

Piss Not Peddler

Official Organ of the Bangkok Hash House Bikers



LAST MONTH'S HARES, "RIN-TIN" AND HUBS" SET UP THE FIRST VALENTINES DAY RIDE, FIRST FREE CYCLING SHIRT, FIRST CHECK 18K!, AND THE FIRST RIDE WITH A HEART ON !!!

Yep, a Valentines Day Pink and purple cycling shirt was last month's free issue kindly given by the Hares to BHHB for BHHB members participating in the last ever single digit Ride. Its nine (9) Rides already since BHHB first set their collective spokes-a-rollin' and so "Raincoat" and the Raynerboys will have the honour to lead BHHB into double digits. No doubt the illustrious BHHB members will find out if "Raincoat" and his siblings really are one violin short of an orchestra....

Now you know what Rin Tin looks like without a beard !
HASH FLASH, WHERE ARE YOU !

NEXT HARES UP ARE RAINCOAT ANY LILY

SUNDAY, 28TH MARCH, MEET AT 14:00 HRS, FOR A 15:00 HRS START.

MISDIRECTIONS:

At the end of the expressway zero odometer at Bang-Na Trat Road (at blue sign in Thai). Proceed 2.7 kms and exit left on to slip road. Proceed 1 km turn left before bridge over highway, towards Bangkok. Once on Srinakorn Rd./Hwy 3344 go 0.7 km to first stop light. Turn right on to Soi Udomsuk. Proceed 2.8 kms along Soi Udomsuk. Just 20 meters before Suan Luang Park (on left), turn right (HHH) and proceed down soi, around circle and left at first opportunity, towards wat. Park just past Wat entrance on gravel road (Please leave room for buses to turn around.)

RE-RIDE #9 @ SAFARI WORLD ON 14-02-36/93.

HARES:Nipat"Hubs"Piyanirothai & Sarabjit"Rin-tin"Singh.

This month's write up comes to us courtesy of none other than the GS himself, yours truly having omitted to honour anyone else with the privilege of doing it ! Read on

"If we had BHHB written in English on the front of our shirts, then when we travel abroad people would know which HASH we came from" quipped Rod"Thespian"T. as he plied "Wheel-Wobble" and "Saddle-Sniffer" with PISS and fags, generous chap that he is."Even better leave it in Thai script so that one can impose one's superiority on the huddled masses of heathens that can't read it" suggested the noble and eloquent "Saddle-Sniffer". "Imagine how one will be able to impress ones friends when one illustrates how easily one can read the Thai characters, and not only that, but well enough to differentiate between phoenetic Thai script and the genuine article" reposted the ever resourceful "Wheel-Wobble". "What's the point of all this articulate debate?" interjected "U-Bend". "Well dear, one forgot to ask someone to do the write up so one thought a few eulogies would be in order before one referred once again to the magnificent Valentines Day pink and purple cycling shirts so generously donated by the HARES", waffled "Wheel-Wobble". "I remember eulogies being mainly used for people who have recently died!" concluded "U-Bend.

Next RIDE the HON-ON-SEC will select a volunteer, Rod, to do the write-up! Thanks in advance, what a good chap he is, hear, hear!

The shredded newsprint was scattered far far far and wide wide wide by the HARES who had obviously concluded that such an experienced PACK didn't really need a TRAIL to follow. It would have been marginally easier if they had marked "U-BENDS" or "CHECKS" at the various points where the shreadings ended. Perhaps the HARES didn't like or want to waste flour, who knows?

The PACK went cycling ON-OFF down the TRAIL at just after 15:15 circumnavigating the dried up lake beds in the direction of Safari World. It was here that the fun began with five or six paths leading towards a klong well marked with shredded newsprint which ran out, no markings, just ran out. NEWSPOKE Kristi"Flattie"Clow was quite perturbed when it appeared that the otherwise impeccable organisation of BHHB was crumbling around her. Were our HASHERS in total disaray? How could BHHB have its members searching willy nilly? Would it be the shortest RIDE ever? Would the HARES get the HASH-POO? Ever jolly the PACK solved these riddles with as much aplomb as would be expected from Bangkok's greatest minds. Mai-mi-pahn-haa! Well it kept the PACK together remarked the HORRORS, and several minutes later ON-ON was called and we whistled up the dusty road to the T-junction. By the time the TRAIL had been found, it was quite a while, the RUNNERS were up with the RIDERS eventhough NEWSPOKE Andy"Bikeless"Welsh and his cheap-charlie VISITOR friend who didn't join, Brian"Eggy"White, were fresh from their mornings exertions in the second stage expressway 10Km race, which they completed in around forty two minutes. That was their story! Thanks to the efforts of Franz"C.C."Boehm,

