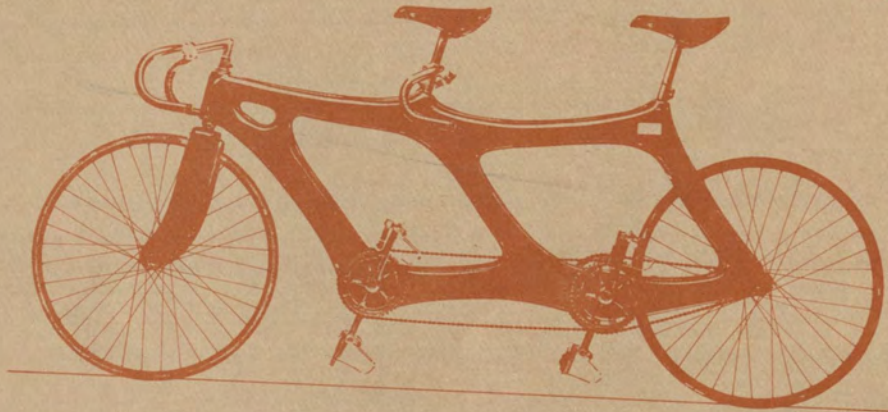


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



SEPTEMBER-OCTOBER
1990

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

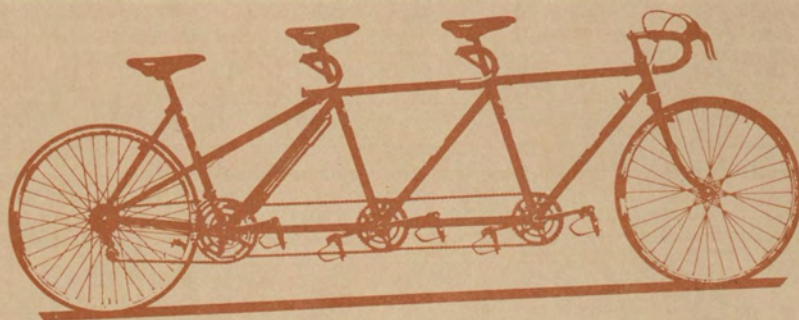
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DOUBLE TALK

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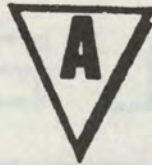
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DEADLINE FOR THE NOVEMBER-DECEMBER ISSUE OF DOUBLETALK IS SEPTEMBER 30, 1990

FROM THE EDITOR

Is it already time for another issue of Doubletalk? The time seems to fly by, with each issue's deadline coming quicker and quicker.

This issue welcomes approximately 800 new members to our ranks, the largest increase the TCA has ever had between two issues. It is especially significant when you realize that 15 years ago, the club was just starting, with only a handful of members. The newsletter was Xeroxed, probably on one of the founders' office copy machines. Just 8 years ago, when Susan and I began editing Doubletalk, there were less than 600 members. That brings our total number of memberships (each membership counts as two members) to over 1700! Will we reach 2000 memberships/4000 members in 1990?

To the new members just joining us, welcome. Again, we'd like to take the opportunity to remind all members, new and old, that the Tandem Club is your club. Doubletalk, our newsletter, is only as good as the articles you send in. We like to hear from all of you. Let us know what you've been doing, where you've toured, what rallies you've attended. And if you answer a request for information directly, send us a copy of your answer, too. Other members are probably interested in your experiences and suggestions. We'll edit the articles and letters, if necessary, and we'll use as many as we can. If you'd like to submit your article on diskette, you may. We can now accept 5.25-inch IBM diskettes in both 360k and 1.2mb formats, and 3.5-inch IBM diskettes in either 720k or 1.44mb formats. (Please make sure that you don't format a 3.5-in DSDD diskette for 1.44, or a DSHD diskette as 720k!. DSHD diskettes have two holes, one in each of the lower corners, while DSDD diskettes have only a hole in the lower right corners). Your files should be in plain ASCII format without formatting marks, and you should include a printed copy of your article, just in case.

We're sorry, but we're not able to return your diskettes.

We can also accept pictures with your articles. Pictures should be of fairly high contrast, as they will be "screened" and converted to gray-scale reproductions. Pictures are especially welcome if they illustrate your articles.

General Interest "Tandem" pictures without articles are also welcome. Send those to Steve Reker, our Graphics Designer, at the address on the masthead. Steve will use all those he sees as appropriate, and will prepare those for use in future Doubletalks.

That's it for this column. Susan and I are getting it to the printer early this month, as we're off to Minnesota to do a self-contained tour before the Midwest Tandem Rally. We hear that it's going to be a really special event, possibly the largest tandems-only event in the US this year, and we're excited! If you're there, stop us and say Hello!

See you on the road!



LETTERS TO DOUBLETALK

Dear Doubletalk,

Our first copy arrived today, and we read it with much enthusiasm. We are new to the Tandem Game, having just purchased a new Rodriguez American, a 21-speed aluminum mountain tandem from our local shop, the Bike Barn. Our initiation to the sport was a 290 km tour along the Columbia Icefields Parkway. We started in Jasper, AB, Canada, and finished in Bannf, AB, Canada. This road is fittingly called "A Window On The Wilderness". Any problems we might have expected with communication and coordination were resolved within the first 50 km!

The most amusing comment we received on our tour was from an older couple who stopped us at the top of Sunwapta Summit, after an ascent (though very slow) of 23 km. The gentleman asked if we would settle a dispute between he and his wife. She thought the white cannisters on our bike were auxiliary motors we kicked in to help us up the hills. He thought they were water bottles. Of course, he was right, but I liked her idea a lot more!

For anyone wanting to take a scenic tour through the Canadian Rockies, we recommend this trip. We are now so enthused with touring by tandem the we are planning a tandem trip to France for this Fall (in fact, we may be on our way now!)

Margaret R Speirs
750 Naramata Road
Penticton, BC
Canada V2A 6J6

Dear Doubletalk:

I am interested in recumbent tandem bicycles: their design and construction, and the potential to improve on the same. There are very few such tandems in daily use, either as practical tandems or touring tandems, since most of them are owner-

designed and built. At this time there is no regular recumbent "production" tandem, although there are a few (very few) custom builders who are willing to attempt a recumbent tandem frame set.

I am eager to correspond with anyone who is interested in this area of tandem bicycling. I have built two such frames, and have thus met, if not mastered, some of the problems, and I would like to share the knowledge I have gained. At the moment I am seeking help and shared knowledge on the subject of suspension, as without some sort of shock absorber, any recumbent offers a very rough ride on anything but a very smooth surface. I have not solved the problem of adequate braking, and I would like to explore some of the alternatives with anyone who is also trying to solve this problem.



Sam & Marge Cox

I will be glad to serve as a contact person for such a special interest group within the Tandem Club, as I am sufficiently interested in the subject to invest some time and energy in spreading and



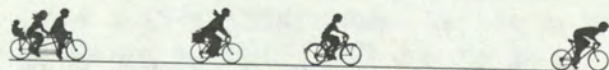
gaining knowledge. Perhaps I'll even prepare an article every so often for DoubleTalk.

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

P.S. Marge and I will be in Portland, OR, in July where we will race our "Geriatric Jalopy" in the International Human Powered Vehicle Speed Championships. We will enter the practical vehicle division. Of course, it is laughable for 70-year olds to be racing against such youth, but even though we are among the last of the "also rans", the participation enhances the experience. I'll be sending a report, unless we come in last in every category, in which case I will be quite mum on the subject. -- Sam



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Dear Doubletalk,

We are planning a four-week visit to the USA in March, 1991. The first and last weeks we are planning as rest/sightseeing weeks, perhaps using an Amtrak pass. The middle two weeks we plan to spend on an organised cycle tour, on our tandem, of course.

We would be most grateful for any information regarding groups/businesses running tours during that time, and also a guide to the best area to stay in during the whole four weeks. We would need somewhere close to the airport, wherever we decide to fly, where we could perhaps store our tandem during the first and last weeks of our stay. Perhaps a member of the Tandem Club of America could help us, once we have decided where we are flying into?

We look forward to receiving the magazine and finding out more about your club. Thank you to all who are able to help us.

Yours on two wheels,
Graham and Lynn Abbott
26 Minstrel Way
Churchdown, Gloucester
Glos.
GL3 1NS
England

Dear Doubletalk,

My stoker and I really do enjoy the magazine, but we have one question which hasn't been answered yet. Could someone please tell us of a clothing manufacture/retailer who makes/sells matching jerseys that are in men's and women's sizes? We both prefer the "men's" style jersey (i.e., with sleeves). My stoker is very petite, only 5 feet tall, and she needs a very small size.

Sincerely,
Jon Graff
2497 Alveswood Circle
San Jose CA 95131



Dear Doubletalk,

A friend recently passed on to me a photocopy of a newspaper story about tandem bicycles. I've been a tandem fan for almost 20 years. In 1987 my wife and I took delivery of a custom tandem made by Michael Johnson of Sacramento, CA. Michael is an old college buddy, and he made a beautiful machine for us that weighs just 35 pounds. Of course, the wheels are designed for tubulars (sewups), and my stoker and I are both small, so a lot of corners could be cut in its design.

I've been living in Japan since 1977, and for the last five years I have been publishing a cycling information newsletter in English for foreign residents.

The problem in Japan is that tandems are not "street legal" anywhere except for Nagano prefecture, up in the mountains. Still, there are plenty of nice places to ride up there, and there are many bike routes all over Japan where tandems can be ridden.

I'm looking forward to receiving Doubletalk.

Bryan Harrell
Tokyo

Dear Doubletalk,

For the past several years, my wife, Sue (age 49) and I (age 54), have been averaging about 1000 miles a year on single bikes. We have been thinking about switching to a tandem, but we are unsure what equipment would be best for us.

I am 5' 11" tall, and my wife is 5' 1". We want to keep active as we move into retirement in the next years, and we think that what we have read in Doubletalk would be just the ticket for us.

Since we had not done enough research when we purchased our single bikes (we have had to upgrade them considerably), we would like to avoid that problem this time. We would appreciate it if any TCA member would write us and give us their opinion as to what equipment and accessories they would recommend, and why. Perhaps they could share some of their experiences with us.

Sue and Al Doering
815 16th Ave. No.
South St. Paul, MN 55075

Dear Doubletalk,

I work for a company called Mapping America, Inc. It is a full service computer mapping company, and we can produce any type of map for any purpose. We are especially interested in producing a national tandem touring guide. If anyone is interested in working with us on this project, please contact me.

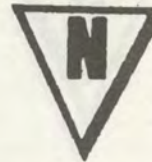
We (my wife and I -- not Mapping America) are also interested in purchasing a set of rollers for our Santana tandem, and we have had difficulty finding a set. If you could refer us to someone who could help us, we would appreciate it.

Eric Swofford
Mapping America, Inc.
P.O. Box 133
Spruce Pine, NC 28777

TCA Members Responses to Letters and Articles in recent issues of Doubletalk:

Dear Doubletalk,

I would like to add a few comments to Nolan & Mary Randall's article in the July-August issue regarding fitting a Burley trailer to a Santana tandem. I had switched to the new-style hitch before buying our tandem, on someone's(!) advice that it would fit.



