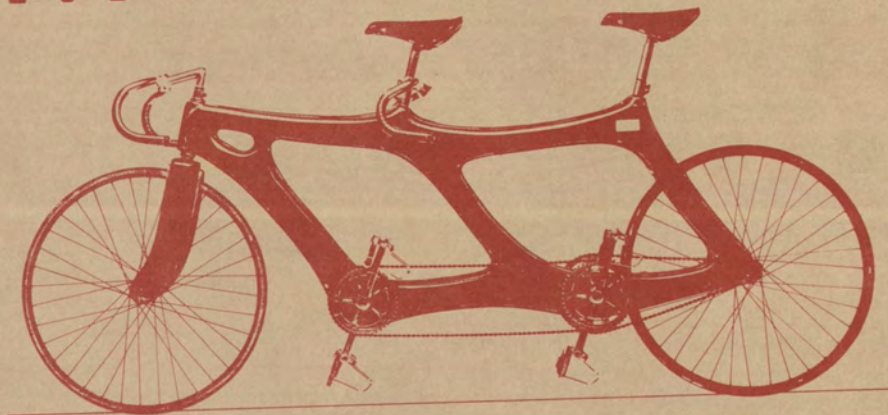


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



MAY-JUNE
1990

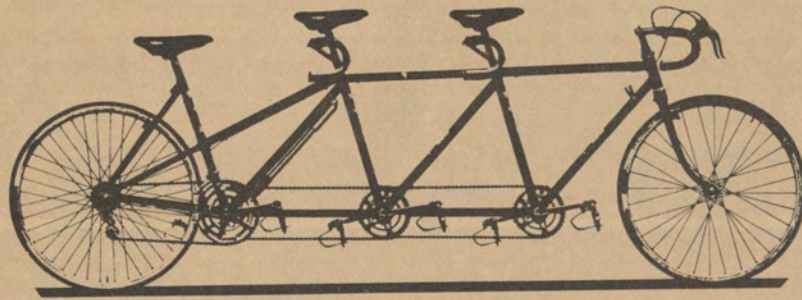
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

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& Harriet Fell & Tova & George
384 Linwood Avenue
Newtonville, MA 02160

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DOUBLE TALK

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DEADLINE FOR THE JULY-AUGUST ISSUE OF DOUBLETALK IS JUNE 30, 1990

FROM THE EDITOR

By now, everyone should be aware that renewals and new memberships should be sent to Malcolm Boyd and Judy Allison, 19 Lakeside Drive NW, Medford, NJ 08055, and not to Malcolm and Jean Smith. Sending money to Mal and Jean, instead of to Malcolm and Judy, will only delay the processing of your memberships, and we hope that none of you want to miss any of the coming issues of Doubletalk! We'd also like to remind everyone that the dues for a year's membership are \$10.00 for US members, \$13.00 for Canadian members, and \$16.00 for other memberships. These have been the rates for over a year now, so please send in the correct amount. Malcolm and Judy have stated that they will take multi-year renewals (and my membership program can handle it), so it's okay to send in more money (in the proper multiples, of course), but please don't send in for less than a full year!

Spring has been in full bloom, with short bursts of winter intermixed, for over two months now in Alabama. That means that Susan and I have been busy getting in shape for this year's tandem season. We hope to make several of the tandem rallies that are advertising in this issue. We wish we could make all of them, but business obligations (somehow we've grown fond of eating) prevent that. Anyway, everyone should check out the Tandem Events Calendar and choose a rally or a ride in your area. Passing through an area? Take your tandem with you and join one of the local tandem groups. There are now organized -- in various degrees -- tandem groups in many parts of the country. And they all welcome out-of-town guests. Check the January-February issue of Doubletalk for a listing of the clubs.

Tandems are finally beginning to flow from the dealers again, after a long dry spell. Unfortunately, I'm hearing that many manufacturers and frame-builders are already sold out of their production well into the summer months. If you are considering a new tandem this year, you might

want to check with your dealer and see if he or she has any left that aren't yet spoken for.

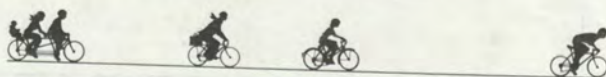
Watch your newstands for the July issue of Bicycling. There is a very strong rumor that it will have a large portion of the magazine dedicated to the sport of tandeming. Susan and I think it's great how tandems are becoming respectable throughout the country. In March, April, and May, tandems and TCA members have been featured in articles that have appeared in Cycling (the USCF magazine), the Washington Post, and the New York Times. And these are just the ones we know about. We also hear through the grapevine that USA Today may feature tandem cycling in an upcoming weekend edition, possibly in a June issue. Watch for it!

Time to close out this column. The printer is waiting, and we don't want to keep the loyal TCA members from getting this issue of DoubleTalk.

See you on the road!



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LETTERS TO DOUBLETALK

Dear Doubletalk,

The membership issue prompts me to offer an invitation to any Tandem Club of America members who are touring the U.K. to visit us here in Oxford. Best would be to time the visit to Oxford to coincide with the fourth Sunday of the month. This is when we, as regional organisers of the Tandem Club (of the U.K.) have a ride starting from Oxford, and it would be really good to meet TCA members. We look forward to meeting you!

Stephen Stuart & Fiona Hedges
51 Hill View Road
Oxford OX2 0DA
United Kingdom

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

Dear Doubletalk,

We received many useful suggestions in reply to our questions about kids, trailers, and helmets, and we would like to publicly thank everyone who wrote.

Also, someone wrote to us last year or early this year, asking about various trailers. They were concerned, for aesthetic reasons, since they were the proud owners of a custom tandem. We lost their address, however, so here is our belated reply:

We don't think there is anything on the market that looks sleek and/or stylish, except perhaps a Cannondale Bugger. We like our Burley because our daughter faces us, and it is versatile, with a clear plastic window or screen covers for varying weather conditions. However, beauty is in the eye of the beholder.

Bicycling magazine had an article about trailers last year, and We think *Bicycle Guide* did also, but none of the trailers reviewed were "Ferraris". You could always make your own aluminum frame and stretch some Lycra over it, if that is what you are looking for.

We think you'll feel wonderful enough from having the family along and from all the positive comments of others so that the actual looks of the trailer won't really matter, anyway. If you come up with something really novel, We'd like to hear about (ED: So would all the readers of Doubletalk).

Mark & Mary Buchwalder
1781 Sunnymead Road
Xenia, OH 45385

Dear Doubletalk,

We have been around since TCA was a little over 300 couples and have seen Doubletalk grow to an outstanding magazine. We never fail to learn



something new about tandeming or about places to tandem. Every issue gets bigger and better!

However, the increase in membership and the increase in size of the magazine increases the workload on the Editors and our Treasurers. Isn't there something that the club could do to make their job easier? After all, like most of us, they all have full time jobs, or operate businesses (or both).

We'd like to thank the volunteers that make it such a fine organization, and especially to our just-retired (from TCA Office) treasurers, Malcolm and Jean Smith. They've done much to make it all work.

Sincerely,
Joan and Duane Dennis
Walla Walla, WA 99362

Dear Doubletalk,

I'd like to comment on the letter from Tim Kehoe of Edmonton. Tim was asking about mountain tandems. My girlfriend and I bought a Santana Cilantro mountain tandem last October, and we absolutely love it! It is a blast to ride, either on- or off-road. We both love mountain biking, so we did not even consider buying a road tandem (so I can't give valid comparisons between the two types). We did look at a Burley "Rock'N'Roll" but we did not like the way the bottom tube was open at the back end. Since we frequently ride fire roads that involve stream crossing, we did not want to have a bike that could possibly have water getting up inside the tubes and end up causing corrosion. We test rode several bikes, and finally decided on the Cilantro. The Santana Picante was great, too, but we just couldn't afford the additional \$1k or so that it would have cost.

We have about 1000 miles on our Cilantro now, about 1/3 of which is off-road mileage, and we love the bike. We had some initial problems with the SunTour drivetrain during the first month. This was solved by replacing a defective cable housing for the rear derailleur cable, and by replacing the original rear chain with the new Sedisport ATB

chain. This new chain worked wonders with the shifting, and I highly recommend it to anyone who may have been having shifting problems with wide-range gears. Just make sure to get the new "ATB" chain, not the earlier "Sedistraveller" mountain bike chain, which did not seem to me to be very good when I tried one on one of my single ATB's.