PAPER was found about 800m to the left of the junction and we were ON-ON again. To avoid any stupefaction, "C.C." is derived from the abbreviation of colour co-ordinated, which in case you haven't noticed, "C.C." and "Gearshard" always are. Their perfume and aftershave even match!

A few brakes were heard to squeal, and a few colourful phrases expressed, as the energetic "Wheel-Wobble" put NEWSPOKE Thomas "Trocken" Spitzer through the rigours of staying ON-ON the TRAIL when it turned sharply ON-LEFT. Again the HARES tried to fool us with the shredded newsprint running out consistently at the end of interesting alleys and rutted tracks. Again it was to no avail.

Bruce "Lily" Miller passed one of his multi-mega-million Baht repossessionment properties following what appeared to most of the PACK to be the TRAIL. Did he pass anything else that big? "Capt Squall", alias "By-pass", called the PACK ON-BACK down a winding country lane into a Wat. "Cranky" CHECKED over 4kms here as Valentine couples "C.C." and "Gearshard" dissappeared in the opposite direction to "Goose" and "Gander". Where, and what to, we can only hazard a guess, but, they were all back when the PACK came ON-IN, their ON-IN was obviously somewhere else. This TRAILESS zone left the PACK feeling hot, dejected, bored and lost with HASHERS making forays deeper and deeper into the surrounding rural landscape in the hope of reconvening the RIDE. "Spokeless" Gwen commented to "Wheel-Wobble" that the HOUNDS hadn't CHECKED deep enough. Your "G.S." was quite naturally shocked, what could "Spokeless" have been talking about? My composure was recovered seconds later when ON-ON was signalled far far far ahead to the right.

After braving the smoke from the burning stubble, enduring the Saharan maelstrom and sun, the PACK was ushered ON-LEFT into a welcome shady avenue by Nipat "Nuts" Piyanirothai, the joint HARE! "Nuts" was very surprised that after 14kms the PACK had yet to encounter a single CHECK, probably more so by the fact that the HOUNDS made it that far!!!! Mai-pen-rai, the PACK was still together and felt much more secure with the reappearance of an abundance of shredded newsprint to follow.

The second half of the RIDE was mainly along narrow elevated concrete klong paths. These took all our concentration to avoid RIDING down the startled, happy, friendly and waving indigenes, or, from plunging onto the unknown nasties lurking below the surface of the sparkling water. The PACK crossed the klong for the first time at the weir and floodgates, where many thirsty HASHERS rehydrated at the local shop. It was here that history was made when NEWSPOKE Stephen "Pickup" Ellender was shown his first CHECK eighteen (18) kilometers into the RIDE. Did the dolt miss all the others? Not at all, it was the first CHECK of the afternoon!!!!!!!!!!!!!! Could it be that among HASHES that use CHECKS, BHHB has established a world HASHING record for the longest distance from the ON-OFF to the first CHECK? Answers on a fax or postcard to the HON-ON-SEC.

The second crossing, not the second coming, was not only over a high wooden bridge which afforded magnificent views of the klong and the surrounding area but it led to the second CHECK. Tanawat "Hubs" and his HORROR buddy Sukasem advised the "GS" and "Pickup" that the TRAIL followed the klong and did not lead through the orchards. Local knowledge? intuition? in short, they were right. After a brief interlude on the road and a stop for another drink, it was really hot out there, the PACK went carefully one by one over

a rickety wooden bridge. It appeared odds-on that one of our number would swell the ranks of the "klong-divers", with Nanette"Little-weed", "Lily" and Pete"Leaping Wolf"Petrie on hand to deliberate on artistic interpretation and execution should the need arise, alas, it was not to be.

