

DOUBLETALK

Tandem Club of America

September 1984

DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
Route 19, Box 248
Birmingham, AL 35244

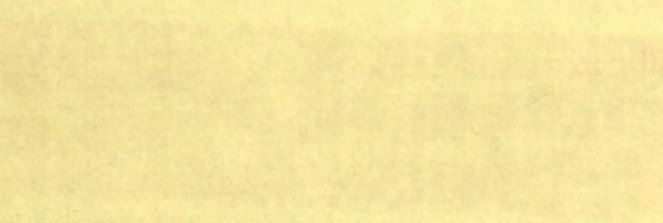
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**DEADLINE FOR THE NOVEMBER ISSUE IS
OCTOBER 1, 1984! DON'T MISS IT!!!**

EDITORIAL

Our first issue (July, 1984) was so much fun, Susan and I are willing to tackle another one. While we were putting together that issue, we learned a bit about the United States Postal Service. For example, to get a newsletter, such as DoubleTalk, from Birmingham, AL, to Esperance, NY, wherever that is (Sorry, Peter, but I can't find Esperance on any map in this house!) takes about 17 calendar days, when mailed Third Class (Bulk Rate) just before a major holiday. We mailed the July issue on July 2nd, and our members in Atlanta, GA, 151 miles away, got their issue on July 17! Drew, we take back everything we ever thought about you and the poor delivery we were getting. We now understand! Susan and I are exploring alternate ways of speeding up delivery, such as trying to attain a Second Class permit, such as Bicycle USA has. The waiting time after applying for such a permit can take up to six months, so don't expect miracles if we opt for this. Another options would be to go First Class, but at 37¢ per issue, that would require a dues increase, so we believe that we should explore other options. Let us hear your ideas on the subject. In the meantime, we are moving our publication date forward, and with it our mailing date. This issue is being mailed in mid-August, which should put it in your hands early in September.

Tandems are certainly in the major bicycle-oriented magazines these days. Bicycle Sport Magazine, a fairly new magazine based in Torrance, CA, recently ran a pair of articles on Tandemming. In

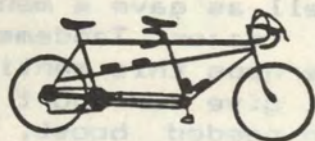
them, they mentioned how to get started tandemming, and they mentioned the Tandem Club of America and the Twin Cities Tandem Club (MN), as well as gave a mention of the three major Tandems Only rallies. Perhaps this mention, and others, will give our sport and our club a much needed boost. Also, Susan and I just received our copy of the BikeReport, the bi-monthly publication of the BikeCentennial (Missoula, MT) organization. In it, TCA member Sharon Dickerson, of Pismo Beach, CA, gives her views on "TOURING TIMES TWO", a very good article for someone who has never travelled by tandem, but is contemplating doing so in the future. While you may not agree with everything in the article, (or for that matter in any article about tandems), I don't believe you will go too far wrong following Sharon's advice. Thanks, Sharon, for a well-written article. As these publications are copyrighted, I can't reproduce any of the articles, so you will just have to find your own copies.

Do you have something to contribute? Send it to us. We welcome your articles and contributions. The editorial deadline for the next issue is **October 1** (for the November issue). Our address is on the bottom of every page.

Susan and I want to offer a challenge to all tandemists: We know that there are over 3,000 tandems out there, sold over just the last 10 years. Yet only about 325 of these tandem owners are TCA members. If each of you can get just one new couple to join TCA,



pushing our membership over 600 (actually, we'll give some of you a break -- just make it to 500 paid memberships, and we will expand the publishing schedule of DoubleTalk to bi-Monthly! What do you say? Let's get out there and recruit just one new tandem team each!



LETTERS TO DOUBLETALK

Dear DoubleTalk,

Enjoyed the last issue of DoubleTalk. I have all (or almost all) the issues since 1978. Are you or anyone else interested in having them? I could mail them to whomever wants them or I could take them to the Southern Rally. I am planning on attending.

How great is your need for material? I just found my comments on a group tour of Europe from the past...

Mr. & Mrs. David Bowen
12 Indian Rock Rd.
Warren, NJ 07060

Dear David,

DoubleTalk welcomes any and all contributions, including letters and "How-To" articles. Please mail any contributions to us at the address on the bottom of each page. If it fits, we'll print it.

-Editors

Dear DoubleTalk,

Received the July issue of "DoubleTalk" yesterday and was glad to see that TCA still had a newsletter. Appreciated the editorial comments, especially with reference to the regionalism.

