










Before every ride

What?	How to do it, notes	
Tyre pressures	<p>The correct pressure depends on tyre width, tubed or tubeless, rider+bike weight and intended use.</p> <p>Use a track pump with a pressure gauge, not your thumbs! The tyre will have its width and max pressure printed on it. If a tyre is underinflated the rim can puncture the inner tube if you hit a stone or pothole – called a snake-bite!</p> <p>Road bike with 25mm tubed tyres carrying 75kg – 90PSI Road bike with 30mm tubeless tyres and 75kg – 60PSI Thinner tyres/heavier riders need more air, others less.</p>	
Brakes	<p>Simply test that they both lock the wheel when you push from standing and that the levers do not touch the handlebars. If they do...</p> <p>Adjustment varies but is often a simple thumb screw adjuster at one end of the cable. If in doubt, ask an expert! Check they release properly – if not the cable may be frayed or need some oil.</p> <p>Do they rub rhythmically? The wheel may not be running true, or the rotor may be warped. If so, it's a bike shop job.</p>	
Anything loose?	<p>A quick check that the wheel quick release axles, mudguards, seat, handlebars and brake/gear levers are all secure before you set off can prevent bigger problems when riding! Are the screws on your bike shoe cleats tight? All unusual noises should be investigated - squeaks, rattles etc. A "ticking" noise could mean that the transmission needs attention.</p> <p>Careful with a carbon frame – you must use a torque wrench to tighten the seat post and some other bolts.</p>	
Lights	<p>Might you need them if you're out longer than expected? Are the batteries charged?</p>	
Spares/ tools	<p>It is best to carry: two new inner tubes, a small self-adhesive patch kit, two tyre levers, a pump, a quick-link for your chain (correct size 9/10/11 speed?) cable ties and a multitool.</p> <p>Also a Mobile phone, charged, and some money.</p> <p>A lightweight waterproof top is essential in winter (you may be stuck in the cold for a while with a mechanical problem). In the summer, suncream! Otherwise, appropriate clothing.</p> <p>For longer adventures, spare gear & brake cables, brake rubbers/pads, gear hanger, spokes etc may be useful.</p>	
Water/ nutrition	<p>If you'll be out for more than an hour (or less in the summer, or if taking in steep hills) you must take:</p> <p>Water (preferably with an electrolyte tablet to aid hydration). Energy bars, dried fruit or sweets as you will need to replace the glucose your muscles are using up whilst you ride, say 30g to 50g per hour.</p>	



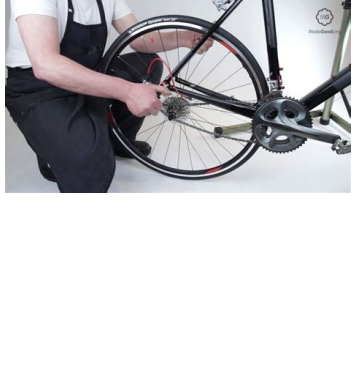
And after each ride

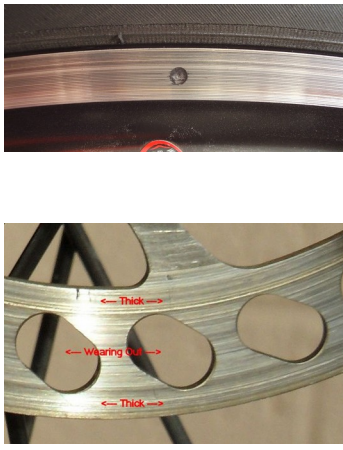



Clean your bike	In winter, give the bike a quick wash with a hose or sponge (not a pressure washer) and cold water, or use a proprietary bike cleaner , to clean the mud and grit off the brakes, chain/cassette, gear changers and exposed cables. It will prevent problems and make maintenance easier – it's not just about having the bike look smart!	
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Weekly/100 miles

What?	How to do it, notes	
Chain cleaning & lubrication	It's cheaper than replacing the chain and makes the bike faster! To clean it, use a proprietary aerosol spray , a tooth brush with a degreasing liquid or a gadget from a bike shop. Then run a little chain oil (wet lube is generally best) over the chain as you turn the pedals.	
Brakes	Rim brakes: Check there is plenty of brake rubber left. Disk brakes: Check the pads are not nearly down to the metal (squealing brakes can be a sign of this). They can be difficult to see – a torch or removing the wheel can help.	