My experience was that I could get the hitch on and off without much difficulty. However, the hitch would jam between the drum brake and the the frame. Burley replaced one hitch that broke when it jammed.

To alleviate this problem, I put an extra 2mm washer on the brake side of the hub, then spread the stays out slightly to accept the wider spacing. Thus far I have had no problems with this arrangement.

Perhaps, however, Ernie and Pat Fisher have the right idea--take off the drum entirely!

I would also like to congratulate Fred Jelonek on his patience installing his son's child conversion kit. I spent over 5 hours installing mine, plus over 2 hours of help from a very experienced bike mechanic. I replaced my BB spindles to accommodate a better "chain line". The end result, though, was the same as Fred's. Perhaps I didn't need to change axles after all! Well, it's done now. I'm glad it's in place. Most important, though, my sone now wants to ride the tandem all the time!

Louis & Julie Melini and family,
Salt Lake City, UT

Dear Doubletalk,

Like Shirley Szilvasy & Ted Przyborowski, we, too, found that we were not satisfied with touring self-contained on a tandem, as there is just not room enough to load the gear necessary for two people. The two obvious ways to solve this dilemma are to either reduce the load or pull a trailer.

All the production trailers which we found on the market were basically designed for carrying children. They were larger than what we needed, or they did not meet our standards for weather proofing. Since we couldn't buy one we liked, we decided to build our own.

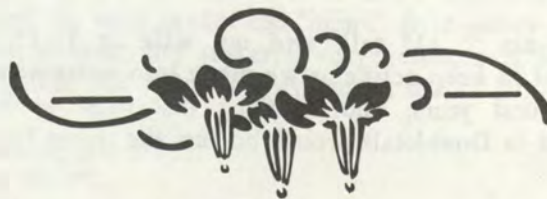
We decided on a design similar to the shape of an Airstream travel trailer. We made a very streamlined form out of bead board, 40" long, 18" wide, and 14" high. We covered the form/mold with fiberglas and resin, leaving a large top opening through which we extracted the form after the resin cured. We hinged a cover over this hole and secured it with a padlock hasp and mounted the body on 20" wheels with airless tires, thus no flats!

This size is designed to carry all of our camping gear and extra clothes so that we need very little in the way of touring panniers on the bike. We found this arrangement especially useful for rain gear, lunch, or next meal groceries. Steering and handling the tandem is greatly improved by getting the weight off the bike. The additional pull is hardly noticeable, except on hills when it became a very apparent drag. The weather-proof trailer protects our gear so well that we no longer arrive at campsites with wet gear, due to broken or torn plastic bag weather protection systems.

Should you be interested in more information on building such a trailer, let me know. I found it to be an interesting project which was within my limited experience and skill. The final product did and does serve the purpose for which it was designed.

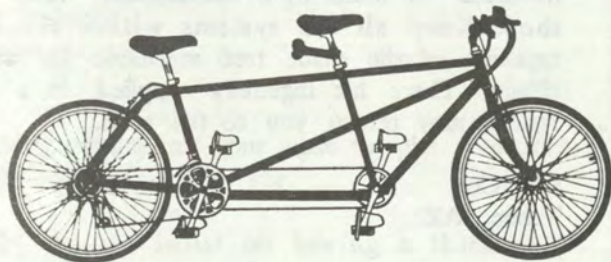
We've taken this trailer on one very mountainous 6-day ride through Colorado, from Durango through Telluride, Ouray, Silver City, and back to Durango. We had rain every day, and we crossed a pass over 10,000 feet high nearly every day. We concluded that self-containment, summer rains, high altitudes, and the trailer were factors we would not again try to combine on a single tandem tour!

Sam Cox
Tubac, AZ

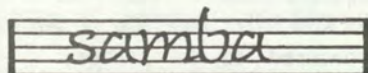




WORD'S OUT!



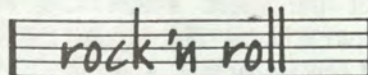
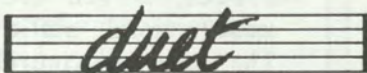
Serious, USA built tandems are available at not so serious prices.



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.

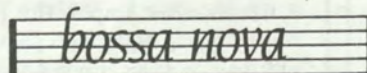
SAMBA MIXTE-X The only performance mixte tandem on the market.

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.



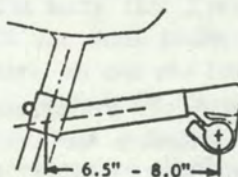
5 models starting at under \$1000.00. Call or write Burley Design for free brochure and nearest dealer.



Tandem Goodies for all Tandem Enthusiasts

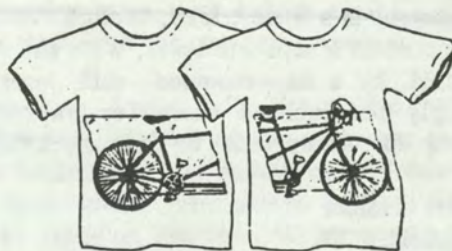
Burley Child Crank Option

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. 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)

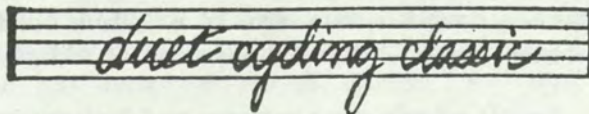


Tandem T-Shirts For Captain and Stoker

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





MORE ON TANDEM BRAKING SYSTEMS

Editors' Note: Ernie & Pat Fisher's article on Tandem Braking Systems, published in the July-August, 1990 issue of Doubletalk, was a bit controversial, to say the least. Ernie and Pat reported their experiences with a drum brake and concluded that a drum/dual cable was not a good combination and concluded that the ideal solution was to go back to using only two brakes. Others disagreed. These are some the responses we received:

... We have been using Scott-Pedersen SE cantilevers on our Kuwahara tandem for almost a year with excellent results. They provide great stopping power and good modulation. Initial adjustment is a little tricky, though. We have each connected to a separate lever, with the Arai drum activated by a stem-mounted shift lever. I would strongly recommend them for anyone who is looking for an upgrade to their stock cantilevers.

Charles Holder
Springfield, VA

... they overlooked one of the simplest and least expensive methods of increasing tandem braking capacity, that is, **FOUR HANDS, FOUR BRAKE LEVERS.**

The addition of another pair of cantilever brakes is a simple matter of a few hours and a few dollars and will be found to be a worthwhile investment on long mountain descents when one set of hands and one set of brakes begins to fade. Such a double system acts as a valuable backup should trouble develop in one set of brakes.

Exotic wheels, gear systems, and brakes may be useful improvements if the tandem is seldom out of reach of a well-stocked and friendly bicycle repair shop. However, if foreign or backcountry tours are your choice, then keep the systems as simple and ordinary as possible. Tourist should always keep in mind that there are still many places in the American West, Europe, and Asia where English

may not be well understood, and where it may be hundreds of miles to a well-stocked bike repair shop. Keep all the systems within the repair capacity of the shade tree mechanic in the next village. There his ingenuity applied to a simple system may return you to the road.

Sam Cox
Tubac, AZ

... the article's conclusion struck me as bizarre: since there are problems controlling three brakes from two levers, eliminate one of the brakes! It seems that the obvious and safer solution of adding a third lever never occurred to the author.

I hear the objections already -- you can't use three levers with two hands! True -- but we are all tandem riders, are we not? I count at least four hands per bike. The captain can control both rim brakes, which are perfectly adequate for maneuvering in traffic and most other normal riding. The stoker can control the hub brake, and use it to control speed on descents and in the rain.

That such an obvious solution is so little used says something about our sport. I fear that we captains do not trust our stokers. The captain steers, the captain shifts, the captain brakes, and the stoker just sits quietly and pedals. Surely we want more from tandeming than this. We got our tandems because we enjoy the joint effort, the partnership of two on a bike. If I'm afraid that my stoker won't know when to brake, then I need to work on communication skills so that we can become real partners who can work together and trust each other. If I'm afraid that my stoker will use the brake to slow the bike down when I want to go fast, then maybe I need to take those screaming descents a little slower so that my stoker won't be terrified.

There's no real problem of how to control three brakes: you just use three levers. The real problem is one of the captain's communication with and confidence in the stoker. Let's work to solve the



real problem. Then details like the brake lever problem become obvious, and we'll be having a lot more fun to boot.

Scott Steketee
Philadelphia, PA

...that's cutting off your nose to spite your face, as my mother used to say.

Why do we insist on having a third (hub) brake? First, it gives almost as much redundancy as on a single bike has with two brakes. Since we have seen broken brake levers, loose pads, and cables which pulled out of levers, we want that level of comfort. It's like using a helmet.

Second, hub brakes do different jobs, and do them well. One of these is speed control on hills. I've scorched the label off one disk and warped it besides, but it controlled our speed and lived to tell the tale. Another reason is that hub brakes work much better than calipers when wet, and we do get caught in the rain a couple of times a year.

So, it comes down to safety and control, not how many brakes, but how to control them. I agree that dual-cable levers are not the answer (at least for us). As Ernie points out, they can't be used to control two different types of brakes (hub and rim on the same wheel, or even two different brands of cantilevers) because the leverage and travel required is so different. I claim they can't properly control a matched pair of cantilevers, either. I can set up a dual cable lever so the brakes contact the rims at the same pull point, but I know of no way to adjust the force division between the two brakes, because the cable runs differ so much.

For those of us who also ride singles, there is another good reason to distrust having two calipers on one lever and the hub brake on the other: Reflexes. In a panic, it is too easy to react wrong. The last time I did that was the last time I used a dual cable lever: when I hit the binders hard, the back wheel broke loose, because the caliper and the drum (an old MaxiCar) locked up the wheel. We nearly slid into the oncoming car.

For the same reason, I won't swap brake lever positions, as Ernie does, putting the rear brake on the left lever. In this country, back brakes have been on the right side, to allow the left hand to give traffic signals. Ernie's method is okay if Pat does all the signalling, but I am afraid of getting my reflexes confused when it counts. Everything I ride uses the same rule "Rear brake right -- Left brake front."

I'm sorry that Ernie has had such poor results with the Arai brake. I use the Shimano "E" disk brakes on our old tandem and on our triplet, and they work well! Once, in a test, I skidded the back wheel with just that brake -- and I had our pre-school son on the back as extra ballast, I believe. The Phil Wood hub brake, which we got from someone else who was brave enough to ride "naked", does well on our new tandem.

On one thing, I agree with Ernie: One brake, one lever. However, instead of throwing out the baby (the hub brake) with the bathwater (the dual lever), we use three levers. The stoker used to have the hub brake lever on her bars. We changed after the time when we were going so fast we couldn't hear each other and got our signals crossed on the hairpin turns. Nowadays, we control the hub brake with an old flat-bar brake lever mounted on the lowest part of the right front handlebar. Works great: you get in the drops to use it, and you can't use both back brakes at the same time, so it is hard to lock up the wheel. It gives us fairly good redundancy and excellent control. It is also very easy to explain to other folks, so we can loan out the bikes with some confidence that they can adapt. We don't get confused when we move from tandem to triplet to single: they all work the same way. The stoker liked having her own brake, but she gets even: she has the shifters, but that is another tale.

