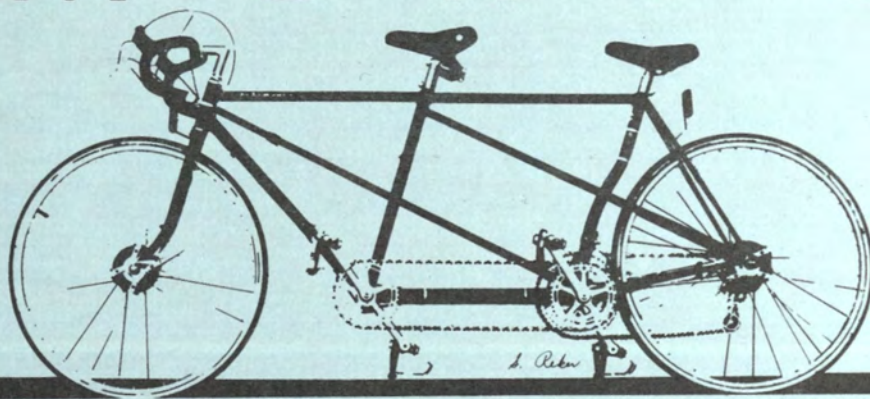


TANDEM CLUB OF A · M · E · R · I · C · A



NORTH

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DOUBLETALK



MAY - JUNE 1986

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

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DOUBLETALK

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Editor Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244
Secretary ----- VACANT -----
Treasurer Malcolm & Jean Smith, 84 Durand Dr., Rochester, NY 14622
Graphic Designer Steve Reker, 1636 Christy Court, St. Charles, MO 63303

Area Representatives

California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado
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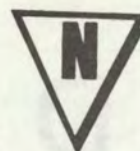
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DEADLINE FOR THE JULY-AUGUST

ISSUE IS JUNE 15, 1986

FROM THE EDITOR

Surely spring will be here soon. As I write this, it's well into April, and the weatherman is predicting low temperatures in the low 30's. And that's here in the sunny South. What's it like in the rest of the country? It's got to get warmer soon, so we can all hit the road on those terrific tours we hear about.

We're still short one TCA rep, for Western Canada. Surely there is someone out there who is willing to be listed as the TCA contact person for the western provinces. Let's have some volunteers! The work is not too difficult, and you get the opportunity to associate with some really terrific people. The TCA even supplies you with some extra brochures. And who knows? Someday, the TCA may be able to do even more for our reps.

You may also have noticed that we now have an opening for a volunteer secretary. Here the duties are a bit more defined. Basically, the secretary serves as a back-up keeper of the membership list for the treasurer (the treasurer, the secretary, and the editor have an up-to-date copy of the paid membership), and also serves as a contact point for outside organizations such as the League of American Wheelmen or, from time to time, other magazines. As the contact point, many people do write to the secretary for their first contact with the TCA, so a person willing to respond quickly to requests for information is desired. Of course, the secretary also is supplied with

a stack of the TCA membership brochures which aids in the response. Interested? Contact Mal & Jean Smith to learn more of the details.

We've got a few good articles for the next issues of DoubleTalk, but the reserve is growing thin. WE NEED some articles from you. The subject matter is largely up to you, as long as it vaguely relates to tandeming. Technical articles are always welcome, as are touring articles, and impressions of new tandems coming onto the marketplace. Please, though, if you decide to contribute a review of a new tandem, keep it factual, and include the specifications (wheelbase, seat tube lengths, frame style, frame materials, components, etc.). Tell us if it's a custom, a production, or a limited production model. One last thing--please don't use a review as a free plug for your favorite builder. I do edit the articles, and I'll do my best to keep them from sounding like advertising fliers! Something I'd personally welcome as an article is a review of all the new mini-vans now on the market. What problems have you had? Does a tandem fit, or must you disassemble your bike? Did you have to make any special fixtures? What kind of gas mileage? What did you have before (if it's relavent)? Did you consider others before deciding on this brand? I am sure others also share my interest in this subject.

A fringe benefit of editing DoubleTalk is the opportunity to hear from many tandemists around the country, and especially from the tandems-only clubs that are



active on the continent. Susan and I receive, as DoubleTalk editors, newsletters from these clubs:

Colorado Tandem Club
c/o Charles Walker (pres.)
1300 Riverside
Boulder, CO 80302

Toronto Tandem Co-op
c/o Doug & Debbie Crosby
554 Forestwood Crescent
Burlington, ONT L7L 4K3
Canada

Chicago Area Tandem Society
c/o Tom & Sherry Masters
302 E. Willow Road
Barrington, IL 60010

Twin Cities' Tandem Club
c/o Doug & Sara Laird
5232 Ednmoor Street
Edina, MN 55436

All of these clubs help promote the Tandem Club of America, and we urge you to support them, especially if you are in the general vicinity. These clubs all sponsor good local events and offer the opportunity to get together with other area tandemists. Are there any more "tandems only" clubs? Let us hear about them. We'd love to be on your club's mailing list.

