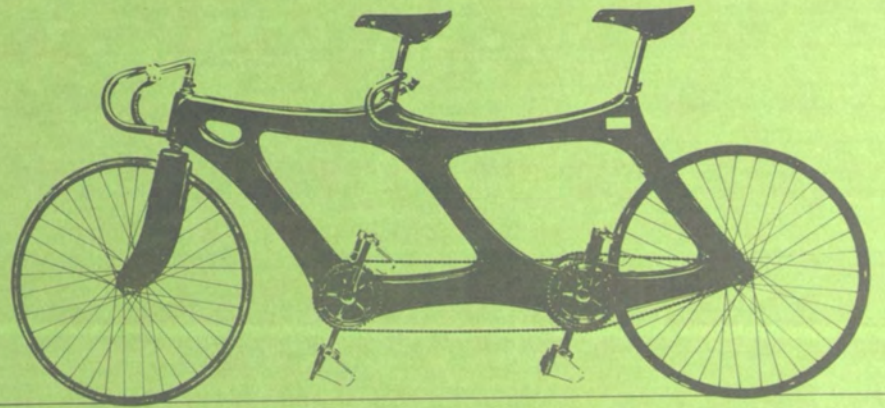


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS!"
DOUBLETALK



MARCH - APRIL
1991

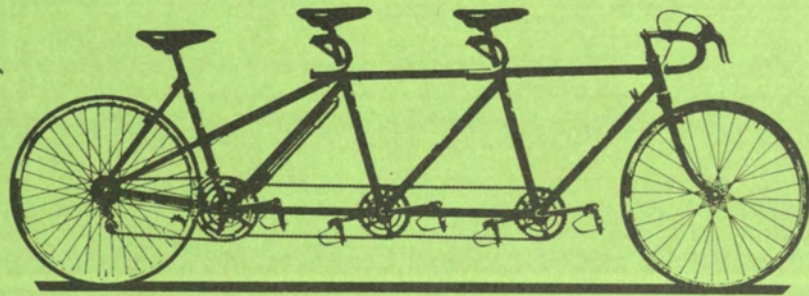
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

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DOUBLE TALK

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Since 1976



DEADLINE FOR THE MAY-JUNE ISSUE OF DOUBLETALK IS APRIL 1, 1991

FROM THE EDITOR

As I write this, our country is still at war in the Mid-East. Please take a few minutes and pray for the safe return of all our friends and family members who may be a part of Desert Storm, both here in the US and in the Persian Gulf region. Let's hope that the war is over before another issue of Doubletalk is due!

It's 20° outside with a wind-chill of something like 10° above zero. That's too cold to think about tandeming, and certainly not typical of Birmingham. In fact, Susan and I were able to start the year of right, with a 50-mile ride on New Year's Day. It was much more enjoyable than being couch potatoes, watching the endless procession of bowl games that day. Since then, up until this weekend, we've been able to bike at least one of the weekend days each week. We're determined to be in shape this year for all the rallies.

The Tandem Calendar is filling out nicely, with rallies scheduled throughout the year and around the country. There are 1-, 2-, 3-, or 4-day rallies to choose from, in locations from Florida to Washington State. As more rallies are scheduled, please send the information to us, so that we may include it in Doubletalk. Calendar information doesn't have to be limited to rallies, it can be just a local Tandem Club ride. We'd like that information, too. Please keep our deadlines in mind as you send it to us. And after the event, drop us a short article telling us about it. TCA Members really do like to read about what they missed, and to keep up with what their friends are doing.

In spite of the unsettled situation around the world, at least two teams are on extended "Around the World by Tandem" trips. Be sure to read the accounts of these on-going trips in this issue. We look forward to hearing about their adventures, and we'll be sure to share any updates with you in future issues.

We'd like to introduce our new Merchandise team -- Stan & Marilyn Smith of Albany, OR. Stan and Marilyn have graciously agreed to handle the sales of the TCA t-shirts for the club. Those of you who have been members for a few years have "met" Stan & Marilyn through the pages of Doubletalk. They've done some really neat tours in the Pacific Northwest, and they have attended a number of the Northwest Tandem Rallies. If you get the opportunity, say hello to Stan and Marilyn, offer them congratulations and thanks, and wish them luck! Their address now appears on the masthead (page 1), and on the T-Shirt order forms.

It's time to wrap this issue up and get it to the printers. Enjoy! And we'll see you at some of the rallies this year.

WHO DOES WHAT

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

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: Dues & membership information. Also sells club patches.

MERCHANDISE: Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

SECRETARY: Contact point between TCA and the outside world.

EDITOR: Edits your articles for DoubleTalk, accepts all advertising, and wants your mid-year address corrections.



LETTERS TO DOUBLETALK

Dear Doubletalk,

Enclose please find membership dues for Ann & I for the next few years. We believe it's (Doubletalk is) the best value you could get when looking at "other" magazines or periodical publications. Keep up the good work!

Tim & Ann Newby
5807 22nd Avenue Drive East
Palmetto, FL 34221

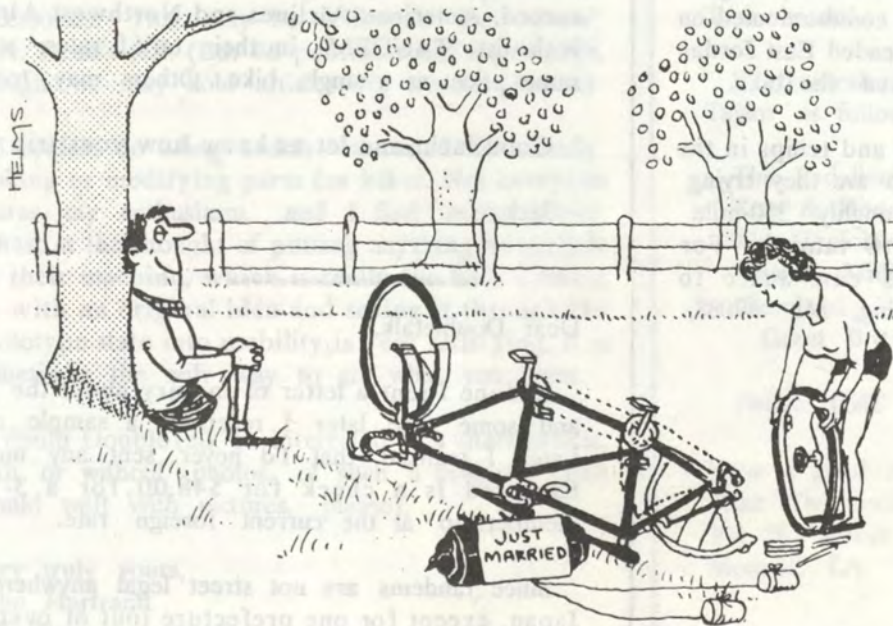
Dear Doubletalk,

It's been a whole year now since I wrote Mal & Jean Smith, asking for leads on where to get maps for tandem riding in New England. Thanks to Mal & Jean, former treasurers of the TCA, we met Anne & Emery Glass and we spent 3 wonderful weeks last fall cycling in New England.

