

DOUBLETALK

BULLETIN OF THE

VOLUME 4, NO. 1
JANUARY - FEBRUARY
1980



TANDEM CLUB OF AMERICA

EDITORIAL

The TCA has been growing over the years, and as our TCA Treasurer and Founder Malcolm Boyd says, we have had a "low-profile, hide under the rock attitude." But need we continue like this? Possibly not. From just a mention in the Dec. '79 American Wheelman by Jack Goertz, we have had over 30 inquiries within one month. The interest is out there, but our marketing is way behind.

Do each of you belong to a local bicycle club. Does it publish a newsletter? Why not ask if they would allow you to mention the TCA, ask those interested to send a \$5 check on faith to TCA, c/o Malcolm Boyd, Treasurer, 10 Lakeside Dr. NW., Medford, N.J. 08055. In return they should receive 6 issues of a good publication with your name next to the article you are about to write for the March-April issue. Remember, Peter only has the printers send out what you write.

Speaking of forthcoming issues, what's happened to all the planning for Spring events? Nothing has been heard of yet and we want to get it out soon. The next issue won't be out until April at the earliest.

Think your framebuilder might be interested in the forum which Double Talk could provide? Why not consider showing him/her a back issue or two to see if he/she might want to contact Malcolm Boyd about an advertisement in the bulletin.

TREASURER'S REPORT

Malcolm Boyd

September 1978-November 1979

Account	
Advertising	55.00
Retained Earnings	726.77
Membership Revenue	1,334.00
Donation Revenue	32.00
Merchandise Revenue	165.00
Earned Interest	25.03
Cost of Goods Sold	127.63
Supplies Expense	54.65
Posting Expense	409.50
Printing Expense	949.89

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Treasurer's Report (Continued)

Telephone Expense	53.04	
L.A.N. Fees	10.00	
Transportation Expense	15.90	
Net Income	717.19	
	2,337.80	2,337.80

Statement Year:

Members - 342
Patches Sold - 22
T-Shirts Sold - 19

Inventory:
Patches - 72
T-Shirts - 49

Bank Accounts:
Checking: 421.63
Savings: 1,251.33

@ Commerce Bank of New Jersey
Commerce Plaza
Route 70
Marlton, N.J. 08053

NOTE: Expenses are projected to include estimated costs of the Volume 3, No. 5 & 6 issues. Also, \$315. in unearned membership revenues exists, representing the 63 members who signed up for two year memberships.

Treasurer's Comments:

Fiscal 1979 was a good year for the Tandem Club. Continued interest is shown both by a high rate of resubscription and the fact that potential members continue to find the Tandem Club's address in spite of our low-profile, hide-under-a-rock attitude. Profits rose 30% on the strength of the dues increase from \$3.50 to \$5.00 per six issues. Following a early year dip in service resulting from organizational collapse due to officer/volunteer burnout, publication of Doubletalk renewed.

This year was also a turnaround in attitude for the TCA. We finally realized that we are at the national level more a magazine-type publisher than a sports club. This may seem obvious to some, but it took a collapse of the never healthy electoral procedure to point it out to me. The club is currently run by three individuals, Dwight Kitchens, Peter Hutchison, and me in a loose association that allows us maximum freedom and fails to conform to the club constitution and bylaws in any number of ways. We can produce Doubletalk, however, something the old system eventually failed to do. I've discussed this revolution with club members on occasion and the general consensus is: Just keep the bulletin coming.

In terms of service, Doubletalk's past three issues are better edited than before. Our use of Office Assistance, Inc., to type, print and mail copy has relieved the secretary of a major amount of work. This has allowed Peter to address his attentions to our mailing list, which has been computerized (again!), which is how the nice labels appeared on the envelopes. Doubletalk is currently mailed first class, which is expensive but will probably be continued since the alternate, third class, can sometimes take three weeks to get across the country. Some Tandem Club members (Peter Penseyres, for one!) can tandem cross country faster than that. Also, a larger percentage of third class mail seems to get lost. Unfortunately, the TCA is losing about \$300/year, or a little less than \$1/subscription with first class mailing. While it may be hard to believe, it costs us just about a buck an issue as of Vol 3, #4 to deliver Doubletalk. I'd suggest raising the dues by this amount, but we did that last year. Our retained earnings are healthy, so we'll try coasting this year and try to figure out an economical way.

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One Last Note: The TCA is getting increasingly active in sponsoring Tandem Rallies. All well and good, but the "Officers" (defacto, I suppose) are personally legally liable currently. For this reason we are seeking incorporation to insulate the area representatives, and us, from potential suits. I'll keep you posted on how this goes. Have a nice Spring Season!

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HELP!

Franklin and Cheryl Hottinger are planning 1 June 80 departure date for a cross-country tour. Their travels go north from St. Augustine, Florida, to Baton Rouge, La., and then along Ole Miss to La Crosse, Wisconsin. Although Cheryl is blind, she'll see more than most of us can imagine. They are taking two months for the trip and any verbal descriptions of "must see" areas, special stops, or just general information would be greatly appreciated. Drop Freewheelin' Franklin and Hurricane Cheryl a line before they leave.

F. J. Hottinger
271 S. R. #16
St. Augustine, Fl. 32084

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Editorial Comment: As everyone does not require the custom made cycle, Paul Hill has found a way to modify his Gitane which may be of interest. We will attempt to develop articles for all price ranges to insure no one is left out.

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TANDEM CONVERSION:

By Paul Hill
6331 William
Omaha, Nebraska

In this day of costly tandems and components, I would like to put in a good word for the inexpensive models. Many of us surely cannot or do not wish to spend upwards of \$1500 for a bicycle. I have what is probably the most common tandem around; a plain-frame Gitane with rear drum brake hub, cotted steel cranks, and cantilever brakes. With minor changes we have found it to be adequate. I really doubt that the typical husband-wife team has the strength to take advantage of the finest of frames and equipment. Most of us go uphill at a sedate pace no matter what, while my experience is that solo riders tend to fall in behind on the level. Apparently our pace is not bad.