Another fringe we have is that we keep hearing enticing rumors about more rallies. Our mailbag this time included interesting tidbits about the possibility of a Southwestern Tandem Rally (maybe in the Tucson area) and of a Canadian Tandem Rally in eastern Canada. Both rallies are still in the formative stages, and are considering 1987 dates. If they come to pass, we hope to have the necessary information to pass on to our TCA members through DoubleTalk. In the meantime, plan on attending one or more of the rallies listed on our

Calendar. This issue the calendar doubled in size, with many one-day events planned by the clubs listed above. And if you get the chance, stop and say hello to Susan & me. We'll be at the Great Eastern Rally -- GEAR International -- in Buffalo, NY (the GEAR organizers have even scheduled a TCA Town Meeting for us! It will be open to all tandem enthusiasts, of course, and will give you a chance to see others in the TCA, and to make you interests known directly to the editors.), the Bicycle USA/League of American Wheelmen's National Rally in St. Louis, and the Southern Tandem Rally in Savannah, GA. Hope to see you on the road this summer!

CORRECTIONS

In the interview with Jack & Ken Taylor, pages 11-13 of the March-April, 1986 issue of DoubleTalk, Jack Taylor was quoted as saying the last Taylor Triplet they had sold (pg 12) was for 11,200 pounds (about \$16,000) US. This was an error in transcription. The correct numbers are 1570 pounds (about \$2355.00 US). DoubleTalk regrets the error, and is happy to make the correction.





LETTERS TO

DOUBLETALK

Dear DoubleTalk:

We enjoy DoubleTalk very much, and the Northwest Tandem Rally finally motivated us to do something promoting TCA membership. While we have the only touring tandem in our area, the neighboring Tri-City Bike Club has eight active tandem owners. We have accordingly sent each of them a TCA brochure and a Rally application with a letter urging their participation. If even half of them join, we can double Washington's membership!

Our tandem, now in its fourth year, is a trouble free, enjoyable touring machine. We continue to make short, fully loaded camping tours and longer motel-based tours. After riding out of phase for two years, we changed to in-phase. This is a personal thing for each team, but for us, it is worth an extra gear on the hills.

The 1 1/4-inch Touring Turbos at 110 psi have been unbelievably reliable. Not even a flat tire! However, the captain is paranoid about broken glass. If we even think we rode near it, we stop and "glove wipe" the tires. It takes us less time to catch up with the Club Ride than it does to fix flats.

Thanks again! We will continue to boost tandeming and we definitely plan to attend the Northwest Tandem Rally.

Duane & Joan Dennis
Walla Walla, WA

Dear DoubleTalk:

When we returned from a two-week stay in Florida, we found some strange pictures mixed in with our bunch. There seemed to be some strange looking people on tandems, and they were wearing Pink Ears and Pink Tails! The weather looked like sunny Florida, and the landscape was about the same, but we thought it over, and decided these pictures must have been taken in Anderson, IN, at the 10th annual Midwest Tandem Rally last Labor Day, and those strange people were members of C.A.T.S (Chicago Area Tandem Society).

We talked about the many tandems (that was our first tandem rally) we rode with, and of the many people we met from all over. (Hi, Dave & Lucie!) We laughed at the thought of flat lands being easier than riding hills. How naive we were!

Glassy eyes came over us when thoughts of the Chocolate Shoppe returned. And the hunger pains started when we thought of all the food at the Sheraton at the final night's banquet.

As we turned up the heat in the house, riding shorts and bare feet came to mind. Oh, what fun we had! How we can't wait for Oshkosh, B'Gosh! (Remember, Mick, a whirlpool with drinks nearby).

Spring training is starting soon, and then it'll be summer. We guess we'll make it through, thinking of September and the tandem rallies!

Robin & Dave Quakenbush
Bettendorf, IA

P.S.-I think I'll put some film



back in the camera for this September, too! -Robin

Dear DoubleTalk:

We enjoyed reading the March-April issue of DoubleTalk! As an addendum to the Tandem Toolbox article by Jay Hardcastle which mentioned the Park Tool "Y" shaped allen wrench, we suggest that the do-it-yourself riders also would find the "Y" shaped minisocket wrench, with 8, 9, and 10 mm sockets a handy addition to their tool kits. One of these, along with the "Y" allen wrench, fits handily in a Tailwinds fitted water bottle cage pouch, along with other essentials for minor repairs. These "Y" wrenches are available from most major bike shops, including the larger mail-order houses, for about \$3.00.

Jay might want to try a 1 5/8 inch SAE socket, commonly available from Sears, on the Arai brake drum. It should be about an A-fit, as it is almost a perfect 41 mm.

Has DoubleTalk considered calling on the resources of some of the bike repair professionals in TCA to cooperate in a Technical Q&A column? Many members may be interested in answers to questions on component compatibility (eg, will a Phil Wood brake fit a Suzue hub?), component selection (eg, what is the best front derailleur for a cross-over gear setup), and installation tips.