Harvey Sachs
Cranbury, NJ



INTERNATIONAL TANDEM WEEK, 1990

Our first trip to Europe was centered around the International Tandem Week, May 26 - June 2, 1990, at Slijk-Ewijk Netherlands. Luud Steenberg and Marjan Hartog had spent months organizing the rally, informing the restaurants of the massive onslaught of tandemists, and planning the "runs."

We arrived in Amsterdam and spent two days touring the city on foot before setting out for Slijk-Ewijk at 10:00 a.m. on the 26th. A 60-mile trip, we thought we could make it easily in 4-6 hours! Using an Amsterdam city map, and following the red and white directional signs for bicyclists, we successfully navigated out of Amsterdam and into the beautiful countryside. We stopped briefly to watch a horse show, and met a Dutch cyclist who suggested a scenic route along the Vecht River. We rolled past elegant mansions, weeping willows, and sailboats. For lunch, we stopped for pannekoeken (a dinner-plate-sized thin pancake with various toppings). So far this touring in Holland was great!

Our trouble began when we tried to ride the town of Utrecht. The ANWB 1:100000 tourist maps are vital for travel in the countryside, but only seem to add to the confusion when used to traverse unfamiliar cities. There are no road names on the maps! We must have ridden about 15-miles out of our way before "discovering" the correct route. After all our adventures, we arrived at the campgrounds at Slijk-Ewijk at 8:00 p.m., only 10 hours after leaving Amsterdam!

As we rolled into the campground, our nationality was obvious to one of the American couples--we were the only other couple they had seen wearing helmets! We checked in at the headquarters tent, where we received our route sheets and admission tickets to the various activities. We then joined the others for a welcome evening social. We enjoyed visiting with several Dutch and British couples and Renee and John Takehara from Pittsburgh, PA. Unfortunately, we had not brought a lighting system, and we reluctantly left for our B&B when twilight came -- at 10:00 p.m.

The daily "runs" were centered around places of interest including the Open Air Museum (typical

Dutch farmhouses, barns, and windmills), Raaf Brewery, Nationaal Park De Hoge Veluwe, Liberation Museum, and the Reichswald in Germany. Each run was about 50 miles, and plenty of time was allowed for "elevenses" -- morning coffee or tea and something sweet.

There were over 90 teams attending, bringing together tandemists from the United Kingdom, the Netherlands, Belgium, Finland, France, Germany, and the United States. We were introduced to many varieties and makes of tandems, including sophisticated trikes -- a real rarity in the States, but not unseen in Europe. Stokers of these tandem tricycles are very active participants, especially in turns: a good lean is essential if you want to keep both rear wheels down. By necessity, couples with children were inventive in modifying their cycles. Several tandem bicycles and trikes towed single- or multi-gear Rann trailers: half bicycles powered by a child and attached to their parents' tandem. Over 30 different tandem makes were counted, including the beautiful British "George Longstaff," Mercians, Jack Taylors, and the Dutch Orbit and Zoon.



Dutch Orbit Tandem, set up for tall stokers



Friendly competitions were held at the campground each evening, including a sack-jumping race and a dike freewheeling contest. This latter event called on the skills of the tandem team to be as aerodynamic and heavy as possible. The winners were the team who coasted the farthest after a static start from the top of a nearby dike. An awards presentation and barbeque on the last evening made for a festive end to a most enjoyable week of all that is wonderful about tandeming.

Laura Frank & Eric Weir
San Luis Obispo, CA

Like Laura and Eric, we arranged our tandem tour of Holland to include the International Tandem Week. However, our excitement began before we even left Pittsburgh! We picked up a Santana factory box from our local dealer (Wamsley Cycles in nearby Morgantown, WV) and carefully packed our tandem, just the way we'd read in Doubletalk and everywhere else we could find. We thought we were prepared! But when we arrived at the counter for British Airways in Pittsburgh, you would have thought we were terrorists! We maintained our

composure -- fortunately we had allowed enough time -- and we were able to confirm with the agent that we had made our reservations and that the reservations agent had approved our tandem as checked baggage.

The next bit of excitement and concern came when we arrived at Schiphol Airport in Amsterdam. We had planned on being able to store our box at the airport while we were touring. At first the airport manager was only willing to let us store the box if we left our tandem in it, not exactly what we had in mind. Again, we maintained our composure and, after a long discussion with the manager of the baggage storage compartment, we worked it out and we were on our way!

Holland is truly a bicyclist's paradise. In larger cities bicycles have their own lane and stoplight. In small villages and on secondary roads there is almost always a paved bicycle path running parallel to the road. The terrain is flat, but varied and beautiful. On one day we cycled through a national forest and fields of heather. On another day we cycled through orchards and fields of cattle and sheep. We visited museums, a cheese farm, and a brewery. We even ventured into West Germany. And every day we cycled along a dike where you could see acres of fields lined with canals and dotted with tidy brick homes decorated with flowers. There were plenty of opportunities for taking breaks at road side cafes, where we enjoyed applegate, Dutch pancakes, and broodjes -- Dutch sandwiches.

This was the second International Tandem Week. Last year's event was held in France. We hope a group volunteers to lead another, because we'd like to meet our friends again, at a future International Tandem Week!

John & Renee Takehara
Allison Park, PA



Boarding the Ferry to cross the Neder Rijn



THE NORTHWEST TANDEM RALLY - 1990

BAKER CITY, OR -- The first of the fat splats of rain struck the windshield as we crested Flagstaff Hill east of Baker City. We were stuffing ourselves with oatmeal-raisin cookies and draining the last of a tall waterbottle, congratulating ourselves on 15-miles of roller-coaster hills and marvelling that they hadn't been more taxing. It wasn't that many generations back that wagons and ox teams lumbered over the same route, plodding the last miles of the Oregon Trail.

We had ridden part of that same trail that day, pioneers of a different kind in this northeast corner of our home state. Our transportation had steel, not wooden, spokes in its two wheels. That afternoon, 163 pairs of riders climbed and zoomed along the old highway on tandems, the second ride of the Memorial Day weekend and the Fifth Annual Northwest Tandem Rally.

Steve Winike of the Northeast Oregon Cycling Club lured the annual gathering to Baker County with promises of interesting terrain and good weather; at the very least, he'd assured us, at the Fourth Rally's dinner a year before, that we wouldn't be snowed upon as many riders had been coming into Bend.

The 1990 rally drew riding teams from every western state and from British Columbia. Even we Oregonians were surprised at the turnout, since the closest metropolitan area is a good four hours' drive away. Many came because they already knew Baker County's poorly-kept secret: it's beautiful. Those of us who'd never been there before found also that the people are friendly, and drivers, though used to seeing mostly cows or horses on the roads, know how to share better than those in some more populous places in the Northwest.

Winike's promises mostly came true. The rides were interesting and challenging. Baker County is a green, blue, and tan combination of cattle, logging, and gold-dredging country, cradled by the Blue and Willowa mountain ranges and watered by the Powder River.

The weather, to start, was mighty close to perfect -- a low overcast, a tease of a breeze, and temperature in the mid-60' s. Too cool for bare legs, so we got a chance to show off our latest head-to-toe Day-Glo Lycra outfits, but warm enough to keep the chills away.

Saturday's ride began and ended at the depot for the restored Sumpter Valley Railroad steam locomotive, about 12 miles southwest of Baker City (the town of about 9,000 reclaimed its original name, after decades as just Baker, by popular vote last fall). After a 24-mile loop, many of us hopped aboard the steam train for a close-up look at dredge tailings. A light rain fell as the second group of cyclists rode the train, but stopped before we headed back to town.

MAILORDER CATALOG Information and Advice Facts and Figures

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On Sunday we drove about 55 miles to Pine Eagle High School in Halfway (named for its location between two ghost towns, Pine and Cornucopia). The highway from Halfway to the Idaho border made up our route for the day. Those who decided on the 46-mile short route stopped at Oxbow Park on the Snake River in a tame section of Hell's Canyon area for lunch. Long riders (about 60 miles) took a detour to Brownlee Dam on the Snake.

We were among those who wimped out at the last minute on the long ride. The ride out from Halfway was one roller after another. We drove down the inclines, stealing peeks at the beautiful blue Powder as the miles slipped beneath our K-4s, realizing about halfway (no pun intended) out that we were going DOWN a lot and would have to come back UP to get back to the car. A steep 200-foot-in-about-200-yards climb to the dam changed our minds and sent us down to the lunch site and into the Kettle Chips ahead of schedule.

(We asked Winike about that hill. He smiled and shrugged, but his eyes twinkled. The pre-rally flyers described the rides as mostly flat with some rolling terrain and one moderate incline. Winike's a veteran mountain bike rider...)

We ate our buffet lunch slowly. We rode across the river to say we'd been to Idaho. We found a lot of riders like ourselves, slowly gathering courage to tackle those hills back to town. When we finally set out, slowly and steadily, we found the hills easy and, dare I admit it, more fun that they were going the other direction.

We were talking about that on the way back to the motel and our banquet when the rain started. I mentioned things I'd noticed that were different from last year's rally -- more families with children, some with trailers but quite a few with kid-backs, more fat-tire, off-road bikes (Angel Rodriguez brought his Aluminum Can this year), fewer multi-colored paint-jobs. Plenty of Keith Lippy's shades-of-twilight fade-out paint jobs were around, though. He does beautiful work. Neon colors showed up this year on everything: helmet covers, handlebar tape, seatcovers, water bottles, and shoelaces.

The variety of bikes was mind-boggling! I made a hasty and undoubtedly incomplete list, but here's what I noticed: Burley, Gitane, Rodriguez, Colnago, Santana, Solvana, Cannondale, Bushnell, Kuwahara, Counterpoint, Co-Motion, Jack Taylor, Lippy, Schwinn, Mercian, Davidson, Top Gear, Fuji, Peugeot, Ibis, Ritchey, and Decker.

We squeezed into Baker City's only large banquet hall for our Sunday night dinner, compared notes with others on the afternoon ride, watched a slide show of the Bend rally (how did the photographer miss those dead cows?) and awarded the annual Gutter Gift to a woman who brought in a snake she'd allegedly run over and killed in an effort to stave off bonk. We agreed on Centralia, WA, the midway point in the annual Seattle-to-Portland ride, as the site for the 1991 rally.

While we did all this, the rain kept falling outside, a trickle at the time, but a determined one. Soemone mentioned changing our rally weekend to a potentially drier time. Aw, come on! This is the Northwest Rally, after all. Support local industry; remember Burley raingear is based in Eugene.

Those who brought their Burley gear gave it a workout on a 27-mile loop around Baker City Monday morning. It had rained all night and even picked up the pace a little by dawn. We waved to northbound riders on the freeway frontage road as we headed for home in the car, our windshield wipers on high.

That evening, the Portland weather report said that the state's highest rainfall -- 0.9 inches -- had fallen in Baker City that day. The rain continued, without a noticeable letup, until June 13. We now own fenders.

Marilyn and Stan Smith
Albany, OR



QUICK, SIMPLE SOLUTIONS TO COMMON PROBLEMS

I can't believe some of the horrors others have gone through with their tandems, installing child stoker kits or trying to fit the Burley hitch on a Santana. Maybe we have a good bike shop available, but it's not without its shortcomings, either.