I made two basic changes. The first was to strengthen the rear wheel. One can use more spokes or larger spokes to achieve this result. Obviously changing to larger spokes is much cheaper than buying new 48-hole hubs and rims. I kept the original 36-hole hub, drilled it and the rim out, and installed 10.5 gauge spokes. I have never broken one and have not bothered to carry extra spokes in years. I did replace the steel Rigida rims with alloy, and I use good tires. This takes care of wheel problems permanently, and at minimal cost.

The second change was to install 15 speed gearing. I bought three TA chainwheels (30-44-52) and bolted these directly to the steel five pin cotted crank. The original axle is long enough. I could, of course, change to an alloy cotterless crankset for about \$150, but I do not believe I could detect the slightest

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Tandem Conversion: (Continued)

difference in pedaling ease. I have not had any problems with cotted cranks, but do recommend that one have a proper tool for removing and setting the cotters.

I hope people are not discouraged from entering the sport of tandem bicycles by the cost of the Jack Taylor and similar machines. With a few changes, those old Gitanes can be made more than adequate for most uses.

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TANDEMING IN G.B.

By Martin Smith, Editor
T.C. Bulletin of G.B.

When I first took an interest in cycling in the early 60's, the tandem was a thing of the past. To see one was rare, and one built since the war was virtually unheard of. A great pity in a country where the tandem was invented, first patented, then developed to as near perfection as the technology of the time permitted.

The popularity of the tandem in Great Britain reached two peaks, one in the 1890's (unbelievably now, the first lightweight era!) and the other in the 1930's, and suffered one real nadir, in the 1950's, which virtually led to its extinction. And as we enter the closing year of this momentous decade, I am pleased to report that the tandem is, once again, a force to be reckoned with amongst British cyclists.

Why, then, did the tandem reach near demise? Well, to the Victorians it was a way of keeping the wife's new-found emancipation in check. As a by-product it was also found to be the fastest form of human self-propulsion, and for years multi-seaters were used to pace racing cyclists, until motorbikes capable of the job were produced.

In the years between the wars, family riding was the done thing, and a crop of devices to take the youngsters along would be apparent on club runs, which were an important part of the leisure scene of the 20's and 30's - trailers, sidecars, kiddy seats and junior pedalling attachments. The drawback with a tandem was its lack of versatility - it was bigger than a bike, giving storage problems, and unless both riders worked near to one another, it was not much use as a utility machine. A single seater was needed, and at less than $\frac{1}{4}$ of the price of its larger counter-parts, would naturally take precedence in the family budget.

When the last war began in 1939, many tandems were given away for salvage as scrap to help the war effort, and despite our conservatism as a race, many historical cycles must have been melted down to be dropped with explosive contents on the enemy. Most cycle works turned to armament manufacture. A majority never resumed their original business, and with shortage of materials in post-war years, even those taken over by the larger concerns (such as Raleigh) failed to re-start tandem production. Raleigh's, incidentally, despite being the largest cycle producers in the world, have told me twice in the past five years that the small demand did not warrant reintroducing tandems to their range. A few small companies continued producing them to order, which remains the case today.

Production of spares for obsolete and ostensibly moribund machines was also discontinued, leaving the survivors without means of staying on the road. And so the Tandem Club was formed in 1971, largely as a help for those still using tandems (not all members were pre-war -- I, for one, was only 22 at the time!) as a preservation society for such machines as were still usable, locating and, if necessary, commissioning suitable spares. Modern tandems -- Jack Taylor's spring

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tandeming (Continued)

to mind - were rarities even to us owners of pre-war dinosaurs of the road, and only during the last three or so years have they begun to appear in noticeable numbers. I can recall no instance when I have observed more post than pre-war tandems at a gathering, even though the modern tandem market seems to be booming. Small dealers, too numerous to mention, will still produce tandem frames to order, but the beginning of the 70's tandem boom came with machines imported from France, Lejeune and Gitane. More recently other French machines have appeared on the British market, Peugeot and Motobecane being the most recent mass-production models. Two British companies, George Fitt (Futura) and Poshley, produce lightweight "utility" tandems, but only one company, The Tandem Centre of 281 Old Kent Road, London SE1, has an off-the-peg selection of British touring machines. These are assembled on the premises from frames built in Kent under their own brand name of "Globetrotters."

Most modern tandems are equipped with a rear drum brake and Mafac criterium cantilever rim brakes on both wheels. A majority of the equipment used is French, and some Japanese gearing is also used. Modern bottom brackets are to solo sizes, and where older machines have worn-out brackets, modern fittings are available to make the conversion to solo sizes. The technology of other tandem spares is slowly developing, and it is still difficult to obtain some parts which will take the strain of tandem usage. The present author, for example, has one tandem with its original 1937 Tri-Velox gearing in perfect order, while having trouble making a modern block (cluster) last a year on other machines, tandem or single seater.

However, the tandem has once again come very much into its own. With current petrol shortages, it is an ideal way of taking the family on holiday, for just one consideration. Whether its popularity will match that of the 1890's and 1930's is a question only time can answer.

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HEAVEN ON EARTH - a cycle touring holiday in England
By Nancy Balonis

For an American who speaks no other language than English, a cycle touring holiday of England provides all the rewards that cycling has to offer without the communication barrier. The distances between points of interest are short, the country is honeycombed everywhere with lanes which are ideal for cycling. There is plenty to see all over England, and the natives are friendly, hospitable, and wonderful.

