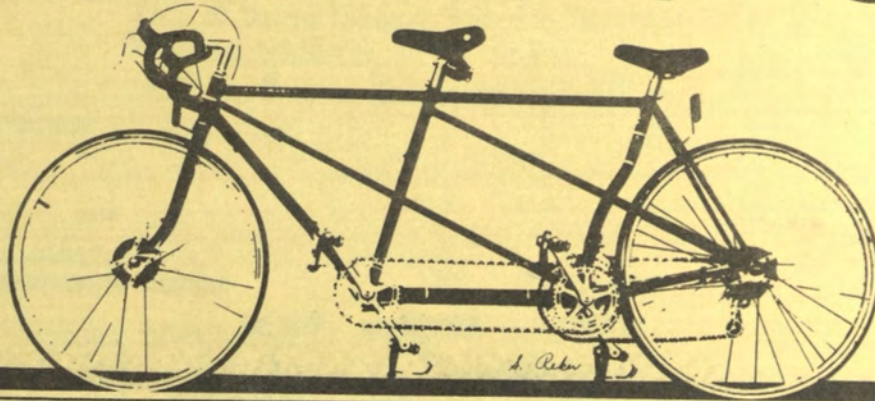


TANDEM CLUB OF A · M · E · R · I · C · A



NORTH

SOUTH

DOUBLETALK



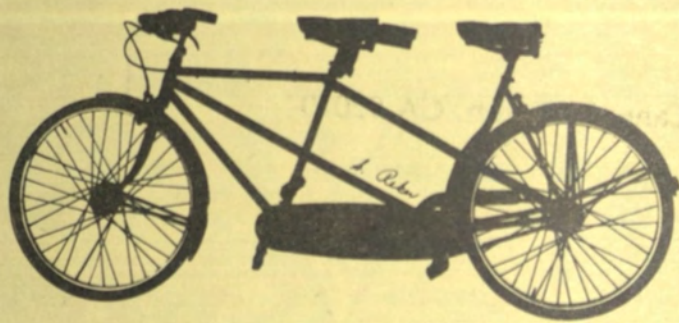
September
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the newsletter of the
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Jack & Susan Goertz, Editors
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DOUBLE TALK

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**DEADLINE FOR THE NOVEMBER-DECEMBER
ISSUE IS OCTOBER 10, 1985!!!**

FROM THE EDITOR

The new graphics look of DoubleTalk is compliments of STEVE REKER, of St. Charles, MO. Steve spent many hours preparing the graphics, and preparing many master plates for our use. Many thanks, Steve.

In addition to the volunteer work as graphics artist, Steve and his wife Karolyn serve the TCA as Mid-western representatives. What does that mean? Steve speaks to many of his Tandem friends and tells them of the TCA events, the newsletter, and in general, what the TCA stands for. He also sends Susan and me many names to add to our list for complimentary copies of DoubleTalk (we add the names to our computer list with an "issues left" count of 1). Then on our next press run, these people receive a copy of DoubleTalk, with the message that this is the final issue they will receive, if they don't renew.

Speaking of renewals, TCA is on a definite upswing. Our renewal rate would make any large publisher proud. And it certainly makes us feel good that our members are so loyal! Beginning in 1986, the TCA will be publishing 6 issues of DoubleTalk. Each member in good standing as of January 1, 1986, will find his Issues Left count automatically increased by 1. All new members, beginning in January, 1986, and all renewals will also be receiving six issues. Don't let your membership expire now! To insure you don't miss out, send in your renewal as soon as you see either message "First Renewal No-

tice" or "Final Issue" on your label. If our treasurers receive your renewal by the first of the month preceding cover date of the next issue, you'll be okay! (Example, memberships received by August 1, 1986, will all receive the September-October issue of DoubleTalk. Those memberships received after August 1 will receive the November-December issue as their first issue). One last thing about memberships: DoubleTalk is mailed third class. While that keeps our rates affordable, the Post Office will not forward your DoubleTalk to your new address. Please send your address changes to your editors.

The National Tandem Rally idea is effectively dead for 1986. The Eastern Tandem Rally voted not to suspend their Rally in favor of the NTR for 1986, and all the principles in the planning of NTR agreed that the only way NTR would succeed would be if all three of the major rallies would suspend operations for one year--1986--so that the TCA could hold a National Rally in honor of its Tenth Anniversary. While the ETR is the only rally that has met and voted to date, rumblings from the hinterlands indicate that the other major rallies would most likely follow the ETR's lead.

Now for some good news: A couple on the west coast is considering hosting a Western Tandem Rally, possibly with the first one in 1986! As their plans gel, we'll keep you posted. For now, though, just dream about it! If it happens, it will be an event worth attending!



LETTERS TO
DOUBLETALK

Dear DoubleTalk:

My wife, Sandra, and I recently received our first issue of the Tandem Club newsletter. We found it quite enjoyable. Thanks for the many hours given in putting it together.

I am not a professional artist, but I can do reasonably recognizable representations of tandems. If those credentials would be acceptable, I would be happy to help with some of the art work as a volunteer artist.

Keep up the good work!

Twyman Patterson
Jeffersonville, IN

Dear Twyman:

We are most definitely interested in receiving your artwork. We can use almost anything pertaining to tandems. We may not use everything right away, but 'most everything we receive eventually sees the light of day in an issue of DoubleTalk. Anybody can contribute, and that's what helps keep this job a labor of love!

We are glad you like what you see. However, we only put it together. The real heroes are all the TCA members who send us articles and tandem tidbits.

