

QuickRelease

September - October 2010 • Volume 28, Issue 4



President's Message



I'm writing this after having just returned from this year's Cyclon event. All I can say is AMAZING. The weekend was absolutely fabulous and with over 250 people, it was one of our biggest events EVER. Giant Kudos to Arlene Smith and all of her volunteers.... Their efforts made this year a huge success and great fun was had by all. The new routes were terrific, the accommodations excellent and the

service fantastic. We met many new friends from different cities and renewed friendships with those we hadn't seen for a while.

Favorite ride was probably Waterloo to Elora and seeing the Gorge... such incredible scenery. Sadly, Arlene is stepping aside and we'll need to fill her shoes with somebody new next year, but she leaves the Cyclon Director's position in great shape. Thankfully a lot of the inception work has already been done and we can play on this year's successful formula, returning again to Kitchener. Let's hope we get somebody of her caliber again to run this great committee.



With Cyclon now over we still have half the cycling season ahead of us. Although by the time you read this, there may be slightly less. Again, I want to thank all the volunteers that have worked so hard this year. So far with all the rides, Cyclon, Niagara trips, camping weekends and all the other great events, the volunteers have been incredibly busy and have done a most excellent job.

And even though our formal rides have been so successful and our ride leaders have done such a great job, I'd like to bring up another concept. Whenever I'm at the YMCA, I see a sign that says something like every other member is part of your family.... not quite, but you get the idea. While we have lots of great rides and ride leaders, anytime you want to do something really DIFFERENT, then why not take the initiative yourself. We have a terrific online bulletin board to post your ideas and call out to other members to join you. Want to go back to Niagara Falls and ride back on the bike train? Advertise it. Want to make up your own Country Cruise and recreate a Cyclon trip. Post it on the Bulletin Board. Want to go to CUBA or Italy? You get the idea.



We want to promote as much riding as possible, and who knows: if an idea is really popular then maybe we'll include it in our regular program next year. Alternately, if you think we should be doing a new ride or if you want to become a ride leader yourself..... contact us.

On another note, I want to comment on the state of cycling in the city. I'm not talking about cycling lanes on Jarvis or University, or whether you can park your bike in a massive bike locker at Union Station nor am I talking about whether the city will support a whole fleet of rental bikes. No, I'm writing about something much more fundamental: bike parking.

Seems like every year, we get more cyclists on the roads. More commuters, more recreational cyclists and more people doing their shopping and chores on bicycles. That's supposed to be a good thing.

And yet, our city government has consistently decreased the number of bike stands every year in the downtown core. Bloor Street is a desert for parking. Yonge Street - nothing. College Street, not so much this side of University; Dundas, fuhgged-daboudit. Queen: there're a few spaces but not nearly enough for everyone needing to park, especially at the Eaton Center. King St and the entire financial district - it ain't easy unless you use the underground parkades.

What's up with this? All the neo-Commie granola munchers like to bemoan our dis-similarity with western European cities and their transportation systems. Seems to me those cities all have lots of bike parking. I've even seen multi-story BIKE PARKADES in Europe. Our city politicians are sadly out of touch with the infrastructure we really need. And when they do think about bike parking, they spend thousands of dollars for huge bike lockers at Union Station, lockers that use up valuable sidewalk space to store one tenth of the number of bikes that could be stored in regular stands. Just give us lots of regular bike stands as a first step. It's cheaper and more efficient.



I will be so happy to see the current group of city politicians leave office. Hopefully the replacement council will have a different agenda. Instead of creating artificial conflict between cyclists and car drivers to promote their automobile hating agenda, perhaps there will be a few more pragmatists finding solutions that appeal to everyone. Jarvis and University--- never been sold that those were good ideas, but it sure ticked off the car drivers. Why has nobody proposed Yonge St as a north south bicycle route? A single path with no jogs all the way from the lake to Richmond Hill (and beyond). Uptown, midtown and downtown all connected. Cars don't use Yonge St nearly as much as Avenue Road or Mount Pleasant, so why are we focused only on solutions that cause the greatest upset to car drivers. Sorry, just my thoughts for the day. Agree or disagree, you're welcome to your own opinion.

Cheers everyone and have a great day.

Brian McLean, President, TBN

Why We Ride

BY LYNNE THOMAS, TBN MEMBER

Early Sunday morning, I drag my butt out of bed, after spending Saturday night checking the brakes and pumping the tires and cleaning the drive train on Molly, my pretty yellow bike. By 8:00 am, it's already steamy; 23 feels like 32 with the humidex, and according to the Weather Network temps are expected to go even higher. Wind's up at 25, gusting to over 35, and the POP is 50%. Whether it will or won't rain is anybody's guess. I hoist Molly onto my shoulder and head out the door. This is a training ride, the first of many since I was injured and before I attempt to join the Tourists out of Finch again. But right now, I can't even remember why I do this – why I ride a bike at all.

Outside, smog thickens the air. My street's grey and brooding, just waking up. The pavement looks unforgiving. Molly's slicks seem alarmingly thin, and I'm feeling a weird nervousness which doesn't make sense. I know the rules, the tricks, the hazards of city streets. I just don't remember that I know. Somehow, someplace, I fear I've lost my road guts. Still, I throw my leg over Molly, roll out of the drive, and in fewer than 5km, I've got my bearings. Pot holes below. Door prize to the right. Moving vehicles to the left. It's... well, it's like riding a bike.

Through the tunnel under the #427 the wind is funnelled straight on. I tuck down, push hard on the peddles, and wonder where my real legs went. These ones suck. They've been lying around, watching TV. But they get me through the tunnel, if slowly.

In the middle of Renforth, at the second ramp to the #401, there's shattered glass. How the hell does that happen? Do people toss glass bottles from cars? Pitch bottles from the sidewalk? I don't get it. What I do get is a choice. I can pull right, onto the ramp, or I can slide left into the car at my elbow. Or I can roll through the glass, praying to Buddha: If you get me though this, I swear I'll be a better person. It's a vague enough promise, one I can live with if the tires hold, and they do.

Up on the Queensway overpass, the wind threatens to pick me and Molly up and throw us over the railing. I know it's just the wind, just physics, but it feels personal. It feels scary. And I'm glad of the weight of my u-lock.

Later, at separate intersections, two cars begin turns in front me, one left, one right. I yell at the drivers, waving my left hand like a traffic cop signalling 'Stop!' A slew of profanity spills from my mouth. I have no idea where these words come from, didn't know I had them stored in some dark chasm in the back of my brain, but clearly I have. One of the drivers brakes, but the other doesn't. He looks, hesitates, and then pulls out into

the intersection. I hit my brakes and scream. He gives me the finger and pulls away.

Rattled, I ride a little more defensively east to the Humber Trial, where I'm glad to leave the city streets behind for a bit. No glass, no cars, no cursing. Even the wind is dissuaded by the hedgerows that run along the river valley's rise. At Finch, I leave the trail and head north-west, weaving and bobbing through side streets. I take one turn north too many and roll into a Mississauga subdivision as if into another world.

Here, nothing moves: not car, not human, not dog, not cat. Everyone's gone to church or to temple or to the cottage. This street is a ghost town. Silent. No potholes; not a stop sign in sight. Just new brick house after same new brick house.

The smog has lifted and overhead storybook clouds drift in a Crayola blue sky. Up ahead, a long straight line of empty street eases into a right curve. Leg over leg over leg, I stretch my back long and settle down into the rhythm. Inside my headphones, Alicia Keys is belting out Jay-Z's Empire State of Mind: *These streets will make you feel brand new...inspire you, she sings. Oh yeah.*

Peddle over peddle, beneath my ribs, my heart picks up the beat. Beneath my tires, the smooth pavement slips away. Beneath my helmet, a wash of endorphins rushes over my brain in a blissful wave that Big Pharma cannot touch. Nothing can touch this. And for a perfect moment that stretches out in every direction, everything – me, Molly, street, world, rhythm, breath – fits together in a flawless and inexplicable synchronicity. I am in the perfect moment. And that's when I remember.

I remember why we do this. I remember why we ride.



If you have a cycling story that you would like to share with fellow TBN members please submit to newsletter@tbn.ca for consideration



The 2010 T.B.N. Picnic

This is the third year that we had rain. It is also the most serious rainfall that we have ever had. In spite of this we used up ten dozen hamburger buns. I must say that T.B.N.ers are a hardy group. They will not let a small downpour prevent them from having a good time. We had a new potato and coleslaw supplier. All organic, no colouring and no preservatives. We even used up all the potato salad which means we would not have had enough for a sunny day.

Let us hope that the 2011 T.B.N picnic will be a great day. Thanks to those who helped and held umbrellas so others could eat.
Joe Hickey

Photos: Patrick Lam

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.



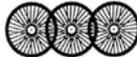
EASY ROLLER

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.



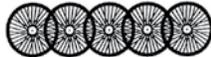
ADVANCED TOURIST

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.