In order to truly enjoy any cycle tour, some advance planning is required. My husband, daughter, and I had planned to spend nearly a month there. Lisa, age 9, and I share a tandem, and my husband, Jerry, rode his one-person cycle. Our tandem is one of the hard-to-find junior back tandems made in England in the early 1930 era. Taking your cycle with you aboard an airplane requires that the bicycle be partly disassembled and packed in a shipping carton. This can be a real challenge to your creativity as a carton that's tandem size is not easy to come by. (This problem was solved for us by a friend, Dwight Kitchens, who had exactly what we needed and was willing to loan.) Planning also requires that the cyclist determine whether or not to camp, Bed and Breakfast, or hotel. We took our three-person tent, and we hoped to do some economizing by camping. Maps need to be acquired and a route determined from them. In our case we have been members of the Cyclists' Touring Club for a few years and we sent for some of their maps before we left. We also made C.T.C. Headquarters in Godalming, Surrey, one of the first stops on our agenda so we could stock up on other goodies they had.

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Heaven on Earth - a cycle touring holiday in England (Continued)

Our plan was to arrive in London at Heathrow, assemble the cycles, and cycle off in a cloud of glory to a campground not far from London. We had to replace the rear derailleur on the tandem before making our escape to the countryside. (Yes, the airline, Pan Am, had demolished it beyond repair inside the carton.) Our first impression of England was chaos that goes on round the clock at Heathrow Airport. However, we were pleased to find out that this is very untypical of Britain. My first impression, once on the road and away from the airport on busy four lane highways was a shocking experience. Pleasantly shocked, that is. In my experience, British motorists are patient, cautious, and very courteous. In three and a half weeks of cycle touring in England, not once did a single motorist honk, yell, or throw anything at us from his car. It was certainly a welcome change from what I was used to here. I don't know whether British law forbids a motorist from getting rude with a cyclist, or it is just the natural inclination of the British to be civilized, but I found the difference to be very noticeable and very welcome. I loved those natives!

England is a beautiful country. It reminded me of a well kept garden. The large cities, the towns, and the villages are clean, painted, and tastefully landscaped. The British are proud of their country, and they take care of it. There are many more cyclists on the road in England than are visible here. British school kids ride 10-speeds for the most part. Thanks to the National Cycling Proficiency Scheme and Test which is available to them, they are skilled, competent cyclists. Not once in our entire tour of England did we observe a cyclist on the wrong side of the road. I'm an Effective Cycling instructor, and I found that to be truly incredible, another pleasant shock. When we encountered young cyclists, they were very curious about our forty-some year old tandem. They often examined it from stem to stern, top to bottom, asked a few questions, marvelled at it, all without touching it. I was really impressed by their self-control. We saw young teens sometimes in pairs or small groups cycle camping and touring on the road without adult supervision. Again, I was impressed and I kept thinking to myself, "how lucky they are to live in a country like England." How many American mothers would consider it safe to turn her children loose under those circumstances? For the most part, it simply can't be done here. Housewives do their shopping by bicycle, carrying their own sack with them to bring home the groceries. Many workers and businessmen commute to work by cycle in their working clothes, be it in a vested suit or jeans. Senior citizens on pensions often use the cycle exclusively for their transport about town. Many of them, I noticed used well worn 3-speed or one speeds. Some older cyclists I observed sometimes failed to look over their shoulder before lane changes, often signalling and moving oblivious to motorists behind. What was the reaction of these motorists? Honking? Yelling? Cursing? Never. It simply wasn't done. Motorists slowed down, permitting the cyclist to change lanes and turn. No grief, no hassle -- again I was favorably impressed.

The most favorable roads for cycling are the country lanes. These are unmarked roads which compare to our secondary county road system. The most notable difference which I observed was that the lanes everywhere we travelled in England were kept in better repair than the secondary roads here. I had been led to expect poorer roads by some articles I had read by Americans who toured England. The lanes we rode took us to old country mansions, past farms surrounded by dry stone walls. These walls enclosed fields of wheat, pastures full of fat woolly sheep grazing, dairy cattle of many different types including my favorite, the smaller gentle Jersey. Sometimes we'd moo at them, our 9 year-old always got a thrill when they mooed back. We even got sheep to baa at us if we sent them an introductory baa first. We usually stopped in interesting places to have a look around. The lanes

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Heaven on Earth - a cycle touring holiday in England (Continued)

carried us to ancient towns and villages, Milton Abbas with its ancient abbey dating back to the 900's for example. We investigated the abbey, had a snack at the boy's school next door, then back to the cycles for some more miles. The wind was blowing unbelievably strong that day, 30 to 40 MPH. However, we were able to cycle pretty much without difficulty because of the hedgerows which grow on both sides of the roads in England. They managed to block the headwinds and crosswinds reducing it to about a 5 MPH wind. Very clever, those British.

One kind of place we always liked to stop and explore were the cycle shops. The smaller shops had limited stock but the larger ones were much like the larger shops here. People were friendly, wanting to know where we were from and where we were headed. "Oh, yes, I have a cousin in the States," was often said to us by a smiling Briton. Many of the shops had a dog or cat as mascot. One shop we visited had an exceptionally friendly black and white cat parading up and down the counter accepting affection from all humans in the vicinity. The cat walked gingerly across paperwork of all kinds while the owner wrote out a sales receipt between it's front feet for a waiting customer. Most British cats we observed were black and white, very pampered, and very friendly. They can always recognize an American cat lover when they see one. Of course, the Cheshire cats are slightly different than the others.