We have provided TCA, through Drew Knox, with our TCTC (Twin Cities' Tandem Club) newsletters for the last three years and have included information about TCA in every issue. We make the same offer to you that we made to Drew and that is that you can feel free to use whatever material you'd like from our newsletter, we only ask that TCTC be credited.

Sara & Doug Laird
Minneapolis, MN

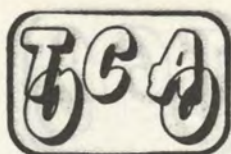
Dear Sara & Doug,

Thanks for your kind remarks and generous offer. Only through contributions from TCA members can we attain and maintain a truly national representation of our members. As a challenge to TCTC, read our editorial. Remember, if TCA reaches 500 paid members, we promise to make DoubleTalk a bi-monthly!

SUPERMAN IS MY STOKER

I go riding with Superman on Sunday mornings.

Cleverly disguised as mild-mannered Brian Corbett on weekdays, the seven-year-old caped crusader stands 47 inches tall and weighs



48 pounds. But when he's called to action on Sunday mornings as my stoker, he dons his cape and vest with the big red "S" emblazoned on the front and proclaims, "I'm Superman!"

And how can I possibly argue? Not only do we fight together for truth, justice, and the American way, but we also seem to sail up even the steepest grades in a single bound.

If the pace begins to drag, I yell, "Hey, Superman, we need more steam, how about it?" Then we fly like a speeding bullet!

Sometimes, though, I hear, "Dad, there must be some Kryptonite around." I know then that I have to pedal harder, until Superman says, "I think we're pulling away from it."

Superman doesn't ride tandem with just anybody. But with some special effort, the right modifications, and the right kind of encouragement, any kid can be a superhero.

Our Gitane tandem came to us with a 22/19 inch mixte frame and its original steel components. Superman has long legs for his height, so I'd hoped that by putting the seat all the way down and installing some blocks on the pedals we'd be able to fly right away. We had no such luck, though.

But you can't be Superman's Dad if you let little obstacles like that get in your way.

Two things were clear. The seat had to be lower and the crankarms shorter. The seat came down onto the twin lateral mixte bars, held in place by a specially rigged

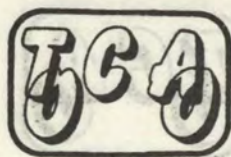
seat post clamp attached to the bars. A six-inch section of half-inch pipe made a sturdy seatpost that fit the clamps at both ends. Moving the seat slightly forward like this didn't bother Superman's leg position because he has short thighs compared to the adult riders the bike was designed for.

Superman's Granddad helped shorten the 170mm steel crankarms to 120mm. A retired machinist/welder friend of his cut and welded them, so they'd fit Superman's legs.

The finishing touch in our special superhero modifications was to cut a block of high density foam to fit over the unused seat tube top to protect the Caped Crusader if he bounced, as even super stokers sometimes do.

Even a man of steel doesn't like to push heavy steel components around, so they've gradually been replaced. Only the shortened steel crankarms now remain. As a result, we've been riding farther and farther from home, and have been leaders for a scheduled ride of our club, the Tucson Chapter of the Greater Arizona Bicycling Association.

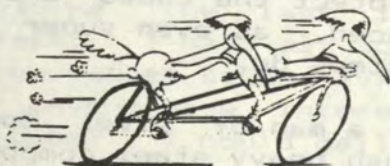
Even though our rides have gotten longer, they're still not intended to build a little man of steel. Our emphasis has been on Superman learning, and on touring -- enjoying the many interesting sights in and around the Tucson area at a moderate pace. We've seen Tucson's century old barrios, Green Valley's pecan groves, Marana's cotton fields and airport (with its scores of retired airplanes), and the tall cottonwoods in hilly Sabino Canyon Recreation Area.



We've cycled through the Sonoran Desert beauty of Tucson Mountain Park and Saguaro National Monument, visited the world renowned Arizona-Sonora Desert Museum, and ridden past the 200-year old "White Dove of the Desert" - the historic Mission San Xavier Del Bac.

In the process Superman and I have grown a lot closer than we were. I surely wouldn't trade him for any other tandem partner. After all, how many tandem captains can claim, "Superman is my stoker!"?

Richard E. Corbett
Tucson, Arizona



FITTING A CATEYEtm SOLAR COMPUTER

I recently purchased a Cat-Eyetm Solar Cyclocomputer unit for our Tandem. You've probably seen the advertisements--these units do everything from waking you up in the morning (They really will!) to telling you how fast you are going and how fast your feet are spinning, i.e., your cadence. While these units are a modern miracle in micro-electronics, Cateye never thought anyone would try to mount one on a tandem. Evidently Japanese bicyclists do not think tandems are worthy vehicles, or something.