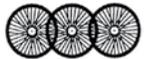
SPORTIF

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



COUNTRY CRUISE

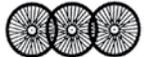
Rides of 40-120 km exploring the country roads of southern Ontario. Suited to cyclists of varying fitness levels. Participants set their own pace averaging from 18 km/h to 25 km/h. At least two routes are offered: a short route of 50-70 km and a longer route. Start points are typically within a 90-minute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

Weekend Trips

LETCWORTH STATE PARK THANKSGIVING LONG WEEKEND Friday, October 8 to Monday, October 11, 2010



Thanksgiving is almost here! Join the TBN at Letchworth State Park, New York, for Thanksgiving weekend.

Known as the Grand Canyon of the East, Letchworth State Park is located 95 km south east of Buffalo, on the scenic Genesee River. Considered to be one of the top 100 parks in the U.S., the 14,350 acre park with its river flowing through an incredible gorge that is up to 550 feet high, has three major water falls, exceptional vistas, hiking and biking trails as well as picturesque seasonal Fall colours.

We will be staying in rustic four-person cabins by the Genesee River. Activities will include informal cycling and hiking. Meals will be a cabin group effort. A group participation Thanksgiving dinner is planned for the Sunday night. Cost is \$75.00 Cdn per member. Limited spaces are available on a first-come basis. Sign-up/questions to TBN's email weekendtrips@tbn.ca Please include your phone number(s) and any other pertinent information. Car pooling may be available.

**Remember to Thank
your Ride Leaders.**

**TBN is made possible
by volunteers !**

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

TOP TEN LIST

Dangers of Being a Cyclist

During a discussion about biking with a friend, he said aren't you scared biking to work. I replied that in general I am not scared biking to work, but I do have moments when I reflect on a situation that could have become dangerous. So, it dawned on me that I should put together a 10 top list of dangerous moments being a cyclist.

by Torbjorn Zetterlund



I spend almost 9 months out of the year biking to work, during this time I have developed a sense of what I should watch out for – here is my top 10 list of dangers being a cyclist.

1. **Trucks** – Because of their size, trucks are the most dangerous vehicles for a cyclist. No law requires trucks have side guards, so it is very easy for cyclists to end up under a truck's wheels. Watch the corners!
2. **Buses** – Buses block bike paths when they stop to pick up passengers. Be patient and wait it out. If you are travelling at more than 25km/hour on your bike, you should be okay riding ahead of a bus during rush hour as buses stop frequently and their average speed is about 22 km/hour.
3. **Cyclists** – The accidents I have been involved in have been with other cyclists. There are as many styles of cyclists as there are of drivers, and an aggressive driver is often an aggressive cyclist. Pay more attention to the cyclists around you as you ride.
4. **Squirrels** - In my opinion, squirrels are one of the dumbest animals when it comes to making a decision to cross the road. I have run over several squirrels this year, without killing one yet. So, watch out; their road-crossing instincts are not that good.
5. **Pedestrians** – Like cyclists and drivers, there are also many personalities of pedestrians, and you have to watch out for the aggressive ones that do not stop for anything and will barge out in front of cyclists.
6. **Electronic devices** – Electronic devices take the focus off the road for drivers, cyclists and pedestrians alike. Whether you are riding, walking or driving, put that electronic device away. Multi-tasking makes you dumber; you need your IQ to survive the streets.
7. **School Zone** – Passing a school when parents are dropping off or picking up their children can be dangerous. Drivers may not be paying attention to their surroundings. Be careful, be aware, and slow down.
8. **Right Turns** – In Toronto, drivers can turn right on a red light and this can cause a problem for cyclists who are not paying attention. When approaching an intersection, attend to the car's indicators. If an indicator shows the driver is turning right, slow down and let the car make its turn. The rule on a red is that drivers must come to a full stop before turning, but not all do. Be vigilant.
9. **Runners** – I do not know who decided that joggers have to run in the middle of residential roads. If you bike in the early evening, be aware of running clubs that occupy a large part of the street, and give runners wide berth.
10. **Weather** – Rain can make some drivers defensive and prone to error. It can also obscure their vision, making cyclists just that much more difficult to see. If you have to bike in the rain, stay away from the main streets, take less congested roads, and pay extra attention.

You can check out my website www.torbjornzetterlund.com for various information about biking, fitness and other miscellaneous things that I blog about.



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

New location, new rides, new highs: Cyclon 2010 a resounding success

Cyclon 2010 was a winner on all fronts – from the new location in the scenic Kitchener-Waterloo area, to the new riding routes and the new, top-class accommodations offered by Conestoga College Residence and Conference Centre (CCRCC).

"Giant kudos to everyone on the Cyclon 2010 Planning Committee, which did such a fantastic job again this year," TBN President Brian Mclean says. "The event will be remembered for a long time."

Held over the August long weekend, 255 riders of all levels eagerly participated in TBN's premier event. In addition to the GTA, they came from as far away as Quebec, Ohio, Michigan, Pennsylvania and Vermont, as well as other parts of Ontario. This was the biggest Cyclon in many years, surpassing even last year's high of some 240 participants.

Cyclon 2010 Planning Committee

If success is 20% inspiration and 80% perspiration, the Cyclon 2010 Planning Committee certainly followed this common adage. Under the guidance of Arlene Smith, Cyclon Director, committee members began meeting in October 2009 to plan this year's event. *"Working with a multi-talented committee, we were able to start from scratch and create a very special Cyclon,"* Arlene says.

Cyclon 2010 Planning Committee members included: **Susan Biggs, Linda Hamilton, Carole Hill, Roy Hill, Doug Innes, Lucia Kuzminski, Nancy Lask, Susan McAlister, Paul McCrossan, Sandra McCrossan, Peggy McFarland, Arne Oslinger, Jennie Piekos, Paul Price, Brenda Sweet, Pauline Upton and George Witte.**

After lengthy discussions, the Kitchener-Waterloo site was selected and responsibilities were divided among members in early 2010. Specifically: Carole Hill accepted the role of co-director mid-way through the planning process, while Roy Hill ensured the team was consistently on-track financially. Susan McAlister managed effectively all of the catering with our supplier, Bingham's and our hotel, CCRCC.

Arne Oslinger and George Witte created the routes and Doug Innes produced the maps. Subsequently, all members spent the May 2010 long weekend at CCRCC at their own expense doing route research. Other volunteers for this included Karen Bota, Carl Friesen, Kathleen Harford, Patrick Lam, Ginger Lee, Paul Mason, Brian Mclean, John Mulhall, Rick Smith and Rick Upton.

In addition, Paul Price and Brenda Sweet

oversaw the planning and execution of the registration process and contributed much of their time to site selection and negotiation. Nancy Lask created the information package and agreed to lead her popular après-ride stretch class. Lucia Kuzminski managed the online evaluation research process. Dee Simpson and Pauline Upton sourced the on-site bike mechanic, while Peggy McFarland planned the scavenger hunt that took place on Friday night. Sandra McCrossan recruited and prepped ride leaders and sweeps, while Paul McCrossan volunteered to marshal the rides. SAG support was developed with the assistance of Linda Hamilton and Jennie Piekos solicited retail and other outlets for draw prizes.

As well as preparing for and/or completing all of these tasks prior to the event, committee members were actively engaged on-site ensuring everything went smoothly.

Other volunteer support

Additional support was provided by several other TBNers who volunteered their time and energy over the Cyclon weekend. SAG support experts John Mulhall and Eileen Harbinson tirelessly covered the entire riding area helping all levels of riders. (John is secretly hoping TBN will rent a rescue chopper next year.) Eileen, our all-around volunteer, also helped with many other tasks that needed to be done during the weekend. Patrick Lam compiled a montage of photos taken over the weekend for viewing during the Sunday night banquet. Bike mechanic Roy Bourke was on call and busy the entire time. Back by popular demand, Dinsmore Roach led another bike repair workshop. Kathleen Harford stepped up to lead the scavenger hunt on Friday night. And of course, gratitude goes to all of the volunteer ride leaders and sweeps.

Memories

"Cyclon 2010 was a magical event for me and based on the comments, for most of the people in attendance too," Arlene notes. *"Many took away a variety of fond memories."* People could be heard talking about the majestic swans on the Avon River in Stratford, cycling through the covered bridge in West Montrose and

by Jennie Piekos



lingering on the patio of a wonderful café or pub in surrounding picturesque towns such as Ayr, Paris and Elora. For cyclists who rode on Sunday in the vicinity of St. Jacobs, many were fortunate to catch a glimpse of traditional Mennonite living, such as watching horse-drawn carriages trot along the roadside as they left church or gazing at a “peloton” of Mennonite youth riding bicycles dressed in their Sunday best – black pants, white shirts and hats.

