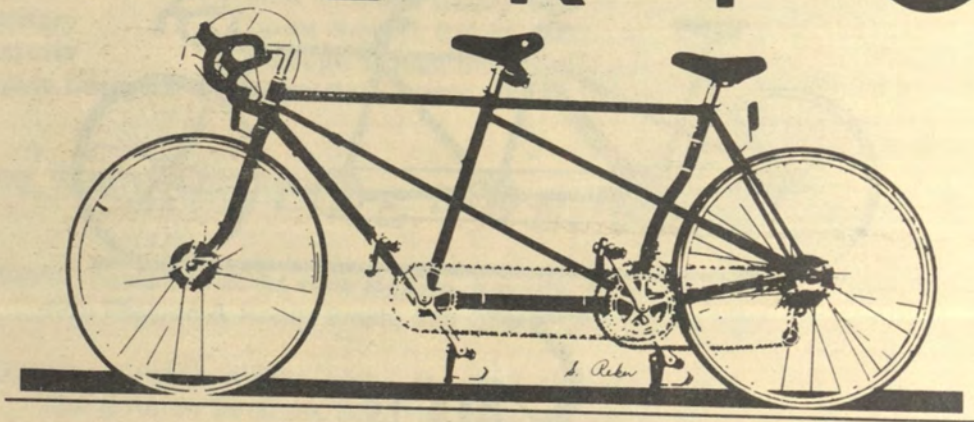


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



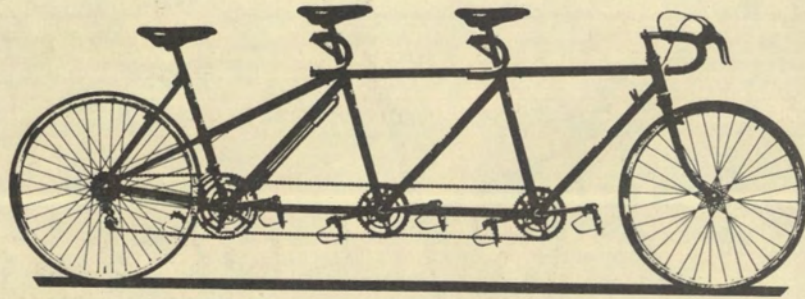
MARCH - APRIL 1987

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the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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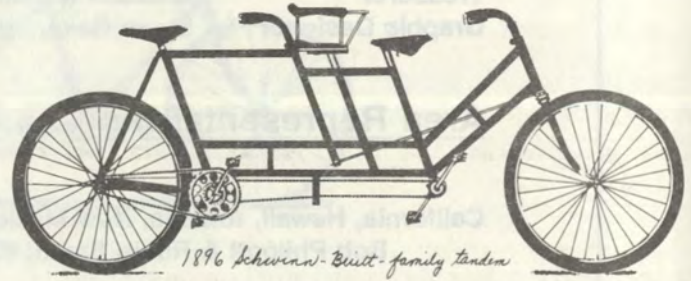
FROM THE EDITOR

The weather is beginning to warm up, at least here in the sunny South, and it's time to get the ol' tandem tuned up and begin getting those winter time bodies back into good cycling shape. You don't want the season to slide by, with you missing it! There are just too many good times to be had in 1987!

Our calendar of events continues to grow. Just this month I added two new events, the McNabb's Fourth Tandem Ride across Iowa and the Miami Valley (OH) Tandem Rally. There is a major event listed now for each month of the cycling season. Plan now for which ones you can attend. We'd like to attend them all, but we'll probably only make it to two or three of them. Work keeps getting in the way! Look for us at the LAW National Rally, the Midwest Tandem Rally, the Southern Tandem Rally, and maybe, just maybe, at the Eastern Tandem Rally!

Last issue I mentioned that the Eastern Tandem Rally '86 donated over \$500 to the Tandem Club of America, with the suggestion that we consider using some of the funds to incorporate. I asked you, the membership, to respond whether or not you thought incorporation would be worthwhile to our organization. To date, the responses have been overwhelmingly against the idea. Admittedly, the response has been low, but no one has come forth with any good reasons to go forward with incorporation.

What do you think? Drop us a line with your feelings on the subject. After all, the TCA is a club for all of us who like long bikes.



BACKISSUES AVAILABLE

There are a very limited number of backissues of DoubleTalk available. For each issue desired, please send \$2.50 (shipping included) in US funds to Tandem Club of America, c/o Jack & Susan Goertz, Route 19, Box 248, Birmingham, AL 35244. Backissues will be sold on a first come/first served basis, and refunds will be issued when we sell out of an issue.

Available:

May-June, 1985
July-August, 1985
September-October, 1985
November-December, 1985

January-February, 1986
March-April, 1986
May-June, 1986
July-August, 1986
September-October, 1986
November-December, 1986

January-February, 1987



LETTERS

TO DOUBLETALK

Dear DoubleTalk:

I enjoyed reading about another option to the traditional male captain/female stoker tandem position in the letter by Gail Steketee and Laura Malby (NOV-DEC, '86).

I am also a female who rides a traditional upright tandem, always as a stoker, and I find it uncomfortable simply because I cannot see. It's so bothersome that my partner and I only ride our upright tandem for day rides. We take our singles on longer tours. Without investing in an expensive custom tandem, we've found another bike that is much more pleasant to ride.

Built by Gary Hale Better Bikes in Eugene, this bike, called the Runner, is a double recumbent -- a two-person tandem with both positions recumbent. The Runner can accommodate a wider range of rider sizes than the standard upright tandem. We both can easily switch between captain and stoker positions. And we have done it with very little practice, just enough to get used to basic recumbent steering.

The weight of the extra person is easy to handle with the lower center of gravity. Upper body strength is not as necessary for adequate control on the recumbent as I imagine it is on an upright. I don't know for sure, since I've never captained an upright. But I do know that I don't have any upper body strength to brag about, and I feel very comfortable and secure captaining the Runner.

Since I've always been a stoker, captaining the tandem is an exciting switch for me. I can see! And he can see! I enjoy the change of being at the controls. He enjoys the view without concentrating on gear changes, brakes, and road conditions.

And when I ride stoker on the Runner, I can see so much more than usual that I feel like I'm on a Sunday joyride. All the terrain is right there in front of me for the looking. I can also help my captain at busy or confusing intersections because I can see more of the traffic signs and vehicles and less of his back.

I hope that stokers and/or captains everywhere who are not happy with their positions will look into different options. Laura and Gail have devised a good one. Here's another. I am curious to know what others have come up with.