Emery and Anne stayed with us for a week in August on their return from Austria, and we spent the second half of our trip with them in Marblehead. We all four had the greatest time together, both in August and October. We can't wait for the opportunity to all meet up again.

We tandemmed quite a bit of Cape Cod, a little in NH, and a goodly number of miles in MA. We loved it all, and Lewis is more than keen to have another US vacation. It was his first time in the states, and it was fun to be with him noticing all over again the things I noticed 20 years ago. The wild life was fascinating: squirrels, chipmunks, racoons -- we even saw two enormous sandhill cranes. It was a most wonderful 3 weeks. Thanks so much for your help.

Sincerely,
Beryl Waxford
UK



Dear Doubletalk,

I wanted to send you a testimonial about our most recent tandem outing. Over the Labor Day weekend each year, the "DALMAC" (Dick Allen Lansing to Mackinaw) tour occurs. We have gone on four altogether, one with our tandem. We have a Burley Duet which is three years old. Due to problems, my wife Cyndi deferred this trip and I took a friend. (I'm sure the same situation happens with other couples.) Anyway,



I was concerned that the tandem might not handle my weight at 215 and my friend at 200.

We started preparations with new, top-of-the-line tires. We had the front wheel trued. We installed new brake pads. We closely inspected the cables until all were again taut. Our Burley did come with an Arai drum brake for added braking. With the brakes "toed-in," we ventured out on the road.

I was pleasantly surprised at the speed we were able to make. Our Cateye displayed an average speed of 19.4 miles per hour. That was on the flats between Lansing and Mt. Pleasant. Our maximum speed was 43 miles per hour on the second day! We still had extra speed, but not the distance needed to stop. Our final maximum speed was 53.2 miles per hour on the Central Lake hill!. This could have been faster, but again the anchor was thrown out with all three brakes being applied, on and off to the maximum. The feeling of "flying" along with little extra effort as compared to the traditional bike was exhilarating! We joked that our next DALMAC would be with a recumbent tandem! We had numerous drafters that reminded us of the movie "Butch Cassidy and the Sundance Kid," where the drafters formed the posse. There were a few that were difficult to shake, but in the end, the posse "died". There were all those people asking, "How is it on the hills?" Our answer was the creeper gear and good anticipation-shifting. We communicated on nearly every shift, and even the dreaded East Jordan Hill was climbed. We never walked the bike.

All in all, with perfect weather and temps in the 70's, no head or cross winds (who are they trying to kid? --Ed.), the four-day, roughly 350-mile DALMAC is the ideal place to tandem. For information on the tour, you can write to DALMAC, P.O. Box 17088, Lansing, MI 17088, or try (517)-484-3778.

Happy Biking!
Dan & Cynthia O'Brien
381 Main Street
Belleville, MI 48111

Dear Doubletalk,

My wife and I recently purchased a Santana tandem. It's much better than riding single bikes, at least for us. We found out about the Tandem Club of America through Bicycling Magazine.

I have one question: We're wanting to take a trip and the airlines freak out when I say tandem. How do you travel with your bike?

Looking forward to hearing from you in the future!

Sincerely,
Stephen Worden

Steve -- I'll answer your question briefly, as it's a subject that keeps coming up in the tandem world. In a word, don't tell the airlines it's a tandem. My method is to box it (I've used Santana shipping cartons and commercial flight bags), then show up at the airlines at least 1 hour ahead of my flight with my boxed bicycle. I tell the agent I need to pay the excess baggage fee on my bicycle, and I act like I always travel with something that big. I've had some agents look at us funny, but I've never had one refuse to take the bike. Just make sure the plane is at least a DC-9 or larger (any travel agent can give you that information). For the record, American Airlines and Northwest Airlines both list "TANDEM" in their tariff rates, at the same price as a single bike. Others may, too.

Good luck, and let us know how your trip goes.

---Jack

Dear Doubletalk,

In June I sent a letter of inquiry about the TCA and some time later I received a sample copy. Later I realized that I'd never sent any money. Enclosed is a check for \$48.00 for a 3-year membership at the current foreign rate.

Since tandems are not street legal anywhere in Japan, except for one prefecture (out of over 40),



there's not a lot of (tandem) activity here. Nevertheless, there is a small group that often plans rides. The next time we have a get-together, I'll try to take pictures. If I'm successful, I'll send a short story to Doubletalk, telling about how we're getting along over here.

Sincerely,
 Brian Harrell
 K Flats 78
 2-29-6 Uehara
 Shibuya-ku, Tokyo 151
 Japan

Dear Doubletalk,

My thanks to Jack and Susan and all the others who put forth effort to make the Tandem Club and Doubletalk a reality. Between the weather, work, and the house, I talk and think a lot more about my ancient Jack Taylor than I get to actually ride it, and the magazine at least gives me new daydreams from time to time.

My question to you is this: is Doubletalk interested in how-to articles? (Ed: in a word-- YES!) I read a lot about the great brake controversy, and the Naderish warnings of faulty trailer hitches, but not much about making your own parts or accessories. That may be deliberate the editors' part, I can't tell. (Ed: We publish what we receive, though we may hold articles for several issues.)

I confess to being unduly interested in actually making or modifying parts for bikes. Not everyone shares my enthusiasm, and I find many bikers aghast at the thought of putting anything homemade on their machine, which is really too bad. Coming up with an original idea and seeing it through the prototype state into usability is very satisfying. It is sometimes the only way to get what you want.

Would DoubleTalk be interested in a short article, with or without photos, of such a project? (ED: Would we!! With pictures, please).

Very truly yours,
 John Hartranft
 518 Thomsom Street
 Flint, MI 48503



Dear Doubletalk,

As you may have heard, Jack Taylor has retired from the bike business. But fear not! Taylor-made bikes are still available.

Back in February, 1990, I sent a deposit and specs to Jack for 1 racing tandem. Six weeks passed and I received a letter from him with my deposit, telling me he has retired and has sold his building. I was floored! What to do then but to call a long-time friend of the Taylors who lives in California. He informed me that yes, Jack had indeed retired, but Ken and Norman, Jack's two brothers, were going to continue to build bicycles, on a much smaller scale and at home. He then gave me Ken Taylor's number and told me to give him a call. I made the call, and Ken was more than happy to take my order, but they were not finished setting up all the machines and tables. So off went the deposit and the specs again.

After a long wait, Emery World Wide Express pulled up to our house with our frame and fork, painted in bright yellow, just as I had ordered. The only thing missing from the earlier Taylor tandems is the famous box lining that Jack had done by hand. But no matter what, this frame is definitely Taylor-made!

