

# DOUBLETALK

*Tandem Club of America*

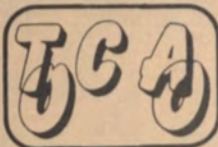
March '82

DOUBLETALK  
the Bulletin of the  
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Peter Hutchinson, Secretary  
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## Editor's update

*Doubletalk is alive and well. We will be publishing 5 editions during the coming year in March, May, July, September, and November, which spans almost the entire cycling season here on the east coast.*

*A new production format was used for this edition. The Tandem Club was arbitrarily divided into five groups, so each group will be responsible for the contents of one publication. That also means you will only be hit once a year for a contribution.*

*The first group was contacted about three weeks before deadline and was advised of our request for articles. The response was extremely good, as you shall see from the contents of this issue. You will find a wealth of stories -- every cyclist seems to have a storehouse of them -- about all aspects of biking. I emphasize that the Tandem Club's membership represents a tremendous diversity of interests and geographic representation. So, what is routine to riders in Hawaii may seem exotic to us in Delaware.*

*We are by no means restricting submissions, but are using this method as a core for each edition.*

*Finally, Doubletalk is anxious to attract new members. If you have a friend who might be interested in joining, mail 60¢ postage with her name and address to the editor and we will send a complimentary issue.*

*Good rides to you all!*

# Drew Knox



## Wines, Wanderings & Whaling Ships --or how was Padanaram named?

A blanket of mist replaced a just shaken-off blanket of sleep. Travellers from TANDEM '81 leaving Southeastern Massachusetts University began the day's journey to Rhode Island. Quiet greetings seemed the norm, a reflection, perhaps, of the overcast day, as the only sounds were the hiss of tires on damp pavement and the well-oiled meshing of chains and gears. As if to shake off the sleep, one sensed a quickening pace as we passed from forests to the fields of horse and dairy farms of Westport.

"On your left! Slow down! Whoa!" Up and down the line went the calls as our mechanical steeds confronted thoroughbreds at a jumping derby. Behind a stone wall, a grassy field sloping gently to the sea appeared to be a giant's play yard littered with toys. To our untrained eye, it seemed each horse responded instantly to their rider's spoken and unspoken commands. Occasionally, a horse would saunter up to the wall, curious of his mechanical counterpart grazing opposite. When we resumed the journey, a gentle tailwind ushered us across Horseneck Beach State Reservation and through a corridor with the roar of the Atlantic on one side; the Westport River quietly meandered through saltmarsh as far as the eye could see on the other side.

Proceeding inland, we followed a gentle ascent over the spine of Sakonnet's Peninsula. Before us lay a panorama of small New England towns and villages, views of the past: the Victorian summer mansions in Acoaxet, the lovers' spite tower and its correspondent (the Abraham Manchester Store in Adamsville), the commons in little Compton, and finally, our day's destination, Sakonnet Vineyards.

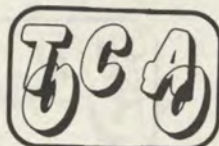
We gingerly picked a path up the gravelstrewn drive. One's nose wrinkled at first, questioning the unfamiliar smell but soon the surrounding mist gave way to the odor of the grape, both crushed and whole, ripe and fermented.

It is amazing how many friendships begin over a glass of wine. A large oaken cask on the lawn in front of a weathered gray barn became an improvised serving table and the hub of the vineyard's operation. Our hosts began pouring wine for the various tandem teams to taste while we entertained other visitors with cycling stories and answered questions, usually about the hundred or so "twicers" resting in the adjacent field. This field later served as our dining room, replete with linen-covered serving tables sagging under the weight of soup, quiche, raw vegetables, salads, meats and cheeses.

At Tiverton Four Corners (pop. 12), we were faced with three choices. Two involved routes and the third, the most difficult, whether or not to stop at Gray's Ice Cream for a taste of the "best" with few duplicates of the other "28 flavors." In a way, this too affected our route choice, keeping in mind that we had finished the buffet only an hour or two earlier. Some folks traveled to Fort Barton, while others sped down Stone Church Hill and on to SMU.

The ultra-modern campus at SMU rose starkly from the New England countryside but welcomed us for the Saturday evening banquet. Sakonnet Vineyard vino complemented a choice of Sirloin or New England schrod caught the day before. A surprise birthday cake, prizes and a "tandem view" of the LAW Centennial Celebration ended the evening as we gathered in the Rathskeller to recount the day's activities.

Sunday morning my son yelled from his room, "Do small craft warnings apply to tandems?" I peeled back the window curtain to face a curtain of rain. Oh well, more coffee and the Sunday papers, complete with pictures of our group from the previous day. Fortunately, it was a short interlude. The caterer put the finishing



touches on our impromptu indoor picnic just as the skies started to clear. Morning and afternoon routes were combined and we began to move out for a full day's ride in one afternoon. After a brief foray through marsh and meadow, we arrived on the doorstep of our host city, New Bedford, and stepped back into the 1800s.

Melville's "Moby Dick," came to life by walking the cut stone and cobblestone streets. At the Seamen's bethel, one could almost see Father Mapple climb into the pulpit, shaped like a ship's bow, to deliver the Sunday sermon. Further on, we visited the Sundial Building, once famous for its chronometers that carried "New Bedford time" around the globe. Someone noticed the sundial seemed an hour off and then we realized that it indeed was; we were on Daylight Savings Time.

Continuing down Union Street, we passed the freshly restored Taber House, reputed to be the model for Melville's "Spouter's Inn." And then a sudden return to 1981 as we entered the port area to visit Seafair '81 with the blessing of the fleet, antique seamanship demonstrations and ethnic food of the Portuguese, who make New Bedford one of the world's largest fishing ports.

Side trips to Fairhaven boatyards, pinewood forests north of town, or the busy summer sailboat colony at Padanaram all served to wind down an idyllic summer weekend. For a fortunate handful that chose to stay, Sunday supper was a time for cementing new friendships, reminiscing and telling tall-tales at Freestones. Perhaps another tandem rally in '83 or '84? Never did find out how Padanaram was named.

Ted Ellis  
Narragansett Bay Wheelman

## TWO ON TWO

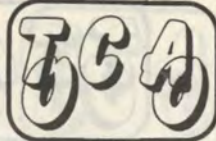
We bought our Caylor tandem from Spence Wolfe in 1977. He rigged Phil Wood kiddie cranks on the rear seat tube and each of our three children has stoked over 1000 miles.

Our Phil disk brake held up well; the asbestos disks last about 2,000 miles each. Spare disks are light and we carry one on tour. Many of our miles have been ridden pulling a bugger with 27" wheels (from Bud's Bike Shop). We used Schwinn LeTour 27 x 1 1/4" tires before moving to SBI Touring X's which have logged 1130 miles and still have half the usable tread left. The front and back tires were exchanged to even the wear.

