



Freewheelin'

April 2005

Join the Fun!

by Marion Perry, Editor

Full colour posters around Regina invite people to "join the fun" of the Wascana Freewheelers. At a February meeting the Executive decided to focus on promoting the club. The full colour poster and a series of mini events posters are the result. In addition to the posters, we need you, the members, to encourage anyone you think may be interested to join us for a ride. Why not bring them to the Information and Chili Social?

The Ride and Tour Schedule is posted on the website. You'll find some new rides. Freedom Friday Rides will complement our weekly Wednesday Night Rides. (Find out more on page 12.) There will be 2 mystery theme rides, a Leisurely Lunch Loop and a Peg Delanghe Memorial Ride. Old favorites such as the Gone With the Wind Ride, the Round Regina Ride, and the Progressive Dinner Ride are back.

If you're not connected to the web, paper copies of the ride schedule will be available at the Information and Chili Social. See you there!

Information and Chili Social

Sunday, April 17, 2005, 5:30 p.m.
Cathedral Neighbourhood Centre,
13th Avenue

- Different kinds of bikes, which to buy?
- How to ready your bike for spring
- 2005 Ride & Tour Schedule
- Chili supper and social.
- Food will be provided.
- Everyone is welcome.



Having fun! Our Pres. in goofy sunglasses to match her "signature pink" panniers and water bottle.

Wascana Freewheelers Bicycle Touring Club
P.O. Box 3833,
Regina, Saskatchewan, S4P 3R8

Web site: www.wascanafreewheelers.ca

E-mail: webmaster@wascanafreewheelers.ca

E-group: wascanawheelers@yahooogroups.com

In this issue:

Cycling to Retirement.....	2
Website & E-Group Statistics.....	4
Autumn Cycling along the Danube.....	5
Choosing a New Bike.....	7
Teddy Tour 2005.....	9
Dear Mr. D. Raillieur.....	11
Freedom Friday Rides.....	12

Cycling to Retirement

by Ron Keall

Last fall I embarked on a self-supported ride, beginning in New Brunswick, with the goal of reaching home before the snow flew. I didn't quite make it. I got as far as St. Paul, Minnesota, a respectable distance of 2956 km in 38 days of riding. The little campgrounds I had been staying in were all closing due to the cold nights and their water pipes freezing. Facing the prospect of spending 2 weeks staying in motels or trying to "guerrilla camp", I decided to hop on the Greyhound and come home. It was a memorable trip, a challenge, an adventure. I learned a lot about the US and the American people, my relatives in New Brunswick and southern Ontario and about myself. I have decided to share this trip with you by opening my journal and recounting, almost as it was written, a sampling of some fairly typical days. I have started with my first three days. I had a devil of a time picking the days - I want to share them all with you! **There was something memorable about every single day!** Join me as I relive a portion of my trip. *Note: comments in italics have been added as I wrote this article.*

DAY ONE - Thursday, August, 19

Lynn and Jerry (*my sister and brother-in-law*) drove me to Calais, Maine. I was searched quite thoroughly at the border. Changed money (\$266 Cdn. = \$100 US - yipes!)

- 1:00 pm - left Calais at 11 and am now having a break in the little town of Perry (rhubarb pastry and coffee outside the Strawberry Patch General Store) VERY humid - more like a light rain really. Road mostly good but the shoulder keeps disappearing which was a bit hairy as the traffic was quite heavy.
- 5 pm - set up and resting in Cobstock State Park at a walk-in site in one of

the most beautiful settings ever!

Surrounded by tall cedars and with a great view of Cooks Bay and lots of kayaks. Mist starting to roll in. Met "Gregarious Bill" who recently retired from Telus. We shared some stories and philosophy and food. Spent some time tightening my headset - lucky I brought the tool!

