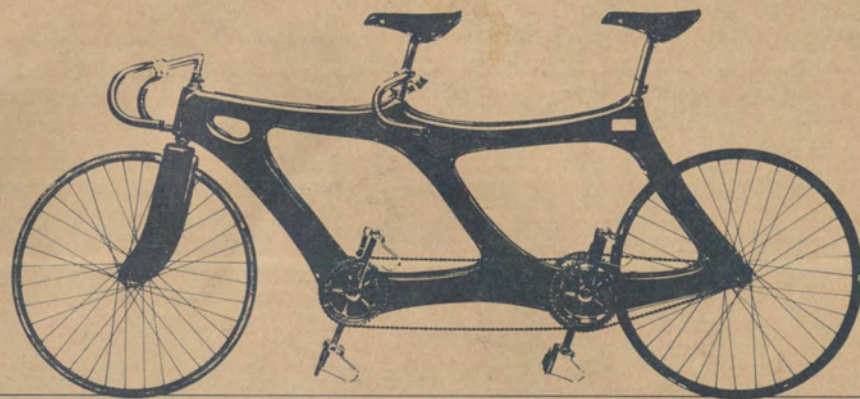


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



MARCH-  
APRIL, 1990

DoubleTalk  
the newsletter of the Tandem Club of America  
Jack & Susan Goertz, Editors  
2220 Vanessa Drive  
Birmingham, AL 35242-4430

BULK RATE  
U S POSTAGE  
PAID  
Birmingham, AL  
Permit No. 387

Address Correction Requested

Sheldon Brown 3 ISSUES REMAINING  
& Harriet Fell & Tova & George  
384 Linwood Avenue  
Newtonville, MA 02160

THIRD CLASS MAIL



### Dues

United States.....\$10.00      Canada.....\$13.00      Other International.....\$16.00  
All dues are quoted in U.S. Dollars

### TCA Patches

Are back in stock and are available through the treasurers. Send a check for \$4.00 for each patch ordered to the Tandem Club of America

### Membership

Please fill out the membership form below and mail with a check made payable to  
Tandem Club of America  
Malcolm Boyd & Judy Allison, TCA Treasurers  
19 Lakeside Drive NW  
Medford, NJ 08055

### TCA Membership Application

Name(s) \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Tandem Make \_\_\_\_\_ Year \_\_\_\_\_  
Color \_\_\_\_\_ Style \_\_\_\_\_  
Is this a renewal? \_\_\_\_\_ Is money included for a patch? \_\_\_\_\_



# DOUBLE TALK

Copyright © 1990 TANDEM CLUB OF AMERICA

*Editor* Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430 (205)-991-5519  
*Secretary* Laura Mappin, P.O. Box 83, Palo Alto, CA 94302 (415)-494-7769  
*Treasurer* Malcolm Boyd & Judy Allison, 19 Lakeside Drive NW, Medford, NJ 08055 (609)-654-7063  
*Graphic Designer* Steve Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109...

## AREA REPRESENTATIVES



- California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado  
Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339
- Washington, Oregon, Alaska, Idaho, Montana, Wyoming  
Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330 (503)-753-0304
- Iowa, Nebraska, South Dakota, North Dakota, Minnesota  
Bruce & Becky Perry, 2652 W. 34th St., Davenport, IA 52806
- Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas  
Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109
- Michigan, Wisconsin  
Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876
- Kentucky, Ohio, Indiana, Illinois  
Jay & Linda Hardcastle, 6645 Echo Lane, Indianapolis, IN 46278 (317)-290-0104
- Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi  
Dick Bograd, 35229 State 54W, Zephyrhills, FL 33541-1941 (813)-783-6699
- Virginia, Maryland, West Virginia, District of Columbia, Delaware  
Willa & Bob Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937
- New Jersey, New York, Pennsylvania  
John & Pam Ruggini, 4 Victoria Street, Raritan, NJ 08869 (201)-526-7631
- Massachusetts, Connecticut, Rhode Island  
Emery & Anne Glass, 1 Dodge Road, Marblehead, MA 01945 (617)-631-3239
- New Hampshire, Vermont, Maine  
Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079 (603)-898-5285
- British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories  
Paul & Margie Schoepp, 46 Lakhota Crescent W, Lethbridge, AB T1K 6J2 (403)-381-6238
- Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island  
Dave & Brenda Vandavelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1





## DEADLINE FOR THE MAY-JUNE, 1990 DOUBLETALK IS APRIL 1, 1990

### FROM THE EDITOR

What a winter it has been! From the freezing, record-breaking cold temperatures we suffered over the Christmas and New Year's holidays to the rain (flood stage) and wind storms we've been having, it's been really fun trying to get some miles in. Sometimes we get wet, but we've been able to get a few dry miles in almost every week. And when we can't, we'll go back to the stationary cycles in the work-room. It's been interesting, to say the least. And from the newspaper and television reports we've seen from the rest of the country, you've had some good times, too. Perhaps we'll have all the bad weather behind us, and have a very good spring.

The TCA's Calendar of tandem events is filling up rapidly, but we've always room to add a few more. Don't be shy about listing your favorite event! And do try to attend a good rally somewhere. You will have fun!

We received a letter from John Kukoda, TCA member and Senior Editor for Bicycling Magazine, last month, and we're excited! Bicycling Magazine is planning to feature tandems in their July issue (on the newstands in June), with road tests of several of the hot, new tandems on the market this year. Look for it! It should be informative.

There are several changes on the front page of this issue. First, we welcome Malcolm Boyd and Judy Allison back to the masthead. Malcolm and Judy are our new Treasurers, replacing Malcolm & Jean Smith. Malcolm and Jean served the TCA faithfully for over nine years, and decided to "retire" from the TCA to enjoy cycling in the fullest. As you'll read in their letter, you'll find that Malcolm and Jean served the TCA through it's fastest growth period ever. (Did you know that the TCA has more than quadrupled in size over the past five years?)

As for Malcolm and Judy, it's really Welcome Back! Malcolm and Judy served the Tandem Club as it's first treasurers, way back in 1976! Malcolm has some great tales to tell about the early days of the TCA, and we hope they write us a few good articles from time to time, telling about what the TCA was like in the beginning.

Have you noticed an increase in the number of organizations that use bicycling events as a fundraiser? Hardly a week goes by that we do not receive a flyer from some charitable organization, most worthwhile, we hope, inviting us to ride our bicycles and help raise money through pledges for the XYZ charity. Some of these events are very well run, and the money really does -- usually -- go to a good cause. You may be inclined to follow up on some of these. We won't recommend any of them -- or give free mention in Doubletalk to any -- but you may find them to be a good way to get a taste of organized cycling in your area.

We've rambled long enough, and it's time to get this issue laid out and to the printer. If you haven't seen your article yet, maybe you haven't written it, or maybe you've written it, but haven't sent it in. Whatever the reason, please get it to us. We love to read about your adventures, and we try to use all that are submitted (and we'll accept it as an Ascii file on 5.25" diskette in MS-DOS format, 360k only. Sorry, we can't return diskettes. Please send a paper copy, too, just in case.) It does take awhile to go through all the articles we do receive, so please have patience. If you include pictures, we love it even more! We do have to have all pictures "screened" before we can use them, and that, too, adds some time to the production cycle. We only take pictures in for screening once every two months, so that will delay some articles for at least one issue. We hope you understand.

It really is time to quit! We hope to see you on the road somewhere, sometime, this 1990.





## LETTERS TO DOUBLETALK

Dear Doubletalk,

"The time has come," the walrus said, "to speak of many things, of ships and shoes and sealing wax and cabbages and kings." and why these TCA treasurers take wing.

We have been treasures of TCA for over nine years, and we feel it is time to let someone else take a turn at it. It's been a rewarding time. We've been a part of TCA's enormous growth. In those nine years we've grown from processing barely 100 members per year to processing 100 or more each month. One very gratifying statistic is the number of renewals. It is higher than any other organization we've been a part of. Never before have we seen such a large newsletter written entirely by members willing and anxious to share

their experiences. Numerous times we've received letters or phone calls asking specific questions. We have never hesitated to refer the writers to a member for help, and we have never been disappointed.

It has been fun handling the names and addresses, some of them for all nine years. Do you realize how many different surnames there are? Take a look at your directory. There could be a huge research project just investigating the source of so many names. It has been fun recording the street names and trying to imagine the environment that goes with them. Some of them are purely lyrical, some plain and practical, and others merely enigmatic. Another perusal of your directory will show what we mean.

We feel as if we know all of you, though we have met relatively few. We have no intention of abandoning tandem riding, and we expect to see some of you at rallies. We might even 'phone some of you as we travel through your area, so don't forget the names, Mal & Jean Smith.

We are satisfied that the treasury has been passed on to capable and dedicated people. In fact, Malcolm (Boyd) and Judy (Allison) passed it to us nine years ago, so it is really just going back home. Please change any brochures you may have to reflect Malcolm & Judy's names and their address. If they come to us, it will only delay their processing.

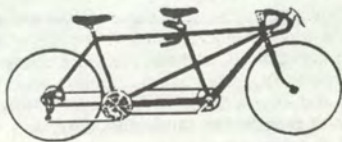
Happy Tandeming, with smooth roads, interesting hills, and good weather.

Malcolm and Jean Smith  
East Aurora, NY

-----  
Dear Doubletalk,

I would like to welcome Jonny Helms as a contributing artist to Doubletalk. I have personally admired his work for years. His cartoons have a

# RODRIGUEZ ALUMINUM TANDEMS



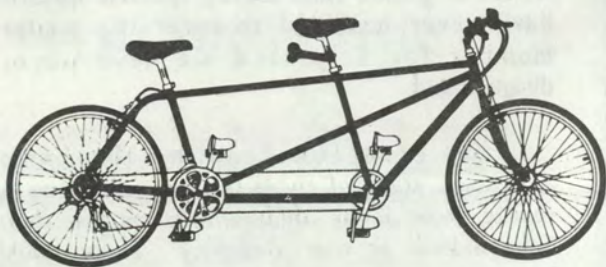
POLISHED ALUMINUM - BEAUTIFUL!  
Available in 1990 at bike shops everywhere.  
Call or write for the name of a dealer near you.

EVERGREEN COMPANY  
5627 University Way NE  
Seattle WA 98105 (206) 527-9145

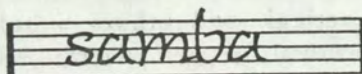




## WORD'S OUT!



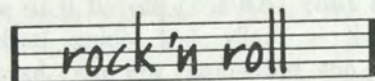
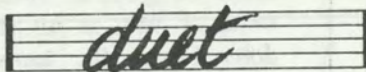
Serious, USA built tandems are available at not so serious prices.



New for 1990. Fast and comfortable road tandem with 26 x 1.5 tires. It's an exceptional value just waiting for a test ride.

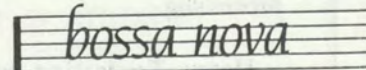
**SAMBA MIXTE-X** The only performance mixte tandem on the market.

This road-ready sport tandem is built to be enjoyed. Its performance, quality, and features will satisfy even the most demanding tandemists.



Fat tire enthusiasts get ready to romp. This sure footed tandem's equally at home on city streets or backroads.

For those who opt for "first class" all the way. This innovative tandem is impressively light, fast, and responsive.



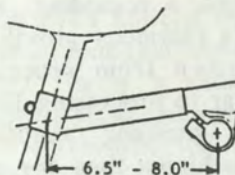
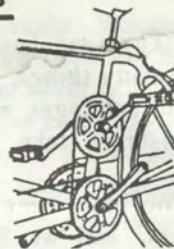
5 models starting at under \$1000.00. Call or write Burley Design for free brochure and nearest dealer.



## Tandem Goodies for all Tandem Enthusiasts

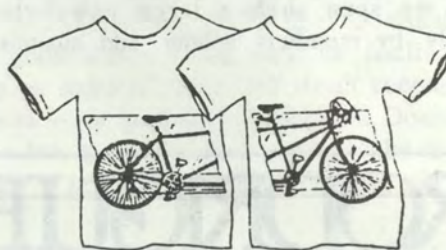
### Burley Child Crank Option

This option allows adults to ride with children 4-10 years old who are too short to reach the pedals. We also make a Child Crank for Cannondale's 1 1/4" tandem seat tube. Retails for \$160-\$200.



### Burley Adjustable Stoker Stem

This can be used with the Child Crank or by itself to allow for different stokers, or to adjust for comfortable stoker positions. The stem range is 6.5"-8.0". It can be ordered for 26.6 mm or 27.2 mm seat posts. Retails for \$42-\$50. (add \$11 for chrome)

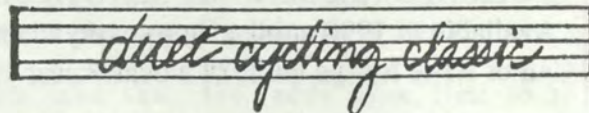


### Tandem T-Shirts For Captain and Stoker

Just for the fun of it! Brilliant colors printed on white 100% cotton T-shirts. These one of a kind T-shirts are sold only as a pair. Cost is \$25/pair, postage paid. Available in S, M, L, XL (also child sizes for the stoker); please specify size for captain and stoker. Available with or without a Burley Design Logo on back.

### Burley's Guide to Tandeming

Here's the definitive guide—something we tandemists have gone too many years without. Author John Schubert has an extensive bicycle road-testing background, and has owned a tandem since 1981. He brings his expertise as technical editor of Bike Report and past editor of *Bicycling* and *Bicycle Guide*. This manual has useful information for novice and experienced tandemists alike, and will be available Spring 1990 at a nominal cost.



### A Stage Race For Tandemists

If you love to ride your tandem competitively try this event: North America's only stage race held in Eugene, Oregon! Plan to join us next year over the 4th of July weekend for the 3rd Annual Duet Cycling Classic. Each year it gets bigger and better, and there is excitement for all levels of racers (USCF license required). Check out the articles in "Winning 4-89" and "Bicycle Guide 6-89".

Call or write for more information:  
Burley Design Cooperative  
4080 Stewart Road  
Eugene, Oregon 97402  
503-687-1644







certain look that has charm and that appeals to many people. His cartoons have been printed in many publications worldwide.

Steve Reker  
St. Charles, MO

-----

Dear Doubletalk,

We are sorry to advise that we must resign our position as Regional Representatives for the Tandem Club of America for Eastern Canada, as we are moving, effective March 5th, 1990, to Western Canada, Northern Alberta, to be exact.

We have enjoyed our time as a Regional Rep, especially the contact we've had over the years from persons requesting information.

We'd like to pass the baton to another couple from the Toronto area, the Vandavelde's. Dave and Brenda Vandavelde have been members of the TCA for years, and they are anxious to hear from TCA members. (ED: Thank you, Doug & Debby, and Welcome, Dave & Brenda.)

We look forward to more years of membership of the Tandem Club, and to receiving our bi-monthly issue of Doubletalk.

Doug and Debbie Crosby  
Peace River, Alberta

-----

Dear Doubletalk,

Last winter you printed my plea for information and help in planning a bicycle/car trip to the east coast, and eleven people responded to this plea (ED: This is a typical response from TCA members!). The information which they offered was the most accurate and helpful that we were able to obtain, and I want to encourage all Doubletalk tourists to explore this method of getting good local bicycle touring information. A most welcome, though not unexpected, benefit was the local contact



which this correspondence generated with local bicycle enthusiasts along our way.

We returned home the end of October from this six-week venture into the "real world", and we were glad to get back to our little "dream world", far from the hustle and problems of the fast lane type life. We were generally unable to cope easily with the traffic, either in the car or on the bike. We used the subway in Boston and Washington and made no effort to drive or bike in that horrendous traffic, but we came away with the feeling that people who do bicycle in the East need to have grown up there, and have a lifetime of experience defending themselves from what to us was nearly suicidal traffic. We found even what were called "low traffic" country roads to be beyond our experience, and so we were often overwhelmed by the scenery, but underwhelmed by the idea that it was a good biking situation.

We had a good time and saw lots of interesting things, met some interesting people, and returned home with a much better understanding of the eastern US. However we became aware that we are out of touch with reality. Prices, speeds, crowds -- all were so different and overpowering to our parochial and, I fear, antiquated standards. We are used to a lifestyle devoted to the slow lane, the one that ambles and rambles, with very little direction and do destination.

