

Miss Not Meddler

Official Organ of the Bangkok Hash House Bikers

"LILY" MILLER SETS A THRILLER —

the first BHHB outstation venue was well worthy enough to become an annual event. The PACK was lost for superlatives to describe the ride, but no where near as lost as the Co-hare who was described as a lost cause ! Read on inside with "Raincoat"



This month Clyde "Bonnie" Albrect invites us to RIDE #12 on Sunday, May 30, 1993 and back to usual we meet at 14:00 then ROLL-OFF at 15:00.

MISDIRECTIONS: The Lakeside Ride – Lakeside Villa II

Take the Expressway towards Pattaya. Zero your odometer at the end of expressway (big blue sign) and head on down the Bangna Trad Highway. Enter into the left slip road at any point but latest near Srinakarin Road or you will end up in Pattaya. At the 7.2 kms mark turn left (HHH) into the Greek Gothic Pillars and proceed down the Avenue of "Winners". Park on the right hand side in the parking lot of the estate clubhouse.

Bring your togs for a refreshing swim post run (make sure you shower first you hot, sweaty, disgusting). Poolside circle at the house of miracles, diamonds on the soles of your shoes

Hash Hazard the first feat will be to physically take your bike over the pedestrian walkway over Bangna Trad and ON ON into the Mooban. DO NOT ATTEMPT TO RIDE ACROSS THE BANGNA TRAD HIGHWAY, THIS WILL RESULT IN YOUR PREMATURE DEATH.

ON ON

Event 1
of the
Annual Sri Racha - Koh Si Chang Classic
Ride # 11

Hare: Bruce 'Lily' Miller
Co-Hare: Blobbs (sort of)



The tension began to build the night before the ride as a number of the participants including the Hares, drowned their worries in a sea of amber liquid. The main man, Hare 'Lily', smartly staggered off early to his berth leaving Co-Hare Blobbs to hold up the side. Money was being placed that Blobbs would not make the Hares 04:30 starting time. It was therefore with surprise that this writer was called upon to arrange the beer the next morning, because Blobbs had left the ride beer locked in his car and he had, of course, taken the keys with him to do his co-haring. Surprise gave way to horror when Blobbs showed up at the one star Samchai Hotel, BHBB headquarters in Sri Racha, on his bike with multitudes of paper still in his bag, having lost 'Lily' on the trail.

Would we in fact have a ride today or was 'Lily' well and truly lost out there in the ulu. Well shortly before the ride got underway 'Lily' came pedaling in at speed swearing and cursing his co-hare for having disappeared with all the paper! This had the pack in a state of nervousness even before the ride got underway. With a timely start and a hill under our belts the pack settled down to the routine of paper following. But it was all blown when only a few minutes and a couple of miles into the ride a huge hill loomed up and the pack peddled on up. At the top it was realized that the paper didn't come up this way. Then who the hell brought us up here off paper? Down we went with this rider in a dizzy state short of oxygen. Around the base of the just conquered hill we went until we hit the main road again only a few yards from where we entered into the hill.

It must of been here that the front half of the pack went off on the in paper the wrong way cutting out about two thirds of the ride. Those correctly on paper lead by new spokes Ferriers proceeded through the fields, after a difficult check beside the lake and into the back roads of Sri Racha. Mile after mile was checked off before finally hitting a suitable water stop were much to the delight of the younger riders soft drinks were only Bht 5. each! That shows how far out in the hinterlands we really were! The checks were being solved rapidly but taking long enough to keep the pack together. Meanwhile the front riders who had gone off on the in paper the wrong way finally came to an arrow pointing back the way they had come and they realized the error of their ways. This group retraced their path, pedaling over the notch in the two hills and on home. Meanwhile the riders correctly on paper came out on the railway line. A back check off around the same large hill that the other group had twice negotiated, was solved by all except our beloved GM who sniffed home along the railway line and went for it. Also this writer with one small son decided the hill around which the paper led was far to formidable, and we headed home following the GM at some distance and at a much slower speed. Reports from those completing this portion of the ride were very positive.

Nick of course complained about bad checks and lethargic pack but was put down by the hare due to his obvious inexperience. (One should never complain on his first ride effort, especially within earshot of a hare that had to get out of bed a 04:30am to lay the ride!)