Some articles I have read from time to time have described the British as somewhat stand offish. We found this not to be the case. The British know their country is beautiful. They know from their own experience that the best way to see their country is by bicycle, and we found ourselves being warmly received in Bed and Breakfasts, (one reason for that is we stayed in B & B places which are listed in the Cyclists' Touring Club Handbook), campgrounds, or Youth Hostels. The people we encountered everywhere from the tiniest shops to post offices, to passengers on trains, to police officers offering directions, were hospitable, courteous, friendly, helpful, and just plain nice. We never encountered snobbery, in fact during one of our many blunders aboard a train while crossing some mountains, we entered the first class accomodation part of the train, said "hello" to the well dressed businessman in there who greeted us in a friendly way and passed the time with us in pleasant conversation. Very friendly fellow. Another time, an older gentleman and his wife spotted our tandem as it rested against a wall and they rushed over to us for a little chat. He and his wife were married back in the 1930's, they had practically no money and he bought them a tandem. They toured everywhere on it, later on taking the kids. He described the lanes, the people, the scenery. He and his wife beamed as they rattled on and on. He had parted with the tandem some years back, and it was quite unusual to find another tandem from that era. They wanted to know about ours. The gearing (24 to 99), the cranksets (triple chainrings), after lengthy explanations of bar-end shifters and some other components they were curious about, they extracted a promise not to get rid of it in the future, as they had done with theirs. They were older and prosperous now, they had sold it off to someone and lost track of it. It was obvious that the sight of a rebuilt old tandem could launch the two of them into a fit of reminiscing.

It did not take us long to discover that we would like to repeat this adventure as soon as we can again save the money. Going native cycle touring in England is truly heavenly.

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A SIMPLE SOLUTION

By C. M. Flatt
Monterey, Ca.

For the past several years my son, Greg, now nine years old, had watched with envy and disappointment as I had pedaled away on those delightful early morning weekend

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A Simple Solution (Continued)

rides. However, the thought of him immobile and most likely staring again at television cartoons always stayed with me, finally draining away a portion of my imagined enjoyment. From those mournful looks and inquisitive questions when I returned, he certainly didn't seem to lack desire.

To Greg's eyes and child's muscles, our hillside home was a great disadvantage. Those few times he and I did take our bicycles out on the streets together usually ended in frustration and discouragement for him. The one mile free ride slowly down the hill to level ground was always fun, but it was a long and tiring journey back, walking and pushing the bikes. Consequently, our outings became relegated to the nearby school's paved playground and infrequent trips by car to the local bicycle path. It wasn't long before this routine, however occasional, became boring. Greg especially felt the need to branch out, and as I already had that freedom, I wanted him to be able to experience the privilege also.

Of course, the events mentioned above eventually helped in my decision to purchase a tandem, but there was a much more important reason motivating me -- I simply wanted a frequent means of spending more enjoyable time with my son. If I could accomplish this and perhaps help develop for him further interest in the sport of cycling, so much the better.

However, after these noble statements, I won't be so bold as to say I immediately strode forth to accomplish the means of execution. As a substantial sum of money was going to be outlaid, I first wanted to get at least a tentative reaction from Greg concerning his feelings about two people on one bicycle. To be more exact, I needed to know if he would consider being a backseat driver. To strengthen my case, I went through all of my back issues of BICYCLING for articles and pictures of people on tandems, specifically those concerning an adult and child. After gathering everything available (pitifully little, I thought), I presented them to Greg along with my supporting spiel. To my great pleasure, he was immediately and honestly enthusiastic. He even thought a Bell helmet of his own would be a good idea!

Knowing that a child's initial enthusiasm over a new experience can soon subside, I was now presented with the pleasant problem of deciding just how much I wanted to spend on our joint venture. I certainly didn't want to purchase a custom tandem or even an ultra expensive mass-produced item and find that Greg, after all, didn't think it was such a great idea. Yet, being spoiled by a fairly decent single, I wanted something more than a slug. Two local dealers miraculously stocked tandem models in the price and performance range I was interested in. One cycle had been reworked from stock in several areas and was more to my liking. Also, the 22½" gents frame in front was a comfortable fit for me and, surprisingly, the 19½" ladyback was fine for Greg after lowering the saddle as far as possible. I had previously envisioned having to purchase some expensive Phil gadgets before Greg would be able to spin comfortably; reach to the bars was fine with the standard stem supplied.

To our good fortune, I was able to get the tandem home and completely adjusted for use on a sunny three day weekend. The great weather kept spirits high during the few small problems we needed to work out as a team. That first series of rides was a great success, and Greg was impressed how that once terrible uphill battle toward home could so easily be conquered. I assured him that it was also easier for me with him in back stoking all the way.

My fears of lagging interest on Greg's part have been unfounded. In fact, take advantage of. Longer rides, or when we go several days in succession, are spiced by picnics, ice cream treats, and lazy stops in interesting places. I make sure I give him credit for his portion of work on the tough sections and stress that we are working as a team on our tandem. He has responded by providing me with realization of my main motive for this undertaking -- that important time together. I can't say that we live

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A Simple Solution (Continued)

on our tandem because a little boy's energies must be divided among many other interests. But, we both enjoy the present, and hopefully for Greg this will be a recreation that endures. Selfishly, I can look forward to those rides as he gets stronger and stronger.

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TRAILER NOTES

Recently, interest has been shown in a number of trailers which are on the market. For those who are not familiar with the different makes, the following descriptions might prove helpful when you find you are moving from Los Angeles to Boston by tandem and have more than will fit in the moving van. Not that this will help a lot, but remember, the van will carry most of the household goods.

Hi-E Engineering
1247 School Lane
Nashville, TN 37217
AC 615-361-1312

\$270.00

7 lbs. weight

27" tubular rims and tires

single spindle for both wheels

alum alloy frame

nylon reinforced polyethelene seat
Griffolyn (TM) holds up to 150 lbs.
but braking caution over 50 lbs.

hitch is spherical ball joint pivot
which connects to the seat post.

NOTE: It may be possible to use either a disc or drum brake hub with the Burley Design trailer. As the wheels independently mount, and there is a frame around each wheel, it appears possible to attach the brake to the frame and run a cable within a casing, using a quick release, to some lever on the cycle. This would prevent the trailer from pushing the cycle down the hill.