Laura Mappin
Eugene, OR

Dear DoubleTalk:

I'd like to comment on the suggestion that the TCA incorporate. As a lawyer, I have, at the request of others, set up two bicycle organizations' non-profit incorporations in the last 10 years. My opinion is that neither of these acts have been proven to be necessary. One corporation, a group of bike racers, has lapsed, and the other still pays the annual fee to the secretary of state and fills out the forms, but has not actually elected corporate officers nor held recorded meeting for several years.

The TCA should not incorporate unless it has a reason to do so. Nonprofit corporations are usually formed to be free of federal income tax, similar state taxes, to be exempt from taxes on land and buildings, and to be exempt from some labor laws. Charitable corporations are formed to facilitate donations. Since the TCA has no charitable function nor is it eligible for that status, that would not apply to us. We do not have employees, land, buildings, nor do we conduct business. In short, I can't think of a good reason to incorporate.



I can think of reasons not to incorporate. We would have to choose a state, and incorporate under that law. We would need to elect officers, hold meetings, duly recorded, at least annually. We would need a registered agent in that state with a street address. Since we are an organization spread out of North America, this would present problems and generate useless mailings and work. I, for one, want no officers or elections in the TCA. All I want is to continue to have a good newsletter and have someone keep the treasury. We don't need a corporation for that.

Paul Hill
Omaha, NE

Dear DoubleTalk:

We don't need incorporation. One major rally almost didn't come off this year because they are incorporated and their "board" could not decide on a rally site.

As a past president of OAC-AYH, I can tell you that a national rally is one big "political" hassle. We, the TCA, do not need this.

The reason TCA is growing is because of the efforts of TCA members like Doug & Sara Laird and Tom & Sherry Masters, and many others like them.

Steve & Karolyn Reker
St. Charles, MO

Dear DoubleTalk:

Having just become the new area reps for TCA in Indiana, Illinois, Kentucky, and Ohio, Linda & I thought it would be nice to start a new tradition of sending along our "tandem" bio for printing in DoubleTalk. (ED: It's printed elsewhere in

JACK TAYLOR *makes a Good Show*

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JACK TAYLOR CYCLES,
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this issue).

We both look forward to continued involvement with TCA and to adding to our many tandem friends in the years ahead. We hope to meet you on the road this season!

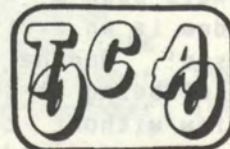
Good cycling,

Jay & Linda Hardcastle
Indianapolis, IN

Dear DoubleTalk:

We just read Pegi Langan's article, and it's priceless! Thanks, Pegi, for taking the time to write it and send it in!

Bob & Diane Steele
Cincinnati, OH





Of Lakes and Mists and Naples

Not a very good beginning for a tandem weekend," I muttered, while slowing the car to 35 for the second torrential downpour in an hour. All the old quotations....darkest before dawn....cloud must have a silver lining....each life some rain....didn't improve the mood at all. Or the tree in the road, downed by a sudden lightning storm on the lake.

Neither did the drone of the alarm the next morning. And then I realized it wasn't the alarm, but a sound I hadn't heard for years as a small seaplane burst forth from the mist on Keuka Lake. A mist that surrounded everything, to keep the quiet and, perhaps, to give us a better day than the one before. The sun, peering over the hills on the other side of the lake, repeated the promise.

Sticking to the road that hugged the hillside, we followed the lakeshore down to Hammondsport at the southern end. And plunged into the annual crafts fair that takes over the entire village square and beyond. We did manage to sort through the umpteen booths, answered four dozen questions about the bike....does she do her share??....and finally found a set of teddy bear wind chimes from a local potter for our daughter Katie's room. Continuing on for another mile, with a wedding in between, we rolled to a stop in front of a yellow building, larger than a city block. Not the usually wineries that we've visited in the past. The Taylor Winery made us feel very welcome and very thirsty as we strolled through the wine museum and the tasting room. The Taylors' bottling operation would engulf many of the vineyards that we've visited before. After loading our purchases--not too many now--we rode over to the picnic grounds near the vineyard for our on-the-road luncheon. Begun in 1980, these catered events have

become an annual ETR tradition, and competition, with each year trying to outdo the past in gustatory excellence. The Switzerland Inn, with their big green school bus, was not to be outdone as the noon repast of Baked Lemon Chicken, Kielbasa Sausage, Pasta Primavera, Vegetable Crudite' and fruits and homemade cookies was spread before us.

And yes, as every year, it was a chore getting back on the bike. But only for a while, as we stopped in Hammondsport again to visit the Glenn Curtis museum. A naval aviation pioneer, Curtis flew many of his early aircraft from and around Keuka Lake. A movie and several aircraft in various stages of construction gave us some insight into the passion that enveloped so many of the first aviators. One fine example, a "June Bug" from 1904 took up much of the second floor, the balance given over to motors, motorcycles, bicycles, and much of the gear needed in the early days of flight.

We sped back to campus, innundated by a brief summer shower that we've grown accustomed to. Stopping at the AB grocery store for ice, we rode off with memories, for I hadn't been in a grocery like it since the 40's (Come on, Ted, you're not that old!). Later, a second, more leisurely stop capped off the day's journey with a two-scoop cone of triple chocolate ice cream. That's a dark chocolate ice cream with chunks of semisweet chocolate mixed in, for you non-believers.

A bit of overkill perhaps, for the Saturday night banquet was topped off with homemade apple, cherry, and blueberry pie, a la mode, of course. Dessert was topped off with Pat Maloney and his red-toqued crazies wandering through the dining hall, passing out invitations. Like, asking us up to Tandem Canada next year, eh?! The only ones missing were Bob and Doug Mackenzie. Dinner over, we finally managed our one leisurely stroll down to the lakefront, where we peeked into the



college chapel to see a wedding rehearsal in progress. Bach's Toccata and Fugue in D Minor was a nice way to end the day. This was seconded by the jumping of our seven-month old Katie in the backpack, in time to the music.

We were greeted by inevitable mist on Sunday morning, part of living on a lake. As it began to burn off, we began to climb. The Voice From The Back quietly reminded me that our destination, Naples Valley, meant a climb to get up, a descent to the valley, and a climb to get back out. Little did we know. And all the while around us were the greenest hillsides, all given over to the grape at the Widner Winery. We missed the tour because of the time, a pity. But we were happy with our newfound Christmas treasures for the tree at the little craft shop next to Bob and Ruth's Restaurant. Bob and Ruth weren't in that day, since they were riding with us.