The overwhelming consensus was that it was a good ride despite the efforts of the co-hare in getting himself injured falling off his bike and then lost. New spokes Jenny and Nick (and daughter Daniella), and Checkless and Jackie were accepted as members and completed the mandatory Piss Pot down downs. Beer was duly thrown at the hare. The co hare was not seen as we understand he was again getting lost at Koh Si Chang laying the TDH3 run, Event #2 of the 'Classic' scheduled for later in the day. Down downs were also awarded to those crashing their bikes: Noriega, Pete and David Western, Lem and Franz. A special award for falling of his bike was granted to the absent Blobbs who, we were advised, fell off his bike so many times while laying the ride that the hare lost count!



RIDE TURNOUT # 11

HARES	1
HOUNDS – Riders	13
– Horrors	9
– Visitors	0
TOTAL	23

BHHB ROLLING SPOKE LINE 1993

20 June – AGM –	"Saddle–Sniffer" & "Wheel–Wobble" – Summer Solstice Classic –
25 July	"Goose", "Gander" & "Thespian"
22 August	"Blackwater" and "Cranky"
26 September	Gigi" and "Gaston"
17 October	U–Bend" and "Wheel–Wobble"
xx November	"Leaking Wolf"
xx December	"Cybo" and "Pillion"

NEWSPOKES: It's a big warm welcome from BHHB to our newest recruits Ed and Jackie CHECKLEY along with Nick, Jenny and Daniella FERRIER. Sawaddi Krab and ON–ON–ON !

MEMBERS IN ACTION:

Veerachai, Sebastian and Oscar completed the "World Actions" Cha–am Bi–Athalon for kids in their own personal best times. Phone Khun Songkram Kraisonthi (253–3145) for details of and entry forms for forthcoming Biking/Running events, see back page for dates !!

MIS–MANAGEMENT RESHUFFLE "PART 2"

Active mis–management led by your very own GS have this month staged a second bloodless coup elevating some BHHB members from, and some back to, the ranks. (K.D. = Khlong–Diver)

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	541–1970	
Haberdash:	Karis "U–bend" Battram	252–3677	
Hash Quack	Nanette "Little–weed" Miller K.D.	260–1726	
Bike Quack	Bruce "Lily" Miller K.D.	260–1726	
Trailmasters;	Don "Leaking Wolf" Petrie K.D.	253–4778	
	Frank "Blackwater" Allum	375–1322	
Hash Flash:	Rod "Thespian" Turner	398–0158	
	Neil "Hutch" Hutchinson	573–1545	
Religious Advisor:	Bill "Cranky" Hobbs	541–1970	
Hash Music:	Clyde "Bonnie" Albrecht	237–8993	

วัดทุ่งลานนา

FIVE MILES!
IN ZERO
WEATHER!

IN DEEP
SNOW!

UPHILL!

I HAVEN'T
WALKED TO
SCHOOL IN A
LONG TIME

GRAMPA SAYS
HE ALWAYS WALKED
TO SCHOOL..

THANK YOU FOR THAT
STANDING OVATION!

YOU'RE
WEARING
GLASSES!

WELL, WELL...
I FINALLY
CAUGHT YOU
TWO LITTLE
HOOLIGANS!

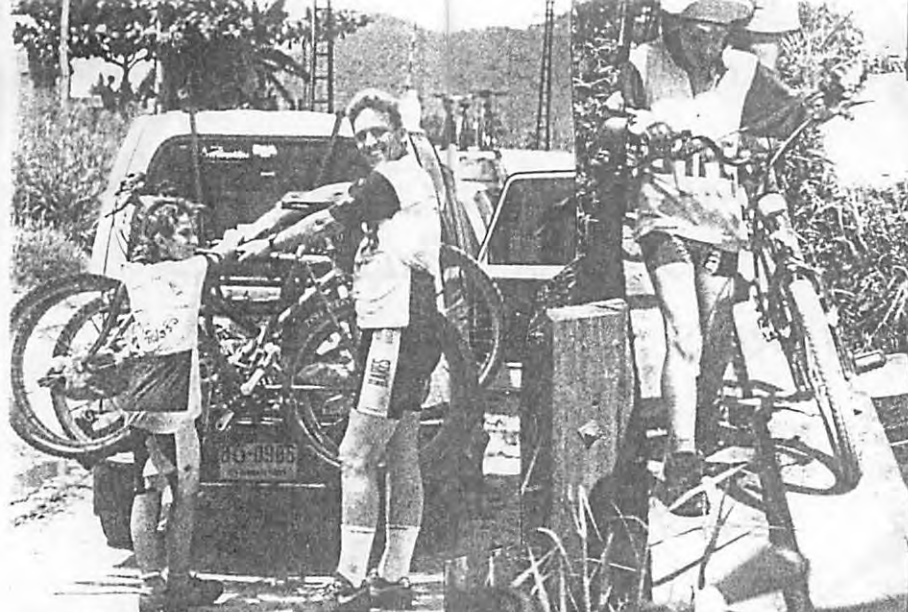
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WHAT? NO
HOT TUB?

