on Bloor. As, well through the site you can get bike maps, Can-Bike course info State of Good Repair Reports, and other kinds of useful content.



But there is still plenty to do.

- After sitting for two years on the Queen's Quay Stateholder Committee and attending numerous meetings advocating for the Queen's Quay redesign, I unfortunately have to report that the plan hasn't gone as we all had hoped it would. The project does close two lanes of motor traffic and includes a linear park with a wider Martin Goodman Cycling Trail, but the redesign ends at Spadina, rather than extending to Bathurst, so that between the two major thoroughfares there will be an awkward transition to a narrow cycle lane close to cars.
- If dedicated bike lanes are to be implemented, cyclists will need to have input for these lanes to be safe. Would cement curbs be the best design, or would something like plastic bollards be better?
- John and Sherbourne streets are in the process of redesign. Environmental assessments and the planning process take months of time and cyclists need to be involved from the start, rather than coming on at the last minute and expecting to effectively influence outcomes.
- Should bike boxes, which give cyclists a safe place to wait at intersections and a head start once the light changes, be painted a distinguishing colour to help cars recognize them?
- And last, the Finch Rail Corridor looks like it is two years from completion, thus beyond the current 10-year Bike Network Plan.

You can have input on these and other cycling issues by submitting your ideas to the Public Works and Infrastructure Committee meeting, March 23rd, April 26th and May 26th. Contact me at ronwfletcher@yahoo.com for more information on these or any cycling concerns. Sign up on the TBN website to receive regular advocacy reports.

To end on a fun note: Spin, the story of Annie Londonderry, the first woman to cycle around the world in 1894, runs at Buddies in Bad Times Theatre until March 27th, and The Great Waterfront Trail Ride leaves Toronto on July 4th.

Happy Cycling!
Ron Fletcher

FALL CITY WALKS



Photos by John Burdett

I'm pleased to announce that in 2010 we ran another successful Fall City Walk Program. The City Walks have been running for over 10 years now. It is our firm belief that this Program fulfills a nice niche for those who want to stay active after the end of the official cycling season and before the start of x-country skiing .

Last season, we ran a series of totally new walks: The Rouge/Lower Highland Creek, the Upper-Upper Humber, and the Lower Etobicoke Creek. Those who participated-seemed to enjoy exploring these new routes within the GTA. As long promised, we finally ran a "real hike" on the Seaton Trail, which required car pooling to the Start point. Those who took part enjoyed the extra challenge of hiking on a real wilderness trail. Next season we're planning other similar events on the Ganaraska Trail and throughout the Oak Ridge Moraine System.

The Program concluded with our ever popular annual Bon-Fire Walk in the Upper Don Valley. The event was well attended, the weather was perfect —cold and clear – and everyone brought ample amounts of food and drink.

We are already planning routes for next Fall, and happily invite anyone interested to help us with the overall planning of the program, and with leading individual walks. We will be holding another planning meeting late next summer, so do watch the website for more details. I look forward to seeing you all out on the trails next October. Until then, enjoy the skiing.

Sincerely, Mark Brousseau
TBN City Walk Co-ordinator

Friday Night Rides (FNR)

TGIF! Say farewell to those forlorn, frumpy Friday nights - make way for fast, furious fun with FNR coordinator Peggy McFarland! FNRs are fastpaced, fun and incredibly social events. Rides begin in May.



The Toronto Bicycling Network Inc. Balance Sheet As at September 30

	2010	2009
Assets		
Current Assets		
Cash and Term Deposits	\$ 121,399	\$ 125,567
Inventory - Club Jerseys	968	1,876
Prepaid Expenses	1,896	-
Total Current Assets	124,263	127,443
Fixed and Other Assets	6	752
Total Assets	\$ 124,269	\$ 128,195
Liabilities and Equity		
Current Liabilities		
Accounts Payable	\$ 335	\$ -
Retained Earnings		
Beginning of Year	128,195	123,315
Add Net Income (Loss) for the Year:		
TBN	(4,983)	721
Cyclon	722	4,159
	(4,261)	4,880
Retained Earnings - End of Year	123,934	128,195
Total Liabilities and Equity	\$ 124,269	\$ 128,195

TBN Educational Corner

How to Plan a Cycling Vacation in Europe

by Dinsmore Roach

I have been vacationing in Europe for the last ten years. I have done trips with Tour companies, stayed at bike hotels and have even organized my own trips, which are not difficult.