Cyclon is also a time for meeting up with old friends and making new ones. Indeed, memories will be long-lasting for two new couples who were at this year’s Cyclon but met at previous ones. Galit Minuskin and John Fellner met on the dance floor at Cyclon 2009 and were married a few weeks ago, while Anita Choi and Dave Gibson, who met at Cyclon 2008, tied the knot earlier this year.

Special memories are also held by our president, Brian. *“When I think of Cyclon 2010, I remember the great new rides, especially those with remote starts, the amazing banquet and dance – the food and DJ were terrific, and the hotel’s hospitality as they bent over backwards to deliver. TBNers and out of town visitors were all really impressed by the organization.”*

Yes, by all counts, Cyclon 2010 will be remembered for a long time.

Thanks to draw prize donors

Heartfelt thanks go out to our friends from the Cleveland Touring Club. The group of 20 cyclists that participated in this year’s Cyclon created eight beautiful gift baskets filled with Ohio-themed memorabilia, including locally made wine and beer, which were donated as draw prizes.

Special thanks also go to the following local bike retailers and other organizations for their generous donations:

Broadway Cycle, CYKL Spinning, Conestoga College Residence and Conference Centre, Curbside Cycle, Cyclemania, Cycle Solutions, Duke’s Cycle, Energia Athletics, La Bicicletta, Mountain Equipment Coop, Prince Edward County Wine and Culinary Tours, RPM Spinning, Sporting Life, Trek Toronto Store, Urbane Cyclist, Velotique, Wheels of Bloor



Call for Cyclon 2011 volunteers

Arlene Smith is stepping down as Cyclon Director so TBN is on the hunt for a new one. As she reflects upon the past year, Arlene says, *“Although I will always remember the year we spent researching and organizing Cyclon 2010, my strongest memories will be the camaraderie of the event participants, the great rides, the lovely accommodations and the wonderful Sunday-night banquet. I’d like to thank the participants, the volunteers and, in particular, the amazing Cyclon 2010 Planning Committee for its support and commitment.”* She adds, *“I’m sure the new director will have an equally positive experience.”*

TBN members are also encouraged to volunteer as Cyclon Planning Committee members. *“One of the best parts about volunteering on the committee has been getting to know people that I had previously only known in passing. The experience was great,”* attests committee member Susan McAlister, who plans to stay for another year and looks forward to working with another great team.

For more information on how to become a Cyclon director or volunteer, contact Arlene Smith at arlenesmith@sympatico.ca.



Thank you for your photo contributions: Patrick Lam, Dave Mader, David Middleton, Paul Min, Kathleen Natividad, RJ Peterson, Brenda Porter.



By Ken Derry *Here is the final part of our simple, 30-day plan **Happy wrenching!***

21. Remove your **pedals**. (Remember to turn the wrench clockwise on the left pedal--the opposite of usual.) The pedals should be wiped with a damp rag and for pedals that do not have sealed bearings, a little drop of oil into the opening will suffice. Also, apply a little grease to the thread.

22. **Tune up your bike computer**: Remove it from the mount and clean the contacts on the mount and computer head with a pencil eraser. Cut the zip-ties holding the sensor on the fork, strip off the electrical tape or pad then clean off the grit lines. Replace the batteries to avoid a blackout halfway through next season. Put it all back together again. Use fingernail clippers to trim the zip-ties for a smooth edge.

23. Measure the distance from the nose of your **saddle** to the center of your stem. Then loosen the seat clamp, pull the saddle off the post and clean the rails with degreaser. Add a light layer of lube to the rails, then wipe them dry. Clean the clamp parts as well, then apply a dry lube to the grip surfaces and wipe clean. Reassemble everything, matching the saddle-to-stem dimension. You've just ensured yourself a season free of saddle squeaks.

24. Your new cables should have stretched by now. To fix clattering shifting: If the chain is having trouble jumping from big cogs to small, turn the barrel adjuster on the rear derailleur half a turn clockwise. If the chain hesitates from small to big, go half a turn counterclockwise. Shift again and repeat. For the front derailleur: With the derailleur in its lowest position over the small ring, loosen the pinch bolt and pull the cable to remove slack, then retighten the bolt--don't make the cable so taut it twangs. For mushy brakes: Pinch the arms in with your fingers until the pads just contact the rims, loosen the pinch bolt and pull through the slack. Or you can dial out the cable adjuster, which is easier now but limits the amount of adjustment you'll have later.

25. **Flip open your quick-release levers**, unscrew them and pull them out of the axle (yes, you can do this with the wheel still in the frame, if you're careful). Screw the cap all the way off, remove the two springs, then clean the rod with degreaser, wipe it dry with a rag, apply a light layer of grease, then rebuild and reinstall the whole thing. (Remember to orient the springs with the tiny side facing inward.) When was the last time you took care of your bike down to that level of detail?

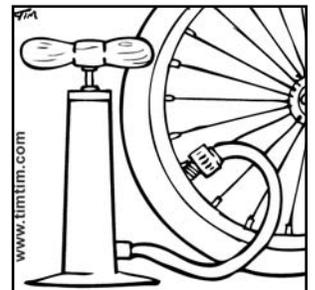
26. **Today you will get cranky**: Slip the chain off the little ring and loop it over the bottom bracket. Spray degreaser on the rings. Then prepare to drive yourself mental. With a rag, clean the space between each tooth on the big and little rings. Spray on more degreaser. Then, using a fresh rag, floss all those hard-to-reach spots between the rings (ie. where they meet at the arms of the crank). Spray on more degreaser, then clean the faces, and the inside, of both rings. Painstaking--and satisfying, because you have just completed a task only about 2 percent of all cyclists ever do.

27. If you don't own a **torque wrench**, borrow or buy one and check crank bolts, chainring bolts, stem clamp bolts, stem faceplate bolts and the seatpost binder bolt for proper tightness. You can find torque recommendations for every component on the manufacturers' websites.

28. **Washing Day**: Fill one bucket with clean water, and one bucket with water plus dish soap or degreaser. With one of your new sponges, soak your bike with plain water. Then soap up the second sponge and scrub the frame first, then wheels (don't forget the spokes), then drivetrain. Soap the brush, then scrub the cassette, chainrings and rims. Soak the clean sponge and use it to sluice the soap off the bike. Soak it again, wring it dry, and go over the whole bike again, drying it. Finish drying with clean rags, using the last two or three to swipe the nooks and crannies dry. The entire wash takes 15 to 20 minutes.

29. Break out the **bar tape**. Methods for taping are numerous and sometimes ridiculously complex, but don't be intimidated. All you need to know are the basics: Roll back the brake/shift hoods and stick the two tiny pieces of tape across the shifter clamp. Now take one of the big rolls and start at the bar end. Wrap toward the frame (counterclockwise for the right half; clockwise for left). On the first wrap, let half the width of the tape hang over the end of the bar, so you can stuff it in at the end to hold the plug tight. Wrap in spirals, overlapping half the width or less, and slightly stretch the tape as you pull it around. Make a figure eight around the lever--it's more intuitive than it sounds, but you'll probably have to make two or three passes to get the tape right. Stop wrapping a little less than a hand's width from the stem. Cut off excess tape. Then cut a lengthwise slant in the tape so that the final wrap aligns directly against the edge of the previous wrap--don't worry, that'll make sense when you see it. Secure the last wrap with one or two layers of black electrical tape, half on the tape and half on the bar. Shove in the plug; you're done.

30. Top off the month by polishing your gem to a sheen with the frame wax. Pretty, isn't it?



The Educational Corner is brought to you by Dinsmore Roach and Marie Ferguson - Stay tuned for Part Three . . .

Autumn Hikes & City Walks

The summer is close to an end, and it's time to think about your fall activities! Schedules for out of town Hikes and City Walks will be posted on the TBN website.



If you are looking to keep active with the arrival of the cooler weather, then consider participating in the Fall City Walk Program! The City Walks began several years ago to help bridge the period between the official end of Cycling and the start of the X-Country Ski Program. The walks will usually start from a TTC subway station or bus stop and vary between 8 to 16 kms

in length. The routes typically explore the GTA's extensive network of Parks and Ravine Trail Systems. On some occasions however, there can be cultural themes such as viewing historic neighbourhoods and noted architectural sites. On most of the walks there will be lunch stop at a suitable local eatery to enjoy a pleasant midday meal. An tradition, for many years, has been an end-of season BBQ in the Don Valley.

This year the walks are scheduled to begin around mid October. As well, we are planning some entirely new routes for this com-

ing season and they should include the following: The Upper Humber Trail System, The Lower Rouge/Highland Creek Trails and the Lower Lakeshore. We are also considering doing one remote start where we will car pool to a more distant location and do an actual hike (possibly the Rouge Valley or Seaton Trail).

This program, like all other club activities is always looking for volunteers to offer their time and effort. Therefore, we are planning to hold a Pre-Season Planning Session sometime in early September. Watch the TBN Website for further details.