COME
BACK
HERE!

HHB
จาก แอ่งน้ำ ทุ่งนา

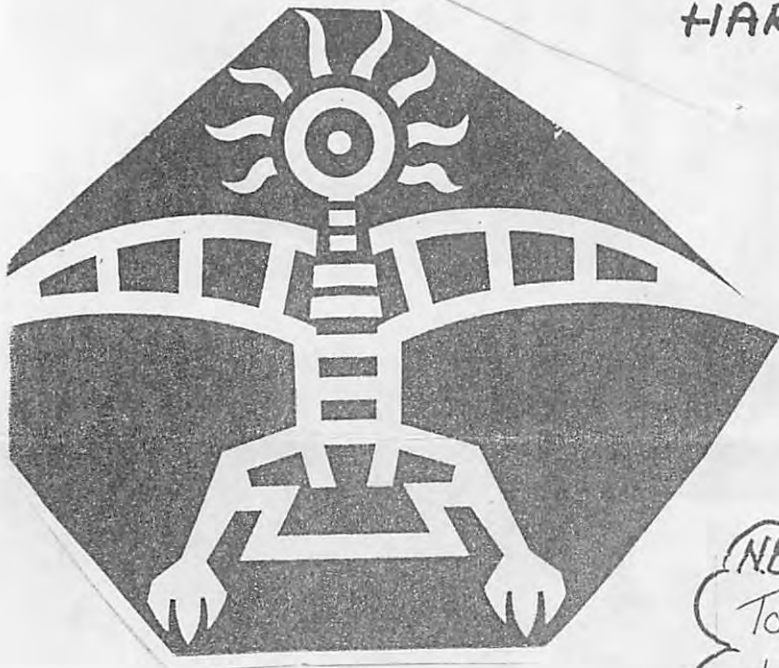




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RIDE #13 - SUNDAY JUNE 20TH 1993
 A.G.M - SUMMER SOLSTICE CLASSIC
 MEET 13:30 ROLL-OFF 14:30
 HARES: GS & HON - SEC



DRINKERS £450~
 NON DRINKERS £350~
 HORRORS £250~

INCLUDES: RIDE FEE...
 AGM SHIRT...
 DINNER...
 BEER...
 SOFTS...
 WATER...

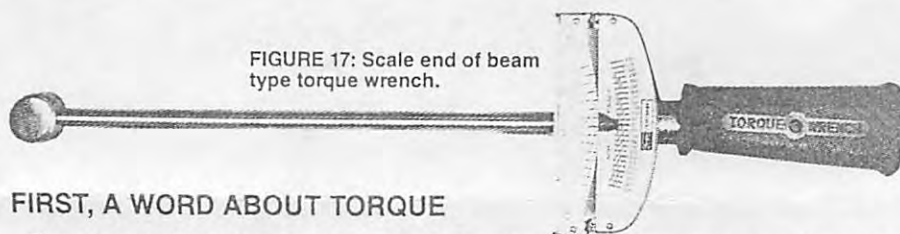
NB
 To AVOID DisAPPOINTMENT
 phone Haberdash with
 your shirt size

HELPFUL HINTS continues this month with, MAINTENANCE

PART THREE

How to Keep Your Bike
 in Tip Top Shape

FIGURE 17: Scale end of beam
 type torque wrench.



FIRST, A WORD ABOUT TORQUE

Throughout the following maintenance instructions, you will note that we specify how tight bolts and nuts should be, in terms of inch pounds of torque.

Torque is a rotating movement around an axis, such as when you tighten a nut on a bolt. The torque values we give tell you how tight a nut or bolt should be for safety.

