

QuickRelease

November - January 2009 • Volume 26, Issue 5



A Hiking we will go...

- Fall Hiking Schedule
- City Walk Schedule
- Ride for Karen Report
- Cyclon in Review
- Presqu'ille Prescription
- Ride & Program Schedules and more!!!



TBN President's Message

The 2008 Year In Review...

It's been a great year for TBN and no one is more thrilled than I am at the activities we've seen so far. Although I was thrust unwittingly into the role, I've enjoyed every minute of being your president this past year. I've tried to get out to as many different rides, meeting many of you. And we've had some great memorable ones. Whether it was a Sunday country cruise to get out of the city, or one of our popular rides from Finch; maybe one of the social rides and restaurants on Fridays and Wednesdays, or my favorite, and hope to be repeated, Toronto-Niagara-Toronto ride; or CYCLON, who can forget that most amazing long weekend. Maybe one of your memories came from a special event like the spring picnic or one of our dinner/ dances, or maybe you volunteered for the Ride for Heart or another charity ride. And I've missed so many of our activities.. I haven't even mentioned our Wednesday Wheelies or the Saturday morning rides, or the hiking program, or the inline skating, or the mountain biking, or CAMPING, or our 25th anniversary Boat Cruise, or...

You get the picture. It's been GREAT!



What I would also like to talk about is that behind the scenes we've made a number of new changes to the club which we hope are going to thrust it forward and help us serve our membership even more. With the changing nature of cycling in the city and filling our role as the LARGEST bike club in Toronto (ok all of Canada) we created an Advocacy Committee to interface with the city and provincial government as well as other cycling proponent groups to not only make cycling in Toronto safer and more enjoyable, but to weave cycling into the fabric of our society as we become greener and make more lifestyle changes around it. Ron Fletcher took the challenge and created a committee to advocate more bike lanes, greater safety and laws to protect cyclists, but mostly just to change the inner workings of government and get greater access for cyclists to city streets. I see good things for this committee going forward and think with our support it will become a central focal coordinator for politicians and other cycling groups to look to.

One of our other key accomplishments this year was our increased promotion of the club. Evelyn Sideen, (when she wasn't tirelessly coordinating our amazingly successful Cyclon), made sure we were at many different trade shows and conventions. She "lassoed" volunteers for each event and ensured that new cyclists could see our activities and join up for our benefits. Special promotions and her driving energy, made sure we kept up our new member sign-ups and increased our overall membership.

Technologically, we've made some great strides forward with a new web site. Designed and implemented by Owen Rogers, and he's worked tirelessly on this for many years now, the new site will let users have easier access to events and to communicate directly with other members. We've kept ALL of the old functionality and now ride coordinators can take more ownership of their individual events....special areas of the website for each activity so that riders and leaders can post messages and information to each other. AND we're soon to have credit card renewals (YES you heard me) You're going to be able to renew your membership automatically online and not have to write any more pesky cheques. SOON you'll be able to sign up online for any of our events and pay with credit card. CYCLON will be so much smoother, and TNT and Camping and Socials, maybe even ski trips... We really are moving technology on this, so I'm looking forward to some great opportunities here.

NOW FOR THE EARTHSHAKER - We're dropping our fees. For years we've been charging \$55 for new single members and \$80 for new families. Renewals came in at \$50 and \$70 respectively. We've done very well with this pricing but somehow never quite managed to spend all of our revenue. After much analysis, thought and deliberation, and with the advent of the new on-line renewal program, we decided to DROP our renewal fees to \$40 and \$50 respectively for singles and families. New member fees decrease to \$50 and \$70 respectively as well. Changes are effective immediately (publication). Where everyone else is raising their fees, we're dropping them and delivering the same if not better service as ever. YEEAAAHHHHH!!!!!!!

Finally, I've had an outstanding Board of Directors to work with, and some of them will not be returning. Evelyn, that tireless workhorse, is not returning - she's seen us through 4 (or is it 5?) Cyclons and she wants to pass the mantle. Phil Piltch has run our cross country ski program for a few years now but will let someone else coordinate this highly successful program. Noel Manchulenko and Melanie McGill are planning on staying a little involved but to a lesser extent. **We need volunteers**, ideas and new blood. Anyone with an interest in publicity and promotions, coordinating social events, planning Cyclon's, running our accounting books..... or just wanting to help and put forward ideas and guidance..... we'd love to hear from you.

Again, I want to say how very much I've enjoyed this past year. I also want to thank every volunteer in every capacity, whether as a ride leader or coordinator, as a special events or promotions volunteer, as a barbecue cook or SAG wagon driver or as a director. This club, what we do and who we are is truly great.

Thank you everyone

Brian Mclean

**President, & Treasurer,
Toronto Bicycling Network**

TBN's Fall Hiking Program for 2008

From Sunday, October 19th to Sunday, December 14th

Are you looking to participate in a vigorous outdoor activity after a great summer of cycling? Join TBN on scenic hikes of 15 - 22 kilometers along the Bruce Trail. This year there are nine hikes planned. Enjoy a social get together with fellow TBNers while maintaining your fitness level. For the specific hiking locations and start times, check the HOTLINE, the TBN website, or the weekly TBN Chain of Events each week.

The hike locations start in the north & move south each week. Our first hike is Pretty Valley, southwest of Collingwood. As the name implies, its a beautiful hike and well worth the drive.

A few tips:

Remember to bring along your hiking boots/shoes, a water bottle, lunch and a backpack to carry things in. A hat is a good idea as is rain gear. Layered clothing works best. Wear a couple of pairs of socks - a polypropylene pair (sock-liners) for wicking moisture away and a wool pair for warmth. It's a good idea to bring a second pair of shoes for the drive home (it will help keep the car clean).

For further information, send an email to hiking@tbn.ca. If you don't have a ride to the meeting point, post a ride-sharing request on our TBN bulletin board. Or look into the TBN City Walks program. The City Walks meeting points are accessible by public transport.

See you on the hiking trails!