Dear DoubleTalk:

Just received the July/August issue of DoubleTalk. For awhile, I

thought TCA might have folded. Glad to hear you've got the technical problems ironed out.

The problem is, the last issue I received prior to July/August was September, 1984. Surely there has been a few out since then. If so, please send them along at your earliest convenience so I can see what I've missed.

Meanwhile, best of luck with future issues--I look forward to every one.

Thanks,

G. Steve Jordan
New York, NY

Dear Steve:

The technical problems I was experiencing are definitely behind me, at least for now. However, with computers, anything can and usually does happen!

The problem with your subscription has been ironed out. Apparently it was caused by your recent move to NYC, and not mailing a change of address card to us. As DoubleTalk is mailed third class (that allows us to keep the subscription rates low), it is not forwarded. Anyone who moves should send a change of address card to us as soon as you know your new address. That way, no issues will go to that unknown void in the Post Office!

Dear DoubleTalk:

As first timers to the Eastern Tandem Rally, we were delighted by the way it was run.



We have been to many events run by other clubs, and by the LAW, but none have been as enjoyable. The food was tops, the roads were the best we have seen in a long time. The rides werewell marked, and the ride sheets were easy to follow. The Saturday ride to the Ben-Marl Winery gave everyone a spectacular view of the Hudson Valley. The Sunday ride to the Aerodrome provided another excellent ride with a super show.

With this experience in mind, we have become members of TCA and hope to attend many other events. We highest regard for the people that put on Tandem '85!

Thank you!

Allan & Jane Avnet
Salem, OH

Dear Allan & Jane:

Thanks for your kind comments. I'm sure the hosts of this year's Eastern Tandem Rally appreciate any and all words of appreciation. The TCA, though, does not officially host any rallies, at least not yet. The only direct involvement between the TCA, the ETR, the MTR, and the STR is through DoubleTalk, which publicizes these (and any tandem-related event). The TCA also provides complimentary copies of DoubleTalk and/or the membership brochure--two are included in this issue--for distribution at the rally. We look forward to seeing you at other tandem events!

If you, or any other tandem couple, are interested in finding out what it takes to host a rally, see "ON HOSTING A RALLY" in this issue.

Dear DoubleTalk:

I was interested in your answer to David Bowen's tire question which appeared on Page 2 of the November, 1983, issue of DoubleTalk. (ED: David was having problems with excessive flats on rough roads). I have the same problem as he, but it is caused by pinching the the tube between the tire and the rim. I resolved it by going to a 1-3/8" tire, such as the Specialized Expedition.

My question is this: If the PSI rating on a tire is the minimum, what is the maximum? The Expedition is rated at 75 PSI. I'm sure it would roll more easily at a higher pressure.

Secondly, is it fact or myth that enough heat can be generated by prolonged braking on long downhills to blow the tires off the rim?

Yours truly,

William Jackson
Chatsworth, CA

Dear William:

The rating on the sidewall is the maximum pressure for which the tire manufacturer will guarantee his tire. It is almost always a conservative figure. Most tires can withstand much higher pressures, but the actual maximum safe pressure will vary according to the tire and the rim. Try increasing your 75 psi by 15 psi to 90 psi. This should present no problems, if you have a good rim, such as the UKAI, the Weinmann, or the Super-Champion. You may also wish to change to a good high pressure 1-



1/4" tire such as Specialized's Touring, Touring X, or even the Turbo. It's been my experience that these tires can be safely inflated to 115-120 PSI with no blowouts. An accurate gauge is essential for this!

As to your second question: Yes it is possible. See the article on the Avocet Fasgrip Tires in this issue.

Dear DoubleTalk:

We've been procrastinating for nearly a year now, on writing an article about our cross-country trip last summer from Everett, Washington to Rye Beach, NH, on our Jack Taylor tandem. Sorry, this is not it, but I wanted to add our two cents worth after reading about Avocet's FasGrip tire.

Prior to last year's trip, we usually wore out a Schwinn LeTour on the rear about every 1000 miles of loaded touring. This trip, we tried Specialized's Expedition 27 x 1-3/8" front and rear. We made it all the way--3780 miles--with tread to spare, even on the rear and not one puncture. Finally, at the end of the riding season (it does come to an end annually up here in Vermont) I replaced the rear tire. The front one is still going strong.

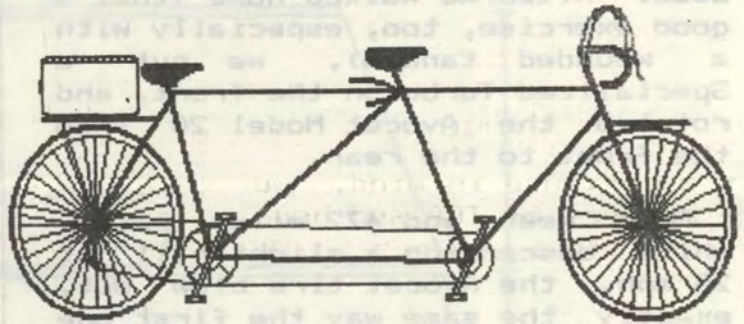
Jack, I must confess, I never thought about the front 48-hole rim serving as a spare for the rear. Good idea. We run 48 spokes front and rear because we frequently have loaded panniers front and/or rear. If we are using only one set and I'm captain, I prefer them on the rear. When Connie is captain, she prefers them on front low-riders.

Keep up the good work. We look forward to each issue!

Lynde & Connie Kimball
Brattleboro, VT

Dear Lynde & Connie:

Sounds like a great trip. We're looking forward to your article.