Just ahead was the very victorian, very old, red brick Naples Town Hall, surrounded by 100-foot maples. Naples Maples?? I wondered. A gracious invitation from the town led ETR'86 to have Sunday's luncheon on the town hall

lawn. The Switzerland Inn's green bus was at hand, this time with cold cuts and cheeses, Finger Lakes Potato Salad, two fresh fruit salads, and Vegetable Crudite'.

And then the inevitable. To leave Naples, one must journey through Italy. Italy Hill Road, that is. And did we climb, make that walk, up at least an 89% grade, consoled by the fact that we were not the only walkers. But a pleasant stop awaited us at the crest, as the Roberts' family welcomed us to the shade of their front lawn, complete with cold running water, a pan full of brownies, and the admiration of every kid in the neighborhood. Our spirits lifted 300%, we began a descent for what seemed the rest of the afternoon as we sped alongside a river, up a valley back to the point of beginning. We paused a bit on a ridge that looked north and west, where the shadows lengthened, bringing for most an end to ETR'86.

For the few of us who gathered for Sunday supper and Monday breakfast, there were the memories, still fresh, and the reflections, still clear, of our Finger Lakes journey in New York.

Ted & Karen Ellis
Warwick, RI

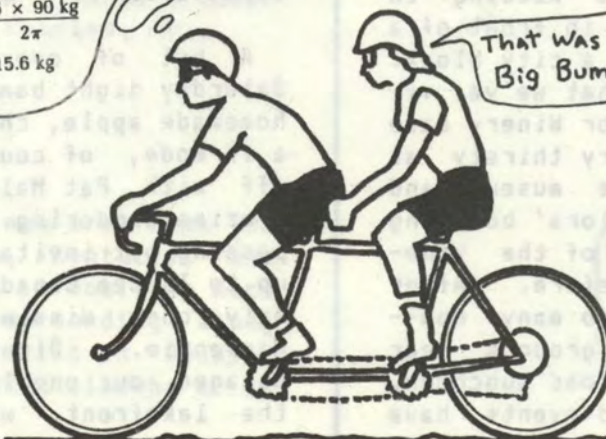
Rim Compressive Load

- C = kg Force across rim joint
- N = 36 Number of spokes
- T = 90 kg Tension in each spoke

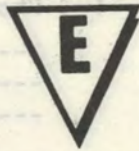
$$C = \frac{NT}{2\pi}$$

$$C = \frac{36 \times 90 \text{ kg}}{2\pi}$$

$$C = 515.6 \text{ kg}$$



Chuck



A TANDEM SURVEY

All tandemists are invited to respond to our survey. You don't have to be a TCA member, although we hope you are/soon will be. Feel free to make copies of the survey to pass out to your non-TCA member friends, for your spouse, for your partner, for anybody you know who rides a tandem. Leave a couple in your favorite tandem shop. Most questions on the survey are oriented towards two-person tandems. If you ride a triplet, or a recumbent tandem, let us know that, too, and modify any questions that are not quite right for you. Attach extra sheets for any artwork and necessary explanations.

All surveys received by May 30, 1987, will be tabulated for publication in either the September/October or the November/December issue of DoubleTalk.

1. Your age: _____
2. Your sex: MALE FEMALE
3. How many years have you ridden a tandem regularly? _____
4. How many miles, average, do you ride each year? _____
5. How many of the following types of tandems do you own?
 - Common upright tandem, with captain in front, stoker in rear
 - Upright captain behind a recumbent stoker
 - Recumbent captain in front of stoker
 - Other--please describe (a sketch would be nice)
 - I don't know what you're talking about, but my tandem looks like the sketch I've enclosed.
6. How do you use your tandem? Please rank each, using the following scale
 - 0 Never
 - 1 Occasionally (1-5 times/year)
 - 2 Often (6-10 times/year)
 - 3 All the time (more than 10 times/year)
 - Recreation
 - Transportation
 - Commuting
 - Racing
 - Taxi service--please describe
 - Other--please describe
7. Which position(s) do you ride?
 - Captain
 - Stoker
 - Sometimes captain, sometimes stoker
8. If you always ride one position, why do you not ride the other position?
 - Incompatible frame size
 - Incompatible body condition
 - Other--please explain
9. If you are able to ride both captain and stoker, what difficulties, if any, did you have in achieving that option?

10. Who handles the braking?

- Captain
- Stoker
- Both

11. Who handles the shifting?

- Captain
- Stoker
- Both

12. Who reads the map and determines the route?

- We take turns
- Stoker, mostly
- Captain, mostly
- Map? What map?

CAPTAINS ONLY:

13. In your opinion, what is most difficult about being the captain?

14. What irritates you most about tandemming with your no. 1 stoker?

15. What do you like the most about riding captain as compared to riding your solo bike?

STOKERS ONLY:

16. In your opinion, what is most difficult about being the stoker?

17. What irritates you most about tandemming with your no. 1 captain?

18. What do you like the most about riding stoker as compared with riding a single bike?

19. Is your tandem equipped with a child conversion attachment?

- Yes
- No
- What's a child conversion?

20. What important tandem question was not asked? What should be said about you and your tandem that has not been covered yet?

21. Are you a member of the TANDEM CLUB OF AMERICA? _____

Optional:

NAME _____
 ADDRESS _____
 PHONE (____) _____

Please return your completed survey to:
 Laura Mappin/Jim Locknicar
 TCA Survey
 814 West 24th Avenue
 Eugene, OR 97405-2455



INTRODUCING...

Jay & Linda

Hardcastle

Jay and Linda Hardcastle have been tandemming together throughout the Midwest since 1980. Jay, a Michigan native, has been cycling since 1971. He began working with tandems in 1975. His active bicycle involvement has included officer and event director for clubs in 3 states. Linda, originally from St. Louis, was a collegiate runner. She began cycling in 1979. She enjoys tandemming, which has allowed her to continue competitive running while still enjoying bicycling. She has especially enjoyed their 4,000 miles of tandem touring, camping style, in 9 states.

Together Jay and Linda have hosted the Wabash Valley Tandem Rally. They also operated the Tandem Shop in West Lafayette (both the rally and the Tandem Shop are in hiatus, though). Linda currently works as an Exercise Physiologist with an Indianapolis hospital, while Jay is now working full time for PAX/I, the organizing committee for this year's 10th Pan American Games, to be held in Indianapolis this August.