Ed Herage
Hiking Coordinator
Toronto Bicycling Network



Hiking Schedule 2008

<u>Date</u>	<u>Time</u>	<u>Hike</u>	<u>Meet in</u>
Oct-19	10 am	Pretty Valley	Singhampton (Hwy 124)
Oct-26	10 am	Devil's Glen	Maple Valley (Hwy 124)
Nov-02	10 am	Mulmur Hills	Hwy 10 & Hwy 89
Nov-09	10 am	Hockley Valley	Orangeville (Hwy 9 & 10)
Nov-16	10 am	Glen Haffey	Caledon East (Airport Rd)
Nov-23	10 am	Silver Creek	North of Glen Williams (CR 10)
Nov-30	10 am	Limehouse to Speyside	Milton (Hwy 25)
Dec-07	10 am	Hilton Falls	Hilton Falls (Campbellville Rd)
Dec-14	10 am	Dundas Valley	Tew Falls (Harvest Rd)





HAPPY ANNIVERSARY TBN CELEBRATING 25 YEARS!!



In celebration of Toronto Bicycling Network's 25th anniversary, we have been fortunate to receive some additional stories from TBN members, who have fond memories of the club years ago...

The Golden Horseshoe Age of Cycling

Was there a "Golden Age" of cycling around the 'Golden Horseshoe'?

I think so. I recall my first ride in 1986 out along Eglinton Avenue and Lower Base Line, past the park at Sixteen Mile Creek where Richard Aaron and Norm Myshok held camping rides. Back then, the land around Eglinton Ave became farmers' fields travelling west past Mississauga Road. It's hard to remember that once it was only two lanes. I joined the TBN about 1989. Depending on the Sunday ride you chose back in the 80's, you could ride north and continue out past Norval to Terra Cotta, all the while riding in the country. Every weekend them there Halton Hills were chock-full of happy TBN riders!

Not so any longer. It's hard to ride out around Lower Base line and not see a development looming if you're not actually riding through one. About three years ago I saw a group of cyclists, actually all individual riders travelling north on the 6th line, who had collected at Derry while waiting for a break in traffic around rush hour. Gone were the days of riding through that intersection unimpeded. It's a phenomenon repeated many times all over the Golden Horseshoe. The older cycling routes south of the Niagara Escarpment are increasingly being swallowed up by development. Those quiet and quaint little corner stores and gas stations have been replaced by massive pavement pads with banks of gas pumps.

Save your old TBN photos. In a few years a newspaper might run them as historical artifacts on the way it used to be in the Toronto Region. Of course, there isn't even a Toronto Region anymore, now it's called the "GTA." (What an ugly sounding acronym; "GTA." It sounds alot like the GST, and it really stands for the "Greater Taxation Area.") But I digress. We loved riding the country roads through the rural areas to end up in places like Speyside or Carlisle. I haven't been recently. I am sure they all boast Walmarts these days!

I used to love riding with the Tourists and Sportifs to Guelph or Grimsby. Ah yes, the early 90's; those were the good ole' days when my knees still had some cartilage! The rides always had a special feel to them, and come to think of it, it wasn't just the lack of cars or developments that I found so inspiring. I mean, it really does help to have knee cartilage!

Our TBN rides out to St. George became a much anticipated event for me. My fellow Centurions were a hardy lot and we sneered at the Easy Rollers (on their way to yet another Baskin Robbins) as we blasted past them. But as I have mentioned twice before, that is because I had plenty of cartilage back then. Now I have to suffer the sneers of the Leisure Wheelers, as they leave me behind in the ditch, my feeble eyes barely able to assist my arthritic hands, tangled hopelessly among my many intravenous lines, as they fumble to open the top of my anti-inflammatory meds bottle! Thank Gosh I never smoked, er, tobacco! -I never smoked tobacco. Hey, I only smoked the treads off' my tires passing Easy Rollers! Those were the days my friend!

It has been a pleasure and a privilege to have shared so many wonderful experiences with my fellow TBN'ers over the years. This is a great organization, and truly 'Toronto's Friendliest Cycling Club.' Congratulations to the TBN and everyone who has ridden with it, and enriched it, over the past 25 years! Another 25 Golden Years to come!

Dominic Hay

Past Newsletter Editor

Past VP Touring

Past President

Past The Golden Age of Knee Cartilage

The 2008/2009 Ski Season... Think Snow!

Before you know it, snow will be falling and the ski season will be upon us. We had a lot of great trips last season, with the late finish making up for a late start. Hopefully this season will be even better. This year we will have trips scheduled for mid-November to mid-December for those eager skiers how are looking for an earlier start to the season.

Once again, we have booked with Coach Canada. In addition to their 56-seater highway coaches, they also have small 26 and 30-seat buses (both with washroom and luggage storage) which we will book for the early season trips. With rising fuel prices, the cost of bus trips have gone up significantly and we have increased the bus fee by \$2. Therefore, the fee for members is \$22, and for non-members and walk-ons is \$27.

Here is our tentative ski season for 2008/2009; however this is subject to change and trips will only go if there are sufficient registrants. Please check the web or Hotline for updates on trail conditions, meeting points, and departure times.

<u>DATE</u>	<u>DESTINATION</u>
Sunday, November 23	Hardwood
Sunday, November 30	Horseshoe
Sunday, December 7	Highlands
Sunday, December 14	Hardwood
Sunday, December 21	Horseshoe
Sunday, January 4	Horseshoe Valley
Sunday, January 11	Mansfield
Sunday, January 18	Highlands Nordic
Sunday, January 25	Wasaga
Sunday, February 1	Mansfield
Saturday, February 7	Horseshoe Valley (Moonlight ski)
Sunday, February 15	Ganaraska
Sunday, February 22	Scenic Caves
Sunday, March 1	Mansfield
Saturday, March 7	Arrowhead
Sunday, March 15	Highlands
Sunday, March 22	Hardwood
Sunday, March 29	Highlands



Mansfield - March 9, 2008, Photos By Albert Ng

Please note that as of the AGM on November 29th 2008, Linda Hamilton will be taking the reins as the VP of skiing and snowshoeing. She has been an active member of the TBN for many years and has helped out with the ski programme the last couple of seasons. I will still be active with the ski programme. As with all TBN activities, we need volunteers- if you are interested in helping organize the ski season or being a bus captain next year, send an e-mail to xcski@tbn.ca.

In the meantime... think snow!



Phil Piltch,
V.P. Skiing and Snowshoeing



Mark Your Calendar

TBN Annual General Meeting Festivus Dinner Dance

November 29 2008

Days Hotel
30 Carlton Street
(College/Yonge Subway)

Cash bar: 6:30pm
Buffet dinner: 7:30pm
DJ'd dance and prizes to follow

\$25 members
\$30 non-members or after Nov 22 08

Make cheque payable to: Toronto Bicycling Network Inc
Mail to: Mel McGill 15 Garden Park Ave,
Scarborough M1S 1Z8
For more info: contact Mel at social@tbn.ca

No ticket will be mailed. Your name is checked at the door.