Riding the tandem off-road is only a little bit different than riding a single. The biggest difference is that the wheelbase is longer. This gives a wider turning radius, and requires a bit more planning ahead and scanning of the trails to pick your line. The weight of the bike and riders makes it nearly impossible to jump over any obstacles or to make sudden or hard turns and corrections in respect to unexpected trail situations, so the captain must plan farther ahead. If you make a change from your planned track, it may take a couple of S-turns to get the bike back to the path you want. It is not anything hazardous, just something that goes with the added size and weight of a tandem as compared to a single bike. Climbing on the tandem is not any more difficult than climbing with our singles. Actually, we can climb nearly as fast as I do on my single ATB, and faster than my girlfriend can do with her single. On downhills, in addition to the preplanning mentioned above, it is important to always keep your speed under control. On steep descents, the weight of the bike and riders can make for extremely fast acceleration if the brakes are not used almost continuously. Since most of the fire roads we ride on out here in Southern California have a great deal of rocks, ruts, gravel, and sharp turns, downhill can be quite exciting. As a consequence, it is very important to keep the speed under control. On long descents in the dirt, my hands often become numb or cramped from holding the brakes on. But, again, I consider this to be just one of the normalities of riding a tandem. I am not sure if a drag brake would be very helpful or safe to use on long descents on our local fire roads and trails, as the loose surfaces and constantly changing conditions require quick changes in braking and shifting to ride smoothly.

My girlfriend and I love our tandem, especially when we take it off-road. It balances out our riding abilities, and allows us to truly share the riding. Another benefit is that when we encounter any



wildlife, such as deer, birds, etcetera, we are both in a position to see it and share the excitement together. On our single bikes, the one of us who was out in the lead would often see some beautiful animals, but they would be gone by the time the other rider caught up.

We enjoy riding our mountain tandem on the pavement, of course. It does surprisingly well, even with the Specialized Ground Control dirt tires. We have a set of Specialized Fat Boy slicks that we use for our longer-distance road rides, but the knobbies are what we use about 90% of the time. We plan to use the bike on the Grand Canyon-to-Mexico Tour in Arizona later this year. We will use the slicks for the tour, since it will be over 600 miles on the road. I am considering installing a set of clip-on aerodynamic handlebars for the tour, since the mountain bike bars by themselves are not very aerodynamic or comfortable for long rides.

Thanks for letting me have my say. As you can tell, I highly recommend mountain tandems. They open up so many more possibilities than a mere road bike has, at only a slight compromise in speed and weight. We surely do love our Cilantro!

Best wishes,
Willard T. Wheeler
660 Wedgewood Avenue, #14
Upland, CA 91786

Dear Doubletalk,

Hello from Down Under! Sue and I are keen tandem riders and we saw your advert in the Tandem Club (of the UK) Journal. We joined the TC (of the UK) three years ago as we had taken a year's leave from our teaching jobs and decided to spend six months of 1988 tandeming around Europe. As you can imagine, we had a great time together and some of our most memorable moments were spent with other TC (of the UK) members cycling along the country lanes that are within easy reach of London. We made particular friends with the Touring Secretary of the TC -- Chris Davidson -- and his wife Jenny. In April they are coming to NZ for a few weeks cycling and then

heading on to the USA to spend time taking in the spectacular sights of the American West.

Sue and I were both experienced cyclotourists, but we had done very little tandeming before leaving for the UK. However we decided to buy a custom-made bike as we needed a 24.5x21.5 frame, and there are not as available in the UK as they are in the USA. After much long-distance letter writing to a variety of frame builders we placed an order with Tony Oliver. He lives in North Wales and runs a small but very popular business from an old farmhouse. He built us a beautiful marathon frame that took us along a very convoluted journey from Amsterdam to the Greek islands. At the end of 1988 we shipped the bike back to NZ as we had to resume our jobs (unfortunately!).

We are planning on making a three or four week trip to CA in August and would like to have information about tandeming in that particular area. We'd also like to hear from any other TCA members you may have in NZ. I think that there are 8 TC (of the UK) members in this country.

Summer is slowly drawing to a close, although it is still 84 F today. Already we are looking forward to the California sun, and to hearing from TCA members soon.

Douglas Harre & Sue Allard
18 Marriner Street, Sumner
Christchurch 8
New Zealand

Dear Doubletalk,

My wife and I are new TCA members and are planning a tandem transcontinental tour of the US this summer. Our plans are to follow the Bikecentennial Northern Tier route. This route includes traveling through the following states: WA, ID, MT, ND, MN, IA, IL, IN, OH, PA, NY, VT, NH, and ME.

If you would like to (a) Join us, (b) ride along with us for part of the tour, or (c) meet in your



local area, we would enjoy meeting and riding with fellow tandemists.

We are planning to leave Seattle, WA, on June 20, 1990 and reach our destination (Bar Harbor, ME) by September 20, 1990. If you are interested, please write or call soon.

Dennis Fansler
704 Elm Court
Paso Robles, CA 93446
(805)-238-7508

Dear Doubletalk,

This is really an answer to Sherry & Charlie's letter in the March-April issue of Doubletalk, but it may be of interest to other new tandem teams who are just starting out.

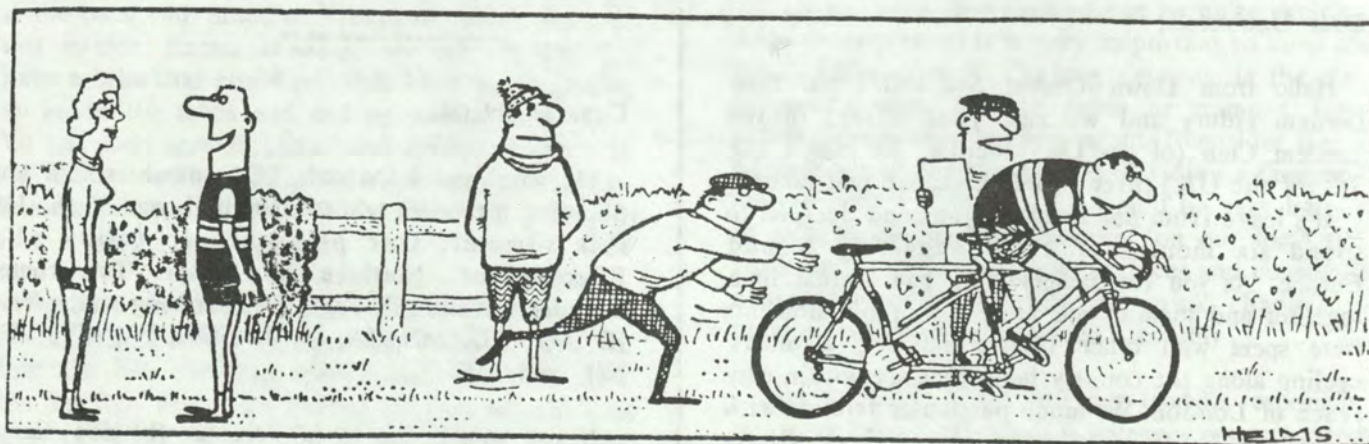
Don't worry about speed, although most tandem riders we know average 15 to 18 miles per hour. The most important consideration is how many miles you ride, not how fast. Ride several times a week, and keep increasing your mileage. You will probably also find your speed increasing, but concentrate on how far you go, not how fast.

The other important factor is "quality cycling." This is a term which I'm inventing as I write this

letter, so I may have a difficult time defining it. It basically consists of finding out what type of riding you enjoy most, and then simply doing it. We may have more types of riding available in Dallas than you have in Kirbyville: club vs individual, city vs country, and so forth. but you still have lots of selections: fast vs leisurely, early morning vs late afternoon, solo vs tandem, road vs off-road cycling, and so forth. Our favorite ride starts with "sleeping in" on the weekend (To us, that means we get to sleep until 7:00 a.m.), having a light breakfast, and then exploring new country roads and small towns near Dallas. We always find a cafe for lunch, and then return early enough to mow the lawn, do the grocery shopping, etcetera. I suggest you investigate county maps available from the Texas Highway Department. They are your key to lightly traveled, paved roads.

Our tandem was an anniversary present, our first anniversary, last September. The 1400 miles we have put in so far are enjoyable beyond our wildest dreams. We are looking forward to a 9-day tour in Oregon in July. As Anne says, "This is the best purchase we've ever made." We hope you will find yours likewise enjoyable.