If you have any enquiries in the meantime, feel free to contact me:

Yours Sincerely,
Mark Brousseau
TBN City Walk Co-ordinator
Mark.Brousseau@ontario.ca

Letters from our Riders...

and showing us how a relaxed ride on one sunny Sunday can let us appreciate the company of new friends and acquaintances, and how we can make connections by simply riding. -GL

The ride was called "secrets of Scarborough". I was wondering about the hidden treasures of this suburb as it was to be revealed by a "long-time resident" as the TBN blurb described it. We met promptly at 10:00 in front of Coffee Time at Victoria Park. It was a beautiful, sunny and warm day and we came to know that Mark Brousseau was the long-time resident who was to lead and tell us about the hidden secrets and treasures of Scarborough.

Over many hours we got to ride through some beautiful parks and hiking trails, laughed and chatted with each other, saw the amazing bluffs and felt the cool fresh air by the shoreline. But what made the ride truly a treasure was when Mark passed by his childhood home minutes away from the edge of the lake. As we stopped in front of this grand old house, you could see he was deep in thought as poignant memories seemed to flood

his mind. Perhaps a mixture of moving and pleasurable memories. There we stood looking at a beautiful family home surrounded by a lovely garden professionally landscaped with a tall inviting bird house. Mark spoke of his childhood friends and neighbours and how time had sped or those who had died, while many others went from young childhood grown to strong manhood gray.

Then came the story of the sorrowful event of a young man he knew, named Russell Williams. The young man's house stood just steps away from Mark's childhood home. Colonel Russell Williams was a bright young man, son of a wealthy family, but he unaccountably went mad. "Poor Russell", he told us. Once of genius bright, a fortune-favoured child, now locked for ever, in mental night, a haggard mad-man wild.

It was time to move on again while

thinking how visiting one's childhood home is a stubborn nostalgic dream scenario. After the group departed, I sat down and wondered at our shared feelings and longings for our childhood homes. A secret and hidden yearning, a treasure that only exists in childhood memories.

Mark, thank you for showing us your childhood home and sharing your stories today.

Sharla Newton



Toronto Niagara Toronto Overnight June 19 - 20, 2010



Wroxeter Wromp Camping Trip June 25 - 27, 2010



Photos: Patrick Lam, Kathleen Natividad, Brenda Porter

Ride Leader Spotlight - David Middleton



What year did you become a member: I first joined TBN in the mid-80's. The earliest membership card that I can find is for 1985. Like some others, I have drifted in and out of TBN a few times, having been a member from 1986 to 89, then again in 1994 to 96, and finally from 2006 to the present. In my previous job I often had to work on weekends, and would end up dropping out of the club as I was missing so many rides. However, in the mid 2000's I realised that I was composting into my desk chair, so I made a determined effort to get back into it.

Which class of rides do you currently lead: Typically I lead or sweep on the Sunday Easy Roller rides. I also lead some of the Saturday Morning rides, although more often in the off-season. Actually, leading rides is still a bit of a new thing for me. I was approached last year by a few people who thought that I might make a reasonable leader, and they encouraged me to take the course. That went fairly quickly (a single evening class) and then off I went. A bit nervous at first, but soon fell into the rhythm of it. Of course, it does help to have other experienced people helping out, and I have to give credit to Dave Moffat for his assistance on many a ride.

Which club activities do you participate in when you are not leading: I am currently the co-ordinator for the Easy Roller program. I took over the position this year from Roberta Terzolo, who had been running it for the past six years. Again, giving appropriate credit, Roberta did an excellent job organising the ride information, maps and schedules before she passed them on to me. It has made my job much easier, aside from the perennial job of finding ride leaders.

How did you find out about TBN: Richard Aaron, one of the club co-founders, did a pretty good selling job on TBN to me one day when I was talking to him at Mountain Equipment Co-op. This is when MEC was still located on Yonge Street north of Bloor. He was with the then fledgling bicycle department. I joined up soon after, and still remember spending a lot of time on the phone calling the TBN hotline to find out about the weekend rides.

Any tips that new riders should know: Speaking mostly with regards to the Easy Roller rides: It may take a bit of time, but you will be able to keep up with the group, so don't get discouraged if you find it a bit much at the outset. When I started with TBN in 2006, I had to leave the first ride at the lunch stop and limp home. I just kept at it though and eventually developed some stamina. I found that the big difference for me personally was when I started going on the Saturday morning rides in addition to the Sunday rides. At first I didn't think that I would be able to ride two days in a row, but after a bit of an adjustment period it wasn't a problem.

Other interests outside of TBN: I have an interest in wooden canoes, having two of them, and belong to the Wooden Canoe Heritage Association. I try to get out in them when I can, although TBN tends to eat up my weekends these days. I usually manage to fit in a solo canoe trip to Algonquin Park each year.

Any other interesting facts: The last year has seen a quite a bit of change for me with regards to the club. Although I would be out on rides most weekends, it was purely as a rider. Now I find myself leading and sweeping on a regular basis, programming the Easy Roller schedule and lining up ride leaders. For me, this has emphasized the volunteer nature of the club, and how we need to have people help out. If you had asked me a year ago, I wouldn't have thought that I would be doing this. Probably many of you can help out in a similar fashion even if you haven't considered it before.

David Middleton
Easy Roller Ride Coordinator & Ride Leader

Wednesday Night Rides

Join the fun in our Wednesday Night Rides – Easy Roller Rides on bike trails or routes, with a relaxed social component. You'll need the brisk exercise because the apres often includes gelato, patio drinks, or pizza get-togethers.

Rides are approximately 25/30 km, starting at 6:30 pm, and ending by 8:30 pm followed by an apres. Usual start points are Bridge-point Health at Riverdale Park, the Boardwalk Cafe at the Beaches, or Wilket Creek Park in the Don Valley. Check the website for start points.



Friday Night Rides

Exercise and socialize on a Friday night. Join our relaxed social group as we tour Toronto sites as the sun goes down and then head over to the apres to top off the evening. Rides are 30/35 kms suitable for Easy Rollers. Please don't forget your locks, lights, helmet, and jackets for cool nights on rides by the lakeside. Check the web site for start points and further details. Please note: all rides start at 6:30pm and will be cancelled if raining.

Saturday Morning Rides

Kick off the weekend with this brisk paced 35km social ride suitable for Easy Rollers and Tourists. Departs at 9:30 a.m. sharp and returns by 12:15 p.m. so you can do your Saturday errands or relax over an apres ride snack or lunch. Check the web site for start points.



Sunday & Holiday Rides

Sunday, September 5, 2010

LEISURE WHEELER COUNTRY CRUISE

A pretty ride along the shores of Lake Simcoe from Keswick to Sibbald Point Park. Don't forget a bathing suit and lunch for our 1 hour lunch stop at the beach, with facilities, in Sibbald Point Park.

Start: Keswick. Go north on the 404 to Davis Dr and east to Woodbine Ave. Turn left and drive 20 minutes north to Keswick. North of the town turn left onto Old Homestead Road (garden centre on the right, and church on the left marks the corner), continue across Metro Rd turn right on to First St. and park there.

Dist: 46 km

Class: Leisure Wheeler

CYNTHIA'S SCENIC GARDENS – PART 5C

Glimpse at this year's gardens in the affluent neighbourhoods of North York, including some unfamiliar parks and trails.

Directions: Meet in the parking lot of Finch Subway at the North/west corner of Yonge and Hendon for a 10:00am departure.

Dist: 54 km

Class: Easy Roller

NIAGARA WINE LOVERS' TOUR

Wake up and smell the grapes. Tour the picturesque farmland, orchards, and vineyards of western Niagara Region, with many opportunities for tasting along the way. The ride is fairly gentle even when climbing the Escarpment.

Start: Lincoln Community Centre in Beamsville. Take QEW Niagara to Exit 64, Beamsville. Go south (right) on Ontario Street 2.5 km to John St. (at lights). Turn left on John St, go 200m, then turn right on to Central Ave. The Community Centre is on the left. Allow sufficient travel time – this is about 105 km from Yonge & Eglinton.

Dist: 75 km, 95 km

Class: Country Cruise

EDEN MILLS CENTURY

A beautiful tour of the quiet, rolling roads of Halton with lunch in Rockwood. Short tour goes to Glen Williams. Also includes instructions for optional return to Finch Subway (180 km.)

Start: Kipling 8:30 am

Dist: 106, 145 & 163 km

Class: Advanced Tourist, Tourist

GLEN WILLIAMS TOUR

Two routes to the town of Glen Williams for lunch at Glen Oven Bakery or a picnic in the park by the Credit River.

Start: Kipling

Dist: 95 & 115 km

Class: Advanced Tourist, Tourist

Monday, September 6, 2010

HEAVENLY HOLIDAY

A two-hour exercise ride south on the Don Trail to the Martin Goodman Trail, across Queen's Quay, and then north past the Sky Dome.