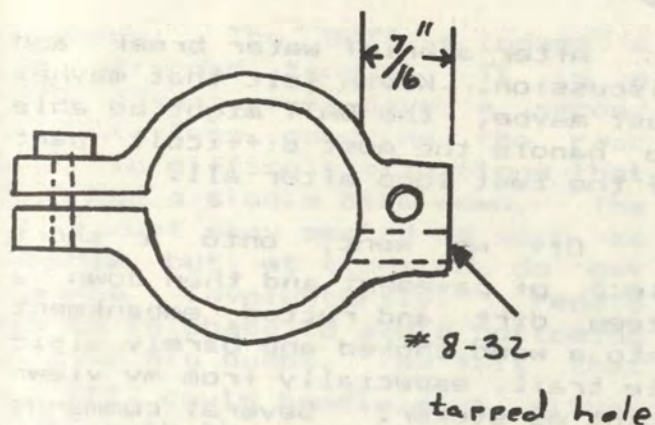
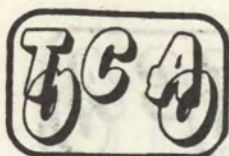
There is no problem mounting the magnetic pickup for the speedo-

meter and cyclometer functions. The clamp just fits around the oversized fork blades most builders use these days, without any shims. Of course, the magnet for the wheel (which Cateye used to replace the ring on their earlier models) just clips to two adjacent spokes on the front wheel. Again, no problem! A different story, though, when you try to mount the pickup for the cadence tachometer. This pickup is intended to mount on the right-hand chainstay on a single bike. Obviously it won't fit around the oval boob tube on most tandems, and to make matters worse, Cateye did not provide a lead long enough to reach the chainstays. Something about that extra 26" from the front bottom bracket to the rear bottom bracket just wasn't planned for. No way that the lead provided would reach.

Don't despair for long! If you possess a flat file, a small electric drill, and a trashed-out front derailleur, you can make a custom mount which will solve your problem. Your only expense may be for an 8-32 tap.

I started with an old front derailleur of the type commonly used on inexpensive single bikes and expensive tandems--the SunTour Spirt. I drilled out the rivets holding the parallel shifting plates to the alloy seat tube clamp. Throw away the shifting mechanism, but save the clamp. This clamp needs only a little work to make it into a custom mounting bracket for the pickup.

I filed a flat onto the clamp, on the side where the shifting mechanism was, parallel to the seat tube axis. This flat area should be about 7/16" from the inner edge of the clamp, where the seat tube will be. If necessary, I could



TESTING THE BATT

Ok, what is a BATT?

Picture a custom all-terrain bicycle, more commonly referred to as a mountain bike. Now picture a sleek, hand-crafted tandem. Next, mix up the two bicycles, add a generous dab of custom frame builder Glenn Berry's talents, and there you've got it: the BATT (Berry All-Terrain Tandem).

We are known as the local tandem fanatics, so Tucson frame builder Glenn Berry popped us an unusual but logical question: "How would you two like to test ride a mountain tandem and give me your opinions on it?"

Never ones to turn down an opportunity to test something new and wonderful, we accepted. However, in order to thoroughly test the BATT, we had to enlist the aid of our son, Kevin, an off-road and desert trail riding bicycle enthusiast.

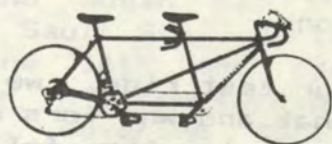
The first view of the BATT was impressive: there it stood, short and compact, with oversized Reynolds 531 tandem tubing, sporting six water bottle cages brazed to its frame, with parallel laterals and dropped top tubes, 26-inch alloy wheels, hefty 1.75 Tri-Cross tries, gleaming with alloy components and a glossy black paint job with gold airbrushed lugs, and, lo and behold, a double desert scene mini-mural on the massive boob tube...a typical artistic touch by renown Tucson frame painter Ron Cipriani.

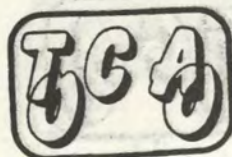
An impressive piece of equipment...but could it perform adequately? We decided to break

have enlarged the area with either liquid aluminum or some type of epoxy. Once I had the proper sized flat, I drilled and tapped a #8-32 hole in the mounting boss, perpendicular to the seat tube axis. This hole went completely through the clamp, so I had to be careful when I put the screw into it. I didn't want to ding my seat tube. I mounted the cadence pickup on this clamp, and then rotated the clamp about the seat tube until it was the proper distance from my left crank arm. I used the left crankarm, rather than the right one, because (1), the unit doesn't care which arm is used, and (2) the left side has no chain to knock the unit askew should the chain come unshipped.