Geriatric Jalopy (our recumbent tandem) was a real conversation piece. Every time we stopped in a tourist area a little crowd of people gathered to view "that funny bike", lots of pictures were taken, and there was great interest and curiosity. This became kind of a problem on the highway as passing cars often slowed for a better view.

Mostly this interest was from non-biking types, very few "real bike riders" gave us anything more than the most casual and superior glance. A "funny bike" and "cut-off jeans" separate us from the true "in-types". However, we realized that most of them just dress the part and shine their bikes, and they have no conception of what it takes to make a 500-mile self-contained tour, or to put 5000 miles a year on a bike.





The opportunity to get good local bike riding information from Doubletalk readers made our trip a much more enjoyable sojourn and we believe it can and should be developed and encouraged into a regular means of information exchange.

In closing, I'd like to ask if you have an interest in receiving contributions on diskettes. The editors of some of the other newsletters with whom I am in contact have lately shown an interest in receiving contributions this way, but I see nothing in Doubletalk to indicate that you are one of them. I would think this would save you quite a bit of transcribing.

Sam and Marjorie Cox  
POB 1476  
Tubac, AZ 85646

Sam and Marj-- We'd love to receive contributions on diskette. Diskettes should be DS/DD (360k) MS-DOS format. Files should be plain ASCII (no wordprocessing files, please, at least not until further notice). Use diskette mailers, and please include a printed copy of your file, just in case. Diskettes cannot be returned.

-----  
Dear Doubletalk,

I am so thrilled to have discovered tandem biking. My husband is extremely athletic. I have never been able to keep up with him, and this has hampered our "together time" in the athletic area. Our tandem has become a solid link that enables us to enjoy each other and to get some exercise at the same time. We look forward to many years of joint activity.

As much as I enjoy the rides, my pleasure is not complete because I have been unable to find a comfortable seat. Part of the problem is that I want to ride upright. Our bike was outfitted with dropped handlebars, which I had used on my own ten-speed for awhile, and I hated them then. I like to look around and see where I'm going. Also, the weight on my hands caused numbness in my fingers and

my neck ached after longer rides. So we switched my handlebars. I know we have the weirdest looking bike around, but I love sitting upright and have no more hand or neck problems.

I have tried a number of different seats, including one that has to separate "sides" to it, and I've also used various covering. Currently I'm using a fairly wide seat with a gel-filled cover. I'm fine for about an hour, and then the pain starts. If I get off the bike and walk around for awhile I can make it for another hour or so by standing and resting on the pedals at five or ten-minute intervals, but who wants to do this?

While I realize that riding a bike will never be like sitting in an easy chair, I would like to be as comfortable as possible. I also understand that many of Doubletalk's readers are into racing, or, in any case, will be appalled by a rebel like me who refuses to hunch over like good bike riders should. However, I'm hoping that out there, somewhere, someone has solved the problem. I would welcome any suggestions, and will try all reasonable ones. (By the way, I already wear true biking shorts with the padded liner.

I'd also like to offer some suggestions for Doubletalk readers/writers. How about considering:

--Ongoing columns, one for beginners and another for the "experts", addressing various issues that would interest each group. For instance, the beginners columns might address how to choose the best tandem for you? how to perform routine maintenance, or what to say to the captain when he claims you're not pedaling.

--A small glossary of terms in each issue. As a beginner, many of the terms I see are unknown to me. What is a "boob tube?"

--Would any member be amenable to being listed in the roster as a "Hospitality Home" for other TCA members? Perhaps these could be marked with an asterisk in next year's roster. I would hate to bother someone if I didn't know they were interested in helping other TCA members.





Thanks for introducing us to Doubletalk. We really do like it.

Lynn Colwell  
Tucson, AZ

ED: How about it, TCA members? Anyone willing to tackle Lynn's first to suggestions? As for the third, this would take a redesign of our membership database, and I don't have the time to tackle it just now. Perhaps in the future I can incorporate it, but it probably won't be in the '91 roster.

-----

Dear Doubletalk,

Howdy from Southeast Texas! My name is Sherry, and I am writing on behalf of our tandem team of "Charlie and Sherry." We purchased a used six-speed tandem, a Surrey, in September. We just wanted to let you know that we are here, in the woods, and anxious to know more about tandem riding.

The tandem was a 16th

anniversary present to ourselves. We have done some customizing, due to our desire to ride more in comfort than for speed. Our average speed is about 13 mph, and our longest trip to date has been 50



miles.

Just because we are curious, what is the average speed for a group ride, and how far do you usually ride? Are there any trips planned for this area in the near future?

We are looking forward to hearing from you and hope that you can supply us with a list of names of other tandem riders in this area. Thank you for your information and help.

Sherry & Charlie Sandstrom  
Rte 3, Box 184-C  
Kirbyville, TX 75956

ED: The TCA does not, per se, sponsor any rides

or rallies. However, our members do! And we try to list all of them in DoubleTalk. Take a look at the each TCA Calendar for a fairly complete list of rides around the country. Look in the January-February issue for the names and addresses of members in your area.

-----  
Dear Doubletalk,

Just got the January-February

issue of Doubletalk and I noticed a couple of letters I can help with. Michael Guerrero's problem with stretching cables on his indexed bar-cons is easy to solve. Just pre-stretch the cables before

### THE DAZER™ FROM K-II ENTERPRISES



THE DAZER™ THE ONLY HAND HELD ULTRASONIC DOG DETERRENT

Using the latest ultrasonic technology, the DAZER™ produces a discomfiting but not harmful, high frequency sound, audible to dogs but not to humans. Helps stop the approach of unwanted dogs at up to 15 feet. Also a useful aid in training dogs. Made of lightweight high impact plastic, the DAZER™ features a belt clip and low battery indicator, includes a long life 9 volt ENERGIZER® battery and is MADE IN USA. The DAZER™ makes a great gift idea.

TO ORDER CALL:  
1-800-262-3963  
\$30 (P&H incl.)  
VISA - MASTERCARD  
K-II PO Box 306  
Camillus, NY 13031





dialing in the index adjustment. After hooking them up, give each bare cable a couple of strong, steady yanks along the downtube, then set the indexing. I've never heard of Kevlar™ cables, but it sounds like a good idea, although Spectra™ fiber would be stronger still. How about self-lubricating plastic ball bearings? I've got a bunch someone sent us (Bicycling Magazine) for testing. I wonder how long they would last in the rear bottom bracket?

Paul and Barb Beach wonder if any TCA member has done the Assault on Mt. Mitchell on a tandem? I did, last year, and finished in 6:30, with the help of some guy named Lon Haldeman in back. He and Susan Notorangelo were the celebrity guests at the event, but since Susan wanted to do the ride solo, as training for RAAM, a seat was open on Susan's Burley. Being a glutton for punishment, I jumped at the opportunity. We'd planned to switch off along the way, but Lon seemed content to stoke, and I liked the view up front, so there we stayed. Lon fitted the bike with homemade, triathlon-style clip-ons with arm rests. These were very comfortable during the first 80 miles of flats and rolling hills.

My advice to tandemers: Line up in front at the start in Spartanburg, SC, because the pack strings out, shoulder to shoulder, for about a quarter mile, and it's rough threading through the colorful mess on a tandem. We did the first 80 miles into Marion in about 3:30, and could have gone faster without the pack holding us back on the downhill. My arms ached from all the braking -- Lon was smart to leave the driving to me! After Marion, Good Luck! The next 22 miles are virtually all uphill, including a couple of spots with 30-plus percent grades. That 22 miles took another 3 hours, even with a half-horsepower motor in back. I saw one other twicer on the Assault. After hanging out at the top for several hours to digest the monster hoagie (submarine? hero? po'boy?) awarded to finishers (finally! a trophy you can eat!), and helping Lon pack his bike in his custom travel case for an afternoon flight home, I hitched a rideback to Spartanburg. Far down the moutain, I spotted the other couple, grinding morosely along, a good 15 miles to go, already in the granny, neither smiling. I'll always remember the '89

Assault, and, undoubtedly, so will that couple, though for different reasons. Good Luck.

Finally, keep an eye out for the July issue of BICYCLING. There'll be lots of tandem stuff in it, including some road tests, riding techniques and tips, a tandem source list, advice on shopping for one, organizations, and events, etcetera, etcetera.

John Kukoda  
Emmaus, PA 18098

-----

Dear Doubletalk,

Shirley and I are planning an extended 2-week tandem tour in the Canadian Rockies. The planned total distance is roughly 1000km (about 600 miles), and we're planning on averaging about 80-90km/day (50-55 mi/day). We usually camp, but we try to find a hotel/motel every 3rd or 4th day for the hot showers and soft beds.

We will start in the village of Lake Louise in Alberta, only 200km/120miles from Calgary. From there we'll head south and west into British Columbia, going through Radium, Cransbrook, Creston, Nelson, New Denver, Nakusp, and Revelstoke before heading back to Lake Louise.

The terrain is generally flat to gently rolling, except for the 4 mountain passes, and we'll be climbing those on the first two and on the last three days of the trip. Any, the scenery is spectacular, and there's lots of it to see. Depending on how much time we have, we hope to get some hiking and/or day trips in, as well.

Timing? We're looking at either mid-July or mid-August. We want to steer clear of the long 3-day weekends to avoid the heavy traffic that comes with them.

We'd welcome the company of other tandemists, so if there's anyone that would like to join us, we'd love to hear from you. Please note that this is not a commercial bicycle tour. Each team will pay their own way.





Happy tandemming!

Ted Przyborowsky  
Shirley Szilvasy  
9608 79th Street  
Edmonton, AB  
Canada T6C 2R9

Dear Doubletalk,

We will not be renewing our TCA membership for 1990. We will renew again in 1991 (in January, we hope).

We will not be home most of 1990. You see, on Friday, May 18th, we will depart our home near Placerville, CA, on our Santana, heading for Davis, CA. This is a distance of about 80 miles. On Saturday we will do the "Davis Double" Century. We'll give our Santana a day to rest up, then on Monday we will head north to Anacortes, WA. From there we leave on the BIKE AMERICA tour across the northern tier of the US, finishing in Belfast, ME in August. We'll return to our home state via the BikeCentennial trails through Larned, KS, following the Santa Fe Trail through SW US. We should arrive back in Placerville, CA, in time for New Year's Eve. Eight months, 13000+ miles, and probably the greatest adventure of our lives behind us! However, since we're both retired, we're not guaranteeing returning by December 31st!

We look forward to renewing our membership in 1991!

Keep on tandeming

John & Janis Kalberg  
Placerville, CA

ED: I've heard many excuses for not renewing, but really . . .!

Dear Doubletalk,

I must say I'm glad I've joined TCA. It's nice to hear from people who talk the same Doubletalk I do. I have already responded to a letter from a recent issue and have enclosed a copy for Doubletalk as per your request. (ED: Thanks!)

Now I'd like some information. I am currently considering the purchase of a Burley Rock'N'Roll tandem. What do people think of All-Terrain Tandems compared to touring tandems? How do they hold up? What are their performance traits? I like mountain biking a lot, and I have done a fair bit of touring on my Rocky Mountain Hammer and enjoyed it. This has been some of the inspiration for trading in my Kuwahara, but I'd like to get some input if at all possible.

Thanks very much for your time and efforts in the TCA. I look forward to having these questions answered.

Tim Kehoe  
206 - 9930 86 Avenue  
Edmonton, AB T6E 2L7

Dear Doubletalk,

My wife and I enjoy our Santana Sovereign tandem. We now have a son whom we would like to include in our tandem rides, so we recently purchased a Burley trailer. We discovered, however, that the Burley coupler is not compatible with the Santana Sovereign because of the proximity of the drum brake to the left rear triangle. We would like to know if any other TCA members have had this problem, and if so, can they offer any solutions.

Tom & Courtenay Willcox  
Gulph Mills, PA 19428

Dear Doubletalk,





I began tandem riding this past year with a TCA member whom I was dating. After reading your March-April, 1989 issue and seeing the ad for the International Tandem Week in Meursault, France, I told my friend that I thought we should go. Lo & Behold! Thanks to some frequent flyer miles, we went and had a spectacular time.

Unfortunately the year-end brought an end to the romance and I've lost a captain and tandem. So if you hear of anyone looking for a stoker for an occasional ride or rally, who lives in the Philadelphia area or driving distance, I'm interested!

Sandra Stashik  
114 N. Essex Avenue, 1st Floor  
Narbeth, PA 19072

Dear Doubletalk,

We'd like to let you know about a new tandem club that is just forming in the Dallas/Fort Worth area. We're called:

**DOUBLE DATES!** (Dallas Area Tandem Enthusiasts)

Our goal is to be as loosely organized as is humanly possible--no dues, no business meetings, no officers. We just want to ride together as often as possible. The initial response has been very positive, and we have scheduled a number of tandem specific events over the next few months. (See the TCA Tandem Calendar for the listing). Additionally, we will take advantage of many of the organized rides in Texas to serve as Double Dates outings. At least twice a year we plan to join up with the HATS (Houston Area Tandem Society) for weekend rallies.

Interested tandem riders in the Dallas/Fort Worth area can call me.

Bill Bailey  
(214)-492-2249

## WHO DOES WHAT

**MEMBERS:** Write articles, draw cartoons, send letters, host rides and rallies.

**AREA REPS:** Local tandem information & local recruiters for TCA.

**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk.

**TREASURER:** Dues, patches, and t-shirts.

**SECRETARY:** Contact point between TCA and the outside world.

**EDITOR:** Edits your articles for DoubleTalk, Advertising, and membership data (including mid-year address corrections).

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.



**RAILS  
-TO-  
TRAILS  
CONSERVANCY**



SUITE 300 • 1400 SIXTEENTH STREET, N.W. • WASHINGTON, D.C. 20036





## TREASURER'S REPORT

12/31/88 thru 12/31/89

Balance December 31, 1988

\$9860.89

### Income

Membership	\$13,212.00
Patches	560.00
T-Shirts	2,507.45
Back Issues	254.50
Advertising	516.00
Interest	50.05

Total Income

\$17,784.33

### Expenses

Printing	\$9,305.77
Postage	2,006.49
Patch Order	499.27
T-Shirt Order	495.00
Office Supplies	50.46
Membership - LAW	65.00
New York State Sales Tax	14.10
Bank Service Charge	41.65
Refunds	64.35

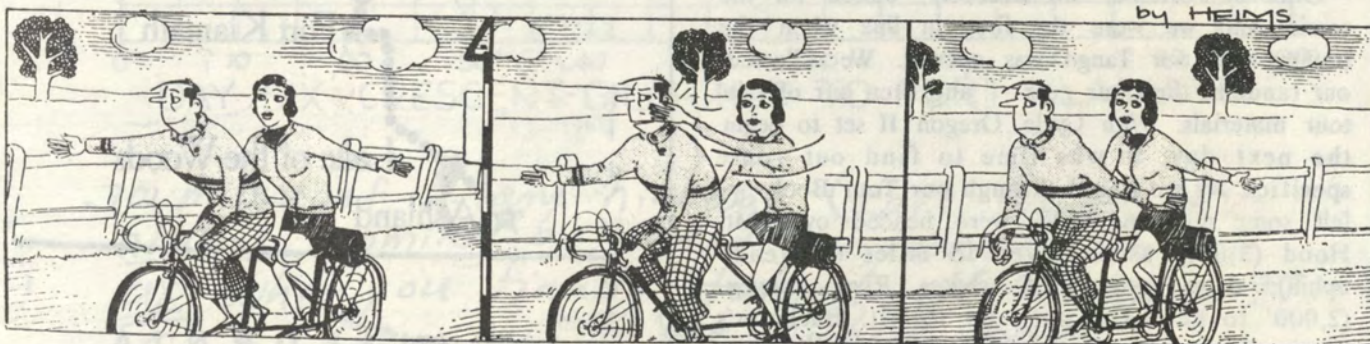
Total Expenses

\$12,542.09

Balance December 31, 1989

\$15,103.13

Respectfully submitted by:  
Malcolm & Jean Smith  
Treasurers,







## VACATIONING BEHIND BARS

### Cycle Oregon II

It all started with an ad in *Bicycling* that was difficult to resist. The state of Oregon was sponsoring its second down-the-state tour, from Portland to Ashland, along a route with some of the most spectacular scenery in the state. There were double Cascade mountain crossings, but surely they couldn't be **that** difficult. After all, these weren't the Sierras. Transportation for camping gear and clothing came with the price of registration. Here was a chance, finally, to take our Tango tandem on a multiple-day tour! My captain and I signed up.