THE AVOCET FASGRIP TIRES

We have never been hesitant to test new cycling products, but no matter how nice it sounds in the magazine ads, we like to see for ourselves just how good the product actually is. This was certainly true with the Avocet FasGrips.

In May of this year, Repairs Plus, a local tandem shop here in Tucson, asked us to test ride the new Avocet FasGrip, Model 20 (27 x 1-1/4 wire bead) tire.

We have been using the Specialized Touring Turbos, 27 x 1-1/8, with good results; the rear tire normally gives us 1500+ miles of service. But what the heck, as we said earlier, we are willing to test almost any new cycling product. Who knows, maybe the Avocet FasGrip is the way of the future.



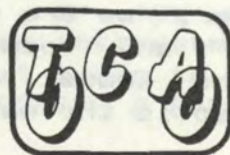
We mounted the Avocets, inflated them to 95 psi, and off we went. After 99 miles, we experienced our first puncture. Can't necessarily blame a tire for a puncture, so we replaced the tube and continued. After 407 miles, the rear tire blew while we were stopped at a traffic light, leaving a 1/2 inch hole in the sidewall just below the wire bead. After we walked home (that's good exercise, too, especially with a wounded tandem), we put a Specialized Turbo on the front, and rotated the Avocet Model 20 from the front to the rear.

Four weeks and 472 miles later, while descending a slight hill at 25 mph, the Avocet tire blew out, exactly the same way the first one did: a 1/2-inch hole just below the tire bead. This time we didn't walk. I (Rudy) hitch-hiked home and picked up Kay and the disabled tandem with our car.

So much for Avocet tire wear! We were offered another pair of Avocets to ride, but declined. blowouts at 25 mph are not exactly fun.

Since we had our adventure, a friend on his single was riding the Avocet Model 20 when he experienced the same type of failure. With all due respect to Avocet and their beautiful color ads, we wish to caution our fellow tandemists on the use of this new wonder tire. Perhaps Avocet will soon change the design to make it more dependable!

Rudy & Kay Van Renterghem
Tucson, AZ



AND BABY MAKES

THREE: TANDEMMING WITH AN INFANT

Last month's DoubleTalk included a charming story by Bonnie Hallman-Dye, informing us of some of the trials and tribulations of tandemming with young Eric. A major portion of the article was devoted to making a canopy to serve as a sun shade to fit a Cannondale Bugger. Unfortunately, I was unable to include the sketches, which enabled the readers to make sense of the article.

Bonnie was nice enough to send a new set of sketches, and I've included them here. Keep this issue of DoubleTalk with the July-August issue and you, too, can make a canopy to keep your youngster cool!