A final sortie down another klong path with its wicked ninety degree left hand bend narrowly failed to claim "Cranky". "Saddle-Sniffer", momentarily released from corporate engagements, was found wandering in the desolate land fill zone which the FRB's crossed to lead the PACK ON-IN after 28kms in two and a half hours.

The CIRCLE claimed and thanked the HARES for a good RIDE, welcomed the NEWSPOKES, RUNNERS and VISITOR, punished the LATECOMERS, thanked the SPONSORS, initiated the PADDY-DIVER and promoted next months HARE before the mosquitoes could dine on the PACK. ON-ON!!!!!!!!!!!!

Thanks again HARES for sponsoring the super fluorescent Valentine pink and purple cycling shirts and for organising the snacks, water, softs and PISS, ON-ON!!!!!!!!!!!!

Next months RIDE #10 on 28th March '93, features "Raincoat" and the Raynerboys. Will it be a muddy one? Will we all become "klong-divers"? Will we get lost in a swamp in the dark? Will Barry Rayner be laying on the buffet, or standing on it even? All will be revealed on the day. ON-ON!!!!!!!!!!!!

RIDE TURNOUT #9

HARES	2
HOUNDS-Riders	20
-Horrors	9
-Visitors	2 (incl 1 Horror)

TOTAL	33



BHHB ROLLING SPOKE 1993

24 April	Bruce"Lily"Miller *
xx May	Clyde"Bonnie"Albrecht
xx June - AGM -	"Saddle-Sniffer" & "Wheel-Wobble"
xx July	"Goose", "Gander" & "Thespian"
xx August	Volunteer

* Note: this is a SATURDAY OUTSTATION AT SRIRACHA

THE BHHB DEBATING CORNER

Always short of things to discuss, this new forum wishes to determine if "Goose" gave "Wheel-Wobble" the correct spelling and pronunciation of PUGRY which was included in last months P3, and if the term BASHER should be used.

The Collins dictionary suggests not as, the alternatives given are; puggree, pugree, puggaree and pugaree. It is defined as the Indian (not Red) word for turban, with the Hindi word being pagri and the Sanskrit translation being parikara.

After all if "Goose" was leading "Wheel-Wobble" a merry old dance then such disrespect would have to be dealt with summarily. Garroting is unfashionable I know, but if it was was good enough for Ata-wul-pa then it should be appropriate in this case, if a sin proves to have been committed of course.

BASHER is purported to mean BIKE-HASHER, according to "Bikeless" who quoted it from an International HASHING publication.

Your comments etc, on a fax or postcard to the HON-ON-SEC s.v.p.

NEW SPOKES

Put enough goodies on the table and the punters keep rolling in. FREE cycling shirt, hat and badge were too much for Kristi CLOW, Stephen, Patamagorn and baby ELLENDER, Thomas SPITZER and Andy WELSH to resist. Didn't they luck out, all those freebies and promises of their name prominently displayed in P3.

Sawatdee krap and ON-ON your BIKES!!!!!!!!!!

Membership has increased, on average, by over ten (10) NEWSPOKES per month since the inaugural RIDE on the 7th of June last year, and now stands at the dizzy level of 901.

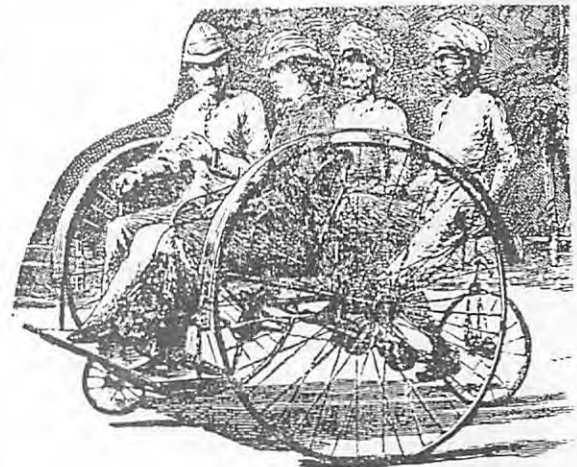
CAPTION COMPETITION

P3 has been so flooded with applications for the Caption Competition that senior mismanagement have finally decided to close the books, and accept no further entries. Out of the staggering total of 2 entries received, we have great pleasure in announcing first and second prizes as follows:

1st Prize goes to none other than Bruce 'Lily' Miller with ... "So you're not a "Klong Diver", - there's always next month..."
Congratulations Lily !