The TCA welcomes Jay and Linda to its ranks of volunteers, and urges all members, especially those in the Midwest, to work with Jay & Linda to keep things going smoothly.

TAKING IT WITH YOU...by Minivan

About a year ago, I asked for input from our TCA members as to how the new MiniVans

are for Tandem Transporters. What were your likes and dislikes? Why did you select Brand D over Brand C or Brand F? How do you load/secure your tandem in your Minivan?

I received many letters from all over the country. Members from New York to Colorado had embraced Detroit's downsized philosophy with open arms it seemed. At first glance it appeared that all the letters were blindly praising the vehicles bearing Mr. Iacocca's brand. I put forth another plea, asking all the owners of General Motors, Ford, Toyota, Volkswagen, etc., to make your likes and dislikes known. I waited for more months--in vain, as it turned out. When no one would admit to owning anything other than a Dodge or Plymouth Minivan, I went back to my files and I reread the letters, carefully this time.

I discovered that you had considered other brands of the smaller vans, and for various reasons had opted for the Chrysler products. Here is a summary of the many letters I received:

"We had considered the Toyota and the Volkswagen Vans. The Toyota, with its snazzy looks, drew our first inspection. The Toyota, a mid-engine vehicle, had a large cowling inside the passenger compartment. Although it would have been possible to carry two singles, the cowling would have made it difficult, if not impossible, to carry a tandem. This cowling not only takes up valuable passenger/cargo space, but it also makes checking the oil, water, sparkplugs, etcetera a chore that requires you to remove the interior cover. This inconvenience, plus the attendant noise and dirt that could get inside the passenger compartment, was a real turn-off. We never really got to the point of measuring the interior to see if we could get the tandem inside easily.

We really liked the looks of the latest



Volkswagen Vanagon, but the stepped floor made it almost impossible to carry our two single bikes upright--let alone to carry a tandem inside (although I'm sure some enterprising tandemists have accomplished this)." --Sid & Caryl Russak, Englewood, CO.

"We also are canoeists, and we carry our canoe on the top of our vehicle in a roof rack. When we looked at the Ford Aerostar and the GM Astro, we discovered that their roofs were too high for us to lift our canoe to the rack" --Bob & Jo Kanis, Rochester, NY.

"I did not consider the Ford Aerostar or the GM Astro because they are not front-wheel drive. For us, with the weather we face in the winter, front-wheel drive was a very important factor." --Bob & Rosemary Beckman, Des Moines, IA.

What, then, was the van of choice? Either the Dodge Caravan or the Plymouth Voyager. Both were mentioned about equal, with the deciding factor being the price and/or local dealer. Both are built by Chrysler, and they are identical vehicles. And now they come with Chrysler's 7/70 warranty, too!

TCA members had nothing but praise for the Caravan/Voyager. Typical were comments such as these:

"We own a Plymouth Voyager and have put 40,000 miles on it, as of June, '86. Our tandem fits in easily, once we've removed the van's second seat, and we have plenty of room for other gear, too. Gas mileage averages 29-30 mpg on the highway (2.2L engine with 5-sp manual transmission). So far, we have had no problems with it and we are extremely satisfied with our choice." --Mike and Mary Graves Budak, Loman, MN

"We purchased a Dodge Caravan, primarily to enable us to transport our tandem. When the rear seats are removed, we are

able to carry our tandem completely assembled. I made a special fixture to safely secure the tandem, using angle iron and "U-Guard". With a few minor modifications to the tandem to make it easier to secure the bike in the fixture, we were all set. It takes less than 5 minutes to load/unload the tandem." --Bob & Jo Kanis, Rochester, NY

"We purchased the Plymouth Voyager over the Dodge Caravan because of a slightly better price. Over the past year we have carried our tandem on short trips about a dozen times. We load it from the tail, either front first or rear first. Ours is a 25x22 Santana, with the Captain's saddle extended over 5 inches. The bicycle loads easier with the front wheel facing forward because it is easier to tilt to get the front saddle through the rear van opening. The front handlebars extend to just forward of the back of the bucket seat, but they don't intrude on our sitting space. A shorter configuration of tandem could be loaded as easily with the rear wheel facing forward so that the presence of the handlebars would not be a consideration.

We use two bicycle shop display stands with small casters under each wheel to support the tandem. These cost about \$10 each, and purchasing them was much easier than making up a wooden track or wheel guide. The anchor points for the two rear seats (in the floor of the van) provide four very good points to attach bunji cords to keep the tandem secure." --Sid & Caryl Russak, Englewood, CO.

So there you have it, folks. Apparently the Chrysler Minivans are the vehicle of choice for tandem transporting. This observation is also borne out through several informal surveys taken at tandem rallies this past year. If you're in the market for a new vehicle in the near future, consider these folks' comments when you are making your decision. And when you discover something that works even better, let DoubleTalk know!



TOURING GERMANY

BY TANDEM

During the first two weeks of September, 1986, a group of six of us (three tandems) had a great time tandemming through some very scenic areas of West Germany. Touring with Alicemary and myself were Mel and Mary Jo Christy and Jerry and Beth Trout. We cycled 347 miles with the longest day being 57 miles. That day, incidentally, included a two-mile climb in our 23-inch low gear! This was the exception, though, as 90% of our cycling was on the flat and on bike paths adjacent to major highways. Two couples from this group even spent a third week in northern Germany visiting more friends. While in northern Germany, they covered an additional 80 miles in the flat country alongside canals.

Our route included a one-day trip in the Black Forest, requiring five hours to go 15 miles into the mountains, and then only 30 minutes to travel 10 miles down the mountain, via a different route. On the way up, our 23-inch low was OK for up to a 10% grade, but we had to walk (and push) on the steeper grades, which occasionally exceeded 15%! The remaining route took us northward, paralleling the Rhine River. One day was spent on a boat trip down the Rhine (we were permitted to take our tandems on board), and then we cycled down the Mosel River valley to Trier. There were also a few rides on trains included in the tour, and we spent one day in France, cycling north from Strasbourg back to Germany. Along the way, we visited all the old castles and museums that time would allow us.

On a trip such as this, detailed maps are mandatory. We used maps printed primarily for bicycle touring in Germany because they showed very clearly the roads that included the integral bike paths. The map scale was 1:100,000. The maps,

called RADTOURENKARTE, are printed by:

Hapka & Co.
Auf Der Krauteweide
6232 Bad Soden Am Tauns
West Germany

We, of course, were aware ahead of time that the degree of enjoyment would be directly proportional to the weather--and the weather was absolutely great! Near the rivers it was foggy when we started, but by mid-morning the sun was breaking through. The temperatures were cool--some mornings in the mid-40's, but were short-sleeve temperature by noon.