Anne Leon & John McManus
Dallas, TX 75250





...Lynn's problem of an uncomfortable seat is not uniquely hers. It is universal, and at one time or another all long distance bike riders suffer it. Remember the year that John Marino had to drop out of the RAAM after 4 days because he couldn't ride and keep an icepack on his crotch at the same time?

Editors' Note: Lynn Colwell put out a plea for information/suggestions about her uncomfortable saddle on her tandem. As expected, TCA members from all over responded with many good suggestions. Here are some excerpts.

Dear Doubletalk,

...the seat I am telling you about is the "Bummer". This is a sling saddle that used to be advertised heavily in *Bicycling* 3-4 years ago, but *Bicycling's* rates got to be very expensive. I called 4-5 months ago, and lo & behold! The company (H.M.C. Products, 56849 Rice -- P.O. Box E, New Hudson, MI, ph: 313/427-2530) is still in business, and they are still exploring new changes.

Dave & Bev Drummond
Pineville, LA

...Lynn must have been begging to hear about our tandem. Our tandem is the Counterpoint Opus II. It looks kind of crazy, but it sure does work. I have no pressure on my hands at all. I have a clear vision of everything (I take most of the pictures--without even stopping sometimes), and I never have the sore butt problems others get. And I don't have to pedal the same pace as my captain.

Bonnie Read
Counterpoint Opus II #9

We found that this problem became more severe with the advancing years, something about a reduction in "fatty tissue" and loss of elasticity, and recently accelerated our search for a way to ease the pain. In so doing, we tried every possible solution, including the articulated seat and a sling type seat called the bummer, none of which represented more than a waste of time and money for us.

The "Geriatric Jalopy" is our solution, admittedly a very drastic one, but one with which we are completely happy. The back-supported, padded seats are a trur joy and continue to be comfortable to the end of our longest rips. It's a pretty far out bike, and clearly it's not for everyone, but it is the ultimate and complete solution to long distance crotchitis, the upright riding position relieves the neck strain, and because of the driferent hand position, we no longer experience any hand, palm, or wrist trauma. In fact, we no longer wear gloves.

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

Dear Doubletalk,

Thanks for publishing my letter in the March-April issue. I received many replies to THE SEAT PROBLEM. The all bear looking into, and I intend



to do just that. The amazing thing is that almost everyone suggested a different solution. So I have some to try, and one day, when my problem is solved (can you tell I'm an optimist?), I'll write an article and share my tales of joy. Mainly I want all the TCA members to know how much I appreciate their letters and comments.

Lynn Colwell
Tucson, AZ

Dear Doubletalk,

I'd like to put in a plea for tandem clip art, especially art similar to that found in the TCA membership brochure. Ill recycle such art into goodies for tandem enthusiasts.

Karen Missavage
Box 2566T
Ann Arbor, MI 48106

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.

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:

March - April, 1990
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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



Pete Penseyres and Lon Haldeman set the Transcontinental Tandem Record.

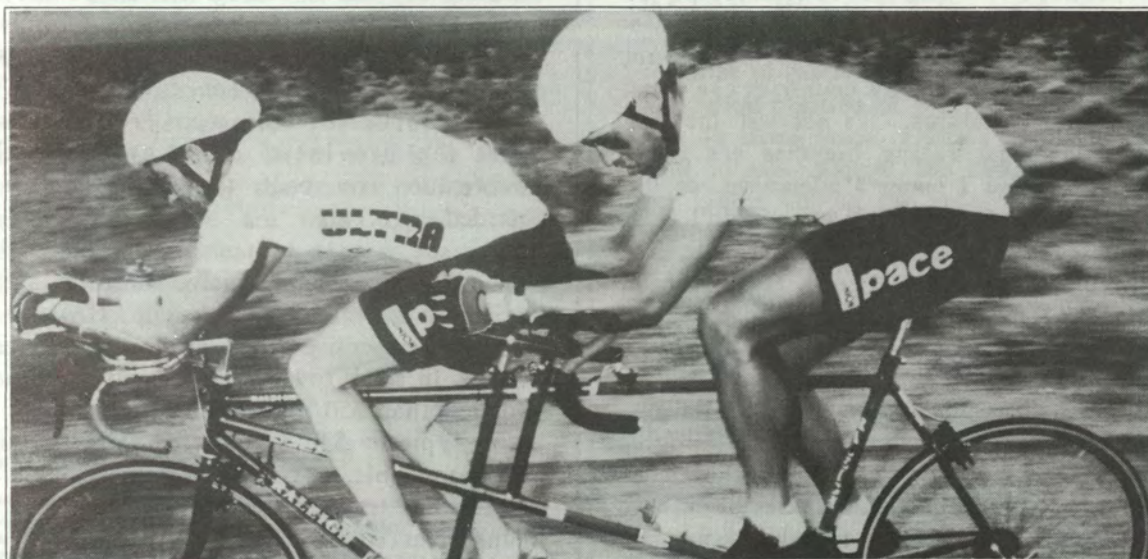


photo by Ross Sturdevant

"You don't need to ride from Huntington Beach, California to Atlantic City to appreciate the performance of the Mathauser Hydraulic brakes.

The Mathauser brakes were powerful enough to stop our tandem as easily as a single bike, even with our hands on the hoods.

The brakes provided perfect control without grabbing or skidding. Even on sand covered descents we could stop the tandem without locking the wheels.

The power of the Mathauser Hydraulic brake totally eliminates the need for a disk brake."

Pete and Lon

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TOURING CYCLING'S HOLY LAND: ITALY BY TANDEM

Catholics have the Vatican, Moslems have Mecca, and bicyclists have Italy. After a week of tandem touring in Northern Italy, I finally understand why Italy is the land of legend among cyclists. It's not just the scenery -- the Slovenian Alps of Yugoslavia are just as spectacular as the Italian Alps, but almost no one cycles in Slovenia. It's not just Italy's good roads -- many countries can boast of equal or better roadways. It's not just the fact that the world's best racing bicycles are made there. My stoker and I made a pilgrimage to the famous Campagnolo factory, and we couldn't even get past the security guard at the front gate. It's not only the incredibly delicious food, although food is definitely one factor: Italian pasta and pastries are the ideal fuel to propel one's tandem over mountain passes. No, the real attraction of cycling in Italy is the Italians themselves, for the Italians are bike lovers like no other people on earth. Sure, billions of Chinese ride bicycles because they have to, and thousands of Dutch ride bicycles because it is so practical, but the Italians ride bikes for the sheer joy of it. Everywhere we went in Italy we saw people of every age, every class, every description, riding bicycles of every type imaginable (although we saw no other tandems). When we ride our Santana through small towns in Yugoslavia (where we live at present), the Yugoslavs simply stare at us as we go by. When we ride our tandem in the States, Americans stare at us and usually smile. but when we rode in Italy, the Italians stared at us, smiled, and often shouted words of encouragement: "Bravo!" "Bellissimo!" "Allez!" It is truly a cycling paradise.

For those of you who may be contemplating a trip to Italy, the following "nuts and bolts" information may be helpful.

Italy is a mountainous country. Although you'll find flat areas here and there (such as around Venice), you should come prepared to do some climbing. We found that a 28 (front) x 32 (rear) granny gear was adequate to get our tandem (complete with panniers) over every hill we ran into.

Provincial maps on a scale which is ideal for bicycling (1:100,000 or 1:150,000) are widely available in bookshops and tobacconists' stores for about \$4 to \$5 each. We found the back roads drawn in yellow and green to be the best for cycling. We have heard that the Touring Club Italiano (a motorists' association) publishes maps of recommended routes for cycling, but we were unable to locate these maps. Actually, we found that the provincial maps gave us all of the information on roads, towns, and terrain that we needed.

Coming from inexpensive Yugoslavia, we found prices in Italy to be a bit steep. However, Italy is no more expensive than most parts of the United States. In small towns we were able to find lodging for less than \$50/night for the two of us, and meals were typically \$30-\$35 for the pair. It is difficult, if not impossible, to find an American-style breakfast in the less traveled regions of Italy, and we often supplemented our continental breakfasts with fruit and pastries to get ourselves started in the mornings.

We ran into few people who spoke English on the backroads. We picked up a few basic phrases of Italian from language tapes before we started our tour, and we found that this "survival Italian" took us far. If you speak some Spanish (as we do), you'll find that Italian comes to you very easily. German seems to be widely spoken in Northern Italy, and if you know some German, you may use it more than your English, especially in the more remote regions where the cycling is best.

The weather in early May was just a bit on the cool side. Late May, June, and September are probably the best times to ride in the North.