And the second Prize goes to (you've guessed it !) none other than Bruce 'Lily' Miller, with
"..... and one more thing, his name is "Saddle Sniffer", not "that should be stiffer.... !"
Congratulations Lily !

Collect your prizes at the next rides circle !! (Thank goodness that's finished - P3).

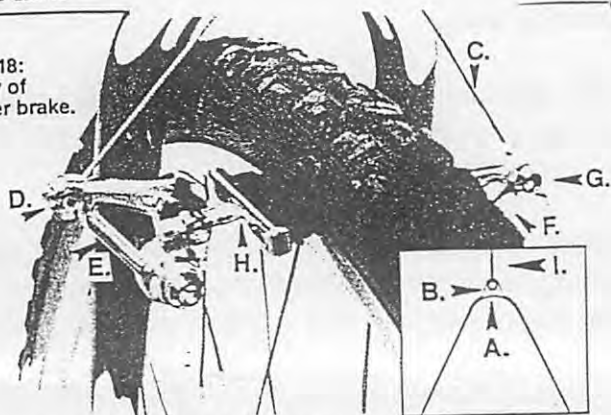


HELPFUL HINTS

The series continues this week with some good advice on brakes, and how to maintain them

BRAKES

FIGURE 18:
Anatomy of
cantilever brake.



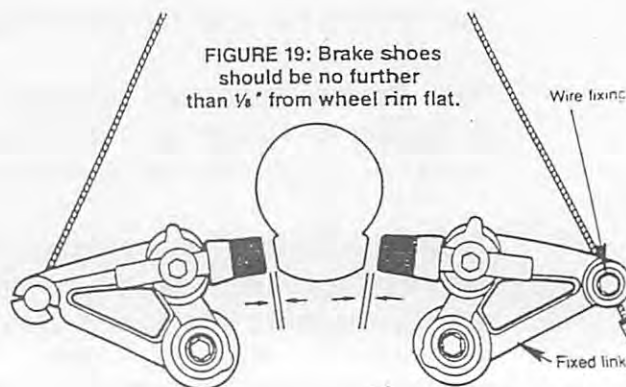
To keep the safe, effective stopping power built in to every Fisher MountainBike, your brakes will require adjustment from time to time, for two reasons:

First, even the extra strong motorcycle brake cables of your Fisher MountainBike will eventually stretch a bit. When that happens, brake shoes will get a bit further from the rim. Then you will need to take out the cable slack to keep brake shoes at the correct distance from the rim. Second, brake shoes themselves will eventually wear. Again, you will need to readjust brakes to bring the brake shoes back to correct distance from the rim. When the tread is worn off the brake shoe, it should be replaced.

Front Brake

- Fig. 18 shows working parts of the cantilever front brake on your Fisher MountainBike. Here are the working parts: A. Cable carrier. B. Cable clamp. C. Crossover cable. D. Wire end fixture. E. Hook link. F. Fixed link. G. Wire fixing nut. H. Brake shoe assembly. I. Brake cable.
- If your brake cables have stretched so brake shoes are further than $\frac{1}{4}$ th of an inch away from the rim (see Fig. 19), proceed as follows:

FIGURE 19: Brake shoes
should be no further
than $\frac{1}{4}$ " from wheel rim flat.



- Hold brake shoes, by hand, or tie them, close to the rim.
 - Loosen brake cable fixing nut ("G," Fig. 18).
 - Pull cable slack through fixing bolt, tighten fixing nut to 53-80 inch/pounds.
 - Make minor brake shoe clearance adjustments with adjusting nut on brake lever. Fig. 20 shows the brake lever. Arrow "A" points to locknut on brake lever. Arrow "B" points the adjusting nut. "C" shows lever clamp nut. To make minor adjustments at the brake lever, hold brake shoes closed, loosen locknut counterclockwise, turn adjusting nut clockwise, retighten locknut.
- Brake shoes should also be parallel to the flat surface of the rim, as shown in Fig. 21. Shoes should also be angled so rear section of shoe is tilted slightly outward, as shown in Fig. 22. This will keep brakes from squealing, and disturbing the serenity of the great outdoors. To adjust the shoes, loosen the brake shoe fixing nut as shown in Fig. 22, with a 10 mm socket, while holding the other end of this bolt with a 6mm Allen wrench. Turn the fixing bolt nut counterclockwise with the 10 mm wrench, adjust the shoe angle with the Allen wrench, and retighten the nut clockwise to 53 to 80 inch/pounds.