James and I bought our Santana a little over a year ago at the Richardson (TX) Bike Mart. When we bought it, we knew we would be pulling the Burley trailer behind it, and expressed our need to Rich Dewell (TCA member and our "tandem man" at the Bike Mart). The mechanics there addressed the drum brake/braze-on problem simply by adding a few washer spacers outside the drum brake and inside the stays. In effect, we were shifting the hub more to the right side of the bike. This allowed the hitch to clear the drum brake with only millimeters to spare, but we have never had a problem with the brake rubbing against the hitch.

This left solving the problem of the braze-on. Rather than invest in some elaborate and expensive solution which may never work, we resorted to cutting the end off a thick sponge (the harder type) and, whenever we hook the Burley up, the sponge goes between the stay and the hitch where a gap is left. We still have some "side to side" movement of the hitch, but it is otherwise secure and there is no danger of the hitch coming loose.

As for the child stoker kit, we purchased a Burley stoker kit early this spring for our Santana Arriva. Since Fred and Cathy Jelonek had a few parts I did not recognize, and the number of bolts is, at times, not the same, I assume they purchased the Santana version of the kit. (Burley's kit has no plastic collar to protect the downtube.) There were two things, in particular, in Fred's installation which I couldn't quite understand. Our Santana has an eccentric bottom bracket shell located in the front. By loosening and rotating the eccentric, the timing chain can be removed. No chain breaking is necessary. (This is the same way the timing chain would be tightened.) In addition, since the chain is easy to remove, there is no need to move the chainrings to the outside of the crank (did I

understand that correctly?) (Ed: Fred placed two chainrings on his rear spider, one ring is on the inside of the spider, and the other on the outside of the spider. Then, to correct the chain line, it was necessary to move the front chainring to the inside of the spider. The timing chain connected the two inside rings and the child conversion was connected to the outside ring at the rear. Thus it was not necessary to replace the spindle, the crank-arms, or break the chain to remove the child-conversion unit). If you're buying a new tandem and intend to buy a stoker kit, be sure to tell your dealer. We did need to purchase a new set of rear cranks for our Santana because the spider and holes didn't match up with the holes on the child stoker chainrings. The folks at the Bike Mart told us a "mountain crank" would fit perfectly (but try to buy just one set of cranks for a tandem sometime). Unwilling to substitute a single bike's crank arm and have the pedal threads "backwards" (from swapping the arm to the opposite side of the bike), we opted for the expense.

When putting the pedals on the Burley conversion kit, keep in mind that the pedal spindles need to be changed from left pedal to right pedal because of the way they thread into the crank. (Ed: This is not necessary with the purchase of a Santana-supplied kiddy crank).

As I don't really want to lose my valuable position as stoker all-together (the stoker really does the job of Captain Kirk while the "captain" is really the pilot, as I see it!), we knew we would be removing the stoker kit quite regularly. Rich said most people he knew who use a stoker kit don't remove it, they just remove the pedals. My legs tend to get bruised on the child cranks if we leave them on, so that was out of the question. In addition to removing the kit (swapping is now about a 45 minute job, with the fine-tuning), we also found we needed to change the handlebars every time. We did purchase the "extender" kit for the handlebars, but my legs are so long they already hit the handlebars using the standard stoker stem. Since Ryan is only four years old, he needed the extra long stem to comfortably reach the

SANTANA

For the serious tandem enthusiast

Vol. 1 No. 5

Summer 1990

FROM THE EDITOR

This special edition of Santana serves as the 1990 Santana catalog — a guide to the new bicycles, products and innovations offered by Santana. All of the topics we have spoken of in the past — new tooling, Nivacrom tubing, specially designed componentry — are all directed at one goal: the ability to offer the tandem customer a responsive, agile, quality-built custom bicycle. We are especially proud of the quality reflected in the 1990 Santana lineup — the finest bikes we've ever produced.



VISA



VISA

The attractively priced Visa is Santana's entry-level tandem. Santana, the company founded by tandem enthusiasts, knows that your first tandem should have all the characteristics that make tandem riding pleasurable. That's why Santana refuses to compromise your fun (or its reputation) by building heavy and unwieldy tandems with unreliable components. A short test ride on a Santana Visa will quickly convince you that a cheaper tandem is a poor investment.

Frame and Components: The heart of the America-made Visa is a responsive lugless frame handbuilt with specially designed double butted chromoly tubing. After extensive hand detailing every Visa frame is finished with Du Pont's famous Imron paint. The upgraded-for-1990 component package features quick-release Wheelsmith wheels and a Shimano 400LX drivetrain with 21-speed index shifting.

Color: Imron Metallic Charcoal.

Sizes: 53 x 50, 56 x 53, 59 x 53, 62 x 56 (see sizing chart).

ARRIVA



Quick Release hubs now standard on all Santana tandems.

ARRIVA

Year after year the Arriva is the world's best selling lightweight tandem. That's because the Santana Arriva is the only popularly-priced tandem that knows no limitations. Santana customers have used their versatile Arrivas for racing and touring; even course-record centuries and round-the-world odysseys. Want a moderately priced road tandem that can do it all? Choose the Arriva.

Frame and Components: The 1990 Arriva features a new high-performance frame geometry that combines responsive handling with a generous amount of room for the rear rider. The handbuilt lugless mainframe with oversized double-butted tubes is as

strong as it is beautiful. The exclusive oversized Columbus chromoly fork features an investment cast crown and reinforced steerer. Shimano Deore componentry means years of troublefree service.

Color: Imron Metallic Concord Blue.

Sizes: 53 x 50, 56 x 53, 59 x 53, 62 x 56 (see sizing chart).



SOVEREIGN

SOVEREIGN

The Sovereign is the direct descendant of the original Santana. In 1976 a group of experienced tandem cyclists, unsatisfied with the tandems then available, pooled their knowledge to develop a tandem for enthusiasts. They agreed on four directives; the fastest possible touring geometry, the best materials including an uncompromised custom-designed tubeset, perfect workmanship with flawless detailing, and finally, the finest cost-effective componentry. Today, thousands of bikes later, every Sovereign remains dedicated to those same standards. Sovereign, the #1 choice of tandem enthusiasts for over fourteen years.

Frame and Components: The Sovereign frameset is fillet brazed with the finest grade of Columbus chromoly tandem tubing. What is fillet brazing? A low temperature method of joining tubes which demands an exceptional level of skill and patience. The resulting frame is lighter and stronger than a welded frame. Further, the beautiful flowing form of a fillet brazed frame is the ultimate expression of framebuilding artistry. The Sovereign comes equipped with Shimano Deore XT componentry.

Colors: Imron Metallic Black Forest with clear Imron topcoat, or Imron Metallic Plum with clear Imron topcoat.

Sizes: 50 x 47, 53 x 50, 56 x 53, 59 x 53, 62 x 56 (see sizing chart).



NOVENTA



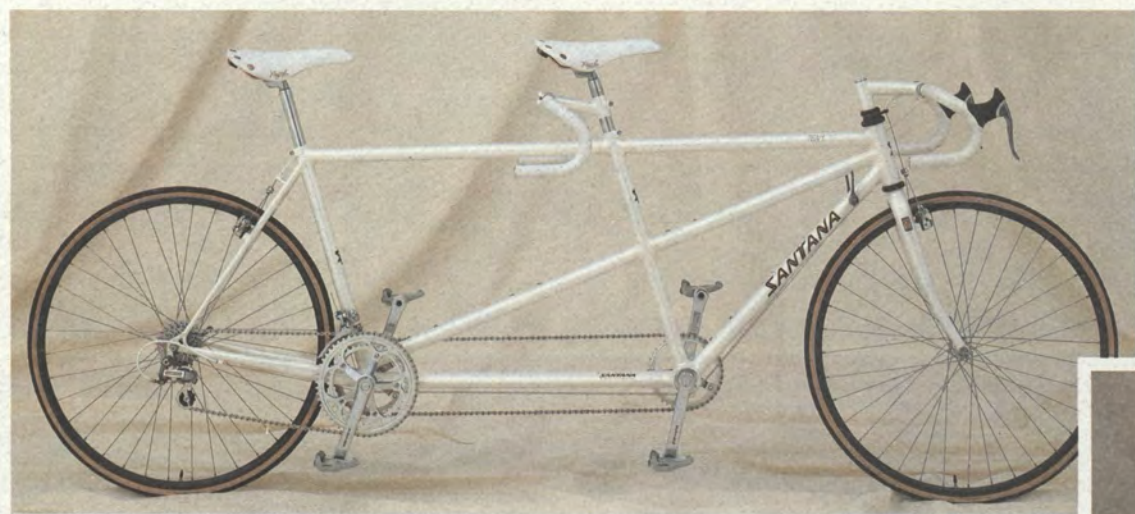
NOVENTA

Six years ago Santana launched a two-year project to develop the ultimate tandem; a special "Super Sovereign" to celebrate the upcoming tenth anniversary. And now, four years behind schedule, Santana proudly introduces the Noventa—a bike that was worth the wait. The new Noventa, suitable for racing or touring, is actually stiffer, stronger, faster and lighter than last year's race-only "Team" Santana.

Frame and Components: The heart of the Noventa is a new Nivacrom tandem tubeset. Nivacrom, a special alloy developed by Columbus, is 40% stronger than chromoly and can be built into a frame that is actually lighter than aluminum or carbon fiber. The soul of the Noventa is the world's first tandem-specific component group—designed especially for Santana by Campagnolo.

Color: Custom formulated Metallic Cobalto Blue Imron with a special UV-resistant clear Imron topcoat.

Sizes: 53 x 50, 56 x 53, 59 x 53, 62 x 56 (see sizing chart).



TEAM

TEAM

All of Santana's other 1990 road tandems feature a new high-performance geometry that has the feel of a racing tandem and yet retains the degree of stability needed for fast touring and casual sport riding. The Team, however, remains a raw and unrefined pure race design—the bicycle equivalent of a Lamborghini Countach. Without doubt the 1990 Santana Team is the world's fastest production bicycle.

Frame and Components: The 1990 Team features a fillet brazed frameset built with the new Columbus Nivacrom tandem tubeset. A new unicrown style fork, also constructed from Nivacrom, is a stronger and a full pound lighter than previous tandem forks. Your choice of two different component packages; Shimano Dura-Ace or Campagnolo C-Record.

Color: Custom formulated Pearlescent Metallic White Imron with a special UV-resistant clear Imron topcoat.

Sizes: Individually custom sized (call factory for details).



RIO



Quick Release hubs now standard on all Santana tandems.

RIO

Don't let its casual looks and low price deceive you. The 1990 Rio is a real Santana; designed and built by the world's most experienced manufacturer of tandems. You might buy a similar-looking bike for less, but you're certain to get an ill-mannered heavyweight clunker from someone who builds tandems as a sideline. Santana has given the Rio a special geometry that makes it as easy to ride as a single bike—it's perfect for casual rides and long distance tours. And when you're ready to leave the pavement, Rio's high quality frame and components will allow you to tackle the toughest trails. Schedule a test ride today.