In sum, if you get the urge to cycle in Italy, give in to it! You'll be glad you did. We're already planning our next Italian tour; perhaps we'll see you there!

William and Jane Weech
American Embassy - Belgrade
Yugoslavia



FITTING YOUR FRAME TO THE TANDEM FRAME

Introduction

Bicycling is one of the most efficient forms of transportation in terms of energy expended. Someone has estimated that the energy spent in propelling the bicycle forward is 80% human-related and 20% equipment related. It could be 90/10 or 70/30- it probably is somewhere in thies realm and it probably is not the same for you as for soemone else. Now you and I both know that it is really 100% energy provided by the human. What I am suggesting is that there are ways to make this "100% effort" more efficient. I want to share with you some of my thoughts and opinions that may have the potential to reduce that "human effort" and at the same time, make your bicycling experience a more enjoyable one.

Tandem vs single frames

The position of the rider of a single frame and the captain of a tandem are subject to the same rules. The stoker on a tandem may be subjected to different handlebar rules because of limited horizontal space (shorter top-tube).

Vertical position of the saddle

The distance from the bottom bracket spindle center line to the top of your saddle (measured along the center line of the seat tube) is by far the most important dimension on your bicycle. It is my opinion that most of us are riding with our saddles too low. The "measure" of your correct saddle height will require you to construct a template from rigid cardboard or thin wood as shown in Figure 1.

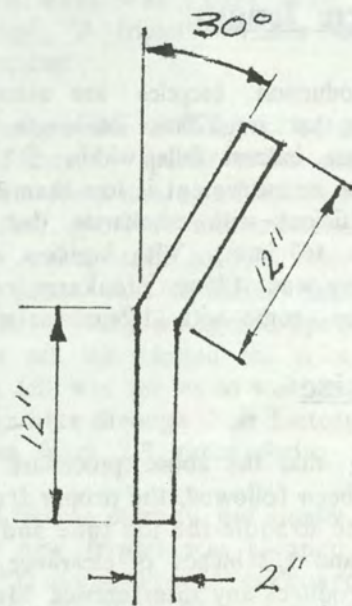
The next activity is to sit on your bicycle (with someone or something holding the bicycle in an upright position) with one foot placed on the pedal (ball of the foot directly over the pedal spindle). Rotate the crankarm to position the pedal at its lowest positon, forcing the leg to its fullest extension. Then have someone place the template against your leg. If your saddle is at the correct height, the leading edge of the template will line up with the upper and lower parts of your leg.

Horizontal position of the saddle

This is the second most important adjustment on your bicycle. With both feet on the pedals, position the crank arms so that the pedals are in the three o'clock and nine o'clock positions (both pedal spindles in the same horizontal plane). The correct horizontal position of the saddle will allow a plumb line (a string with a heavy weight at the lower end) to pass through the center of your knee and the center line of the pedal spindle. Where is the center of the knee? On most people there is a small "notch" below your knee cap and the plumb line should line up with this notch. Most saddles are mounted on two parallel metal rails, allowing for some horizontal adjustment.

Position of the handlebars

This is the most subjective of all the postions, but a good place to start is to place your hands on the handlebar drops and look straight ahead (while seated on your now-perfectly-adjusted saddle). A plumb line from the tip of your nose should be





within one-inch behind the handlebars. I find that I end up violating this rule quite often in order to maximize the rider's comfort and to insure that there is no interference between handlebars, elbows, and knees. You will need to check that your elbows are not "locked" in a rigid position and that there is at least 1" of clearance between handlebars, elbows, and knees as you are pedaling. You may find that a different length stem is best for you.

Handlebar width

I believe that most of us would enjoy bicycling better with wider handlebars. if you were to conduct a "free body" analysis of a bicycle rider, you would find that the rider's weight is supported at the saddle and handlebars. The percentage of the weight that is supported at the handlebars is directly felt through the arms and shoulders. Now place yourself face down on the floor in the position to complete a push-up. Note where it is comfortable to place your hands, i.e., how far apart are your hands? Is that distance wider than the width of your handlebars? YES! I am not suggesting that your handlebars be that wide (you may not be able to get your tandem inside your van if they were). I am, however, suggesting that wider handlebars may be more comfortable for you.

Crankarm length

Most production bicycles are assembled with crank arms that are 170mm in length, and this is okay if your inseam falls within 31" and 36" If your inseam measurement is less than 31", you will be more efficient with crankarms that are 165mm (or perhaps 167.5mm). With inseams in excess of 36", you may want 175mm crankarm lengths. Many ATB bicycles come with 175mm as standard.

Frame size

Assuming that the above procedure for saddle height has been followed, the proper frame size will allow you to straddle the top tube and still have 1 inch or 1 and 1/2 inches of clearance before the top tube produces any interference. Many tandems are built with a top tube that slopes downward toward the rear. This is an advantage because it

allows the captain to spread his feet wider apart on the ground while the stoker is mounting the rear saddle. This provides more stability during the mounting process and it provides additional ankle clearance for the captain as the stoker moves the pedals to the proper starting position. Since the stoker does not need to straddle the rear top tube (with both feet on the ground) the rear frame size of the tandem can vary more than that of the frame size for the captain. If it is not possible to have the "ideal frame size", I would suggest that the captain choose a smaller size, rather than a too-large size.

Gordon Borthwick
Borthwick Framesets, Inc.
Marshalltown, IA 50158

COMPANY PERKS

Courtesy London Financial Times, 12/7/89

Teather & Greenwood, the stock brokers at London Wall, provide tandems for their partners and staff much in the same way that other firms provide company cars, and did so long before the present transport strikes.

John Hinchcliffe, who belongs to the firm, writes to say that the tandem is one of the most efficient means of travel in or out of London, regardless of strikes and almost regardless of the weather. He himself rides in from South Croydon every day, picking up a colleague at Beckenham on the way. Others come in from Chiswick and Hampstead. They can have a shower as soon as they arrive.

But again, tandems are not cheap. A custom-built model now costs around £2000 pounds, though Hinchcliffe says that you can get something serviceable for £800. He also reminds me that the correct terms for the front and back riders are steersman and stoker. In no way should the stoker be referred to as the passenger.

--from the Tandem Club Journal
(of the UK)



TRIPLE YOUR PLEASURE -- SANTANA TRIPLET ROAD TEST

Specifications

FRAME: Columbus Premium Tandem Tubeset
FORK: Columbus Oversized Fork Blades with Santana Cast Crown
CRANKSETS: Shimano DeOre XT-II 32x44x54
BOTTOM BRACKETS: Kajita sealed cartridge. Front two positions adjustable
DERAILLEURS: Shimano DeOre XT-II
FREEWHEEL: Shimano 7-speed 13-28
RIMS: Matrix Titan-T 48' with Wheelsmith Spokes (5X)
HUBS: Specialized sealed-bearing 48'
TIRES: Specialized Turbo S/K4 700x28c
SHIFT LEVERS: Shimano 7-speed SIS Braze-ons on the front downtube
SEAT POSTS: Sugino Carbon Fiber w/Quick Release
BRAKES: Shimano DeOre XT-II Cantilevers and Arai Drum Brake
BRAKE LEVERS: Shimano 600 Dual-Cable
WATER BOTTLE MOUNTS: 7
HANDLEBARS: Cinelli/Santana with DiaCompe Stoker Pegs on rear bars
SIZE: 23" x 22" x 21"
FRONT TOP TUBE: 21 inches
MIDDLE TOP TUBE: 25½ inches
REAR TOP TUBE: 25½ inches
WHEELBASE: 93 inches
OVERALL LENGTH: 10 feet
WEIGHT: Approximately 65 pounds (without 7 full water bottles!)

Introduction

Let me begin this road test/impression by telling you that I have been riding for just 4 years, and wife is even newer to the sport, beginning just 2 years ago. You could say we're pretty much

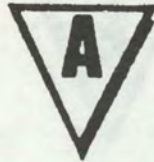
novices in the sport, though we both had ridden singles in the past. We entered the tandem scene when we bought a new Santana Arriva in the spring of '88. We've ridden the Arriva for many, many pleasurable miles, including the week-long cycling happening (is it the world's largest and craziest ride?) "RAGBRAI!"