Charley & Bee Holder
Springfield, VA

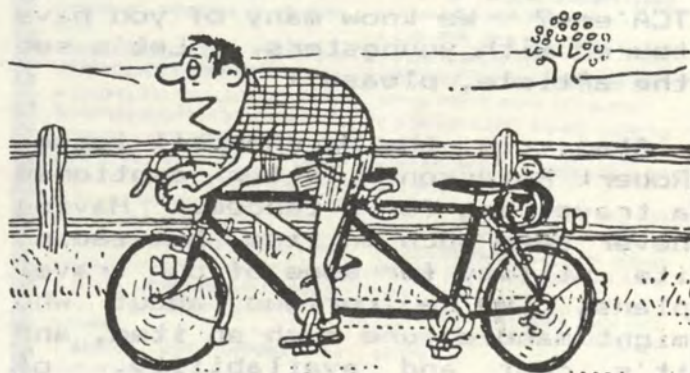
Dear Charley & Bee:

We've thought about such a co-

lumn, then we think back to times when a column was included. We also think of the coordination required to (1) collect the questions; (2) forward them to an "expert"; (3) harass said "expert" for a response; and (4) key them into the next issue of DoubleTalk. We then think of all the good knowledge the "rank and file" members can offer, and we're willing to bet any technical question sent to us, and published in the next issue of DoubleTalk, will generate an acceptable response for publication from several sources, just as you have in suggesting the 1 5/8" socket for the ARAI brake. (Not knowing this equivalent, I built a makeshift remover for my shop. It works, but you can bet I'm going to be getting a socket, and soon!) Members, what's your pleasure?

Dear DoubleTalk:

Phyllis and I really enjoy the publication. We've been tandeming only a little less than a year now, but are more enthusiastic with each outing. We're now beginning to train for the Bicycle Rider Tandem



"I'M SURE I'VE FORGOTTEN SOMETHING THIS MORNING, DEAR." HELMS



Tour of Holland in early October (I'm sorry to say that it conflicts with STR'86) If there are any TCA members planning for this tour, we'd be glad to exchange thoughts and compare plans.

Bill & Phyllis Schnell
New Smyrna Beach, FL

Dear DoubleTalk:

We're very interested in seeing Bonnie Hallman-Dye's article on the trials and tribulations of a kid-back tandem. We'll probably be at that stage ourselves in just a few years. To address our more immediate concerns, we'd like to read an article from someone who can offer advice/warnings about touring with a one-year old. We've both toured extensively on those funny bikes with only one seat on them, and we've noticed a child seat makes mounting the rear panniers impossible, not to mention the question of "Where do you pack the diapers?" We're considering a trailer. Should we plan to tow the gear, the kid, or both? Are trailers much of a problem in traffic? Has anyone ever packed a tandem and a trailer for airline travel? (ED: How about it TCA'ers? We know many of you have toured with youngsters. Let's see the article, please!)

Also, in the March-April issue, Robert Peterson's letter mentioned a travel bag for a tandem. Having never seen such an item, but seeing its utility for some of our travel plans, we're curious about who might manufacture such an item, and it's cost and availability, of course.

Steve Blatman & Mary Hurley
Allston, MA

Dear TCA'ers:

Last year, we published an article by Rudy and Kay Van Renterghem concerning their experiences with the Avocet FasGrip tire. A copy of the letter was sent to Avocet, and here is Avocet's reply:

Dear Rudy & Kay:

We appreciate that you have taken the time to test ride our new FasGrip tires. We would also like to thank Repairs Plus for providing you with the tires to test.

We understand your concerns about reliable performance cycling products and we would like to do everything possible to help in your situation. To do this we ask that you or your dealer to please return the tires in question so we can analyze them. We also ask that your unnamed friend mentioned in the article also return his FasGrip as well.

Since we previously have had no other similar reports of this nature, we have no other information on which to study the tire to determine the cause of the problem you experienced. Avocet is as concerned as you are in having the best in the quality of its tires. The purpose of doing the test studies is to get this needed feedback.

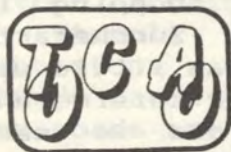
Thank you for your interest and cooperation.

Jon Eric Ferguson
Sales/Customer Service
Avocet, USA

Rudy & Kay have promised to keep us informed on any future developments, as well as give us their



impressions on some new tandems they've had the opportunity to test recently. We're looking forward to reading more about both the tires and the new tandems.--ED.

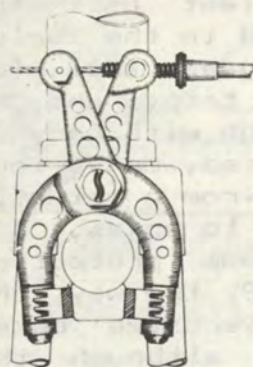


TANDEM COUNTRY

Imagine a vacation filled with bright blue sky, warm 80° days, good food, and a plethora of small country inns. Small villages bedecked with flowers and picturesque wooden houses lie up broad valleys scattered with beautiful lakes. cows with massive bells and head dresses laced with national flags are herded from high pastures down to villages for the winter. Bicycle paths run through farmers' fields, removing you for substantial periods from the bustle of the highway. Medieval walled towns and schlosses dot the landscape. Complete the tour with roads so smooth that four days pass beneath the wheels before the first pothole. No place like it on earth? Try Switzerland...tandem country. Judy and I, accompanied by our good friends Al & Sue Berzinis, spent 20 days cycling 1600 km of Switzerland, completing a rough counterclockwise circle that took us through the Jura, Aare, and Rhone valleys, Bernese Oberland, Engadine (Inn River), Tyrolean Alps, Appenzell, and five bordering countries for Judy. Some people collect stamps; Judy collects states, provinces, cantons, and countries. But I digress. With the help of Michelin 1cm:2km maps and information supplied by the Swiss National Tourist Office (Swiss Center, 608 Fifth Avenue, New York, New York 10020) we roughed the tour out

prior to leaving and adjusted the final mileage on a day to day basis. With one hotel room for every 260 Swiss, it's easy to find a room, which in the September off season averaged a reasonable 100 SF in the small towns. The Swiss are models of efficiency and cleanliness; the country is immaculate, the trains really do run on time, and the people are very nice, especially if you can speak a little German. That's all we spoke--a little--but most Swiss like to practice their English if you let on to it.