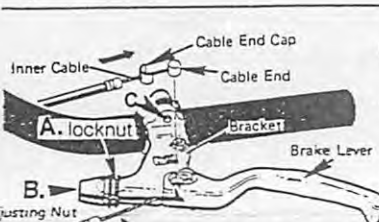


FIG. 20: Brake shoe clearance can be adjusted at the brake lever.

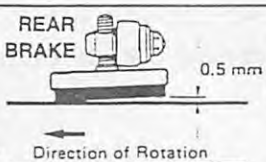


FIG. 21: Brake shoes should be parallel to the rim.

FIG. 22: Rear of brake shoe should be tilted slightly outward.

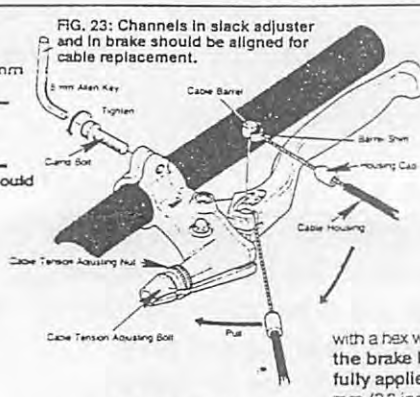
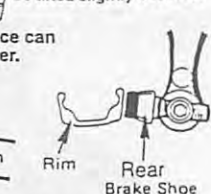


FIG. 23: Channels in slack adjuster and in brake should be aligned for cable replacement.

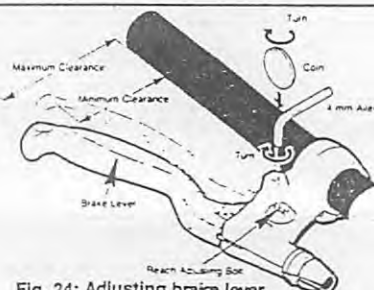
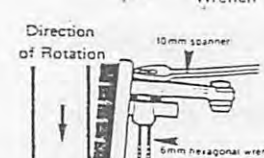
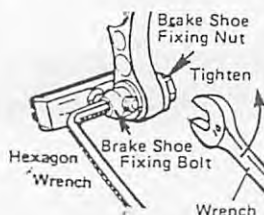


Fig. 24: Adjusting brake lever "reach."

- To replace a brake cable; (if it becomes frayed, or kinked, e.g.):
 - Spread brake links by holding brake shoes onto the rim by hand and pull out the wire end fixture ("D," Fig. 18).
 - Close brake adjuster on brake lever, along with locknut on brake lever.
 - Loosen the brake cable fixing nut on the cable carrier ("B" in Fig. 18) and pull the old cable out of the carrier.
 - Loosen the cable slack adjuster knurled nut ("A" in Fig. 20) so the channel in both knurled nuts "A" and "B" line up with the channel in the brake lever, as shown in Fig. 23.
 - Pull the old cable out. The leaded bell end lifts right out of the brake lever. Pull the cable all the way out of the cable hollow tube.
 - Grease and install a new cable by reversing steps 1 through 4 above. Adjust brakes so brake shoes are $\frac{1}{4}$ th to $\frac{1}{2}$ th of an inch from the rim and angled as noted above.
 - After cutting off excess cable, install a cable cap over the cable end and squeeze it down on the cable with a pair of pliers.
 - Make minor brake shoe clearance adjustment with the brake lever adjuster.
- Reach adjuster: You can adjust the brake lever "reach" about $1\frac{1}{4}$ inches to accommodate differing finger lengths. "Reach" is defined as the distance the brake lever travels before braking occurs. Reach is adjusted



FRONT BRAKE

FIG. 22: Rear of brake shoe should be tilted slightly outward.

with a hex wrench, as shown in Fig. 24. Note: If the reach is too short, the brake levers may touch the handlebars before brakes can be fully applied. On model XC brakes the maximum clearance is 84 mm (3.3 inches). The minimum clearance is 58 mm (2.28 inches), an adjustment range of 26 mm (1.02 inches). On XC-Sport brakes, the maximum clearance is 85 mm (3.34 inches) and the minimum clearance is 64 mm (2.51 inches), an adjustment range of 21 mm (0.82 inch).