Frame and Components: Inspect the Rio frame and you'll find it

uses the same quality materials and construction found on leading mountain bikes. Inspect other inexpensive tandems you'll find inferior pretzel-bent tubes, stamped dropouts and flash welds—the same materials and construction found on the cheapest department-store cruisers. The 1990 Rio comes with Shimano LX componentry including the new Rapid-Fire 21-speed STI shift system.

Color: Imron Race Blue.

Sizes: 22 x 20, 20 x 18, 18 x 16 (see sizing chart). Besides the three normal sizes, the Rio is also available in a special 20 x 18 size with a step-through "mixte-back" frame.



CILANTRO

CILANTRO

When serious mountain bikers decide they want a serious off-road tandem, the Santana Cilantro is the tandem of choice. The surprise is that this beefy mountain bike is also a formidable contender on pavement. Consider this; on a per-rider basis the Cilantro is both lighter and more aerodynamic than a single racing bike with disc wheels and funny handlebars! With a mere change of tires this mountain tandem can be transformed into an outrageous century bike or a reliable round-the-world tourer.

Frame and Components: The Cilantro frame is lighter and stronger than the framesets on other builders' off-road tandems because Santana is the only builder that goes to the expense and trouble of having suitable double-buttet tubing custom manufactured. The 1990 Cilantro comes with ultra-strong 40-spoke Wheelsmith quick-release wheels and Shimano Deore componentry.

Color: Imron Raspberry.

Sizes: 22 x 20, 20 x 18, 18 x 16 (see sizing chart).



PICANTE

PICANTE

Can't choose between a tough off-road tandem or a lightweight road racing model? Choose the Picante and get both. Thanks to the incredibly strong Nivacrom tubeset, the 1990 version of Santana's best off-road tandem tips the scales at a mere 40 pounds. At similar prices the competition offers heavy tandems with bizarre and unproven designs constructed from common "aircraft" (generic straight-gauge) tubing. Santana, the world's most experienced builder of off-road tandems, offers a proven design made with rare Columbus Nivacrom tubing.

Frame and Components: The 1990 Picante frame is exquisitely fillet-brazed with large diameter Columbus double-buttet Nivacrom tubes manufactured exclusively for Santana. The fork, a very special unicrown design, is also constructed with Nivacrom. Because this tubing is so difficult to obtain, only 50 Santana Picante tandems will be built in 1990. All will come equipped with Shimano Deore XT componentry.

Color: Custom formulated Bright Neon Lime Imron with a special UV-resistant clear Imron topcoat.

Sizes: 22 x 20, 20 x 18, 18 x 16 (see sizing chart).





MODA

Why does Santana build a single bike? Three years ago Santana was given the opportunity to build the world's best mountain bike. Here's the story:

In 1987 the senior engineers of Columbus traveled from their Milan factory to America to show Santana the still-secret test results of their new patented alloy, Nivacrom. The test results proved that this exotic steel-based metallurgy could be used to produce racing frames lighter than those made from aluminum or carbon fiber. Columbus realized the premier application for this ultra-stiff tubing would be mountain bikes. Because European builders were far-removed from the mountain bike scene, Columbus wanted an American framebuilder to develop and market a competition mountain bike to showcase their new tubing. Why Santana? Two reasons. First, Columbus had worked extensively with Santana and admired Santana's dedication to innovative design. Second, the engineers at Columbus wanted to work with a framebuilder that specialized in low temperature fillet-brazing because they were eager to produce some ultra-light Nivacrom tubes in gauges too thin to be welded. Nivacrom has now been available for two years and Santana is still one of only three builders worldwide (along with Bianchi and

Rossin) to receive production quantities of this rare and exotic tubing.

As for Moda's geometry, Santana was one of the first mountain bike builders to reject Northern California ATB design. Three years ago most ATB builders still used slack angles with long chainstays to optimize downhill velocity. Santana's testers, including NORBA's reigning World Champion Vet, Jim Harlow, designed the Moda to be faster uphill, where the tough races are decided. Santana selected steeper angles, less fork offset, very short chainstays and an extra long toptube. Now, three years later, it's interesting to note that Santana's 1987 design features have been adopted by the leading Northern California builders for their 1990 team bikes. What those builders and their teams don't yet have is the ultra-stiff Nivacrom tubing.

Why no Santana ATB racing team? Expensive teams have become the best way to sell thousands of overweight Taiwan-built replicas. Because every Moda will be fillet-brazed by hand in Santana's California factory, only 300 Modas can be built this year. Since Santana has no desire to allow its name to appear on thousands of welded offshore lookalikes, an ATB racing team would be counter-productive.

Colors: Choice of Bright Neon Orange, Bright Neon Lime, or Pearlescent Metallic White. These custom-formulated Imron colors are protected with a special UV-resistant clear Imron topcoat.

Sizes: 16, 17, 18, 19, 20, 21 (all measured center-to-center in inches).

SIZING RECOMMENDATIONS

Height (w/o shoes) inches	Inseam (w/o shoes) inches	Shoe Size		Road Tandem		ATB Tandem		Single Road Bike cm	Single Mountain Bike inches
		Men's	Women's	Captain cm	Stoker cm	Captain inches	Stoker inches		
4'10"	25.5	4	5	47	47 to 53	custom	16 or 18	47	custom
5'1"	27	5	6.5	47 or 50	47 to 56	18	16 or 18	50	17
5'3"	28.5	6	7.5	50	47 to 56	18	16 or 18	50 or 53	17
5'5"	30	7.5	9	53	50 to 56	18	16 to 20	53	17 or 18
5'7"	31.5	8.5	9.5	53 or 56	50 to 56	18 or 20	16 to 20	53 or 56	18 or 19
5'9"	33	9.5	11	56	53 or 56	20	18 or 20	56	19 or 20
6'0"	34.25	10.5	12	59	53 or 56	20 or 22	18 or 20	59	19 to 21
6'2½"	35.5	11	12.5	59 or 62	56	22	20	59 or 62	20 to 22
6'5"	37	12	13.5	62	custom	22	custom	62	22

		High Performance				Racing		All-Terrain			Single
		VISA	ARRIVA	SOVEREIGN	NOVENTA	TEAM RECORD	TEAM DURA ACE	RIO	CILANTRO	PICANTE	MODA
Frame Set	FRAME	Tange DB Cro-Mo Tandem Tubeset	Tange DB Cro-Mo Tandem Tubeset	Columbus/Santana Premium DB Tandem Tubeset	Columbus/Santana Encore oversize DB Divacrom	Columbus/Santana Encore oversize DB Nivacrom	Columbus/Santana Encore oversize DB Nivacrom	Tange DB Cro-Mo Tandem Tubeset	Columbus/Santana Premium DB Tandem Tubeset	Columbus/Santana oversize DB Nivacrom	Columbus Max Nivacrom (super light)
	FORK	Tange tandem gauge uni-crown	Columbus OS tandem blades w/Santana's crown	Columbus OS tandem blades w/Santana's crown	Columbus/Santana Encore oversize uni-crown	Columbus/Santana Encore oversize uni-crown	Columbus/Santana Encore oversize uni-crown	Santana oversize tandem uni-crown w/cast ends	Santana oversize tandem uni-crown w/cast ends	Columbus/Santana Encore oversize uni-crown	Santana uni-crown w/cast fork ends
	SIZES	62x56, 59x53, 56x53, 53x50	62x56, 59x53, 56x33, 53x50	62x56, 59x53, 56x53, 53x50, 50x47	62x56, 59x53, 56x53, 53x50	Custom Sizing	Custom Sizing	22x20, 20x18, 18x16, 20x18 mixte	22x20, 20x18, 18x16	22x20, 20x18, 18x16	21" 20" 19" 18" 17" 16"
	COLOR	Charcoal Grey Metallic (Imron)	Concorde Blue Metallic (Imron)	Plum or Black Forest Metallic (Special Imron)	Cobalto Blue Metallic (Special Imron)	Champagne Pearl White (Special Imron)	Champagne Pearl White (Special Imron)	Race Blue (Imron)	Raspberry (Imron)	Lime Neon (Special Imron)	Neon Lime, Orange, Pearl White (Special Imron)
Drive Train	PEDALS	SR Quill	SR Quill	Shimano Clipless	N/A	Campagnolo Record Clipless	Shimano Dura Ace Clipless	Shimano Exage	Shimano Deore LX	Shimano Deore XT	Shimano Deore XT
	CRANKSET	Sugino MP-110 28/42/52	Shimano Deore Tandem 32/44/54	Shimano Deore Tandem 32/44/54	Campagnolo Noventa Tandem 28/44/54	Campagnolo Record Tandem 42/54	Shimano Dura Ace Tandem 42/54	Sugino MP-110 28/40/50	Shimano Deore Tandem 28/38/48	Shimano Deore Tandem 28/38/48	Shimano Deore XT 24/36/46
	BOTTOM BRACKETS	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge	Santana/Kajita fully adjustable sealed cartridge
	FREEWHEEL	Suntour 13-30 (7 speed)	Suntour 13-30 (7 speed)	Suntour 13-30 (7 speed)	Campagnolo/Regina 12-32 (7 speed)	Campagnolo/Regina 12-26 (7 speed)	12-26 Cassette (8 speed)	Suntour 13-30 (7 speed)	Suntour 13-30 (7 speed)	Suntour 13-30 (7 speed)	Shimano Deore XT Hyper Glide Cassette 12-28
	CHAIN	Shimano	Shimano	Shimano	Campagnolo/Regina	Regina	Shimano	Shimano	Shimano	Shimano	Shimano
	DERAILLEURS	Shimano 400 LX	Shimano Deore LX	Shimano Deore XT	Campagnolo Noventa	Campagnolo Record	Shimano Dura Ace (8 speed)	Shimano 400 LX	Shimano Deore LX	Shimano Deore XT	Shimano Deore XT
Wheels	TIRES	Kevlar 700 x 28	Kevlar 700 x 28	Kevlar 700 x 28	Kevlar 700 x 28	Kevlar 700 x 28	Kevlar 700 x 28	Mud Dawg 26" x 1.95	Mud Dawg 26" x 1.95	Mud Dawg 26" x 1.95	Mud Dawg 26" x 1.95
	RIMS	Sun Metal C-16 Hard Ano 700c 40h	Sun Metal C-16 Hard Ano 700c 40h	Sun Metal C-16 Hard Ano 700c 40h	Campagnolo Omega XL Hardox 700c 40h	Campagnolo Omega XL Hardox 700c 36h	Campagnolo Omega XL Hardox 700c 36h	Sun Metal C-16 Hard Ano 26" 40h	Sun Metal C-16 Hard Ano 26" 40h	Sun Metal C-16 Hard Ano 26" 40h	Matrix 26" Hard Ano 32h
	SPOKES	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless	Wheelsmith Stainless
	HUBS	Quick Release Tandem sealed bearing 40h	Quick Release Tandem sealed bearing 40h	Quick Release Tandem sealed bearing 40h	Campagnolo Noventa Tandem sealed bearing 40h	Campagnolo Record 36 hole	Shimano Dura Ace Freehub 36h	Quick Release Tandem sealed bearing 40h	Quick Release Tandem sealed bearing 40h	Quick Release Tandem sealed bearing 40h	Shimano Deore XT Cassette 32h
Controls	HANDLEBARS	Santana/Nitto Special Tandem Width	Santana/Nitto Special Tandem Width	Santana/Nitto Special Tandem Width	Cinelli	Cinelli	Cinelli	Tioga Master TX black alloy	Tioga Master TX black alloy	Tioga Master TX black alloy	Tioga Master TX black alloy
	CAPTAIN STEM	Nitto Alloy	Nitto Alloy	Nitto Alloy	Santana Oversize Cro-Mo	Santana Oversize Cro-Mo	Santana Oversize Cro-Mo	Santana TIG Oversize Cro-Mo	Santana TIG Oversize Cro-Mo	Santana Oversize Cro-Mo	Tioga T-Bone
	STOKER STEM	Santana Alloy	Santana Alloy	Santana Alloy	Santana Oversize Cro-Mo	Santana Oversize Cro-Mo	Santana Oversize Cro-Mo	Santana TIG Cro-Mo	Santana TIG Cro-Mo	Santana Oversize Cro-Mo	N/A
	BRAKE LEVERS	Dia Compe Blaze double-pull tandem	Dia Compe BRS-400 double-pull tandem	Dia Compe BRS-400 double-pull tandem	Campagnolo Noventa double-pull tandem	Campagnolo Record	Shimano Dura Ace	Shimano STI	Shimano Deore LX STI (2 finger)	Shimano Deore XT STI (2 finger)	Shimano Deore XT STI (2 finger)
	SHIFT LEVERS	Shimano 400 LX	Shimano 105	Shimano 105	Campagnolo Record Index	Campagnolo Record Index	Shimano Dura Ace (8 speed)	Shimano Rapid Fire	Shimano Deore LX STI Rapid Fire	Shimano Deore XT STI Rapid Fire	Shimano Deore XT STI Rapid Fire
Other	BRAKES	Dia Compe Cantilever	Dia Compe Cantilever	Shimano Deore XT Cantilever	Campagnolo Cantilever	Campagnolo Cantilever	Shimano Deore XT Cantilever	Shimano LX Cantilever	Shimano Deore LX Cantilever	Shimano Deore XT Cantilever	Shimano Deore XT Cantilever
	HEADSET	Hatta	Hatta	Shimano Deore XT	Campagnolo Oversize Alloy	Campagnolo Oversize Alloy	Shimano Oversize	Oversize Alloy	Oversize Alloy	Shimano Deore XT Oversize Alloy	Shimano Deore XT Oversize Alloy
	SEATPOST	Strong Alloy	Strong Alloy	Strong Alloy	Campagnolo Cro-Mo Oversize	Campagnolo Cro-Mo Oversize	Alloy Oversize	Strong Alloy	Strong Alloy	Strong Alloy	Strong Alloy
	SADDLES	Vetta Gel	Vetta Gel	Vetta Gel	San Marco Regal	San Marco Regal	San Marco Regal	Vetta Gel	Vetta Gel	Vetta Gel	Vetta Gel