Several TCA teams expressed concern for the height and steepness of the Swiss Alps. Admittedly, we love the hills; I suppose training



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in the flatlands of South Jersey exacerbates that. We equally enjoy the slow climbs for the roadside vignettes and the pure jock challenge, as well as the thrill of a screaming downhill that demands bike handling finesse. At any rate, we happily climbed 55,000 feet of Alpine terrain in our stay. I think what can be done is limited more by mind than body (at least after some training!) When faced with a 1000m climb, it helps to realize that it's going to take the morning. Certainly my most difficult touring lesson is that getting to the end of a ride, or top of a pass, is not an appropriate goal.

We took the advice of a recent DoubleTalk article and padded the bikes for the airplane with foam-pipe insulation, and placed them in Santana shipping boxes that Rodney Moseman graciously lent us. The boxes were stored in the Zurich airport checked baggage area for the duration of the trip, and the machines came through with nary a scratch. Having tried, on various trips, everything from a plastic bag (per Air Canada) to boxes, I'm solidly in the maximum protection school of thought. By the way, the charter took the oversized boxes without complaint, although the Swiss, after much Deutsches discussion amongst themselves, charged \$25.00 handling.

Those expecting high Continental cuisine may be surprised by Switzerland, where the classy restaurants are those where dogs are interdit. This is literally true; even good restaurants think nothing of having the pooch scoot under the table during a friendly stein or dinner. At least Bowser is well behaved; they don't chase cyclists by day or rosti by night. The latter is justly described as the Swiss national dish, and it con-

sists of twice cooked hash browns. Fried and baked, they are a natural for a bikie. Lest you get the wrong impression, Swiss food is very good. They really know how to handle veal, slicing it thinly for schnitzel or chopping it for a cream sauce as Zurcherart. Curiously there was little use of eggs in the national cuisine and nowhere on the tour did we see chicken offered. KFC beware! One unexpected plus was that our trip coincided with the "Wild Specialties" season. The hunters sell antelope, deer, squirrel, and rabbit to the restaurants during the fall, where they become specialties of the house. The dark side of this is that you don't go to Switzerland to see wildlife (except at dinner). One endearing Swiss dinner custom is twicers: They present an ample portion, dish up half, and set the rest aside on a warming tray. Custom dictates that you remove fork and knife at the end of firsts and receive seconds on a clean teller. Miss Manners would find the custom civilized. A credit to the topology is that I still managed to lose three pounds, since regained.

Another fine Swiss tradition is borrowed by the Swiss equally from the French and Germans. Exterior cafes, or the interior bierstube are a great place to check out the locals. The Swiss families and especially the everpresent military like to gather in late afternoon to quaff one or two, and if things get rolling, to sing along with some oompah music or polka. This is pretty neat, since the barflies don't do that where I live. One doesn't feel shy about staring at the locals singing, since it turns out that the Europeans feel little inhibition about staring at you. Several times we brought conversation to a standstill by walking into a cafe at lunch in cycling



gear. Must be the sound of those cleats on cobblestones.

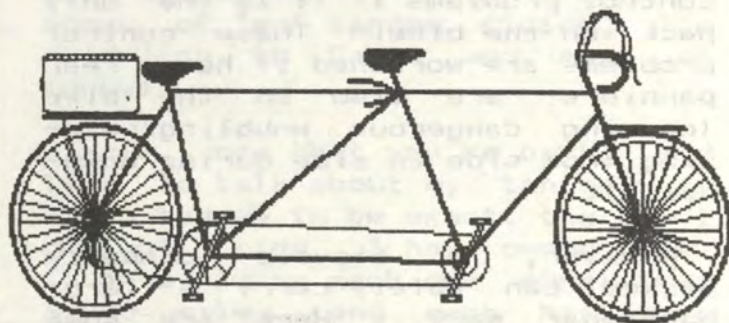
Speaking of the latter, you don't know true excitement until you hit the downhill off Clousenpass. The road runs true straight macadam, thundering steeply into 40-foot radius cobblestone switchbacks. That's outside radius on a 10-foot road! Swiss roads are not incredibly steep, a 28" gear being sufficient, but the switchbacks can be close packed and tight. Down the Austrian Silvretta, thirty numbered switchbacks descend over 1200 meters; the road is stacked up like tangled spaghetti down the valley.

Other unforgettable areas include the 2400m Furkapass, standing astride the upper reaches of the Rhone valley, and separating the Rhone Glacier from the Rhine at the headwaters of Europe. The most beautiful climb was undoubtedly the Susten, with uncounted peaks and glaciers dominating broad farming valleys below. The back road through the steep, black Rosenloui valley becomes a narrow lane closed to cars as it mounts the switchbacks of Grosse Scheidegg pass. From its summit are views of the immense Jungfrau and sinister Eiger peaks, as well as the pastoral towns of Grindelwald and Interlaken. A quick climb over the short Brunigpass leads to the north shore of the Lake of the Four Forest Cantons, the famed Lake Lucerne. On its shores much of Swiss history has been played out: home of William Tell, Schwyz, and the 1291 Proclamation, from which the Confederation Helvetica dates. Appenzell, home of Swiss browns and Swiss cheese, is fertile rolling farm country punctuated by substantial climbs around the northernmost Alps. The Grisons canton in the southeast is home of some of the most rugged terrain, including the

graceful town of Chur, the Upper Engadine valley of St. Moritz, and the beautiful skiing mecca, Val Mustair. Finally, craggy Ortles massif above the incredible (unclimbed) Stelvio Pass irresistibly challenges our return. See you there!