Start: Queen's Park

Dist: 32 km

Class: Leisure Wheeler

Après: The Second Cup

MAPLE BAKERY

This is the shorter holiday version of the ride to everyone's favourite bakery in Maple.

Directions: Meet for a 10:00 a.m. departure at the Finch Subway Kiss and Ride, NW corner of Yonge and Hendon Ave, one block north of Finch.

Dist: 35 km

Class: Easy Roller

VANDORF/SNOWBALL

Short route heads to lunch at Jake's in Unionville. Long routes lunch in Maple!

Start: Finch

Dist: 70, 85 & 96 km

Class: Short Tourist, Sportif, Tourist

Sunday, September 12, 2010

PRE-CENTURY RIDE

Circle around Toronto through some of the city's main trails and quiet residential streets, while preparing for next week 100 km Alan Gordon ride (counter-clockwise route)

Start: Etienne Brule Park

Dist: 62 km

Class: Leisure Wheeler

FIELDS AND STREAMS

Ride out to Streetsville. Lunch at Tim Horton's.

Directions: 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).

Dist: 65 km

Class: Easy Roller

NEWCASTLE NAVIGATOR

(Note: This ride starts and finishes in Newcastle, not Port Hope!)

Three beautiful ride options, which leave from Newcastle and head north-east to Port Hope for lunch. The long route is very hilly as it goes furthest north, the medium route is moderately hilly and the short route is relatively flat. After lunch, the rides return to Newcastle along the Lake Ontario shoreline.

Start: Meet at the Newcastle Public School parking lot on Glass Street in Newcastle. Take

Highway 401 to the Mill Street, Newcastle exit (exit #440). Go north on Mill Street (towards the village of Newcastle) for 700 m. Turn right (east) on Edward Street for 300 m. Turn right (south) on Glass Street for 300 m. The school parking lot is at the end of Glass Street.

Dist: 59 km, 73 km & 98 km

Class: Country Cruise

LAKERIDGE-PORT PERRY

Ride to Port Perry. Short routes head to Hy Hopes Apple Farm in Glen Major for fresh-baked cookies and butter tarts. Bring a sandwich!

Start: Finch 8:30 am

Dist: 123 & 145 km

Class: Advanced Tourist

STOUFFVILLE/GOODWOOD

Two routes cycle up to Stouffville for a spot of lunch at the Lion of Whitchurch pub. The third lunches in Goodwood.

Start: Finch

Dist: 79, 97 & 108 km

Class: Short Tourist, Tourist

Sunday, September 19, 2010

ALLAN GORDON METRIC CENTURY

Travel along the lakeshore from Toronto into Oakville. Mostly level trails and quiet streets, many exit points if you get tired. Bring snack foods. Special commemorative patch awarded to all those who complete the ride. The ride will have two groups. The first group will ride at an easy roller pace. The second will ride at a leisure wheeler pace.

Start: Boardwalk Pub 9:30 am

Directions: Meet for a 9:30 a.m. departure at the Boardwalk BBQ Pub, just east of Coxwell Ave. on Lakeshore Blvd. Note the early start time.

Dist: 100 km

Class: Easy Roller, Leisure Wheeler

GEORGETOWN EQUESING HYSTERICAL TOUR

If you missed this in August, here's your chance to enjoy this popular route, especially appealing in pre-autumn weather. Multiple distance options avail all levels of rider to choose from 4 fabulous routes, each incorporating a selection of the best tree-lined, scenic roads in the area. The routes avoid traffic trouble spots in both Georgetown and Acton while catching all the best vistas and a few of those Halton Hills.

Start: Go west on Hwy 401, travel north on Trafalgar Road to 15th Side Road and meet at Stewartown Public School on the south-east corner. (Make sure you do NOT go to Pineview School!)

Dist: 54 km, 64 km, 74km & 94 km

Class: Country Cruise

HOCKLEY ROAD HURRICANE

Now in its fifteenth year, this big looping route covers a lot familiar territory, plus the scenic part of the Hockley Road sandwiched in between.

Start: Finch 8:30 am
Dist: 111, 135 & 205 km
Class: Advanced Tourist, Tourist

KETTLEBY/SCHOMBERG

Three routes ride through the historic village of Kettleby, before diverging to lunch stops in Maple or Schomberg.

Start: Finch
Dist: 76, 96 & 118 km
Class: Short Tourist, Sportif, Tourist

Sunday, September 26, 2010

TAYLOR CREEK RIDE

Come and enjoy the bike paths in and around Taylor Creek Park.

Start: Shoppers World, Danforth
Dist: 30 km
Class: Leisure Wheeler

CYNTHIA'S SCENIC NORTH – PART 6

New! Discover some unexplored trails and quiet neighbourhoods in the northern parts of Toronto.

Directions: Meet in the parking lot of Finch Subway at the North/west corner of Yonge and Hendon for a 10:00am departure.
Dist: 49 km
Class: Easy Roller

CREDIT RIVER CRUISING II

Return to the wilds north of Brampton. A different route than earlier this season but with the same appeal of country roads not far from Toronto.

Start: Go west on Hwy 401 to Mississauga Rd. Continue north to Mayfield Rd. (first road north of Hwy. 7). Meet at Alloa School on the north side of Mayfield Rd., just east of Mississauga Rd.
Dist: 63 km, 83km & 93km.
Class: Country Cruise

QUEENSVILLE/MT ALBERT RIDE

A hilly route with a brief interlude in the Holland Marsh. Late lunch in Mt. Albert.

Start: Finch 8:30 am
Dist: 120 & 140 km
Class: Advanced Tourist, Tourist

HOLLAND MARSH/NEWMARKET

A hilly but scenic route to Aurora for lunch. Long tour takes in the Marsh.

Start: Finch
Dist: 79 & 104 km
Class: Short Tourist, Tourist

Sunday, October 3, 2010

AUTUMN COLOURS

This final LW ride of 2010 will follow the Beltline Trail and some quiet residential streets.

Start: Davisville Park
Dist: 30 km
Class: Leisure Wheeler

CENTENNIAL PARK – PORT CREDIT

Ride mostly on trails and quiet residential streets.

Directions: 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).
Dist: 51 km
Class: Easy Roller

RICE LAKE REVISITED

Enjoy the Fall colours in the Northumberland countryside following three new routes to Rice Lake prepared by Brian Hedney. Lunch in Bewdley on the shores of Rice Lake where there is a restaurant, store and waterfront picnic area. Note these rides start in Port Hope (not Cobourg!)

Start: Meet at Port Hope Town Hall, 56 Queen Street - Exit #461 from Hwy 401, follow County Road #2 into town.
Dist: 59 km, 75 km & 93 km
Class: Country Cruise

CAMPBELLVILLE CLASSIC

Follow the quiet backroads to the Trail Eatery in Campbellville.

Start: Kipling 8:30 am
Dist: 115 & 144 km
Class: Advanced Tourist, Tourist

GLEN WILLIAMS TOUR

Two routes to the town of Glen Williams for lunch at Glen Oven Bakery or a picnic in the park by the Credit River.

Start: Kipling
Dist: 95 & 115 km
Class: Advanced Tourist, Tourist

Sunday, October 10, 2010

CYNTHIA'S SCENIC SOUTH – PART 7

New! Discover some of the most affluent neighbourhoods in the southern areas of Toronto.

Directions: Meet at the Grenadier Restaurant in the centre of High Park for a 10:00 a.m. departure.

Dist: 59 km
Class: Easy Roller

HALTON HILLIES

Enjoy the Halton Hills with the challenging option of mounting the escarpment (or not!) via Rattlesnake.

Start: Go west on Hwy 401 to Trafalgar Rd. Travel north to 5th Side Rd. Meet at Pineview Public School (not Stewarttown P.S., which is further north) at the south-east corner of Trafalgar Rd. & 5th Side Rd.

Dist: 70km, 80 km & 85/ 95km (pending road construction)
Class: Country Cruise

CALEDON-KING CONUNDRUM

A scenic and hilly route via Palgrave to lunch in Caledon East.

Start: Finch 8:30 am
Dist: 125 & 143 km
Class: Advanced Tourist, Tourist

BOLTON HAMMER RELOADED

Three routes to Bolton, the longer one offering (a lot) more hills, followed by a rolling return route via Kleinburg.

Start: Finch
Dist: 87, 108 & 116 km
Class: Advanced Tourist, Tourist

Monday, October 11, 2010

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.

Directions: 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).

Dist: 35 km
Class: Easy Roller

UNIONVILLE BRUNCH

Our traditional Thanksgiving excursion is a leisurely ride north to this historic village to enjoy a bit of pub fare at Jakes Pub & Grille.