Specifications subject to change



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SANTANA

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One Cool Dude

handlebars. We opted to pick up another seat and seatpost for the "pilot chair". Instead of swapping a handlebar configuration, we pull out the seat post, seat, handlebars, and all, and put in the other seat, tube, and bars. Only one bolt needs to be loosened.

Another consideration in our kit purchase was comfort for Ryan. We're used to putting in some pretty long miles, and didn't want to give that up because of complaints from the stoker. Rich was able to pilfer a child's padded mountain bike seat from one of the other bikes in the store (with the permission of the owners, of course), which is the child's equivalent of a Vetta gel saddle. He's a lot more comfortable, and doesn't complain until 30 miles or so. After a short rest, he's usually ready to go some more! Friendly comments from other cyclists help improve his attitude, too. Ryan thinks he's one cool dude back there with his helmet, gloves, and "cycling shoes". (We made sure we bought shoes for him with the velcro closures so we don't need to worry about laces getting caught in the chain).

When all four of us ride together, Ryan and I are usually on the tandem while James pulls 1-1/2

year-old Roberta in the trailer behind his single bike. Most of Ryan's miles, though, are logged during the week with me as captain and the Burley trailing along behind us. In 2-1/2 more years, we'll probably be seen with two tandems equipped with stoker kits!

As for the comments of "the one in the back isn't pedaling!", I usually reply with, "But look! I'm the one with all the chains and gears!" (Only to be used from the stoker position.)

Dorothy Abbott
Plano, Texas

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:

July-August, 1990

May-June, 1990

November - December, 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



ARIZONA TANDEM CHALLENGE

With a three day weekend in May, and nothing planned, we were perusing our bicycle club newsletter in search of an interesting ride.

Ah, yes, look at this! Variousy described as a "three-day mini-tour," "and alternative to the Arizona Challenge," and "a vigorous three-day test of riding skills," the Greater Arizona Bicycle Association's Phoenix Chapter was sponsoring an event for just that long weekend.

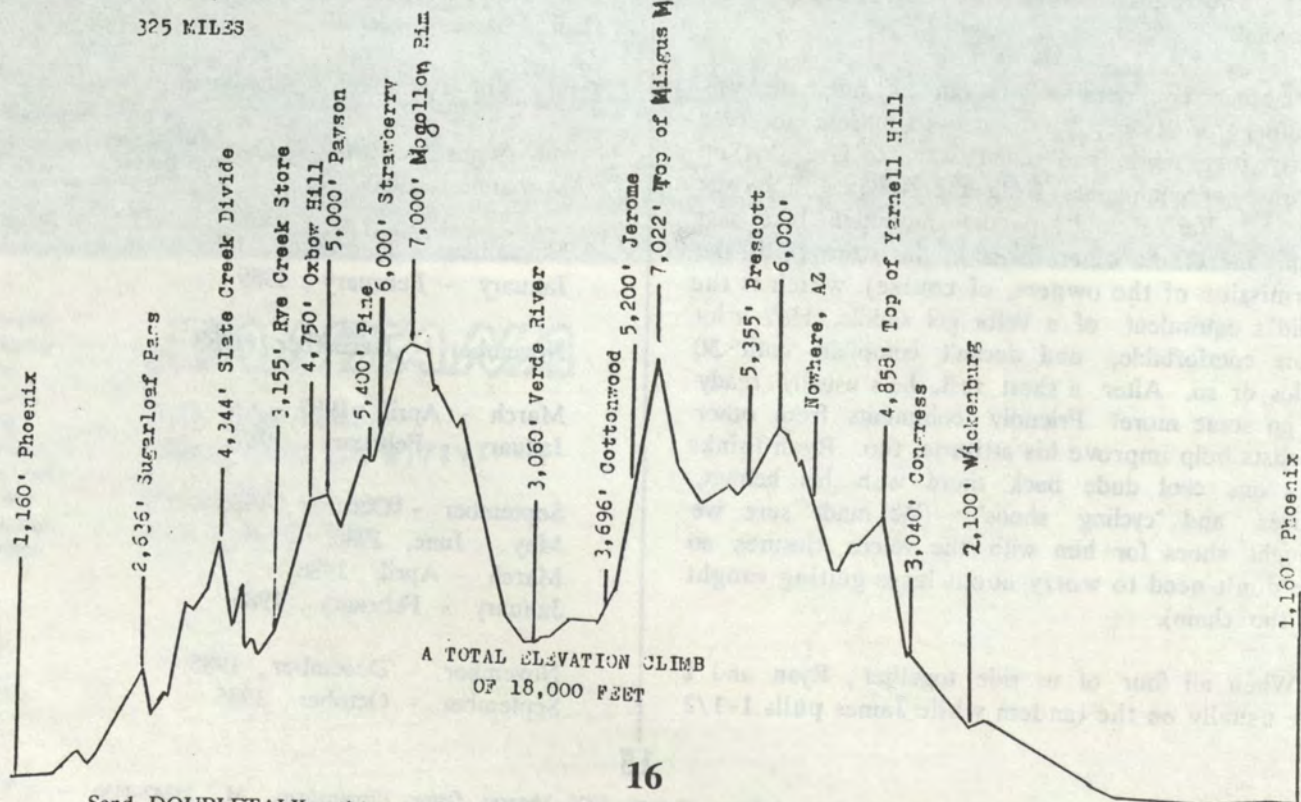
The game plan called for staying in motels. There was sag wagon service for the gear and for water and fruit. There was a cautionary note that one should not expect the sags to carry tired riders and their bicycles. Oh, yes, there would be over 3.5 miles of elevation change, along with some great scenery.

We would be following the same route as the Arizona Challenge. The Challenge is some fool-

GREATER ARIZONA BICYCLE ASS'N
ANSWER TO THE ARIZONA CHALLENGE

MAY 11-13, 1984

325 MILES



hardy cyclists' 24-hour attempt at riding 325 miles of Arizona's most difficult terrain. In our case, we would be attempting the same 325-mile route, but we would take three days.

The climbing is difficult for a single bike, but it seems like it would be even double trouble on a tandem. We took into consideration Arizona's warm temperatures, but after all, the first day of the tour, we'd be going from Phoenix, at an elevation of 1,160 feet, up north to Strawberry, which nestles in the pines at 6,000 feet. Likewise, the second day would take us up the Mogollon Rim at 7,000 feet, then plunge us down and back again. We were worried about the heat on the third day as we'd be riding down to the low desert and high afternoon temperatures back to Phoenix.

After a short debate, we decided to cycle this long weekend and mailed in our entry.

Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430



Sign-in time was 6:00 a.m. on Friday. The weather forecast was the usual "sunny and warm, with temperatures a bit higher than normal for this time of year."

Twenty-five riders were pre-registered for the event, and we were the only tandem team entry. Some riders had already left at first light and others left as late as 7:00 a.m. We were with the group that left at 6:00 a.m., starting with a gradual climb to Highway 87, then grunting up to Sugarloaf Pass, where the Palo Verde trees and giant saguaro were in full bloom.

The climbing got more serious, and we had to make use of our 28-tooth chainring to crest Slate Creek Divide. Here the heat was starting to take its toll, and we'd all three of our water bottles and no sag wagon was in sight. Fortunately for us, two motor campers were pulled over, their hood in the air, cooling off overheating engines -- it's not just people that overheat! The campers took pity on us and replenished our water supply so we could continue down -- and we mean down -- a 1,200 foot drop toward the miniscule town of Rye.

The fast descent was marred by a near-miss with a huge gravel truck at a T-intersection. The truck came barreling onto the highway, disregarding the stop sign. The driver was intent on not losing any time, and he completely ignored our presence. A bit of quick maneuvering with our tandem allowed us to avoid a near collision, and the behemoth sped on, its right rear tire pouring smoke and on fire, adding a bit more heat to the afternoon.