For those interested, an itinerary listing roads, distances, sights, and elevations is available to anyone sending a SASE, re: Vierwaldstattersee Tour, to Malcolm Boyd, 19 NW Lakeside Drive, Medford, NJ 08055.

Malcolm Boyd
Medford, NJ



HINTS ON CONSTRUCTING A HANDLEBAR BAG

My tandem partner, Jim Locnikar, and I enjoy touring for several days or weeks in length, and our carrying capacity is more important than the weight of each and every article we take. We like to be independent of towns and grocery stores so we always carry a food supply to last at least 2 days, sometimes 4 or 5. Since we often visit the mountains or the coast, we take a variety of warm and cool clothing.

To carry all that gear on our



single bikes has never been difficult, but trying to put it on our tandem was almost impossible. We compromised by leaving some items home and building new carrying compartments that were larger than anything we could buy. We used our largest rear panniers and chose to construct a larger-than-commercially-available handlebar pack.

For those of you interested in making your own handlebar pack, here are a few ideas to consider.

How big can it be? The argument often pops up about the dangers of having a handlebar pack that is too big or is packed too heavily. A heavy handlebar pack can cause control problems if it is the only pack on the bike. These control problems are worsened if heavy rear panniers are also on the bike (causing dangerous wobbling/whipping from side to side during downhills).

However, a bicycle properly packed can safely carry a large handlebar pack. Here are some safety measures we follow:

- * Never ride with only a heavy handlebar pack. Always distribute that weight throughout the rear and/or front panniers.
- * Use front panniers. They help dampen the steering which makes the bike more stable. This way they also dampen the unstabling effects which can be caused by heavy handlebar pack.
- * Carry heavy items in the handlebar pack only if the front and rear packs are more densely packed.

We have used our large handlebar pack for 3000+ miles and have felt no ill effects.

Some physical and practical limitations to the handlebar pack dimensions exist. For those of us who must purchase a handlebar support frame, the limits for the main compartment come from the standard, commercially available frame which is 10 inches in width, and 4 1/2 inches in length where it attaches to the pack. The height from the top of the frame down to the light or fender (whichever comes first) depends on the location of your stem. Ours is 8 3/4 inches to the light. The limits for the front, back, and top pockets or compartments are discretionary, as long as the compartments do not flap in the wind, fly in your face, or dangle around the spokes.

How is it supported? The standard frame which hooks around the stem and cantilevers forward off the handlebars holds the pack from the top. A piece of wood 1/8 inch thick cut to size gives shape to the bottom. Eyelets of some sort are bolted to the wood bottom outside the pack. Elastic straps are then threaded through the eyelets and held taut by using an S-hook or the like attached to the elastic and then hooked onto the front rack or front fork eyelet.

Since we chose a length (the horizontal distance from front to back) for our pack that was longer than the rack would adequately support, we made an extra frame piece. This piece is inside the main compartment and stands vertical along the panel farthest from the rider. It is in the shape of a V. The bottom of the V is bolted to the wood floor midway from the left and right sides, and stitching around the top ends hold them in the top corners farthest from the rider. This extra frame piece compensated for our 1 1/2 inch longer pack, but a pack any longer



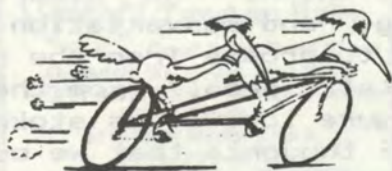
would require new ideas in frame support.

What did we use for the extra frame piece? Here is our solution, and it's an idea you could adapt to any small internal frame requirements. We warmed a plastic coat hanger in our toaster oven and then bent it into the desired shape. I advise you to start with low temperature settings and gradually work your way up in 25° increments until you find the one just right for your plastic hanger. I have back panniers with homemade plastic hanger frames that have held up well for three years of daily use, including a 6-month long bicycle trip.

Our handlebar pack of 780 cubic inches cost \$15.00 for parts, half of that going for the frame and map case. Most of the nuts, bolts, and hooks were spare parts. Jim did all the sewing for this project -- his first sewing project ever -- and the seams are still holding.

Future projects include designing and constructing larger rear panniers and more versatile front panniers. The independent and manual characteristics of travel by bike are what draw us to cycling. We can be more independent with a larger carrying capacity. As long as our tandem is loaded safely and our legs can push it, that's the way we want to travel.

Laura Mappin
Eugene, OR



ANGEL RODRIGUEZ

TALKS ABOUT...

TANDEMSS!!

Before you delve to deeply into this article, go back through your back issues of Bicycle Guide, and find the article where John Schubert interviewed John Allen. It is one of the few instances where a reporter has come close to capturing on paper how I feel about frame design. Carla Black and I have been riding tandems together since 1977, when I first started building them. In this article, I speak in the first person singular for simplicity's sake. When I speak of "my" tandem riding, I'm referring to Carla and me, of course.