Open TBN Board Positions

Have an interest in helping to make the Toronto Bicycling Network a more successful and enjoyable club? Have new ideas and the motivation to contribute? Then maybe you should consider an open position on the TBN board!

This coming new year, there will be a number of vacancies on the TBN Board. If you have an interest in filling one of these positions, please contact us at tbn@tbn.ca to gather additional information and to announce your intentions. Nominations and elections to the board will occur at this years Annual General Meeting (AGM) held November 29th.

OPEN POSITIONS

Cyclon Director

Responsible for the planning and organizing of the annual Cyclon event each August long weekend.

Publicity and Promotions Director

Act as our Public Relations contact between other organizations, merchants, the city of Toronto, and TBN. Responsible for promoting TBN at public venues.

Social Director

Responsible for planning and organizing of TBN social events.

VP of Skiing

Responsible for organizing and running the winter skiing program.

Treasurer

Responsible for TBN's finances.

Ice Skating 2008 - 2009 Season

Join us for an ice skate and dinner social each Friday night. We skate for 90 minutes (starting around 6:30 pm) and then head for dinner at a nearby restaurant. Skating will start either the last Friday of November or the first Friday in December and run until the middle of March in 2009.

Look for special skates to Cedarena and Too Good Pond. Check the TBN website or hotline for details.

See everyone soon!!!

Molly Cheung
Ice Skating Coordinator
Toronto Bicycling Network



Cedarena 2008 - Photo by Molly Cheung



TBN Advocacy Report

Excerpts from Share the Road Coalition - September 22nd, 2008

Dear Friends:

It is hard to believe that almost a year has passed since last year's Share the Road Ride. I am writing to apprise you of the details of this year's Ride and must begin with an apology – my computer's hard drive crashed while out of town at a conference– my sympathies!

Brief update: Road safety

As you'll recall, just prior to last year's Ride the driver who killed Greg was sentenced. At that time, we learned of his appalling driving record which includes: 5 convictions of driving while suspended; 2 of drive with no insurance; \$14,000 in outstanding fines, and two months after he killed Greg a conviction for hitting another driver.

And so, we got to work -- urging the provincial government to adopt legislation to target repeat offenders, and in particular, suspended drivers. I met with OPP Commissioner Fantino who has been extremely helpful, and asked for his support and assistance – especially given the fact that 6 other provinces have legislation which targets suspended drivers. The Commissioner, who considers road safety as a top priority, has been working diligently to this end. I have also met with several municipal and provincial officials from all parties and most recently, I met with provincial Transport Minister Jim Bradley.

The Minister had asked to meet with me to discuss my legislative proposal and to discuss ideas on how to make Ontario more cycling friendly. The Minister and I had an excellent discussion on many fronts. I am pleased to tell you that I am confident, based on our conversation, that the provincial government will be tabling a Road Safety Bill this Fall, and it will contain the amendments to the Highway Traffic Act -- Greg's Law – that we have been seeking.

In particular, the punitive measures will include – as with the street racing legislation – immediate penalties such as vehicle impoundment and further license suspension. These measures have resulted in a decrease in speed related fatalities by 40% in the last year and when Saskatchewan introduced legislation to deal with suspended drivers, the numbers were reduced by 30% in the first two years. Clearly this works.

Cycling

I have continue to focus my efforts at all 3 levels of government. I am Vice Chair of the Burlington Cycling Committee. At the provincial level, I have had excellent discussions with both officials and political staff at Queen's Park in various Ministries. Transport is an obvious area of focus for us. An important piece of news, and something we are watching closely, is the fact that the Ministry of Transport is updating its cycling policy which it has not updated since 1992. They are working internally now, and I and others have urged them to broaden their horizons and liaise with the active transportation community. This important initiative will, we hope, bear good fruit as it will lay the groundwork for the government's approach to active transportation.

There are also discussions under way regarding a national cycling strategy, and a role for our federal government in funding and supporting a strategy. This is obviously aligned with broader initiatives on climate change and health, but while I was in Ottawa for meetings with the Chief of Staff to the Transport Minister and other members of the Government Caucus, these discussions have been suspended as a result of the federal election. Stay tuned as we plan to reinvigorate those post-election. When your federal representative comes to your door, asking for your vote, ask them what they party is prepared to do in terms of federal support and legislation regarding the promotion of cycling as a viable means of transportation in our communities. I also meet regularly with stakeholders and cycling organizations, working with them to build capacity in the cycling movement in Ontario, and engaging them on what they would like to see the Coalition address.

Finally, when it comes to building the Coalition itself, the model for the organization is clear. The strength in building a grassroots advocacy organization is its representative power – strength lies in numbers, and in pooling the talents and enthusiasm of cyclists who are engaged in building healthy, active and safe communities across the province. And I know there are many of them! I want to grow this organization to such a degree that government sees our strength, wants to work with us as a partner and cannot ignore an organization that has active members in each of the 107 Ridings in our province. Now that is tough to ignore.

I have been working, with your support, on building this organization over the last two years – crafting a value proposition that you can support, seeking views on how best to build a model for success, studying best practices in North America and Europe, and meeting with key stakeholders whose responsibility includes shaping the laws and the infrastructure of our province.

Last November, I was part of a small Task Force which emanated from a cycling conference in Kitchener. At the final session it was agreed that this Task Force would approach the Cycle Ontario Alliance – an existing provincial cycling organization which by all accounts (and there were Board members in attendance who confirmed as much) needed an injection of new energy and new thinking. After discussions with COA, it was agreed that I would run for Board Chair, and I brought a number of enthusiastic and capable folks with me who brought great strength and leadership to the Board. Regrettably, when we assumed our positions at the end of April we had no idea that the organization was in dire financial shape and due diligence confirmed that COA was in no shape to continue. With considerable outstanding debts and no visible means of support (it had only 40 or so members) and no staff to deliver programs, the Board made the difficult decision to wind up its affairs. Debts were paid, relationships with funders were secured and mended, and work on launching the Coalition began once again, in earnest.