We didn't really know what was in store, even after the first literature arrived. We could prepare for camping or make reservations for more pampered lodging (good idea), and for a number of meals (bad idea). Bus transportation for riders and truck transportation for bicycles was available at a reasonable cost from Ashland to Portland. We were uneasy about leaving our classic Chevy in long-term parking, so we called fellow TCA members Tom and Cindy Suttle to ask if we could park in front of their Ashland home. They readily agreed - and even met us at the departure point when we had to cut our Ashland arrival time dangerously close to the bus departure time! There was no time to box the Tango, but experienced Fred Meyer semi-drivers carefully created a secure "cave" and told us not to worry. Our duffel bags were tossed into the bus cargo hold, and we were off!

Once in Portland, we anxiously waited for the semis, and we were the first in line when the trailer with our Tango was opened. We collected our tandem, then our gear -- and then our official tour materials. With Cycle Oregon II set to begin the next day, it was time to find out route specifics. As we paged through our Tour Book, we felt some misgivings. We were headed over Mt. Hood (3,000' ascent over 15 miles of steady uphill); down into the Deschutes River canyon (2,000' to get back out); up to Mt. Bachelor's Sunrise Lodge outside of Bend (elevation 7,000'); and up to Crater Lake (nearly 20 miles of continuous ascent, from 4,000' to 7,500' from







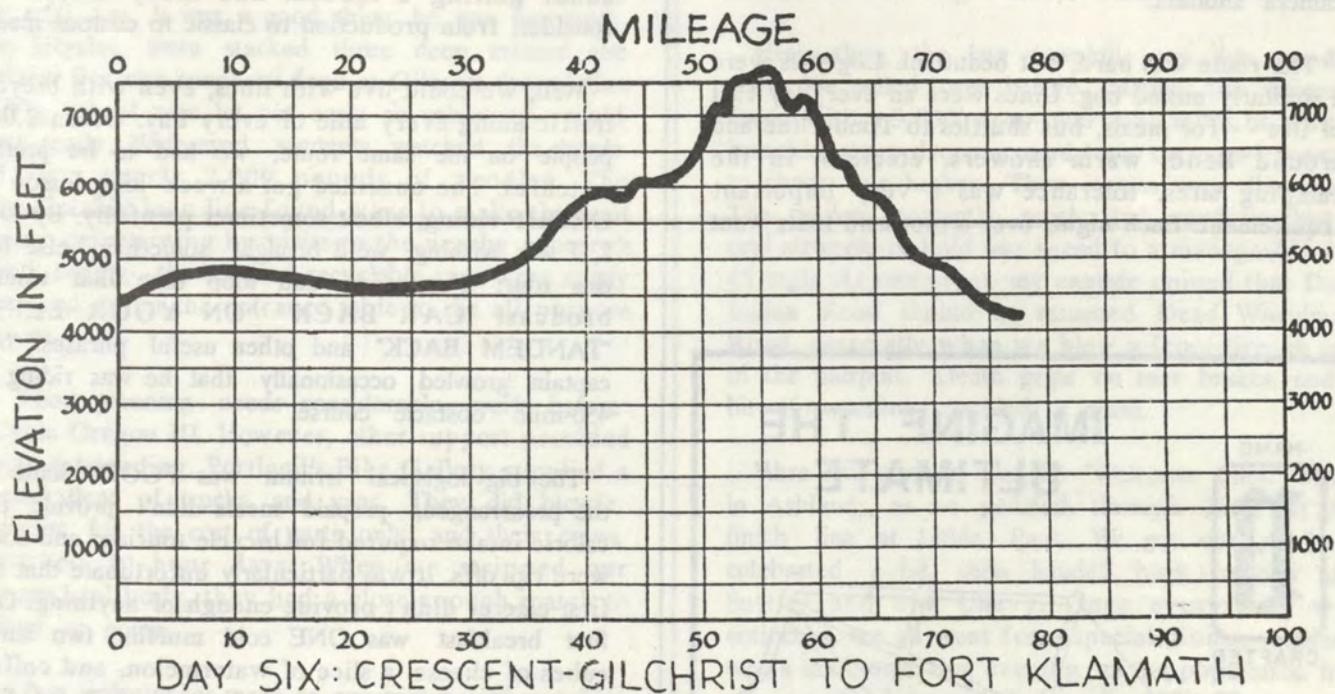
Gilcrest). The daily profiles also showed at least a couple of descents that would put our brake system to a serious test. No matter -- our singles were now hundreds of miles away.

Happily, at least a couple of days had TANDEM RIDE written all over the route -- beautiful rollers where we'd just tear along. For the big climbs and descents, we'd commiserate with the other semis on the road.

We also found we were in for considerable company -- 2,000 cyclists had enrolled for this week-long tour. They came from 29 states and several foreign countries. Most elected to ride solo, but there were some 20 tandems in the throng. We met people from Alaska to England, and from 75 years to 3 months old. (Given the size of the tour,

we had LOTS of chances to meet folks while standing in various lines.) The youngest participant, by the way, slept through most of the miles in her trailer, behind her parents' tandem.

Our adventure began from Portland's Delta Park on a Sunday. There were short speeches; our special state patrolman reminded us he'd rather guard our interests than give tickets; we were reminded of tour rules; sponsors were applauded. A mass start followed, as rose petals floated from the sky. We rolled out along Portland's waterfront, looking across the Columbia river at Washington. The singles took the lead behind the police escort; the tandems hung together at the back, trying not to run over anyone. Spectators waved at the parade of cyclists.



*30 miles of 2-lane highway (cars, trucks, RVs always zooming by). And you looked straight up when you finally turned off Highway 97. Crater Lake was at the highest point.*





It wasn't long until we encountered the first of many headwinds. "TANDEM power!" "ON YOUR LEFT!" We weren't in the back any more.

Over the next week and some 450 miles, we were treated to some of Oregon's most spectacular sights. We admired Mt. Hood and Timberline Lodge; visited Kah-nee-ta resort on the Warm Springs Indian Reservation; peered down the Crooked River Gorge near Bend; looked up at the high Cascade peaks surrounding the high desert; checked out Sunriver; congratulated ourselves for the successful climb to Crater Lake; learned about the historical events of Modoc and Klamath Indians in the high valley around Ft. Klamath; climbed the ridges of the Siskiyou Mountains. There were countless photo ops. The familiar whirr of freewheels was mixed with the endless clicks of camera shutters.

The route was hard, but beautiful. Logistics were a similarly mixed bag. Lines were an everyday fact of life -- for meals, bus shuttles to Timberline and around Bend, warm showers, etcetera. In the camping sites, tolerance was a very important requirement. Each night, over a thousand tents went


up, and there was no such thing as one's private campsite. Oregon has many lovely state parks, but we didn't get to use any of them because not one could accommodate such a throng. Instead, we grouped into RV sites, schoolgrounds, and cow pastures. We certainly brought color to every site! And we were peaceable; after 50-80 miles of hard riding every day, what most cyclists wanted to do was sleep.

For us, every night was also "show and tell." We'd park the Tango, go off for gear and supper -- and come back to find a curious gaggle all around our tandem. The Cannondale tandem owners had the same experience. All those tubes and waterbottles, sleek designs, and super-long wheelbases stood out, even among hundreds of other bicycles! Couples who were just thinking about getting a tandem had many models to consider, from production to classic to custom-made.

Well, we could live with lines, even with bicycle traffic along every mile of every day. Given 2,000 people on the same route, we had to be pretty watchful. The unskilled got a week-long lesson in GROUP riding, albeit sometimes painfully. By Day 2, I was wishing we'd brought something else for this tour: a recorder and loop tape that would broadcast "CAR BACK" "ON YOUR LEFT" "TANDEM BACK" and other useful phrases. My captain growled occasionally that he was riding a 450-mile obstacle course.

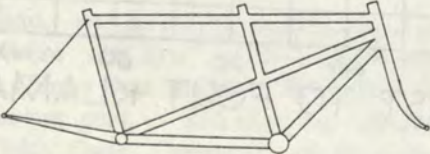
The big logistical irritant was FOOD. Some of the prearranged, prepaid meals didn't provide the caloric intake required for bicycle touring; and some were rip-offs. It was particularly unfortunate that the first caterer didn't provide enough of anything. Our first breakfast was ONE cold muffin, two small cubes of cheese, a slice of watermelon, and coffee. The first night's "great salmon bake" (at \$20 apiece) was great only for the very first people to arrive. Latecomers got small pieces of salmon on a napkin. In happy contrast, Timberline Lodge put on a bountiful brunch and encouraged seconds and thirds -- but a 15-mile climb without solid provisions came first! Thanks to such unpredictable "official" meals, word soon got around that you'd best patronize local shops, cafes, and restaurants, even if you'd prepaid.

HAND



CRAFTED

**IMAGINE THE  
ULTIMATE**



**BORTHWICK FRAMESETS, INC.**

214 RAINBOW DR. MARSHALLTOWN, IOWA 50158





We did, along with hundreds of others. Every town on the route of Cycle Oregon II was in for a LOT of business, sometimes almost more than local stores and eateries could handle. Some of the towns were pretty small; and none had been warned adequately about the eating habits of cyclists on a long tour. Our pack of 2,000 was the human equivalent of locusts. It was easy to see where we'd been -- stores were stripped of cookies and carbo snacks; cafes were almost out of pancakes and French toast; pasta makings were gone.

It was interesting to see how host towns coped with *cyclistus lousti*. The enterprising owner of Bend's Westside Cafe found out one evening that 2,000 people had literally rolled into town. He came by the campgrounds and gave out handfuls of brochures, then called every employee to show up at 6:00 a.m. It was a good thing he was prepared, as bicycles were stacked three deep around the place. For our spaghetti feed at Gilcrest (population 700), school was let out early so volunteers could get ready. Wide-eyed students watched the horde devour nearly 2,000 pounds of noodles. The predictably long line found ways to make the wait more entertaining by visits to the nearby grocery's beer supply -- the donated recyclable cans were neatly stacked up on the entrance table to the all-purpose room.

Food planning needs considerable work before Cycle Oregon III. However, other support provided was outstanding. Portland's Bike Gallery supplied a small fleet of trucks and vans. They did bicycle repairs for the cost of parts only, and their crews worked 10-hour days. When we stripped our freewheel body, they had a close enough match to keep us going.

Two ambulances were on constant patrol, patching up crashed riders, icing down the unfortunates victimized by bee stings. The Fred Meyer semi drivers patiently loaded and unloaded thousands of bags every day. HAM radio operators roamed up and down the route each day, relaying information to the support vehicles. National Guard water trucks offered fresh, cold oranges and apples along with waterbottle refills.

Police support was exceptional. Wherever the route crossed a dangerous highway (like 97 anywhere near Bend), there were county and/or state patrolmen to control traffic. At one point, where the road changed from a cyclists' dream to a cyclist's nightmare of narrow shoulder, plus truck traffic, our special officer set out his flares and cautioned everyone to ride single file for the next two miles. Some cyclists earned tickets, and we do regret that we didn't get the one tandem speeding ticket.

And the weather -- COOPERATED! Evenings and mornings were **cold** in the eastern Oregon high desert, and we shook ice crystals from our tent on those mornings. We used far more sunscreen than Gore-Tex on this tour. The fabled, dreaded Oregon rain held off until the very last day, when we got soaked on the ridges above Ashland.

Even then, the last downhill run was on dry road. We pulled over before starting this descent; faced with a 3,000' drop over nine miles of white-knuckle, steep drops around tight turns, we wanted to check our brakes. Then it was over the edge. The tandem promptly accelerated, and we had a real struggle to hold our speed to a manageable 40-45 mph. At one point, my captain opined that Dead Indian Road should be renamed Dead Wheelman Road, especially when we blew a front tire on one of the hairpins. Death grips on rear brakes and a bit of wrestling avoided a crash.

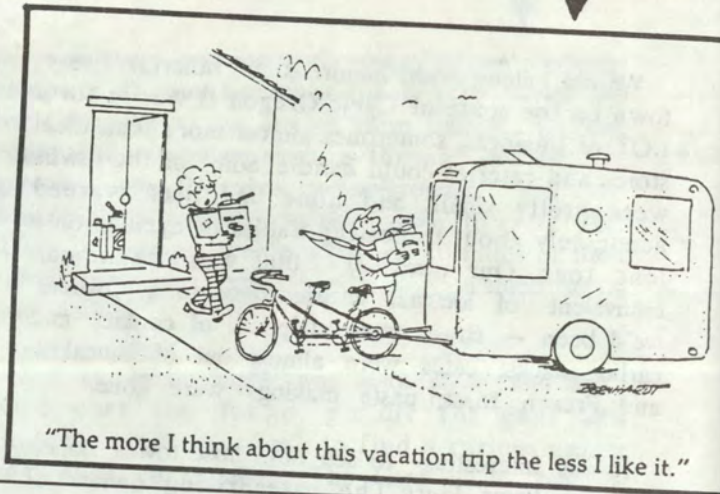
Were we glad to see the "Welcome Back" signs in Ashland, as we pedaled through town to the finish line at Lithia Park. We got our patches, celebrated a bit, then headed back to find the Suttles and our Chevy. Once everything was collected, we all went for a special dinner. Ashland was a madhouse that evening, as the population had temporarily increased by nearly 15%. There were Cycle Oregon II shirts everywhere; dwindling menu choices; every other car was outfitted with racks. Rain followed us into town, and the Suttles made us an offer we couldn't refuse -- a real room, with a real bed, warm and dry. What a wonderful way to end our week! We had a leisurely breakfast the next day, then began a wet trek home.





We've enjoyed telling friends about our first real TANDEM tour, and we gained increased respect for those couples who routinely tour by tandem only. And now that the miles are behind us, we've enjoyed the special memories of Cycle Oregon II: meeting new people; passing singles on uphill in an exciting race of slug versus snail; staying right with traffic on a memorable downhill, pairing up with a Santana from Houston to make part of Highway 97 more bearable; taking breaks so that both of us could enjoy the scenery. We've met the togetherness test, and we recommend the experience. And while we may not do CYCLE OREGON again, we will certainly be back to cycle tour in Oregon again!

Mimi St. Clair  
 Chuck Guzis  
 Sunnyvale, CA



## BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$2.50 for each issue desired, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vandessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available:

January-February , 1990

November - December , 1989

September - October , 1989

January - February , 1989

November - December , 1988

March - April, 1987

January - February , 1987

September - October , 1986

May - June, 1986

March - April, 1986

January - February , 1986

November - December , 1985

September - October , 1985

## MAILORDER CATALOG

### Information and Advice

### Facts and Figures

RODRIGUEZ



Send \$1.00 to cover postage  
 (deductible from any order)



5627 University Way NE Seattle, WA 98105  
 (206) 527-4822






## THE LIPPY TANDEM

This may not be the most objective of road-tests, as my wife and I own a tandem built by Keith Lippy, of Bend, OR. Keith designed this bike to fit us, both in size, and in riding style. We wanted a tandem with more room for the stoker than others that we had tried, and we wanted a comfortable bike, one that felt comfortable to ride whether it was fully loaded for a self-contained camping trip, or unloaded for a fast day-ride around town.

Our original plan was to buy a reasonably priced Santana, and to upgrade components over time as needed. Before we found "our" Santana, the owner of Pacific Coast Cycles told us about Keith Lippy, and **Lippy Tandems**.

Deciding to buy a custom-made tandem frame from someone you don't know, and have never met, is a bit scary. Keith was a pleasure to work with, though, and did much to alleviate our fears. And when we saw the finished product, we were very impressed. I am a jeweler, and I am very interested in fine detail work. This frame was finished as fine as any bike we've ever seen. We outfitted it with Santana's 1988 Sovereign Parts Package. Pacific Coast Cycles put it all together for us.

Our frame has an oval top-tube, through which Keith routes the rear brake cable. This hides the cable totally from view until it exits near the rear seat cluster. It terminates with a clean and simple rear brake cable boss between the rear seat stays. This feature always garners a lot of attention from those stopping to admire our bike.