Note: Shimano levers do not have this type of reach adjustment.

- CAUTION! If you move the handlebars up or down on the fork, brake shoe clearance must be readjusted. If you move handlebars upward, brake shoes will rub on the rim as you pedal. If you move handlebars downward, brake shoes will be too far away from the rim so BRAKE SHOE clearance must be adjusted as noted in Step 1 above. To raise the stem on these models, loosen the stem expander binder bolt (Fig. 8 on page 5) with an Allen wrench, tap the bolt with a rubber mallet to loosen it. CAUTION! Note that there is a limit line scribed on the stem. The stem must not be raised beyond this limit mark! If you can see the limit mark, lower the stem until this mark is no longer visible, so you have enough of the stem inside the steering tube for safety. Tighten stem expander bolt to 180-200 inch/pounds.
- With brakes correctly adjusted as in Step 1 above, brake shoes will be too close to the rim flat to permit removal of the wheel. This is because the frame is wider than the brake shoe location. When you need to remove a front wheel, to carry the bike in your car, to fix a flat or for hub maintenance, hold brake shoes closed, pull out wire end fixture ("D" in Fig. 18) and let brake shoes open wide.

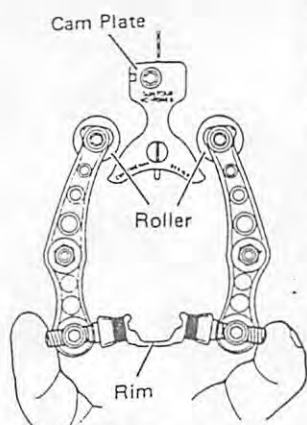


FIGURE 25: Anatomy of power roller cam brake.



FIGURE 26: Remove mud boot to service brake.

REAR BRAKE

The rear brake on the Fisher MountainBike is a unique power roller cam design which gives quick, positive braking power and efficiency. Here's how to keep it properly adjusted: Fig. 25 shows the working parts of the roller cam brake. Parts are labelled in the drawing.

1. Remove mud boot, (Fig. 26).
2. Brake shoe height (Fig. 27): Move brake shoes up or down by loosening the brake shoe fixing bolt (Fig. 28) and moving the brake shoe up or down. Tighten brake shoe fixing bolt to 52-78 inch/pounds.
3. Angle adjustment (Fig. 29): Brake shoes should be parallel to rim flat. Loosen brake shoe fixing bolt (Fig. 28) to make this adjustment.
4. Brake shoe clearance adjustment (Fig. 30): There are four ways to adjust roller cam brake clearance:

a. Move brake shoe toward or away from rim flat (Fig. 30). Loosen brake shoe fixing bolt (Fig. 28), adjust brake shoe clearance to between 1/8th inch to 1/4th inch, tighten fixing bolt to 52-78 inch/pounds.

b. Take out or add slack to brake cable at the cam plate, Fig. 31. Loosen cable anchor bolt, raise or lower cam plate, remove cable slack, retighten cable anchor bolt as shown, using a 5 mm Allen key and 10 mm wrench. **CAUTION!** If you have removed the cable from the cam plate, or are replacing the cable, it is very important that the cable be properly located under the cable anchor clamp, as shown in Fig. 32. Otherwise the cable anchor clamp will not hold the cable securely.

c. Adjust spring tension. If spring tension is not even on both cam arms, one brake shoe may be too close to the rim, and the other brake shoe too far from the rim, resulting in reduced braking efficiency (Fig. 33). If the shoe clearance is greater on the left, turn right or left side mounting nut (Fig. 34) counterclockwise. If right shoe is further from rim than left shoe, turn right or left side mounting nut clockwise. Use a 13 mm thin cone wrench and a 5 mm Allen wrench to adjust spring tension, as shown in Fig. 35. Tighten mounting nut to 70-80 inch/pounds.

d. Make finer touch-up brake shoe clearance adjustments at the brake lever, as shown in Fig. 20.