On our first two week family tour in 1978 our kids were 6 (Adam), 8 (David) and 10, (Tara). We rode from Monterey to Salinas and then took Amtrack to Seattle. In those days Amtrack carried unboxed bikes and trailers. We had the tandem, a single (Diane's) and two buggers which allowed Tara and David to rotate between tandem stoker and tandem bugger, while Adam trailed behind Diane as his legs were too short even for the kiddie cranks.

With only two bikes, we had no room for camping gear and stayed in motels. The Quimper Inn in Port Townsend, Washington, was our favorite but children must be 5 years old to stay there. We proceeded clockwise around the Olympic Peninsula covering 35-40 miles most days; a long day was 50 miles. We walked a few hills even with a low gear on the tandem of 25.2 but didn't mind, as walking helped tire the Bugger passenger. We had confirmed reservations each night, which took off a lot of pressure since accommodations are far apart travelling at 7 mph!!

By 1980, now residents of Oahu, we were ready to camp most of the time and joined other riders of the Hawaii Bicycling League for a two week tour of the Big Island (Hawaii). Many riders had toured there before, so there were plenty of ideas on where to camp. This trip was a joy of varied and pretty country, especially a swoop from 4000' to sea level in less than an hour in the Kohala district. Roads were smooth and uncrowded, especially when compared to urban Honolulu commuting. Three days at the Volcano National Park were a must. With our camp gear we used inexpensive A-frame cabins which provided



rain shelter, security for stowing gear, and allowed unloaded day touring. We had only one bugger this trip because Tara rode a 24" wheel Nishiki, while David and Adam traded places on the tandem. We carried the tandem, trailer, and singles unboxed on the flight from Oahu to Hilo. The stoker's handlebar was bent, otherwise getting there was easy.

On a 1981 visit to relatives on Long Island, Diane and I took the tandem for four days of riding while the kids stayed with grandparents. Taking a tandem on the air-lines is still not easy but here is how we did it.

United Airlines has bicycle boxes large enough to fit single bicycles with the wheels on. We took heavy, wide tape to close the box securely and reinforce the handholds. From a local bike shop, I got two additional bike boxes and cut one on a diagonal for a tray inside the airline box. The tandem without wheels, pedals, front rack, and fenders fit in this reinforced box which is currently tied to the ceiling of our bedroom. (Houses in Hawaii seldom have much storage area.) I turned the handlebars sideways, padded protrusions with styrofoam, and tied the wrapped rear derailleur to the frame.

The second box held wheels, fenders, helmets, tools, etc. Avoid overloading the box with the frame in it. We got the boxes free (with ticket), but were charged \$14 eastbound and \$12 westbound. Some paint scraped off where a rag between the handlebar and frame slipped and one chainring needed truing where the styrofoam under it compressed.

Using the LAW directory as a resource, I wrote to Tom Beckman on Long Island and Bill Colom in Mystic, Connecticut and received fine detailed touring instructions on local back roads not apparent from maps. We rode north from Amityville, New York, and turned east near the north shore on Long Island. The Orient Park ferry took us to New London, Connecticut, where we arrived after dark. We used flashlights and caution to find a good night's rest in the Mabrey Hotel near Ocean beach having ridden 109 miles that day. On the second

morning we purchased fruit and pastry and then took ferries to Block Island and Point Judith, Rhode Island. This was a relaxed day spent visiting friends and our former Narragansett home. We stayed in the gracious Larchwood Inn in Wakefield. After visiting the University of RI at Kingston, we had another easy sightseeing day enroute to Mystic, CT., which caters to the motorized tourist. On the last day we lost some skin riding the narrow twoway "bike path" over the Thames River bridge from Groton to New London. After ferrying back to Orient Point, we rode a more direct route to Amityville.

Buff and Diane Chase  
1307 Anapa St.  
Honolulu, Hawaii 96818

## Muscle up your rear wheel

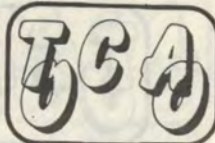
### References:

- (1) Excessive Wheel Dish and Broken Spokes
- (2) Structural Improvement of the Rear Wheel

Compared to a standard 5-speed rear wheel on a single bike, a 6-speed wheel is considerably less durable because of additional wheel dish required to center the rim in the bike (see reference articles). The good news, however, is that frames with dropouts spaced for 6-speed wheels provide a golden opportunity for much stronger and/or lighter rear wheels.

This can be accomplished by modifying the 6-speed hub axle spacing to accommodate a standard 5-speed freewheel or a narrow Ultra-6 type. With the latter and a tailored wheel, 6-speed capability is retained while gaining a dramatic improvement in strength and durability.

The dropout width for 5-speeds is 120 mm, 125 mm for 6-speeds. The extra 5 mm of the 6-speed is added on the right side shoving the hub flanges farther to the left of the bike's centerline. To achieve the required amount of dish for the usual wheel



configuration, right side spokes have to be drawn about 100% tighter than those on the left, compared to about 50% tighter for a 5-speed. The two reference articles explain why this dishing is severely detrimental to rear wheel structural integrity.

Now, when an extra 5 mm is moved from the right to left side, the amount of dish and spoke tension differential are reduced to levels much less adverse upon wheel strength and durability, which then becomes largely dependent upon the width between the hub flanges. For sake of reference, let's call this a 125mm, 5-speed wheel.

It is especially important to keep wheel dish to a minimum in tandems as they must withstand heavier stresses. When extra gears are desired, it is likewise essential they do not sacrifice wheel strength and durability.

Greater width between rear dropouts will do it. 130 mm spacing for a standard width, 6-speed freewheel gives the same dish as a single bike's standard 5-speed wheel. 130 mm spacing also makes possible a 5-speed wheel with less dish than the 124 mm, 5-speed example -- and with greater width between hub flanges. To obtain this same minimum dish with the 6-cog freewheel requires a dropout width of 140 mm.

Tandems with a rear dropout width of less than 130 mm can usually be spread without difficulty to take the stronger wheel, and by moving each dropout outward the same amount the wheel-to-frame alignment is unchanged.

For more specifics and copies of the reference articles, send 40¢ stamps to:

Ray Blum  
11100 Pangborn Ave.  
Downey, CA. 90241

[Editor's note: neither of my tandem wheels are dished at all. My rear dropouts have a 140 mm spacing for a 5-speed freewheel and a disk brake. While spoke breakage due to dishing is usually not much of a problem on singles, it too can be reduced by using spokes 1 mm longer than recommended on the left side and spokes 1 mm shorter than recommended on the freewheel side.]

## Northern California Notes...

One of the first and most beautiful of the trips my husband and I have taken by tandem took place in early June in the wine country of Northern California.

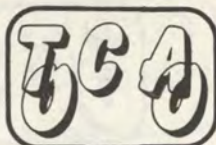
We made a leisurely circle which took us eight days but could have been done in four. Our route took us from Calistoga, north of San Francisco, following State 128 to the Mendocino coast, then south along the ocean to the Russian River, where we turned inland and returned to Calistoga.