Jack Goertz
Editor, DoubleTalk

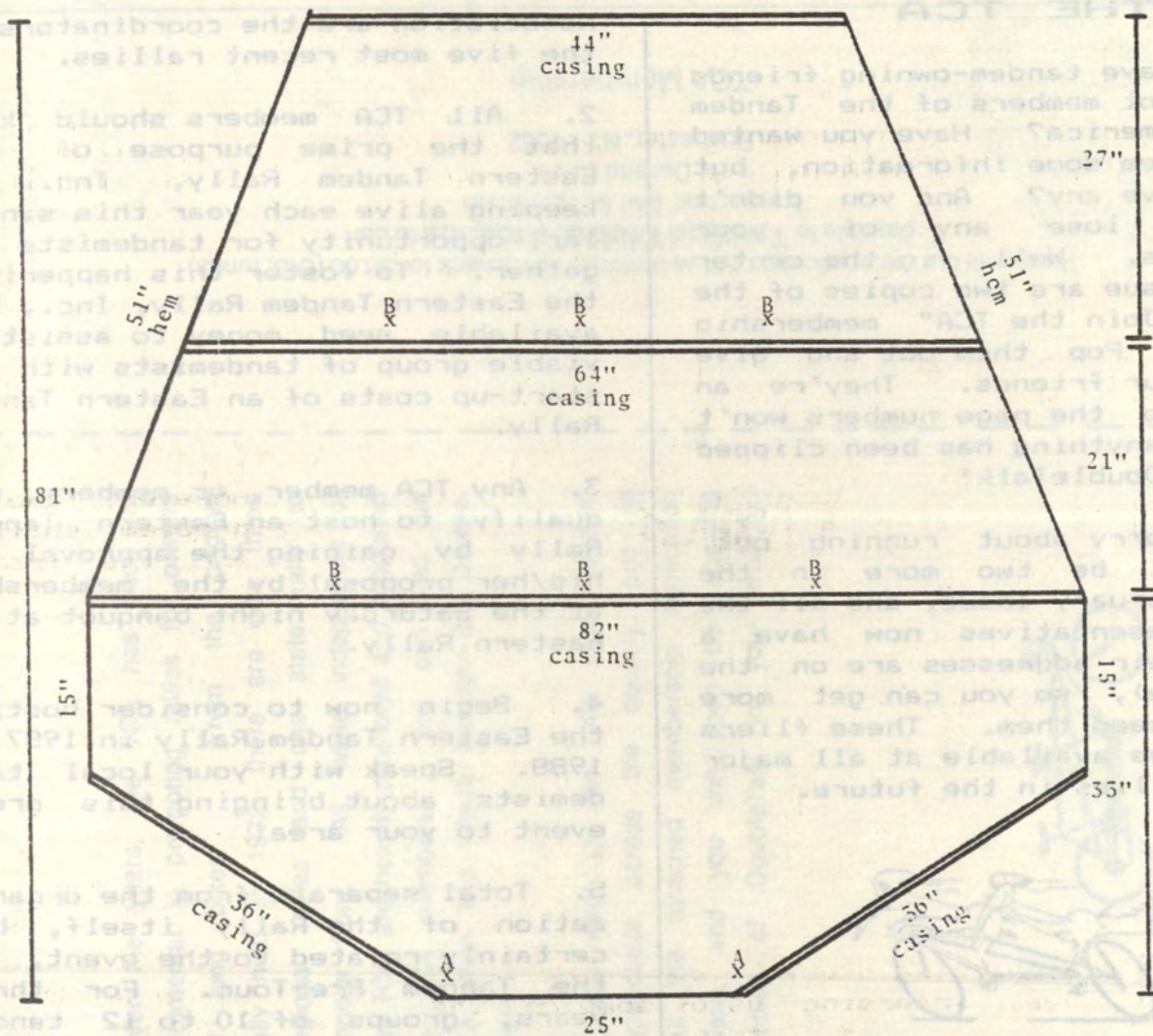


FIGURE 1

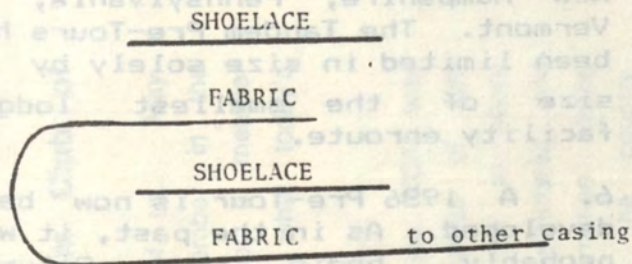


FIGURE 2



FIGURE 3



JOIN THE TCA

Do you have tandem-owning friends who are not members of the Tandem Club of America? Have you wanted to give them some information, but didn't have any? And you didn't want to lose any of your DoubleTalks. Well, in the center of this issue are two copies of the all-new "Join the TCA" membership brochure. Pop them out and give them to your friends. They're an insert, so the page numbers won't even show anything has been clipped from your DoubleTalk!

Don't worry about running out. There will be two more in the January-February Issue, and all the TCA representatives now have a supply (their addresses are on the first page), so you can get more when you need them. These fliers will also be available at all major bicycle rallies in the future.



ON HOSTING A RALLY

Have you thought about hosting a tandems' only rally? Not sure how to go about it? This is what the Eastern Tandem Rally has to say about the subject:

1. In 1984, the Eastern Tandem Rally, Inc. came into being, an Association whose purposes are "the general supervision and encouragement of an annual rally for tandem bicycle riding..." The members of the Association are "...any paid attendee at an Eastern Tandem Rally..." The five officers of the

Association are the coordinators of the five most recent rallies.

2. All TCA members should know that the prime purpose of the Eastern Tandem Rally, Inc., is keeping alive each year this singular opportunity for tandemists to gather. To foster this happening, the Eastern Tandem Rally, Inc., has available seed money to assist a viable group of tandemists with the start-up costs of an Eastern Tandem Rally.

3. Any TCA member, or members, can qualify to host an Eastern Tandem Rally by gaining the approval of his/her proposal by the membership at the Saturday night banquet at an Eastern Rally.

4. Begin now to consider hosting the Eastern Tandem Rally in 1987 or 1988. Speak with your local tandemists about bringing this great event to your area!

5. Total separate from the organization of the Rally itself, but certainly related to the event, is the Tandem Pre-Tour. For three years, groups of 10 to 12 tandem teams have enjoyed a week of rather luxurious touring in, respectively, New Hampshire, Pennsylvania, and Vermont. The Tandem Pre-Tours have been limited in size solely by the size of the smallest lodging facility enroute.

6. A 1986 Pre-Tour is now being developed. As in the past, it will probably begin the Saturday preceeding the Eastern Tandem Rally. Any TCA member seriously interested in the 1986 Tandem Pre-Tour should express his/her interest by post card to: Robert W. Dollar, 1904 Summerfield Road, Falls Church, VA 22042.

Introducing the Tandem Club of America.....

Perhaps you have heard of us. Maybe you were even a member in the past. But if you are not a member now, you may not know what today's Tandem Club is all about.

The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated, and to exchange bits of information among tandem owners throughout the country. (Back then, there weren't all that many tandems out there!) These original members created a newsletter, called DoubleTalk, as the voice of TCA. Today, Double Talk is one of the most visible signs of the Tandem Club of America. It is published six issues a year in a magazine format. It contains articles about tandems and tandem touring which have been written by the members. You can also find out about what is happening in the world of tandems through the Tandem Calendar. A classified section is included, too, to help sell that extra set of wheels or that tandem that doesn't fit this year's color scheme!

Over the years, the TCA has been instrumental in promoting rallies for owners of long bikes. From the original rally held in 1972, there are now three regional rallies and one state rally to choose from. All, while independent of the TCA, are heavily promoted and supported by TCA members. You can find out the when and where through the DoubleTalk!

If you want to join with other tandem enthusiasts across the country, just fill out the attached membership application blank, and you will soon be receiving copies of DoubleTalk in your mailbox!



Hope to see you on the road!