- 8 pm - Humid tonight? Oh ya! Thank goodness for baby powder! Cool too. Having a hot apple cider after a supper of KD, a tomato and some of Doug's kippered herring (*my niece's husband's parting gift was 6 cans of the famous snack from New Brunswick!*) No cell service so will try to call the girls tomorrow morning. Discovered there actually were showers here so had a nice long one.
- max 50 kph, distance 63 km, time on bike 4:17, av. spd. 14.7 kph. Spent \$26 US

DAY TWO - Friday, August 20

- 5 am. - just me and the racoons are up. Two big fellas woke me with their rummaging but since I had gone to bed at around 9 I felt well rested and decided to get going. Breakfast of coffee, rye bread, peanut butter and honey and a banana. On the road by 6:30 - still dark but no traffic. Wish I had brought bigger lights. Cool and humid - fine mist in the air. Dripping off my eyelashes and helmet as if it were raining.
- 9 am. Just had second breakfast at Sam's Cafe in East Machias. Quaint little place. Oatmeal and toast with home-made jam. Took a piece of their lobster quiche with me for lunch. Knew everyone in the place within a few minutes! Older fella off to Florida to volunteer with the Red Cross. Family of three who shared my table. Very

- friendly place. "You're going **where?**"
- the Blueberry Festival and tourist season making for busy road. When shoulder disappears it is **brutal**. Had headlamp and rear flasher on most of the morning due to dull day and heavy traffic. Thank goodness I bought that good safety vest from MEC! (*I wore that vest every single day and credit it with making this a safer trip.*) Hope the shoulder improves! This is a very poor area - lots of run-down homes and thrift shops galore. Everyone seems to be having a garage sale! Huge summer homes in the more beautiful areas and literally dozens of self-storage facilities where the locals tell me the summer crowd store their stuff for the winter.
 - 1:30 pm - stopped for the day at a nice secluded site in Sunset Point Campground near Harrington (\$13). Did small laundry and had a shower. Bought some groceries and had a little nap. Now hiding under the tarp from from sudden but short-lived shower (very typical). Fixed squealing brakes and pumped tires.
 - Hope they last the trip. Started reading "Vinegar Hill" by A. Manette Ansay. Actually traded it with the campground host for one I wasn't enjoying. (*The lobster quiche was*



Ron—ready for the road, 2004

awesome - wish I had more.)

- max speed 52 kph, distance 74 km, time on bike 4:45, av. speed 15.5 kph

DAY THREE - Saturday, August 21

- 5:45 pm - the rain seems to be letting up a bit. Rained all day, but a warm rain. Now at the Patten Pond Campground - pricey at \$29 but a good spot. Hope rain stops soon so I can get into the tent.
- 6:30 pm - now it's pouring again! I am still under the tarp (thank goodness I have it!) in my cycling clothes. Rain is so heavy it is spraying off the ground and edges of the tarp. Thank goodness I have my Space Pen so I can write on this wet paper! Had supper of some of Doug's herring, couscous with baby carrots and a shot of rum! Great day despite the rain. Just outside of Ellesworth there is an awful hill out of town - walking up the hill ankle deep in water with the thunder a half second behind the lightning! Had two breakfasts - one in camp and another on the road - that and a huge lunch of fish chowder with home made biscuits kept me fuelled.
- 7:30 pm - just back from great shower in really clean and efficient washroom. Charged my batteries while I shaved (*15 min. rechargeable batteries were very wise investment*). Dried my clothes in the laundromat and put on rain gear again. Will dry out the tent floor and bed down for the night. Got "Postcards" by E. Annie Proulx from the campground library. Feeling mighty good! Day three indeed! (*Many cycle tourists agree that things seem to begin falling into place right around day three*)
- max 53 kph, distance 84 km, time on bike 5:30, av. speed 15.3 kph

DAY 34, Saturday, Sept. 25 (in Wisconsin)

(Continued on page 4)

(Continued from page 3)