**Lippy**  
 High Performance Tandems  
 "Experience the Ecstasy"  
 Lippy Cycles, Inc.  
 60265 Faugarwee ◯ Bend, Oregon 97702  
 Send \$2.00 for color brochure

Another of Keith's innovations is the custom seat binder bolt, a 5mm allen fitting that seems to disappear into the frame. To finish it, we chose a simple two-tone paint scheme (silver over burgundy) that we hope to live with for many years. Again, Keith's work was flawless, and we feel the oval top tube accentuates the depth of the paint.

This bike is a joy to ride! The frame absorbs shocks and bumps, while not exhibiting any noticeable frame flex while climbing or sprinting. We've taken it on a 16-day, fully-loaded tour the Canadian Rockies, and we believe in the bike!

After our tour, we did make some changes to the original component package. Among the first items to go were the 40-spoke wheels. These just did not hold up to our heavily-laden bike. We replaced them with 48-spoke "tandem specials," a pair of wheels built on Bullseye hubs and galvanized spokes. Keith recommended this combination to us, as he feels Bullseye hubs are among the best available, and he also feels that galvanized spokes are stronger than stainless spokes used by other builders.

I added GripShift™ shifters, capable of handling a triple chain-ring in the front and a 7-speed freewheel in the back. I wanted the extra security of having both hands on the bars when we are on long climbs. So far I am very impressed with these shifters, and I believe they are one of the few products that are a real improvement of the the industry standard.

I also changed the brake levers. The bike was originally set up in typical "tandem" fashion, with the dual-cable right lever controlling both sets of cantilevers. The single-cable left lever was used for the Arai drum brake, mounted on the rear hub. I found that my right hand was not strong enough, especially in low temperatures, to keep our speed controllable, especially on long descents. At Keith's suggestion, we returned to using two single-cable levers, each controlling a single set of cantilevers (set up in English fashion, with the left lever

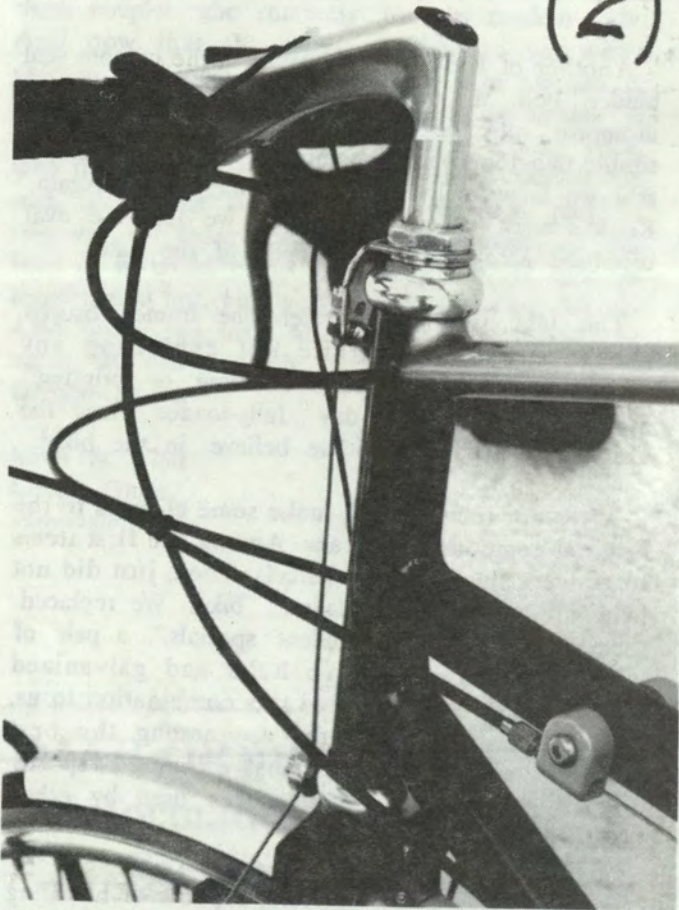


T

A

N

(2)

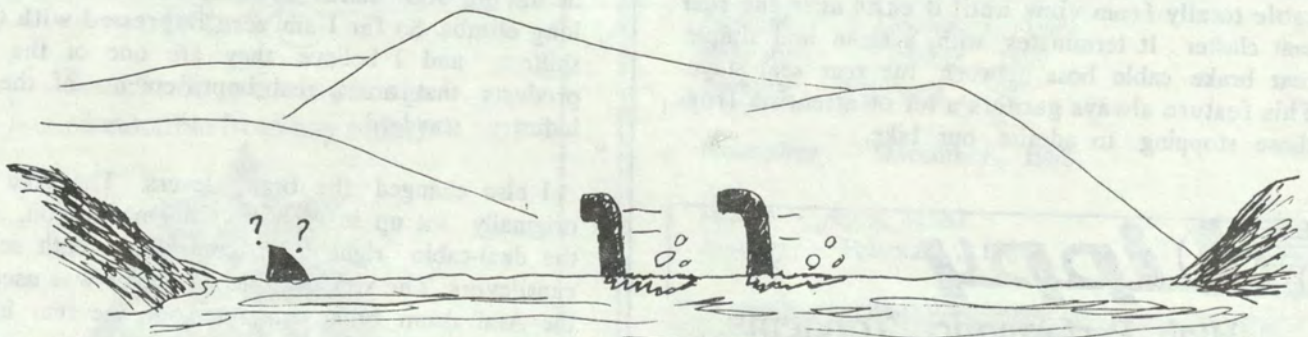


controlling the front set and the rear lever controlling the rear). I added a third lever, a thumb-shifter from a mountain-bike set, to the captain's handlebars, locating it near the handlebar stem. To this I've attached the cable for the Arai drum brake. I push it with my right thumb when I need to activate the Arai, or to set it for use as a drag brake. This new system works very well for me, and I wish I'd been using it since day one.

I know that an impartial review would list all the negative aspects of the bike, but since we've made the changes I've already discussed, I honestly don't feel there are any negatives left! Our tandem is fast. It handles well in all situations. Best of all, though, it has a comfortable ride which gets Phyllis and I out together for regular rides.

If you are considering a custom or a good production tandem, why not contact Keith Lippy? Keith provided us with the kind of service and assistance after the sale that separates the custom frame builder from the mass-produced, large-scale manufacturer .

Greg & Phyllis Walker  
P.O. Box 609  
Coronado, CA 92118



Scott Hoffman

HON, I KNOW OUR MOUNTAIN BIKE TANDEM CAN GO THROUGH ANYTHING, BUT....





## OUR "TOUR DE FRANCE" BY TANDEM

This was the best trip of our life. We rode through mostly beautiful, sometimes almost ugly, but always interesting, areas. We slept in many towns, with all kinds of accommodations, ranging from decent to excellent. We saw all kinds of castles, large and small, some pretty, some of convoluted construction, some very severe looking, and others just frivolous.

We rode through vineyards and orchards. We rode through fields of wheat, oats, sunflowers, and corn. Roadsides were covered with poppies and other wildflowers. We always travelled on quiet, narrow, well-paved roads, mostly under cloudless, sunny skies. In fact it rained only during two NIGHTS!

One of the aspects of our trip was the absence of tourists in most places. We felt this added to the country's charm. We saw how rural France really functioned.

The first two days and the last two days were over fairly flat terrain, with winds sometimes helping us coast at 28 mph, and sometimes in our face, slowing us to 7 mph. This was especially true on the last 10 miles of our trip into Uzes, where the mistral hit us square on, slowing us to a crawl.

Most of the trip was hilly. After all, we were riding through the "Massif Central", encountering all sorts of mountain formations, from volcanos (this area has 112 of them) to others of alpine character. We rode through gorges and over "causses". Some mountains were wooded, while others were quite bare.

The riding was always a pleasure because of the changing topography and the spectacular scenery, and because of the absence of the traffic. Even on the few occasions that we had to ride on a busy road, we felt completely safe. Most French drivers are courteous in a way unknown to us in the New York area.

Some of the descents we encountered were so long and steep that we had to stop to rest our hands and to let the rims cool off. Even the stays

to which the disc brake is attached became VERY hot.

Around St. Enemie we met a British couple who were also travelling through France by tandem. They were, however, riding only in the valleys. This seemed to be a very smart idea, indeed!

On our way up to Mt. Dore, just after passing through a small town and starting on a very steep hill, a well-meaning citizen asked us if we were not lost, or whether we were on this road on purpose. We were not lost, but neither did we know that just ahead lay 3 miles of very steep hill.

As we were riding through Montboudif (the home town of Georges Pompidou) we stopped to take pictures and met an old man. Asked whether he knew Pompidou, he told us "Sure, I went to school with him, but we never got along, because both of us had a difficult character."

One day while we were taking a walk, Dorothea picked a few flowers. We wanted to find out the name in French of one of them, so we asked a lady who was passing by. She told us it was called "Forget-me-not". When we remarked that this was an English name, she just shrugged and said that that was its name.

Riding into Cheylade (one of those ancient small towns we passed through), up a fairly steep hill, Dorothea greeted a lady with her charming "bon

INTERNATIONAL  
TANDEM WEEK

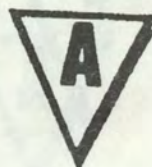
1990

IN THE  
NETHERLANDS

May 26 - June 2







jour". She had not noticed us, and was really perplexed seeing a tandem in this area. She said to Dorothea, "You have great courage, madam!" About 50 yards further up the road, we knew why. Around the bend, the road climbed up a wall!

Entering Amboise, we were overtaken by 6 or more Bentleys, all from the late 20's, and all in mint condition. They were from England, in France for a club outing.

On one of our rest days, we rode fro Meyrueis up to the Aven Armand, a climb of approximately 9 miles out of the gorge, then 2 miles along the top (like an American mesa). Aven Armand is the largest cave we have ever seen, with mind-boggling stalactites and stalagmites. This cave is so enormous that Notre Dame Cathedral could fit inside, and there would still be space to walk

around the outside.

We rode an average of 45 miles/day, usually between 7 a.m. and 12 noon. In the afternoon it was really hot, and very uncomfortable to ride. We covered about 900 delightful miles without so much as a flat tire. In fact, the only mechanical problems we had were loose chain ring bolts, and a drive chain that slipped off, just as we were preparing to tackle a severe hill.

As the trip was coming to an end, a sadness started to creep over us. We had really gotten used to the free and easy life-style of a tandem tourist. Now it's over, and we have to wait until next summer.

Haroldo & Dorothea Hahn  
Port Washington, NY

## DAISY BELL'S ANSWER

Did you ever wonder if The Library of Congress could help you with the answer to a common question? Well, one member of the Tandem Club of America tried to find the Daisy Bell's answer in his local library and from his local "music historian". You remember the question, don't you? "Daisy, Daisy, give me your answer do!"

After striking out locally, this intrepid TCA member wrote to the Library of Congress. This is their answer:

Dear Mr. Elston:

There are numerous responses to the marriage proposal offered to "Daisy Bell." In all of them the response is an emphatic "NO!" All seem to agree that the man's name is "Henry, although any two-syllable name will do. The versions vary only slightly. Here are two:

Henry, Henry, here is your answer true:  
[this is my answer true:]  
You're half crazy if you think I'll marry you!  
[I'm not crazy over the likes of you!]

If you can't afford a carriage,  
There won't be any marriage.  
[Forget about the marriage.]  
(Some singers reverse lines one and two.)

And I'll be damned if I'll be crammed  
[I won't be jammed, I won't be crammed,]  
On a bicycle built for two!

James Leisy's The Good Times Songbook gives one of Daisy's responses in a footnote to the original song (in this instance titled "A bicycle built for two"). Leisy even editorializes that it would "be ecologically more responsible to ride up to your wedding on a bicycle[?]"

We hope that these verses and Leisy's comments satisfy your editor's challenge.

Sincerely,  
Charles Sens  
Music Specialist  
The Library of Congress

Submitted by L. Winston Elston





## CONQUERING THE NORTHWEST CASCADES

What do the locals say about the Cascade Loop? It is 400 miles of snow covered peaks, pristine mountain lakes, frontier towns, and very friendly people. As we removed our tandem from atop our car in Mt. Vernon, WA, we attached our panniers, turned on the cyclometer, and set out on our trip. We could view the snowcapped mountains that we would eventually climb over, off in the distance. As we pedaled, we saw fields of flowers, ablaze in color. Everywhere we looked we saw dramatic mountains, picturesque barns, azure skies, and an abundance of flowers.

While attending the Northwest Tandem Rally in Bend, OR, we met Fred and Donna Austin from Seattle, WA. Fred and Donna suggested to us that the easiest and most common route around the Cascades was to travel in the opposite direction to that which we had chosen. After two days, the reason became very obvious to us.

Our first thirty miles were flat, following a route along the river banks. The views started spectacular, and became even more so as we went along. Before Washington Pass climb, we camped at Colonial Creek Campground. The ranger there informed us that Washington Pass was not steep. He said that a Volkswagen doesn't even have to shift to make the climb. We learned once again never to trust anyone who drives a car.

As we began our climb, we had four full water bottles and plenty of food. Soon, though, Bob was asking "What's wrong back there? Aren't you pedaling?" He really thought something was wrong with the bike. What was wrong, was the slope of the road! The first climb out of the campground was really steep! Maybe not for a Volkswagen, unloaded with only one person, but for a loaded tandem, it was something else! We managed to find our lowest gear, fortunately, and grumbled along. Stunning alpine vistas and glimpses of fjord-like lakes and grassy meadowlands helped us keep our humor.

Finally, after we had been riding for 6 hours, we came upon another couple on a tandem. These

folks were from Washington and they were fully loaded with seven water bottles -- obviously prepared for the worst! After six hours of climbing to the top of the pass (5,447 feet) in 90 degree heat, it was wonderful to spot another tandem. We exchanged war stories about the climb, and then proceeded on our way to our next stop. Winthrop is a friendly frontier village located in the Methow Valley. We were greeted with smiles, warm hospitality, and unparalleled natural beauty -- and an ice cream shop. A nice way to end a very long downhill into town.

The Inn in Winthrop was wonderful. It even had a great hot tub, just what was needed after our strenuous climb. The next morning we were back on the tandem, heading towards Chelan. Chelan is a small town at the base of Lake Chelan. If you ever find yourself in Chelan, stop at the Campbell Lodge for dinner. It's worth it!

We took three days off from biking and played tourist in Stehekin, a recreational area at the opposite end of Lake Chelan from the town of Chelan. Stehekin is accessible only by ferry or a floatplane, and we can't recommend it for cyclists, as all the roads have been well-used by 4WD vehicles. Perhaps an All-Terrain-Tandem, but that would be the only way. We even took a floatplane trip over the area before returning to our bicycle trip. Flying over the Cascades is certainly easier than biking over them.

Chelan to Leavenworth was a dream come true! The route was flat, and we even had a tailwind. We entered town well-rested, ready to enjoy the sights here. Leavenworth is a Bavarian Village, featuring shops, restaurants, and storefronts with intricate German architecture, tole painting, and ornate details. We decided to spend three days here, too, but at least here we could tour the surrounding valleys with our our tandem.

It was in Leavenworth that we encountered many cyclists, all coming our way from Mt. Vernon. Perhaps we had come the wrong way through the Cascades, but if we had arrived in Leavenworth





first, we may never have left! It's Bavaria disguised as an Eastern Washington town, one of my favorites in the state.

After leaving Leavenworth we climbed Stevens Pass, a mere 4,601 feet of elevation with the now-expected picturesque views of the Skykomish River. Our trip ends as we return to Mt. Vernon and our car. We took over 200 slides, and we've encountered a pass that a Volkswagen didn't even have to shift on. We saw scenery beyond our imagination, and we met wonderful, caring people. The food and accommodations were without reproach, and we had no rain! With such memories as these, we can't wait to return to the Pacific Northwest for another tour by Tandem.

Bob & Terri Gorman  
Los Gatos, CA

**Do you eat, breathe, sleep, talk, live, love, and ride bicycles?** Or know someone who does? Send 50c for complete catalog of bicycle-motif gift items--everything from address labels to light switch plates!

**Pedal**  **phernalia**

Box 2566T Ann Arbor, MI 48106

## TRAVELING WITH YOUR TANDEM

As mobile as you are, is there a vacation in the works? Maybe a business trip you'd like to squeeze some fun into? Bring your tandem! An exotic setting adds a new dimension to the universal tandem advantage of speed and togetherness. Best of all, traveling with your tandem is easy and inexpensive. Being tandem fanatics, we've toted our beasts just about every imaginable way. For our tandem travel trips, read on.