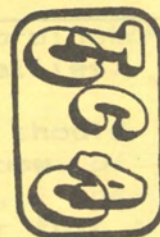
Please fill out the application below and mail with check for \$8.00 (U.S. funds) payable to **Tandem Club of America** to our treasurers: Mal & Jean Smith
84 Durand Drive
Rochester, NY 14622
TCA Membership

Name (s)

Address

City & State

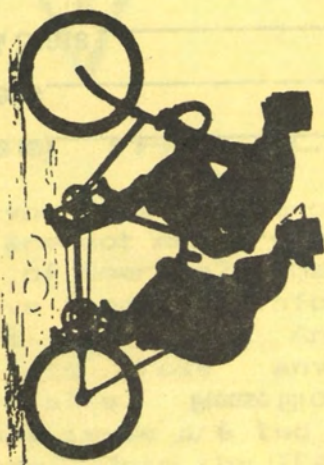
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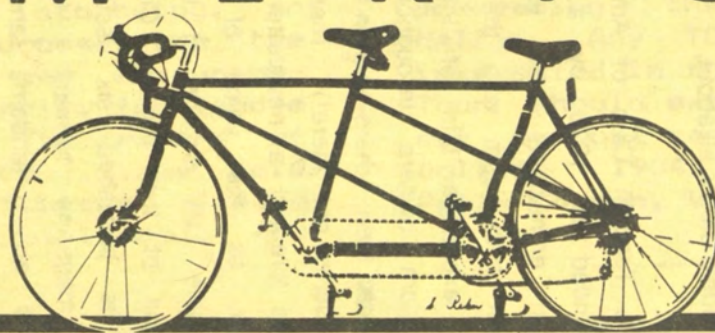
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Tandem Club of America
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NORTH

SOUTH

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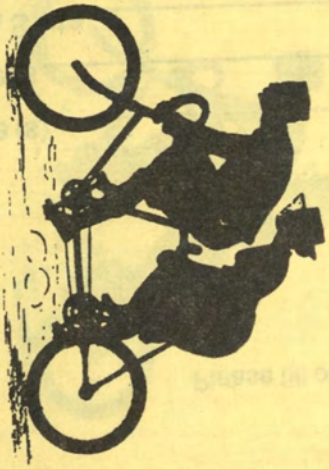
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* **DOUBLETALK,**
for **TANDEM**
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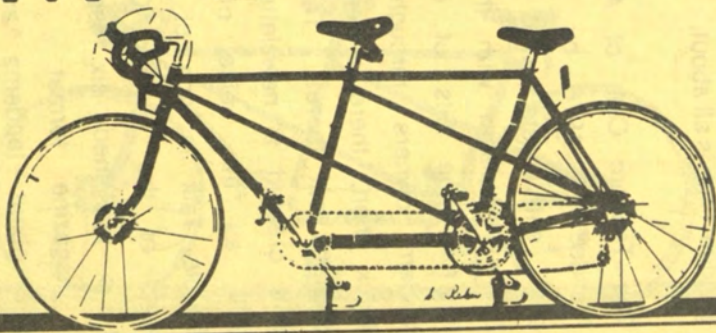
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NORTH

SOUTH

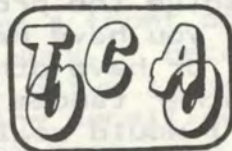


The above information was provided by Bob Dollar, one of the prominent voices in the Eastern Tandem Rally, Inc. If you have any questions at all concerning what's involved in hosting an Eastern Tandem Rally, contact Bob at the address above.

The other Regional Rallies, the Midwestern Tandem Rally and the Southern Tandem Rally, operate in much the same way as the Eastern Rally. Persons interested in hosting a future rally make a presentation at the Banquet, the attendees vote their preference for locations, and the show goes on. It's not too formal, nor is it too difficult to put together one of these fantastic events. Consider it for your area. And if there is not a rally in close proximity to you, why not consider starting one?

For more information on hosting a Midwestern Tandem Rally, contact Bruce Perry (address inside the front cover) or Wayne Shirey, host of the 1985 MTR.

For information on hosting a Southern Tandem Rally, contact Jack Goertz (Address is inside the front cover). It is possible to host one of these rallies with not too much effort, and seed money is available to viable groups for each of these rallies.



THE TANDEM TOOLBOX

You've been feeling good all day, and it looks like you and your partner will be able to set that "PR" you've wanted all season.

You're easing out of a foodstop when a pace line of fast singles has the audacity to pass a tandem, especially your tandem. Then you hear THAT wisecrack about women on the back of tandems for the umpteenth time and you get **MAD!** You ask the captain for an upshift and you come up out of the saddle pushing hard... and the cranks lock. You both wonder who quit pedalling and then ask what happened because after sitting back down, everything works just fine, as you watch the paceline disappear over the next rise...

A little bit of literary license, perhaps, but who wants to read the same kind of stodgy repair articles every month. And if you have ever had a tandem "lock up" for no apparent reason, it can be quite disheartening, if not scary. I have worked on a number of tandems that have had lock-up problems and I'll talk about what may cause the problems, and what steps to take to prevent it from happening again.

The lock-up I am referring to results when one of the crankarms on the timing ring side of the tandem catches the timing chain. It is normally the left rear arm which catches the bottom or return half of the timing chain. If you suspect this as your problem, you will be able to spot scrapes or gouges on the left rear crankarm's front edge, near the pedal, when the crank is at the top. This can be caused by either a timing chain which is too loose, or an alignment problem with the bottom brackets and timing rings.

A crankarm can catch on a loose timing chain as it swings due to bumps, frame flex, or a sudden surge in power. A timing chain this loose can also derail, which



is not only embarrassing, but can also cause more serious problems. A properly adjusted timing chain will have about 1/2" of slack at its tightest spot and should be checked about every 500 miles.

Along with timing chain tension, the alignment of the timing rings can also cause lock-up. If the timing rings are not equal distance from a centerline through the length of the frame, the timing chain will run at an angle. If there is enough angle, the rear crankarm will catch the slack in the return half of the timing chain, even if the tension is set properly. You can check whether the timing rings are in line by measuring the distance of each timing ring from the seat tube above its bottom bracket. While it will vary with the design of the crankset and the length of the bottom bracket tube, 1/4" difference is usually enough to cause a problem.