Here, I am going to write about organizing your own trip. In May 2008, I rode from Bordeaux to Barcelona, via Toulouse with Marie, Gail and had a non-cyclist friend, Danielle to drive a car with our luggage. The car was a luxury that can be dispensed with to carry your own panniers which we did a few years past in France and Switzerland. It was after watching the Tour de France that I was captivated with the scenery in that part of France and the Pyrenees. Since I did not know the route, I had to become creative. It hit me that there must be an organized tour doing this route somewhere, so I Googled "bike tour Bordeaux to Barcelona" and bingo! I got a hit from a tour company with the very ride I wanted. It was ten days duration, and had the information with the itinerary of all the towns to stay overnight and the distance of about 80 kms each day. I then purchased the Michelin maps for the areas to cover on the ride. Since I wanted 14 days, I plotted a route to ride into Toulouse and a train ride with bikes back to our original start location at a town at the foot of the Pyrenees. Then, I made a spreadsheet listing the towns,

from and to, in the itinerary with the distances. With the list of towns, I Googled for accommodations and emailed, inquiring about reservations for the days chosen. If there were no places available, the nearest town before or after within a reasonable distance was chosen and reservations made. Now that was done, how do we get our hard shell bike boxes from Bordeaux to Barcelona, the city we are flying out of? An idea came to me from an article that I had read somewhere in a bike magazine. The tip was to ship your bike from one US town to another by UPS or Fedex. With the same idea in mind, I now needed a European carrier and I thought of DHL. Marie phoned DHL in Bordeaux and inquired about shipping the three empty bike cases and at what cost. They said that it was okay and for only about 30 euros each. They would be picked up at our hotel in Bordeaux, the day we left and delivered the day we arrived at the hotel in Barcelona. What service! With the maps, I then placed arrow makers at the towns that we were to stay at and photocopied in colour each day's trip so we could have an ease of riding with one page each day instead of trying to manipulate the giant map en route. Plane reservations were then made, Toronto to Bordeaux, Barcelona to Toronto on KLM.

The ride each day was so wondrous and scenic that we felt blessed with the rolling and not so rolling hills, forests, rivers, the Pyrenees, the quaint towns we passed through and the arrival in Barcelona on the Mediterranean Sea. I say blessed because on the second day in the Pyrenees, we were driven in the station wagon with the bikes as the weather was wet and cold. The last half of the day before was also wet but rideable. Luck would have it: part of the road was under construction and was not rideable. By noon in the valley the sun came out and we finished the ride. This was the only wet weather we had in 14 days.

A ride to remember, for sure.



Word Jumble - Ski Lingo



Unscramble each of the eight words below that relate to the ski season. Place the answer in the boxes below the scrambled word. Then try to answer the phrase below by taking each of the circled letters in the eight words, and rearranging the letters to find the answer.

L E D G I

E L P O

S T A R I L

T R U C K I N K

M E E K T R A L

B O A R H E R N I N G

C R O D I N

S A W E X

A sign ski season is over? The arrival of the



Photos: Dave Mader

2010 Hiking Report

Another successful and enjoyable hiking season has drawn to a close. There were eight official weekly hikes, plus a couple of extra hikes at the end of the season, all ranging from about 18 to 24 kilometres. We began the season after Thanksgiving at the appropriately named Pretty Valley, near Collingwood. This is definitely our favourite, as it features scenic vistas of Georgian Bay and Pretty Valley from atop the Escarpment. As the hiking season progressed, and the days grew shorter, we edged closer and closer to Toronto each weekend. This season all of our hikes were on the Bruce Trail, and always involved at least a few hill climbs.