If you desire a Taylor-made tandem, contact Ken Taylor as follows:

The Pedallers
 Ken & Honor Taylor
 23A Trefoilwood
 Martin, Middlesbrough
 Cleveland TS7 8RR
 Great Britain

Phone: 0642 323906

Have a good ride!
 Mike Thompson
 304 "K" Street
 Monroe, LA 71201



Dear Doubletalk,

In the fall of 1989 I purchased a Burley Rock'N'Roll tandem for myself and my 7-year old daughter, Callista. I had it equipped with the Burley Child Stoker kit and a drum brake. I also installed clipless pedals for me, and Campy pedals for the stoker. I have been cycling for 20 years, but I had never ridden a tandem before I took delivery of the Burley.

From the very start, Callista was really into it because there was a shiny new bike, pretty bike clothes, helmet, shoes, and the prospect of riding in big rides with hundreds of riders. We started with many short (5-10 mile) bike rides. We rode only on nice days, and we always had a destination such as a park or restaurant. We stayed on country roads with little traffic. My goal was to make every ride a pleasurable ride for Callista. Gradually our rides evolved to a number of different 30-35 mile rides. We did these once or twice a week. Callista became an enthusiastic and accomplished stoker.

In the spring of 1990 we did a metric century with ease. We continued riding together on into the summer. I signed up for Marin Century (Marin County, CA). This ride was held August 5, 1990. I had planned to do this ride on my single bike, but Callista had her heart set on doing this ride with me on the tandem. I did my best to talk her out of this idea. I was convinced that 100 miles in the hills of Marin was too much for an 8-year old. So, I told her no and explained that I knew how hard and long this 100 miles would be, and maybe we could do it next year. And so on and so on. She didn't buy one bit of this! She seemed so dejected that I decided that maybe we should try it.

On August 5, we started out at 6:00 A.M. It was damp and foggy when we left -- with 1200 other riders -- from the Marin County Civic Center. There were a few other tandems in the group, but we were the only parent-child team. From the get-go I constantly monitored how Callista's hands and feet were, whether they were warm, and how she was feeling in general. She was enthusiastic and happy as a clam back there. Riders passing us marvelled at us and wondered if the captain was doing any work. Callista, of course, ate this up and



Douglas & Callista Meeusen

thought it was great! Word began to spread through the riders that there was this father-daughter tandem team out there working on those hills with a happy enthusiastic daughter and a happy enthusiastic dad who was getting a workout he wouldn't forget! Consequently, riders coming by would congratulate and encourage us. Callista loved it and became the little princess of the ride.

A word about our riding style. I, of course, want Callista to contribute to our collective effort, and she most certainly does. However, I don't want her to get burned out because of too much effort. If she's feeling at all winded or tired or just wants to ease off for a while, I tell her to just keep her feet going around, and I can do the rest. Once in a while, I'll ask for as much help as she can give me. A couple of times on the Marin ride, I had to ask for maximum effort from her towards the top of some of the climbs. Callista always delivered, the mark of a great stoker.

At about 3:30 p.m., we arrived back at the Marin Civic Center. Callista was as happy as could be, and probably could have been talked into a few more miles. The ride organizers awarded her a free t-shirt. I was tired. This ride took at least as much out of me as an earlier double century I had done on my single bike. I was also amazed at this little girl. In fact, I'm still amazed.

D

One reason I'm relating this story to the readers of Doubletalk is because we adults think it is neat to have a child stoker. But we don't quite know what they can do or how much they can do. We do know we want them to have fun and feel like they've accomplished something with us. If our child stokers have fun and feel like they've accomplished something, then we've met our goal. We, as adults, want to be wise and responsible and all that, but we must also be open to what our child stokers really want to do. In the case of the Marin Century, I do thank my lucky stars that I went along the ride with Callista. It provided a most unforgettable experience for both of us.

Douglas & Callista Meeusen
Medford, OR

Dear Doubletalk,

I wish to thank those who responded to my request for information on touring in Iceland. Among these fine TCA members were L. Winston Elston of Atlanta, GA, Kevin Christian of Merced, CA, Michael Eastep & LeaAnye Wilmot of Colville, WA, Roc Meyers of Redondo Beach, CA, and Dick Phillips of Cumbria, England. Dick Phillips, although not a biker, owns a Travel Service specializing in Iceland. Additionally, there is a good article in the Nov-Dec, 1986, issue of "Mountain Bike" magazine on this subject, sent to me by Kevin Christian.

Thanks to all this help, I feel that I am as well prepared as possible. However, none of these individuals has ever been there on a tandem. Maybe we will be breaking new tracks, so to speak.

Sincerely,
Geff Fisher
5013 Red Fox Drive
Annandale, VA 22003

E

Dear Doubletalk,

I read with interest the letter (Jan-Feb'91 Doubletalk) concerning rim failure. We had a Mavic MA-40 fail after only 3500 miles...We replaced it with a Mavic Module 4.

Vincent Sikorski & Susan Maasch
Snohomish, WA

...We also had a failure of a Matrix ISO-C (36-hole) rim laced 3X. It failed after about 2100 miles of use. I'm now using Matrix ISO-C2, in the hope that Matrix has done a better job on this rim.

Arnold Harding
Livermore, CA

...We had a similar problem with a Mavic MA-40. We replaced it with a Mavic Module 3CD at no charge from Mavic.

Michael & Barbara Wolfe
Salem, OR

...I think there are three factors at work on rims: (1) Hard anodizing, which may make the rim brittle, (2) Rim Design -- rims are often designed and tested with a particular tire size, then scaled to other sizes without testing, which may make a rim underdesigned, especially for use on a tandem, and (3) Cost -- Anodizing isn't free, and, in order to produce an anodized rim for a reasonable price, perhaps manufacturers use less expensive/weaker rims to start.

Kerry Irons
Midland, MI





Dear Doubletalk,

The enclosed photo was taken in September while my girlfriend, Evie Porter, and I were on our vacation. We were riding in the 10th annual Grand Canyon-to-Mexico, Almost Across Arizona Bike Tour, which is sponsored by the Greater Arizona Bicycling Association (GABA). The ride goes from the south rim of the Canyon all the way down to Nogales, Mexico, and passes through some of the most scenic and breathtaking places in AZ (my home state, by the way!). There were two different routes to choose from. We rode the "extended" route again this time. It was one day longer than the "traditional" route. This was a fairly challenging tour, being about 560 miles (or more, if you did any of the side trips for extra sightseeing along the way), and it had about 20,000 feet of elevation gain to ride. There is also the weather factor, which can range from morning lows in the low 30's in northern AZ to 100+ temperatures in central and southern AZ. The tour was great, though, and I highly recommend it to anyone who wants a challenging, very scenic, interesting tour. The traditional tour takes eight days. The extended is a nine-day ride. The organization is very good, and the price is reasonable. For more information, you can contact GABA at P.O. Box 40814, Tucson, AZ 85733.