The route takes you through the rolling hills and small towns of the wine country, through redwood forests, and down Highway 1 along the coast with its breathtaking vistas of cliff and sea. Traffic was generally light and private and state campgrounds abounded. (State campgrounds often have special rates for cyclists.)

We had done very little long distance touring before this trip and discovered our particular tour in Robert Colwell's Guide to Bicycle Trails, which we found to be very descriptive and highly reliable. We departed from his guide when we left the coast road and turned inland along the Russian River; the ride was well worth it.

One thing we learned on this ride was to set our own pace and ignore suggested daily mileages in the guidebook. We took our time stopping frequently to explore the small towns along the way (we spent two days in Mendocino alone), visited the wineries, and hiked in the redwoods (Hendy Woods, a small and, when we were there, virtually empty state park was especially beautiful).

...And of course, we walked the dog. One thing that caused people to turn their heads when we went by, aside from the tandem itself, was the long-haired, miniature dachshund who rode in the front basket. She was raised from puppyhood on the bicycle, and doesn't enjoy being left behind. The only problem we ever had was one day she got a bee in her basket, and



now she becomes slightly nervous about any bug in her vicinity while we're moving.

The guidebook, as I've mentioned, was very descriptive. And the descriptions we always paid attention to were the ones that mentioned upcoming hills, especially things like, "a really steep climb," "two miles long," "the toughest one you will make." We read all that on one day, and weren't going to encounter it until day three. But that didn't make any difference -- we got a head start on worrying about it.

It was only when we make it to the top of the "really steep climb" without much ado that we realized the ordeal we'd been anticipating was all in our minds. Since then we've resisted the urge to turn the word "hill" into an obstacle, and continue to surprise ourselves at what we are able to accomplish when we stop setting limits.

We met quite a few bicyclists on the California coast, many of them on three month (or longer) trips; most riders, all with intriguing stories to tell, were far more seasoned than we.

One couple we will never forget. They too were on a tandem, travelling from Denver to L.A. and pulling a trailer. In the trailer were two Golden Labrador retrievers who had come with them from Denver. That couple had had to make some really heavy decisions on their trip, like when crossing the Northern Arizona desert do you buy the 25 or the 50 pound bag of dog food? In addition to that it was their first tandem trip together, and after more than two months they were still having a great time.

We travelled together, kindred spirits, for several miles down the coast, and for the remainder of the trip we were most thankful for our own four-legged friend, who, even with her dog food, will never tip the scales at ten pounds.

Linda Moore  
1427 Johnson Ave.  
Klamath Falls, OR  
97601

## Outfitting 'Phil' hubs with disk brakes

If you have longed for a disk auxiliary brake, but shied away from Phil's brake because of the expense, take heart! It is possible to obtain a good disk brake at an affordable price (under \$60) with minimum hassle. Where from, you ask? Would you believe Sears, Roebuck & Co?

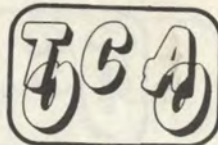
Yes, fellow tandemists, if you will go to the service desk at your local Sears store and order a replacement rear brake (part No. 3471 PA) for Sears best men's 10-speed, 1981 catalogue no. 6G47461N, Sears will send you 1 Shimano SE disk brake unit complete with rear hub. Then, throw the hub away - the flanges are so narrow the wheel is not safe, even on a single. You also get 1 brake lever, 1 cable, and 1 mounting flange.

The Shimano SE is compatible with a Phil rear tandem hub, although you may have to modify your frame or add spacers to gain adequate clearance.

Bill McCready used Shimano SEs on his Santana tandems through 1980. Rumor has it that the only reason he stopped using them was that Shimano could not guarantee a steady supply -- Sears had bought Shimano's entire 1981 production.

Now, for the most important question - how well does it work? To answer this I can only relate our personal experiences. Our Santana came equipped with an SE when we took delivery in November, 1980. In the next fifteen months my stoker (now wife) and I covered some 3,000 miles with the Santana on terrain ranging from the flatlands of Florida to the farmlands of Iowa and the hills of Indiana.

In between our longer trips we climbed the Blue Ridge Parkway and kept in shape on our own hills in and around Birmingham. We cycled with only water bottles and we cycled fully loaded with camping gear. At no time did the SE malfunction. I was always able to bring the Santana to a safe stop by using the auxiliary disk together



with my two rim brakes (Mafac cantilevers with Scott/Mathauser pads). The SE alone will not stop our Santana!

To put my opinions in the proper perspective, I also have two other tandems (one built to accommodate a short stoker, one for tall; both were built "BW," Before Wife). Both tandems are equipped only with Mafac tandem cantilevers and Scott/Mathauser pads. I never felt out of control with only rim brakes but I did have to allow extra stopping distance. The SE-equipped Santana stops nearly as quick as a single - a nice assurance considering the Santana's weight.

Jack Goertz  
Box 248, Route 19  
Birmingham, Al 35244

## Adventures in Paradise

I have been an avid cyclist for many years. When I married Mary-Lou in 1975, I attempted to get her involved. First, by buying her a single bike. It was barely used when we rode a one week Big Island tour with International Bicycle Tour Society. She was a good sport but had a lot of trouble, particularly with a murderously long climb into Waimea.

I called Bud's Cycle Shop in California and just by chance they had a 21-21 yellow Jack Taylor tandem. They extracted information by probing my vague, uninformed knowledge with specific questions. The bike arrived in perfect shape, although the box was battered and broken. This was within three weeks of the next Big Island IBTS tour.

We had a ball getting the bike adjusted and learning how to ride it. We both gave it our best and the tour went fine. That year we rode a counterclockwise route to avoid the two worst hills. As usual, IBTS tours were well planned allowing us to renew old acquaintances and make new friends. We slowly became confirmed tandemists.

On our return, we readied for a 5 week vacation in England, Ireland, and Scotland. I purchased Touring Cyclist rear panniers and practiced packing, organizing, and repacking. Cliff Graves advised us that the only way to take bikes on planes was to just wheel them on. This we did an hour early with no trouble at all.

At Heathcliff airport, there was the bike ready to go. We rode a bus to the train station, the Jack Taylor riding in the boot, and then travelled by rail to Cambridge where the IBTS two week tour was to begin. I followed the cab to the hotel.

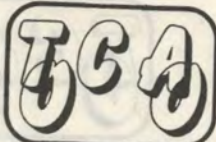
The tour was absolutely wonderful, 42 of us in groups. Professionals planned the tour so we had sag wagons and mechanics, and absolutely marvelous accommodations with wonderful scenery. It didn't take us long to learn to ride on the "wrong side" of the road. The only problem was a blowout from the odd surface of the roadway which forced us to walk the bike three miles to a gas station where the nice owner sent to the next village for another tire. We spent the time enjoying a lovely relic of a castle.