Start: Finch
Dist: 55 & 80 km
Class: Short Tourist, Tourist



Sunday, October 17, 2010

CYNTHIA'S NEIGHBORHOOD STREETS – PART 3B

Explore the most beautiful and charming neighbourhoods of Etobicoke and northern wings of the Humber Trail. Directions: 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). Dist: 66 km Class: Easy Roller

MT. ALBERT/UXBRIDGE

Two routes to lunch in Uxbridge. Short tour lunches in Mt. Albert. Start: Finch 8:30 am Dist: 110, 131 & 143 km Class: Advanced Tourist, Tourist Dist: 75 & 93 km Class: Short Tourist, Tourist

STOUFFVILLE/GOODWOOD

Two routes cycle up to Stouffville for a spot of lunch at the Lion of Whitchurch pub. The third lunches in Goodwood. Start: Finch Dist: 79, 97 & 108 km Class: Short Tourist, Tourist

Sunday, October 24, 2010 TRAILS OF MISSISSAUGA

This ride explores the trails of Mississauga as well as Toronto. Ride is mostly on streets and bike lanes. Directions: 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). Dist: 47 km Class: Easy Roller

TOTTENHAM TRAILBLAZER

Ride through the marsh to Tottenham, followed by a rolling return route via Kleinburg. Short tour lunches Schomberg Start: Finch 8:30 am Dist: 116 & 130 km Class: Advanced Tourist, Tourist

KETTLEBY/SCHOMBERG

Three routes ride through the historic village of Kettleby, before diverging to lunch stops in Maple or Schomberg. Start: Finch Dist: 76, 96 & 118 km Class: Short Tourist, Sportif, Tourist

Sunday, October 31, 2010

LAKESHORE

A brisk ride to the edge of Mississauga along the Lakeshore. Lunch at Tim Horton's. Directions: Meet at the Grenadier Restaurant in the centre of High Park for a 10:00 a.m. departure. Dist: 30 km Class: Easy Roller

LAKERIDGE PUMPKIN RIDE

Head to Hy Hopes Apple Farm in Glen Major for fresh-baked cookies and butter tarts. Bring a sandwich! Start: Edwards Gardens 8:30 am Dist: 119 km Class: Advanced Tourist

STOUFFVILLE RAMBLER

Ride up to the Lion of Whitchurch pub (or Tims) in Stouffville, long route via Claremont. Start: Edwards Gardens Dist: 75 & 93 km Class: Short Tourist, Tourist

Sunday, November 7, 2010 MAPLE/SCHOMBERG/MAPLE

Short route lunches in Maple, long route goes to Tims in Schomberg. Start: Finch Dist: 82 & 102 km Class: Short Tourist, Tourist

It ain't over 'til it's over!!

Weather permitting, Sunday Tourist rides will continue to be scheduled on a weekly basis starting from Finch Subway at 10:00 a.m. Check the web-site for details.

CRYPTIC BICYCLING QUOTE:

Einstein's theory on cycling

The letters of the quote are scrambled by simple substitution. Can you find the hidden quote in this puzzle?

-by Mel McGill-Manchulenko

s p m l p z s p r l y p k p u n h i p j f j s l p u
v y k l y a v r l l w f v b y i h s h u j l f v b
t b z a r l l w t v c p u n
by Albert Einstein

Answers to last issue's Tour de France Word Jumble:
PARIS, CYCLISTS, QUALIFY, STAGES, PELOTON, FINISH
Quote: PAIN is temporary, QUITTING lasts forever!

Hold the Date

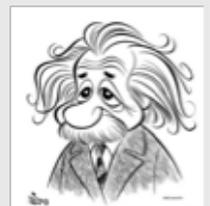


Get Ready for the Holiday Dinner Dance/Annual General Meeting on Saturday November 6, 2010 at Whistler's Grille.

Whistler's Grille is located at 995 Broadview Ave. (Pottery Rd. & Broadview)

Details to follow

11 • 06
2010



Trail and Mountain Bike Rides

All Rides start at 10:00am unless otherwise noted.

Sunday, September 5, 2010

DURHAM FOREST

Ride 25 km of single and double track trails. With mixed forest and pines this fat-tire playground is sure to please. A popular spot for all. Moderate to moderate, clay, sandy areas.

Trail pass: free

Facilities: parking

Trailhead: 401 to Brock Road exit, Pickering, north up Brock Rd about 23 kms to Durham Rd. 21 (Coppins Corners), east 5 km to 7th Concession Rd., turn right, entrance is 1 km south on east side.

Après: Annina's Bake shop Goodwood

Saturday, September 11, 2010

HARDWOOD

With 70 km of x-ski loops and lots of single-track trails, Hardwood Hills is an industry benchmark offering trails for all abilities. Don't miss this superb mountain bike centre.

Easy to advanced

Trail pass: (Group \$10.50)

Facilities: washrooms, showers, cafeteria, bike rental

Trailhead: Hwy 400 north past Barrie to exit 111 Forbes Rd, travel east 10 km, entrance on north side. www.hardwoodskiandbike.ca

Sunday, September 19, 2010

RAVENSHOE

Brownhill Tract. With 15km of single-track trails, Ravenshoe offers lots of roots, logs and stunts to challenge the rider, one of our hardes/favourite rides. Moderate to extreme, clay with sand, fairly flat but very twisty, can be muddy.

Trail pass: free

Facilities: Limited parking

Trailhead: 404 north, exit Green Lane, east to Woodbine Ave, north 5km to Ravenshoe Rd., east 9 km to McCowan Rd., south 600m, parking on the right.

Après: Shoeless Joe's 8947 Woodbine Ave.

Saturday, September 25, 2010

HILTON FALLS

Dual suspension heaven. 33km of single & double track loops through rocky hardwood forest and wetlands. Discover the new trails beyond the falls & NE. (Rim Bender trail is Advanced) Easy to Extreme, clay, gravel, limestone rocks.

Trail pass: \$7

Facilities: Washrooms, parking

Trailhead: 401 west to Hwy. 25, north to Regional Rd. 9 (Campellville Rd.), west 6km to entrance on right side.

www.conservationhalton.on.ca

Après: Campellville cafe

Sunday, October 3, 2010

PALGRAVE

Secluded forest tract with 20km of rolling trail adventure, some winding steep sections. A taunt thriller of a trail!

Trail pass: free

Facilities: Parking

Trailhead: Drive north 11km past Bolton on Hwy. 50 just beyond Albion Hills turn west on Patterson Sideroad. Then north up Duffy's lane 2km, look for parking lot down the road on the right just past the curve in the road.

Après: Bolton Pub

Saturday, October 9, 2010

COULSON'S HILL

A twisty, hilly 15 km fun ride on single track clay, sand, trails & gravel fire roads with logs & mud to keep you awake. More trails added every year.

Trail pass: free Facilities: none

Trailhead: From the 400 exit 64 east towards Bradford, north on 10th side road, west 11th Concession. OR from Bradford, take hwy 11/4 north to 11th Concession (Coulson Hill Rd). Turn west and follow for about 10 mins. Forest is on north side of road just before the bridge over Hwy 400.

Après: Pub in Bradford

Sunday, October 17, 2010

KELSO

Features 16 km of single-track trails that weave and inter-twine through trees, rocks and fields. One very large hill- tough going up, a blast going down. Fabulous views.

Moderate, clay with mud holes, limestone boulders

Trail pass: \$7

Facilities: Washrooms

Trailhead: Meeting at top, Summit Gatehouse 401 West to Hwy 25, south towards Milton, west on Hwy. 8 (Steeles Ave.) 4km, parking north side at Old Bell School Line

www.conservationhalton.on.ca/kelso

Après: Tim Horton's in Milton

Saturday October 23, 2010

GLEN MAJOR

20 km of tight technical single track, for beginner to advanced,

Drop offs, sandy areas, long runs and great scenery, south of Uxbridge.

Trail pass: Free

Facilities: parking

Trailhead: Hwy 401 east to Brock Rd. in Pickering. North on Brock Rd. to about 20 km to Claremont, turn east on Durham Road 5. Travel to Balsam go north on Sideline #4. About 3

km north to parking lot on westside.

Après: Appleby's hwy2 Ajax

Sunday October 31, 2010

KING CITY

We will explore this small forest tract close to Toronto. Goof for beginners with some riding experience. Trails are built for riding and flow and wind well.

Trail pass: free

Trailhead: Drive north up Hwy. 400, exit King City Rd., head east then north on Jane St. Just beyond 16th Sideroad on your right is the Centennial Park Centre, by the base of the TV tower.

Après: King City diner

Saturday, November 6, 2010

MOSQUITO COAST (WILCOX LAKE)

This central location close to Toronto south of Aurora is a fun ride. Terrain is sand and clay with lots of long windy descents a few hills plus logs, some mud, scenic in the spring and fall.

Trail pass: Free Facilities: none

Trailhead: Take the 404 north to Stouffville Rd. go west to Bayview Ave. north, just past bridge, park on east side.

Sunday, November 14, 2010

DON VALLEY

We will ride this popular loop in the heart of Toronto's Don Valley ravine. Check out new trail with switch backs, bridges, logs, roots, mud, hills and thrills - 20km. Moderate to Advanced.