Our tandem had seven bags attached for clothing and other gear. Included in this total were two large rear panniers and two mid-size front panniers. We used front low-riders. All seven bags totaled 45 pounds. When we do this again, we'll take even fewer clothes, even though there are no laundromats in Germany. (We washed a lot of clothes in hotel sinks. Most of the time they were dry by the next morning).

All three tandems were custom Borthwicks. The only equipment failures we experienced were three flat tires. We were prepared for almost any incident, as we had spare tubes, tires, spokes, rear and front derailleurs, cables, miscellaneous bolts and nuts, and tools every description. Needless to say, these spares were distributed through the whole group. All the bikes had identical 23-inch low gears, but this was not adequate for grades exceeding 10% with our loads.

This trip also gave me my first experience with "massive" braking. We came down a mountain in the Black Forest, alternating the cantilever brakes with the drum brakes, then periodically coming to a complete stop to allow the brakes to cool and me to rest my hands!

Yes, we would do the trip again if we could be assured of the same beautiful



weather. We enjoyed the good German food everywhere we stopped. One change to our itinerary, though, would be to bypass the larger cities. The larger cities had confusing traffic patterns, filled with cars and trucks.

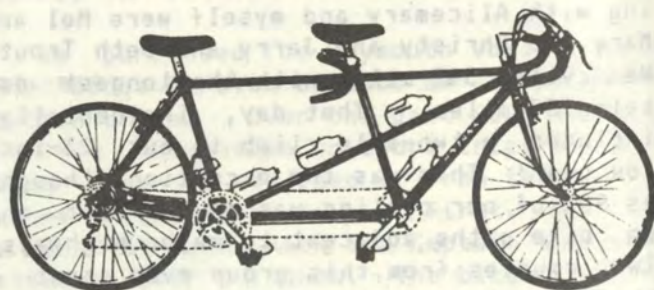
The cost, if you choose to do a similar trip, will depend on your preference of accommodations. The hotels/guest houses would vary from \$20 to \$45 (US) per night, and they always included breakfast. A noon lunch of bread and cheese would be another \$5-\$7 (US) per couple. Evening meals for each team ranged from \$25-\$35 (US). Train rides, of course, are optional, with the tandems handled as baggage. When the tandems traveled via a different train from the tandemists, an extra day was always required to get to your destination. One caveat on transporting your tandem via train: they are not treated with tender loving care. Our Borthwick now has several souvenirs of the trip.

Transportation to/from Europe was by IcelandAir. Our fare was a reasonable \$518/person from Chicago's O'Hare to Luxembourg. Prior to our trip, we had requested and had received written permission from IcelandAir (on IcelandAir stationery) to pack our tandems in special boxes with the following restrictions: (1) a maximum weight of 75 pounds, and (2) the outside dimensions must be less 12" x 40" x 72". We designed custom boxes, with the only disadvantage being the three hours it took to reassemble the bikes at the Luxembourg airport. The boxes were then stored for approximately \$1.50/day at the terminal baggage office.

A frequent question was "Why choose Germany?". We had several reasons: (1) we had friends to visit, (2) the German people are very friendly and most anxious to help cyclotourists with any problem, (3) it is very clean, (4) the weather in September is typically mild, and (5) the shopping is great!

If you have any questions, please contact us directly. We'd be glad to show our slides if we're going to be in your area.

Gordon and Alicemary Borthwick
214 Rainbow Drive
Marshalltown, IA 50158



THE TANDEM TOOLBOX

ARAI BRAKE TIPS

The Arai RX drum brake has become a popular feature for all types of tandems since it first became available in the early 1980's. A relatively inexpensive and reliable unit, the Arai drum works with double-threaded hub units such as the Specialized or Suzue hubs without modification, or it can be modified to fit a Phil Wood tandem hub.

Add-on rear hub brakes require extra spacing to fit on the rear hub. The Arai requires 31 to 35mm of space on the axle and hub opposite the freewheel. A 5-speed freewheel needs 31mm of space while a 35mm space is required for a 6-speed, full-space freewheel. This means the Arai drum requires 130mm dropout spacing in most configurations to allow for a dishless wheel. The spacing required for the Arai drum is the major compatibility problem with Phil Wood/Arai combinations. A stock Phil hub with 140mm spacing will have 26mm of "brake" space, which accommodates the narrower Phil Wood disc brake. This spacing snafu has tripped people trying to deal direct with Phil who have wished to



add an Arai drum later. Historically, the Phil Wood/Arai combination has been a special order item from Santana Cycles. (and yes, if you have been adding things up, most Phil Wood hubs don't build a dishless, or symmetrical, rear wheel unless modified for the Arai Drum!)

The Arai drum is adjusted by pulling the cable through either a cable clamp on its actuator arm, or a QR type cable clamp arrangement. With cable and housing fully stretched, the brake easily falls into the range of any good quality hooded brake lever. (A discussion of brake lever arrangements is saved for a future article, when I no longer have political aspirations! And yes, I'm sure whatever you are using works great.) One item I look forward to trying is the new Shimano parallel-wrapped housing, which is said to be almost solid. This could eliminate one major area of tandem brake problems.

The Arai drum, while almost maintenance free, does require some routine work after first being put into use and every season afterwards. The pad inside the brake housing builds up a glaze which reduces braking power. This requires removing the outer actuator plate from the hub, by either sliding it off a Phil Wood hub, or by removing the brakeside locknuts on a

threaded axle. The shiny black glaze is readily visible on the curved, brown brake pads. The glaze should be removed with either a file or emery paper, down to the brown pad material. This should be done in the first 200-300 miles and every 1,000 miles or so afterwards. A simple reminder for this maintenance is to repeat it every time you replace a rear tire.

Some Arai drums will appear to have a slight drag which cannot be removed by cable adjustment. This can be the result of a "high" spot on the pad surfaces, which may disappear within the first few hundred miles of use. If the drag persists, it may be necessary to remove the glaze area aggressively and check again a few hundred miles later and repeat the procedure until the high spot is completely removed. This procedure also improves the effectiveness of the brake.

As always, I am open to suggestions about this article and any other comments you may have. Experience, yours and mine, is the best teacher when it comes to tinkering with and improving tandems.

Good Cycling!