While the last two years has been extremely busy, the real work now lies ahead. And here is where I need your help. I need your ideas, your energy – your support. I am committed to building an effective grassroots cycling advocacy organization in Ontario and to working with my colleagues in other provinces to build a cohesive national strategy – including funding. I bring over 20 years of experience in advocacy, organizational development and leadership to the table along with a powerful conviction that no other family should suffer as we have. Greg's death was tragic and I know that in many ways, this will always be with me. But I am determined to make it count, to stand and say that we did something to make our roads safer, to change attitudes, to shape legislation, to improve our environment and the health and well being of ourselves and our kids.

But I can't do it without you. In launching the Share the Road Cycling Coalition I am confident that this organization is long overdue and that a vibrant provincial cycling advocacy organization is critical. Please stay tuned to www.sharetheroad.ca for information on how to join the Coalition. We will be selling memberships and we look to you to help us build what can become an organization which numbers not in the hundreds, but in the thousands.

Yours in safe cycling,

Eleanor McMahon

Founder, Share the Road Cycling Coalition, Burlington, Ontario.

Ride for Karen - Report from a Solo Cyclist



by Sam Bootsma

On Sunday September 7 I did the Ride for Karen (www.rideforkaren.com). This ride is an annual cycling event that raises money for charities that help people living with cancer, and those who care for them. I did the 160 km ride,

but after riding to the start and riding home again I had cycled a total distance of 196 km.

On Friday, the forecast for Sunday was mostly clear, sunny, and a comfortable 23C. Excellent. When I accidentally saw the forecast on TV Saturday afternoon they had clouds with raindrops coming out of them on Sunday, and I thought there must be some mistake. But no, all but one of the forecasts I looked at forecast rain to start late Sunday morning and continue until late in the afternoon.

I was sound asleep when my alarm went off at 6:10 on the morning of the ride - but that didn't stop me from getting up and starting my day. It was almost 8:15 before I left the house. I headed north on Keele and cycled about 14 or 15 km to get to the starting point. I had to sign a waiver, then pick up a small plastic bag with some goodies, then write my name on a small square of paper to make me eligible for door prizes at the end of the day. Then it was waiting at the start point with a hundred (likely more) cyclists until we were given the blessing to move on. There were some announcements about protocol with traffic lights, police escorts, etc., but I was only half-tuned in to that stuff. I did recall them say that the first break was at 55km, and the lunch at 113 km - those were important pieces of information for me.

The temperature was a cool 15,16 C when I left the house in the morning, almost cool enough to warrant tights, but not quite, shorts were still OK. But I was wearing a turtleneck over my cycling jersey, because it was too cool (for me) to not wear one. I had my water proof jacket and water proof booties in a bag on my rack behind the bike. I also decided that today I only needed to carry two water bottles. The clouds were low and heavy with rain - I had already felt a few drops. While I was waiting I replaced my arm warmers and turtleneck with my water proof jacket - just in case it rained earlier than the forecast late morning showers. I didn't put on my booties, because I wasn't sure if I had time to get them on before the actual cycling started. The 30-35 km/hr group had already left, and I was in the 25-30 km/hr group, but the organizers wanted a gap between the two groups.

Finally, we were on our way (about 9:30?). We headed north on a "quietish" residential street (with two SUV's in many driveways, I was told later), then it started to rain - not hard, but it was still raining. The temperatures were cool and I was concerned with getting very uncomfortable cold feet, so I stopped and put on my booties. I knew there would be consequences; i.e., the group would be long gone and I would be cycling on my own. Them's the breaks. Eventually I was able to console myself because riding by myself meant I didn't need to be concerned with spray from the rear wheel of cyclists just ahead (something virtually impossible to avoid in a larger group, unless you are right at the front).

I still enjoyed the ride. The initial part of the route was one I was very familiar with. I had travelled it many times in the past, but in the opposite direction. The official route had us go south on a road named Pine Valley drive, but I took the more scenic Kipling road. After Kipling, we were on Teston road, and after a short time there was a downhill, over a bridge, followed by an uphill. A fellow with a camera was at the top of the hill and when he realized a cyclist was coming, he jumped out to take a picture - and I provided a big smile for him. If it turns out, it should be a good one. After carefully negotiating a turn (on wet pavement) near the top of the hill I went into a tuck to pick up as much

speed as possible. The light was green, and I was hoping it would stay green to avoid having to stop. Then a police officer saw me and immediately put up her hands to stop opposing traffic (that was already stopped because they had a red light) and at the same time waved me through the (still) green light with her free third hand (well, OK, she only had two hands). Then up the hill, and onto mostly flat roads for the next number of km. After this, I slowly caught other riders that had dropped off the main pack for one reason or another. I managed to catch and pass six or eight in total.

I had expected to see a large group of cyclists at the first break spot at the 55 km marker, but there was almost nobody there. I was told the main group had left about 15 minutes earlier. I know it did not take me 15 minutes to put on my booties two minutes into the ride, so that meant the main group I had started with was going significantly faster than I was.

I also learned that the next lunch spot was indoors, at an arena, and with proper facilities. I ate my first Clif bar ever at this break spot. Clif bars are supposed to be an energy food. But I find my almond butter and raw honey sandwich on whole grain bread gives me good energy - problem was, the sandwich was safely in my refrigerator at home instead of safe in a rear pocket of my jersey. I ate my Clif bar and a banana or two and some orange chunks. I also drank juice and filled my rear pockets with goodies in case I got hungry before the lunch spot. There were only a handful of cyclists left at the break spot when I left.

When I arrived at the break point I felt very good. But after 15 to 20 minutes of no cycling I had cooled down and mild hypothermia set in. My teeth were chattering pretty good for the first two kilometers or so, but the first decent hill climb helped a lot, and I gradually warmed up again. I was better off than some. One poor individual at the break was huddled up almost in a semi-fetal position trying to stay warm. My weekly TBN rides left me well-trained for this type of hilly ride. Eventually I came to the lunch spot. I knew it was coming up soon, and I kept a lookout for an arena on the LHS. Soon I found one, but I was already passed the entrance, so I made a U-turn and cycled to the covered tent area where there were lunch amenities. If I didn't know the lunch spot was at an arena, I would have passed right by without even knowing. This is the only part of the ride that could use improvement. The break location was just 5m off the road and almost impossible to miss. But the lunch spot was not marked at all, well-off the road, and very easy to miss.