Cannondale Corp.
35 Pulaski St.
Stamford, CT 06902
AC 203-359-1705

\$149.50

\$39.50 Child Seat

22 lbs. weight alone
6.25 lbs. child seat

24" steel rims with 24 X1.75 tires

single spindle for both wheels

alum frame

holds up to 80 lbs.

sturdy rubber/plastic hitch which
bolts to the seatpost, safety wire
also supplied

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MAUI MADNESS

By Bob Immler

In 1977, I was a co-leader of a Sierra Club tour of Maui. Most of the trip was similar to a tour previously covered in Doubletalk. However, five of the group's 30 members decided to make the trip somewhat more interesting.

Haleakala is a 10,023 foot dormant volcano which dominates Maui both physically and spiritually. Most tourists use rental cars to reach it's summit. But their

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Mauī Madness (Continued)

engines, tuned to the sea level tropics, struggle near the top where temperatures are always cool and frequently drop below freezing. Although at that altitude, most visitors are breathless just from walking, signs warn them not to run.

Naturally, we had to cycle to the top. My tandem, a Jack Taylor, soon to be a Paramount (see Bicycling, March, 1978), had not been delivered and I only had my single which I had already ridden to the top once before. So I convinced fellow tour member and TCAer Jim Dodds that we should attempt it on his 20-year-old Follis tandem.

Although I'm sure others have made it to the top unassisted, it's easier to ride a light bike and rely upon a vehicle for support. And although there is water and food at 1500 ft.; at 7500 ft. and at the top, only water is available. An additional problem in '77 was that the road was being repaved, there was about 1½ miles of dirt near the top, and the road was closed during most of the day to all traffic.

If you're already crazy enough to want to ride up Haleakala, there is an obvious, equally crazy solution which especially appeals to lunatics -- ride up at night with a full moon.

After napping most of the day, we began our ascent at seven in the evening on a road lined with sugar cane. We fought a strong headwind for the first ten miles and had the three singles in a pace line behind us. Then as the winds died, the grade increased and soon we were the last in line. As we climbed higher, the sugar cane disappeared to be replaced by fields of flowers grown to supply the island's lei makers.

Then we rode through a forest of ironwood trees, climbed above them, and entered the pasture country of the Haleakala ranch.

It was now dark, and below us we could see the flames from the sugar cane fields which are burned as a part of the harvesting process.

The road was essentially ours with the occasional car being heard long before it actually neared us. We both wore light colored jerseys (except near the top, we were too warm for our windbreakers), but I increased our visibility by waving a red flashlight, which was carried in a rear pocket, whenever a vehicle approached.

We tried to pay careful attention to the location of the few cattle guards we now slowly crossed. In the morning we would need to remember where they were. From time to time we could hear cattle, then we heard something we couldn't identify -- clickity . . . clickity . . . click.

Just as we had come to regard ourselves as insane for riding up at night, a group of skateboarders passed us on their way down.

At two in the morning we reached the top. It was cold! We ignored "no camping" signs and slept inside the observation tower. I worried I would oversleep and miss seeing one of the famous Haleakala sunrises.

I had no reason for concern. About an hour before dawn, we were awakened by the dozens of tourists who drive up to see this sight. Inside the structure, which sheltered us from the wind, a thermometer showed 27 degrees.

Finally, the sun rose from beneath a sea of clouds and we learned how appropriate a name Haleakala (Hawaiian for "House of the Sun") is for this place.

I wasn't really looking forward to a 37 mile downhill in sub-freezing weather, wearing clothes I had brought to keep me cool in the tropics, but soon the thrill of a 45 minute downhill took my mind away from the cold.

Since the stoker doesn't always have to have his hands on the bars, I strapped on a camera, and we were off. Well, our tandem may have been the last one up, but we were the first down. A digital speedometer would have given some interesting readings.

On my single I could jump the cattleguards, but each one forced us to slow the

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tandem almost to a stop. We decided to make several additional stops to check our brakes. At each one, we cooled off the rear drum brake with our water bottle.

At the time of this adventure, I had never ridden Jim's tandem and assumed his front centerpulls and rear Maxicar hub brake provided ample, safe stopping. Later after I had my tandem, we switched bikes. Compared to my Mafac cantilevers, which many tandemists consider inadequate, Jim's Follis had no brakes at all!

On the last 10 miles that headwind we had fought the night before, was now a tailwind which effortlessly blew us back to sea level. We waited about 20 minutes before the first of the singles arrived.

Cycling Haleakala was behind us, but the greatest Hawaiian challenge still lay ahead, going through Lahaina without leaving any money behind.

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HOW MUCH BRAKE IF A BRAKE CABLE BREAKS (BRAKES)?

By Mike Roeder

Here are a few comments about breaking (braking) cables on tandems, and about my own brake systems as well. First, a question. How many of you have had a brake cable break on a bike you were riding -- raise your hand. I can't see the hands, but my experience with my bikes and working in bike shops for six years indicates few cables break. I have seen far more "what if" articles than broken cables. It can happen, but if it happens to us on tandems it is our fault.

Most brake problems I've seen are due to loose cable clamps, loose brake bolts, and worn pads. All these are prevented by care and maintenance. We seldom need to fear the "accident" resulting from bad luck; we need to fear the "accident" resulting from poor preparation.

Here are some maintenance ideas. Tandems run from \$250 to \$2500, but most of them use the same Mafac cantilevers. The comments will apply to center, side, and disc/drum brakes as well. Don't worry about cables breaking, worry about clamps, bolts, and pads. The cable clamps to worry about are:

1. At the left brake arm (as you face the brake)
2. At the brake hanger (junction of main and bridle wire)

Most side, centerpull, disc and drum brakes have only one cable connection to worry about.