For the tour, we rode our tandem. Our bike is a Santana Cilantro ATT. The only changes we made for the ride were tires and handlebars. We installed a set of Specialized Fat Boys (26x1.25, Kevlar-belted). They gave us a nice fast and smooth ride compared to the Ground Control knobbies that we usually run on the bike. On some of the downhills we reached 55 mph, and the bike, with the Fat Boys, handled great. On our tandem, our top speed on road downhills is limited a bit by the relatively low gearing that most mountain bikes have. Our top gear is a 50x13. We did not have any flats at all on the tour, despite having to ride on some rocky dirt sections on a few places along the way (we actually enjoyed these brief forays onto the dirt, since we are both avid mountain bikers and frequently ride our Cilantro off-road!). The other major change to our bike was the installation of a set of Scott AT-4 handlebars. These bars gave me many more hand and arm positions to use during

the long days in the saddle, plus a fairly aerodynamic position for downhill compared to the stock mountain bike bars. I plan to leave these bars on the bike permanently, as I really do like them on the tandem. They work fine for off-road riding, and they give several hand position options, even for dirt riding. They also give the bike a somewhat radical look, which adds to the attention that the bike gets from other riders and motorists!

Our Santana was great on this tour. It is very comfortable for touring, and is quite fast with the afore-mentioned slicks installed. We had no mechanical problems on the tour, due in part to both the excellent design and components on our Santana, and also to the nitpicky way I maintain the bike. We had a lot of fun telling dozens of the other couples and other riders on the tour just how neat tandems are, and how much fun we have on ours. I am sure that we ended up convincing many of the riders to go out and test ride some tandems when they got back home!

One of the best parts of the tour was the day we passed through Tucson. We got to ride for a while with fellow TCA members -- and unequalled tandem riders -- Rudy and Kay van Renterghem.



Bill Wheeler & Evie Porter



They are such a neat couple. It is always a treat to get to chat and ride with them.

By the way, the photo was shot by Miles McClelland. He is a professional photographer who followed the tour (and rode part of on his bike). He took pictures of most of the riders, then sold the photos to the riders who cared to buy them. They are a nice memento of the tour, in addition to the photos that we took ourselves. And for a tandem couple, I am sure you know how hard it can be to get a good photo of both of you on the bike at once. Miles makes a number of these biking events, and if anyone wishes to contact him, he can be reached at Miles McClelland, Natural Light Photography, 4951 Michele Lane, Sacramento, CA 95822.

Bill Wheeler & Evie Porter
660 Wedgewood Avenue, #14
Upland, CA

Dear Doubletalk,

Just a short note to tell you a bit about our around the world venture -- we're currently somewhere on the Indian subcontinent. Anyway, after cycling through South America, we flew from Rio de Janeiro to Paris, France. We were pleasantly surprised by France, very few people and lots of countryside. Every town had an old castle or church, campgrounds every 15-20 miles, very relaxing touring and good wines!

Switzerland was a disappointment, very polluted and crowded and not pretty 'til you were over 4,000 feet. The Matterhorn, though, was pretty neat.

West Germany had great food, terrible camping, lots of traffic, and very pushy Germans. Sandi had relatives there, and we spent some time visiting. We then cycled into East Germany (when it was still East Germany). That was quite an eye opener. Very little food to eat, farmers were dumping milk by the truck load and letting crops rot in protest of the policies of the government. Cold water for showers (which was also the rule in South America).

Then it was on to Denmark, which was a nice change, although not as flat as we expected. We then took a short ferry ride to Sweden, which was a perpetual downpour but still interesting with all the Viking ruins and all.

We spent a month in Finland, cycling and waiting for our Russian and Chinese visas. We made it up to Lapland and the Arctic Circle. We saw moose and reindeer and great displays of northern lights.

Our visas finally arrived, so it was on to Moscow (by train). Moscow has been the worst place in our travels, but the people are very nice. We cycled to the Kremlin and right on to Red Square, much to the chagrin of the guards.

It was on the train again, 6 days from Moscow to Peking. From Peking we cycled up to the Great Wall -- another dream fulfilled. We had to take a train to the south of China, as much of central China is not open to foreigners. It was on this train that the porters destroyed our rear wheel. After much debate, we decided to cycle the 500 miles through China to Macau and then on to Hong Kong. China was some of the most rewarding cycling of the entire trip. China is such a mystery to Westerners, it was great to see it first hand, with all the rice paddies and water buffalo plowing the fields. With all the millions of bicycles there, our tandem was still quite a hit. "A bicycle for the whole family," they would say. The loads they carried on a bicycle were incredible -- pigs, bathtubs, dining room sets, just amazing what they strapped on. The people were very curious and touchy-feely, but extremely friendly, and the food was great!

From Hong Kong we're off to Nepal and India, Thailand, Malaysia, Indonesia, Australia, and Canada. Probably another 8-10,000 miles of pedalling and maybe 8 more months, if the money holds out.

Ron & Sandy Whisman
Mountain View, CA




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Dear Doubletalk,

We'd like to let all the TCA members know (and especially those who may live or be visiting this area) that the tandemists in Rochester, NY, have gotten ourselves organized, loosely, into a club and are inviting others to join us. On February 1 we had a potluck dinner and snow party (which was attended by twelve couples and assorted kids. Ten couples had tandems (one couple had three!), one has ordered their bike and expect it within a couple of months, and one couple is thinking about getting a long bike.

At this point we are affiliated with the Rochester Cycling Club, and our rides will be publicized through their calendar as well as through Doubletalk. We are planning to ride together on the third weekend of the month (April through October), alternating between Saturday and Sunday rides.

We don't have a name as of yet. In our first incarnation, after the 1986 ETR at Keuka, NY, we informally became the RATS (Rochester Area Tandem Society). However that name has since been appropriated by the local triathletes, and several of the folks involved now don't like the sound of RATS anyway. We're having a contest at the first ride for a new name. Prize is a \$10 gift certificate from Pedallers Bike Shop.

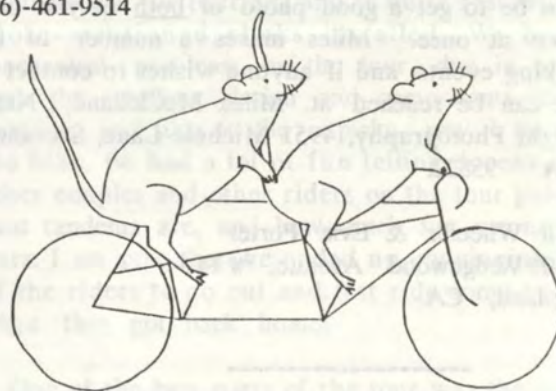
One of our members is checking on the possibility of doing rides with stokers who are

visually impaired. We hope to be able to do something in that area too.