**BY AUTOMOBILE:** There are lots of automobile roof racks on the road these days. And they all work well. But if we had to recommend a particular brand to buy it would have to be Yakima. Their R&D people worked extensively with us on the design of their new tandem mount, and their quality and attention to detail are legend. All of their products are sturdy, durable, and easy to use. Other racks to consider include Graber's Continental Bike Rack with Tandem Add-on kit, and Thule's newly re-designed tandem mount. For those owning Burley's or Cannondales, Thule's work!

**PACKING YOUR TANDEM:** The easiest way to ship your tandem by truck, airplane, or train is

with a Santana factory tandem shipping carton. More than a cardboard box, Santana's 30 lb. trucker-proof container is what Santana uses to ship all Santanas from the factory to their dealers. This specially designed 100" long box allows you to ship your tandem without having to remove either wheel. To fit your tandem inside the carton, simply remove the pedals and turn both handlebars sideways. To get a new box from Santana, call Santana's customer service line (714-621-6943). Santana charges \$40 plus shipping for the box (and it has to come motor freight, which adds another \$35-\$100 to the cost of the box). Many Santana dealers have a used Santana shipping carton lying around and will part with their used one for half the price of a new one, plus shipping. Ask your dealer to show you how the internal inserts work. These inserts (or cradles) hold the wheels securely and prevent them from touching the bottom or ends of the carton (thereby nearly eliminating the risk of wheel damage). When shipping from the factory, Santana uses an industrial stapler to close the box. During re-use, you should "belt" the box with at least three loops of filament tape so that the bottom won't fall out during rough handling. To be even safer, insure your tandem. It's usually less than 1% of your tandem's purchase price.





Whenever you ship your bike, make sure that you label your carton with your name, address, and phone number, both on the outside of the carton and on the inside, too. If the outside label becomes illegible, the shipper will open the box to search for destination clues. Also, carry extra tape and packing materials for the return trip, along with tools for assembly and disassembly, and other items you might want to pack in the large box.

**TRUCKING:** Although your boxed tandem is too large to travel UPS, any freight (trucking) company will be happy to provide door-to-door deliver.

**JOINING THE JET SET:** Most worldly tandemists have taken their tandem by scheduled airlines on a regular basis. Between shows, rallies, and vacations, Bill McCready (founder and president of Santana) has checked tandems on airplanes well over 200 times with no missed flights or (permanently) lost tandems. His advice is to (1) buy your ticket from a travel agent, (2) arrive at the airline an hour earlier than you normally would, and (3) try to check your tandem curbside with the skycap. 25% of the time a tip to the skycap is all that's required. Most of the time, however, the skycap will tell you that you'll need to check your bike inside. When this happens, leave your boxed tandem outdoors with the skycap and proceed to the ticket counter with the rest of your luggage. As you get your boarding pass, tell the agent that the skycap is holding your bike and the he told you to pay inside. If they ask whether your bike is boxed, assure them that it is. The normal charge for boxed bicycles is \$20 to \$40. You will be given a label and a receipt. Take the label and a \$5 tip back out to the skycap.

**DO NOT** call the airline ahead of time. Their book will tell them that your bike is (technically) too large to carry on the plane. It is not literally too large, however. A Santana tandem carton will fit easily into the cargo bays of all commercial jet aircraft, and Bill's record is eight boxed tandems on one flight.

**DO NOT** show the counter agent your boxed bicycle or tell him it's a tandem. While ticket agents are paid to uphold regulations, skycaps are



paid to uphold satisfaction (and to generate tips). Play to the skycap. Play around the agent.

**IF TROUBLE OCCURS:** One time out of twenty some sort of snag will occur. This is why you arrived one hour earlier than normal. Start bluffing. Explain to whoever is standing in your way that everything is fine--that you've done this dozens of times before. Act convincingly. Further, explain that your travel agent notified the airline you'd be bringing your bike with you--that it was confirmed and some coded portion of your ticket indicates so. (Airlines don't mind snubbing you when their regulations say to. However, they would rather bend their own rules than snub your travel agent--and this is why you should always buy from one.) Finally, explain very carefully that the only reason you are going at all is to ride your bike, and that if the bike doesn't go, you simply can't go either. If the ticket agent still refuses, ask to see the "station agent"--this is what they call the person in charge. Calmly repeat your points to that person.

**DO NOT** get into an argument. It's easier for someone in authority to say no to somebody that seems unreasonable. Also, if you do argue, they may pull out their rulebook and find your box to be "oversized". Stay calm. Appeal to their sense of humanity and need for good customer relations. Sell the "my travel agent set it up" story, and the "I can't possibly go if my bike doesn't go" story. Don't despair. Following these instructions to the letter will get you and your tandem on board 100% of the time.

**OTHER POINTS:** American Airlines and Northwest Airlines both list "Tandems" on their tariff rates. This means that they recognize (and welcome) tandems and have a published upcharge for them. If you encounter resistance, you may also call your tandem "Sports Equipment," which it is. Sports equipment is usually exempt from the size limitations (ever wonder how professional pole vaulters get their poles to the meets?).

**TRAINS:** AMTRAK has a rule against carry tandems. Cycling groups such as the L.A.W. (League of American Wheelmen) have been





lobbying against this rule for 15 years. Good Luck! However, your chances of getting your tandem aboard the train are much better if your tandem is boxed. One tandemist got around the "No Tandems" rule this past June by calling ahead of time and asking for the maximum carton size that they allowed. Noting that his boxed tandem fell within their allowable size ranges (unlike the smaller size limits set by most airlines), he showed up at the train depot with tickets and baggage in hand. He simply called the carton a boxed bicycle (which it is) rather than a tandem, and he was allowed to board.

**BUSES:** Bus cargo bays are too small to carry a boxed tandem, and carrying an unboxed tandem in

a bus cargo bay is possible but is not recommended. Bad choice, but not impossible.

**RECAP:** Bring your tandem on vacation with you. There's no better pace from which to see exotic scenery than on a bicycle. It's intimate and exhilarating. And there's no better way to share a cycling experience than on the close, fast, yet easy ride of a tandem. Knowing that your tandem is portable is half the battle. So use the benefit of other's experience and get away with your partner to new roads this year. Even if it's just to the next county.

Adapted from *SANTANA*, Vol. 1, No. 2

## TOURING ON PRINCE EDWARD ISLAND

Prince Edward Island (PEI), Canada's smallest province, offers the best bicycle touring we've ever experienced. The island lies off the coasts of New Brunswick and Nova Scotia in the Gulf of St. Lawrence. It is 276 miles long and 35 miles wide. Two small strips of land connect three islands into one. Laced with bays and inlets, the sea is never more than 10 miles away.

PEI boast a brilliant red soil, which matches the hair of its fictional heroine, Anne of Green Gables. The red beaches and cliffs form a boundary between green pastures and blue seas. These three strong colors present delightful views at every turn in the road.

128,000 people live on the island, but only 15,000 live in Charlottetown, the largest city and provincial capital. Most of the population make their homes in the rural countryside and in the small villages.

Bikers will find good roads with light traffic. Traffic becomes heavy near Cavendish, though. Nearby PEI National Park, with its beautiful beaches and the Green Gables homestead, attracts may visitors. However, biking a couple of miles in any direction returns you to pastoral tranquility. The capital, Charlottetown, generates the usual urban traffic, and the approaches to the two ferry

docks become busy each time a ferry lands or is readied for departure. Some of the roads do have rough spots, as is typical of roads built in the frost belt on land with no solid base. However, the province does work hard at road maintenance, and we found all roads to be quite satisfactory.

The bike tourist finds a village every 5 to 10 miles. Each of these settlements retains the charm and vitality many towns have lost. These hamlets contain small stores, restaurants, shops, and friendly people. You never need to carry food on the bike. An interesting place to eat lies over the next hill or around the corner. (Editor's note: Not always true if you're touring after Labor Day). Church steeples appear on every horizon. The people take pride in their white, wooden churches. We found them to be unlocked and welcoming visitors.

Hills abound on the island, but they do not hinder the tourist, and they add excitement to the trip. The widest parts of the island do contain some impressive climbs. Tandem riders not seeking a challenge can avoid these inland areas. However, we traveled loaded with all our gear, and, although we consider ourselves to be only average riders, we only used our granny gear a few times.

On our two tours of the island, we stayed in bed and breakfasts (B&B's). You can find them





everywhere, and we can recommend each B&B that we've stayed in. One call to PEI's tourist information number (1-800-565-7421) will get you a beautiful visitor's guide, listing hundreds of B&B's. The guide also contains a map that a bicyclist must have designed. It shows every road on the island, and its scale is perfect for the mapcase on our handlebar bag. After deciding on your route (and settling on your choice of B&B's), just make one call to the toll-free tourist information number, and your reservations are made!

We chose B&B's located in the villages rather than in the countryside. We do not like to ride several miles for our dinner, especially after dark (on the return) and after we've cleaned up from our day's ride. Also, we enjoy exploring the villages, visiting the shops, and meeting the people.

This past summer (1989), we paid an average of \$23US for our B&B's. Breakfast sometimes was an extra \$2 (\$3 if you wanted bacon and eggs). The breakfasts vary, but we enjoyed all of them. The hosts/hostesses enjoy serving their home-baked breads and pastries, a real delight for us.

We enjoyed all of the hosts and hostess, and we've met a lot of interesting people among their guests. Most B&B's host a lot of bikers, and they know what we need and how to take care of us. Most places have indoor parking for bikes, and some will allow you to use their laundry facilities. For those we always leave a little extra for that service.

We suggest that you take time to visit the many fishing villages located on the bays and headlands. These hamlets offer picturesque views and have engaging residents. We have stayed several times in North Rustico. This town is 6 miles down the beach from Cavendish, and it allows one to take in all the Cavendish/Anne of Green Gables area without staying in the middle of it. About one mile out the headland lies North Rustico Harbour. We've met some very charming people who live and work there. One, George Pineau, has never left the island. George celebrated his 99th birthday in August, 1989, and we hope to help him celebrate his 100th in 1990. We found an superb seafood

restaurant in North Rustico, which also helped make our stay memorable.

PEI offers wonderful food everywhere. You can dine on seafood, boiled potatoes, complemented by strawberry shortcake topped with real whipped cream. Islanders harvest all the main ingredients for this meal within sight of the restaurant where you eat it.

Island visitors should also spend a couple of days in Charlottetown. Plan to attend a performance of the musical version of Anne of Green Gables, presented at the Confederation Center. We suggest locating a B&B close to downtown, so you can park your bike and walk around the city. A boat ride around the harbor and a double-decker bus tour will give you a good orientation to the city.

When we arrived in Charlottetown, we stopped at the Farmer's Market. A man came up to us and asked us about the mirror we had our glasses. We discovered he played bassoon and managed the orchestra at the Confederation Center. His wife played first violin. After the matinee performance we went backstage with them. They invited us to their house for dinner. They were a delightful couple who live in Halifax, NS, and played for the symphony there. They played at the Confederation Center during the summer. They even gave us a lift back to our B&B after dinner, and included a pair of complimentary tickets for the musical review for that evening!

My stoker received her biggest thrill on the last day of our visit. We had parked our car at the ferry terminal in Pictou, Nova Scotia. On our last day on PEI, we biked the 35 miles from Charlottetown to the Woods Island ferry. On the way, many cars sped by us, rushing to the ferry landing. When we got there, they had lined up two miles for a 5-hour wait. Sonia chortled as we rode by all the waiting autos. We bought our ferry ticket and rode right onto the next ferry. Just before embarking, we went over to the scales which weigh all incoming trucks. We discovered that Santana, gear, and bikers weighed in at 420 pounds.



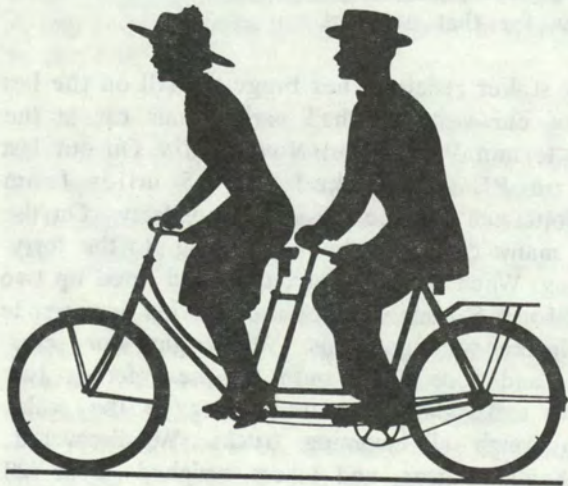


We got on the ferry and ate our lunch in the cafeteria. We then went out to the stern of the ferry to watch the red-green land slip below the horizon. We tossed a coin overboard in Northumberland Strait and promised each other we would return.

We heartily recommend tandeming on PEI. You will make your own discoveries, of course, but we can tell a few of ours. The Witches Tea Room at Long River offers a real witch to read your tea leaves. The Wharf Restaurant at New London has a view of the harbour, pleasant surroundings, and good food. We enjoyed the villages of Montague and Murray River. Many travel brochures of PEI feature the beautiful St. Mary's Church at Indian River. We had to ask people to locate it, but we found the church to be more beautiful than we had pictured.

We plan to return. After all, we promised George we'd be back to help celebrate his 100th birthday, and we have yet to explore the French culture of the western part of the island. If you come next July or August, you may spot us rolling over the hills. Otherwise, look for a blue Santana parked outside a gift shop or restaurant.

Lee & Sonia Kreider  
Dayton, OH



The "Tandem" — 1900



## UBI SUNT

Oh! Why are the white lines covered with snow?  
Where is my guide, how will I know?  
Where are the berries, the birds, and the bees?  
The blossoming flowers of the dogwood trees?  
And where are the dogs come out of those trees?  
That nip at my ankles,  
That snap at my knees?  
O, where is the the green glass, the brown broken  
bottle?  
That stick in my tires?  
And sets me a wobble.  
Where is the sun  
That shines on my Schwinn?  
And where is the silence  
I had within?  
Where is the perfect, beautiful dawn  
Where I saw the fragile fawn?  
Where are the bars, the barns and the bays?  
How long do I wait for summer days  
What prayer do I pray  
To what summer muse  
To turn these grey skies into blues?

David (Moon) Moonier  
Submitted by Lynn Fawcett  
Boulder, CO





## THE NORTH SAILS TANDEM BIKE FLYER

Last April, shortly after Doubletalk published a review of the BIKE-PRO tandem flight case, Susan and I received a call from Alan Johnston, of the North Sails Company, Huntington Beach, CA. A friend of Alan's had brought by a copy of the above mentioned article, and Alan wanted us to be aware of his bike bag.

After working out some of the logistical details, Alan agreed to send us his bag to look at, and to use, if we had an upcoming trip. Unfortunately Susan and I had nothing planned in the spring and summer which required air travel, so we couldn't give the bag a full testing then. We did assemble the bag, pack a bicycle in it, look at the bag from all sides, unpack the bicycle, and made a few comments, which I passed on to Alan. Without using the bag for a trip, we had to return it to North Sails, as Alan had promised the use of the bag to another tandemist who was going to use the bag to protect his tandem in transit to/from the 1989 International Tandem Rally in Mersault, France. He did promise to return it to us if we had a trip planned for later in '89.

Susan and I had planned a trip to Nova Scotia for the middle of September, 1990. This would be an excellent test of the bag, as it would entail most of the rigors of air travel, including changing airlines and clearing customs. I contacted Alan and asked if we could use the bag for two weeks in September.

Alan agreed to this test, and returned the bag to us for our use. Several modifications had been made since we first saw the bag. Additional mounting straps were stitched in place, and two sections of PVC pipe were included to keep the case from being crushed.

The bag is large, yet compact (sounds like a description of a 50's compact car, doesn't it?) It is approximately 72" long, 14" wide, and 36" tall. The bottom is two sections of plywood, with 8 rollers attached, 4 to each section, for ease of movement. The sides are semi-rigid, consisting of sailboard sandwiched between layers of cordura. A large, dual-

pull zipper allowed one side to be unzipped out of the way for access to the bag.