- 6:00 am - breakfast. Away at 7:00. Calm and warm. My mood is somewhat low as I am sick of the cars and the noise. I like the rural roads so much better but the navigating gets pretty challenging sometimes. Good thing I brought my GPS. Think I'll stick to #10 today.
- 10:00 am - forced to eat at the A+W in Reedsville. Have done the chicken burger and now going on to the "Hot Stuff" pizza supreme! Road fuel! I much prefer the Mom and Pop cafes - so much friendlier. Wind strong and cool - looks like rain. #10 not that bad - a 3 foot shoulder with only a slight drop to hard pack gravel.
- 1:30 pm - about 5 k east of Appleton. Stopped for 2 bagels and coffee break. Shoulder real nice last 2 - 3 hours. Great day! On camping alert now. Lots of dairy farms, corn and beans. Have noticed that people around here do not speed! Nice. Realized I am not yet fully appreciative of the fact I am retired - still seems like summer vacation - maybe it always will
- 3:30 pm - Appleton. OK, here's the deal: It's Oktoberfest, there's a huge marathon taking place, a very popular car race at the nearby Speedway and the guy at the cafe figures there are over 100,000 visitors in town. No motels and doesn't seem to be a campground for over 25 miles. Looks like bush camping tonight! Decided to eat in town so I don't have to make supper when I crash for the night. Lo and behold a fabulous Chinese Buffet appeared - my favourite. 30 Chinese buffet items, a 5 foot table of fresh sushi and about 10 Dim Sum choices all for \$7. Considering I started the day ready to call it quits, it's been a great one. Let's hope the rest of the day works out. Of course the trouble is now that I'm almost too stuffed to pedal! Having no luck finding a good guerrilla campground as it is pretty open and well-populated. Someone told me Freemont has a campground so have

decided to go until Freemont or dark. Just before it got dark I came upon the Yogi Bear Campground. Thanks Boo Boo!

- now dark - doing laundry and sipping bourbon. Had shower. Not actually sore or tired, just weary from the day. Longest ever loaded touring day!
- 9:00 pm - crashing for the night. Will no doubt sleep well despite the cackling neighbours.
- max speed 48 kph, distance 137 km, time on bike 8:30, av. speed 16.1 kph, total km = 2527

I hope you enjoyed sharing part of my journey. Who's up for the next big one? Call me.

Ron

Website Statistics

Month	Hits
March 30, 2005	9529
February 2005	5646
January 2005	4665
Total	19840

E-Group Facts

Members	63
Messages Jan.—Mar. 05	45
Messages 2004	119

An Autumn Cycling Trip along the Danube

by Sharon Baldwin

In September 2004, Peg Kessler and I spent 12 days cycling along the Danube with an Elderhostel tour group. We joined the group in Munich and the tour ended in Vienna. Elderhostel contracts most of its European cycling tours to International Bicycle Tours Inc. (IBT), and it was IBT which ran our tour. As well as providing services to Elderhostel, IBT offers tours directly to the public. To participate in an Elderhostel tour, you must be age 55 or over. IBT offers tours to cyclists of any age but specializes in tours for "older" cyclists.

Our tour included 12 nights accommodation in three- or four-star hotels, a hearty breakfast and tasty dinner each day, bikes, services of a tour guide and a driver who transferred our luggage, lectures on the architecture, history, and culture of the areas we were visiting, and all transportation and admission charges for other events organized as part of the tour. The cost for all of this was approximately \$2,900 CDN.

We met the other members of our tour at Munich Airport and travelled by bus to Natternberg, a very small village near Deggendorf. We spent two nights in Natternberg and this enabled us to become

accustomed to the bikes without worrying about traffic, take a short "test ride" to Plattling for lunch, and become acquainted with our fellow cyclists and the IBT staff, Josef the tour guide and Charlie the driver. The stay in Natternberg also enabled some members of the group to sleep off their jet lag before the real tour began.

There were 26 cyclists in the group, with everyone but Peg and I coming from the U.S. With a few exceptions, the others were not experienced cyclists but were all in good physical condition. The other members of the group were pleasant and friendly and we enjoyed their company and the various comparisons we were able to make between our lives in Saskatchewan and theirs in Ohio, Florida, New York, or elsewhere in the U.S.

After our departure from Natternberg, our overnight stops were Passau (two nights), Schlogen, Linz (two nights), Grein, Melk, Krems, and Vienna (two nights). We picked up the Danube towpath on our first day and continued to follow it for most of the trip although we sometimes detoured away from the river on to quiet country roads.