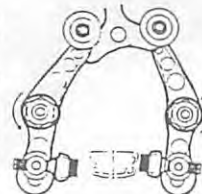


FIG. 30: Brake shoe clearance from rim can be adjusted by sliding brake in or out of brake arm.

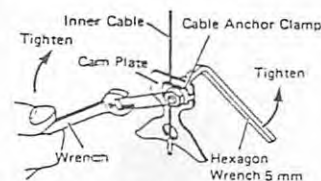


FIG. 31: Adjusting cable slack at cam plate.

FIG. 32: Correct location of brake cable in groove of cable anchor clamp.

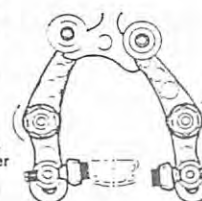


FIG. 34: Uneven spring tension causes right brake shoe clearance to be greater than left brake shoe clearance.

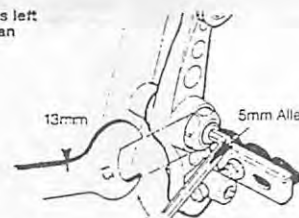


FIG. 35: Use a 13 mm cone wrench and 5 mm Allen wrench to adjust spring tension.

5. Adjust toe-in (Fig. 36) with a 5 mm Allen wrench as shown in Fig. 28. Note that front of brake shoe should be closer to wheel rim so it contacts rim first for smoother braking. Tighten brake shoe fixing bolt to 52-78 inch/pounds.
6. Squeeze brake levers to check proper stroke on the cable. Check cable anchor bolt against the cam plate. Make sure that the cam plate follows the roller groove (see Fig. 32). Note: For brake shoe clearance when you remove the wheel, simply slide the cam plate out of the roller groove and let one brake arm swing open, as shown in Fig. 36.
7. Reinstall mud boot.

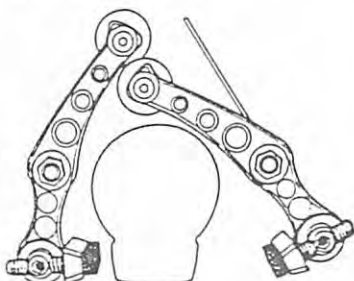


FIG. 36: To remove wheel, squeeze brake shoes, slide cam plate out from between brake arms.

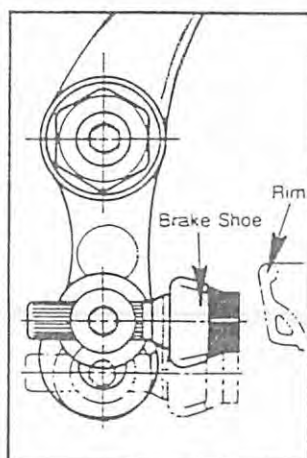


FIGURE 27
Brake shoe height should permit shoe to contact rim flat squarely.

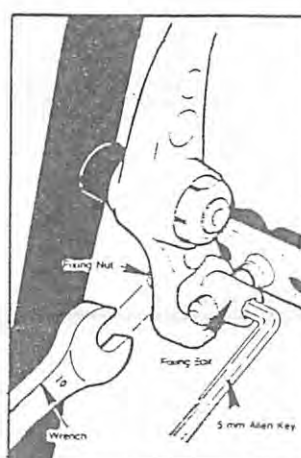


FIGURE 28
Loosen brake shoe fixing bolt as shown.