10 Reasons to Hike with the TBN:

1. Sandwiches taste better on the trail
2. The Bruce Trail is a world-class hiking destination within a short drive from Toronto
3. Great exercise you can still feel Monday morning. And sometimes Tuesday too
4. Nice transition from cycling to your favourite winter sport
5. Meet new friends
6. You can try Neil's delicious homemade apple pie (You'll have to come out to the hikes to find out when it will be served)
7. Cool discussions along the way about all the exotic destinations to which TBN'ers have travelled
8. If you get lost, Sean will find you
9. You can challenge yourself to try and keep up with Chris
10. Endless talk about bikes...you don't hear that anywhere else in this club...oh wait...

Check out some of Ed's hiking pictures on the TBN website, especially his self-portrait from Devil's Glen. Until next year...

Chef Neil Connolly & Kathleen Ryan



Pretty Valley & Silver Creek



Mark your calendar for Cyclon this August long weekend! We'll be staying at Conestoga College in Kitchener which got great reviews last year! Cyclon 2011 includes:

- * Fabulous cycling routes through picturesque Mennonite farm country & scenic towns such as St. Jacobs, Elora, Paris (Ontario, that is!), and Stratford!
- * Hotel-like suites with kitchens & housekeeping!
- * Optional meals to meet everyone's needs & budgets
- * Banquet at Bingemans which has hosted President Clinton & Nelson Mandela – get ready to dance with the same great dj as last year!
- * Local festivals & tourist attractions to enjoy such as:
 - * world renowned theatre at Stratford
 - * folk music concert in Cambridge
 - * Mennonite farmers' market.

All this, and starting at under \$200! So, block off July 29th to August 1st & stay tuned for updates & info on Early Bird Registration in April at www.tbn.ca.



Toronto Bike Union / Toronto Cyclists Union

Are you a member of the CAA? If you own a car you may be. The CAA advocates for car drivers. How about joining the Toronto Cyclists Union – aka The Toronto Bike Union? The Toronto Cyclists Union advocates for cyclists in the City of Toronto. Toronto is divided into 44 geographical areas called wards. Each ward has a councillor elected by the people living in that ward. The Bike Union Advocacy Program is largely based on ward advocacy. Councillors tend to listen to the wishes of residents that live in their wards. So if enough people write or email their councillor for safe cycling infrastructure in their ward, there is a greater likelihood of that infrastructure being put in place.

Here are a couple paragraphs that come directly from the Bike Union:

The Toronto Cyclists Union is a membership-based organization that brings together cyclists from all across Toronto. We are a strong, unified voice advocating for the rights of cyclists of all ages and from all parts of the city. We aim to shift the political culture that has resisted the changes that are needed to ensure safe streets for cyclists. We are a vibrant and amplified voice calling for the common goals of safe, legitimate and accessible cycling in Toronto. The Bike Union coordinates city-wide advocacy on behalf of our members and provides resources for cyclists to be effective advocates themselves by participating in the Ward Advocacy Program.

The Ward Advocacy Program is at the heart of the Bike Union. Its goal is to connect individuals who are motivated to improving cycling infrastructure and offering education in their ward. The vision of the program is to build a movement of grass-roots advocacy in local wards which will improve cycling for everyone in the city. The Ward Advocacy Program is meant to engage cyclists, and non-cyclists alike, to support activities that promote the everyday use of bicycles by improving infrastructure, facilities and the public perception of cycling as a valid and vital mode of transportation.

A simple way to contribute to advocacy is to sign up for free Action Alerts from the Union. Here is how: (1) Go to <http://bike-union.to/> (2) Move your mouse over to the Stay Connected link. (3) Click on the "sign-up for newsletter" item from the menu that pops up. (4) Fill in your name and email address. The heading says "Sign up for Ring & Post Newsletter and news alerts". (5) Click on the signup button and you are done!

While you are on the website you can learn more about advocacy by moving your mouse over the Stay Connected link and then choosing "local ward advocacy". If you want to become a member you can also do so through the website - just move your mouse over the "join" link at the top of every page and select one of the items that pop up.