(Continued from page 5)

Passau is a charming city of about 60,000 just on the German side of the German-Austrian border. It was an outpost of the Roman Empire and has many ancient buildings and streets. Linz was the largest city on our route except for Munich and Vienna, and holds the dubious honour of being Adolf Hitler's hometown. We took a bus trip from Linz to visit a concentration camp at Mauthausen. Krems is a city of some size and Schloggen, Grein, and Melk are smaller centres; in fact, Schloggen is really just a big hotel attached to a small village and the hotel seemed to cater exclusively to cyclists. Melk's distinguishing feature is a huge Benedictine abbey in which Umberto Eco's book *Name of a Rose* was set.

The cycling was very easy, with no hills of any consequence. One day we had a relatively light headwind; otherwise there was no wind at all. The weather was wonderful, sunny except for one afternoon, and always warm. The paths teemed with cyclists, some of whom were obviously tourists like us but many of whom looked to be families or other local people enjoying a day trip down the river. There were many eating places which seemed to depend entirely on the custom from the bicycle path. Josef was very knowledgeable about the culinary specialties of the various establishments along our route and we always stopped to sample their special dishes. We soon learned that Josef had a time in mind for us to arrive at our destination and if we were ahead of schedule, he would just introduce an extra ice cream stop.

The tour was unlike other commercial tours I've done in that we travelled as a group with the tour guide at the front and the rest of us strung out behind him. A different person was chosen each day to be the sweep. We were not provided with maps or cue sheets to help us navigate but depended entirely upon following the

leader. The leader used the IBT "corner system" -- which was supposedly invented by Frank Behrendt, the owner of IBT -- to keep control over the group which sometimes stretched out 3 or 4 kilometres behind him. An explanation of the corner system would take up too much space here, but it worked like a damn and we didn't lose anyone in the 400 kms and 12 Danube crossings of the tour. This would probably not have been the case if we had depended on our own navigational skills, given the complexity of the network of bicycle paths, country roads, and cobblestone village streets which formed our route.

The scenery was quite lovely, with fields of all different colours rising up from the banks of the river, and villages with red slate roofs tucked into the hills. Between Melk and Krems we passed through a wine producing area where there were many vineyards. We often saw the ruins of castles high up on the hills, including a castle at Durnstein where Richard the Lion Hearted was held hostage for two years during the Crusades.

We were very impressed with the way IBT organized the tour and with the safety consciousness of their staff. We would certainly tour with them again, whether through Elderhostel or otherwise. The cycling was a bit slow and pokey compared to what we're used to at home but we were there to see the sights and not to set endurance records, and it was nice to never be under any pressure for time. The bikes were on the heavy and clunky side but were more than adequate for the requirements of this tour. Our accommodations and meals were top-notch and our guide was intimately familiar with the territory we were travelling through. This and the extra features such as the visit to the concentration camp, organ concerts, lectures, and tours of a variety of

establishments added a lot of value to the trip.

We spent two days in Munich prior to the bike trip and travelled down the Danube by hydrofoil to spend two days in Budapest after we left the group in Vienna. Arrangements for these side trips were made through Elderhostel. We made our own flight arrangements.

For more information on Elderhostel, go to www.elderhostel.org. IBT's website is www.internationalbicycletours.com.

Choosing a New Bike-

some guidelines and suggestions to help you narrow the choices by Ron Keall

Decide how much you are willing to pay. Department store bikes start at under \$200 and high end machines can be several thousand dollars. After a certain point, the extra cost may not be very important to the performance of the machine or your enjoyment of the ride unless you are an elite athlete or just want the very best. What makes a big difference in bikes in the same class is the components - the brakes, derailleurs, shift levers, bottom bracket, rims, hubs and headset. A good rule of thumb is that you probably don't need the top end like Dura Ace but you should stay away from the very low end. Pick a group of components somewhere in the middle. Price will be your guide. On current models of road bike components the listing from best quality down is: Dura Ace, Ultegra, 105, Tiagra and Sora. For mountain and some hybrid bikes the line-up is much longer: XTR, Deore XT, Deore LX, Saint, Hone, Deore, Alivio, Acera, Altus and Tourney.

Decide what type of bike you want or need: racing, time trial, BMX, hardtail mountain, front suspension mountain, fully suspended mountain, downhill, hybrid, tandem, recumbent, folding,



Noreen's New Folding Bike, June 04

touring, and so-called "comfort" are the choices. Pretty overwhelming eh? Read on!