We knew we had to do something to get our children -- we have a boy who's 12 and a girl who's 11 -- involved in cycling with us. Letting them ride single bikes was out of the question, as there was absolutely no way our children could keep up with us, nor would we feel safe letting them cycle in traffic. We considered purchasing a second tandem, but rejected that idea because both of them might not want to cycle with us every time, and if one did, but one didn't, that meant that one of us -- either mom, me, or child -- would have to ride a single. And we'd already discarded that as a bad idea.

What to do then? We called Santana Cycles and spoke with Steve Lesse, Santana's Sales Manager. Steve's suggested answer made good sense to us -- We should purchase a Santana Triplet. Steve answered all of our idiotic questions patiently. We asked Steve what was faster than a tandem? Steve's answer, "A triplet!" What's faster than a triplet? "Nothing!"

Santana only builds a dozen or so triplets each year -- and then by special order only (so don't expect to ever see a new one for sale at your local Santana dealer). We took measurements from our singles, our Arriva, each possible rider, and made many long 'phone calls to Steve, hashing out the various details. Finally we agreed upon a 23" x 22" x 21" frame set. We selected the color, too. Now all that was left was for us to wait for Santana to schedule our bike through their factory (they only build custom bikes 2-3 times during the year).

It seemed like an eternity, but finally the day did come. Our new triplet was shipped in one of Santana's "Trucker Proof" cardboard shipping containers to the Bike Barn, our local shop in nearby Sorento, IL. They took loving care in



assembling it for us, and soon we were the proud owners of a 10-foot long Red state-of-the-art three-seated riding machine!

Our First Ride

After a few wobbly start and stop drills, we decided it was time to make our public debut. But how does one -- or rather three -- transport such a machine? We have been transporting our Arriva on a Yakima tandem mount, so we checked it first! We were in luck, as it was very easy to modify this rack to accommodate the extra crankset. It is a chore to load on top of our minivan, and it always draws a lot of stares and rubbernecking, but it was up there, and we were off to the start of our first public performance.

With our daughter on board as rear stoker (stoker #2), our first ride was a relatively short 36-mile jaunt. We didn't set any sizzling pace, but we were constantly overtaking other riders. This was always good for a lot of "Ohs!", "Ahhs!" and "WOWs!" as we passed them. At the rest stops we were bombarded with questions. "How much does it cost?" "Are all the cranks connected?" "Do you all pedal together?" "Is it hard?" Whether you have 1 or 2 children as stokers on a triplet, they can generate more horsepower/pound of body weight than can a beginning adult stoker.

Captain's Comments

When starting and stopping the triplet, I find that I must keep my feet spread slightly farther apart than when I captain my Arriva. I also must keep the brakes applied when the stokers mount/dismount. Riding it, or rather steering it, requires a bit more effort than does our Arriva, particularly when doing slow speed maneuvers

and when riding in city traffic. Turning the beast around on a two-lane road of normal width can be done, but it is very important that all three riders pedal, so we can maintain our balance. At the same time, I keep the bike in the lowest gear, and I also hold the brakes on so we have some pressure to work against.

When crossing over sidewalks, high curbs, raised railroad tracks, and speed bumps, care must be taken not to bottom out the front stoker's (stoker #1) pedals.

Riding the triplet requires a bit more communication, and a consensus between the stokers and the captain as to riding style: Should we charge the course? or should we settle in for the climb? Why is this so important? Because once you have committed to the climb, it is extremely difficult to get both stokers to ease off the pedals at the same time so you can shift down to a lower gear. The triplet really comes into its own on rolling hills. This type of terrain turns our bike into a bullet. Many times we have run out of gears on the downhills. Sometimes we have enough momentum to coast up the next hill or even over the next hills. During these fast downhill runs we always stay on the right side of the road for obvious reasons, and we like to be at the head of





the pack. We have, at times, exceeded the 55 mph speed limits.

You might think that flats would be a problem with a triplet, since we're carrying an extra rider. We've found that we can eliminate a lot of trouble by installing Mr. Tuffy's in the tires, an extra rim strip, and keeping the tires inflated to 115-120 psi. Knock on wood, but we have ridden our triplet for over 500 miles with absolutely no flats.

The indexed shifting has worked out quite well. In fact, it's even been better than we expected. It has needed adjustment from time to time, as the extra long control cables do have a lot of stretch.

One question that we had when we got the triplet was "How do we set the pedals?" We ride our Arriva tandem with the cranks 90° out of phase, with the captain's pedals leading the stoker's, with excellent results. Naturally our first instinct was to set up our triplet the same way. We quickly found that this didn't work, as we heard much noise from our connecting chain as the power was applied. Once placed back in phase, the noise went away. In fact, we've found the DeOre XT drive train is very quiet, leaving us with only wind noise in our ears.

Our triplet came with the Arai drum brake mounted on the rear hub. I feel this extra brake is essential during fast downhill runs and to help stop the bike in an emergency situation. It is controlled by the left hand lever, while both DeOre XT-II cantilevers are controlled by the captain's right hand operating a dual-cable brake lever.

Middle Stoker Comments

Being first stoker on our triplet is not too much different from being stoker on our Arriva. However, there is a lot less road shock to endure. (ED: Sounds like she's found out the secret of all captains': it's an easy chair up front!) One must have a lot of confidence in your captain, though. It can be a hair-raising experience screaming down a hill at over 45 mph!

As the middle stoker, it is my job to relay messages from the front to the back of the bike.



This is especially true when there is either a lot of traffic or a lot of wind noise, or both! If the captain turns his head to one side when he speaks, both stokers can (usually) hear him, but the rear stoker can not always be heard at the front of the bike. I must relay his/her messages back to the front of the bike.

When ascending hills, I sometimes stand and pedal. When the second stoker stands, though, I must sit back down, as I find the bike to be too wobbly with both of us standing.

On long tours, I am able to sit upright and put my hands on the rear stoker's bars. This allows me to stretch and relax, and it helps me to avoid neck pains. I'm able to enjoy the scenery more that way, and it's a great way to get exercise while spending time with my family.

Rear Stoker Comments

As the rear stoker, I have several responsibilities. One of them is to tell the captain whenever a dog is trying to catch us. They seem to be attracted to our 10-foot-long "meals on wheels". Another responsibility is to inform the captain whenever there is chain noise so he can adjust the derailleur.

I enjoy riding on the back, because I can pedal as easy or as hard as I want, but when we are riding uphill is when I ride the hardest!

Summary

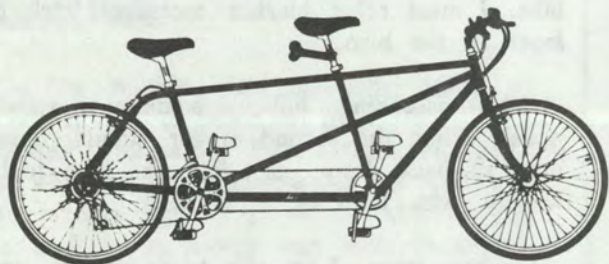
We have been extremely satisfied with the performance of both our tandem and our triplet. We feel the triplet is a definite asset to any family attempting to get their children involved in family cycling. It gives everybody, especially your children, a definite sense of accomplishment after riding 75 miles or more, and knowing there are others still out on the course.

We are looking forward to riding with other TCA members this summer. Look for our shiny red Triplet.

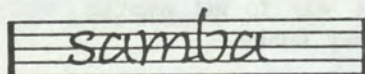
Charles and Pamela Foltz
Hoffman, IL



WORD'S OUT!



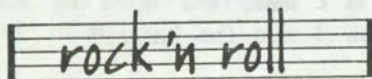
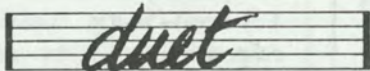
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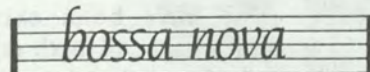
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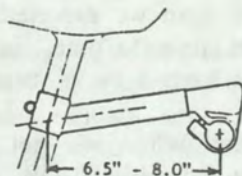
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Tandem Goodies for all Tandem Enthusiasts

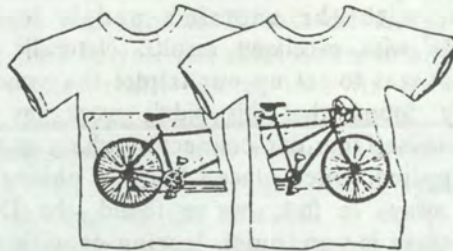
Burley Child Crank Option

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. Retail 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. Retail for \$42.-\$50. (add \$11 for chrome)

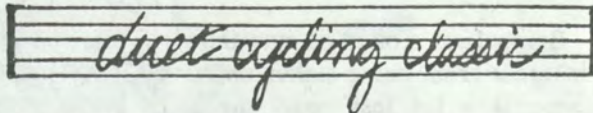


Tandem T-Shirts For Captain and Stoker

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





THE WABASH FLASH AND ALABAMA SLIM RIDE TOSRV

Scene I

"Well, Flash, it looks like we gonna get wet, so we might as well start now."