To tighten a nut or bolt to a specific torque value, you will need a torque wrench that measures in inch/pounds, (Fig. 17). Allen socket wrenches are also available for your torque wrench. You could use a foot/pound torque wrench, by simply dividing the inch/pound measurement by 12. For example, the tightening torque on our brake shoes is 53 to 80 inch/pounds. In foot/pounds that would be 53/12 to 80/12 or 4.5 foot/lbs to 6.5 foot/lbs (rounded off).

You can buy a simple beam type inch/pound torque wrench from Sears Roebuck for around \$21.00. If you do your own maintenance work, we urge you to use one to make sure you can tighten all bolts and nuts to the torque values we mention below.

Go over every nut and bolt on your bicycle at least once a year, more often if you do a lot of hard riding on rough off-road trails. Check all bolts and nuts before taking off on a lengthy ride into the wilderness, where you must rely on your own skills entirely.

TOOLS YOU WILL NEED:

You have invested in a high quality Fisher MountainBike. To keep your new bike in safe and efficient operating condition, the following tools are recommended. Most are available from your bicycle dealer or hardware store.

1. Torque wrench, preferably calibrated in inch/pounds
 Note: Allen wrenches and socket wrenches below should fit your torque wrench.
2. Set of 4, 5, 6 mm Allen (hex) wrenches.
3. Set of metric socket wrenches (at least 8, 10, 12, 15 and 17 mm sockets).

OTHER TOOLS

1. 12 mm box or open end wrench for pedal locknut (XC II pedal)
2. Two open end 32 mm wrenches for headset adjustable cone and locknut
3. Chain pin remover
4. Spoke wrench
5. Crank remover (crank puller tool)
6. Tire pump, two tire levers and tube patch kit (Needed for off-road wilderness trips as well as day rides in case you get a flat).
7. Small Phillips screwdriver and small standard screwdriver
8. Freewheel removal tool.

THE TRANSMISSION SYSTEM

The transmission system of your Fisher MountainBike consists, as shown in Fig. 37, of: "A," Rear derailleur; "B," rear derailleur shift lever; "C," rear derailleur cable; "D," front derailleur; "E," front derailleur shift lever; "F," front derailleur cable; "G," freewheel; "H," chainwheels; "I," chain. (We will discuss hubs, rims, spokes and pedals individually later in this Manual.)

Care and Adjustment of Derailleurs

Derailleur is a French word meaning, literally, to "derail" or move something. Thus your derailleurs, controlled by shift levers on the handlebars, move (or shift, if you prefer) the chain from one gear to the next. It's important that both front and rear derailleurs be accurately adjusted for safety and shifting accuracy.

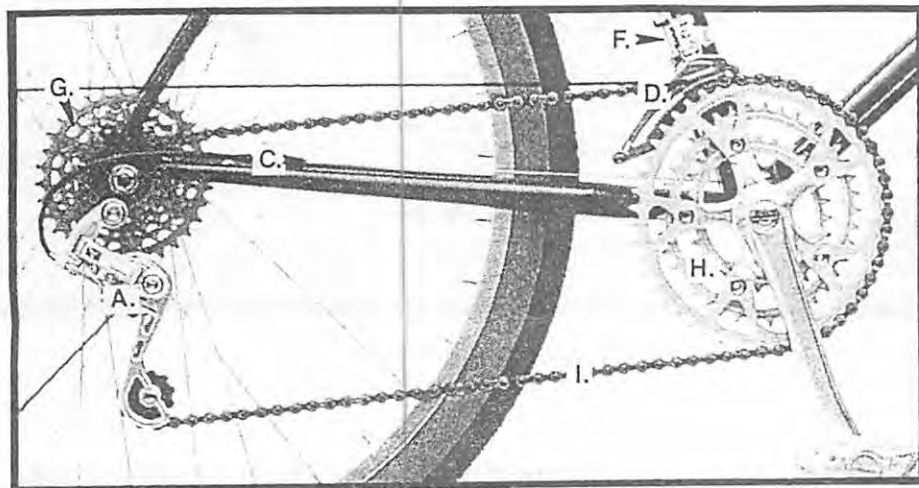


FIGURE 37: Transmission system of Fisher MountainBike.