We'll let you know our ride schedule as it develops. Meanwhile, anybody interested can call Mark, Lynn, Chuck, or me.

Chuck Dye & Bonnie Hallman-Dye
 (716)-473-8041

Mark & Lynn Rakestraw
 (716)-461-9514



Dear Doubletalk,

We'd like to introduce our club, T-BONE -- the TANDEM BICYCLISTS OF NEW ENGLAND. T-BONE started in 1990 with three rides in northern MA and southern NH. Our largest gathering was Memorial Day, where 25 teams started from Maudsley State Park in Newburyport, MA. T-BONE is an informal group with no membership list or dues. We maintain a ride schedule for tandem bicycles and send it to anyone who sends us a SASE. Rides can be submitted by any tandem team for any New England location. We'll also try to keep Doubletalk informed of our schedule, so the rides can be listed on its calendar.

THE 1991 RIDE SEASON IS RAPIDLY APPROACHING!! Come join us as it starts. Send any comments you may have for T-BONE to Bob & Linda Harvey, TCA New England Reps, 16 Clinton St, Salem, NH 03079. or ph: (603)-898-5285 after 6:00 p.m.

Bob & Linda Harvey
 Salem, NH



SOUTHERN TANDEM RALLY, 1990

Howie-in-the-Hills, FL

Mary Jane and I were part of the approximately 50 couples who attended the 1990 Southern Tandem Rally this year. It was great!

The headquarters for the three-day weekend was the fabulous Mission Inn, one of the truly great resort hotels located in Central Florida. The Mission Inn is one of those hotels you see in Robin Leach's Runaway with the Rich and Famous. We didn't see anyone that we recognized as Rich and Famous (unless you count the mosaic of Walt Disney and Mickey Mouse!), but we kept looking!

Contrary to common opinion, this area of central FL is not flat! Some tandems were clocked at 2 mph up and 55 mph down the infamous Sugarloaf!

As I mentioned earlier, there were some 50 tandems, plus several triples. The hosts -- Tom and Margaret Flick -- had developed some great routes on lightly trafficked roads, and the views at STR were certainly different from what we saw at MTR! I was amazed at the number of couples who had attended both the 1990 MTR and the 1990 STR. The distance between Minneapolis and Central FL must be over 1400 miles! Guess you can't get too much of a good thing!

Our new Osell made an impression on all who saw it. It was somewhat unique in this area, although rumor has it that there are two Osells in Atlanta (for some reason, no Georgian attended this year's STR. Don't Georgians like FL?).

If anyone should have the time and the desire to cycle in the South, consider the Southern Tandem Rally. Next year's rally is tentatively planned for the Tampa Bay area, probably in late October. Think about it!

Dave and Mary Jane Evans
Naperville, IL



AROUND THE WORLD -- BY TANDEM!

Our names are Shelly & John, and we are relatively new to the Tandem Club of America. But before we tell you a bit about our trip, I'd like to tell you a little bit about our tandem riding background. We are currently on a tour around the world on our Cannondale tandem, and up until a few months before we left, we had never ridden a tandem in our life. We saw, we liked, we bought, then we thought, "What have we gotten ourselves into?"

Luckily we found out about the TCA and joined. We got some valuable information and good pointers from the two newsletters we received before we left, such as how to get the bike through an airport.

Anyways, at the beginning of July, 1990, we landed at Heathrow Airport in England. Our Santana tandem box was so big that they had to give it personal handling, and it was waiting for us as soon as we walked into the baggage pick-up. I must also say that we flew Pan Am and we didn't get charged extra for the bike. So here we are, two green tandem tourists standing outside Heathrow Airport with this big box, saying, "OK, now what?"

What else? We pulled it out of the box, left the box, and pedaled into the center of London. The car exhaust was choking, the traffic unyielding, but the people were helpful and we managed to find our friends' place, even though the road we were following changed names 12 times. One thing we quickly learned about riding in England is to stay on the smaller roads, because on the busier roads the traffic is not very courteous to cyclists, and it can get a little too close for my comfort. But on the smaller, quieter roads through the smaller towns and villages, England is great!

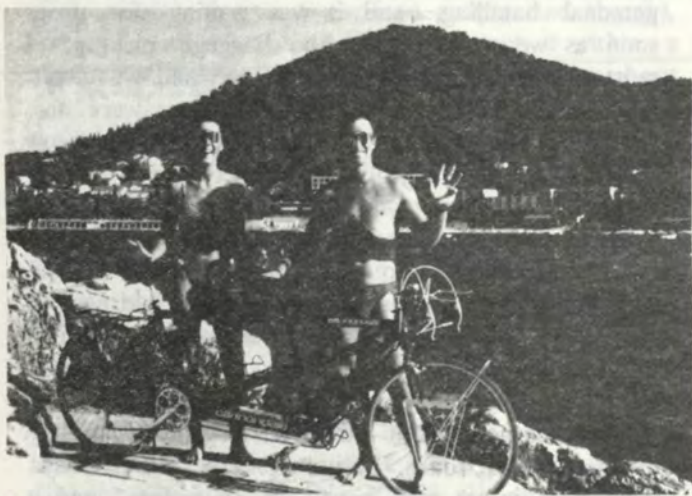
After England we went to Holland, where we thought we'd died and gone to bicyclists' heaven! The cycle path network is incredible, with their own stoplights, complete with little bicycles on them, to the out-of-the-way paths that follow canals



where you couldn't get a car even if you wanted to. With no hills and such accessible bike routes it's no wonder that everyone from tots to the elderly use bikes in their everyday life. On a few occasions we had people take us on their favorite little route. Holland is a bicyclist's dream country, with very friendly people.

From Holland we rode through Belgium, with the Ardennes forest as our destination. We found many Dutch cyclists touring here, simply because the region is so hilly and beautiful. We found many areas untouched by tourists (and Belgians make great beer!)

Luxembourg was our next destination. We didn't stay long (it's not that big) on our way to Strasbourg, France. Here we entered the wine region of France called the Alsace. The riding was beautiful, with lush green countryside and many vineyards to tour and sample.



The bike like the beaches, too

We were working our way east through Europe, so it was on to the Black Forest of Germany and Munich. The picturesque villages and mountainsides were spotless. Of course, the architecture was "typically German" (what else would you expect?), and there were many mineral springs throughout the region.

We followed the Danau River from Munich to Salzburg, Austria and on to Vienna. The Danau cycle path is well known to German and Austrian cyclists, but of all the cyclists on this path, few were from anywhere else. If you are ever in the Danau River area, you must find this path.