Jay S. Hardcastle
Indianapolis, IN

TANDEM CALENDAR 87

April 4-5, 1987. Texas Wildflower Weekend. Enjoy the wildflowers in the rolling countryside at Schulenberg, TX. For more information, send a SASE to Virgil & Jean Fruth, 4715 Jason, Houston, TX 77096. ph: (713)-668-5972.

May 16, 1987. Miami Valley (Ohio) Tandem Rally. Catered lunch, door prices, choice of rides. Bellbrook, OH (near Dayton). For more information, send a SASE to Wendell & Stephanie Owens, 933 Kenosha Rd. Kettering, OH 45429. ph: (513)-226-1444

May 23-25, 1987. Second Annual Northwest Tandem Rally. Eugene, OR. For more information, send a SASE to Joe &

Karen Dershon, 3967 Hawthorne St., Eugene, OR 97402. (503/689-2099)

June 20-27, 1987. Fourth TRAI - Tandem Ride Across Iowa. Join George & Marian McNabb on their annual Trek Across the great state of Iowa, from Westfield to Fairport. \$75.00/tandem by May 1, 1987. For more information, send a SASE to George & Marian McNabb, 919 W. Milwaukee, Storm Lake, IA 50588.

July 3-5, 1987. Tandem CANADA. University of Guelph, 60 miles west of Toronto. For those hardy souls intrepid enough to venture up to the Great White North, Pack up



your tandem, back bacon, and polar bear repellent and join us for the first Canadian tandem rally. Are you interested? SASE to the TANDEM CANADA '87, c/o Pat & Gill Maloney, 130 Ashdale Avenue, Toronto, ONT MAL 2Y9, Canada. (416/461-1698).

July 30-August 2, 1987. New England Area Rally (NEAR'87). Ride along the beautiful New Hampshire and Maine coastlines. Historic Portsmouth, NH; Cape Noddick Lighthouse; New England Clambake; "Home-made" Ice Cream Party. Special rides for tandems' only, over flat to gently rolling terrain (with only an occasional "stinker" of a short hill!). To be held at the University of New Hampshire, Durham, NH. SASE to Linda Harvey (TCA VT-NH-ME rep), 16 Clinton Street, Salem, NH 03079. ph: (603)-898-5285.

August 14-16, 1987. Eastern Tandem Rally (Tandem '87). Stockton St. College (near Atlantic City), NJ. Have a devil of a good time in the Pine Barrens of South Jersey at the 15th Eastern Tandem Rally. Register before June 15th, 1987, or pay a late fee! Send a SASE to TANDEM'87, c/o M. Synnestvedst, 116 Tavistock, Cherry Hill, NJ 08034

September 5-7, 1987. Midwest Tandem Rally (MTR'87). Grand Rapids, MI. Don't miss this one! Send a SASE to Wayne and Sarah Christensen, 4300 Walnut Hills, Kentwood, MI 49508.

November 6-8, 1987. Southern Tandem Rally. Planned for the Cyprus Gardens' area of Florida. Send a SASE to Hugh & Kay Moran, 801 Lexington St., Lakeland, FL 33801.

Have a tandem 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 So. Broad St., Lititz, PA 17543. Ph: (717)-626-0650. Custom Tandems by Rodney Moseman. Frame Refinishing, Custom Wheelbuilding, Tandem Components and Accessories. Let us quote your tandem needs! 11/87

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. 9/87

TANGO TANDEMS, World's Finest Custom Tandems. LON HALDEMAN & SUSAN NOTORANGELO's

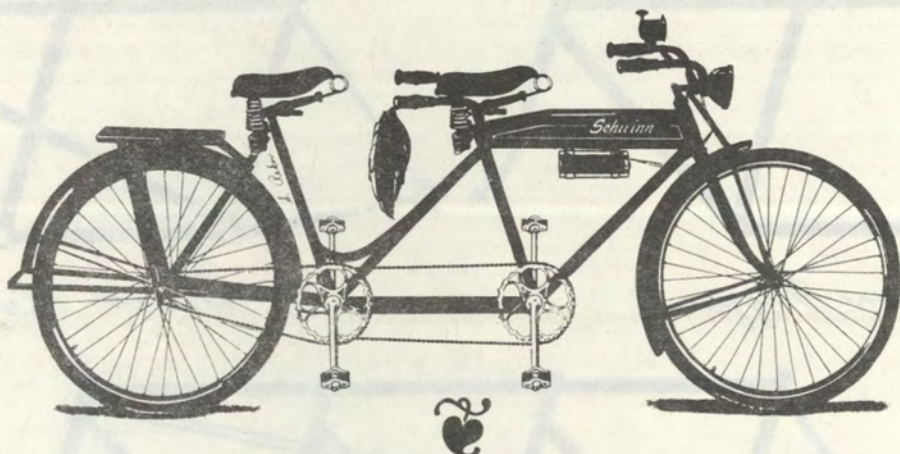
personal choice. 28"-32" rear top tubes with unmatched performance, handling, and comfort. ph: (916)-758-6658 or Tandems, Limited in the East. 3/87

 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.

 Advertising rates available upon request. Send a SASE to the Editors.



CLASSIFIEDS



FOR SALE: PARAMOUNT Tandem. 23.5x21.5 Men's/Mixte. Campy Triple crossover cranks, Campy pedals, Mafac cantilevers w/Campy brake levers. No saddles. 1 Campy seat post/1 alloy seat pin. 1 set 36° Wheels w/Campy hubs. 1 set 36° Wheels w/Phil Wood Hubs. 1 Set Superchampion Rims. Asking \$1200 for the lot. Wally Thurov, P.O. Box 1594, Slidell, LA 70459. Ph: (504)-649-5484. 01/87

FOR SALE: 1985 SANTANA Sovereign. 23.5x20.5 Direct Lateral. Dealer's personal bike. Esge Fenders/Blackburn Racks front & Rear/Blackburn H₂O Bottle Cages. Dark Blue Imron. Like New! \$2200+Freight. Jack Goertz, Route 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519. 03/87

FOR SALE: SPECIALIZED Tandem. 24x22 with Columbus Tandem Tubeset. Phil Wood 48° hubs, 18 Speeds, Dark Blue Imron. Used 4 Seasons. Excellent condition. \$1095. Bill Trampus, 29232 Shirley, Madison Heights, MI 48071. ph: (313)-497-778 before 4 p.m. or (313)-544-2524 after 5. 03/87