There are three adjustments to be made on the rear derailleur. The first two control the accuracy of chain shift from one gear to the next, the third has to do with cable slack:

1. **Rear Derailleur limit adjustments:** In Fig. 38 arrow "A" adjuster limits left derailleur movement, to the big or low gear cog. Arrow "B" is the right limit adjustment, to the smallest or high gear cog. "C" shows location of cable fixing bolt. "D" shows derailleur mounting bolt on wheel dropout.

a. Hang the bike on a bike stand, from the ceiling or have someone hold up the rear wheel. With the rear wheel off the ground, shift the rear derailleur to the big (low gear) rear freewheel cog. Make sure the chain does not move so far to the left that it falls off that cog and gets caught between the cog and the wheel spokes.

b. If the chain does override the big cog and falls to the left, move the shift lever slightly toward the high gear position and then lift the chain back onto the big gear.

c. Then turn the low gear adjusting screw ("A" in Fig. 38) clockwise one full turn. Repeat the above procedure until the chain does not override the big cog. Note: Should the chain override the big freewheel cog and get caught between that cog and wheel spokes, spokes could be cut by the chain. You would then have a badly out-of-line wheel. That's one reason why it's important that you keep the derailleur properly adjusted.

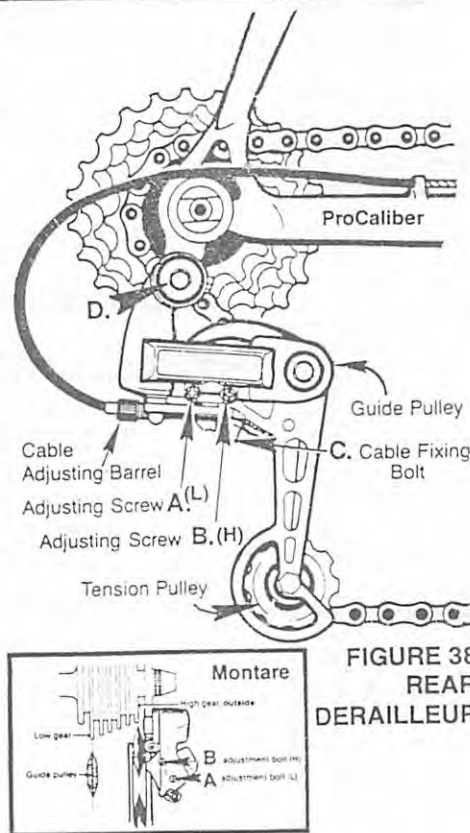


FIGURE 38
REAR
DERAILLEUR

d. If you can't shift all the way up to the large (low gear) freewheel cog, turn low gear adjuster screw one turn counterclockwise and check shifting. If chain won't move to the big cog, the cable has stretched. To remove cable slack, shift so the chain is on the smallest rear cog. Loosen the cable fixing bolt ("C" in Fig. 38) and pull excess cable through the derailleur. Hold the cable tightly so all slack is removed, retighten cable fixing bolt to 35-50 inch/pounds.

e. With the rear wheel off the ground, check the adjustment for high speed. Turn the pedals and shift down to the smallest rear cog. If the chain overrides that cog and jams between the small cog and the chainstay (see Fig. 1 for chainstay location), move the shift lever slightly toward the low gear position. Then put the chain back on the small cog and turn the high gear limit adjuster screw ("B" in Fig. 38) clockwise one turn. Repeat the shift check and high gear adjustment as above until the chain shifts smoothly and accurately onto the small rear cog.

f. If you can't shift down to the small rear cog, the cable is too tight. Simply loosen the cable fixing bolt ("C" in Fig. 38) with the chain on the next smallest gear. Let out about 1/8 inch of cable slack, retighten cable fixing bolt, check shifting and repeat until chain will move onto the small cog.

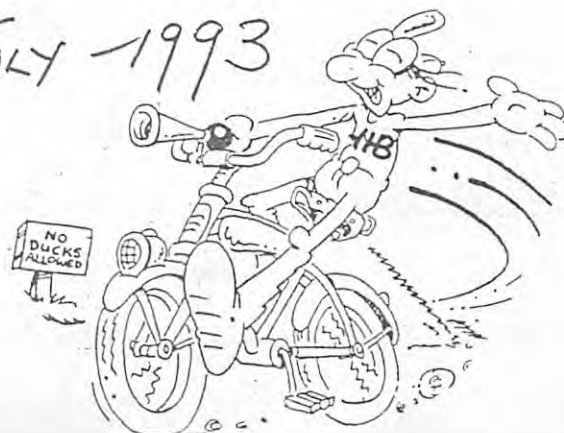
RIDE #14 SUNDAY 25TH JULY 1993

Hares: Tricia "Goose" & Lem "Gander" Morgan
+ Rod "Thespian" Turner

Misdirections: TBA

Meet 14:00 Roll-off 15:00

Write-up: Bob "Saddle Sniffer" Boulter + "NW"