The Bike Union has more than 1000 members. TBN has almost 1000 members. TBN members can provide a significant boost to advocacy efforts in the City of Toronto and that will help boost safe cycling infrastructure. Similarly, Bike Union members may be interested in joining TBN and participating in our many and varied activities. I hope this article motivates some of you to consider advocacy.

By the way, TBN also has an advocacy email forum. To sign-up go to <http://lists.tbn.ca/mailman/listinfo/tbn-civic>.

Sam Bootsma, TBN Member

*Many thanks to TBN
member
Lynne Thomas
for all your help with the
Quick Release editing*



Hot off the Press!!
TBN Wanakita
Weekend Trip
Group Photo

TBN Ride Classifications

LEISURE WHEELER

Distances of 20-60 km, at speeds of 15-17 km/h, at a "leisurely" pace. Designed as a series of entry-level rides for novices, those returning to cycling after a long absence, and senior riders. Rides start at 10:00 am.



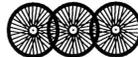
EASY ROLLER

Distances of 20-60 km, at speeds of 15-20 km/h, at a relaxed pace. Routes are often on quiet streets and bike paths in the city and surrounding areas. Rides start at 10:00 am.



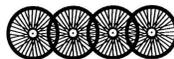
TOURIST

Distances of 50-110 km, at speeds averaging 20-25 km/h, at a comfortable pace. "Short Tourist" designates rides in the 50-70 km range.



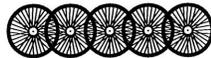
ADVANCED TOURIST

Distances of 120-200 km at speeds averaging 25-30 km/h at a brisk pace. These rides generally start at 8:30 am from late April to early October.



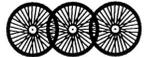
SPORTIF

Distances of 90-200 km, at speeds averaging 25-35 km/h, usually at a fast pace.



COUNTRY CRUISE

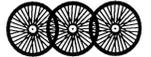
Rides of 40-120 km exploring the country roads of southern Ontario. Suited to cyclists of varying fitness levels. Participants set their own pace averaging from 18 km/h to 25 km/h. At least two routes are offered: a short route of 50-70 km and a longer route. Start points are typically within a 90-minute drive of Toronto. Rides usually start at 10:00 am.



OTHER RIDE PROGRAMS

WEDNESDAY WHEELIES

The riders are a very diverse group, from Tourist to Sportif. At least two distances are offered each day, varying from 60 to 100 km. Start points are within a 90 minute drive from Toronto and stick to quiet country roads. Start times vary, with 8:30 am during the hot summer months and 10:00 am at other times.



SATURDAY CRUISING SHORTS

TBN presents short, scenic country rides with start points far enough removed from the city yet still within easy driving distance. Start time 9:00 am.



MTB TRAIL RIDERS

Mountain bike riding on forest trails and dirt roads mainly outside of the city for 15 - 25km. Difficulty ranges from beginner to advanced

To purchase the TBN custom jersey, made by ATAC Sportswear, please contact president@tbn.ca

TBN Members, cost \$60, non-members \$89. Payment is by cheque only, made payable to the Toronto Bicycling Network.



*Remember to Thank your
Event Leaders.*

*TBN is made possible by
volunteers !*



TBN

Mobile Edition

Point your phone to
www.TBN.ca/mobile
and get all the weeks events in
a snap!

Volunteers Wanted

TBN Publicity and Promotions is looking for volunteers to visit their local neighbourhood bicycle shops to let the shop owners know about our cycling group and to drop off TBN pamphlets .

For more information please email Sherri at publicity@tbn.ca

YOUR CYCLING CLUB WANTS YOU !

Do you have ideas for a TBN trip?

Is there a trip that you would like to see happen? *It could be a day adventure, overnight, long weekends, week long, a couple or several hours from Toronto.* Would you organize a trip?