While in Vienna, we received our visas for Hungary and Yugoslavia. We started riding to Budapest. Being budget travelers, we were relieved to get into Hungary where our Canadian dollars went a lot farther than in western Europe. For example, in Hungary one of our meals consisted of 2 soups, 2 meat dishes and veggies with 2 beers and 2 colas for less than \$10 Canadian, tip included. This was not in a tourist area, where prices are naturally higher. Aside from the language barrier, we found the people very helpful and friendly, and many spoke German as a second language.

The riding from Lake Balatan in Hungary to Sarajevo, Yugoslavia was mainly through farmland. We had our 2 biggest riding days -- so far -- of 180 km and 170 km. The little towns we rode through thought we were a spaceship. People would whistle, yell, clap, or just laugh as we rode by. Sometimes, if we would stop at a house or a farm for water, the whole neighborhood would come to say "Hi", and to look at the stange machine. Before we got to Yugoslavia, other cyclists had warned us to stay on the main roads, because they are generally in much better shape. Picture this if you can: no shoulder on the road, with straight drop-offs at the edge of the asphalt, huge, deep potholes, drainage grates and small manhole covers missing, and hills up to 27% grades! So it is definitely best to try to stay on the busy, bigger roads, even though they have more traffic.

After a night of tuning up the bike and cleaning it, we were ready for a short ride to a ferry in the morning, on a quiet road with no traffic. That morning I was checking out all the gears, looking back between my legs as we went down the road. The next thing I saw was the yellow line pass under us, and it was too late. All Shelly could do was use some stoker language (Sorry, I can't translate that. This is a family magazine! -- the Ed.) and we were off the road. It was good thing



that it was only a three-foot dropoff, some of them are 30 feet with no barriers! Luckily we only snapped the front wheel. After 3500 kms through some real hairy riding, we bit it this way.

The accident wasn't the worst of it. We couldn't find a wheel in Yugoslavia. We checked quite a few places, the biggest being Dubrovnik. We found we could probably get one in the north, but it was easier catching a ferry to Italy, leaving the tandem in Yugoslavia. We hoped to get a 48-spoked wheel in Italy, near Venice, but most of the bike shops have never heard of such a device, so we got a 36-spoked wheel and returned to Yugoslavia, where we retrieved our tandem.

Eventually we made it down to Greece where our pace has slowed down to riding from beach to beach, island to island, getting as far south as Crete. After over 3 months of touring on our tandem, we've decided there is no better way.

We met about 30 cyclists touring Crete while we were there. In our two weeks, we saw about 3/4 of the island. We rode for 8 days and spent 6 days on the beach. Any beach with any sort of seclusion is either completely nude, or at least it is clothing optional. A real eye-opener! We were there at the beginning of October, and if it had been any hotter, the riding would have been unbearable. If you choose to cycle on Crete, we would recommend May, June, September, or October. You'll get acceptable weather, and you'll miss the big tourist rush. Riding Crete is not a cake walk, as it is very rugged and mountainous. The roads are good, and there is not much traffic. At the end of a day of hard riding, there was always a quiet beach with crystal clear water.

We went back to Athens to catch a flight out. We took our bike apart and packed it in a box made from two single bike boxes. We were leaving on Bangladesh Airlines because they were the cheapest, and they took bikes for free. The hardest part of our trip so far has been carrying our bike box with all the equipment inside it the five blocks from our hotel in downtown Athens to the airport bus stop. We checked onto the plane without a hitch, though we never mentioned it was a tandem and they never weighed it, so there wasn't a problem. Our ticket was to Bangkok, but we



stopped in Bombay, India, where we left our tandem in storage at the airport. We wanted to spend 2 or 3 months in India and Nepal. We decided to use the cheap public transit network because there are a lot of areas that we want to see, and they are quite a distance apart. So we'll start riding again in Thailand and ride as much as possible.

We arrived in Bangkok and put our Cannondale back together. Bangladesh Airlines gave the box a real beating on the flight from Bombay, but the tandem came through okay.

Due to the trouble we had finding 48-spoke wheels abroad, we finally gave up and had some shipped to us from Canada. Much to our surprise, we found a couple of Christmas presents inside, plus the 2 latest issues of Doubletalk. We immediately read them both from cover to cover, and enjoyed them very much.

We are starting off again in a day or two, but due to our flexible schedule we can't say where we are going. We just take it one day at a time. But once we have some real stories to tell, we'll mail them in. We have met a lot of hard-core cyclists, including one German guy who has been touring for 27 years on the same bike and hasn't been home since he left -- 27 years ago. We keep hearing about other tandems on extended tours like ours, but so far we haven't met anyone yet.

The biggest complaint we have -- and the biggest complaint we've heard from others -- is the difficulty in finding parts. It's nearly impossible throughout Asia to find parts for a single seat bicycle. On a tandem it's been doubly hard. Make sure you have a lot of extras, including all the tools and all the knowledge to use them. It's also good to have a support person back home who can send a care package in case of an emergency. UPS delivers almost everywhere in 3-5 days!

If anyone would care to write to us as we tour, send mail to us at our BC address and we'll try to get it forwarded to us when we have an address.

Shelly Lange-Hodge & John Buchanan
32460 Cordova Avenue
Abbotsford, BC
Canada V2T 3Y7



SIDECARS --

A Frank Examination

by Edith & John Crowe

What attracted me most to the following article was the date it was originally printed -- May, 1941. This was during the "Battle of Britain," but you would never know it by reading this article.

Sidecars have always been popular in the United Kingdom. The reason for this, I think, is that the sidecar is fitted on the left side, the "curb side," of the tandem. As you know, the English drive on the opposite side of the road than we do. Another reason for the popularity is that your passenger is always in view, which is a real advantage with an infant.

All the "classic" sidecars ceased production before the war except for the Watsonian, which resumed production for a brief time after the war.

Sidecars seem to last forever. They are well made, and, just like the English pram, are passed on from one generation to the next. I have seen English prams over 50 years old and they still look brand new. I must confess I bought one during a moment of weakness. In part two of this report I will have a road test of a Watsonian sidecar and some photos of a modern sidecar now being made by popular demand, and the address where you can order one.

--Steve Reker

Why do so many married cyclists give up the game when the youngster comes on the scene -- or only steal an occasional half-day while Grandma takes over the parental duties?

Does it arise from the idea that a sidecar or pillion seat makes cycling hard work? That baby's health may be affected? That there can be no pleasure in the slightly decreased mileage possible with added weight to be carried? Or perhaps there is the fear that the youngster may be injured in an unlikely spill?

There is an answer to all these objections. The effect of extra weight can be counterbalanced by fitting lower gears at the same time as the sidecar or pillion seat, and by taking the trouble to find the most efficient riding position -- for the crew as well as the captain. How often one sees the rear rider stretching to reach her pedals from a saddle an inch too high for comfort; or sitting up, hands off the bars, because the grips are so close up all the weight is thrown on her wrists?