Front Derailleur Adjustments

There are three adjustments for the front derailleur. The first two control movement of the derailleur to the left and to the right (movement of the chain from the smallest to the largest chainwheel. See Fig. 37, the transmission system). The third adjustment is position of the derailleur relative to the large chainwheel.

a. Fig. 39 shows the front derailleur. Arrow "A" points to the left adjuster screw, which adjusts how far the derailleur can move the chain to the left, to the small chainwheel. Arrow "B" shows the right adjuster screw which limits how far the derailleur can move the chain to the right, to the big chainwheel. "C" shows the front derailleur cable fixing nut. "D" shows derailleur mounting bolt and nut. "E" shows derailleur cage.

b. Check movement of the front derailleur to the low gear, (smallest chainwheel). Hold the rear wheel off the ground, turn the pedal so the rear wheel turns, while at the same time shift the front derailleur so the chain is on the small chainwheel.

c. If the chain falls to the left, off the chainwheel, between the chainwheel and the bottom bracket housing, adjust as follows: Move the gear shift lever slightly toward the high gear position. Turn the low speed adjuster screw ("A" in Fig. 39) clockwise one turn. Check shifting again, as above. Move low speed adjuster screw as necessary so that when you shift to the low (smallest) gear chainwheel the chain falls on the chainwheel, and does not overshift and fall off the chainwheel to the left.

d. If the chain won't move all the way to the smallest chainwheel, but instead falls between the small and the middle chainwheel, the derailleur may need more cable slack. In that case, move the front shift lever to the low speed position. Loosen the cable fixing nut ("C" in Fig. 39) until the cable is loose. Pull through any excess slack and retighten the cable fixing nut to 34-50 inch/pounds. Check adjustment by holding rear wheel off the ground, turn pedals and shift to the low speed. The chain should move accurately and smoothly to the small chainwheel. If the chain still does not move to the small chainwheel, turn the derailleur low speed adjusting nut ("B" in Fig. 39) counterclockwise one turn. Check shifting as above again and continue to read-

g. If you can't shift to the larger (high speed) chainwheel, the front derailleur cable is too slack. Move the shift lever as far as possible to the low speed position. Turn cable fixing bolt "C" in Fig. 39, counterclockwise until you can pull excess cable through it. Hold cable tight, tighten cable fixing bolt. Check shifting and repeat if necessary.

h. Check position of the derailleur mounting, with respect to the large chainwheel. Fig. 40 shows correct position. The derailleur's outer cage plate ("E" in Fig. 39) should be $\frac{1}{4}$ inch to $\frac{1}{8}$ inch above the largest chainwheel. The derailleur outer cage plate should be parallel to the largest chainwheel, as shown in Fig. 40. If the derailleur cage is not parallel, or at the correct height, loosen the derailleur mounting bolt ("D" in Fig. 39) and move the derailleur to the correct positions as noted above. Tighten mounting bolt to 53 inch/pounds.

i. If either shift cable is frayed or worn, replace as follows. Loosen cable fixing bolt on the derailleur. Pull old cable out of the derailleur and spaghetti tubing. Grasp cable where it enters shift lever and push it through the shifter. When lead end protrudes, pull cable out by that end. Replace with new cable. Put a light layer of grease on the cable where it passes through the shift lever and tubing. Then reverse above steps. Adjust derailleur as above. Install a protective cap on the cable end after you have cut off excess cable. Squeeze cap with pliers. Fig. 41 on page 16 shows exploded view of shift lever.

j. Lubrication: Every month or after every long ride, squirt a little light oil into front and rear derailleur pivot points.

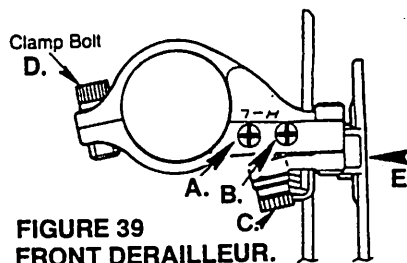


FIGURE 39
FRONT DERAILLEUR.