We are looking for enthusiastic members to organize a trip. Past trips have involved cycling, hiking, skiing, canoeing, camping, lodges, loaded touring with various group sizes. All ideas will be considered and encouraged. It's your club. Please help us help you to get out there and have fun!

Contact us at tbn@tbn.ca

TBN Who's Who

TBN Board of Directors

President	Brian Mclean	president@tbn.ca
Past President	Vacant	tbn@tbn.ca
Director, V.P. Skiing & Snowshoeing	Victoria Plaskett	xcski@tbn.ca
Director, V.P. Touring	Richard Anstett	touring@tbn.ca
Treasurer	Marilyn Prole	tbn@tbn.ca
Secretary	Brenda Sweet	tbn@tbn.ca
	Paul Price	
Newsletter	Juliet Suddaby	newsletter@tbn.ca
	Ginger Lam	
Education Director	Dinsmore Roach	education@tbn.ca
	Marie Ferguson	
Publicity & Promotions	Sherri Stelmack	publicity@tbn.ca
Social Director	Vacant	social@tbn.ca
Weekend Trips Director	David Maclean	weekendtrips@tbn.ca
Advocacy Director	Ron Fletcher	tbn-civic@tbn.ca
Cyclon Director	Arlene Smith	cyclon@tbn.ca
Director at Large	Vacant	tbn@tbn.ca

Others

Membership Secretary	Eileen M Harbinson	memsec@tbn.ca
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TBN Coordinators

City Walks	Mark Brousseau	416-466-4979
Country Cruise, Saturday Shorts	Rowena Maclure	416-487-1474
	Barry Pinsky	416-928-0503
Easy Roller	David Middleton	easyroller@tbn.ca
Friday Night Ride	Peggy McFarland	fridays@tbn.ca
Hiking	Ed Herage	hiking@tbn.ca
Ice Skating	Fred Lee	iceskate@tbn.ca
Spinning Coordinator	Kathleen Harford	spinning@tbn.ca
Inline Skating	Michael Lin	inline@tbn.ca
Leisure Wheeler	Jamie Hauyon	416-537-8865
Mtn. Biking, Trail Riding	Dan Roitner	mtb@tbn.ca
Saturday Morning Ride	Julie Willmot	416-696-9263
Tourist, Sportif, Webmaster	Owen Rogers	info@tbn.ca
Tuesday Ravine Rides	David Peebles	416-534-7168
Wednesday Nights	Ron Fletcher	tbn@tbn.ca
Wednesday Wheelie	Bill Hannaford	416-482-2125
Volunteer Coordinator	Vacant	info@tbn.ca

Common TBN Start Locations

Boardwalk Pub - Just east of the foot of Coxwell Avenue at Lakeshore Boulevard in the Eastern Beaches area. Woodbine Beach parking is \$5, but free street parking is available on both sides of Coxwell Avenue.

Bridge Point Health - Meet at the park behind Bridge Point Health at the corner of Broadview & Langley. Parking is on Broadview.

Edwards Gardens - The Edwards Gardens parking lot is located on the southwest corner of Lawrence Avenue East and Leslie Street.

Etienne Brûlé Park - The Etienne Brûlé Park parking lot is located at the junction of Old Mill Road and Old Mill Drive (around the corner and down the hill from the Old Mill subway station).

Finch - Finch Subway Park & Ride is on the northwest corner of Yonge Street and Hendon Avenue, one block north of Finch Avenue.

Kipling - Kipling Subway Park & Ride, North Lot on Subway Crescent, south of Dundas Street West and west of Kipling. Look for the signs.

Shoppers World - Danforth at Victoria Park (one block south of Victoria Park Subway Park & Ride) in front of Coffee Time Donuts.

Queen's Park - Near the King Edward statue, at the north end of the park, just north of Wellesley Street.

Grenadier Café, High Park - Follow the signs south from the intersection of High Park Avenue and Bloor Street West.

MOVING?

Send changes of address and corrections to: memsec@tbn.ca



Toronto Bicycling Network
131 Bloor Street West
Suite 200, Box 279
Toronto, Ontario
M5S 1R8