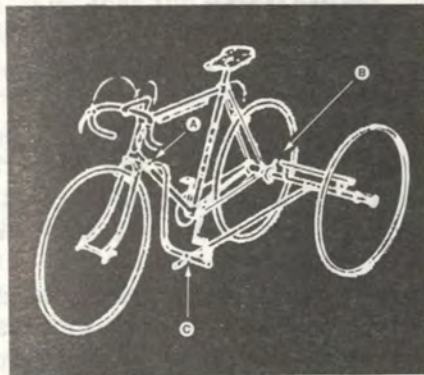
The mileage per day must be curtailed, for lower gears mean lower speed. And riding with the club is difficult, for babies need food and attention at frequent intervals, while older children appreciate an occasional play by the wayside. And the youngsters' demands will not always coincide with the club's lunch or tea stop!

But there is much pleasure to be obtained from a ride of 40 to 50 miles in the home paddock. A diligent study of the map or local guide book will show many a pleasant lane, ancient church, or viewpoint neglected in the past as you hurried by to view more distant scenes.

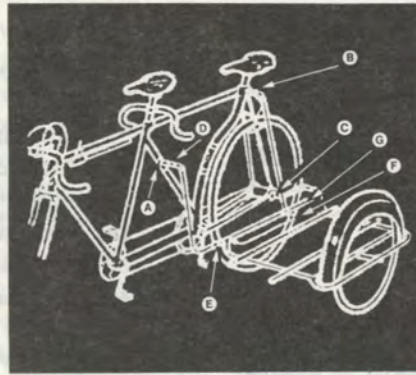
Congenial Companions

What could be more pleasant than to ride from the city to the peaceful countryside, where the youngster can play in the sunshine on a grassy bank by the river while the billy boils for tea. There's a whole lot of enjoyment to be obtained from these shorter journeys with congenial companions -- and surely the kiddie, and your wife, your tried and trusty tandem partner, can be classed as such!

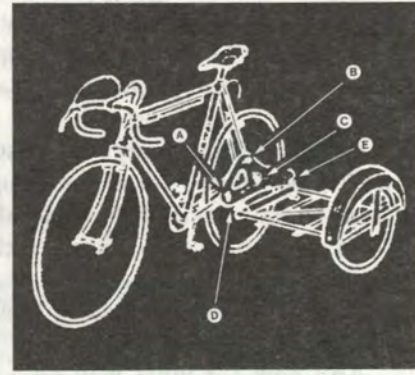
The safety factor is rather a personal question. Naturally, one rides more carefully with the sidecar and its precious burden -- the wife will soon check any tendency to recklessness! Even in the case of an unlucky spill, the sidecar provides protection for its occupant. We have had several minor crashes on icy roads, when the tandem slid from beneath us,



The "Gem" type sidecar chassis with 26-inch wheels. A and B mark the attachment points to the machine, allowing the bicycle to lean over on corners, whilst C is the adjuster for lining up the sidecar and for allowing for differing wheelbases.



The Sandum Model A de-luxe chassis with 20 x 2" wheel. A, B and C are the attachment points, D the adjuster for lining up, E the wheelbase adjuster and F and G the points at which the chassis is free to permit the cycle to lean over on bends.



The Watsonian plate-fitting sidecar chassis with 14 x 2" wheel. A and B are attachment points for fitting plate which also provides for lining up. C is the attachment on the rear axle, and D and E the attachment points between plate and chassis.

but in each case the sidecar remained upright and its passenger undisturbed, although the tandem was lying flat -- so were we!

The foregoing should not be taken to mean that a sidecar outfit is prone to skidding -- a tandem by itself would have been quite unmanageable under similar conditions. The extra wheel is worth its weight in gold when roads are greasy or icebound.

Good Braking is Essential!

Its extra weight makes the sidecar outfit very fast downhill, and the brakes must be in super condition if this capacity for speed is to be safely used. The front tyre, too, should be in perfect condition, for a front-wheel skid, or tyre burst, can have hectic results. Tyres with damaged sides or worn treads can be used up with safety on a sidecar with a 26-in. wheel.

A sidecar, if properly fitted, has little effect on the handling of a tandem, after the steersman has become used to the extra width. There is no danger of the sidecar lifting at corners; all modern sidecars have flexible couplings, which allow the tandem to lean over when cornering, just as when being

ridden solo. A pillion seat, fitted well forward on a sturdy carrier which does not sway, affects the steering no more than a camping kit.

Under modern conditions, children normally live more dangerously than 20 years ago. Who can deny this when 117 children were killed on the roads in one month last year (1940)? Would you not admit that the child of 5-7 years who walks to school through traffic-filled streets is in more danger than the occupant of a sidecar, or pillion seat, on a tandem handled by a careful and experienced cyclist?

Now for the effect on baby's health. Just take a look at a modern sidecar. It provides weather protection far superior to any perambulator, the pneumatic tyre and springs damp out road shocks, and the Watsonian model even provides a swinging hammock in which the passenger lies, or sits, suspended from all vibration.

Depth of Winter

Our youngster commenced his cycling life at two months, accompanying us every weekend, even on trips after dark, over Shap Fell to Kendal, during



the gales which rage across that bleak moorland in winter. Wrapped in an eiderdown sleeping bag, with a hot-water bottle for warmth, he was snug as the proverbial "bug in a rug."

The Watsonian body was absolutely storm-proof, while the 26-in. wheel and supple springs of the Gem chassis saved him from all vibration. At five years old he is still a keen cyclist, using a home-made pillion seat. No, you need not fear for the health of a normal cycling baby.

And now for what may be a real snag at present. New sidecars are not being made, but there are some second-hand ones to be obtained, for sidecars last years longer than their original owners need them. Prices may be high, and you may not be able to get the type you would like; but each make has its own good and bad points, none are perfect, so do not be too particular about details if you have a chance of a roadworthy model.

The Watsonian, Jenkonian, and Armstrong models have small wheels. The chassis is attached to a plate fixed to seat and chain stays and rear axle. These sidecars will not fit an ultra-short-wheelbase tandem.

The Gem and Fenton Zip, the latter a thoroughbred small-maker job, have 26-in. wheels, and attach to rear axle and lateral stay, or rear seat to bracket tube on a Double Diamond-type frame. They fit tandems of any wheelbase. These are the super lightweights of the sidecar world, weighing a mere 25 lb., about 10 lb. lighter than their competitors.

Engineering Job

The Sandum De Luxe is the most suitable for ultra-shortbase machines, and also fits all standard models. It has a 20-in by 2-in. wheel and fits at the same points as the Gem, with an additional stretcher bar to the rear saddle lug. A real engineering job. The body is quickly detachable, and the chassis folds over the rear wheel of the tandem for storage.