The tour ended and Mary-Lou and I took off to Ireland by ourselves for a week. We carried everything in the panniers and stayed in "bed and breakfast" places, while enjoying the lovely countryside and small towns. By then we were expert tandemists. We spent a week in Scotland and London as tourists, leaving the bike in a "Left Luggage" at the railroad station in London. There were no problems taking the bike on ferries or trains.

One exciting event occurred in London. I had to ride the tandem alone behind a fast cab with Mary-Lou and the luggage. All the cabs looked alike and I had to ride as fast as I could to keep up. It was rush hour traffic and I'll never forget being in the middle of 5 lanes going around Trafalgar Square. The cabbie shook my hand and refused a tip. He couldn't believe a man my age could ride so well.

The only damage on the return flights to San Francisco and Hawaii was 3 broken spokes. Our next tour was an IBTS two week





## The case for the retiring tandem

trip to the California Redwoods. Again, we just wheeled the bike up and it went on the plane as is.

I then decided to give Mary-Lou more to do than watch traffic, make hand signals, honk the horn, pedal, and converse with me. I put the shifters under her saddle. It was a marvelous idea; she loved the responsibility and the shifting was crisper.

Our hardest tour to date was New Zealand in March 1980. Again it was an IBTS tour. Two groups of 21 each a day apart went for a month this time. We spent one week on North Island and two on South Island. The trip was characterized by lots of rain and a wonderful variety of terrain.

One tough 80-mile day we pushed up a mountain and then rode 42 miles of gravel road. We had one flat and arrived very late and very tired. The tour ended with a 3-day hike over a mountain pass called Milford Track. It was lovely, hard, and sore on the feet. We were not rained on here which was very unusual, but we were prepared for wet weather by devising a heavy plastic skirt to put over the bike. For the plane ride from Honolulu the front wheel had to be removed, but otherwise the bike was accepted as is.

Our next tour plans are for Greece this September. To keep in shape we both run 4 or 5 mornings a week and play racquetball as often as we can. We don't ride the bike as we live in the country on a very busy highway which has a narrow, unpaved shoulder. We are planning to move soon so we can again ride our lovely Jack Taylor tandem.

Bill Bell  
98-211 Pali Momi St  
Suite 717  
Aiea, Hawaii 96701

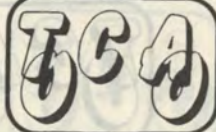
Never had so many problems. Switch-driving, straight-through auto trips from West Palm Beach, Florida, to Wisconsin, New Paltz, Millersville, Baltimore, Atlanta, Birmingham, and Harrisonburg and flights to San Diego, Boston, St. Louis, Providence, and Rochester -- that all seems easy. But having to skip GEARS, tandem rallies, and LAW makes an extended tour around the country seem hard.

How can a couple of motel campers sleep on the ground for nearly five months to travel more than 8,000 miles? And can they still get to Tandem '82 at Frederick, Maryland?

That's the order for my wife and I, now that Ruth has joined me in retirement. She took early retirement at 55, after 38 years with RCA, so she could enjoy tandem traveling. AT 67 I can still beat her to the finish line because I sit in front.

Although we've been told we'll run into cold temperatures before we get out of Florida, we are aiming for March 1 to leave Palm Beach County enroute to San Diego via FT. Worth and the Grand Canyon. If we survive the campground mosquitos and heat and cold for that distance, we'll head up the coast for Seattle. If we are still enjoying the ride, we'll strike out for Minnesota on US 2 and then head south through Iowa and Illinois and return to Florida -- unless the Midwest Tandem Rally in Iowa or TCA '82 in Maryland look reachable.

Above all else, this trip must be fun -- and it will have to go some to beat COASTLINE '79 and the trips to Baja and up Palomar Mountain. We ate lunch on the Vanderbilt lawn and rode to Mohonk Mountain; the LAW Centennial was great with the two rides over Newport Bridge; and so was the following trip to Martha's Vineyard and a Cape Cod Tour. We had a wild ride from Boston that ended darkness in Lexington; there was also the 10 mile ride done in 20 minutes with Jack and Susan Goertz in Ames, Iowa; the 10 nights we



slept in dorms or motels and one night in a tent during the pre- and post-camping tours between LaCrosse and Ames; and there was the ride from Rochester to Geneseo via Niagara Falls on which a pulled tendon kept us from doing that GEAR.

If we're not enjoying the tour, we'll head for the nearest airport, fly home, load our bike on the car and drive to Shippensburg, Charlotte and Dayton for the Eastern, Midwestern and Southern tandem events.

It takes a lot of planning for a trip like this, but probably the biggest problem is preparing the home front to get along without constant care. The lawn must be maintained, bills must be paid, mail must be picked up and checked for any urgency in handling, and property must be protected against thieves. Seems there's no end to these preparations.

Another consideration is what to carry. We had 80 pounds of luggage on our ride from LaCrosse to Ames last July, but we must get below that. We need more tools and spare parts than if we were riding single bikes because many bike shops are not equipped to handle tandem repairs. We broke teeth off a freewheel by standing on our first hill at Hunt Valley in TCA '78 and a small town shop couldn't fix it. Had we not carried our own tools, we would have missed the first day of our first TCA event.

Spare tires are another necessity, we learned last year at New Bedford. Leaving Sakonnet Winery on a gravel road, we came upon someone with a blowout and without a spare. We'll also carry extra tubes, spokes, a rear derailleur, and freewheel.

Making a trip alone leave no room to call on the help or experience of others. In 1980 at TCA Princeton we had six flats in about 15 miles because I had used a thick rim tape. Fortunately, Harvey Sachs had had the same problem and suggested a trip to a drug store for Johnson and Johnson 1" surgical tape. A year passed before we had another flat and that was from picking up glass.

To save weight we will not carry cooking equipment, and just enough food to keep from starving when we cannot find any stores. We will try to have one meal each day in a restaurant.

The one thing we will miss most while doing this trip is not seeing the many friends we met at tandem events in the last four years.

Bob Husky  
P.O. Box 6632  
Lake Worth, Fl. 33461

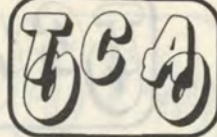
## High on the Highlands

It started out as a wish, "I wish we could go to Scotland some day!" My father was born in Scotland; we belong to several Scottish organizations through which we received a wealth of literature that told us 1981 was the quadrennial "Year of the Scot." In celebration there was to be a gathering of the Cameron Clan, hosted by the Clan chief at his castle in the Highlands.

We decided to go for two weeks and begin to wonder how to take the tandem. In the fall of 1980 we began making plans for a month-long tandem tour of the Scottish in August, 1981.

Transporting the bike was, to my thinking, our biggest hurdle. I contacted Northwest Airlines and learned I would need a rigid bike box as cardboard was not acceptable. The shipping cost was quoted from \$40-50 for one way, depending on who I talked to during that 6 month period.