It was mid-afternoon, and we had visions of sipping ice tea at the little store in Rye, which was about fifty miles into the first day's ride. Like a mirage, the store materialized -- all boarded up. Fortunately our sag wagon was waiting there for us with water, cookies, and fresh fruit. The closed-up business did offer about a half-dozen bikes some well-deserved shade under its front porch. The temperature had risen into the upper nineties, and Kay wetted down her bandana to alleviate some of the heat. We pushed off again, as now we'd be climbing 1,700 feet in the next 10 miles to the metropolis of Payson, where we planned to have a late lunch. It was a very slow and hot



ascent. We now had to resort to our tandem's granny gear of 27 inches and were advancing ever so slowly. The Arizona sky was bright blue -- not a cloud in sight -- and the sun was sapping our strength. Our rest stops became more frequent, until finally Kay started to get goosebumps, a sure sign of on-coming heat exhaustion. She insisted on pedaling up Oxbow Hill, now a mere three miles from Payson. Not wishing to lose Kay permanently, I decided to hitch a ride, perhaps in a passing pickup truck.

There we were, Kay looking forlorn, overheated, near tears, and totally exhausted. I was holding on to the tandem, thumb raised in a plea.

Within minutes, a van loaded with camping gear and kids pulled up, offering us their assistance. There was room for two more people, but not for a tandem, too.

We decided that Kay would ride the van into town, while I would attempt to scale the rest of Oxbow Hill, riding solo on the tandem. We would meet at the first restaurant in town.

Kay had not realized that in her exhausted condition she was barely able to help with the tandem pedaling chores: the ascent into town was easier than I had imagined, even though the loaded tandem, weighing about 40 pounds, was no match for a single bike.

We were re-united as per our plan, and after a light lunch and refilling of our precious water bottles again, we felt well enough to continue on to Strawberry, now a scant fifteen miles distant.

We lost some elevation into the Verde River Valley, and we now had to climb over 1,600 feet in the next 10 miles. We were gaining altitude steadily and the combination of hard climbing and debilitating heat took its toll once again. Just outside of Pine, a mere four miles from our day's destination, heat exhaustion overtook Kay again. The sag vehicle was near, and reluctantly she left me to let me pedal alone into Strawberry. Two more riders and their bicycles were in the sag wagon, suffering from cramps and heat exhaustion.



The short ride into town was agonizingly slow, but the tandem came in as the seventh bike of the day. It had taken eleven and a half hours to cover the 95 very hot and hilly miles.

Two more riders were sagged in from Payson, and two more ran out of daylight and were trucked in from Pine.

Strawberry Lodge was the gathering place for the evening and the owners there take great pride in fixing all food "from scratch", including some great apple pie! They were also persuaded to start breakfast the next day an hour earlier than the customary 6:30 a.m. to give us all a head start on the next part of the tour.

That evening a plot was hatched for a possible alternate stoker, if needed. The plan was for another female rider to meet up with us at one of the sag stops, just in case Kay suffered a relapse.

At 6,000 feet elevation, the morning temperature was a cool 46 degrees. A short climb into the pine trees up the Mogollon Rim gave us another 1,000 feet of elevation gain. Then came the turn onto Forest Highway 2, and some favorable rolling terrain, followed by a very fast descent to Camp Verde. Then onto Highway 279 and into Cottonwood, where the 10:00 a.m. temperature was already 87 degrees!

There at the sag wagon stop we replenished once again on liquids and sustenance. We had a short conference and decided we would attack the 19-mile climb up Mingus Mountain in two stages. We would get up to the old mining town of Jerome, have lunch, and then scale the rest of Mingus Mountain to the 7,022 foot crest.

The combination of steep climbing and fast increasing temperature again took its toll on Kay, and heatstroke looked imminent. Upon entering Jerome, there is a switchback and the road up ahead slanted upward sharply. Just about then our faithful sag vehicle came around the bend and we decided that Kay would catch a lift the rest of the way into town.

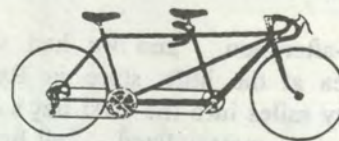
Sitting back on the saddle and pulling on the bars, I made it into downtown Jerome for lunch. Here, Kay confessed she wasn't quite up to handling her share of the tandem chores. Checking with the sag crew, we discovered that our alternate stoker was about a full hour behind, pedaling her Laing solo up the long grade.

Sure enough, about 1 hour later she pulled into the sag stop, looking the worse for the wear. She conceded that she probably would have more difficulty getting up the mountain on our tandem than on her single bike, plus she didn't really fit the stoker end of our tandem. She also made it clear that the switch to a leather saddle that didn't fit her would not do her rear any favors, either.

So what's another eight miles of riding solo on a tandem? On this kind of terrain and energy-sapping heat, it might as well have been 80 miles.

Arrangements were made for us to be reunited on the crest of Mingus Mountain. The ascent took me almost 90 minutes. The high mark of the climb

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happened about one mile from the crest, when I, pedaling solo on a double bike, overtook a single biker on his way to the top.

At the apex Kay greeted me with open arms. She had been kept abreast of my progress by passing motorists who stopped their "tired" cars for a cooldown.

Several riders were taking a well-deserved rest, including one young cyclist who had run out of water part way up the mountain and was somewhat dehydrated. The sag had given him a lift; he had been so desperate to cool off that he had tried lying under a guard rail to take advantage of the meager bit of shade! He was still looking peaked and had stomach cramps when we were ready to continue the easy part of the ride: the big downhill toward Prescott.

It was nice to get into our 116-inch gear and really move again! We arrived at our motel at 4:30 p.m. It had taken us 9 hours to cover the 105 miles.

After showering and dinner, some of the riders gathered on the second story veranda of the Apache Motel, sipping a few brews, while cheering on some of the Arizona Challenge riders who were passing through town on their one day quest.

That evening it was also decided to meet at 4:00 a.m. the next morning at the town's only all-night restaurant for an early breakfast. The forecast was for another parching day.

By daybreak the next day we were spinning the pedals on our Assenmacher tandem once again, climbing to the 6,000-foot level in the cool morning air, losing and gaining altitude several times. Now we had a 2,000-foot descent and passed through the village of Nowhere, who's only bar invited us, via a large sign, to "Have a drink in Nowhere, Arizona." Then on through the farm community of Peoples Valley, where a multi-hued hot air balloon watched our progress uphill into Yarnell. Then came Yarnell Hill, a 10-mile swift descent from the cooler elevations to the desert floor.

On the decline we clocked a nice 46 mph, coasting, with a slight headwind; and as someone had stated the night before "there's always a tailwind heading back to Phoenix." Sure, tell us about it!

Then it was on to Wickenburg and another snack stop before hitting Arizona 74, the hottest and driest 70-mile stretch of the tour.

The mercury rose to 103 degrees, and the only desert denizens enjoying themselves were one orange and black striped Gila Monster, and a big red-headed vulture, sitting on a fence post. Kay swore that vulture was drooling as we pedaled by!

Sag wagon service was critical on this stretch of road. Every fifteen miles they would pull up just ahead of us. We'd empty what was left in our water bottles over our heads and bodies, and then refilled with cold water. Cold water never has tasted so good.

Despite the hundred-plus temperature, Kay was doing very well; while we had some slight uphill, there were no more mountain ranges to cross. As she commented: "A hill you can see the top, but a mountain just seems endless."

The last dozen miles, the terrain was in our favor, and like a horse heading for the barn, we picked up the pace. We passed up a couple of racer-types and kept rolling. A bare three miles from the finish and our front tire gave a "whup-whup-whup", signalling us that we had a puncture. The rim was scorching hot and it was a slow tube change. The pavement was hot enough to fry the proverbial egg, and it was a bit of an effort to get the tire pumped up.

We covered the third day's 125 miles in 10 hours. Although this was our hottest day, it also had been the easiest as all our climbing had been done during the early morning.

In retrospect, this was one of the hardest tours we have done on our tandem. In all our miles together, this was the first time Kay had suffered from heat exhaustion and was not able to do 100% of the tour.



From late May through September, the sun in this part of Arizona can be so intense that, between the hours of 10:00 a.m and 4:00 p.m., a person can sunburn in 15 to 40 minutes. On our last day's ride, Kay got a slight sunburn on her back, right through her white t-shirt.

The tour, although difficult, would have been nearly impossible without good sag support. While riding, we used lots of sunscreen, ate loads of cookies, fruit, pie, and other energy foods, and literally drank gallons of water per day. Without a support team, our bones would probably be out in the desert, bleaching in the sun, while the vultures would be looking for the next cyclist who ventured into their desert domain.

Upon asking Kay if she'd repeat that tour sometime, she replied, "No way . . . unless of course the temperatures were a bit cooler."

Rudy and Kay van Renterghem
Tucson, AZ



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 DoubleT alk.

TREASURER: Dues, patches, and t-shirts.

SECRETARY: Contact point between TCA and the outside world.

EDITOR: Edits your articles for DoubleT alk, 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.

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KEEP A DOUBLE LOOK-OUT!

I'm sure that everyone is aware of how important it is to maintain a secure environment for one's personal property, but an occasional friendly reminder somehow seems pertinent. My reminder was anything but friendly!

When I opened the door to my storage area, I couldn't help but notice a distressful vacancy. **OUR NEW CANNONDALE TANDEM WAS GONE!**

True to form, denial was my first reacton. All of the clichéd rationalizations came to mind. You know, the ones that seem quite reasonable, like a tandem can't really be stolen. Everybody knows it's ours. Where are they going to ride it? Besides, it was time-trial day, and I was sure that my captain/son had found a stronger stoker than me, his father, and he'd already stopped by to get the tandem. You don't have to be told that that was not the case! One quick phone call confirmed my worst fears! Our new Cannondale, only two months old, was the target of a calculated, then orchestrated theft.

The usual epithets rolled through my mind. Just let it be said that I was ticked! After filing all the proper reports with the authorities and contacting all interested parties and organizations, I'm still wrestling with an anger that flows in diverse directions. Obviously, abuse and misfortune are always eager to draw the battle lines, and with this experience I'm sure that any added measure of protection may have thwarted the theft.

Keep a **DOUBLE LOOK OUT!**

Don Newton
404 Lewis Street
Dallas, NC
(704)-922-5128

(Ed. Note: Don's was a 25x23 White Cannondale with gold lettering. It was outfitted with Cannondale's Touring Package -- Shimano DeOre XT crankset and derailleurs and Sanshin 48-spoke hubs on SuperChampion Wheels. He used the supplied Nitto handlebars in front, and cut down an old pair for the stoker. Serial Number is 25230290004).

LEAGUE OF AMERICAN WHEELMEN'S 1990 RALLY

Slippery Rock, PA

July 4th was pretty typical, hot and humid. The roads were waiting, but my stoker was 600 miles away in Peoria, unable to get off work. The notice I posted in the dorm may yield results later, but it looked as though today was going to be a single bike day.

Then, as I was checking out interesting cycles on and in the vehicles in the lot by the Student Union, a green van with Wisconsin plates drove by. "I know that couple, it's Ray and Ellen Fischer!" Ray sold me the double diamond Santana now awaiting a stoker. He and Ellen must have a couple thousand miles on their custom Borthwick (also a double diamond) that replaced their Santana.

A great reunion - Ray had recently had surgery and was unable to do long, hard rides on a tandem,

so the Borthwick stayed home. Ellen must be a born stoker, because she wasn't really happy about riding solo all week. Looks like we have a deal.