Most of us have limited tools and/or budgets. A good set of 8-9-10-11-12 mm wrenches are invaluable. Without them, there is no way to have confidence in your brake system. Those bolts and nuts are small, the flats are tapered and/or mangled, and you must hold both sides to get them tight. I can't get them tight with Vise Grips and an adjustable wrench. If you can, skip the rest of the article, go ride your bike or something. Everyone else, don't buy a third hand tool (use your stoker's hand), buy wrenches.

Most people adjust their brakes by moving the clamp at Point 2. Each move dents and frays the cable and your patience. When you install that main cable, use a good one, lube it, and don't break the clamp bolt but make it TIGHT. Do your adjusting at Point 1. This bolt is easier to reach, is attached to something you can grab, clamps with more surface area, and doesn't cut the cable. If you do mutilate the cable, all you replace is a short piece. Cut off an old front cable that got frayed at the bottom, or get a new one. Either way is easier than finding a new tandem cable.

Continued

How Much Brake If A Brake Cable Breaks (Brakes)? (Continued)

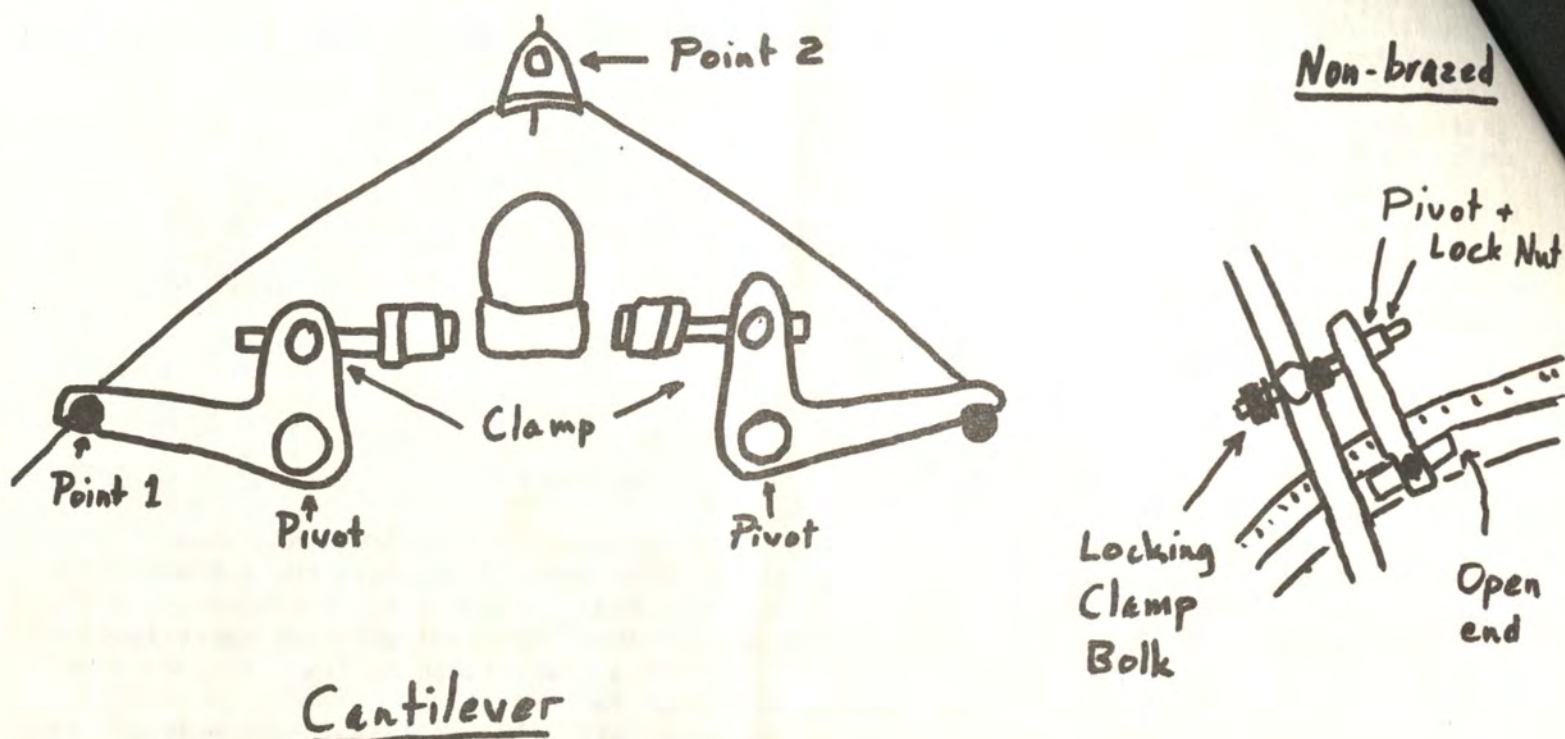


FIGURE 1

Check the mounting bolts. Cantilevers mount with two pivot bolts. If you get these too tight the arms stick, so don't overdo it. Substitute washers if necessary, but be sure the bolts are snug. With non-brazed brakes, the center bolt is critical. Here's where the accidents happen. Be sure it is snug, engages enough threads, and has a lock nut, lock washer, Loc-tite, or all three.

If your brake center bolt is so loaded with fender, rack, reflector, etc. that you have deleted the locking provision, you're in trouble. These items tend to loosen the brake, and usually succeed. Use a locking fluid if you can't remount the offenders somewhere else.

The pads should be tight, lined up on the rims, open end facing the rear, and clean. When the nubs wear down, replace the pads. I have friends who brag about the mileage they get on brake pads. If yours look a little hard or worn, figure out the cost per mile, then go buy a new set.

Finally, my personal system. I have ridden with sidepulls, cantilevers, drum and disc. Our current bike has the best combination I've worked out so far. We use long Mafac cantilevers with long Mafac pads. I started out with Matthausers but the squealing drove me crazy. Our third brake is a Phil disc.