I looked at the bag, and I decided we should go for broke. Susan and I had just received a new Santana Sovereign, practically on the same day we received the Tandem Bike Flyer. We opted to give the bag and the bike a good test, and break both of them in on our Nova Scotia trip. We assembled the bag - it ships in a dismantled state, with all 15 sailboard stiffeners removed. This allows the whole bag to fit in a box about 42" x 16" x 6". This size is UPS-able, with the weight of the box and bag just 54 pounds.

We removed the front low-riders from our Sovereign and wrapped all the frame tubes with foam wrapping to protect the paint. We also removed the wheels and placed them in the wheel bags included as part of the Bike Flyer package. The rear handlebars had to be removed, too. Bike Flyer/North Sails thoughtfully provided quick-release/wood axles to place in the drop-outs to prevent any bending of the forks or chain stays. And wonder of wonders! The rear protector was 140mm! It fit perfectly. We also placed a layer of foam around the rear derailleur, just for an additional bit of protection.

The tandem fits in the bag upside down, resting on its front handlebars and front saddle. Bike Flyer provided a foam block to go under the handlebars, so that any cables that may be strung over (under?) the bars would be protected. This foam block had velcro strips to tie it to the bars, with other velcro strips on the inside bottom of the bag to catch and hold the block in place in the bag. The front bars and front fork were turned 90 degrees to fit. The bike was tied in place with nylon straps sewn to the corners of the bag, and to the center of the top edge. These straps were designed to hold the bicycle firmly in place. The wheel bags fit behind the frame, inside the bag. The front low-riders fit quite nicely in pockets, thoughtfully sewn inside the bag.





Bike and Bike Flyer weighed in at about 85 pounds. The compact size fit easily into the back of our (full-sized) pickup truck for the trip to the airport. The airlines accepted the package with no reservations (other than the inevitable comments: "What's inside? A baby grand?" "No, just a coffin. We're taking Granny back home"). The baggage crews took it off into the depths of the airport.

The next time we saw our bike was in the Halifax, NS, airport. The bag was lying on its side, with other bikes on top of it. We claimed it, righted it, and rolled it over to Customs. They asked a very few questions, and we were on the way to the hotel. The hotel sent a full-size van to pick us up (on the second trip, after the Chrysler minivan proved to be too small for our baggage). The bag was again turned on its side and lifted in over the seats.

We unpacked and checked out the bike at the airport hotel. It had made the trip up to Nova Scotia with no visible problems: no scratches, dings, or bent parts. The Halifax Airport Hotel gladly agreed to store our box in its basement for the week of our tour (we stayed in the same hotel the first and last nights of our stay).

For our return, we repacked the tandem, using the same methods we'd used for the trip to Nova Scotia. The trip back to the airport was a repeat of the trip out: the bike went on its side and rested on top of the seats. Again it was accepted by the airlines (Air Canada this time) with no questions or reservations.

We had to claim our bike and bring it through US Customs at Boston's Logan Airport. When we picked it up, we found the zipper had come undone, as plastic zippers sometimes do. A quick check insured that nothing had slipped out, and I re-zipped the bag. We carried it through Customs and turned it over to the Delta Baggage handlers for the trip from Boston to Birmingham.

Is the Bike Flyer perfect? No, not yet anyway. The nylon ties did not hold the tandem securely in the bag. Our tandem shifted inside the bag, and this unbalanced the whole bag, making it very difficult to keep the Bike Flyer upright on its

wheels. The PVC stiffeners, designed to keep the bag from being crushed, did not stay in place. These pieces of plastic pipe were supposed to be held in place with velcro, and the velcro just did not hold! Also, the foam blocks/velcro combination did not hold in place, either. Velcro just isn't up to holding 45-50 pounds of bicycle without slipping. Since the bag was unbalanced, the freight handlers laid it on its side and pushed it across the floor. This quickly wore a hole through the corners of the bag where the sailboard was pressed tightly against the Cordura.

Another weak point in the bag was the zipper. The plastic pull broke sometime while we were loading the bike, and the zipper let go somewhere during the flight from Halifax to Boston, and again from Boston to Birmingham.

Now for the good points. The Bike Flyer made the trip in reasonable shape, but it did show some wear and tear (see our comments above). Still it has some very good features offered by no other bag manufacturer. The fact that it will compress to a UPS-able bundle offers the possibility of flying into Point A, unloading and assembling your bike, then dismantling the bag and shipping it off to Point B. You could then ride to Point B, reclaim your bag, and make a nice point-to-point tour. Or, if someone was to meet you at the airport, the bag would fit entirely in the truck of a standard size car. Try that with a Santana box!

Would we use a Bike Flyer again? Probably, at least until we find something better. After all, it passed the main criteria: our brand new Santana came through without a scratch! And that is the ultimate test for any bike bag!

Jack & Susan Goertz  
Birmingham, AL







## ON THE ROAD with Karen Missavage

### Tandem Pursuits, or *Riding with Mr. Good Stuff*

What must have looked like filming for the world's biggest commercial for Doublemint gum converged on Willoughby, OH, this past Labor Day (1989) weekend for the 14th Annual Midwest Tandem Rally. It attracted some 130 tandem teams, and a few assorted hangers-on riding single bikes. Although most were from Ohio, Michigan, Wisconsin, Illinois, and other midwestern states, a couple for Ontario, one from California, and one from Alabama joined us.

Being single in both marital status and bicycle status, this was my first tandem rally. With five fully-functional bikes, and a limited budget for further investments in wheeled goods, I just didn't have a reason to attend an event that would make me feel like a third wheel--or a "one off" species on Noah's ark. Not until getting an invitation to exhibit did I decide to go.

[I usually spend Labor Day weekend peddling goodies to folks who've just finished DALMAC. ((That's where my first tandem ride, not counting a Mackinac Island bomber rental, occurred exactly 12 years ago--a blast down a hill through the business district in St. Ignace. The captain's preliminary instructions consisted of "You don't steer, and you don't lean.") Since then I've enjoyed several opportunities to ride two-up, including rolling photojournalism aboard a Counterpoint at several L.A.W. rallies, a brief camping trip, many performances of a bicycle-riding band, and an occasional hop-on at a club outing.]

Unlike most other cycling events that I've attended, this one was based at a Harley Hotel. It seems that tandemists have more disposable income, and they prefer to spend it on accommodations. This event even had a fancy sawgagon, a Rolls Royce Silver Shadow.

The rally attracted the most exhibitors to date, including Chuck Harris, Cyclo-Pedia, tandem builders Terry Osell and Oscar Rattenborg, a local bicycle shop, and my own Pedalphernalia. (Since the Harley is a subsidiary of the Helmsley Hotels,

I installed a photo of hotel queen Leona Helmsley in one of my bicycle-shaped photo frames.)

But the atmosphere was anything but corporate. Minnesota's tandem club, unofficially known as the "Loons", were lobbying to host the 1990 MTR in Minneapolis; posters advertising it were everywhere, with "welcomes" signed by notable cycling couples, "Greg and Kathy" (LeMond) among them. Many teams locked their bikes in the hallways or outside their ground floor rooms--glad I'm not on the housekeeping staff grease crew! In the hospitality room was an endless array of carbos and other goodies--crackers and snacks, taco chips and salsa, veggies, and drinks. Lots of drinks. Four coolers worth, in fact, and a bathtub full of frosty beer. Those who got lonely, hungry, or thirsty could always find a solution there.

Although I don't have a tandem or a partner, this was not to be a solo ride. At the Ohio Bicycle Rally, held the first of August, MTR host Ken Roehl had offered to loan me his bike. "What do I do for a stoker?" I pleaded. "No problem--you can have one of our kids," he assured me.

Then I heard from Alan Marcossou, owner of Good Stuff sportswear, who grew up in Cleveland. No word on whether the Roehl and Anker kids were disappointed, but I couldn't pass up the opportunity to ride with someone who has twenty years of racing experience and an equally strong familiarity with the area.

The only remaining problem: Ken's bike has a 19" stoker end, and Alan is six feet tall. Since this would be *his* first tandem ride, he planned to be the stoker. While musing over this Friday evening in the exhibit room, I noticed two tandems in the Osell display--but only one team's worth of riders for the four available seats. And Joan Osell is tall--the back ends of their bikes looked to be 23". When Terry came over to buy Joan an anniversary card, I made my pitch. "Sure, you can borrow one," Terry agreed. "But he'll have to ride in back."





"Don't worry. He wants to."

Alan arrived Saturday morning, and after removing half of the bike's water bottles (leaving just four);, and installing his own pedals on the rear crank, we were off and roaring past other tandems, floating along on a huge bike the colors of a bumblebee. Not for long; the pair of bottle cages mounted on the rear handlebars were scraping his knees. So we stopped to remove them, and to reattach the second odometer they'd secured. (Hey! It was easier than a femur transplant!)

That gave us the opportunity to pass everybody again. At the rest stop Terry seemed surprised. "Have you ridden a tandem before?" he asked me.

"Sure, many times. I've even captained with a sousaphone player for a stoker. You mean you lent your tandem to what you thought was a green tandem team?!" It was my turn to be surprised.

Mr. GoodStuff was not only a superb booster rocket on the uphill; he proved to be a great tour guide. At the cut-off point he pulled the map out of the plastic window I'd pinned to my back. "Here's the long route, past the wineries. Her's the short route, behind us. Here's lunch, just a couple of miles away. You really want lunch so soon after the rest stop? I know some short cuts back so we won't have to cross so many ridges and valleys. It'll have a bit more traffic, but it'll take us straight back to the Harley."

In all fairness, he wasn't wimping out. Racers in training ride 20-mile sprints. Our odometers were already above 40, and we'd only planned to do the shortest route of 45 miles.

Doing a 180-degree turn on a tandem requires about 20 feet of road width. Alan had a better idea. Since he was already off the bike, he just picked up the back end and pivoted it around the front wheel and my left foot. As they say in Minnesota, that's different!

Our return route took us through some striking countryside, which I'd never expected in greater

Cleveland. We got back to the hotel with ample time to hang out, raid the hospitality room, replace the pedals and cages, and wait for shoppers in the exhibit room.

Alan had mentioned that his father would be a ride leader the next day, and that sounded like another fortuitous adventure-to-be. "What's his inseam?" I asked. "Think he'd let me take him for a ride? I kinda like having a back seat driver." As it happened, two more potential stokers lined up to sign my dance card for Sunday, but when the rubber met the road, I was on my single bike. (That meant I got to grouse about being "stood up again--the story of my life," and pass all the tandems on the uphill. Guess the bikes with two motors need to align their engines' timing and piston firing.)

Fred Marcossion rides a 1948 Paramount with upright bars and Sturmey-Archer gears...very strong and smooth. So much for the image of the frail octagenarian. He, too, knows the area's shortcuts, and he led the way along some back streets of cobblestone and down a steep hill into Chagrin Falls. At the deli an envious stoker asked me, "Where's you stoker today? We wanted to watch you take 'the WALL'." GoodStuff Senior got a kick out of that.

Back at the ranch, the hospitality room had moved outside for appetizers, combined with an impromptu fashion show featuring the latest in matching tandem togs and Pink Panther footwear as modeled by members of the CATS, the Chicago Area Tandem Society. Our banquet was in a hall some distance way in both time and travel--us vendors rode there in Cyclo-Pedia's van, missed a turn, and dang-near starved! The food was good, though conventional. (My favorite rally story concerns a southern GEAR, where the cafeteria served more whole wheat bread to a weekend's worth of bikies than the college kids eat all year.) No oat bran was in sight, but they said we scarfed down enough food to feed 400 people. As for entertainment, the Loons' bid was accepted (not that they had any competition for the 1990 rally), and the hosts handed out reams of door prizes. Almost everyone won something, and the rest were





able to pick up a consolation in the exhibit room afterward.

Monday's ride was a shortie, out to a local church's temple and then to the home of President Garfield. The latter was quite interesting; with only four months in office following his inauguration in 1881, Garfield's most notable contribution to the nation's history and culture was his assassination and subsequent funeral. The house is a shrine of funeral wreaths, death masks, newspaper memorabilia, and mourning accoutrements. Seeing as how there was another notable and cultural movement taking place in the 1880's, I asked the docents if, perhaps, Garfield had owned a bicycle. Was his presidential campaign endorsed by the newly-formed League of American Wheelmen? Did they have any memorabilia of particular interest to us lycra-wearers? No, no, and no. Oh, well, maybe

they'll find something packed away in the attic for the next time.

All in all, the 1989 MTR was a pleasant change from my old familiar rides. Partner/double-seater or not, I'll be at next year's edition in Minneapolis over Labor Day.

Karen Missavage  
Ann Arbor, MI

Postscript: Just as this was going to press, I got a short note from Karen. She and Alan now have a custom Osell on order. When will they become a permanent team? Just as soon as the tandem is finished, of course, perhaps by TOSRV'90. In the meantime, Karen is looking for the appropriate graphics for the invitations. --Jack Goertz, Editor

## TCA T-SHIRT ORDER FORM

To order t-shirts, please fill out the order form below and mail with a check made payable to:

Tandem Club of America  
Malcolm Boyd & Judy Allison, TCA Treasurers  
19 Lakeside Drive  
Medford, NJ 08055

Child Sm (6-8) \_\_\_\_\_ Child Med (10-12) \_\_\_\_\_

Adult Sm \_\_\_\_\_ Adult Med \_\_\_\_\_ Adult Lg \_\_\_\_\_ Adult XL \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

Indicate quantities above and include \$8.50 (US Dollars) for each shirt ordered. Canadian and foreign orders should include appropriate postage.

SHIP TO:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_







## WORLD CHAMPIONSHIP KINETIC SCULPTURE RACE

A Kinetic Sculpture is a human-powered vehicle capable of unassisted movement on land and water. The Great Arcata to Ferndale (CA) Kinetic Sculpture Race is a 38-mile, three-day cross country event which will be run for the twenty-first time over Memorial Day weekend, May 26-28.

"Race" is hardly an accurate description for this "happening", which is described in the the Official Program as "conceived in Insanity and dedicated to the proposition that all Mechanical Nightmares definitely are not created equal". To qualify for this event, a sculpture must be equipped with brakes, lights, life jackets, bed roll, toothbrush, sun screen, water bottles, and a number of other things, including a teddy bear. The race involves an overnight camp-out, and everyone knows that you can't enjoy a night in a tent on the beach without the comfort of a teddy bear!

Governed by very loose rules, the race generates some really fantastic, innovative and far-out machines. As very heavy duty traction, flotation, and water propulsion must be built into each machine, they are not just the average street tandem or human-powered vehicle. Last year a sculpture named "Calistoga Delivery Wagon" had six-foot wheels, was 30' long by 14' high, and had 18 pedalers. Another entry had five pedal-powered pulling units connected in a line. It was a beer-barrel shaped trailer large enough to be slept in. Most of them were much more conventional, however, all demonstrated imaginative and artistic body styles, ingenious and innovative engineering and were tandems since they had two or more riders.

Many of the pilots, stokers, and pit crews wear colorful unique costumes which fit the "theme" of the sculpture. The crew of the "Baby Boomers" wore baby bonnets and Pampers™. The winner of the "best of race" category was the all-girl crew of the "Enchanted Slipper." Dressed in white jump suits with pink chiffon capes, they put on an outstanding performance and demonstrated all of the best qualities of beauty, art, engineering, and "true-grit determination."

While there is a "win" category, in the sense of elapsed time for the course, with legal time-outs for repair, rest, and tide changes, most of the entrants are not competing for a position in the timed division. They seek positions in the artistic and engineering categories and no one competes for prize money, as there is none. They do it "For the Glory".

The Glorious Founder, Hobert Brown, who established the original event 20 years ago, initiated the idea that relaxed fun for everyone would be the only goal of this race. This ambience is fully attained and maintained, throughout the happening, by all concerned: officials, racers, and spectators. Cheating is considered a "privilege, not a right." Alcohol and substance abuse are prohibited; their use is considered one of the serious offenses for which the penalty is "BANISHMENT." Banishment is described in the rules as "being ejected from the race, with full dishonor and disgrace; being deleted from the computer file; having instant tarnish sprinkled on your halo." Throughout our three-day attendance, we saw none of the rowdy behavior which is too often associated with outdoor athletic events.

The race course is about 38 miles of city streets, highways, country lanes, sand dunes with "dead man's drop", a two-mile Humboldt Bay Crossing, Eel River crossing with its tidal mud flats, and "slimy slope." Sculptures negotiate this course, with their pilots in, on, or outside their vehicles and with the assistance (except "Ace" racers) of their pit crew. Pit crews consisting of one person for each pedaler assist in wheel and tire changing and push or pull as needed. They themselves must be self-propelled. No replacement of personnel is permitted during the race, and each vehicle must pass inspection at various checkpoints along the route.