I removed the pedals, handlebars, and seats from our trusty "two holer." Using the bike's original cardboard box, I designed and built a wooden crate of 1"x2"s and 1/4 inch plywood that measured 8' by 4' by 13 inches. In that box we packed: our Paramount tandem, front and rear panniers, 2 seat bags, rack pack, 2 Bell helmets, and



all the clothes and gear we needed for a month. The only other baggage was my handlebar bag containing camera gear. The loaded box weighed approximately 155 pounds.

We took the bike box to O'Hare airport, where our journey began on July 30. It was with much trepidation that I turned it over to the airlines. The first good omen came when the ticket agent said, "No charge!" It was our only piece of luggage so it went free!

We arrived at Prestwick, Scotland Airport at 7:30 a.m., July 31. Our bike was waiting at customs. Through prior arrangements with Raleigh, a bike shop near the airport picked us up, provided space to assemble our bike, and then stored the box.

We spent the first day getting used to riding on the left side of the road. No sweat -- the traffic was courteous to bikers. We saw the sights in Robert Burns country, located in the area of Ayr and Alloway and then pedaled northward following the coast to Ardrossan. We took the ferry across the Firth of Clyde to the Isle of Arran, where we got our first taste of Scottish hills. Arran is small but it is also high. We climbed forever, but it turned out to be only a 1000 foot climb. On that first day it seemed 10,000 feet. After that, the hills were taken in stride, even though that stride was sometimes one foot instead of in the saddle.

On day three came the famous Scottish rain - for 45 miles and all day, a steady rain with no let-up. We were wet under our rain gear from sweat built up while climbing hills. Goretex or not, you still sweat.

To sample all forms of Scottish travel, we took the train. If traveling by BritRail you must be aware of a few things: the trains spend very little time in the station so you must know which end of the train the baggage car is on and on which track your train arrives. Space for bikes is rather small, is filled on a first-come first-served basis, and is shared with other cargo and bags.

After a two hour train ride through some of the most isolated and beautiful country in southwestern Scotland, we arrived in Fort William, the heartland of Cameron Country and the southern end of the Great Glen. We visited for two days with 500 or so other Camerons from all over the world at the Clan Cameron Rally and then pushed off to Inverness.

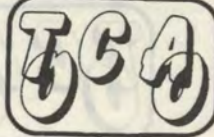
It was a beautiful and uneventful (no monster) ride the entire length of the Loch (lake) Ness, finally arriving at Inverness. After the obligatory boat trip on Loch Ness (still no monster) and other sightseeing in the area, we headed toward Elgin, then on to Aberdeen for the World Bagpipe Band Championships. Imagine the sound of 125 bagpipe bands playing at once in the rain!

From Aberdeen we biked south to Perth, which is located in the heart of the Highlands, where we took many short side trips. From Perth we traveled to Edinburgh and the International Festival of Music and Drama. We saw usual places of interest and the famous military tattoo on the Esplanade of Edinburgh Castle, as well as the San Francisco Ballet performing Romeo and Juliet. On our last day in Edinburgh we researched my family roots at the New Register House, headquarters of the Registrar General for Scotland.

The last leg of our trip took us to Glasgow, where we spent a few days searching out the places of my father's birth and early childhood. Then we cycled back to Prestwick for the flight home.

Mechanical breakdowns were minimal including three flat tires within walking distance of our day's lodging, one broken pawl and a single broken spoke within 5 miles of the airport. Other than that, the bike operated flawlessly.

We repacked the bike and gear and flew back to Chicago by way of Boston and Detroit. To relieve yourself of most Customs hassles, go through last. The inspectors were so tired of haggling with a 747 load of tourists, that when our turn came with our 8 foot box, the customs officer looked at our eight foot box and just told us to get lost -- he didn't even



want to open it.

Words nor pictures do justice to the beauty of Scotland. If anyone is contemplating a trip to Europe, they are the poorer for not spending time in Scotland. If anyone is planning a trip to Scotland, just ask and I'll do whatever I can to help!

William G. Cameron  
382 McClure Ave.  
Elgin, Il. 60120

## C & O Towpath

The C & O Canal Towpath is definitely not the place for a delicate tandem. Oh, some portions are grand for Sunday tandem touring, especially near the Washington metropolitan area, but in general I would not advise taking out your machine unless it is very forgiving.

The towpath has an interesting story and, for the benefit of those not from the DC metro area, it briefly goes like this: George Washington felt that a water route to the interior of the country would be a profitable venture. The Potomac River was handy but had some nasty falls making it difficult to build a barge tough enough to make it through the falls and still have room for cargo. Scratch Plan A. Plan B showed more promise and began the same time that locomotives gained fame. After an economic depression, an epidemic or two, and a lot of hard work, about 184 miles of canal was built along the Potomac.

The railroad, perhaps foreshadowing events, drove waterborne commerce ventures bankrupt. (Did a Corps of Engineers water resources planner say that?) The trail stretches from Georgetown to Cumberland, Maryland, seldom feels the deliberate plodding of mules now. So, instead of a well kept towpath adjacent to a picturesque canal, one finds a narrow rutted trail that occasionally is so overgrown tree roots make riding a very memorable experience.

There are no quaint inns along the towpath, just occasional hiker/biker clearings with fiberglass "necessary" houses and wells. The boatmen and lock tenders are gone too; you're riding alone much of the time -- alone and away from supplies, so you need to carry them with you.

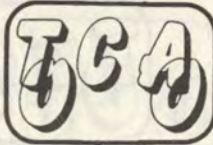
Have I just about convinced you to not take the towpath on your next trip to DC? Well, don't jump to conclusions. You might be missing something very different (tandem cyclocross might be next year's rage).

Actually, Betty and I have not ridden tandem on the towpath. I did ride single from Cumberland to Harpers Ferry last June during a particularly wet weekend. Although the towpath has great potential, after a century ride over those roots, it won't get high marks from me.

The lower 50-60 miles must be better than what I rode. The hiker/biker campsites were spaced about 4-6 miles apart with signs at each site telling you the distance to the next site in either direction. There are several National Park restorations along the towpath and of course it travels past many Civil War battle sites (Harpers Ferry is on the other side of the river and don't even think of using the railroad bridge).

To ride through the Parpaw Tunnel will require a light. Trailways took me to Cumberland where I had to do some searching to find the towpath amongst highway bridges and railroad tracks. Occasional concrete mileage posts are a great help to keep oriented on the Park Service map. Another aide is a booklet from the local Boy Scout Council, "184 Miles of Adventure," which gives a detailed root-by-root description of what to expect. A word of caution -- at about mile post 90 there is a very poor section of towpath (I had to walk in the river dragging my bike from rock to rock). There is a bypass on paved roads which you should take.

Above all else, plan on spending more time than you are accustomed in getting from point A to point B. I remember telling Betty that the Park Service ranger, who gave a lecture about riding the tow-



path, must not have been much of a rider since he was advising riding 40-50 miles a day. Riding 100 miles my first day took about 17 hours, broke my handlebar bag support and vital parts of my anatomy which gave me much respect for his judgement.