My contribution is the use of a fingertip shifter to pull the disc cable. The Phil takes little effort and the Suntour shifter has plenty of travel and leverage. It lets me drag the brake, downshift when stopping, and keeps the bike from rolling when parked. Phil Wood suggested that we avoid dragging it more than a few miles on

Continued

How Much Brake If A Brake Cable Breaks (Brakes)? (Continued)

hills, but otherwise saw no problems. I have had none.

I can't grab the brake as quickly in a panic stop, you're right. But it is easy to get to, useful, and lets me keep my beautiful levers. My wife leaves the driving to me, seeing no need to run the braking from her end. The final advantage I haven't experienced, due to California terrain. For those of you who suffer from flat land and tail winds, my system offers you a way to drag the brake and get the exercise you need!

* * * * *

TANDEMS AT GEAR 80 By Mal Smith

Most everyone is intrigued by tandems. Jean and I fell for a want ad in the newspaper about 10 years ago for a 3 speed tandem. It turned out to be a pair of 1950 vintage Kaiser bicycle frames which had been welded together in a high school shop class. The price was right and we thought it rode well enough to get us acquainted with the sport. It got used mostly for running our German Shepherd and later the Border Collie. They thought this was just the greatest thing ever.

Most people who get a tandem, either like or can't stand it; no intermediate ground. We liked it and some years ago replaced the Kaiser with a Schwinn Paramount, which was light-years better, and gave us the incentive to go to several tandem rallies. Nothing beats a good tandem rally for enjoyment and socializing. This is especially true if the rally is located in an area where there is a good choice of roads, fine views, and interesting things to see. We think the Genesee Valley country of New York qualifies.

This is where GEAR 80 is going to be located on 4th of July weekend. Jean and I have a part in the planning, we are trying to make it interesting for tandem riders as well.

There are many interesting things to see in this area; just to name a few: a beautiful state park with a great gorge and three waterfalls, vineyards and wineries, hot air ballooning, sail-planing, a railroad museum, and Genesee Country Museum, nearby lakes and water sports, and it is still well known horse country. These things are all within a 50 mile round trip, so if the rides we designate for tandems don't interest you, make a choice of one of the other points of interest.

On a larger scale, as part of a vacation, there are Lake Erie, Niagara Falls, Lake Ontario, and the fruit belt country to the west and northwest, with Canada just beyond; the Barge Canal, the cities of Rochester and Kodak to the north; all the Finger Lakes (wine country) and many parks to the east, with Cooperstown and the Baseball Hall of Fame a bit further; and to the south are Corning (the glass works) and the foothills of the Allegheny Mountains.

If you have a week or two to spend why not plan to ride to GEAR 80 at Genesee and meet other tandem couples there. Or if you prefer, take the train or plane to Rochester. It's only 30 flat miles to Genesee. Of course, if you drive or figure out a way to come by bus, Genesee is about halfway between the N.Y. State Thruway and Route 17.

GEAR 80 program will consist of many daytime rides and evening workshops, including a tandem workshop we expect, all rounded out with square dancing and fireworks.

So if you're interested in tandems and rallies why not think about coming to GEAR 80. Send a SASE to GEAR 80, P.O. Box 3605, Rochester, N.Y., 14609. Tell us

Continued

Tandems at Gear 80 (Continued)

you're tandem people and we'll try to give you whatever information or help you desire.



* * * * *

Editorial Comment: Do it now. See JAN 80 LAW, American Wheelman for applications. Remember - limited space, so hurry.

* * * * *

TOURS

Teen Tour, Amsterdam - Copenhagen, for boys 14-17, two weeks, late June -- early July. Shared low cost. Led from Tandem. Details from Ron Romeis, 506 Midland Circle, St. Davids, Pa. 19087.

Huffman One Hundred -- Miamisburg, Ohio, May 25, 8 AM

If you need a place to spend the night, Jack Dwyer has four extra beds and lots of floor space only 15 miles from the start. Lots of parking on a cul-de-sac. Why not contact at A/C 513-837-5424, evenings. Don't get lost. The address is 6521 Westford Road, Dayton, Ohio 45426.

RAGBRAI -- Anyone going? Please contact Jack Dwyer. He's interested in talking with you. Once again, A/C 513-837-5424, evenings.

* * * * *

FOR SALE

COLIN LAING TANDEM, 26 x 22½ inch male/male short coupled frame. Like new. TA cranks, Super Champion rims, Campy HF front and Maxicar rear hubs, cantilevers plus drum brake. Suntour end shifters, Huret Success front and Suntour rear derailleurs. Custom rack for panniers or child carrier. \$1,400. Call Dennis Lee, Tucson Az. 602-887-0905 or 602-293-3607.

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* * * * *

Continued

WANTED

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- (2) Eclipse adapter plates using metal snaps (not the new plastic snaps).
- (3) Jack Taylor mono-wheeled cycle trailer with attaching frame. Condition not particularly important, if you have a similar European trailer, please contact for information purposes.
- (4) Information on a PRECIRAY wheel truing jig from Belgium.

Contact the Editor about 1-4 above.

* * * * *

QUESTIONS

Jack Dwyer currently uses a chainwheel with 52-40-30 teeth and a freewheel with 14-17-21-26-32. He is interested in hearing of better combinations, either with less duplication or easier shifting. Drop him a line.