How you correct the problem will depend on the type of bottom brackets used in your tandem. With non-sealed, conventional bottom brackets, one of the spindles may be installed reversed. TA, for example, expects the front spindle to be mounted with the "short" side on the left, and the "long" side on the right just as if a crankarm with a chainring were being mounted on the right. Putting the "long" side of the spindle on the left may cause alignment problems. Always install the spindles so that you can read any writing on the spindles from the top, as you are straddling the bicycle.

Sealed bearing units, while being more adjustable, can present their own problems. Since the most popular sealed bottom brackets now

available use adjustable cups on both sides, moving the spindle to improve alignment is possible. But the components used in assembly can still cause problems because of the unique needs of tandems. To get a triple width rear tandem bottom bracket, a mountain bike width spindle is often used. This requires that the front bottom bracket be a double or triple width, with the "long" side mounted to the left to get the timing rings in line. This means that if the front bottom is installed "properly" for a single bike, with the "long" side to the right, the timing rings will be drastically out of line and lock-up can result. If this is the case, turning the front spindle around can solve the problems.

A third method, which may work for both sealed bottom brackets and conventional setups, is to move the eccentric, usually located in the front bottom bracket, to properly align the timing chains. Of course, if you have one of the older style eccentrics, this won't work.

If you have had a tandem crank lock up, I hope this article is helpful. I have come across this problem on 5 different tandems, and I have used the above mentioned steps, or variations on these steps, to solve the problem in all 5 cases. If you have had a similar experience, or have other comments on this or other tandem maintenance questions, I would really like to hear from you. So until next time,

Good Cycling,

Jay and Linda Hardcastle,
c/o The Tandem Shop
West Lafayette, IN



MORE ABOUT DERAILLEURS

The SunTour Mountain Bike front derailleurs, the AG-Tech, Le Tech, and MounTech) are well-made, strong, light, and inexpensive. They are all designed for "Alpine with a Granny" (52-42-28 or similar) type gearing, which is many people's preference for tandems. There is just one nagging problem: they don't seem to work very well with narrow chains such as the SediSport and the Z-Chains. They do an excellent job of putting the chain onto the middle ring. However, the derailleurs do have a problem shifting from the outside and the inside chainrings to the middle ring. This is caused by the extreme width of the cage. If you adjust the inner stop far enough out to keep the chain from passing up the little ring in favor of the BB shell, the outer plate won't travel far enough to push a narrow chain off the middle ring.

Fortunately, the cure is simple. Temporarily remove the sleeve space from the bolt at the back of the cage. Reinstall the bolt, using it to draw the cage plates closer together. Through trial and error, find the optimum cage plate spacing for your drivetrain. Shorten the spacer to fit (usually filing off about 2mm will do it) and reinstall.

If you have a front drive tandem, this won't work. Because a chain for a front drive is so long and flexible, the derailleur must have a very narrow cage, and a very deep inside plate. A Simplex Super LJ A 523 works, and shifts beautifully on this setup. However, they often break. This, I believe, is because Simplex's are MADE IN FRANCE. The Super LJ is an expensive derailleur, and is expected to be found

only on the finest on touring bicycles and tandems. Since the finest of anything must be MADE IN FRANCE, these derailleurs fit only "properly sized" (i.e., 28mm diameter) seat tubes. No allowance is made for the heavy, bulky, ugly, and indescribably gauche 28.6 (1-1/8") seat tubes fitted to bikes made in less-enlightened lands.

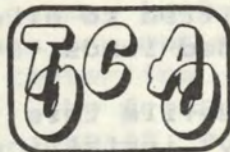
Should you defile this precision instrument by installing it on a lesser machine, you might receive a dented seat tube for your troubles. If your bike is stout, as certain California-built bikes have the reputation of being, the derailleur will bide its time, waiting for the worst possible moment to let it all hang out and tangle up in your drive train. If we ever go to war with France, half of America's bike mechanics will enlist.

You can even fix this malady, though, by essentially remanufacturing the clamp with parts salvaged from a broken SunTour derailleur (Talk about real sacrilege). Push the pivot pin out of the Simplex and discard the clamp. Remove the steel clamp from the SunTour. Drill out the top pivot hole of the clamp to 1/8". Drill the bottom pivot hole to 3/32", then tap it to 4mm. A little filing or grinding on the inside surface of the clamp near the pivot may be necessary to prevent damage to your paint. As the SunTour body is wider where the clamp attaches, you will need 2 spacers. Use rollers salvaged from a SediSport chain. From an old Duo-Par, scrounge for the little bolt that holds the inner cage plate to the outer, and acts as a spring stop. Push the bolt through the upper hole in the SunTour clamp, the 1st



spacer, the body of the derailleur, and the 2nd spacer. Now screw it into the bottom, threaded, hole, and install it on your tandem. Try it, it really works.

Mark Stonich,
Twin Cities Tandem Club
Minnesota.



TWO VIEWS ON TAKING IT WITH YOU

This past summer, at least two of our TCA members toured Europe with their tandems. Here are their thoughts on this subject.

View #1

We (me, my wife & stoker Martha, and daughter Julie) spent five weeks this past summer (1985) in Europe. We travelled with our Santana and with a single for Julie. Here are our observations, some of which might help those planning similar trips.