I had a cheese sandwich and a bunch of cookies and fruit. I found something was resting unusually heavy in my stomach after I left the break spot, and I figured it was likely the Clif Bar I had at the break. I found that my body really took to the orange slices so I had a lot of those. Same for the watermelon. There were others there as well, including a Marshall for the group of riders going about 25 km/h. The organizers were also handing out dry clothes to half-a-dozen or so riders. So off came wet jackets and jerseys and on went dry shirts and sweaters, including the poor individual who looked so cold (in a semi-fetal position) at the first break. I had a water proof and breathable jacket, so I was fine. My shoes were wet and felt wet (despite my booties), but my feet were comfortable. I must have been stopped here for 30 to 40 minutes. At one point I visited the indoor facilities and was greeted with heat blasting out of an electric heater - boy, did that ever feel good!!!

I hadn't drank much water to this point (more juice), but I did take the opportunity to re-fill my two water bottles. I left my third water bottle, that I was given when I arrived at the start, empty in its water bottle cage behind my front wheel. After all, there was only another 55 km or so to the finish.

Continued on Page 9.

The Fall 2008 City Walk Program



Annapurna Trail - Nov. 11, 2007 Photo by Ania Poradzisz

With the arrival of Fall, we are planning to continue with our ever popular City Walk Program. This series is aimed at Club members who wish to stay active in the period covering the end of Official Cycling and the start of Cross-Country skiing.

We are planning- to introduce some entirely new routes- this season. Specifically we will be taking the TTC to more remote start points across the GTA. As well, we are considering doing one out-of town walk/hike at a local Conservation area (this would require car pooling from a TTC Station). So stay tuned! The first walk will start on Sunday October 19th 2008.

For additional information about the week's walk, please check the TBN website (Weekly Chain of Events at www.tbn.ca), or call the TBN Hotline (416-760-4191).

Finally, we will also look to convene an other "End of Season Social"-like last year (in mid December). Like other Club Programs we are always looking for new volunteers (to lead individual walks) or assisting the Program in other ways (ie perhaps submitting ideas for new routes- etc?) If you want to contact us-feel free to E-mail me at Mark.Brousseau@ontario.ca

Mark Brousseau
City Walk Coordinator
Toronto Bicycling Network



The 2008 City Walk Schedule:

Sunday, October 19th, 10:00 am

THE TAYLOR CREEK/DON VALLEY CITY WALK
Starting from Victoria Park TTC Station

Sunday, October 26th, 10:00 am

THE TOWN AND COUNTRY WALK
Starting from Rosedale TTC Station

Sunday, November 2nd, 10:00 am

THE POST HALLOWEEN HISTORICAL WALK
Starting from the Queen/Yonge TTC Station

Sunday, November 9th, 10:00 am

THE ROUGE VALLEY/(OR THE SEATION TRAIL ?)
Starting from The Parking Lot at the Metro Zoo

Sunday, November 16th, 10:00 am

THE UP-TOWN EXCURSION
Starting from The North York Centre TTC Station

Sunday, November 23rd, 10:00 am

THE TADDLE CREEK WALK,
Starting from St.Clair West TTC Station

Sunday, November 30th, 10:00 am

THE NORTHERN DIM SUM CITY WALK-
Starting from Leslie TTC Station

Sunday, December 7th, 10:00 am

THE BONFIRE WALK
Starting from Lawrence TTC Station-(Yonge Line)

Sunday, December 14, 10:00 am

THE GARRISON CREEK CITY WALK-
Starting from Christee TTC Station

Wednesday, December 17th 7:00 pm

THE END OF SEASON SOCIAL
Meet at the Historic Monarch Tavern for a social evening.
Check the website for further information.

Ride for Karen - continued

I left the lunch spot at the same time as the Marshall for the 25 km/hr riders. But all her riders had either bailed or were ahead, so we ended up riding together most of the way back to the start. I learned she is a Tri-athlete that almost represented Canada in Beijing. She had injured her heel earlier in the year, and that was what kept her from qualifying. If it weren't for the heel injury, she would most likely have competed in the Olympics. She was also a very complimentary individual. With about 30 km to go, the rain had stopped and the roads were drying - finally some more pleasant riding conditions. About 5 km from the end we came across a support van for the ride. I was out of water, so I stopped to replenish my water bottles. I was with a small group at this point and everybody else kept on going. After guzzling down some water, I started chasing. I didn't catch the group, but I did catch somebody I had cycled with briefly between the break point and the

lunch spot. This rider had done several 100 km rides, but this was her first 100 mile ride. And, she had missed the lunch spot - just didn't see it. A few minutes later I arrived back at the start. The time was 4 pm. The individual I had spotted shivering at the break and lunch also successfully completed the ride.

Back at the start there were a large group of people. I helped myself to some more food and drink, and chatted with some TBN'ers that I spotted. I did two charity rides this summer, and it rained for the better part of the day on both rides. Usually, I would prefer not to cycle when it rains, but if you do a ride for charity, then you are more apt to tolerate these inconveniences. I returned home via side streets. It was a bit longer, but I prefer the quieter streets. It was about 6:30p before I was home again. A good day in the saddle. I didn't know at the time, but it seems I left my green turtleneck sweater behind at the starting/ending point - oh well.



August 1-4 Cyclon 2008



Well... another Cyclon has come and gone!

This year at Brock, we had 189 participants compared to 157 in Kingston last year. By all accounts it was a tremendous success! Everyone loves the Niagara area because the routes compare to no other. How can another area compete with Niagara Falls, the Wineries, the Welland Canal, and let's not forget that scenic ride up the escarpment to get back to the University.

And, speaking of success – this year was no exception! It was the direct result of the dedication and commitment of the volunteers, both on and off, the Cyclon Committee. And let's not forget our Sponsors for their terrific support and prizes ... I would like to thank everyone for his or her support. It made my job much easier and thoroughly enjoyable.