Decide if you would like to have just one bike or if you might at some point have 2 or more. If you are only interested in owning one bike and you are planning to do the type of rides the Freewheelers are mostly involved in, I would suggest picking from these 3 choices: a mountain bike, a front suspension hybrid or a full-out touring bike. If you can see yourself having two bikes my suggestion would be a fully suspended mountain bike and a full-out touring bike. Three? Add a racing bike! Now you can really have some fun!

Start shopping! There are several sources: department stores such as Walmart or Canadian Tire, internet outlets such as eBay or online bike shops, the local shops such as Dutch Cycle, Western Cycle, Blocks Cycle, Outabounds and Fresh Air Experience, or used bikes purchased from friends, garage sales or local ads. Your best bet is the local shops where you can get service easily, as even the best bike requires regular maintenance and adjustment. My personal

advice is to stay away from the department store bikes. While some of them at the higher end may be quite adequate, they suffer from assembly and service problems. Buying a used bike requires a fair bit of knowledge or an informed friend.

CHOICES! CHOICES! CHOICES! Gosh - it can get crazy out there but a lot of it comes down to personal preferences, fitness level, body type and how you plan on using your bike. If you are reading this article I make the assumption that you are interested in doing some of the Freewheeler rides planned for this season. As noted above, *if you want only one bike choose from hybrid, touring or mountain bikes.* Here are the pros and cons of each:

HYBRID -

Pro: relatively inexpensive; comfortable; most have eyelets for racks and fenders; many have front suspension adequate for all but the rough stuff; popular so lots to choose from.

Con: the upright handlebars and frame geometry make them much more difficult to pedal into the wind for longer rides.

NON-SUSPENSION MOUNTAIN BIKE -

Pro: very comfortable ride due to the wide tires; adequate for easy off-road adventures and fine for soaking up the occasional pothole while commuting. Racks and fenders quite easy to install; fairly inexpensive; with narrow, higher pressure tires and bar end extensions they can be used for most touring adventures.

Con: not many of them around anymore unless they are used or quite low-end. Not suitable for jumping or rough stuff.

FRONT SUSPENSION MOUNTAIN

BIKE - Pro: very comfortable ride; can absorb quite a bit of the rough stuff; good for grid road or trail tours, commuting and short highway rides.

Con: heavier than non-suspension and

more expensive; since front racks are difficult (but not impossible) to attach, they are limited in how much gear can be carried unless you want to pull a trailer; harder to pedal on pavement unless you switch tires and install bar-ends.

FULL SUSPENSION MOUNTAIN BIKE -

Pro: An absolute hoot to ride! Very comfortable and suitable for bumpy off-road rides and most of the rough stuff. They could be used for off-road tours if you pull a trailer or get the special racks. If you are the gonzo- maniac type you will have joined a different club and bought a "downhill" dual suspension monster!

Con: heavy; expensive; requires special racks designed for suspension frames; much slower on paved roads than other choices.

TOURING BIKES -

Pro: drop bars provide many choices for hand placement during long rides and allow the rider to bend down to dramatically reduce wind resistance; lots of places to attach racks, fenders and extra water bottles; long wheelbase and clearance for wider tires provide a comfortable ride especially on long rides; stable on all but heavy gravel.

Con: limited choice in town; relatively expensive (usually start at \$1200).

OTHER CONSIDERATIONS:

Bike fit is essential for something you will be comfortable with for a long time. Very small changes in the length and angle of the stem, the height of the saddle, the height of the handlebars or the overall sizing of the bike can radically change how you enjoy your day. Just for your information, Western Cycle is carrying a line of women-specific bikes and will soon have a new fit kit machine to perfectly determine the ideal sizes and lengths for you. It will cost around \$30 for an assessment and it's supposed to be free if you buy one of their bikes. All the shops can provide better information than the

department stores and are able to make changes in order to provide a perfect fit. Most shops are willing to change the type of pedals, saddle, tires, stem length or other components in order to customize your new purchase. There may be additional charges for some of these items but it's easier and usually cheaper to have them done right away.