To some extent, you need to decide if you want to see Europe or ride your bike. If going to Europe to see castles, cathedrals, and the like is a once-in-a-lifetime trip, you'd probably be better off not to bike at all. If you are limited to about 50 miles a day, you won't see much. After all, unless you want to watch your front wheel all day, you need a lot of time for sight-seeing. This cuts your mileage way down. We took our bikes and spent 10 days riding in Denmark, then we

rented a car and spent three weeks in Bavaria, Switzerland, Austria, Italy, and France. Both were fun, but I wouldn't have wanted to bike all five weeks. It costs so much to get to Europe that you do want to see all the things you can't see here. Oh, when we rented the car, we left our bikes with relatives living in Germany. It helped, too, that they had a van and could pick us up/take us to the airport.

True, one can travel by train and bicycle. It takes time, and it can be frustrating. We discovered that in Denmark, for example, that passenger trains do not have baggage cars. Your bike is checked in, and will follow you by about two days. In Germany, about one in three passenger trains have baggage cars. You can handle the bikes yourself, or check them for a small extra fee. If you do it yourself, you may wait most of the day for a train with baggage. When your vacation time is precious, this is annoying. Expect some nicks on the paint in baggage car use. In retrospect, we should have wrapped the frame tubes with ace bandages or similar padding. This might have eliminated the 15 or 20 places I had to touch up on our return.

Getting the tandem to Europe was a headache. We flew Northwest Orient from Omaha, NE, to Frankfurt, Germany, via Minneapolis, MN. First, the airline said the tandem could go free, the same as a single. After I had bought the tickets and doublechecked the rules personally, I was informed that this policy was for single bikes only. In view of my persistence, the airline reluctantly agreed to take the tandem. The tandem fit in the huge box provided by Northwest Orient, once I had removed the wheels, fenders, and racks. I



built a small wooden support for the fork and the rear drops. This worked okay, but the rear wheel, placed in the box beside the frame, was bent when we arrived. Fortunately, it still cleared the chainstays, but I had to take off the rear rim brakes. That is where the Arai drum brake really came in handy. The 48-spoke rear wheel was apparently as strong as ever and gave us no trouble. I also had to sign a baggage waiver because the bikes are deemed unsuitable baggage, so there was no recompense for damage or loss. Since we had to give up a large suitcase for the bikes being carried, we tended to put other stuff in the bike boxes. Handling is rough, and the cardboard boxes just aren't made to handle 65-70 pound loads. Next time I will build a strong box for the tandem and pay the air freight. Julie's single was not damaged in any way.

Denmark was a good choice. Utilitarian bike use is very high, and bicycle facilities are even better than those found in Holland. In other parts of northern Europe, facilities vary. We found 70's style bike paths on sidewalks in some German cities, sometimes separate roads, often nothing. Primary non-autobahn type roads, and some secondary roads, can be narrower than our standard 12-foot lanes, with very high density car and truck traffic. Maps are readily available in bookstores, but the smallest roads can be very slow, with all the decisions as to which way to turn at each crossroad. We often spent lots of time in Denmark figuring out which way to go. Consequently, you tend to want to stick to the main roads. Drivers often go fast, but seemed to stay in control. They often sped

through small towns, with their narrow streets, at what seemed to be very unreasonable speeds, however.

Bike shops reflect the use of utility bikes. Very little touring or better equipment is displayed. In fact, touring equipment is out of the 60's! We saw loaded bikes in the Alps--no front bags, of course--with only three speed hubs. No one has triple cranks. Even club riders were climbing alpine passes at painfully slow cadences. Helmet use is unknown. Don't expect to rent the kind of bike you may be used to when you get to Europe, unless you know of a specialized source well in advance of your trip.

We took Citadel-type locks, and they were invaluable. We had to lock up on the street overnight several times. Besides, you can't enjoy touring a castle or museum if you are constantly worrying about your bike.

We only saw one other tandem. I was a little miffed that people didn't seem to notice what a nifty tandem I had. I finally realized that bikes to most Danes and Germans are simply handy tools to get someplace in town, so they don't notice bikes, whether fancy or plain. We began to see racing-type riders when we got to the Austrian Alps, but they were too busy working out to notice touring tandems. I had to admire them, cycling on busy alpine roads, with heavy car and truck traffic, completely oblivious to traffic. Drivers seemed to respect them. In general, Europe has the same trouble accommodating bicycle and motor traffic that we do. In some ways, we are better off with our standard 24-foot wide roads. Of course, the smaller cars in Europe



help, too.

Ideally, if or when we go again, I would take our bikes (or rent there), rent a car or camper van, and figure out a way to carry the bikes along. Then camp at an area and bike from there. We did notice many modern car-top carries.

Paul Hill
Omaha, NE

And now for another view:

View #2

Having spent part of the last two summers (1984 & 1985) in Europe touring with our Santana, I thought I'd share with the TCA the way we get the bike over and back by air. It's different, but it works for us.

The first step is to purchase dense foam (probably URETHANE), such as is used to cover household pipes. It is used for insulation as well as to keep the pipes from sweating. You can usually get it in packages of 4 or 5 pieces, or you can get it individually. Get it from your local hardware store. It costs around \$.50 per 3-foot length. I buy enough to cover every tube on the tandem, and then proceed to do just that. Cut the pieces with scissors and tape them in place with strapping tape.

Step two: put some dense foam over the front and rear derailleurs and use strapping tape to hold it in place. Any kind of tough, dense foam will do. I made my derailleur covers out of some packaging material used to protect a new lens I bought for a camera.

Next remove the pedals as well as

the stoker's handlebars (we have the straight bars). These items are carried separately with the pump and water bottles as carry-on luggage. It is especially fun to watch the person that runs the airport X-ray machine try to figure out what we are carrying. We usually tell what we have so we don't cause a scene.