Cyclon Committee

Dan Sideen *
Mel McGill
Carole Hill
Roy Hill
Noel Manchulenko *
Arne Osinger *
Susan Biggs
Dee Simpson
Loreto Manni *
Phil Pilch
Fred Loftin
Edith Williams
Doug Innes *
Janie Siegelberg
Peter Marshall
Evelyn Sideen

Volunteers/Ride Leaders

Eileen Harbinson
Brenda Porter
George Witte
Owen Rogers
Spike (local)
Jerry (local)
Catherine von Maydel
Mary Kennedy
Bill Kennedy
Sam Bootsma
Diane Richards
Sam Levine
Patrick Lam
John Booth
Dave Otway

Sponsors

Velotique,
Curbside Cycle
Urbane Cyclist
Mountain Equipment Co-op
Berkeley Gym - Queen/Parliament
Trek – Toronto store
Dee Simpson *
Johnathan Welsh
Ron Fletcher
Fred Loftin *



* double duty (committee and volunteer/prizes)

As you can see, it takes a great deal of people, their time and effort to put together an event such as this. I'm sure there were others that helped over the weekend and if I've missed you, please accept my apologies. Your efforts are always appreciated.

A few stats about the event:

- 152 members, 37 non-members.
- Male: 91, Female 98.
- Average age: 50
- Youngest rider: 12, Eldest 73+.
- # 1st Cyclon - 46

Participants came from all over... Connecticut, New York, London, Keswick, Guelph, Greemore, Mount Albert, Quebec and of course, the GTA and surrounding areas.



Here are a few comments from our participants; first timers and regulars that we thought you might enjoy reading; and some pictures for your viewing pleasure...

Thank you for a wonderful weekend! - Phil & Wendy Pritch

Thanks so much for another terrific Cyclon. And many, many thanks for all your hard work, dedication and energy, to make it such a successful and fun event for so many people. All the best. - Brenda

Overall opinion: Fantastic time had. Thank you Eve, Mel & Co. - Juliet Suddaby

Thanks to all who put so much time and effort into making this a terrific weekend. Always nice to meet up with people from previous years and to make new friends. Thank you All. - Sue Bates

We've reviewed the suggestions from the Satisfaction Survey's completed - thanks to all for taking the time to complete it. We look forward to incorporating what we can at Cyclon 2009.

Best of the Best:

- You folks put a lot of time and effort into these 3+ days, so well done.
- The routes in general, you guys did an amazing job organizing this Cyclon
- Quality and scenery of the rides. Fantastic organization. Tour leaders
- The weather! Meeting cycling companions and enjoying their company on rides. Winning a prize was fun too - thanks!
- People, rides, Sun dinner, golf course lunches
- Having a local guide taking us to the best places
- Topping a speed record on my bike, seeing my pictures displayed on wall at the dance

Best of the Worst:

- Saturday night dinner
- Having to vacate rooms by 11:00am
- Breakfast late on day 1
- Need heavy emphasis for riders on 'rules of the road'
- Rooms, bedding and towels. Perhaps we had it too good at previous cyclons. Our expectations are getting higher!!

Cyclon 2009 July 31 – August 3 Brock University, St. Catherines, Ontario

We'll be staying at the Decrew Residence this time.
The accommodations are 2 bedrooms (single bed) with a shared bathroom between.
The Golf course lunches were so popular we booked them before we left each day.

Remember, if you'd like to help out in any way, please contact cyclon@tbn.ca.

The TBN website and Quick Release will contain updates on Registration, Early Bird sign up night, FAQ, etc. Stay tuned and hope to see you there!



PRESQU'ILE PRESCRIPTION – Just what the doctor ordered!

by Frank Remiz



Well, the secret is out, and I'm surely one of the last to have heard it ... bike-camping is fun, relaxing, comfortable and challenging all at once. I never imagined that camping in one place for the weekend would bring such a thrill. I never imagined 'loaded touring' without the 'loaded'.

On Friday Sept. 5th, 47 people drove 2 hours eastward, and set up tents on a peninsula jutting into Lake Ontario. 170 years ago, a detachment of Toronto militia camped here too, in anticipation of a second rebellion (you all know about the first one). Known today as Presqu'ile Provincial Park, this area has a wide variety of habitats, including enormous sand dunes.

When we arrived at the site, trip organizers Paul Price & Brenda Sweet had already set up a camp kitchen, a covered eating area, and were serving appetizers! There's nothing like camping in style. Some people headed into Brighton for dinner (who can forget the home-made gelato), while others offered help as late campers arrived. But eventually everyone ended up at the campfire where there was much banter and laughter.

We were here to cycle, of course. People had the choice of seven different routes. On Saturday most headed east. Past the fields of goldenrod, past the Speedway where school buses race, across the Murray Canal which dates back to 1884, and through the town of Carrying Place which was once in the running to be the capital of Ontario. Some headed further east and stopped at an art gallery (held in an old church), and at Roblin Lake which is entirely spring-fed (the steep approach was proof enough).

Whose hands were behind the pancake-and-eggs breakfast and the customized gourmet lunch sandwiches? Paul & Brenda's. They kept my furnace 'stoked' all day. But without the miracle of catabolism, my legs could not have pumped all day. Arriving back at the campsite, I headed for a comfort station with hydro-massage! (OK, it was just a shower... but it sure felt good!)

Presqu'ile Provincial Park is visited annually by an extraordinarily large number of bird species (over 300). While there, we also had a visit from Gustav. Having recently established a reputation for himself in the Gulf of Mexico, he came with his entourage... RAIN!! But that didn't dampen our spirits. For those that didn't want to cycle in the rain, there were other options like hiking on the network of trails in the vicinity. In any case, the evenings were glorious.

Saturday's dinner was a giant smorgasbord! Everyone brought something to share with the group. Imagine 47 things to choose from... decisions, decisions! Later, Paul proposed a dark walk (if it wasn't for the half-moon, it would have been a dark-dark walk). Hey, why not? A constitutional walk always helps you sleep better. Off we trundled, to the

lighthouse where years ago several ships have 'run aground' on the shoals nearby. Had we been there in 1936 we might have heard a 6-second blast from a fog horn that was so big that it had its own building (that's 6 seconds, every minute). On our walk back, we saw 'glowing fungus' off the side of the road! Their bioluminescence serves no important function today, but hundreds of millions of years ago (when land plants were establishing themselves) it was the by-product of a reaction that converted toxic oxygen into water. Also beckoning us on the walk back were fireflies and glowing slugs (I kid you not).

On Sunday, my bicycle took me in a westerly direction. Beautiful panoramic views on Little Lake Road and Crandall Road, which can mean only one thing ... hills!! After that, Shelter Valley shuffle, the little tease of Grafton, and then ... Academy Hill! This was a hill for the mother of all academies, a mother of a hill... gasp, gasp, sputter. But at the top, it was like stepping through the Pearly Gates. There's a cemetery there, one that dates back to the year 1806 when the community of the same name was established. Several ancestors of former Governor-General Vincent Massey are buried there. The trip back was easy, a fun roller-coaster ride and then out to the Waterfront Trail.