* * * * *

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INDIANAPOLIS
IN 46220

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IN 46219

BILL WILSON
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IN 46227

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CEDAR RAPIDS
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DES MOINES
IA 50311

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DAVENPORT
IA 52806

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AMES
IA 50010

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SHAWNE MISSION
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KY 40205

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KY 40502

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MD 21236

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ATTLEBORO
MA 02703

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MA 02115

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WABAN
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MA 02180

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MT 59715

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NE 68106

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NC 28305

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OH 44092

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NORTON
OH 44203

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OH 44203

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OH 45459

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OH 43560

JIM & CAROL SKEEN
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MANSFIELD
OH 44903

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CINCINNATI
OH 45243

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BOX 7114
COWETA
OK 74429

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1438 N. KINGSTON AVE
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TULSA
OK 74127

MARGRET & EVAN O'BANNON
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OK 74114

DAVID & LINDA SEYER
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OK 74136

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OR 97428

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MILWAUKIE
OR 97222

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BOX 689
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RI 02910

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VANCOUVER B. C.
CANADA V6E 1K2

MARTIN SMITH
105 ST. JULIAN'S FARM ROAD
LONDON SE 270RB
GREAT BRITIAN

Nearly three years ago, we published a membership directory which contained 270 entries. This directory includes 371 entries. As before, the directroy is for members' personal use only.

* * * * *

Please take a minute and look at your mailing label on this issue. The number in the upper right corner is the number of issues which you will receive in the future. A zero, for example, means you are holding your last issue. If that number is getting low, better get a check in the mail to Malcolm.

Secretary: Peter Hutchison, R. D. 1, Box 276, Esperance, NY 12066
 Treasurer: Malcolm Boyd, 10 Lakeside Dr., N.W., Medford, NJ 08055
 Editor: Dwight Kitchens, 475 Harcourt Place, Newport News, VA 23602

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 Western MT: Rich & Lezlie Smith, 710 S. 9th, Bozeman, MT 59715
 Idaho: Bill & Jenny Stallings, 3719 16th St., Lewiston, ID 83501
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 San Diego: John & Donna Goodloe, 8084 Donzee Ct., San Diego, CA 92123
 New Mexico: Jeri & David Strip, 800 Carlisle Blvd., SE, Albuquerque, NM 87106

DUES: \$5.00 for individual or tandem team membership (6 issues).
 Doubletalk is published bimonthly and a subscription is included with membership in the TCA.

TCA PATCHES: 4" x 4½", \$2.25 each; TCA T-SHIRTS: XS, S, M, L, XL, \$5.50
 both available tax and postpaid from the treasurer.
 T-Shirts are Light Blue with TCA Logo on back, Tandem on breast with words "Tandem Club of America" underneath. All writing in Dark Blue. No pockets. (Expect a delay on the small sizes.)

MEMBERSHIP: Below is a membership application form, good for 6 issues of Doubletalk, at a cost of \$5.00. Please fill one out for yourself and another for any friend who you believe would enjoy joining you during this upcoming cycling season.

 TCA MEMBERSHIP APPLICATION

NAME(S) _____

ADDRESS _____

CITY & STATE _____ ZIP _____

Checks may be made payable to TCA and should be sent to the treasurer.

Tandem Club

THE CLUB FOR ALL TANDEM CYCLISTS

As a club, we exist simply to encourage tandem cycling. We do this in a number of ways e.g. by sending a bi-monthly magazine to members, devoted to tandem riding and repairing, by providing a spare parts service and technical advice, by organising day runs and touring weekends (usually but not exclusively youth-hostel based) around the country, and by running time-trials.

Membership is open to anyone interested in tandems and who agrees to abide by the rules of the Club. Full membership costs £2.00 a year, or £8.00 for 5 years; joint membership - available to your tandem partner - costs 0.60p per annum or £2.40 for five years, and you fight over the magazine. Applications on the form below, should be addressed to Peter Hallowell, 25 Hendred Way, Abingdon, Oxon OX14 2AN, and accompanied by the appropriate subscription.

It would be appreciated if overseas members would pay in sterling, either by International Postal/Money Order or Bankers order, payable to the Tandem Club.

PLEASE USE BLOCK LETTERS

To the Membership Secretary, 25 Hendred Way, Abingdon, Oxon OX14 2AN

I/We wish to join the Tandem Club, and agree to abide by the rules of the Club.

Name (Full Member): Mr/Mrs/Miss/Ms _____

Address: _____

Post Code _____

Name (Joint Member): Mr/Mrs/Miss/Ms _____

Address: _____

Post Code _____

I/We enclose £ _____ as my/our subscription for one/five years.

Signed (Full Member) _____ Date _____

Signed (Joint Member) _____

Tandem Club

THE CLUB FOR ALL TANDEM CYCLISTS

Secretary: R. J. ALLEN 8 COACHWAYS MAPPERLEY, DERBYSHIRE DE7 6DB

Chairman: D. C. M. JOURNET

Treasurer: B. R. BARRETT

Please reply to

D. Kitchens Esq.,
475, Harcourt Place,
Newport News,
VA. 23602
U.S.A.

TANDEM CLUB
66 CRAVEN AVENUE
BILLEY WOODS
COVENTRY CV3 2JT

18th January 1980

Dear Dwight,

Being a member of the Tandem Club, you will know that I am the Committee Member who runs the Club spares and advice service; I am writing this letter to you on behalf of the Committee who are very flattered that the catalogue of spares available through our Club should be published in your Journal. However, you omitted to publish that the spares are only supplied to Tandem Club Members, which has placed me in the embarrassing position of declining to supply some of your members.

The Tandem Club has a total membership of 1500 including some 100 overseas members from Europe, Northern America and the Southern Hemisphere, many of whom correspond with me requesting advice on various technical matters and the supply of spare parts not readily available through alternative sources. The Club finds it most convenient for the overseas members to pay in Sterling, allowance being made for the additional postage not included in the Handbook prices.

We are sure your members will understand the conditions linked to our spares service and it would be appreciated if they were informed, possibly by the publication of this letter. I am also enclosing some copies of our membership application forms in case any of your members are interested.

Yours sincerely,

Bob Tinley

R. H. Tinley.