"Yeah, Slim," I say with feigned excitement. "Aren't you glad I talked you into driving over 18 hours for this?"

"Yeah, I kind of wondered about that myself."

We start, and then we stop. We haven't tandemed together since last year when we tried our hand at Tandem Time Trials at the Midwest Tandem in Springfield, IL. And now we are facing

214+ miles over the next two days. In the rush to unload the car and setup the bike,, the CatEye pickup is no longer aligned with the wheel magnet. As miserable as the weather is, I want credit for each and every one of those 214 miles. It takes a couple of minutes, but the CatEye finally begins to work, and we start again.

"What do you figure the temperature is?"

"About 45," replies Slim from the back.

"And the headwind?"

"About 20 mph. The rain's nice, too."

"G-a-w-d, I love this ride."

We slowly wind our way through Columbus, waved through busy intersections by some of Ohio's finest. The troopers' rain gear includes trooper-hat rain-covers that look like a cross between a shower cap and a furniture cover. I'd like to have one over my head right now.

We ride to the outside of packs of determined cyclists, in every conceivable combination of rain

gear from Yuppie-Tech catalog gear to Man-from-Glad plastic chic. A truck passes in the left lane, and as it fords a temporary tributary of the Scioto River, a group of cyclists disappear into an 8-foot wall of water. Timing is everything.

Up the road we pass a tandem off to the side of the road, but the team is fine. They are just waiting for some saner friends to catch up. "Think about it, Slim," I say. "If they did need

help, could you think of two finer tandem mechanics to come down the road."

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"Why, between the two of us, we've probably worked on more tandems than anybody else east of the Mississippi," agrees Slim.

We come to the first set of the roller coaster hills south of Columbus, and we accelerate with glee around another pack of wet riders. This is what riding a tandem is all about, even in the wet and cold! Halfway up the other side, we both try coming out of the saddle to accelerate over the crest when the back wheel begins to make a loud

"scruffy" noise, as if it is rubbing the chainstay on one side. We quickly slow to a crawl, then come to a complete stop, the pedals feel as though they are buried in sand.

"Slim," I dejectedly ask as we scruff to a complete halt, "did you tighten the rear axle nuts?"

"No, Flash. Didn't you?"

--to be continued

TANDEMING THE CANADIAN ROCKIES "GRAND SLAM"

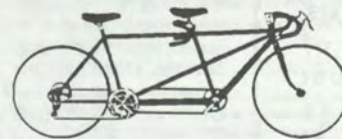
For our first extended tandem tour, Shirley and I decided to take the challenge of a ride through the Canadian Rockies in the mountain Parks of Alberta and British Columbia -- Jasper, Banff, Yoho, and Kootenay - the "Grand Slam" of the Canadian Rockies. Following the Icefields Parkway (Highways 93-A and 93), we travelled south from Jasper through Jasper National Park to Banff National Park and Lake Louise Village. Here we headed west on Highway 1 through Yoho National Park to Golden, on the first leg of the appropriately named "Golden Triangle." The other portions of the "Triangle" include a ride in the Columbia River Valley along Highway 95 south to Radium, and a cycle east and north through Kootenay National Park along Highway 92 back to Banff National Park. To finish our "Grand Slam" we cycled south along the Bow Valley Parkway (Highway 1A), a beautiful quiet section of road that connects the Village of Lake Louise to Banff. In all, we cycled almost 800km in 10 days, climbing 6 mountain passes -- over 1800 metres total vertical in all, not including our ascents to high mountain lakes (on day trips) all the lesser "grunts" along the way. This isn't a trip for the faint-hearted or the weak-kneed.

So why did we do it? Why did we put ourselves through all that "abuse?" (That's what we're asked by all our non-cycling friends.)

Could it have been the picturesque alpine towns of Jasper and Lake Louise Village, quaint and friendly in glorious mountain settings? Or the fantastic views of the vast valleys and surreally-

coloured turquoise-blue alpine lakes dominated by those magnificent snow-capped mountains? Or the chance to experience the absolute beauty of nature in the wild -- black bears in the forests, mountain goats posing at natural salt licks, wapiti browsing by the roadside, mountain sheep holding up traffic at a mountain pass, a majestic 7-point stag darting into the bush, a dipper feeding her young on the rocks of the cold, quick-flowing waters of Tokumm Cree, Clarke's nutcrackers, and gray jays looking

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for handouts at our camping spots, soaring bald eagles in the Columbia River Valley and an osprey returning to its nest to relieve its mate and to feed their young "the catch of the day?" Or the sight of wildflowers -- black-eyed susans, wild roses, daisies, vibrant field lilies and fireweed, thistle and clover -- ablaze in colour -- orange, purple, pink, white, blue and many shades in-between.

If not those things, what about the hot springs -- at Miette outside Jasper, the Aquacourt in Radium, and the Banff Hot Springs in Banff -- to soothe those sore, over-worked and under-appreciated muscles? It's the perfect remedy for a hard day of cycling, especially in that spectacular mountain scenery after climbing those colourful and exotically-named passes -- Yellowhead, Vermillion, Sunwapta, Kicking Horse, Bow, and Sinclair.

In spite of all that, or because of all that, what we really loved was the distinct flavour of each of the mountain parks. In Jasper National Park, just outside of the town of Jasper is the Maligne Valley. It was once thought to be haunted by Indian spirits, and the legend is still carried in some of the names -- Spirit Island on Maligne Lake, Medicine Lake which disappears each fall only to reappear each spring, and the disappearing Maligne River which reappears to form the exquisite Maligne Canyon. South of the town of Jasper, along the Icefields Parkway in the Sunwapta River Valley at the Athabasca Falls and the Sunwapta Gorge and Falls, as well as the too-numerous-to-count glaciers hanging from mountain tops and high mountain valleys. But Jasper's highlight (for us) was the daunting Athabasca Glacier, a finger of the Columbia Icefields. You get to it by climbing Sunwapta Pass, a mere 300-metre ascent with 8-10% grades in spots. It's quite a thrill to walk on a sheet of ice kilometres long and wide and hundreds of metres thick, in July! (Dress for it, it'll be cold.)

The snow-capped mountains and glaciers continue into Banff National Park, south along the Icefields Parkway in the North Saskatchewan and Mistaya River Valleys over the Bow Pass into the Bow River Valley. Banff has its waterfalls and canyons, too, with the Mistaya and Johnston Canyons. But



when someone mentions Banff to us, our thoughts turn to those surreally-coloured turquoise-blue alpine lakes we mentioned earlier -- Peyto Lake and Peyto Glacier at the summit of Bow Pass, Lake Louise and Victoria Glacier above the Village of Lake Louise, and the jewel (for us) -- Moraine Lake in the Valley of the Ten Peaks.

Just a mountain pass away is Yoho -- Cree for "awe." Although the mountains aren't snow-capped (they're not as high as Banff's and Jasper's), and there aren't many glaciers (it's warmer and drier here) to hold you in "awe", Yoho's other sights will. The manmade spiral tunnels in the Upper Canyon of the Kicking Horse River Valley are a railway engineer's dream. Takakkaw Falls, Cree for "magnificent", is just that, dropping almost 380 metres to the valley floor below. Wapta Falls, 90 metres wide and 30 metres high is well worth the long, easy hike to see. Yoho also has Hoodoo's -- rock-capped columns -- but they're at the end of a long, tough climb and hike. The views of the valley from this trail are something to behold. This and the Hoodoo's shouldn't be missed. The same is true for the Natural Bridge, where the Kicking Horse River has cut an arch into the rock, and Emerald Lake is just a little further down the side road.

To the west of Yoho, on the way to Golden, is the Lower Canyon of the Kicking Horse River Valley -- the shoulder disappears here along with the passing lane, and traffic tends to bunch up as you go down into the canyon, across the river, and up the other side. It can be treacherous, but it is mercifully short. However, over most of the rest of the route, there is a full 2 - 3 metre paved lane for cyclists, which is used to form motorist passing lanes on steeper, longer ascents. Elsewhere, traffic is usually light enough that a paved cyclist lane isn't necessary. This is really a cyclist's heaven.