Bob Meader  
821 Nassau Drive  
Mobile, Alabama 33608

## A cross-stitcher

You say you're so inept you can't even sew a button onto the coin pocket of your cycling shorts? It doesn't matter; this "counted thread cross-stitch" tandem team is a piece of cake. Even an absolute beginner can easily and expertly sew a picture "suitable for framing" on first try. And it's inexpensive. For about half the cost of a new chain, you can fully equip yourself for cross-stitching, one of the oldest and easiest forms of decorative needlework.

This design is the culmination of some collaborate plagiarism. Our stoker approached the pilot with a copy of "Sports That Count", a collection of 29 sport-motif cross-stitch patterns. The book is the seventh in the popular and widely-available series Designs by Gloria and Pat, who have generously given permission for this pattern to be reproduced in Doubletalk. One design depicts a female rider clad in biking attire, complete with a leather hairnet and pedaling a single. Could a tandem pattern be developed? A bit of creative Xerography, cutting and pasting, and the addition of a bottom tube produced the accompanying design.

A few comments on cross-stitching might be in order. Most of the many inexpensive books and pamphlets carried by needlework, fabric, and variety stores give easy-to-understand instructions which quickly enable even the most fumble-fingered pilot to emulate Rosey Grier.

While cross-stitching is possible on any evenly and regularly woven cloth, specially woven material designed for the purpose makes the work fun and assures success. Aida cloth, a sort of "basket

weave" fabric, has small perforations which automatically locate where each stitch should go. The design is transferred as you sew -- it's not necessary to draw the pattern on the cloth itself.

The small dots, circles, slashes, etc. on the pattern are codes for suggested colors which are keyed to nine (of several hundred) DMC six-strand embroidery floss

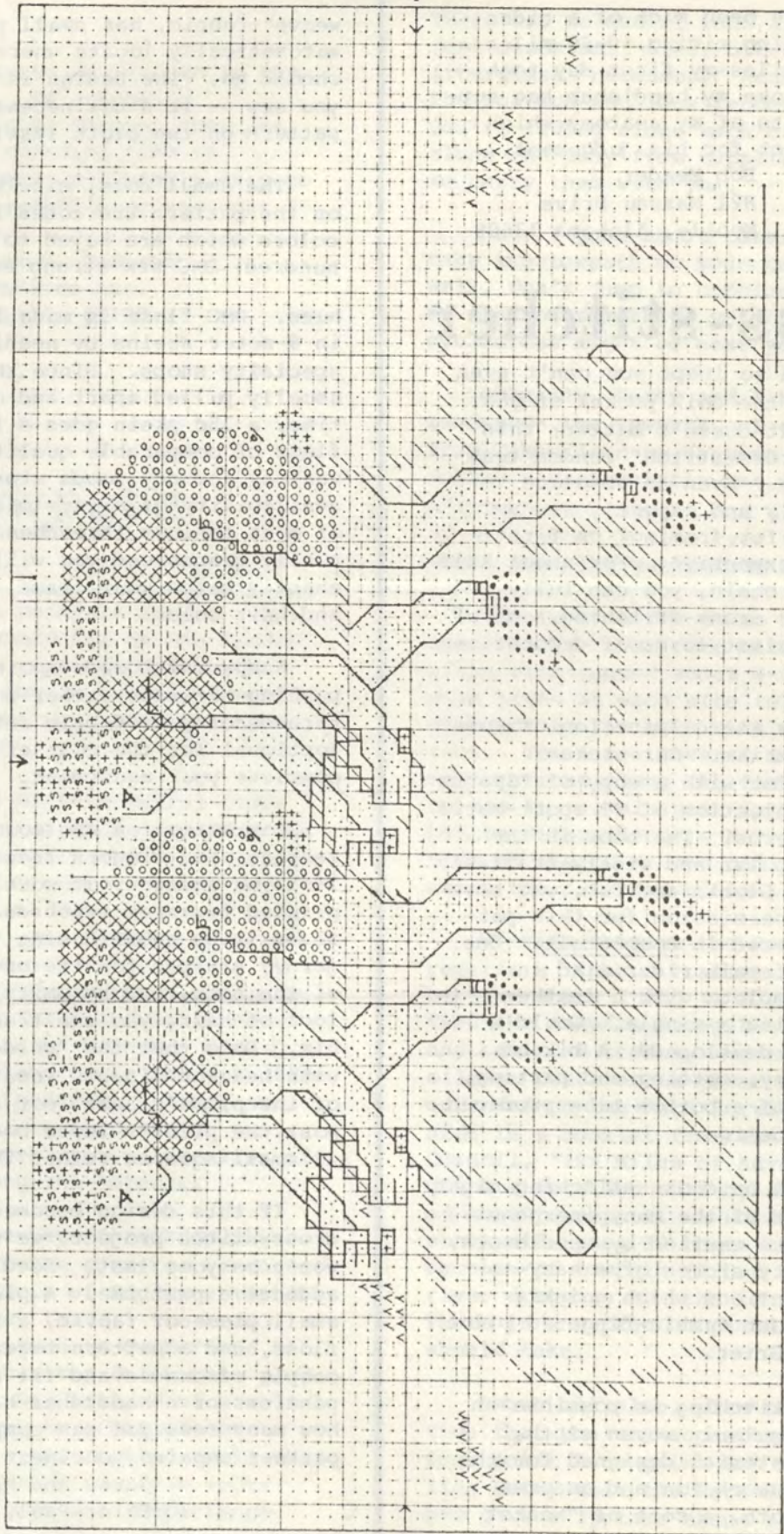
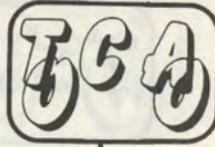
hues. DMC floss is made in France and sold in 8-meter skeins by needlework and specialty shops. Since the strands are usually pulled apart and used two at a time, a 35¢ skein goes a long way! Other floss of comparable quality can be found in variety and dry-goods stores, but the availability of colors makes DMC the choice of most serious threadbenders. It is virtually guaranteed you will find shades to exactly match your frame, riding jerseys, and hair color.

A special rounded-point needle for pushing between, rather than through, the threads of your fabric and a small hoop (optional for the coarser-woven fabrics) complete your equipment.

Pay attention and count carefully, keeping your fingers free of chain grease lest you smudge your work. The pattern as printed features two brown-haired female riders. By substituting the colors of the jersey stripes for the brown, up to the top of the back, and by omitting the trailing lock of hair, you can transform her into a him. Note that the "guide space" (ruled with heavier lines), located at the level of the pilot's left foot and containing most the pilot's lower body, is made up of 12 small squares rather than the usual 10.

If this design becomes your first cross-stitch project, we're confident it won't be your last. Needlework is an addictive pasttime. A plastic hoop, a small piece of fabric, a few strands of floss, and a pattern together weigh a couple of ounces and fit nicely into panniers or a handlebar bag. It's amazing how many rows you can complete while your partner repairs your next flat!

