

Bike boom focuses on high quality machine

BY JOHN KARRAS

This is the third of a five-part series on bicycling and do-it-yourself repairs.

The bike boom that has exploded in this country in the last few years has focused primarily on the higher quality machines, the adult models with three-, five-, ten- or fifteen-speeds.

In this article we'll deal with the three-speed—the others have much in common with each other.

After a flat tire, the three commonest (and most easily repaired) afflictions of a three-speed bike are 1) gears out of adjustment, 2) brake blocks worn or misaligned, and 3) a sticky chain.

You'll know your gears are out of adjustment if you can't shift into first or if the pedals suddenly and without warning while you're pumping hard (usually in second or "normal" gear) begin to spin around freely.

What usually happens at this point is that the surprised rider wobbles about wildly before flopping down and skinning a knee or worse.

After you've caught your breath and your heartbeat has returned to normal and you've had three fingers of red-eye to calm your nerves, follow the following steps.

Stand the bike up. See what kind of rear hub you have—the shifting trigger or handle mechanism should have the brand name on it.

Sturmey Archer and Shimano

The two commonest brands are Sturmey Archer and Shimano. The Sears hub is patterned after one or the other. If there are others, I

haven't heard of them.

If yours is a Sturmey Archer, get two pairs of pliers, put the trigger mechanism in second or "normal" gear (spin the pedals backward a quarter turn to make sure the mechanism shifts), then squat down behind the bike.

You'll see on the right side of the hub a nut with an extension tube on it and a hole in the end through which enters a small chain. There's also a hole in the side of the extension tube. If you look closely, you'll see that the end of the axle stops just at the hub side of the hole.

Now, still looking into that side hole, reach around and pull a little on the cable attached to the chain. You'll see that a thing that looks like a thick pin slides in and out of the axle. You'll also see that just left of where the chain is attached to this thing, the thing has a shoulder. That shoulder, when the gears are in adjustment, should line up with the end of the axle in second or "normal" gear.

On the other end of the small chain you'll see, in this order, a threaded rod, a small nurlled lock nut, and a long nurlled cylinder. Loosen the lock nut by turning it counter-clockwise. If your fingers can't budge it, use the two pairs of pliers, holding the long nurlled cylinder steady with one pair while backing the lock nut off with the other.

Take up jogging

You can now, in effect, lengthen or shorten the little chain by holding it with one hand while tightening or loosening the cylinder with the other. Do this until the shoulder on the thing is in the position described above.



Tighten the lock nut back up against the cylinder, and you're done.

If the pedals still slip, the trouble probably is in the trigger mechanism. The little trigger in there may be sticking. Put the trigger in first-gear position. Flick it up. Does it click right into second or does it move sluggishly or stick along the way? If it does, annoint it from the top with a few drops of sewing machine oil and give the mechanism a workout to get the oil in.

The Shimano has a similar lock-nut and cylinder connection. But instead of looking for a shoulder on the pin, look for the point on the rear shifting mechanism to line up with the "N" for "normal" gear. Tighten or loosen the little cylinder until the "N" is in the right spot.

If your pedals still slip, take the bike to a competent repairman. If he can't solve the problem, consider taking up jogging.

Next, the brake blocks. They're those rubber things, usually black, that grip the rims when you squeeze the brake handles.

Get your eye down close to the front one, first on one side of the rim and then the other, and squeeze the front brake lever. Do the blocks hit the rim squarely? Does the top edge of the block ride over the edge of the rim? The

bottom edge? Are the blocks worn out?

If the answer to any of the above is yes, go get your set of open-end wrenches.

You'll see that a nut holds the block in place in the brake arm.

Neglected and abused

Next, the chain, which probably is the most neglected and abused component on most bicycles.

If your chain is full of gunk, squeaking or rusted, follow this procedure.

Squat down next to the poor thing. Examine it link by link. Sooner or later, you'll find a funny looking link with a queer gizmo on its side. This is the mater link. (If you have a five-, ten- or fifteen-speed bike, don't look for this link, because it isn't there.)

Elections

(Con't from Page 1)

votes but just couldn't pull it out of the bag and finished third. Yogi Bear minus Bo Bo earned one vote in the district as did F. Art Blossum.

Off-campus juniors came up with some interesting candidates in Smily Whiplash and Yally Segal. And one no one has ever heard of, Richard Nixon.

A turnout of 707 students voters produced the following results:

District 5 Columbia Hall

Winner: Connie Sumpter

District 7 Towers Winner: Shelton Parker.

Run off between: Michael Taylor, Steve Painter, Leigh Leventis.

District 8 Bates House Winner: Wally Owings

District 14 Off-Campus Freshmen, Winners: Nancy Davis, Mike

Lawhead, Garry Wooten.

Run off between: Charles Derrick, Phil Atkinson, David Henze,

Rodney Shealy.

District 15 Off-Campus Sophomores Winners: Mary Amaker, Tom Wall, Allen Lawhead.

District 16 Off-Campus Juniors Winners: Charles Baxley, Louis Laurich, Mary Myers.

District 17 Off-Campus Senior Winners: Gregory Lee, Andrew Marquez.

District 18 Off-Campus Graduate students Winners: Gladys Feely, Hank Pierbon, Angela Wright.

District 19 Off-Campus Law students Winner: G. B. Manning.



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