South of Yoho, after a leisurely cycle in the Columbia River Valley, is Kootenay National Park. Kootenay is lush and greener than Yoho, without the snow and ice of Banff and Jasper. Our introduction to Kootenay started just after the short, steep climb out of Radium at the Iron Gates -- the road crosses a bridge over the Sinclair River along



the floor of the narrow Sinclair Canyon. The towering canyon walls are very intimidating. From here it is a brutal 680-metre climb, past the striking Redcliff Fault, to Sinclair Pass. The view of the Kootenay River Valley and the Mountains of the Mitchell Range on the other side is indescribable. To see those mountains at sunset, either from the lookout or from the McLeod Meadows campground on the valley floor, makes it well worth doing this climb at the end of a day. Kootenay, too, has its canyons -- take the time to tour the Marble Canyon. A feature unique to Kootenay is the "Paint Pots." Here minerals in natural spring water percolate up to the surface, giving the soil and river banks a brick-red colour. This is how the Vermillion River and Pass got their name. At Vermillion Pass, you can walk in an area that was once devastated by a forest fire and is now recovering naturally -- wildflowers abound. But we'll always remember Kootenay and Vermillion Pass for the storm Mother Nature brewed up, that we were (fortunately) able to skirt around and avoid -- from cool, drizzly overcast skies at the day's start, to warm, sunny periods, to just missing an ominous black, cold thundercell at the Pass that brought thunder, lightning, cold winds, rain, and snow (at the mountain tops!), and even some hail for the start of our descent. This may not sound like "fun," but it was, especially since the skies were sparkling clear and sunny once we'd finished our downhill run from the Pass!

Shirley and I can't find the proper words that will paint a complete picture of these parks for you. It's rugged country, and puts a fair bit of demand on the cyclists (and their tandem) that wish to see the sights. Climbing most of the mountain passes was a long hard "grunt," only made easier by the stunning views. The descents were sheer exhilaration (but use those drum brakes). Our regular cantilevers faded during one descent, and we narrowly avoided what could have been a disaster -- we topped 80 kph coasting on a relatively flat stretch! Campgrounds are reasonably plentiful (hot showers aren't, and glacially-fed streams and rivers are cold), as are stores and other accommodations (cabins, hotels, motels, hostels).

The only way to appreciate this country is to get out and "do it". You WON'T regret it.

Recommended Reading before going:

- (1) *The Canadian Rockies Bicycling Guide*, by Gail Helgason & John Dodd. Unparalleled, accurate route descriptions.
- (2) *Canada's National Parks - A Visitor's Guide*, by Marylee Stephenson. An excellent source of background information and highlights.

Maps:

Available from the Canada Map Office, 615 Booth Street, Ottawa, ON, Canada K1A 0E9. Ask for MCR 220 (Banff, Yoho, and Kootenay) and MCF 221 (Jasper). Both maps are in 1:200,000 scale, which is adequate for bicycle touring.

Conversions :

1 mile is almost equal to 1.6 kilometres (km).

1 metre (m) is roughly equal to 3.25 feet

A Canadian day still equals a Stateside day (24 hours), but there are more hours of daylight this far north.

Ted Przyborowski & Shirley Szilvasy
9608 - 79th Street
Edmonton, AB
Canada T6C 2R9



I knew your stoker would teach you
a lesson for making her change that tire.



TCA DEALER MEMBERS

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

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

TANDEMS, 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

TANDEMS 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 TANDEMS! 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

I. M. MOTION TANDEMS. Customized Burleys and Cannondales. Featuring extreme details, modifications, and manching for demanding cyclists and special applications. Booklet \$2.00. 64 Dorman, San Francisco, CA 94124. Ph: (415)-648-1985/Glen Quan. 05/91

BIKE HAUS. California's largest tandem selection in stock. Lippy, Bilenky/Sterling, Bushnell, Cologno, Bob Jackson, Holdsworth. Accessories include tandem flight bags, adjustable stoker stems. Hard to find items. We ship overnight FedEx. 1343 West 18th St, Merced, CA 95340. ph: (209)-383-4251/Fax: (209)-726-6102 05/91

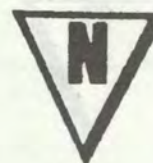
MAPS BY MAIL. Detailed European maps are available to you by mail. Michelin, Bartholomew Ordinance Survery, Touring Club Italia are in stock. Call or Write. The Touring Frame, 870 Collier Drive, San Leandro, CA 94577. ph: (415)-483-8911 05/91

TWO WHEEL TRANSIT. Bicycles, Tandems, Skateboards, Accessories. I-20 & Cockrell Hill Road in the Target Shopping Center. 4353 Gannon, Dallas, TX 75237. ph: (214)-298-7335 05/91

YELLOW JERSEY, LTD. Madison, WI's finest bike shop. Tandems, parts, and accessories. 419 State Street, Madison, WI 53703. ph: (608)-257-4737 05/91

RICHARDSON BIKE MART. 27 years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. Santana-Schwinn-Burley-Rodriguez. 84 Dal-Rich Village, Richardson, TX 75080. ph: (214)-231-3993 05/91

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.



CLASSIFIEDS

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: Santana Classic, 25x22, Sonoma Burgundy. Phil Wood Hubs & BB's. Shimano SE Disk & Deore Cantilevers. Brooks saddles, KKT ProAce pedals. SunTour derailleur, 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

FOR SALE: ROLL FAST brand old-fashioned bicycle built for two. Double Mixte. Single-speed gearing with coaster brake on rear and caliper brake on front. Large balloon-type tires. Red/White with chrome fenders. Completely serviced and ready to Roll Fast. Bike shop appraised at \$200. \$150.00 OBO. Gary & Sandy Thomas, P.O. Box 185, Beverly, OH 45715 ph: (614)-984-4622 07/90

FOR SALE: 1985 Santana Elan Tandem. 22x20, blue, SunTour MounTech rear derailleur, SunTour compe V Fr. Der., Dia-Compe cantilever brakes, Arai drum brake, Sugino GT triple crankset, Ukai 48-spoke 27x1-1/4 wheels. Suzue solid axle hubs Fr & Rr. SunTour NW freewheel, Blackburn rear rack, Child stoker conversion kit. \$1500. Ron Wiles, 2858 25th St. Rochester, MN 55901 ph: (507)-280-0430 07/90

FOR SALE: 48-hole Phil Wood Hub. 140mm Axle. Double-threaded for hub brake. \$50.00. Bob PhilPott, 870 Collier Drive, San Leandro, CA 94577. ph: (415)-357-6339 07/90

FOR SALE: Classic Phillips (Raleigh) tandem. A real collector's item. 28" wheels, rod brakes, SA 3-speed. The Tandem Version of the Raleigh DL-1 Tourist. Very rare. Runs great. A real attention getter. 21 x 21 double step-through frame. Spare tires included. Needs some cosmetic restoration. Over 30 years old. \$250.00. SASE for pictures to Joe Kaufmann, 4909 Tag Place, Glen Allen, VA 23060 ph: (804)-270-3566 evenings 07/90

FOR SALE: Burley Lite trailer. Holds 2 kids and/or up to 130 lbs total wt. Window/side pocket option, alloy rims, mesh screen and rain cover. Tracks great. One of the safest trailers available. Great QR hitch. Attaches in seconds with no damage to your bike. New Package is \$350. Priced to sell for \$225 (plus shipping). Joe or Kris Kauffmann. ph: (804)-270-3566 evenings 07/90

FREE: to a good home. Genuine tandem kickstand. Double stand props bike up like a motorcycle kickstand. Raises the rear wheel and holds the bike vertical without leaning. Mostly alloy, but it's a real heavyweight at 1 pound 14 ounces. Does



anybody want a kickstand that badly? Postage will cost you \$2.40 or we will bring it to the Eastern Tandem Rally. Barbara and Randy Swart, 4611 Seventh Street South, Arlington, VA 22204. ph: (703)-521-2080 07/90

FOR SALE: 1985 Kuwahara Touring Tandem. Silver, 22" x 20" CroMo frame, fender, rack, pump peg, spoke carrier, and 4 water bottle braze-ons; SunTour XC derailleurs fr & rr w/barcon shifters. DiaCompe levers & cantilever brakes fr & rr w/rear Arai drum. 48-spoke wheels and two anatomical seats w/QR. \$1500 (Canadian). Dorothy or Tim. Ph: (403)-439-2507 07/90

IBIS CYCLES

The IBIS S.S. — Fatter, thinner, lighter frame, custom components, paint, braze ons. Fast delivery. Sporty geometry. Production price.