For Paul & Brenda, 2008 marks the fifth time organizing the Presqu'ile trip. They've led nine other similar weekends (generally three a year) exploring different Ontario destinations. Wow! Initially they were inspired by the example set from other TBNers who have organized previous camping trips ... people like Carmelle Renaud, Paul Stockton, Dennis & Chris Szilvasy, Tim & Celia Hope, Leo Charbonneau, Brenda Porter, John Tytler and Howard Chan. Subsequently, they applied their unique formula of precision, joie de vivre, and good karma.

So today, it's Oh-so-Sweet-Brenda's & What-a-Good-Price-Paul's occasion to bask in our applause and heart-felt thanks. If you haven't experienced one of their camping weekends, be sure to sign up promptly for the next one ... they are becoming so popular that a waiting-list will now be necessary!

Photos by: Dale Wright



TBN Educational Corner

Marie Ferguson & Dinsmore Roach

TOPIC: Climb Smarter and Faster

Discover the right form to climb faster on your next ride.

By Sean Coffey



HEAD: Up and looking forward. When you drop your head, it's harder to breathe.

ABS: Push out your abs as if you're posing for a Men's Health cover. Crouching and bending at the abs saps energy because it puts excess stress on your back muscles to hold you up. Weak abs mean balance problems, especially on climbs. The cure: sit-ups and reverse-curl sit-ups.

HIPS: Align over the bottom bracket to be in the best position to let gravity drop your weight down onto the pedals.

KNEES: Keep your knees close to the down tube to maximize your quad's power on downstrokes. If your knees poke out past your shoulders, you're wasting power.

HANDS: Put your hands on the hoods when you climb out of the saddle. The only time you should climb in the drops is for brief attacks--you go faster but your weight is forward, which burns energy and makes breathing harder.

UPSTROKE: Pull your leg up and wrap it over the top of the stroke. Imagine you're running and bringing your leg around for the next step. When you're out of the saddle, the unevenness of your pedal stroke is accentuated. Pulling up gives you balance and power throughout the stroke.

BACK: Keep it flat. A flat back enables the lower back muscles, the quads and the flexors (the muscles on the outside of the hips) to work together more efficiently. Consciously relax any muscles--such as those around the neck and shoulders--that don't contribute to the downward push.

CHEST: Keep it upright and open, as if you're walking up stairs. This keeps your diaphragm from being constricted, which means more comfort and more energy. To maximize the benefit of working with gravity--letting your body weight move the pedals rather than relying solely on muscle--keep your chest even with or slightly behind the point where the stem clamps the bar.

ARMS: Bend to around 60-70 degrees. Push down with the arm that's opposite whichever foot is doing the downstroke.

BUTT: You get more power--and a more efficient transfer--from your butt muscles when they're not bent. Your butt muscles should feel like you're standing and getting up out of a chair, not bending and about to sit. If you feel bent, stand more upright.

THE BEST ROCKING TECHNIQUE

USE GRAVITY: Align your sternum, knee, femur and ball of the foot on a downstroke. This allows you to put more weight on the pedal, using gravity to supply much of your pedal force. If your upper body stays centered over the top tube, instead of slightly swaying from side to side, you're not taking advantage of your chance to let weight and gravity drive the pedals. Keep your chest up when you move over each pedal.

LEAN: When you lean your bike, you decrease how high you have to bring your knees. If you keep the bike perpendicular to the ground during a steep climb, you have to raise your knees way up, like you're high-stepping.

SHIFT WEIGHT: When your foot bottoms out, shift your weight to the opposite pedal. The center of your weight should stay over the bottom bracket. Any weight you put behind the bottom bracket puts more stress on the legs. If you're supporting your weight with the bar, you're too far forward.

PULL BAR ON STEEP STUFF: For climbs with a 10-20% grade, you'll climb better by pulling up on the bar with the arm that's on the same side as the downstroke leg (as opposed to pushing down with the opposite arm). As soon as your leg starts the downward motion, pull with the same arm. This is why some climbers bob as they ascend.

3 TIPS FOR SEATED CLIMBS

SIT FORWARD: For more power, slide to the front third of your saddle.

GRIP: Put your hands about a thumb's length from the stem on either side. Put the heel of your hand on the bar. Open your hands with your fingers spread out, then put your weight on the bar and wrap your fingers around loosely.

RELAX: Especially when you're sitting, tension can cause neck pain and headaches because you're cutting off circulation and possibly pinching nerves. Relax by stretching fingers, then arms, shoulder and neck.

This article reprinted courtesy of Bicycling Magazine and Rodale Inc.

Wednesday Wheelies

Mt Albert/Uxbridge - Sep. 28, 2008

Nov 5, 10:00 am

HORNBY/ROCKWOOD

Start: Hornby Park. To get to there exit Hwy 401 at Interchange 328, Trafalgar Rd. Go north to the lights, turn left and proceed to Hornby Park.

Dist: 70 & 81 km

Nov 12, 10:00 am

SCHOMBERG/ALLISTON/HOCKLEY

Start: The arena in Schomberg, just south of Hwy 9 west of Main Street. Schomberg is just west of Hwy 27 and south of Hwy 9. For more information call Bill Hannaford 416-482-2125.

Dist: 72 & 88 km

Nov 19, 10:00 am

STOUFFVILLE/UXBRIDGE

Start: North Stouffville Free Park. To get to Stouffville drive north on Hwy 404 to Stouffville Rd and then east to the Stouffville Free Park on the north side of Main St. past the train tracks and before Market St.

Dist: 61, 76 & 85 km

Nov 26, 10:00 am

KING CITY/CALEDON EAST/BOLTON/KLEINBURG

Start: In King City at the municipal parking lot located at the northwest corner of King Road and Keele St. (Entrance off Keele St. North of King Road)

Dist: 74 & 105 km

Dec 3, 10:00 am

UNIONVILLE/MUSSELMAN LAKE

Start: Toogood Pond in Unionville. To get to Toogood Pond drive north on Hwy 404 to Hwy 7, then east to Kennedy Rd. Turn left to Carlton Rd, left to Main St, and right to Toogood Pond Rd. Turn left into the parking lot.