Fourth: loosen the stem bolt and the bolt that holds the handlebars to the stem, and wrap the bars around the top tube in such a way as to completely immobilize the front wheel and fork. In other words, we make it so the tandem's fork and front wheel cannot be turned at all from side to side after re-tightening the aforementioned bolts. I put some more dense material in the area where the bars wrap around the top tube to protect that tube even more. We do not remove the fenders nor the rear Blackburn rack. We also have a rear Blackburn rack altered to fit on the front with the Low Riders. These all stay in place to help protect the wheels and spokes. Finally, I put some small pieces of the sweat tubing around the "bar end" shifters.

We roll this eight foot mobile unit up to the ticket counter (not curbside, but inside the terminal) and turn it over to the agent. We have not been turned down yet. The tandem is easily handled by the baggage people (it is not heavy and it rolls easily) and it is packaged in such a way so it will not damage other luggage (this seems to be the biggest worry of the airlines).

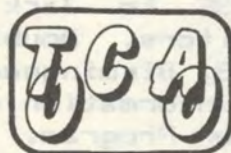
When we get to our destination, we pack the foam into a laundry bag and strap it on top of the rear panniers, and we no longer have to take circle tours. This protection weighs about 8 ounces.



As a final protection, we go to our friendly travel agent and buy baggage insurance in the amount of \$3,000.00. You can get lots of different kinds, but you must be absolutely certain that the policy will cover a bicycle as "checked baggage." We get 3 days' coverage (the minimum) on each end of the trip. The cost of this coverage is currently about \$50.00, but we think it is worth it for our comfort.

This summer, our tandem traveled on seven (7) different airplanes without a scratch. Try it. It will work, and for goodness sakes, take your tandem to Europe. It makes for some wonderful tours!!!!

Patty & Peter Loucheim
Scottsdale, AZ



TANDEM CALENDAR '85

August 30-September 2. **Midwestern Tandem Rally '85.** Sheraton Hotel, Anderson, IN. Come celebrate the Tenth Anniversary of MTR! SASE to Wayne A. Shirey, P. O. Box 565, Daleville, IN 47334. (317/378-7548).

October 4-6. **Southern Tandem Rally '85.** Silver Lake Lodge, Ocala, FL. Limited to the first 70 Tandem Teams. SASE to Linda/Harold Donahue, 1340 SE 16th Street, Ocala, FL 32671. (904/732-3361).

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lowed by an afternoon of fun, food, and chili. Help is needed with the food - Salads, breads, and desserts. For details, send a SASE to Ted & Karen Ellis, 53 North St., Warwick, RI 02886.

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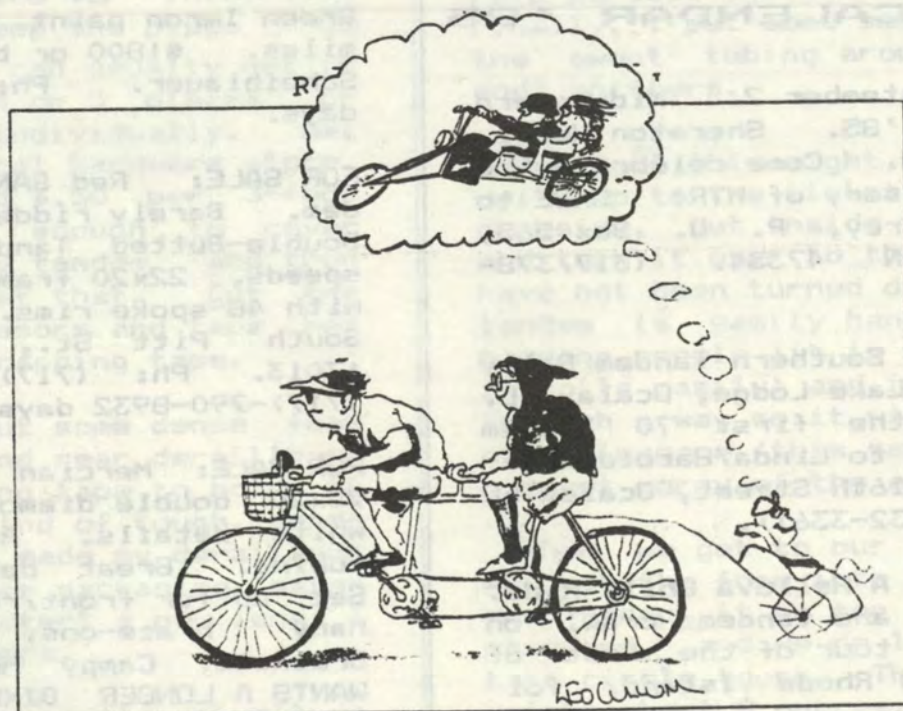
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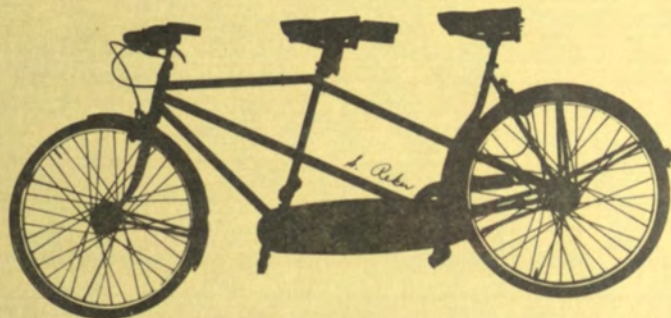
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