Well, now that you're back, I'd like to talk about my tandem, my black tandem to be exact, the one I currently ride. I have owned five. I have ridden each one more than 6,000 miles, and each has been different. In many ways, they have reflected my changing needs as a tandemist, but mostly they reflect the fact that, more and more, I know what I want in a tandem, and I don't really care what other people think.

The tandem I rode before my current black beauty was painted blue. I made it to take to the New York International Cycle Show a few years back, and I built what I thought would appeal to the most people: Everything was mainstream, including the blue finish. I think I rode it more than any other tandem I've owned, even though I'm sure my current black one will eventually out-distance it (I rode the blue tandem on a trans-continental trip).



When I set out to design the blue bike's replacement, I went through exactly the same exercise I ask other people to do. I wrote down what I was going to do with the tandem -- yes, I really wrote it down, on paper, even. I added to my list all of the features I had seen on every kind of bike that I liked. Then I made my bike fit those needs, with no consideration to weight or looks. Normally, I'll only try one new thing at a time, but this bike is different. We made everything the way I imagined it, whether or not it had been tried on any other tandem before. What I ended up with is by far the most functional, pleasant-riding touring bike that I have ever owned (at least to this date). I love the Shimano Bio-Face chain rings (the large ring is a 50t), and riding in-phase. I like the seven speed freewheel, the Specialized 26x1.4 Nimbus tires, the schraeder valves, the 36-spoke wheels. I even love the kickstand, the chainstay protectors made from the spare spokes, the front controlled generator, the fender ornament(!) and the eight water bottles I can carry. I like being able to travel all-weather roads, and even some of the worst roads in the world.

But most of all, I like the design of the bike. It is designed for heavy duty touring. It does not corner like an Italian racing bike, I can't jump on it and feel it squirt forward like a spring bike, it has never been weighed without the pump, racks, or water bottles and cages. In fact, I don't even know what it weighs in full dress, either. It does go down the road steadily and in a straight line. It has enough water on it to go camping. And it keeps going no matter what the terrain or the weather. I have had only one flat in 5000 miles. The tires seem

to last nearly forever, and the tubes are available at any hardware store.

Being a custom tandem builder, I end up making quite a few tandems that I feel are going to collect dust most of the time. I make tandems that are to impress other people, tandems that are meant to pull a pace line, or to go for short day rides whenever the non-cycling partner can be talked into it. I also build tandems for families, with trailers, with kid-backs, and even one for Mom & Dad & Teen all in a row (only once, and never again, thank you). I build tandems for blind stokers, for retired couples going on long vacations, and for people who won't ever need their singles for touring anymore. Those are the ones I really like to make. The tandems that become a way of life. You know what I mean.

Angel Rodriguez
Seattle, WA

HINDSIGHT: VIEWS FROM THE BACK OF THE TANDEM

EDITORS' NOTE: We receive several newsletters each month. When appropriate, we use articles from these newsletters, crediting the author where known. The following is such an article

Being stoker gives one a lot of time to think. No steering, no shifting, and conversation usually limited to groans from the rear and "Don't talk, pedal" from the front. So I figure lots of us stokers have lots of thoughts that we ought to be sharing with each other. I'll start this off, but next newsletter



"Dee Stoker" can be someone else's thoughts, o.k.?

We've been tandeming a few years, and I guess we've had our share of ups and downs. Literally. Our very first ride involved a minor, but embarrassing, tumble in a crowded city park. One day we were ambitious climbers and gasped up a long hill that proved too steep to descend. Broken spokes, broken axles, and a long walk downhill in cleats.

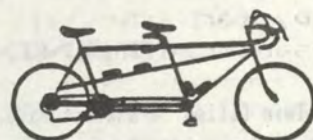
There have been other kinds of ups and downs, too--stop me if any of this sounds familiar: "Want to take it off the big chainring going up this canyon?" "Come on, I need more power from the rear - Pedal!!" "Uh, are we going to do the whole century in 53x12?" "Come on, concentrate - we've got to bridge that gap - pedal!" The close quarters on a tandem don't always bring out the best in our otherwise gentle and loving relationship.

But what about the other times, when it seems nothing can go wrong. It is sunny, the bike purrs flawlessly, the wind is at our back, and every direction is slightly downhill. Can anything match the exhilaration of perfectly synchronized tandem teamwork? And, when we finally do bridge that gap to a group of Category 1 and 2 racers, I bask in their surprise and smirk at their mighty strain to keep our



wheel as we streak downhill. On the back of our tandem, I have been places and reached cycling highs I could never have come close to alone. And when we're finally back home stripping off sweaty chamois and reliving each moment of glory, who remembers the shift that was missed or the porthole that wasn't? I guess that is why I keep climbing back on, for more views from the back of a tandem.

Dee Stoker
Reprinted from the newsletter of the Colorado Tandem Club - April, 1986



EASTERN TANDEM RALLY, 1986

The Finger Lakes Region of New York State is well-known for its picturesque lakes, acres of forest and farm land, grape-covered hills, and many wineries. Indian legend claims that the Creator looked upon the Finger Lakes with favor, reached out to bless the land and left the imprint of his hand behind. Geologists credit the topography to two Ice Age glaciers which left long, narrow lakes, deep gorges with rushing waterfalls, and fertile farmland. If you join Tandem'86, you too can experience the Finger Lakes beauty with us.