Most middle to high-end bikes have very efficient brakes if they are adjusted properly. Hydraulic or mechanical disc brakes are available on some models but significantly increase the price. They do, however, work extremely well and are not as easily affected by rain or dust or dirt. A new development allows an extra set of brake levers to be installed on the top tube of a drop-style bar. They seem to work very well.

You're still confused aren't you? Talk to people who have used more than one type of bike. Ask them what they used the bikes for and how they liked it. Shops can sometimes give you confusing or self-serving advice. Make sure you select a bike which just "feels right". Don't make a hasty choice - there are lots of bikes to go around! Some shops will let you ride their bikes around the block a few times, and Western actually has a small track upstairs to allow you to get a feel for the bike. *Only at the end of your first long day or a windy, wet or hilly ride can you fully appreciate how important bike choice can be.*

Happy hunting! By the way, I would just love to go along on your shopping trips! **Really!**

Ron

Teddy Tour, 2005

by Ron Keall

Marion decided to take her mountain bike on this year's tour as she didn't want to get her new Trek 520 "all dirty!" She continued her concern for bike cleanliness by wondering aloud if the drive train could somehow be covered so road grime wouldn't sully it. Ron assured her that since the bikes were so high above the road and protected by the vehicle it wouldn't be a problem. Wrong!

As Marion and Ron soon discovered, that terrible stretch of highway between Tribune and Oungre had been "improved" by stripping off all the blacktop and replacing it with a mixture of grit, gravel, grime and glue. It took 20 minutes in the Williston car wash to restore the bikes and car to their previous glory!



Highway 35 Aftermath

The Teddy Tour regulars then proceeded to the North Unit of the park where they set up camp. Temperatures of - 15 C did nothing for their comfort during the night, but they were rewarded with a spectacular moon, a coyote serenade and, strangely, the whole place to themselves!

The weather improved the next day and they were joined by John Allen, Tamela



Marion, Friday in North Unit, 2005

Friesen, and Karen Hardy. Tamela and Karen had driven in from Winnipeg for this year's ride. Hugh and Kay Walker, who had driven in from Kingston, Ontario, met the riders as they drove into the campground and joined the group the next morning for the traditional pancake breakfast before heading off to Edmonton to see their new grandchild. Hugh told the story behind his planning the first Teddy Tour back in 1985.

Driving through North Dakota he and Kay had noticed the little town of Medora on the map and decided to investigate as Hugh had an aunt named Medora and they wanted to pick up some touristy items with her name on them. Hugh had his bike with him, took a little ride along the scenic loop and decided that it just had to be a club ride the next year.

This year's North Unit excursion was somewhat abbreviated by the presence of wet snow part way up the first big hill so the crew had no problem getting to the South Unit before dark. Supper around the campfire proved once again how creative those Freewheeler types can be. It was discovered that bananas, frozen during the night, make a great flambé when torched with bourbon and the traditional Buttershots. Tamela and Karen once again awed the group with their new toys - a digital movie camera, a propane grill and a



Teddy Tour Founders, Hugh & Kay Walker

folding camp table.

Saturday's ride around the loop was blocked by construction near Buck Hill but the participants managed a respectable 32 km ride nevertheless. Very few bison were encountered this year. Supper meant a drive into Applebee's in Dickinson where the group shared a meal almost as good as the old Sergio's fare.

By Sunday at noon the temperature had soared and the campers basked in the sun, munching tortilla chips, salsa and Easter treats after the ride. Taking the alternate route through Plentywood avoided the dreaded highway 35 for the return trip. All in all, it was another successful Teddy - you missed a good one!



Tamela, Saturday in South Unit, 2005

Dear Mr. D. Railleur,

As spring approaches and I start to dream of all the upcoming rides, I question the state of repair of my favourite bike. Do I need to take it to a bike shop to have it tuned or do you think I can do it myself?

Worried in Weyburn

Dear "Worried in Weyburn",

Of course you can do it yourself - if you want to. Some would prefer to let others do their maintenance. The problem with not ever tacking repairs is that you are at the mercy of your fellow travellers or the current cell phone coverage when your bike breaks down on tour.