Monthly/250 miles

Chain wear	Check for “Stretch” (it’s actually wear of the rollers) using a proprietary tool (or a ruler: 12 links = 12 inches – if they are 1/16th inch longer, replace the chain, if 1/8th longer the cassette is probably damaged too). Gear changing can be erratic with a worn chain. You may need a “ Chain-breaker ” tool to remove then fit the new chain, but some use a quick-release link.	
Tyres	Are they worn? Is the center that is in contact with the road most of the time worn flat? There are often small holes in the rubber that are wear indicators . Worn tyres don’t grip so well and puncture easily! Are there any holes or cuts in the tread or sidewall – if so, replace the tyre!	
Wheels & bearings	Do they rotate freely? Are there any broken spokes? Is there any play in the bearings? Push the tyre sideways and look for any sideways movement between the forks/seat-stays). Old-style cup & cone bearings can be tightened, but they’ll need cleaning and re-greasing first – messy. Cassette bearings need replacing if worn out – go to a bike shop! Is the rim running true ? Spin the wheel and look for any wobble at the forks/seat-stay. If there is, it’s a bike shop job.	

<p>Wheel Rims or Disk Rotors</p>	<p>Rim brakes: The brakes, especially when mud or dust has got in, will wear out the thin aluminium rim. There will be small indentations, generally by the tyre valve, that show the limit of wear. If you cannot see them, you need new rims (or wheels). A bike shop can fit a new rim if the hub is good.</p> <p>Disk rotors: you will need a digital caliper to measure the thickness of the rotor where the pads grip and compare it to the unworn part of the rotor. Shimano rotors typically start at 1.8mm thick and should be replaced at 1.5mm. But they vary – consult the manufacturer’s website if in doubt.</p>	
<p>Steering</p>	<p>Lift the bike by the handlebars and look for any movement where the forks meet the frame. Most steering columns can be adjusted by slackening the two bolts that clamp the steering head then tightening the screw at the top, but if in doubt, go to a bike shop. You may need to use a torque wrench to avoid over-tightening the clamp bolts.</p>	
<p>Pedals/ Cleats</p>	<p>Do the pedals rotate freely? Do the cleats engage easily – if not they might be worn or have dirt wedged in somewhere.</p> <p>Any play in the bottom bracket (the axle between the pedals)?</p>	
<p>Seat post</p>	<p>6-monthly, loosen and retighten the seat post clamp and on metal frames re-grease/coppaslip – they tend to seize up if not moved for a long time. If you have a carbon frame or seat post you must use a torque wrench and a carbon fibre gripping gel.</p>	

Useful contacts:

Cellar Cycles: 5 Well St, Ruthin 01824 707133

Opening Hours:

Monday – Closed

Tuesday - 9.30am - 5pm

Wednesday - 9.30am – 5pm

Thursday - 9.30am - 1pm

Friday - 9.30am – 5pm

Saturday - 9.30am - 1pm

Sunday – Closed

Note, we are closed daily for lunch between 1pm-2pm.

Ruthin Cycling Club: <https://www.ruthin.cc/>

We organise 40-60 mile rides with a cafe stop starting at 9:00am Sunday mornings, and an informal 2-hour ride at 10:00 am Wednesday mornings, both from the recreational centre/tennis club, Llanfwrog, Ruthin.

We also have a Facebook page at: <https://www.facebook.com/groups/ruthincyclingclub/>