Keuka College will be the headquarters for Tandem'86. The college is located 4 miles south of Penn Yan, in the heart of the Finger Lakes. The rural campus is very relaxing, whether you are sitting on the spacious lawn, swimming in the lake, or meditating in the



MTR
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Tandem Rally

Great Folks-Great Rides
Oshkosh, WI • Aug. 30-Sept. 1
CONTACT: Mick & Donna O'Brien
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or Greg & Wendy Brock
(414) 231-3920
P.O. Box 454, Omro, WI 54963



chapel. Registration will begin at 2:00 p.m. on Friday, August 15th, allowing early arrivals time to explore the area.

Rides are planned to many of the historical and scenic sites in the area, and are geared to match the entire range of stoker/captain capabilities. Those so desiring can challenge the ridge roads in the area (and be rewarded with spectacular panoramas), or you can stay in the flatter valleys. Wineries will be the destination for many of the rides, and the grapes should be near their peak. There is nothing

quite like the aroma of grapes ripening in the mid-August sun, and you'll want to experience this joy for yourselves.

Tandem '86 is an affordable \$172.00/tandem team, and includes meals and bedding from Friday P.M. through Sunday evening (Sunday lodging is also available at an extra cost.). Registration closes June 15, 1984, or when 140 tandem teams have registered. For an application/registration form and more information, please send an SASE to TANDEM '86, Box 18418, Rochester, NY 14618-0418.

TANDEM CALENDAR '86

May 17, 1986. Twin Cities' Breakfast Ride. Join Sara & Doug Laird of the Twin Cities' Tandem Club on a pleasant, mid-morning ride through the western suburbs of the Twin Cities' region. Doug & Sara Laird. Ph: (612)-925-5185.

May 24, 1986. Toronto Tandems' Blossom Bloom. 11:00 a.m. start from a place yet to be determined. A 40 km ride is planned through the Niagara area blossoms, and a dinner afterward. Doug & Debby Crosby. Ph: (416)-639-0910.

May 24-26, 1986. Northwest Tandem Rally. Three days of scenic tours for which the Northwest is famous. Excellent feasting and socializing opportunities throughout the weekend. A variety of lodging options. Slide Show pot-pourri. SASE to Northwest Tandem Rally, Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330.

May 31, 1986. C.A.T.S.' May Flowers in Bloom. Bob & Pam Zitello lead the C.A.T.S. May ride, leaving from Cantigny, the 500-Acre estate of the late Rober R. McCormick. This 35-mile route goes by many scenic & historical sites in the Chicago area, and has many opportunities to "stop & smell the flowers". RSVP to Pam or Bob @ (312)-668-8101 by May 28th, please, if you can make it.

June 1, 1986. Twin Cities' 5th Annual Deli Ride. Stephen & Kathleen Lane and Garry & Mary Ann Peterson are leading this year's edition of this popular ride in the Minneapolis/St. Paul area. Contact Stephen & Kathleen (Ph: 612/631-2301) or Garry & Mary Ann (Ph: 612/721-4333) for more details.

June 15-21, 1986. TRAI Tandem Ride Across Iowa. The

third annual tandems-only ride across Iowa will prove to cyclists that Iowa is not all flat and cornfields. Come see this scenic state and tour with your tandem from Westfield, IA to the Mississippi River. Limited to 30 tandems and families. \$60 fee covers sag and all overnight lodging. For more information, send a SASE to George and Marian McNabb, 919 West Milwaukee, Storm Lake, IA 50588.

June 21, 1986. Toronto Tandems' Zesty Zoo Zip. Meet at the Ashbridge Bay parking lot (Coxwell & Lakeshore in Toronto) for a 40 km ride to "see what's happening at the zoo". Pat and Gill Maloney. Ph: (416)-497-5069.

August 2-3, 1986. C.A.T.S. join the Loons. The Chicago Area Tandemists are joining forces with the TCTC Loons for a weekend of fun and games tentatively scheduled to meet half way between the two cities. Contact CATS' Tom & Sherry Masters (312/358-7797) or TCTC Loons' Doug & Sara Laird (612/925-5185) for more details.

August 9-15, 1986. Eastern Tandem Rally Pretour. Tandem through the Finger Lakes region of New York state. The longest cycling day will be approximately 60 miles, all others can be as short as 35 miles. Sawgagon is provided for luggage and breakdowns. \$550 per tandem couple for accommodations, some meals, and sawgagon. Deposit of \$150 to Robert W. Dollar, 2904 Summerfield Road, Falls Church, VA 22042, by March 1, 1986. ph: (703)-536-4968. The \$400 balance is due by June 1, 1986.

August 15-17, 1986. Eastern Tandem Rally. The ETR moves west to the Finger Lakes region of New York state. Keuka



College, Penn Yan, New York. Limited to 140 tandems. SASE to Tandem '86, Box 18418, Rochester, NY 14618-0418.

August 17, 1986. Twin Cities' Fourth Jonathan Ride. Darlene and Scott Richardson are the hosts once again on this popular picnic ride. Ph: (612)-448-2353.