Most shops charge \$25 for a minor tune up and up to \$100 for a major tune up which means dismantling, cleaning, re-greasing and adjusting all the serviceable bearings as well as making brake and derailleur adjustments. Most prefer to leave the major stuff to the shop as they don't have either the time, interest, space or the tools. A minor tune up is well within the reach of most cyclists with a little knowledge and some basic tools. (I understand there is an individual in your club whose goal it is to have more tools than Dutch but that a certain resident of White City is hot on his tail!)

I understand the club will be offering a few workshops with "hands on" experience in fixing flats, doing brake and derailleur adjustments and doing a safety check. Plan to attend them if possible. Try doing some repairs and adjustments. Get in there and twist adjusting barrels or screws - if you mess up you can take it to the shop and blame your teenager or spouse!

Here's the way to do a quick spring check of your bike and some questions to ask yourself.

- Roll the bike out of storage and lift it up while it is still moving. The wheels

should continue to spin silently for some time. If not, check for tight bearings, rubbing brake pads, untrue wheels or rubbing fenders or racks. Leave the wheel truing to the shop unless you are willing to invest some time learning this valuable and rewarding skill.

- Lift the bike again by the bars and saddle and drop it gently down. Does it rattle? Ask why and try to find out what is loose
- Check the tire pressure and adjust it to the range suggested on the sidewall. You will need an accurate gauge and a good pump. Consider purchasing a floor pump or an electric model as this can make the job much easier
- Apply the front brake and rock the bike forward and back. Any play or "clunking" from the fork indicates a loose headset which should be fixed
- Push the wheels from side to side at the rim. There should be no "play" (looseness) at all. The wheel should not wobble as it turns nor should there be any noise (grinding, rubbing, squeaking)
- You should not be able to twist the handlebars side to side while straddling and immobilizing the front wheel
- The brake levers should not "bottom out" on the handlebars and the brakes should not squeal if you apply them while riding
- Support the bike in your stand or car rack or by hanging it from the garage rafters or a tree and shift through the entire range of all the gears. Everything should work smoothly and the chain should not get stuck or come off the gears
- Check the chain. Is it really dirty or rusty? If not, just apply your favourite lube and wipe off the excess
- Now go for a ride! Have fun!

Sincerely,
Dan Railleur

Freedom Friday Rides

“Freedom Fridays” are the start of a new tradition for those who are retired, have an EDO, are skipping school or work or are on vacation. **Each week between April 1 and August 26**, we meet at a different location at 9:30, enjoy a ride which suits the makeup of the participants, then return for some socializing, story telling or a bite to eat. These will be generally easy rides to start and, depending on the crowd, may increase in length over the season.

Because of the large number of these rides, it wouldn't be feasible to arrange for a tour leader for every one. To volunteer for planning one or more of the rides, call Ron at 545-1494. If no one has planned a ride in advance, participants will decide collectively on the destination. We hope to see you out regularly.

Freedom Friday Ride Starting Points

Date	Place	Date	Place
April 1	13th Ave. Coffee Shop 13th and Garnet	June 17	13th Ave. Coffee Shop-13th and Garnet
April 8	Tim Horton's 2105 Victoria Ave. E	June 24	Book and Brier 4065 Albert
April 15	Booster Juice 2122 Prince of Wales Dr.	July 1	Mr. Sub Dewdney and Royal
April 22	Tim Horton's 4455 Rochdale Blvd.	July 8	Zig's Cappuccino 1275 Broad St.
April 29	Book and Brier 4065 Albert	July 15	Lamborghini's Subs 2104 Grant Rd.
May 6	Booster Juice 5552 Rochdale	July 22	Atlantis Coffee 4303 Albert
May 13	Java Express 4114 Albert	July 29	Quiznos Subs 4115 Rochdale - north of IGA.
May 20	Second Cup 5542 Rochdale	August 5	Ovenside Coffee Shop 233 College Ave. E
May 27	Stone's Throw 1101 Kramer Blvd.	August 12	Second Cup 5542 Rochdale
June 3	Dairy Queen 2080 Park St.	August 19	Starbuck's - Gordon Rd.
June 10	Starbuck's Gordon Rd.	August 26	Great Canadian Bagel 2941 13th Ave.