This unit looks great, works great, and many people have asked where they can get a custom clamp for their tandem. Good luck!

Ray Torresdal
Davenport, IA





the testing of the BATT into two phases: off-road and on-road tests.

Off the Road

For this segment of the test, Kevin was elected as the logical choice for captaining the BATT with me, Rudy, delegated as stoker. Kevin is an enthusiastic off-road rider and also has some tandem experience dating back to the 1975 TOSRV (a 210-mile ride held each Mother's Day Weekend in Ohio).

Kevin admitted to having some misgivings about our chances of surviving on his normal six-mile desert loop of packed, loose and sometimes deep sand, whoop-de-dooos and fast curving trails and deep ruts. To keep peace within the family, he was willing to try it, but only if we omitted the roughest part of his desert loop, as he figured there was no way any kind of tandem would get through that mess.

Off we went from a smooth paved road onto a moderately sandy trail. Nothing difficult there. Now onto a stretch of hard-packed sand where the BATT moved out like a racing tandem on smooth pavement. We then headed for something a bit more challenging: a twisting, turning, rutted runners trail with some very sandy dry washes thrown in for good measure. Now Kevin was really in his element while I hung on, supplying power from the rear seat. At times, I lost my footing off the pedals, but only long enough to miss one revolution of the cranks. By now both Kevin and I were laughing and having a ball, because we knew we were pedaling a true off-road bicycle built for two.

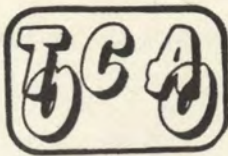
After a brief water break and discussion, Kevin felt that maybe, just maybe, the BATT might be able to handle the most difficult part of the test loop after all.

Off we went, onto a short piece of pavement and then down a steep dirt and rutted embankment onto a weed choked and barely visible trail, especially from my viewpoint as stoker. Several commands of "DUCK" for low hanging branches, close encounters with several nasty cactus and other typical thorny specimens of desert vegetation, scaring up a few surprised rabbits, Kevin's expert handling kept us on the narrow trail.

Calls for "coast" for some fast dips and "stomp it" to get up the other side of the dip were voiced by the pilot of the fat-tired steed. Sand was getting deeper and after one particularly hairy and speedy twist in the trail we bogged the BATT down. Thanks to some of Kevin's fancy footwork we managed to keep the brand-new BATT upright.

By now the pilot had lost all his misgivings about the BATT having a tough time and exclaimed: "Hell, my single won't go through half of this stuff without me having to put my feet down or having to pick myself up from the ground." We continued on the now more visible trail, crunching through a small stretch of gravel, swerving around an old broken fence, missing more cactus and trees, all the while torquing away on this double all-terrain fat-tired creation.

After our test ride, we analyzed the what and why-fors of the BATT and came to the following



consensus: The BATT is indeed a true off-road tandem. It is a great advantage to have a second pair of legs powering the rear wheel in difficult situations that would bog a single bike down. The stoker must stay seated as much as possible but at times you do get airborne involuntarily. Pedals must be in phase to avoid bottoming out over big bumps. We felt that the BATT could handle most situations with the exception of a heavily rock or boulder strewn trail and some of the deeper and steeper in-and-out gullies where the 63-inch wheelbase would be a disadvantage.

Pilot Kevin explained that the handling was as good and as quick as his Berry single fat-tired flier, and that the BATT also excelled in slow-speed handling around obstacles. This indeed is a true off-road machine...but being a tandem, it was twice the fun!

To be continued ... stay tuned for the On-Road Test of the BATT!!

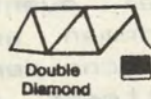
Rudy & Kay Van Renterghem
Tucson, Arizona

LAKE SUPERIOR TIME TRIAL POSTPONED

TCA Members Lon Haldeman and his wife, Susan Notorangelo-Haldeman, have postponed their attempt to circle Lake Superior in less than three days. Originally, Lon and Susan had planned on leaving Sault Ste. Marie, Michigan on June 16th and circle Lake Superior in a counterclockwise direction, covering 350+ miles per