There is a special category called "Ace Pilot", with its own unique awards: a set of wings, the lifetime title of "professor" and a 5-hour time credit. To attain this status, the pilot/stoker must





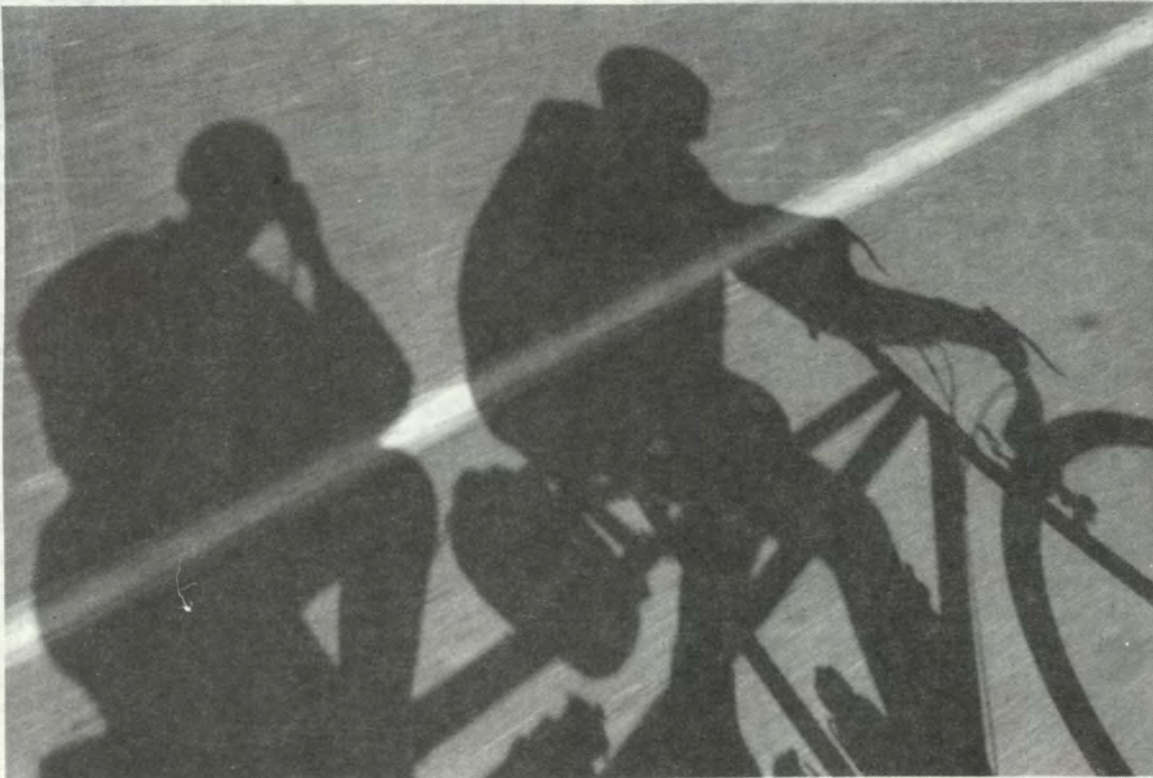
not descend from the vehicle to push or pull, and may be assisted by no one except his crew and then only in legal push areas. There is much status, honor, and glory to be won by "acing the course," and to do so requires the best of pilots/stokers and pit crew, all working together to get the most out of themselves and their machines.

This is not an easy spectator sport as the best views are to be had in remote, often sandy or muddy areas, thus something is demanded of the truly dedicated aficionado who wants to see it all. Spectators are advised to go equipped with sunscreen, rain gear, windbreaker, sunglasses, old shoes, hiking clothes, and to be willing to do some hiking and slogging through sand and mud to get to the good view points with the most potential for action. Our tandem bike was very helpful in permitting us to follow along the race route, or to outrun the sculptures where they had to follow difficult (you bet!) terrain, thus we were able to arrive at viewpoints unencumbered by a car that needed to be parked in extremely congested, limited parking areas.



The race starts on Saturday at noon, in the square at Arcata, CA, where a great crowd gathers to see the start. Good views are very limited by space and people. The best views and picture opportunities are to be found slightly down course, while the vehicles are still well-bunched. The very best pictures and views will be found at the centers of action, deadman's drops, slimy slope, and the bay and river crossings, which are generally off the road. Some planning and hiking is required in order to be in position ahead of the racers.

The Sunday morning brake and equipment test area offers fine picture and conversation opportunities, with easy access to the line of vehicles and crews as they wait to prove their possession of the proper gear and equipment...everyone with their teddy bear in evidence...prior to the start of the second day's heat. The route goes through downtown Eureka, thus testing the machines in the light Sunday morning traffic and giving the natives a fine chance to see them.







At the Humboldt Bay water crossing 7 miles south of Eureka, near Fields Landing, it is difficult to see the water entrance as too many people are gathered in too small an area. Long delays may develop while proper tides are awaited. The exit after the by crossing is on a wide beach where congestion is not a problem and, with field glasses, most of the water crossing can be observed. The actual exit from the water is easy to see. This second night, the racers spend camping out on the beach.

Monday morning is the Eel River crossing with its adjacent tidal mud flats and slimy slope. It is difficult to get to, but it is well worth the effort. Slimy slope, a rise of about 30 feet at a 30-degree to 40-degree angle, is the real test of the "all-terrain" capabilities of the machines. Here a large crowd participates by offering both physiological and physical assistance. All the sculptures get to the top one way or another, though many a spectator will be muddled in the effort.

The race ends Monday afternoon on the main street of Ferndale, where tired pilots, stokers, pit crews, and spectators will be seen to occasionally sip a beer while they await the judges decisions on the winners of the speed, engineering, and art categories. Of course, there is an over-all winner, the best of show, the GRAND CHAMPION KINETIC SCULPTURE. All the participants, win or lose, are covered with Honor and Glory, which, after all, is the purpose of this weekend outing.

Never have we been in such a large group of people, where everyone (officials, contestants, spectators, and townspeople) were having such a good time. The natives are very involved and eager to see that this zany, far-fetched and amazing experience is enjoyed to the fullest by all.

This area had good tourist accommodations with many motels and restaurants. More information is available from Hobart Brown, P.O. Box 916, Ferndale, CA 95536, Ph: (707)-725-3851. Arcata, Ferndale, and Eureka offer some interesting bike rides or walks, as there are many beautiful and well-preserved Victorian houses constructed during

the 1800's. These houses were built by the timber and shipping barons in Arcata and Eureka. The tiny town of Ferndale has a number of these charming houses with turret towers, bay windows, dormers, and "gingerbread" which were built by the dairy farmers who shipped their products to San Francisco in the early days and demonstrated their prosperity by building "Butter Palaces."

For a very different and interesting Memorial Day weekend (May 26-28), we suggest the WORLD CHAMPIONSHIP ALL-TERRAIN KINETIC SCULPTURE RACE.

Sam & Marjorie Cox  
P.O. Box 1476  
Tubac, AZ 85646

HUMBER & CO., LIMITED.



HUMBER No 5 ORDINARY TANDEM  
(Beeston Make).

This Tandem is now so well-known that it needs very little describing; we have, however, improved it where possible, and have adapted it so as to make the saddle and handles for rear rider adjustable to any reach; the front saddle and handles are also adjustable as before.

We can safely recommend this Machine as being the very fastest cycle on the road, and smoothest in running; it is beyond doubt the most suitable Tandem for lady and gentleman to ride together.

**SPECIFICATION.**

WHEELS.—Driver, 40 in.; back, 24 in.; direct spokes; best gum metal hubs; solid rims;  $\frac{1}{4}$  in. or  $\frac{1}{2}$  in. best red rubbers.

BEARINGS.—Balls to all parts except pedals.

FRAMEWORK, &c.—Of best weldless steel tube; rear handle bar bent to most comfortable shape; cranks adjustable from  $4\frac{1}{2}$  in. to  $6\frac{1}{2}$  in. throw; gearing 54 in., or to order; both saddles and handles adjustable to height of any riders; patent leather dressguard to front chain, making it impossible for lady's dress to become entangled.

BRAKE.—Powerful band acting on main axle; also very serviceable foot brake for rear rider.

FINISH.—Beautifully enamelled and lined; handle bar, cranks, pedals, and all bright parts highly nickel plated; sent out with plain rubber pedals, saddle, oil can, and necessary wrenches.

**PRICE, £32.**

Extras.—Hollow Rims, 30s. Ball Pedals, 15s. each pair.

Beeston, Coventry and Wolverhampton.





## CLASSIFIEDS

**WANTED:** Tandem with 19" or smaller captain's frame (30" or less standover height). Prefer All-Terrain, will consider road if the price is right! We also need a child stoker kit. Husband is putting older child in my stoker position & plans on me towing younger. Help me keep up! Karen Garner, P.O. Box 261, Shenandoah, IA 51601 03/90.

**FOR SALE:** 1983 23x23 Eisentraut Tandem. Campy drive train & Brake levers. New Shimano Dura- Ace calipers. Phil Wood hubs/Super Champion Rims. Remains of Albert's hand-constructed disk brake/disk. Bike is a twin to the tandem frame Albert built in the 70's for a cross-country tandem record attempt. \$2500. Pat Kline, 658 Wildcat Canyon Road, Berkeley, CA 94708. ph: (415)-526-7315 03/90

**FOR SALE:** 1988 Kuwahara Tandem. Must sell, too small for stoker. 25x22.5, Blue w/white fade paint. Sugino VP cranks, Indexed bar-cons, DiaCompe brakes, Mavic Rims, DT spokes, Look pedals, Vetta Gel Saddles, Cyclocomputer, 7 bottles and cages, Kevlar belted tires, rack, Silca pump. Absolutely the best condition! \$1900.00 firm. Call Greg Hall (714)-534-5953 anytime. 03/90

**FOR SALE:** 1989 Burley Duet 20.5x18.5. All original equipment including optional rear drum. One scratch on stoker top tube, otherwise like brand new. Ready to go. Must sell. \$1100.00. Call Steve or Nancy @ (815)-338-4152 evenings. 03/90

**FOR SALE:** 1986 Santana Arriva, 24x21. Radiant Red powder paint, with SR cranks, Specialized stems, 48-spoke wheels, non-indexing bar-cons, rear rack, & Arai drum brake. Very good condition. \$1550 OBO. Mel Kornbluh, RR#8, Box 319-E, Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104 03/90

**FOR SALE:** 1986 Santana Sovereign, 21x19. Silver Imron. Stronglight Crankset. Santana front & rear stems. 48-spoke wheels. Sealed BB. Bar-cons, two computers, stoker pegs, drum brake. Very good condition. Asking \$2100. Contact Mel or Barbara Kornbluh, RR#8, Box 319-E, Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104 03/90

**FOR SALE:** Bicycle trailer by Bike Burro. Holds two children and/or a lot of gear. Complete with children's seat belts, a rain/sun cover, and two trailer hitches. Never used. Well-designed and constructed. Approximate weight is 20 pounds. \$225. Joe Galloway, 30 Ardsley Road, Binghamton, NY 13904. Ph: (607)-723-9765 05/90

**FOR SALE:** Counterpoint Opus III tandem, 58cm, perfect condition. Deore XT derailleurs and cantilevers. Arai drum brake and custom front rack. Can use either mountain bike or road wheels. Choice of pedals. Frosted salmon color. \$2400. Karen or Jon (602)-778-0602 05/90

**FOR SALE:** Santana Classic, 25x22, Sonoma Burgundy. Phil Wood Hubs & BB's. Shimano SE Disk & Deore Cantilevers. Brooks saddles, KKT ProAce pedals. SunTour derailleurs, Cannondale bottles & cages. Blackburn racks & panniers & more! I even have spare parts-T A cranks, extra rims, brake pads. Less than 1500 miles. Asking \$1800 + freight. Sid Russak, 5800 South Kearney, Englewood, CO 80111. Ph: (303)-773-3434 05/90

**FOR SALE:** 24x22 18-speed tandem by Mike Melton. Columbus & Ishiwata tubing in Flame Red Imron with all braze-ons. Sugino Maxi Tandem Triple, Lyotard pedals, SunTour Cyclone II rear derailleur & Mountech front Derailleur. Phil Wood hubs & Campy Nuovo Record headset. \$900 OBO. Mel Leach. Ph: (301)-398-3418 05/90

**FOR SALE:** 1987 Santana Elan. 21x19. Light blue with clear coat. Fillet Brazed frame (not TIG-welded). Direct Lateral. Columbus Double-butted tubeset throughout. 48-spoke wheels, Sealed hubs & BB's. Shimano Cantilevers & Arai Drum Brake. Shimano Deore XT 21-speed transmission. Cinelli 1A stem. Avocet cyclocomputer. Over \$400 in Upgrades & Accessories. 800 miles. Like New. \$1475. Bruce Reynolds, 716 Douglas Avenue, Wintersville, OH 43952 05/90

**FOR SALE:** Gitane touring tandem, 23x22. All components upgraded. Shimano Deore XT f/r, SunTour New Winner Pro 7-sp f/w, SunTour Barcon shifters, Mafac cantilevers f/r with Shimano Deore XT pads, Atom drum hub brake, Mavic 40-





spoke wheels, Specialized turbo touring 700x32c tires, adjustable stoker stem. Well-maintained in excellent condition. Deep metallic purple paint. \$900. Must sell. New Borthwick on order. Tim Graham, 2220 Loch Haven Drive, Plano, TX 75023. Ph: (214)-519-0816 05/90

**HELP OFFERED:** Touring England in 1990? let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England 03/90

**WANTED:** Objective roadtests, with photos, of tandems by built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

**WANTED:** Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, 2220 Vanessa Drive Birmingham, AL 35242-4430.

-----  
Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds are free to TCA Members.

## TCA DEALER MEMBERS

**RICHARDSON BIKE MART.** 26 Years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. Santana-Schwinn-Burley-Rodriguez American. 84 Dal-Rich Village, Richardson, TX 75080. Ph: (214)-231-3993 03/90

**PEDAL POWER, INC.** One of Georgia's only tandem dealers. We sell parts, accessories, and complete tandems. 5295-V Highway 78, Stone Mountain, GA 30087. Ph: (404)-498-BIKE. 05/90

**I. M. MOTION BICYCLES.** See/test ride the Burley "Duet" Tandem. 64 Dorman Avenue, San Francisco, CA 94124. Glen Quan, Proprietor. Ph: (415)-648-1985. 05/90

**SOURCE BICYCLE SHOP.** 35229 State Rd 54W, Zephyrhills, FL 33541-1941. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/90

**TANDEM, LIMITED.** Quality tandems from the USA and England. Many tandems in stock. Demonstrations and test rides by appointment. Tandem parts and accessories, too. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 09/90

**EUROPA CYCLES.** Quality tandems by Cannondale, Burley, Santana, and more. Experience a test ride with our consultants, Russ & Cindy. 4018 University Avenue, Waterloo, IA 50701. Ph: (319)-266-9505 (evenings and weekends). 09/90

**TANDEM EAST** A complete tandem shop. Demonstration rides by appointment. Sales-Service-Parts & More. Burley-Santana-Cannondale. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 01/91

**CYCLO-PEDIA, Inc.** Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. Free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (800)-678-1021. 03/91

**TOGETHER TANDEM!** Sales & rentals of touring and MTB tandems. Santana, Rodriguez, Sterling, Gitane, Kuwahara, and low-cost trail tanems. Clothing and accessories. 1624 So. Lemay, Suite 11, Ft. Collins, CO 80525. Ph: (800)-747-2719 03/91

-----  
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 classified ad in each issue of *DoubleTalk* while you are a member. Send a SASE to Jack and Susan Goertz, Editors, *DoubleTalk*, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.

-----  
Rates for display ads available upon request. Send a SASE to the Editors.





## WIN \$2000

### Santana Sweetens the Pot in the Burley Duet Cycling Classic

Santana will award an extra \$2,000 to the winning team of the Burley Duet Cycling Classic, if they complete and win the race on any model of Santana tandem. The Duet Cycling Classic is a six-day, seven-event, tandem-stage race scheduled for June 29 through July 4, 1990, in and around Eugene, OR.