August 30-September 1, 1986. Midwest Tandem Rally. 'Oshkosh (WI), B'Gosh!. SASE to Mick & Donna O'Brien, P.O. Box 454, Omro, WI 54963.

September 21, 1986. Toronto Tandems' Fall Roundup. Join Rudy & Nancy Wolleswinkel for an 80 km ride through the Hockley Valley. Ride starts from the Shelburne area. Rudy & Nancy Wolleswinkel. Ph: (416)-425-5856.

October 3-5, 1986. Colonial Virginia Tandem Rally. Spend Indian Summer in Beautiful Williamsburg, VA! SASE to Jack Sneathen, 115 Sylvia Lane, Newport News, VA 23602.

October 3-5, 1986. Southern Tandem Rally. Celebrate OktoberFest in Savannah, GA, with the STR. SASE to Phil & Janet Winter, 3847 Peachtree Corners Circle, Norcross, GA 30092.

Have a ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes! Best yet, the listing is free!

TCA DEALER MEMBERS

BICYCLE WORLD 747 S. Broad St., Lititz, PA 17543. Ph: (717)-626-0650. Custom Tandems by Rodney Moseman, Frame Refinishing, Custom Wheel Building, Tandem Components and Accessories. Let us quote your tandem needs! 7/86

KUWAHARA, Columbia, Rodriguez, and Proteus custom tandems available at prices ranging from \$295.00 to \$2800.00. Kuwahara's at \$1295.00 comparable to others costing \$1600.00 and more. PROTEUS Bicycle Shops. Ph: (301)-441-2929. 7/86

TANDEMS, LIMITED. Quality tandems from California. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. ph: (205)-991-5519. 9/86

TANDEMS! We sell them because we ride them. Wheels, parts & accessories in

stock. Demonstrations and instruction a specialty. Test rides by appointment. The Tandem Shop, Box 2553, W. Lafayette, IN. ph: (317)-463-0579. 9/86

TANGO TANDEMS, World's Finest Custom Tandems. LON HALDEMAN & SUSAN NOTORANGELO's personal choice. 28"-32" rear top tubes with unmatched performance, handling, and comfort. ph: (916)-758-6658 or Tandems, Limited in the East. 3/87

 --*-*-*
 Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word ad classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, Rte 19, Box 248, Birmingham, AL 35244 for full information on the TCA Dealer Member Program.

CLASSIFIEDS

WANTED: Child-Back Conversion kit for tandem. Contact Vaughn & Linda Morrison, 1732 South Park, Springfield, IL 62704 5/86

FOR SALE: CUSTOM Tandem, 23x21.5 men's mixte. 18-speed, drum brake, sealed hubs. \$550. Biz & Doris Kamener, 14 Whitewood Rd., N. White Plains, NY 10603. Ph: (914)-592-4056 7/86

FOR SALE: Bicycle Trailer, by Blue Sky Bicycles. Includes child carrier, alloy wheels, extra hitch, custom repair kit. Ideal for tandems, also works for singles. In our opinion, much superior to the "Bugger". Under 50 miles. Mint Condition. Joe Galloway, 30 Ardsley Road,

Binghamton, NY 13904. Ph: (607)-723-9765. 9/86

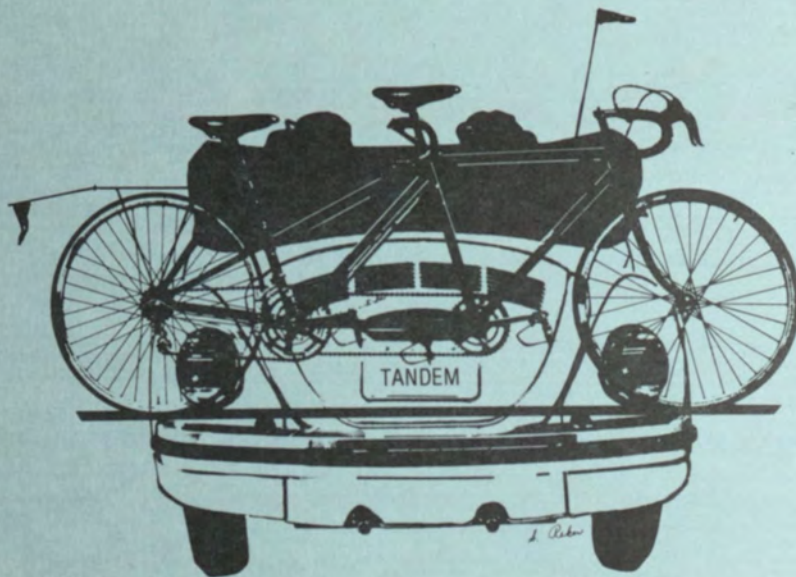
FOR SALE: BELLA Custom Tandem. Marathon-style frame. 23.5x22.5, Columbus tubing. Ishiwata fork. Cinelli BB's. 21-Speeds. Campy Tandem Cranks/Derailleurs. Phil hubs, 48"-40. w/Arai Drum and Shimano Cantilevers. Rose Metallic finish. Less than 1000 miles & in perfect condition. \$2000 or best reasonable offer. Paul Lieber, 908 Reba Place, Apt. 1-B, Evanston, IL 60202. Ph: (312)-869-7091. 9/86

WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

Classified & Display advertising rates available upon request. Send a SASE to the Editors. (Classifieds free to TCA Members).

THE LAST PAGE





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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!

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