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SEAT	Avocat T1	Avocat T1	Campagnolo S.R.
SEAT POSTS	SR Laprade	SR Laprade	Campagnolo R.
PEDALS	SR SP100	SR SP100	Specialized
TOE CLIPS	Christophe	Christophe	Spec. Extra
TOE STRAPS	Christophe	Christophe	Huret Duoper
F. DERAILLEUR	Mountech	Christophe	Huret Duoper
R. DERAILLEUR	Mountech GT	Mountech	Huret Duoper
CONTROLS	Suntour VX	Huret Ecoper	Huret DT
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BOTTOM BRACKET	Sugino AT	Sugino AT	Sugino AT
FREE WHEEL	Sugino AT	Suntour 6 sp.	Phil Wood Sealed
CHAINS	Suntour 6 sp.	Seda	Suntour NW 6 sp.
HUBS	Sucus Tandem 48	Seda	Suntour NW 6 sp.
SPOKES	DT Zinc 14g	DT Zinc 14g	DT Stainless 14g.
RIMS	Super Champion -58	Super Champion -58	Super Champion -58
TIRES	Specialized 27"	Specialized 27"	Specialized 27"
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BRAKES	Mafac Cantilever	Mafac Cantilever	Shimano Cantilever
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DIRECT INTERNAL	\$1870	\$2070	\$2570
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For the EXTRAORDINAIRE PACKAGE: Campagnolo Tandem Triple Crank, \$260.00; Campagnolo Front Quick Release, \$15.95.

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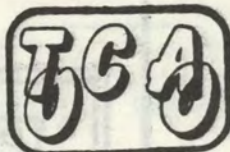


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write anytime.

aw

Ángel Rodriguez

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day. However, Lon and Susan, after taking a long hard look at their rather full schedule for Summer, 1984, deciding that something had to go. The Lake Superior Time Trail was one of several events that was dropped. Haldeman and Notorangelo-Haldeman are considering making the record attempt in the future, possibly in 1985. We wish them luck.

WANTED; Volunteer artist(s) to prepare sketches, cartoons, and illustrations for DoubleTalk. Editors are tired of seeing only words. Send all contributions to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

Advertising rates available upon request. Send a SASE to the Editors. (Classifieds free to TCA members.)

**TREASURER'S REPORT
1/1/84 - 7/1/84**

Balance January 1, 1984		\$1927.04
Income		
88 Memberships @\$8.00	\$704.00	
22 Patches @\$3.00	66.00	
7 Reprints @\$0.25	1.75	
Extra for 1st Class	5.00	
Interest Earned	45.44	\$822.19
Expenses		
Printing DoubleTalk	\$900.00	
Postage	132.93	
Telephone	10.00	\$1042.93
Balance June 30, 1984		\$1706.30

Mal & Jean Smith
Rochester, NY

COMING ATTRACTIONS

In case you want to know what to expect in the future issues of DoubleTalk, our (planned) editorial calendar looks something like this:

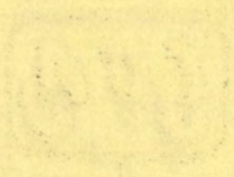
November Issue: Conclusion of the BATT road test...more letters to DoubleTalk...touring articles (Northwestern members of TCA are especially invited to contribute)...and more!!! November deadline for contributions is OCTOBER 1, 1984!

March Issue: Wrap up of the Rallies (all three, the Eastern, the Midwestern, and the Southern--send us your articles)...touring articles (Midwestern & Southeastern TCA members are selected for this issue)...and more!!! March deadline for contributions is February 1, 1985!

May Issue: History of the Rallies (Help is needed from the founders of the Eastern Rallies--I have the histories already of the Midwestern and the Southern Rallies)...first information on the 1985 Rallies...and more!!! May deadline for contributions is April 1, 1985!

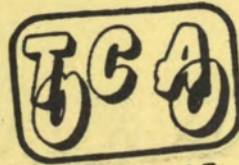
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CHINA ATTORNEYS

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Dues \$8.00 for individual or tandem team membership (5 issues).
 DoubleTalk is published in March, May, July, Sept., & Nov.
 and a subscription is included with your TCA membership.

TCA Patches Are back in stock and available through the treasurer.
 Send checks for \$3.00/patch to Tandem Club of America.

Membership Please fill out the application below and mail with check
 for \$8.00 payable to Tandem Club of America to our
 treasurers. Mal & Jean Smith.

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Ever wonder about those funny numbers above your name on address label? It shows the # of issues remaining in your subscription. So don't get dropped, we're just now coming to a good downhill!

To renew your subscription to DoubleTalk, please send an \$8.00 check payable to "Tandem Club of America" to Mal & Jean Smith, TCA Treasurers, 84 Durand Drive, Rochester, NY 14622.

Send **DOUBLETALK** articles to Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244