Garry and Mary Ann Peterson  
Saint Paul, Minnesota



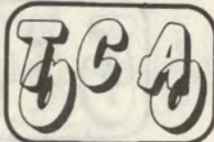
Lt. terra cotta  
 Bright Christmas red  
 Dk. blue  
 White  
 Lt. steel grey  
 Black brown  
 Dk. parrot green

758  
 666  
 825  
 White  
 318  
 3371  
 905  
 All backstitching 3371.

© 1978 Designs by Gloria & Pat, Inc.

**Design Area:**  
 Hardanger - 2&3/4 by 5&1/2  
 Davos - 3&3/8 by 6&3/4  
 Aida 414 - 4&1/2 by 9  
 Aida 11 - 5&1/2 by 11

**DMC**  
 ++ 336  
 s s 433  
**Color**  
 Navy blue  
 Med. brown



## Letters

After Mary Ann and Garry Peterson and Sara and Doug Laird attended the Midwest Tandem Rally in Des Moines, Iowa, we decided a tandem club should be formed in the Minneapolis/St. Paul area. With the help of June and Mark Stonich we came up with a list of fifty tandem owners in the Twin Cities area and had an organizational meeting on February 2nd.

The Twin Cities Tandem Club has scheduled four local rides in 1982 and will send a group of folks to the Midwest Tandem Rally in the Amana Colonies over Labor Day weekend.

Some of the ground rules developed at the meeting were: 1) all rides would be limited to tandems only; 2) all rides would have two routes, a short and a long; 3) all rides would be planned so that both the long and short groups ended at the same place for an activity, e.g. a brunch at a Country Inn, picnic, tubing on a river, camp out, etc; 4) rides would start between 8-9 am and always end before dark; 5) rides should be more than just miles, there should be a social time also.

If you have any ideas about tandem clubs that you would be willing to pass on we'd be interested in hearing your ideas.

Editor: could you form an identical club here in Wilmington? To obtain further information on the club's rides and to get a copy of their newsletter, contact: Sara and Doug Laird, 4105 Ewing Ave. So., Minneapolis, MN. 55410

## Carry on

After six years of bicycling, one of us got the bright idea that we ought to have a tandem. It has been great fun, but the tandem also causes problems, the biggest being transportation to rides. To ride in our subcompact wagon, both tandem wheels must be removed and, of course, both includes the REAR wheel, so we wanted to

put the bike on top of the car. Although our solution is far from perfect, we hope these words stimulate others to share their suggestions and designs.

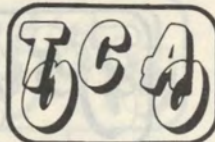
Most transportation methods carry the tandem upright, mounted on its wheels. We rejected those because of insufficient support under the rear wheel, because it was too long for the roof of the vehicle, and/or it seemed to require excessive gymnastics. However, we did see a roof rack at GEAR '77 which toted the tandem on its side.

This type of rack was made of wood, which a local tandem team, Pat and Mike Payne, built after hearing our description. To build our rack, Mike suggested rectangular 1" aluminum tubing to save weight and make the rack easier to install and remove. Other materials included: six long bolts and four rain gutter mounting brackets. The dimensions, of course, depend on the size of your roof and of your tandem. (Ours is unusually small, a 20/19 double diamond w. wheelbase of 63 inches.) A power drill and sabre saw are sufficient, although a vise, power drill and table saw would help.

Figures 1 and 2 show the rack. Tubes labeled A & B are front and rear rack tubes located over C & D. They form a rectangle on which the tandem can be placed. We designed our rack so the head tube sits slightly in front of Tube A; the down and top tubes of the tandem are on top of tube A, and the rear triangle and rear seat cluster rest on tube B. (In our case the distance between tubes A and B is about 40 inches.)

The short tubes labeled E & F must be tall enough to prevent the pedals from touching the car's roof. Tube C is located about nine inches from the upright supports, E and F. Figure 2 shows the mounting bracket and tube assembly. Rubber cushioning at the top and bottom of the upright tubes compensates for imperfectly cut ends on the upright tubes and helps reduce wind noise.

To keep the tandem from being scratched by the rack, we covered tubes A and B with



a thick layer of foam padding and wrapped that with a layer of thick rubber. (We used thorn-resistant tubes, but some cheaper alternative must exist.) Then we taped the padding and its cover with duct tape. Once the tandem is placed on top of the rack, we tie rope around the front bars, the head tube and tube A, another rope around the rear seat cluster and tube B, a third rope around the chainstay and tube B, and finally short ropes around the rear rim and chainstay and another around the front rim and fork blades to keep the wheels from rotating. You may prefer to use elastic or rubber straps.

Two final notes: Tubes C & D can be eliminated since they make sure that tubes A & B are the right distance apart. Also, we used rectangular tubing because it made drilling the holes easier, but round tubing is more available and can be substituted.

Phil and Jini Caruso  
2301 Fairfield Avenue  
Parchment, Michigan 49004

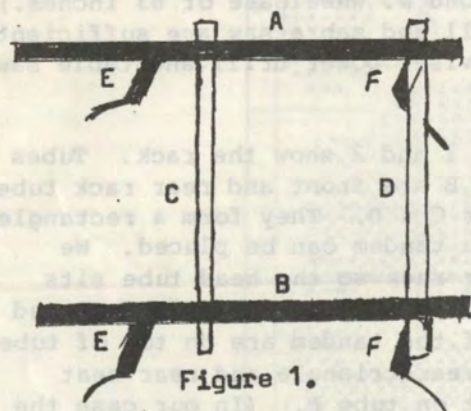


Figure 1.

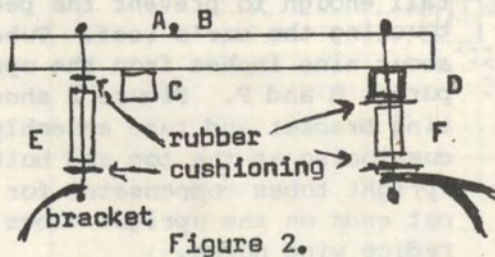


Figure 2.