We had some great rides, and I learned about Ray's battle cry on the steep climbs "Stand up or we're going to fall over!" We didn't walk anything, but I installed a smaller granny gear chain ring as soon as I got back to the prairies of Illinois.

Most cyclists have heard the legend of the guy knocked off his bike by the dead dog. Let me tell you about the dead rabbit - you're not eating, are you?

We were on a gentle uphill about 6 miles into the McConnell's Mill Meander. There in the shade



of the tree canopy was a rabbit who had recently lost its race with a car, a good prospect for roadkill pizza. A rider ahead called out, "Car Up". The car hit the rabbit. In retaliation for my disrespect for the dead, the rabbit and the car combined to squirt the rabbit's contents in an amazing demonstration of the ballistics, in our direction! Ellen missed the drama, but she still got to participate in the wipe down.

On that ride, one of the most scenic ones offered, we learned one of the diabolic tricks of the Pennsylvania road builders. They gave us good surfaces on most of the down hills, and put some shade trees at the bottom. Since tandems never stop at the bottom, we wondered about the purpose of the trees. Then we found out, the shade conceals the potholes. We knocked the pump off twice that day.

Neat rides weren't all there was to it. The seminars were also worthwhile. The people who prepared those deserve our thanks and admiration. It's a real challenge to condense some of those complex topics down to an hour.

Dave Egan and his presentation on Trauma on Two Wheels was thought- and action- provoking, as well as entertaining. Let's all sign up for the Red Cross standard first aid course and carry some sort of first aid kit. To that I'd recommend the addition of a can of Cinder Suds. The first time you need them, you'll forget the cost and weight.

The Goertz' seminars on tandems had something for all levels of long bike riders, from beginners to seasoned veterans. You can't have too much brake capacity, can you? I like my Pedersens -- one hand, one brake --, but I'll think about a drum for loaded touring. With two riders, and a total weight of 300 pounds, we stop just fine as we are, thank you.

From Angel Rodriguez, I picked up what will be known as the Rodriguez timing overlap. He has his and Carla's tandem cranks out of phase by 10 degrees, with the captain's leading the stoker's position. This seems to smooth out the power stroke without looking strange, as 90-degree out-of-phase cranks do to me.

There were lots of new friendships made, and I hope to see many of you at the Midwest Tandem Rally in Minneapolis. If you were one of the tandemists at this year's L.A.W. Rally, why not take a minute and drop a note to the L.A.W.'s tandem coordinators, Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208 and tell them how much you enjoyed the tandem events.

George Dudley
Peoria, IL





CLASSIFIEDS

FOR SALE: 1986 Santana Sovereign, 24x21. Gray Imron paint. 48-spoke Specialized wheels. Look PP56 Touring pedals. Black UNI Wheel Covers. Also includes Yakima Tandem Bar, Front Handlebar Bag, Front & Rear Panniers, and Caboose Bag. Cateye Solar computer, and many other miscellaneous items. \$2145. Robert L. Strickler. ph: (717)-367-1820 09/90

FOR SALE: Nearly new Burley Tandem. Less than 100 miles. \$1100. Hal & Deb Wakefield. ph: (217)-546-5919 09/90

FOR SALE: 1986 Santana Sovereign. 53x50. Metallic gray Imron w/clearcoat. SunTour Mountech derailleur. Phil Wood Hubs. Arai drum brake. Front and rear Cateye solar hook-ups. Rear Blackburn rack. \$2250. Mark Baird. ph: (713)-242-0939 09/90

FOR SALE: 1987 Veloce by John Stinsmen. Custom twin lateral frame. Silver Jade paint with not a scratch. Shimano DeOre components, 4 brakes, extra long stoker top-tube, raised bars, gel seats, heavy duty wheels, and more. \$2100. Call Keith Pickett (518)-272-6809. 11/90

FOR SALE: 1989 Santana Visa. 56x53. Midnight Black Imron with stock components. Glen Thomas. (317)-674-2487 11/90

FOR SALE: 1982 Santana Solana, 24x22. Royal Blue. 18-speeds. One of the few Santanas ever built with Reynolds 531 Tandem Tubeset. Blackburn racks, water bottle cages. Frame pump. Fenders. Ed Chuey (303)-247-1852 11/90

FOR SALE: Santana Classic. 23x20.5. Red Imron. Mafac Cantilevers, Arai hub brake, Phil Wood Hubs/40-spoke rims. Suntour Derailleurs. TA cranks. Avocet Headset. Ishiwata Tandem Tubeset. Braze-ons for bottle cages and pump. Less than 1500 miles. \$1850. Bruce Chambers. (803)-871-6427 11/90

FOR SALE: 1976 Schwinn Paramount tandem. 25"x19" Men's/Mixte. Brooks Saddles, Campy front derailleur, Shimano GT300 rear. TA Cranks,

Regine Extra Oro sprocket. SuperChampion Rims, Weinmann brakes, and CB headsets. Georgia Current, 419 Sunset, Oglesby, IL 61348 (815)-883-9183 11/90

FOR SALE: Classic Jack Taylor tandem, 24x21. Flamboyant Purple with white box lining. Reynolds 531 Tandem Tubeset. 2 Phil Disc brakes. Phil BB's and Hubs. 48-spoke rims. TA triple crankset. Many Campy parts. Cinelli bars and stems. Many extras. Bike has less than 1000 miles. Asking \$3000 plus shipping. \$1 for picture and exact specs. G. Lee Wright, 6805 Harvest Hill Road, Madison, WI 53717-1134. Ph: (608)-836-6694 11/90

FOR SALE: 1989 Red Santana Sovereign. 50x47. SunTour Accushift, Disc brake, 48-spoke wheels. Low miles. Excellent Condition. \$2000. Rich or Debbie. Ph: (208)-232-7662 11/90

FOR SALE: Cannondale Bugger in good condition. \$125. Santana Child Stoker Conversion kit: crank arms, pedals/clips/ extension handlebars. chain, and extra chainring. \$150. Frank Rosen, 28 Sherwood Drive, Belchertown, MA 01007. Ph: (413)-323-7997 11/90

FOR SALE: Cannondale Bugger. Includes raincover, tonneau cover, wheel covers, seat pad, 2 water bottle cages, spare tire, and tube. \$225+ shipping. Russ and Diane Standage. Ph: (402)-293-1473 11/90

WANTED: Information concerning taking a tandem to Europe (France). Anyone who has helpful hints is invited to call or write Harvey and Margaret Speirs, 750 Naramata Road, Penticton, BC Canada V2A 6J6. Ph: (604)-492-7619 Pacific Daylight Time. 11/90

WANTED: Used Child Crank adapters to fit Cannondale tandem. Russ and Diane Standage. Ph: (402)-293-1473 11/90

WANTED: Used Child Crank adapters to fit Motobecan tandem. Michael & Cheryl Rounds. Ph: (603)-432-3001 11/90



LOOKING FOR: An active retired couple to join two other couples on a trip from New Smyrna Beach, FL to Ft. Myers Beach, FL, in April, 1991. Diving of Sag Van would be on a daily rotation basis. Tour is approximately 1 week and 300 miles. Motel Accommodations each night. Address inquiries, with SASE, to Bill & Phyllis Schnell, 133 Cunningham Drive, New Smyrna Beach, FL 32168. Preference will be given to those with a Yakima Tandem Rack. 11/90

WANTED: I have an EXCELTOO Tandem Rear Hub with drum brake. Does anyone have a central cone with ball race (or a complete axle with cones). The spindle is 11mm, but the cones are the critical need. Peter Bitschine, 37, Mashiters Hill, Romford, RM1 4TP, United Kingdom 11/90

WANTED: Good condition, late model Tandem, 22X21 (approximately). Prefer under \$1000. Cal Ronda, (918)-749-0624. Please leave message if no one is home. 11/90

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

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 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 _____

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TCA DEALER MEMBERS

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. By appointment only. Write for new pricelist. 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, Rodreguez, Sterling, Gitane, Kuwahara, and low-cost trail tandems. 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 machining 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, Colnagno, 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

LOOKING FOR MR. GOOD STUFF? Custom cycling apparel for clubs, teams and rallies...by the dozen or thousand. Excellent quality, reasonably priced, and prompt delivery. And we'll help with artwork! ph: (800)-624-1265 07/91

ROCKFISH GAP OUTFITTERS. Stocking Santana and Burley Tandems and parts. Sales and Rentals. Owners Matt & Dorothy have been tandemists for 14 years. 1461 East Main Street, Waynesboro, VA 22980 ph: (703)-943-1461 07/91

TWICE AS NICE CYCLES. Tandems to make your life more enjoyable. Tandem sales, parts, accessories and service. Test rides or demonstrations by appointment. 46 Lakhota Crescent West, Lethbridge, AB Canada T1K 6J2. ph: (403)-381-6238 07/91

 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,



TANDEM CALENDAR 1990

August 31-September 3, 1990. **Midwest Tandem Rally.** Minnetonka, MN. If you missed it, we're sorry!

September 29-30, 1990. **BART (Bay Area Roaming Tandems)** Fall Rally in Calistoga, CA. Two days of tandem cycling through the Napa Valley Wine Country. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031 for a list of accommodations. Reservations must be made early. Calistoga is a small, quaint town above San Francisco and is surrounded by vineyards, mud baths, mineral springs, hot air balloons, and a gliderport. Don't miss out on the fun. No fees, but make your own reservations.

October 6, 1990. Twin Cities' Tandem Club, MN. **6th Annual Chili Ride** in Woodbury. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

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

November 9-12, 1990. Veteran's Day Weekend Baltimore BC's **FIRST ANNUAL CHINCOTEAGUE WEEKEND.** A wonderful opportunity to enjoy the last four-day weekend of the year. The weather is usually balmy that time of year. The terrain is flat to rolling, ideal for tandems. Rides are 5 to 100 miles on lightly traveled country roads. Tandems- only rides are scheduled daily. Social events Friday, Saturday, and Sunday evenings will be shared with the Potomac Pedalers. Registrants must make their own motel arrangements on the form we will mail upon receipt of \$15 registration fee. Rates are \$28 +tax/room, per night (two night minimum), up to four persons per room. SASE to Al & Ruth Schaffer, 3212 Midfield road, Baltimore, MD 21208. ph: (301)-484-0306.

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

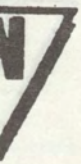
TANDEM RACES -- 1990

September 2, 1990. **Sears Point International Cycling Championships.** Sonoma, CA. Russel Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402 Ph: (503)-687-1644

September 9, 1990. **Lake Country, TX, Classic.** Graham, TX. Start/Finish at Fort Belknap Park, 10 miles west of town. Tandem Division is first race. For more info, call Randy Stephens (817)-549-3918 or Jay Lawson (817)-549-6502 evenings.

October 7-11, 1990. World Corporate Games. Barbers Point West Beach Oahu, HI. Time Trials and Road Race for Tandem teams (blind stokers welcome). ph: (808)-536-1990 Immediately!

Send your race listings to the
DoubleTalk Editors Now!



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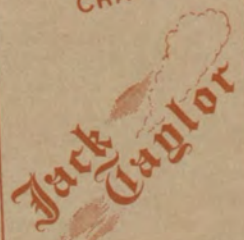
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Membership

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