Tandems — Two models. 26" wheels. Street or dirt. Fast. Stiff. Fun to the extreme. Upright or drop bars. Great bike, just ask us.



This is a photo of some bike we made, but probably nothing like the one you will order, 'cause each one is unique, made for you and no one else.

Complete product literature: \$2.00

IBIS CYCLES

PO Box 275
Sebastopol, CA 95473
707/829-5615



WANTED: THULE roof rack system No. 1060 (the type to use with rain gutters) in 50-inch size. Also wanted, Thule's new tandem kit No. 558 and two fork-mount single bike carriers for the Thule system. Gary & Sandy Thomas, P.O. Box 185, Beverly, OH 45715. ph: (614)- 984-4622 07/90

WANTED: Used Kid-back stoker conversion for Santana tandem. If you have one, call Lyn collect @ (715)-743-4330 07/90

WANTED: Counterpoint Opus III tandem, peace of mind (what's left of it) and comfort for weary bones! Frame size 57-60cm (22.25-22.75 inches) measured center-to-top. Call Gary or Carol in Tampa (813)- 677-5613 07/90

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 07/90

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.



TANDEM CALENDAR 1990

May 5, 1990. **Bay Area Roaming Tandems**. CA. Time: 9:00 a.m. Rolling, moderate hills. 64 miles. Meet at the Fish Hatchery parking lot. Take Hwy 50 out of Sacramento towards Placerville & South Lake Tahoe. Exit Hazel Avenue North to the Fish Hatchery. Ride the American River Bike Trail. Lunch in Old Sacramento. Contact Lois & Bob. ph: (916)-961-5193

May 6, 1990. Dallas Area Tandem Enthusiasts (DATES). TX. **Tour of Dallas**. ph: (214)-239-7170. This was a great ride last year.

May 6, 1990. Twin Cities' Tandem Club. MN. **9th Annual Deli Ride** from Como Park to Lake Vadnais. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

May 6, 1990. **Bay Area Roaming Tandems**. CA. Time: 9:00 a.m. 30 miles at a moderate pace. Breakfast in Los Gatos. Meet at the Downing Center corner of Los Gatos/Almaden Road & Union Avenues. Bob & Terri. Ph: (408)-356-7443.

May 12, 1990. DATES' **Tour of Joe Pool Lake** (TX). 10:00 a.m. from Wheels In Motion, 301 N. Collins, in Arlington, TX. This is a 42-mile loop with a lunch stop in Mansfield. One of the Dallas' areas favorite rides. Dennis and Carolyn Nichols. ph: (817)-548-1103

May 12, 1990. **Bay Area Roaming Tandems**. CA. Time: 8:00 a.m. Rolling hills. 25 miles. Leisure pace. Early bird special. Ride to breakfast in Palo Alto and roam through Portola Valley. Meet at Palo Alto Square parking lot, Page Mill Road & El Camino Real, Palo Alto. Contact Terri & Bob. ph: (415)-356-7443

May 19, 1990. DATES' **Tour of Arlington**. TX. ph: (817)-640-0550 for more details. Be sure to pack your wind gear.

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 20, 1990. **Bay Area Roaming Tandems**. CA. Time: 10:00 a.m. Rolling hills, moderate pace. 50 miles. Meet at the Davenport Cash Store. Lunch in Pescadero. Contact Sandy & John. ph: (415)-356-7443.

May 26-27, 1990. Twin Cities' Tandem Club, MN. **6th Annual Splurge Weekend** to Red Wing; Stay at the St. James Hotel. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

May 26-28, 1990. **Northwest Tandem Rally**. Baker, OR. Registration deadline was May 1, but limited space is available for late registrants. Call Steve Winike, ph: (503)-742-4355 or Dick Herbes, ph: (503)-523-7632 to be sure. Don't be disappointed!

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.

May 27, 1990. DATES' **Richardson Bike Mart Dinner Ride**. TX. Call Rich Dewell at the Bike Mart, (214)-231-3993 for more details. Last year we had a wonderful meal at the Celebration Restaurant!

June 1-3. **Brainerd, MN. Bike Festival**. Tandem Rides to be held Friday p.m. and Sunday a.m. Metric Saturday open to all cyclists. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

June 2, 1990. **Bay Area Roaming Tandems**. CA. Time: 8:00 a.m. Rolling hills, moderate pace. 25 miles. Breakfast ride. Meet at Downing Center, Los Gatos Almaden Road & Union Avenue, San Jose. Bob & Terri Gorman. ph: (415)-356-7443.



June 9, 1990. **Bay Arca Roaming Tandems.** CA. Time: 8:00 a.m. Rolling hills, brisk pace, 40 miles. Meet at the Petaluma Public Library. Call for directions. Ride through "Cow Country" to Dillon Beach. Disgusted stokers can throw captains into the shark-infested waters of Tomales Bay. Lunch in the town of Tomales. Chuck and Vicki. ph: (707)-942-0254.

June 10, 1990. **DATES' Rally 'Round the Arch.** Duncanville, TX. 25 mile ride over rolling terrain through scenic SW Dallas County. It's a tandem rally, but solos are welcome. Sponsored by DATES, the D'ville Regional Arts Assoc., and the D'ville Convention and Visitors' Bureau. \$20/tandem fee goes to benefit the Arts Council and area schools. Helmets required. (214)-709-2787 or (214)-298-2068 for more info.



June 10, 1990. Twin Cities' Tandem Club, MN. **MTR Prelude #1.** Ride will follow one of the MTR'90 planned routes in and around the southwest Metro area. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

June 23, 1990. **Bay Arca Roaming Tandems.** CA. Time: 7:00 a.m. Rolling, easy hills. 40 miles. Meet behind the Bicycle Outfitter, Fremont & Loyola Corners, Los Altos. We are starting out early in honor of the Summer Solstice, the longest day of the year. Sandy & John. ph: (415)-728-7801.

July 1, 1990. **Double or Nothing Tandem Ride.** Carmel, NJ. Time: 9:00 a.m. Sponsored by the Carmel Fire Department, this family-oriented social ride is an out and back ride in Salem & Gloucester Counties. 44 or 66 miles. \$35.00 per team, pre-registration only by June 25, 1990. Includes food,



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.

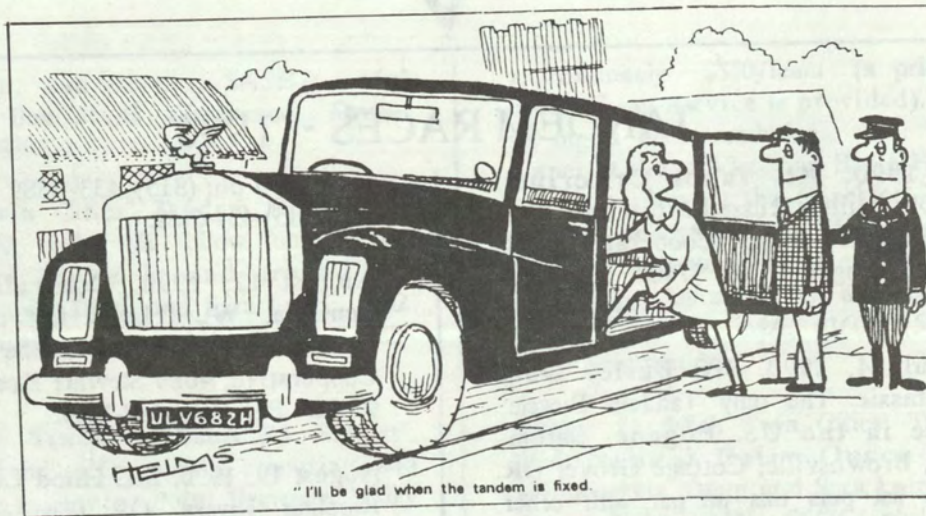
SHIP TO:

Name _____

Address _____

City _____





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 _____

Phone (Including Area Code) _____

Tandem Make _____ Year _____

Color _____ Style _____

Is this a renewal? _____ Is money included for a patch? _____

THE LAST PAGE



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EASTERN

COLUMBUS



Burley Design Cooperative

MIDWEST ☆ RALLY



One way



Jack Taylor



1895

Cannondale

MARIPOSA TANDEMS

REYNOLDS

SOUTHERN



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