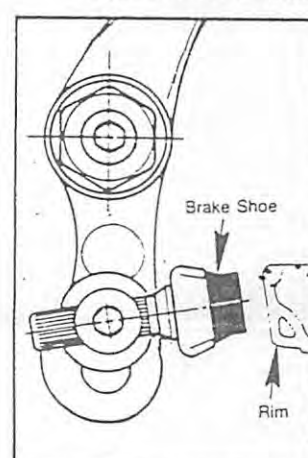
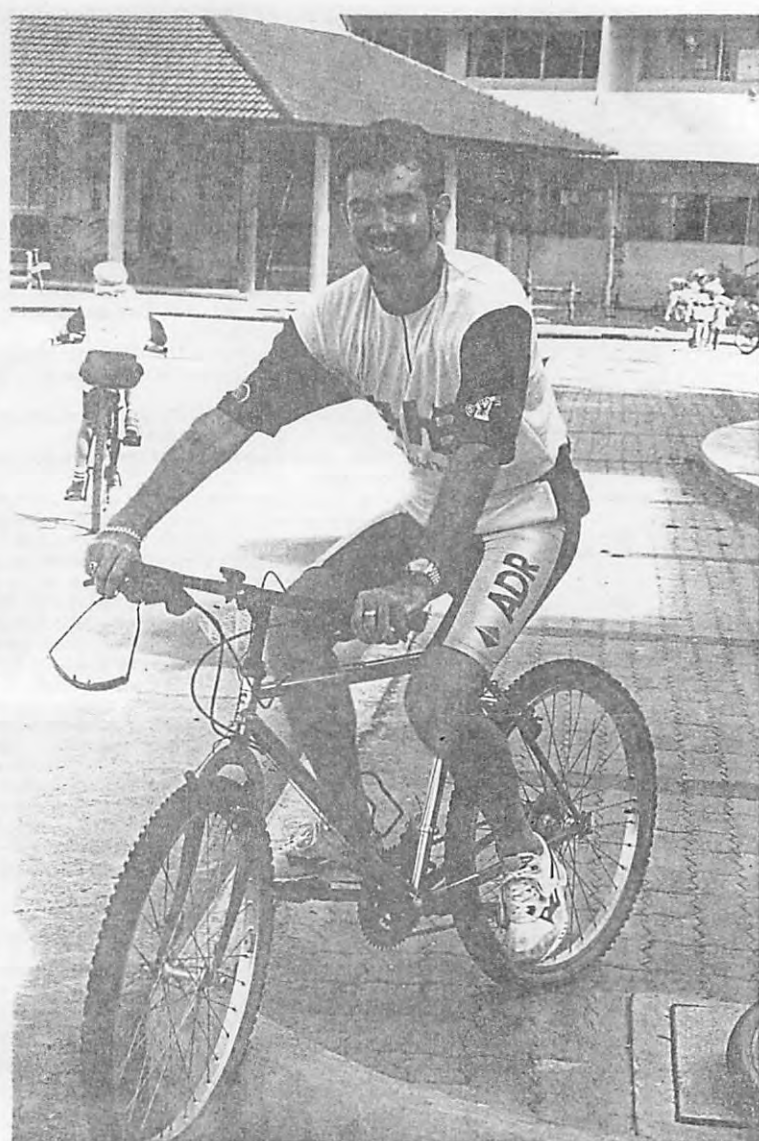


FIGURE 29
Angle brake shoes so they make straight contact with rim.

TORQUE VALUES FOR BRAKES (In inch/pounds)

Brake lever clamp bolts	44-80 in/lbs	Wire fixing nut (for center wire)	35-50 in/lbs
Brake lever pivot bolt	35-50 in/lbs	Brake shoe fixing bolt	52-78 in/lbs
Cable binder bolt (cable carrier)	35-50 in/lbs	Brake link to mounting boss nut	80-100 in/lbs
Cable binder bolt on roller cam brake	70-86 in/lbs	Adjusting bushing on roller cam brake	70-80 in/lbs



JUST TWO OF BHHB'S FINEST !

BHHB MISMANAGEMENT GRAND SPOKESMAN

Peter "Wheel-Wobble" Battram
(Tel: 252-3677)

		<u>Tel:</u>	<u>Fax:</u>
Hon On Sec:	Bob "Saddle-Sniffer" Boulter	398-0158	398-9860
Hash Cash:	Peter "Wheel-Wobble" Battram	252-3677	
Haberdash:	Karis "U-bend" Battram	252-3677	
Trailmasters;	Richard "Starsky" Perry	231-0389-96	
	Neil "Hutch" Hutchinson	573-1545	
Khlong Divers;	Bruce "Lily" Miller	260-1726	
	Don "Pete" Petrie	253-4778	
Hash Flash:	Kim "Flash" Chaubert	260-3246	
Religious Advisor:	Brian "Brain Health" Heath	321-1723	