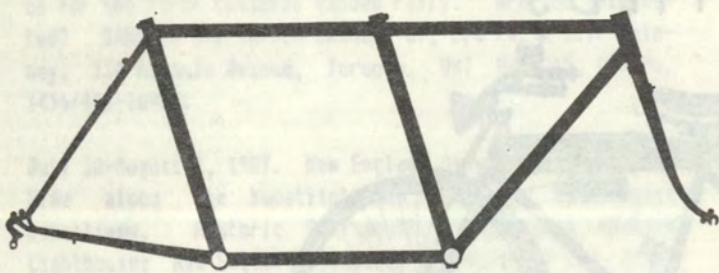
FOR SALE: Schwinn Paramount tandem, ca. 1978. Rebuilt & repainted in 1984. 26x26 men's/men's. TA Crossover drive Rigid 16-22 36° rims. Campagnolo hubs/front derailleur. Schwinn LeTour rear derailleur. Mafac cantilever front and rear. Brooks Pro saddles. EXTRAS include MTE-100 adjustable (fore & aft) rear seat post, Lyotard/Berthet platform pedals w/Christophe toe clips and straps. \$950. Scott McNutt, 9004 FM 969, Austin, TX 78724. ph: (512)-928-4742. 05/87

WANTED: Objective roadtests, with photos, of tandems by Terry Osell & Bill Boston. Send articles, photos (prints only) to Jack & Susan Goertz, Editors of DoubleTalk.

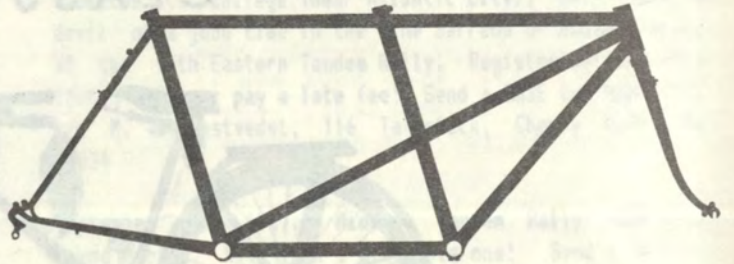
WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

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

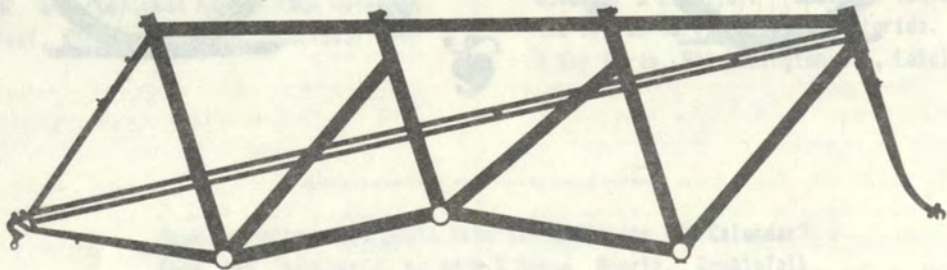
Frame Styles



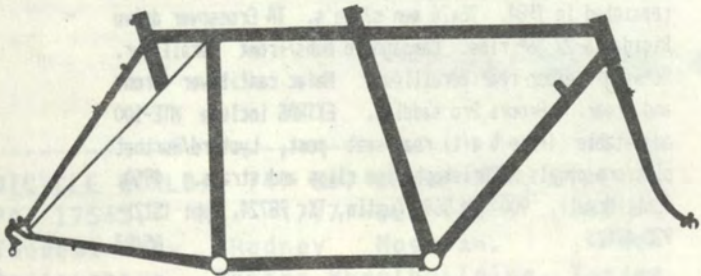
Open Type



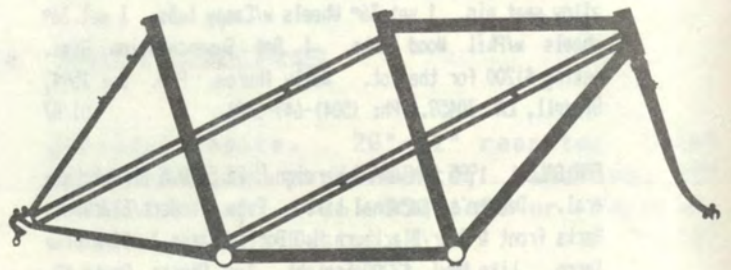
Direct Lateral



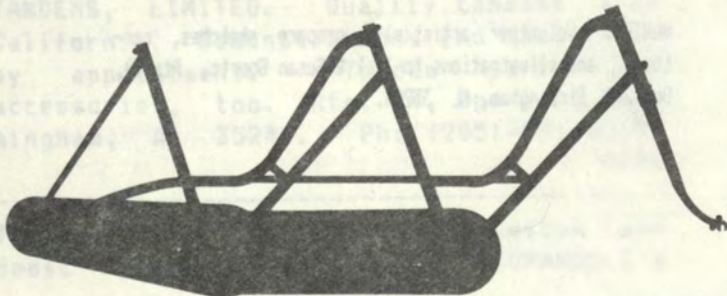
Jack Taylor (Triplet)