Trail pass: free

Facilities: none

Trailhead: : Meet Toronto Brick Works parking lot, 550 Bayview Ave. 1st light south of Pottery Road.

Après: Whistler's 995 Broadview Ave.

Saturday, November 20, 2010

JOYRIDE 150 RIDE PARK – 10:30 AM START

Indoor MTB riding in a converted Markham factory space with wooden ramps, bridges, rocks logs and stunts. A great way to hone your riding techniques on a bad weather day. Get there early to fill out the waiver. Bring chin guards if you got them. www.joyride150.com

Trail pass: \$20 Skill: all levels Facilities: bike rental, food, washrooms, parking

Trailhead – East on the 401 or 407 to McCowan Rd, head north, turn right on Bullock Drive, meet a registration desk at 150 Bullock Dr.

Wednesday Wheelies

WEDNESDAY SEPTEMBER 1 HORNBY TO GLEN WILLIAMS

A 73 or 87 km ride from Hornby Park to Glen Williams or Belfountain for lunch. Meet for an 10 am departure at Hornby park. To get to Hornby park, exit 401 west at Trafalgar Road (Interchange 328) and go north to the lights. Turn left to Hornby park.

WEDNESDAY, SEPTEMBER 8 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, SEPTEMBER 15 CAMPBELLEVILLE TO WATERDOWN

A 64 or 74 or 114 km ride from Campbelleville to Waterdown. Meet for a 10 A.M. departure at the Campbelleville New Ball Park. To get to Campbelleville go west on Hwy 401 to the Guelph Line, go just south of Hwy 401 and west on Reid Side Road. Park in the parking lot for the Ball Park on the south side of the road.

WEDNESDAY, SEPTEMBER 22 BRADFORD TO INNISFIL BEACH

A 70 or 75 km ride from Bradford to Innisfil Beach on Lake Simcoe. Meet for a 10am departure at the North Bradford Square Shopping Centre on Hwy 11, 1 km north of the town centre. To get to Bradford, exit Highway 400 at Highway 88 East.

WEDNESDAY, SEPTEMBER 29 ASHBURN TOUR

A 57 or 81 km ride from Ashburn to Enniskillen Conservation Area. Meet for a 10 A.M. departure at Ashburn Community Park on the west side of Ashburn Rd., 200 m north of the main intersection in Ashburn. To get to Ashburn, go east on Highway 401 to Brock Rd., north to Clairemont and east on County Road 5 to Ashburn. Bring a lunch for this tour.

WEDNESDAY OCTOBER 6 STOUFFVILLE TO GOODWOOD

A 61, 76 or 84 km ride north from Stouffville with lunch at Annina's Bake-shop. Meet for an 10am departure in Stouffville at the North Stouffville Free Park. To get to Stouffville go N 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 OCTOBER 13 WATERDOWN ESCARPMENT ADVENTURE

A hilly 51, 71, or 83 km ride from Waterdown through the beautiful escarpment countryside. Meet for a 10 A.M. departure in Waterdown at Tim Horton's in the plaza at the corner of Hwy 5 and Hamilton St. To get to Waterdown, proceed west on Hwy 5 (Dundas St.) to Waterdown.

WEDNESDAY, OCTOBER 20 MOUNT ALBERT TO LAKE SIMCOE

A 60 or 79 km ride from Mount Albert along Lake Simcoe to Keswick. Meet for a 10 A.M. departure at the Community Centre on Main St. in Mount Albert. To get to Mount Albert go north on Highway 404, east to highway 48 and north to Mount Albert.

WEDNESDAY, OCTOBER 27 KING CITY TO SCHOMBERG ALT.

A 70 or 92 km ride from King City through the Holland Marsh to Schomberg. Meet for a 10 A.M. departure at the municipal parking lot located at the northwest corner of King Road and Keele St. (Entrance off Keele St. North of King Road)

WEDNESDAY, NOVEMBER 3 HORNBY TO ROCKWOOD

A 70 or 81 km ride from Hornby through Rockwood. 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.

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.

THE ROAD AHEAD

Sep 12	Charity Event	9th Annual Ride for Karen
Sep 18 - 19	Classic Ride	1st Annual Blue Mountain Gran Fondo
Sep 19	Classic Ride	Hockley Road Hurricane
Sep 19	Classic Ride	The Alan Gordon Metric Century
Sep 19	Charity Event	5th Annual Share the Road for Greg Ride
Sep 25	Classic Ride	Tour de Greenbelt - York Region
Sep 26	Classic Ride	Tour de Greenbelt - Durham Region
Nov 6	Social Event	TBN Fall Dinner Dance and AGM

Inline Skating

Date	Route	Start Point	Meet Time	Class
Sept 4, 2010	Airshow Skate	Cherry Beach	12:00 PM	SS
Sept 11, 2010	Western Beaches	Humber Bay Bridge	9:45 AM	SS/FF
Sept 25, 2010	Banbury	Edwards Gardens	9:45 AM	SS/FF
Oct 2, 2010	Western Beaches	Humber Bay Bridge	9:45 AM	SS/FF
Oct 9, 2010	Thanksgiving - Ajax	Rotary Park	9:45 AM	SS/FF
Oct 31, 2010	Halloween	Boardwalk Pub	6:30 PM	SS



Inline Skate Classifications

SS (Shorter/Slower Skate) - For Recreational (rec) skaters

FF (Farther/Faster Skate) - For fitness (fit) skaters

Unofficial Skates meet every Thursday at 6:30 PM at Keating Channel Pub exploring the Eastern Beaches. Class: SS/FF

TBN Advocacy Report



BABY STEPS

On Toronto's quest to join progressive bike-friendly cities,

there have been some notable setbacks lately. This includes the council defeat of a pilot project to put a summer dedicated bike lane on part of University Avenue, Michael Bryant not having to face a trial for killing a cyclist, and a bike helmet being displayed on the weapons table after the G20 debacle.

There have however, been some baby steps forward.

We finally have a start to downtown bike parking on the street. Check out 215 Spadina where two car spots have been converted to

bike parking (Brian, take note). Like I said, baby steps.

BIXI Toronto have held a kick-off event at the Gladstone Hotel (Queen St at Gladstone) all day on Wednesday, July 28th. Reversing the old adage of "Build It and They will come", Toronto Council in their wisdom has dictated that BIXI must sign up 1,000 registrants before November 30th or it's a no-go. Registrants must pledge a \$95 annual fee on their credit card. There is plenty of info on line about BIXI and its worldwide success, but without the sign ups we could lose it.

TCAT will conduct a survey of municipal candidates for the upcoming municipal election, so you can make an informed decision about candidates' views on cycling. Mayor Candidate Rossi, for example, has often repeated in the press

that he would undo the Jarvis Bike Lanes being put in this summer.

And there's a great volunteer and participation opportunity for Wed., September 22nd when the Sierra Club will hold CICLOVIA.

This is a Spanish term meaning close the streets and give them over to cyclists, pedestrians, entertainment, etc. (ie Car Free Day). The centre of the fun will be the area around Queen's Park. Call 416-960-9606 to volunteer.

For those of you who travelled this summer and saw amazing cycling infrastructure being built around Europe, the US and South America, these baby steps may seem too slow. We look forward to the day when everyone can cycle safely around our city.

- Ron Fletcher

Tuesday Ravine Rides

Enjoy park paths without the weekend crowds. The Ravine Rides are a series of relatively short rides at a moderate pace, generally taking 1½–3 hours. The rides start at 10:30 AM on Tuesdays. All start points are near subway stations, and the 10:30 start gives a full hour for travelling on the TTC with your bike. The routes avoid busy streets as much as possible. Optional coffee and sandwich stop after each ride.

Distances are approximate, and routes are subject to change due to weather and trail conditions.

Tuesday, September 7 MAINLINE: HIGH PARK TO MAIN STATION

A one-way ride along the lakeshore. Includes a few kilometres of street riding.

Start: 10:30 a.m. Park entrance at Bloor and High Park Avenue (near High Park subway station)

Dist: 28 km

Tuesday, September 14 BOORDALE AND MIMICO CREEK

Explore the western edge of the city. A bit of street riding takes us to paths in two nice long ravines. One unpaved road.

Start: 10:30 a.m. Kipling subway Park and

Ride (north lot)

Dist: 19 km

Tuesday, September 21 PARALLEL LINES: FINCH TO UNION STATION

A one-way ride the whole length of the Yonge line. Get full value for your subway token.

Overall the route goes downhill.

Start: 10:30 a.m. Finch subway Park and Ride

Dist: 30 km

Tuesday, September 28 MIMICO CREEK AND THE HUMBER, V3.0

Paved paths and only a few blocks of street riding.

Start: 10:30 a.m. Etienne Brule parking lot

(down the hill behind Old Mill subway station)

Dist: 26 km

Tuesday, October 5 DIAGONAL LINES: KENNEDY TO UNION STATION

All but a few blocks of this one-way route is in parks or on bike paths. Only 30 m of the route is unpaved.