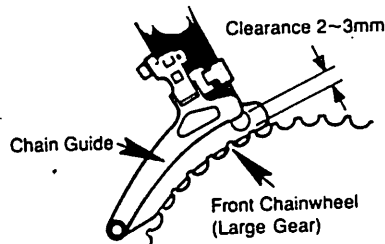


FIG. 40: Correct mounting position, shows cage just above and parallel to large chainwheel.

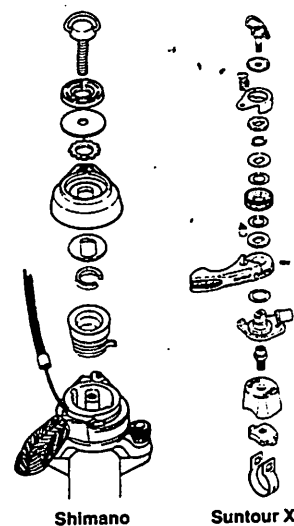


FIG. 41: Exploded view of shift levers.

just the low speed nut until the chain will shift down to the small chainwheel.

e. Check high speed front derailleur adjustment. With rear wheel off the ground, move front derailleur shift lever to the high speed position, as you turn the pedals. The chain should shift onto the largest chainwheel. If the chain moves too far to the right and falls off the chainwheel, readjust as follows:

f. Move the front derailleur shift lever slightly toward the low gear position. Put the chain back on the chainwheel. Turn the high speed adjuster screw clockwise one turn. Repeat high speed adjuster check. Repeat adjustment as necessary.

Care and Lubrication of your Chain

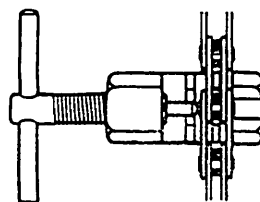


FIG. 42: Chain pin remover.

The chain is probably more exposed to the elements than any other part of the bicycle. A chain loaded with abrasive such as sand will wear out fast, and will also wear down the teeth on the chainwheel. Here's how to make them both last longer:

After every bike ride where you have ridden through water, sand or dust, we recommend you clean the chain. Here's how:

1. There are two ways to clean a chain. First, you can just dip a brush in kerosene, brush off the gunk on the chain, wipe off the excess solvent and relube the chain with a good lubricant, such as a spray can of lubricant containing Teflon. Even a good No. 40 weight motor oil will do, but it will pick up more dirt than the spray type.

FIG. 43: Chain side twist in new versus old chain. If your chain has side twist shown in old chain, replace the chain.

2. Whether you follow the chain cleaning procedure above or that below, clean more than just the chain. Wipe off dirt from the chainwheel and the freewheel as well, and brush out dirt from both derailleurs.

3. The second way to clean a chain is best, especially if you have ridden through water, mud or sand.

a. Put a chain pin remover on the rivet of a chain link (Fig. 42), screw in the handle until the pin is almost, but not quite, out of the chain plate on the other side.

b. Remove the tool, twist the chain and pull it apart. Remove the chain, check it for wear by twisting it. Fig. 43 shows amount of side twist in a new chain versus a worn chain. (Continued next page)

DERAILLEUR TORQUE VALUES (In inch/pounds)

Rear and front derailleur cable fixing bolts	35-50
Front derailleur mounting bolt	53-65
Rear derailleur mounting bolt	70-80
Shift lever fixing bolt	17-25

RIDE #15 SUNDAY 22ND AUGUST 1993

Haves: Frank "Blackwater" Allum & Bill "Cranky" Hobbs

Misdirections: Frank's Land Prao residence

Meet 14:00 Roll-off 15:00

Write-up: Tricia/Ham/Rodders.



Care and Lubrication of your Chain

4. If the chain is worn, replace it. Otherwise, dunk it in a solvent such as kerosene (do not use gasoline!). When clean, wipe off excess kerosene, lay the chain out flat (with newspaper underneath the chain) and spray the top of the chain with lubricant. Turn the chain over and spray the other side. Reinstall the chain, guiding it over the rear derailleur and through the front derailleur cage. Fig. 44 shows chain position in the rear derailleur. With the chain tool, push the pin back until it is flush with the other side of the link. Screw the chain tool handle a quarter turn more and remove it. The pin should show evenly on both sides of the link. If not, use the chain tool to even the pin up.