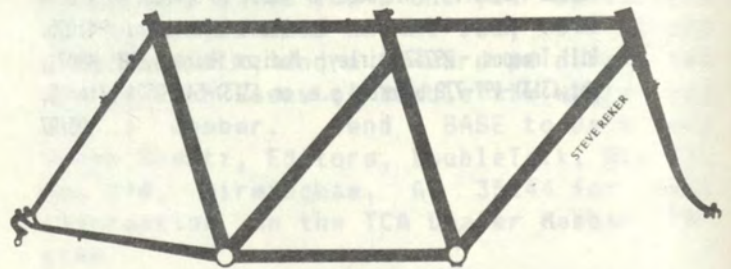
Flying Gate



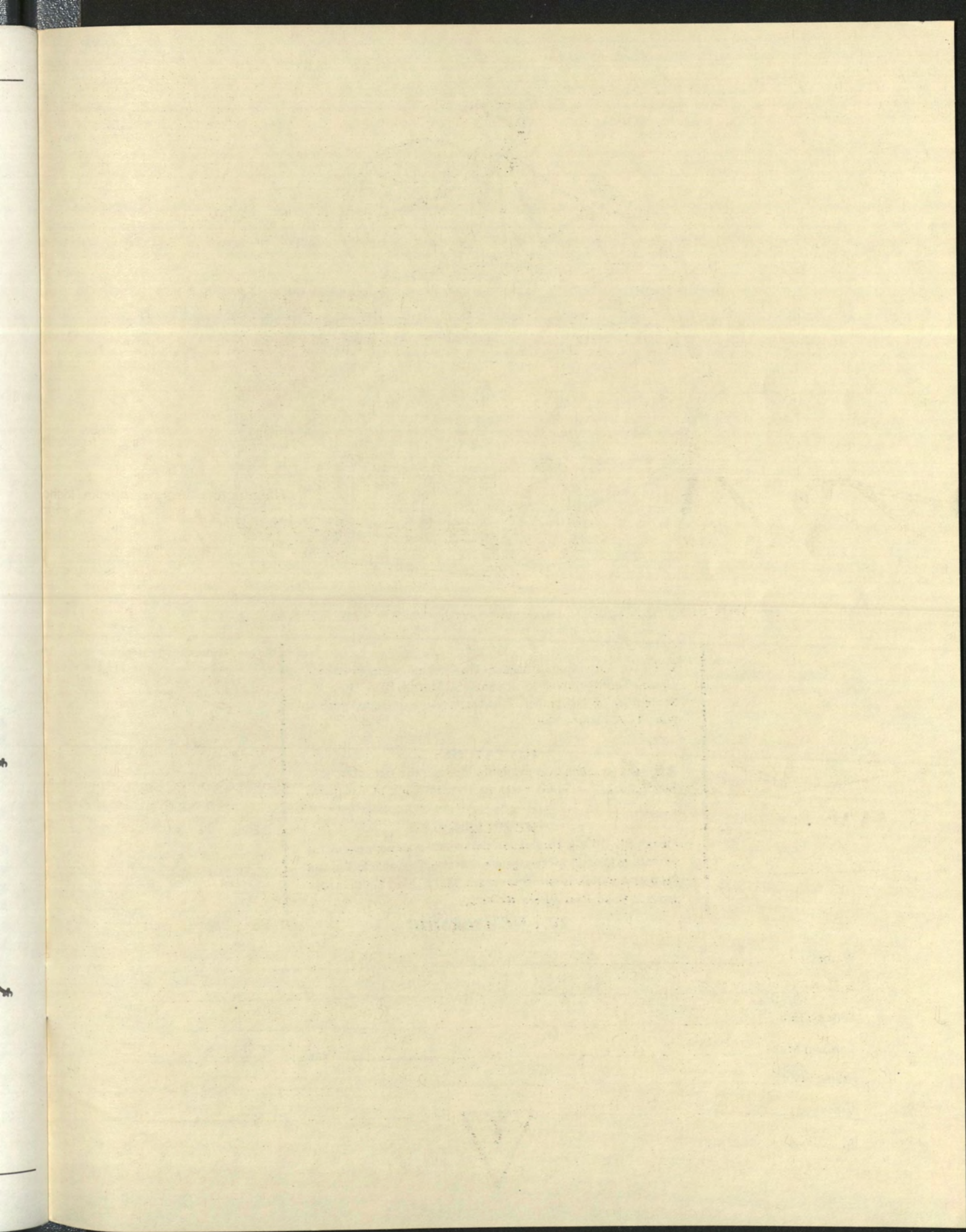
Mixed Back Men's Front

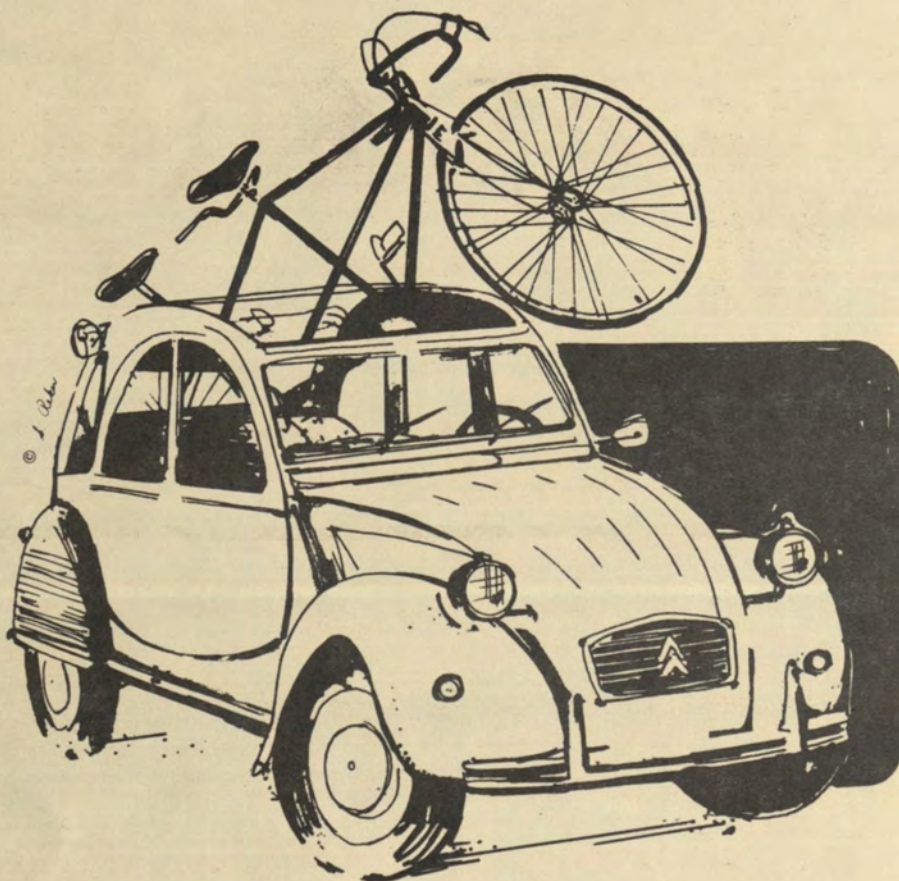


Dutch Type



Double Diamond





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

DUES

\$8.00 for individual or tandem team membership (6 issues). *DoubleTalk* is published in January, March, May, July, September, & November. A subscription is included with your TCA membership.

TCA PATCHES

Are back in stock and available through the treasurer. Send checks for \$4.00/patch to Tandem Club of America.

MEMBERSHIP

Please fill out the application below and mail with check for \$8.00US (\$10.00US for foreign memberships) payable to Tandem Club of America to our treasurers, Mal & Jean Smith, 11010 Jamison Road, East Aurora, NY 14052.

TCA MEMBERSHIP

Name(s) _____

Address _____

City & State _____ Zip _____

Tandem Make _____ Year _____

Frame Style _____

Color _____ Size _____ X _____