In order for a team to collect the special \$2,000 bonus award, the team must compete in each of the seven stages of the event in the Senior Category-Tandem class. Verification of this will be made either by Santana personnel or a Santana dealer who will be present at the event.

The Duet Cycling Classic was launched in 1988 as a three-day, four-stage event. The 1989 event was enlarged to four days and five events. The upcoming event, spanning six days and seven events, will cover 300 miles in the Eugene/Salem area of Oregon. In addition to the racing events, there will also be several exhibition events, including a game of mountain bike field polo and a two-man single-bike team pitted against tandems in a time trial. The major sponsor and founder of the event is the Burley Design Cooperative of Eugene, OR.

Race organizers will also offer special prizes from other categories in addition to the overall winners, added Russell Morton at Burley. These will include the lightest tandem, the longest tandem, the most colors, and several other distinctions.

"We always draw a fair amount of spectators," Morton continued, "and there is always an interesting collection of tandems."

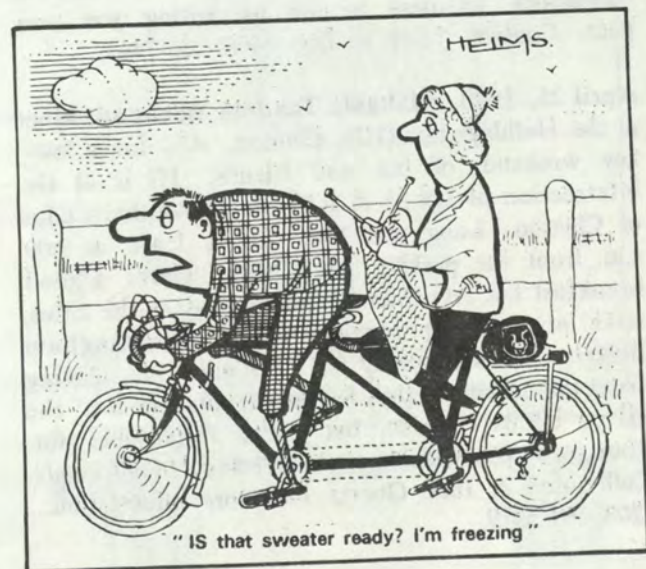
Morton said that the basic course of the race starts in Eugene, travels to Salem, and then back down to Eugene, ending in Cottage Grove.

The Senior Category includes male, female, and mixed teams. Last year's third-place overall winner was a mixed team. The Santana award will be specifically for the overall winner in the Senior category.

In addition to the senior category there is also another tandem category open to less competitive teams. The race lengths for this class will be shorter. All events are USCF-sanctioned, Morton said.

"Santana has had a long history of sponsorship and involvement in competitive tandem events," explained Bill McCready, founder and president of Santana Cycles, Inc. "Teams on Santana tandems have won dozens of events and set many time and distance records. This \$2,000 prize incentive for a Santana team is the latest part of our on-going mission to support tandem bicycle riders, not only by providing them with quality machines, but by rewarding Santana owners who compete and win."

Although it has not yet been finalized, race entry fees are now estimated at around \$60/team in the Senior categories, and \$30/team in all other classes. Inquiries may be made to Russell Morton at Burley Design, 4080 Stewart Road, Eugene, OR 97402.







## TANDEM CALENDAR 1990

March 3, 1990. **BART's Ride the Rio Vista.** 40 miles of flat. Meet 10:00 a.m. on Main Street in Rio Vista for a flat ride to Locke and back. Lunch in Locke. John & Sandy @ (415)-728-7801.

March 17, 1990. **BART's St. Patrick's Day Ride.** 'Tis the day for the Irish (and everyone else) to be tandeming. Ride the green hills of Morgan Hill and Gilroy to the wineries in search of green bottles with tantalizing aromas. Moderate pace which may be reduced to leisurely pace after wine imbibing. 35-40 miles. Start @ 10:00 a.m. from the Quail Canyon Inn at Calero Reservoir in South San Jose. Bring a lunch to eat at the winery. Terri & Bob (408)-356-7443.

March 18, 1990. **DOUBLE DATES' Tour of Bristol (TX).** John McManus & Anne Leon. ph: (214)-321-6085 for more info.

March 25, 1990. **BART's Beginners' Tandem Ride.** Meet at Downing Center Parking Lot, corner of Union Avenue & Los Gatos/Almaden Roads, Los Gatos, one mile south of Blossom Hill Road. The 8:00 a.m. group is for beginners' only, but experienced riders may join us. We will ride 10 miles round trip to breakfast, slow and flat. Return to starting point to regroup with other riders in search of some rolling hills. New tandem enthusiasts welcome to join us, setting your own pace. Contact Terri & Bob (408)-356-7443.

April 21, 1990. **Alabama Tandem Weekend.** Meet at the Holiday Inn (HI), Clanton, AL, for a low-key weekend of fun and friends. HI is at the intersection of US 31 & I-65 on the southern edge of Clanton. Long and Short Rides leave at 9:00 a.m. from the parking lot. The HI serves a good breakfast for less than \$5/person. After the rides, stick around for pizza. Join the Birmingham Bicycle Club on Sunday for a 75-mile ride, leaving from the Clanton High School, 1 mile north of the HI on US 31. No fee, but you're responsible for your own reservations at the HI and for all meals. Call Susan & Jack Goertz for more information. (205)-991-5519.

April 28-29, 1990. **HATS' (Houston Area Tandem Society) Salado (TX) Weekend.** Fun and great rides in the country! ph: (713)-668-5972 for more info.

Late April or Early May. **Spring Tandem Fling in FL.** St. Augustine, FL. SASE to Thom Thaldorf, 58 1/2 San Marco Avenue, St. Augustine, FL 32084. (904)-829-8133.

May 12, 1990. **Double Dates' Tour of Joe Pool Lake (TX).** Time to be announced. One of the Dallas' areas favorite rides. Dennis and Carolyn Nichols. ph: (817)-548-1103

May 19, 1990. **4th Annual Miami Valley Tandem Rally'90.** Waynesville, OH. A one-day rally in the heart of the Miami (OH) River Valley. Stay through Sunday and take part in the Huffman 100. For more information about the MVTR'90, send an SASE to Miami Valley Tandem Rally, 933 Kenosha Drive, Kettering, OH 45429.

May 26-28, 1990. **Northwest Tandem Rally.** Baker, OR. More information as it becomes available. Would someone please send some information to Doubletalk?

May 26-June 2, 1990. **International Tandem Week.** Slijk-Ewijk, Netherlands. Limited to 100 tandems. SAE (with ample funds for return postage, please) to Luud Steenberg & Marjan Hartog, Bankaplein 12, 3531 HL Utrecht, Netherlands. tel 030 937851.

July 27-29, 1990. **Truce Weekend #4.** Stevens' Point, WI. A weekend of friendship, carousing, and riding, with tours to Stevens Point Brewery, Dairy Star Cheese Factory, and more! SASE to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481. Phone (715)-344-2732. Limited to the first 50 teams.

July 28-29-August 3, 1990. **Berkshire Pre-Tour (of the ETR).** Tour the scenic Berkshire hills of western MA & CT and enjoy the cultural attractions of the area such as the outdoor





Shakespeare Theatre. Get acquainted at an evening picnic at Tanglewood (summer home of the BSO). Around 50 miles per day with hills to enjoy fine dining at night. Limited to approximately 10 teams. For more information, send SASE to Sue & Al Berzinis, 178 Hubbard St., Lenox, MA 01240

July 30-August 2, 1990. **Family Tandem Pre-Tour (to ETR'90)**. Hadley, MA. Three days of easy rides and fun geared to (but not limited to) families with "kiddy-backs" and "Buggers". Plans include swimming, hayrides, playgrounds, and a visit to Old Sturbridge Village (a recreated 1830's New England Village). Send a SASE to Frank & Cindy Rosen, 28 Sherwood Drive, Belchertown, MA, 01007. (Phone 413-323- 7997).

August 3-5, 1990. **Eastern Tandem Rally**. University of Massachusetts- Amherst. For more information, send a SASE to Al Shane & Marion Gorham, RFD#3, Two Mile Road, Amherst, MA 01002.

August 6-12, 1990. **ETR Post-Tour** through the winding countryside of central MA. The tour will begin and end in Sturbridge, MA, a short one-hour automobile ride from Amherst. The cost will be approximately \$550/team (a price increase may occur if sag-service is provided). The fee includes



six nights accommodations, four breakfasts, and a dinner at the at Victorian Barre Hotel. Except for a two-night stay at the Chockset Inn, we'll be at a different Inn each night. Mileage can vary from 30-100+ miles. If your are interested, a \$300 deposit is due NOW. Contact Jerry & Lois Jacobs, 48 Stark Road, Worcester, MA, 01602 (508)-752-4966 for more information.

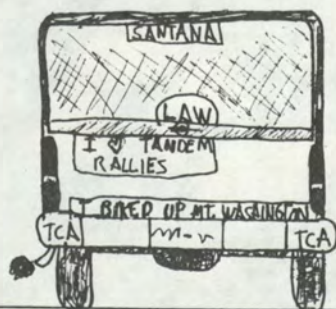
August 31-September 3, 1990. **Midwest Tandem Rally**. Minneapolis, MN. Send a SASE to Midwest Tandem Rally'90, P.O. Box 1012, Minnetonka, MN 55345

November 2-4, 1990. **Southern Tandem Rally**. Mt. Dora, FL. Send a SASE to Tom & Margaret Flick, 7606 Brisbane Court, Orlando, FL 32811

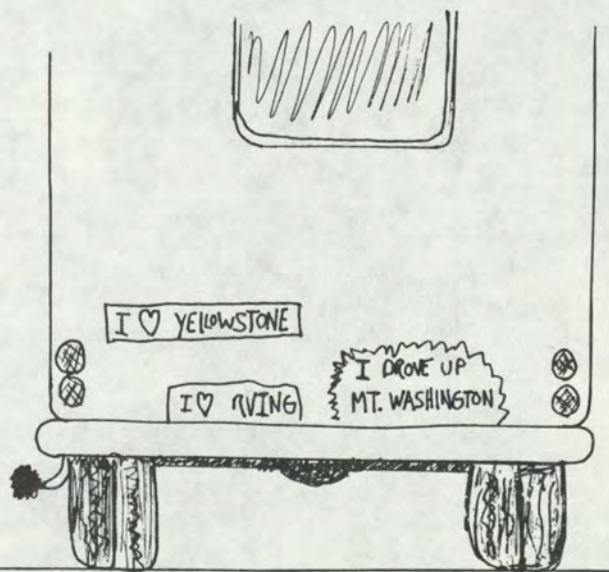
Have a tandem ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes!

Best yet, the listing is free!

Please limit your TCA Calendar listings to TANDEM-specific events, or tours/races with tandem classes. Thanks.--the Editors



Scott Hoffman







## TANDEM RACES -- 1990

March 4, 1990. **Beaverton Bicycle Club 2-person Time Trial vs. Tandems.** Beaverton, OR.

March 11, 1990. **Pre-Formula 1 Circuit Race.** Phoenix, AZ (tentative).

April 1, 1990. **Piece of Cake Road Race.** Halsey, OR (Flat, windy, rough).

April 8, 1990. **Lowell Park Road Race.** Lowell, OR (Rolling hills & very fast - still in the planning stages).

June 17, 1990. **Mt. Tabor Criterium.** Portland, OR (Hilly!)

June 29-July 4, 1990. **3rd Burley Duet Cycling Classic.** The only Tandem Bicycle Stage Race in the US. Eugene, Salem, Springfield, Brownsville, Cottage Grove, OR. \$6000 prize list puts this on par with other major tandem events around the world.

August 12, 1990. **Centralia Criterium.** Centralia, WA. (Flat & fast course)

August 19, 1990. **Mt. Hood Loop Criterium.** Rippling Rivers, OR. (Flat & fast)

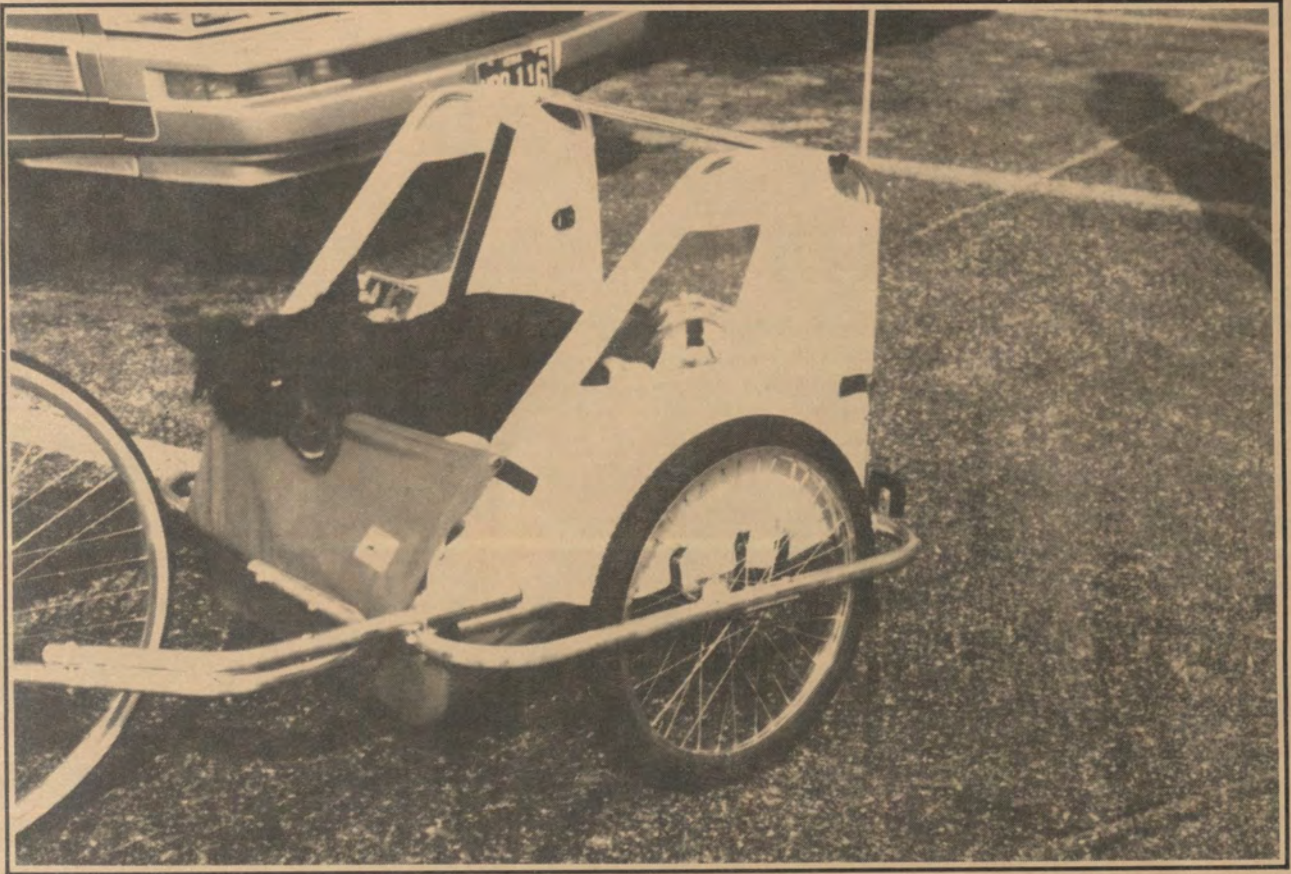
August 26, 1990. **Northwest Tandem Road Race Final.** Salem, OR. (Hilly).

September 2, 1990. **Sears Point International Cycling Championships,** Sonoma, CA. (tentative for now).

For information about tandem racing, please contact Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.



THE LAST PAGE





NORTHWEST ☆ RALLY

MIDWEST ☆ RALLY

EASTERN

COLUMBUS

SOUTHERN



One way



Membership

Please fill out the membership form and mail with a check made payable to:

Tandem Club of America  
Malcolm Boyd & Judy Allison  
19 Lakeside Drive  
Medford, NJ 08055

Dues

- United States . . . . . \$10.00
- Canada . . . . . \$13.00
- Other International . . \$16.00

All dues are quoted in U.S. Dollars



Burley Design Cooperative