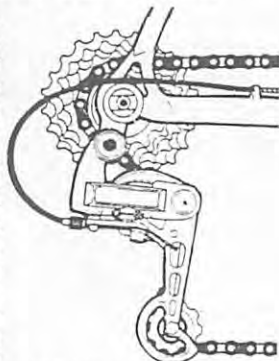


FIG. 44: Chain correctly mounted in rear derailleur.

5. When you buy a new chain it may contain more links (or too few) than your old one. In that case you will have to remove the extra links with the chain pin remover. Simplest way to make sure you have the correct length replacement chain is to lay old and new chains side by side on a flat surface and remove or add links as necessary so the new chain is the same length as the old one.

a. Another way to check for correct chain length, as shown in Fig. 45A, is to shift the chain onto the smallest front and rear sprockets. The chain is the correct length when the rear derailleur cage (body) forms a 20 to 25 degree angle to the road. Check again by shifting the chain to the largest front and rear sprockets. Now the chain should show a slight bend as it passes through the derailleur guide pulleys, shown in Fig. 45B. If not, the chain is too short and you will need to add links until both pulleys are at about a 45 degree angle with the road. Correct chain length is important, first so you can use all the gears and second, so shifting is crisp and accurate.

Chainwheels and Cranks

1. Every 60-90 days, check tightness of chainwheel binder bolts ("A" in Fig. 46) as a safety check. It's unlikely, but should chainwheel binder bolts work loose, the chainwheels may spread enough to permit the chain to slip down between the center and one of the other two chainwheels. Tighten these bolts to 70-100 inch/pounds.
2. Remove both crank dust caps and, with the torque wrench and a thin wall 15 mm socket wrench, tighten crank binder bolts (Fig. 47) to 300-325 inch/pounds. Tighten every 50 miles or so for the first 200 miles on your new bike. Follow the same procedure every time you remove the crank, retightening every 50 miles for the first 200 miles.

FIG. 45: Chain is correct length when chain is on smallest front and rear sprockets and rear derailleur cage is at a 20-25 degree angle to the road.

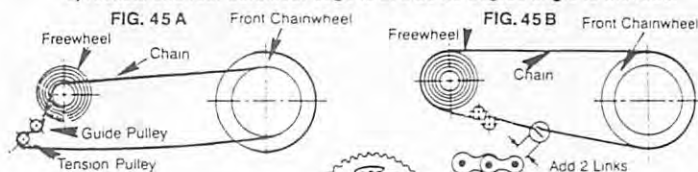


FIG. 46: Check chainwheel binder bolt tightness.

FIG. 47: Crank binder bolts; check and tighten to 300-325 inch/pounds.

TORQUE VALUES FOR CRANKSET AND CHAINWHEELS

Chainwheel binder bolts	70-100 inch/pounds
Crank binder bolts	300-325 inch/pounds

RUNNING & CYCLING PROGRAMS FOR 1993 organised by Songkram Kraisonthi the M.D. of "World Actions" (tel: 235-3145, fax: 234-3799, 60/17 Silom Road, Bangkok 10500)

Sukhothai Half Marathon
Bi-Athlon (Bike and run)

June 5 - 6,

River Kwai International Half Marathon
Mountain Bike Fun Race ~ 30 to 40 km

September 18 - 19,

Hash House Harriers (เกมส์ไล่กระต่ายตัวแสบ)

Lanna International 25 K. Run
Mountain Bike Fun Race ~ 30 to 40 km

October 9 - 10,

Hash House Harriers (เกมส์ไล่กระต่ายตัวแสบ)

INTERNATIONAL EVENTS

Juldis Khao Yai International
Mountain Bike Race ~ 50 km
Juldis Khao Yai Cross Country ~ 30 km

August 14 - 15,

River Kwai International
Ultramarathon 100 km & 50 km

November 21,

CHALLENGE AND FUN RACES

Green Earth Relay Marathon
(8/team, 100 km/day)

December 10 - 12,

Chiangmai - Maehongsorn 200 K. (The North)

RIDE#16 SUNDAY 26TH SEPTEMBER 1993

Hares: Famille Schneider

Misdirections: Imelda's ranch

Meet 14:00 Roll-off 15:00

Write-up: Frank/Bill