## Upcoming rides

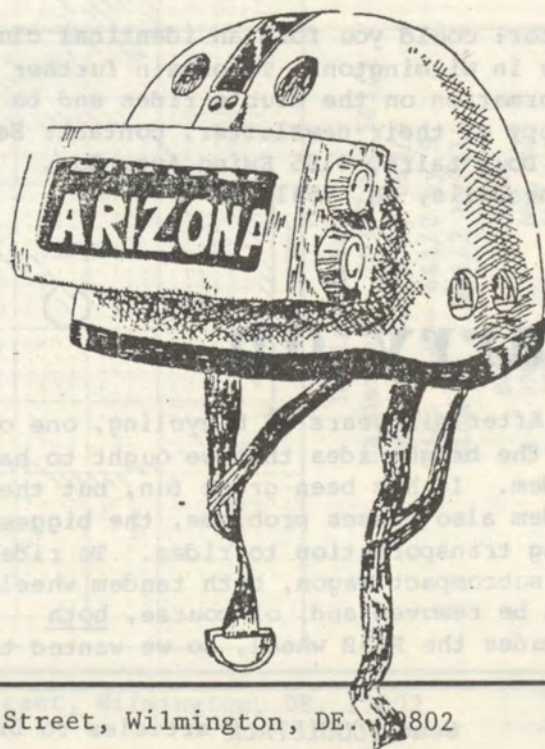
### Grand Canyon To Mexico

ALMOST ACROSS ARIZONA

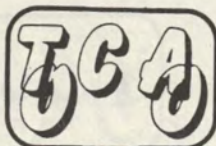
c/o BARB HILL

940 Evelyn

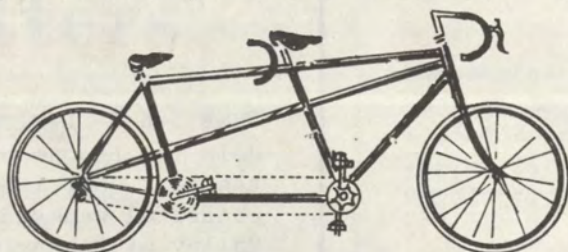
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# Tandem '82



**FREDERICK, MD.**

**JULY 23-25**

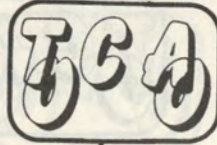
## Tandem '82

Post Office Box 57164  
Washington, D.C. 20037

Tandem '82 will be held July 23-25, 1982 in beautiful Frederick, Maryland, a historical setting that will delight you with its down-home atmosphere, well-paved country roads and out-of-the-way discoveries.

Home of Francis Scott Key and Barbara Fritchie, Frederick features something for everybody. To help you get acquainted, both walking tours and short bike rides through the town are planned for Friday afternoon on a self-guided basis.

There will be short, medium and long rides to and from the lunch sites, so you can tailor your tour to the length and speed you desire. The Monocacy River Valley offers spectacular scenery for the cyclist and, depending on the route you choose, you may visit covered bridges, a Victorian train station, the C & O Canal along the Potomac River, or a Civil War battlefield site.



# GEAR-Up 82

"The GEAR of the Century"

Shippensburg (Pa.) State College

June 3-6, 1982

Co-sponsored by the League of American Wheelmen and the Harrisburg Bicycle Club

## GEAR-UP 1982



THE GEAR OF THE CENTURY

JUNE 3-6, 1982  
SHIPPENSBURG ST. COLLEGE

HARRISBURG BICYCLE CLUB  
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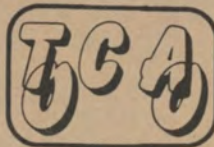
JUNE 3-6 -- LIMITED TO 2,000 RIDERS

Join the League of American Wheelmen and the host, Harrisburg Bicycle Club, for a wonderful weekend in the Great Cumberland Valley of Pennsylvania. We have spared no effort or expense to provide you with the ultimate rides, workshops, leisure activities, entertainment, socializing, and just plain fun.

We are able to offer one of the most inexpensive cycling weekends in the history of GEAR. There are a variety of rides to keep everyone -- from newcomer to hardened veteran -- happy the entire weekend. Cumberland Valley, which surrounds Shippensburg, is 12 miles wide, has a broad rolling floor between South and Blue Mountains in the Appalachians. Uniquely, every ride is either a Century or a multiple of one, ranging from a one-tenth Metric Century (6 miles) to a full Century.

Activities abound with a campus indoor pool, tennis courts, racquetball, and bowling, so bring your sports gear to GEAR.

George Jenner, 232 Winding Way, Camp Hill, PA. 17011, who is vice president of the Harrisburg Bicycle Club, has bike routes from every direction to Shippensburg and is coordinating overnights in the Harrisburg area. Please feel free to contact him if you are planning on biking to GEAR.



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**We're back!!  
and stronger  
than ever**

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## More Letters

I think that the Santana and Rodriguez articles in the October issues of Doubletalk smelled just a little bit like sour grapes to me. I think that we all realize both make good frames. I learned a long time ago that one does not win friends and influence people by taking shots at a "competitor's" product.

I tell people that all bikes purchased from a reputable dealer are good bikes. I'll show them my products' (Schwinn, Raleigh, Motobecane) good points, explain our shop's policy on service, and tell them to choose the bike they prefer keeping in mind that all bikes are a compromise of some sort.

I guess what I am trying to say is that I do not appreciate two companies, members or not, using our publication as a battleground to sell the relative merits of their respective products.

If you buy the idea of an unbiased, completely fair Ford vs. Chevy showdown that is sponsored by Chevy and tested on their track, then you just smile and shake hands when your Ford comes off NO. 2. If you don't like what a competitor prints about your product in his brochure, tell him, not me!

If you must write letters to the editor to justify your building techniques or components rather than relying on the product to speak for itself, then you had better review those techniques and components, because something is wrong

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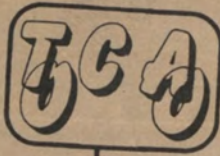
somewhere. I agree with the editor not wanting to get involved in the "argument." I also do not think it should have started in the first place, at least not in my newsletter.

Bill G. Cameron  
382 McClure Ave.  
Elgin, IL. 60120

As editor I should justify including those articles in the last issue. My response to the Bicycling tandem showdown was, "Great! Bill MacCready has come out with a middle-priced, quality tandem and I hope every couple under age 80 in America goes and buys one." This is the best of sports but, with exorbitant prices, it is extremely difficult to draw in new riders. Santana's format just might do it. It is an upward spiral -- with more people biking on the roads, there will be less people driving.

On the other hand, Angel was right too in yelling "foul." He feels he got short shrift in a national publication and, let's face it, Bicycling isn't likely to give him room for rebuttal. Selling bikes right now is more competitive than any time in the last decade, so we're talking business, business that is getting pretty cutthroat.

Finally, I would like to say that we, the TCA members, are the experts. We have more collective knowledge of what does and does not work on tandems than any other group so. . . occasionally I don't mind stirring the pot.



Editor Drew Knox, 705 W. 27 St., Wilmington, DE. 19802  
 Secretary Peter Hutchison, R.D. 1, Box 276, Esperance, NY 12066  
 Treasurer Malcolm & Jean Smith, 84 Durand Drive, Richester, NY 14622  
 Publisher Ronald A. Romeis, 506 Midland Circle, St. Davids, PA 19087

Area Representatives

California John & Donna Goodloe, 8084 Donzee CT., San Diego, CA 92123  
 Idaho Bill & Jenny Stallings, 3719 16th St, Lewiston, ID 83501  
 Illinois John & Marie Kamnikar, 9 S. William Dr., Hinsdale, IL 60521  
 Kentucky Deborah & Stewart Prather, 2873 Regan Ave., Lousiville, 40206  
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