Start: 10:30 a.m. Kennedy subway station

beside the elevator on Transway Crescent

Dist: 24 km

Tuesday, October 12

HEART OF TORONTO

A heart-shaped ride linking ravines in the centre of the city. Some unpaved paths.

Start: 10:30 a.m. Taddle Creek Park, one block north of the Bedford exit of St. George subway station

Dist: 28 km

Tuesday, October 19 TAYLOR, MARTIN, AND DON

A water theme: the lakeshore, the Don River, and Taylor Creek. Paved paths with a few blocks of street riding.

Start: 10:30 a.m. Coffee Time at Shoppers World, one block south of Victoria Park subway station.

Dist: 26 km

Tuesday, October 26 BALFOUR AND THE BELTLINE PLUS

Get the Halloween spirit by visiting two cemeteries. A lovely downtown ride with a few hills and some unpaved paths.

Start: 10:30 a.m. in Taddle Creek Park one block north of the Bedford exit of the St. George subway station.

Dist: 24 km



If you wish to cycle in the country and have a great lunch afterwards consider participating in the Tour De Greenbelt - www.Tourdegreenbelt.ca. The money raised goes to promote recreation in the Greenbelt and cycling is one of these activities. This is a non profit organization whose other goal is to raise awareness of this important area so that when the day comes there will be a voice to preserve it from development and exploitation.

I am looking for volunteers to help out with the September 2010 tour.
For more info email: jo_hickey@rogers.com.



My name is Jean O'Grady. I have been a member of TBN for about 6 years, but I have been commuting to work on my bike for 38 years. I started when cycling wasn't even popular, and began wearing a helmet (a British-tommy type of pudding basin) when this looked extremely eccentric. Unlike Torbjorn, I don't have a long and challenging ride, but usually take the same 6 k. down in the morning, and the same damn hill up each evening (up Poplar Plains).

Obviously I think bike commuting is a great way to go, and I'm so glad that we now have bike lanes. However, I've had my share of falls owing to streetcar tracks, curbs hidden by leaves, ice, etc. The worst incident was entirely my own fault: leaning down to roll up a pant leg while travelling along, I ran straight into the back of a parked van. Luckily a passing car-driver heard the splat as I hit the road, saw my bad state, and bundled me into her car to deliver to my dentist who lived conveniently down the road. I quite terrified her little boy in the back seat with my broken tooth, face rapidly swelling to pumpkin size, and various scrapes and contusions. For a few days afterwards I looked like someone the Mafia had given a warning to.

I'm sure it's not necessary to tell TBNers the moral, "make sure your pant legs are securely rolled." Apart from that, the main disadvantage of cycle commuting for women is probably "helmet hair," while the advantages include fresh air and exercise, convenience, in my case admiring the gardens of Forest Hill, and saving of time and the environment. My happiest memory is of whizzing past the hordes of people streaming out of the subway stations, sitting in traffic jams, or walking for miles during the great power failure.

Thanks, here's to the next ride,

Jean O'Grady

Give that Spinning Class a try!

By Catherine Cameron

When it comes to exercise, it's important to choose activities that maintain or increase flexibility, build strength, and build endurance. Today, I'm delving into the world of spinning, because as an avid outdoor cyclist and spinning instructor, I think spinning offers one of the best low-impact workouts available.

One of the first things I want to do is dispel the myth that you have to be in already-awesome shape to try spinning. This just isn't true. In fact, spinning is a terrific workout for people of all fitness levels, even beginners. Spinning classes are typically non-competitive and enable participants to focus on their workouts without the stress of navigating city streets and motorists. Spinning is also great fun and the energy of participants usually leads to a super-supportive and social environment. Participants tend to feed off each other's energy and come together as a cycling pack.

As an instructor, one way I put would-be participants at ease is to let them know that they control the intensity of their workout. They stay in control by determining the rate at which they pedal, the amount of resistance

they wish to work against, and by their body positioning (seated or standing). Sharing this news works wonders in turning observers into participants.

But if you're still unconvinced, here's some news that might tip the scale in favour of giving spinning a try. Keeping in mind that there are a number of factors that influence calories burned and distance cycled, the average participant burns 400-500 calories and cycles 15-20 miles in a 40-minute spin class. Is that you I now hear cheering and yelling "woo-hoo?!"

Many gyms and fitness studios offer spinning classes, often in separate studios or spaces designated specifically for this purpose. While some facilities offer classes designed for beginners, intermediate riders, and advanced enthusiasts, most classes are open to all fitness levels – so don't be shy about exploring your options. While some participants will arrive in full cycling gear minus the helmet required for safe outdoor cycling, all you really need as a spinning newbie are comfortable shorts, a t-shirt, running shoes, and a water bottle. There will be plenty of time down the road to outfit

yourself with a sexy little cycling outfit and some funky cycling shoes for comfort and to increase performance.

Before the class begins, ask the instructor to help you set up your bike. You'll want to ensure your seat and handlebars are at the right height and that your seat isn't too far forward or too far back. I usually suggest to those just starting out, that they keep their bars on the higher side to avoid back and neck strain — after all, you're going to be on your bike for anywhere between 45 and 75 minutes. Brian McLean, president of the Toronto Bicycle Network and a spinning instructor at the YMCA in Toronto, suggests setting your seat at a height that allows you to fully extend your legs on the downstroke, ensuring your body is perpendicular to the pedals, and that the reach to the handlebars is comfortable. For the rest, McLean urges those new to cycling to work at their own pace, to stay hydrated, and to have FUN!

You'll probably find that music and atmosphere make all the difference. When I'm leading spin classes, I like the lights turned down and select music that's going to get the group pumped up, motivated, and prepared to work hard. I try to gear the music to the interests of participants and will often see (and hear!) participants singing along. I remind my class participants that we're only together for one hour, that they control how hard they are working, and that each class is their opportunity to challenge themselves.

Throughout a spinning class, instructors typically lead participants on a workout that includes: a warm up, steady up-tempo cadences, hill climbs, sprints, and a cool down. You can expect to stay "in the saddle" and to come "out of the saddle" to stand at times throughout most classes. I like interval training as a way of helping participants build endurance and burn calories and you'll find that in most classes, you'll be reaching to adjust your tension dial every couple of minutes, sometimes every few seconds. Some participants also enjoy visualization techniques and instructors like McLean will often encourage riders to picture themselves on actual roads or hills.

If you're already a spinning aficionado, join me in encouraging those on the fence to give it a try! Happy spinning!

Catherine Cameron is the founder of Everfit (www.everfit.ca) and writes a health and fitness blog for Today's Parent at: <http://blogs.todaysparent.com/category/summerfitness/>

TEST KITCHEN:

Paul's secret "Soy Sauce" Energy Gel

In honour of the great efforts participants put into completing this year's Hairshirt, I thought I'd ask 2nd time Hairshirt veteran Paul Min what his secret was for all his energy. What could it be - a special breakfast? Carb-loaded dinner the night before?

Well, I found out it was his homemade Energy Gel he lovingly calls his 'soy sauce'.

It only took a few minutes to prepare this natural alternative to store bought gels - and you can save money at the same time. It gave me an extra boost during Cyclon while my husband nearly bonked on the same ride.

Got a recipe you'd like to share? Email me! newsletter@tbn.ca

Ginger Lam
Quick Release Co-
Editor

A friend thought I was drinking "soy sauce" because of the dark colour. The dark colour from molasses makes it look like that.

Formula:

- 7 and 1/3 tablespoons of honey
- 3/4 teaspoons of black-strap molasses
- 1/10 teaspoons (just shy of 1/8 tsp measure) of table salt

Add bit of water to make it less goeey. It also makes it easier to drink. Pour everything in to a small energy gel flask (you can buy this from running stores) and shake it. Most of the time, I don't really measure the ingredients,

and just "guess-timate" I use Billy Bee honey (cheapest ones), organic molasses (most expensive ones, as they have tons of potassium, calcium, iron, magnesium, vitamin B6 compared to cheap ones), and sea salt.

I figure one bottle is about 1,600 calories or so, and 2 bottles was enough to get me through the 320km Hairshirt ride.

- Paul Min



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	Linda Hamilton	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	Kathleen Harford	social@tbn.ca
	Susan McAlister	
Weekend Trips Director	David Maclean	weekendtrips@tbn.ca
Advocacy Director	Ron Fletcher	tbn-civic@tbn.ca
Cyclon Director	Arlene Smith	cyclon@tbn.ca
	Carol Hill	
Director at Large	Alan Bell	tbn@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	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

The TBN custom jersey, made by ATAC Sportswear, is now available exclusively at Cyclepath located at 2106 Yonge St, on the west side of Yonge just south of Eglinton.

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 Cyclepath in extremely limited quantities for \$60 -- instant collector's item!



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