Dist: 70 & 86 km

Dec 10, 10:00 am

KING CITY/BRADFORD

Start: In King City at the municipal parking lot located at the northwest corner of King Road and Keele St. (Entrance off Keele St. North of King Road)

Dist: 60 & 65 km

Dec 17 12:00 pm

WEDNESDAY WHEELIE CHRISTMAS LUNCHEON -

We'll be meeting at Rich Tree Market Restaurant, on the west side of Yonge St, just north of Front St for a season-ending get together at 12:00 noon. Please confirm attendance with Bill Hannaford by phone (416-482-2125) one week before luncheon.



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 start at 10:00 am, unless otherwise stated.



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.



Mountain Bike Rides

Sunday, November 2

KELSO CONSERVATION AREA

Description: Featuring 16 km of single-track trails that weave and intertwine through trees, rocks and fields. One very large hill-tough going up, a blast going down. Fabulous view.

Trail pass: \$7.00. Leader: TBA

Terrain Moderate, clay based hard pack with mud holes, limestone boulders

Facilities washrooms, snack bar, camping, swimming

Directions Meet for a 10:00 a.m. departure at the Summit Gatehouse of Kelso Conservation Area. Exit Hwy 401 westbound at Hwy 25, then south to Hwy 8/Steeles Ave. Turn right and head west on Steeles, parking at Old Bell School Line.

Saturday, November 8

DURHAM FOREST

Description: 25 km of single and doubletrack trails. With mixed forest and thick pines this fat-tire playground is sure to please. Trail pass: free. Leader: Jon

Terrain Easy to moderate, clay, sandy areas

Facilities none, limited parking

Directions Meet for a 10:00 a.m. departure in the parking lot of Durham Forest. Take Hwy 401 to Brock Road exit in Pickering, then north up Brock Rd about 23 km to Durham Rd #21 (Coppins Corners), then east 5 km to 7th Concession Rd, turn right, entrance is 1 km south on east side.



Credit River Cruising II - Sept 28, 2008
Photo By: Ed Herage

Sunday, November 16

ALBION HILLS

Description: Ride north of Bolton on 25km of hilly, forested xc-ski trails. Trail pass: \$4.

Leader: John

Terrain Easy to moderate. Single track, some sand, roots and logs.

Facilities washrooms, snacks, camping, swimming

Directions Meet for a 10:00 a.m. departure at Albion Hills Conservation Area. Drive north on Highway 50 past Bolton until you see the entrance to the conservation area on your left. Park at far end by chalet.

Saturday, November 22

DON VALLEY

Description: In the heart of the city, +15 km of hilly, mainly single-track trail offers fun for all that ride it. Trail pass: Free. Leader: TBA

Terrain Moderate to extreme, clay based surface, gravel, sandy along river, logs, stunts, can be muddy or du

Facilities None.

Directions Meet for a 10:00 a.m. departure at Toronto Brick Works on Bayview Ave. south of Pottery Road.

The New TBN Custom Jersey

The new TBN custom jersey, made by ATAC Sportswear, is now available exclusively at Urbane Cyclist till the end of this year, (180 John St just north of Queen, west of University, 416-979-9733) TBN Members, cost \$60, non-members \$89. Please remember that payment is by cheque only, made payable to the Toronto Bicycling Network. Note: the old yellow/blue Garneau design is still available at Urbane in extremely limited quantities for \$60 -- instant collector's item.!



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.

IT AIN'T OVER TILL ITS OVER!!

Weather permitting, Sunday Tourist rides will continue to be scheduled on a weekly basis starting at Finch Subway at

10:00 am.

Check the web site for details.

TBN Who's Who

TBN Board of Directors

President	Brian Mclean	president@tbn.ca
Past President	Ron Fletcher	tbn@tbn.ca
Director, V.P. Skiing & snowshoeing	Phil Piltch	xcski@tbn.ca
Director, V.P. Touring	Richard Anstett	touring@tbn.ca
Treasurer	Brian Mclean	tbn@tbn.ca
Secretary	Brenda Sweet Paul Price	tbn@tbn.ca
Newsletter	Noel Manchulenko	newsletter@tbn.ca
Education Director	Dinsmore Roach Marie Ferguson	education@tbn.ca
Publicity & Promotions	Evelyn Sideen	publicity@tbn.ca
Social Director	Melanie McGill	social@tbn.ca
Weekend Trips Director	David Maclean	416-482-8033
Advocacy Director	Ron Fletcher	tbn-civic@tbn.ca
Cyclon Director	Evelyn Sideen Melanie McGill	cyclon@tbn.ca

Others

Membership Secretary	Eileen M Harbinson	memsec@tbn.ca
----------------------	--------------------	---------------

TBN Coordinators

City Walks	Mark Brousseau	416-466-4979
Country Cruise, Saturday Shorts	Rowena Maclure Barry Pinsky	416-487-1474 416-928-0503
Easy Roller	Roberta Terzolo	easyroller@tbn.ca
Friday Night Ride	Peggy McFarland	fridays@tbn.ca
Hiking	Ed Herage	hiking@tbn.ca
Ice Skating	Molly Cheung	iceskate@tbn.ca
Spinning Coordinator	Loreto Manni	spinning@tbn.ca
Inline Skating	Michael Lin	inline@tbn.ca
Leisure Wheeler	Jamie Hauyon	416-537-8865
Mtn. Biking, Trail Riding	Doug McCorquadale	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

TBN Hotline!

To best use TBN's voice mail system, follow these easy steps:

Dial **416-760-4191** to go directly to the main menu.

From the main menu press...

- 1 Cross-country skiing and snowshoeing day trips (January-March)
- 1 Weekend and holiday rides (April-December)
- 2 Weekday events
- 3 Social events & membership information
- 4 Inline skating
- 5 Weekend trips & Cyclon 2008 information

Hotline tips:

- From the main menu you can make a selection at any time, and you don't have to wait for the message to finish. You can return to the main menu after making a choice, by pressing **2** at any time. After making a selection from the main menu, press **1** to leave a message related to your main menu choice.
- Please be sure to select the appropriate mailbox in which to leave your message.
- If you're not sure where to leave your message, please leave it in the Social & Membership mailbox (i.e. press **3** from the main menu, then press **1**).

MOVING?

Send changes of address and corrections to: memsec@tbn.ca or leave a message on Line 3, the Social & Membership Mailbox of the Hotline



Toronto
bicycling
Network

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