Experience

Our experience of sidecars is as follows: --

Watsonian: -- Bodywork is ideal with coachbuilt windscreen, a hood that will stand use, the ingenious hammock seat which is comfortable for the youngest baby or a seven-year-old child. And all combined in a smartly streamlined body. As regards the chassis, we never really cared for the method of fitting, which puts all the strain on the comparatively light chain and seat stays, makes rear wheel removal difficult, and places the sidecar rather a long way back on the tandem.

Gem and Saxon: -- A big advantage in weight, and also in smooth running, with 26-in. wheel, which also allows of using up tandem tyres which have been cut or have broken fabrics. Another advantage is the easy detachability of the chassis by the wing nuts when the machine required solo or to remove the rear wheel. The big disadvantage is that owing to front and rear hinges being higher than each other a considerable twist is put on the fittings when the tandem leans for corners and the sidecar is only correctly in line when the tandem is upright and the outfit is on a flat surface. This on the Gem, where the front hinge is higher than the rear, is not a big detriment on corners as the sidecar wheel "steers" in the same direction as the tandem, but on a heavy camber, even when proceeding straight, sufficient friction was caused by the sidecar being lower than and thus "toeing" in towards the tandem to make decidedly hard work, excessive tyre wear, and cause constant spoke trouble in rear (12-14 g.) and sidecar (15 g.) spokes. This was not very noticeable with normal length tandem, but on the ultra-short wheelbase it was so bad we almost decided to give up cycling. The trouble was caused by the sidecar hinges being brought closer together owing to the short tandem, thus making the twist at the sidecar fittings much greater.

Short Wheelbase

Sandum de Luxe: -- The only chassis for a short-wheelbase tandem. It is always in line whatever the road camber or cornering angle, which gives much easier running despite its being much

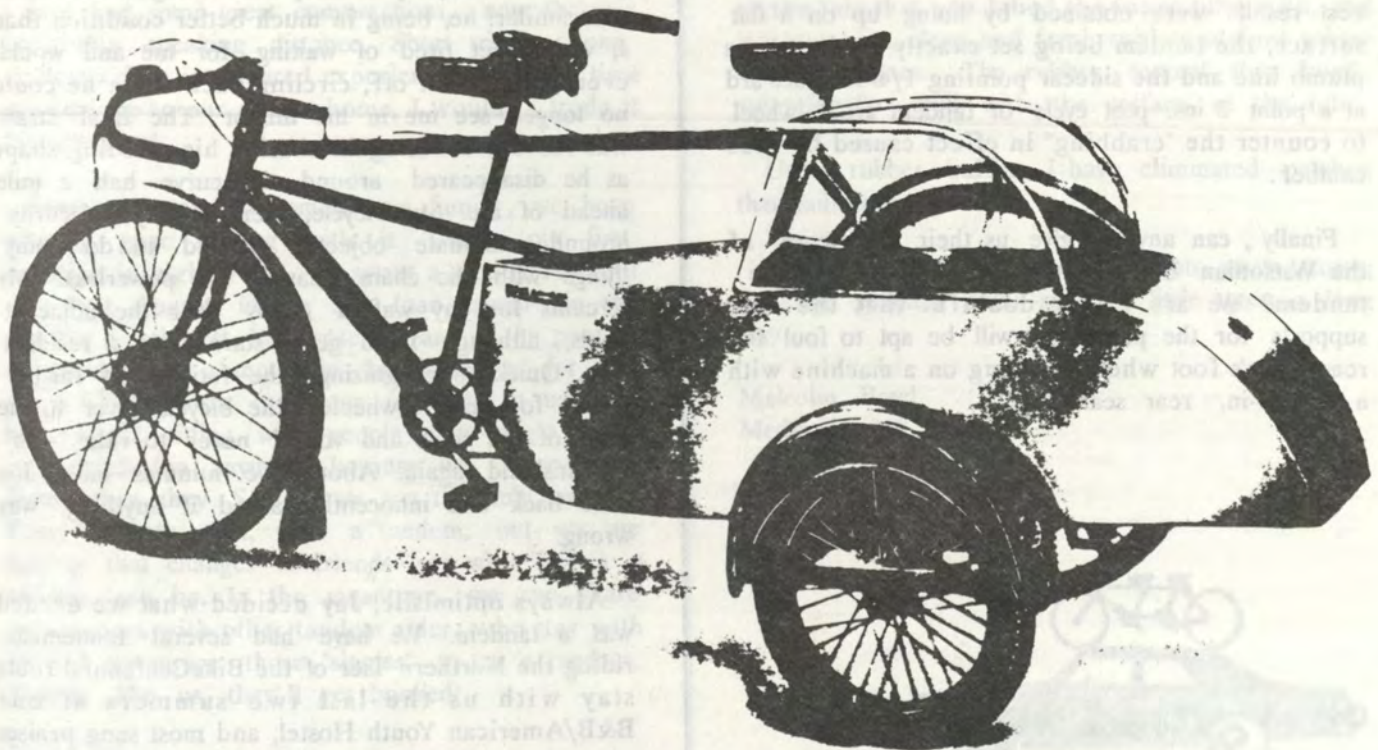


heavier than the "Gem" pattern: the 20-in. by 2-in. wheel gives comfort and long tyre life, while three-point attachment to the tandem and the sturdy design of the chassis gives no uneasiness as to the passenger's safety, or excessive strain on the tandem. The sidecar also fits well forward on the tandem which makes for better balance. The disadvantages with this chassis are difficulty in removal of cycle rear wheel; to use tandem only means taking complete chassis off; and owing to the fact that the "hinge" is near the centre of the chassis the passenger's weight tends to make the outfit fold in the middle. With a heavy passenger, especially when climbing or against a headwind, this causes a decided pull to the left which results in a certain amount of strain on the right shoulder during a long ride. It could probably be improved by moving the hinge about 1 in. nearer the tandem and fitting the body over 1 1/2 - 2 in. nearer the sidecar wheel.

The bodywork is good, but lacks the hammock seat fitted to the Watsonian model. We also had to fit a coach built windscreen in place of the wire and leather cloth framed one, and a new hood inside six months' use.

Best?

From our experience we should say that the best sidecar for a normal wheelbase tandem would be a Gem or Fenton Zip chassis with a Watsonian body, while for an ultra-shortbase tandem the Sandum de Luxe with Watsonian body would give the best combination that we have tried. We have often thought that provided a new tandem was specially built with bottom "drainpipe" tube long enough to allow the front fitting of a "Gem" chassis to be attached there exactly in line sideways and at the same height as the rear axle fitting. This would



1951 "Watsonian's" No. 7 sidecar



make the ideal sidecar outfit. The difficulty would be to allow for clearance for both riders' feet when pedalling which would appear to need the rear top tube of the tandem being lengthened about 2 ins.; this could, however, be compensated by fitting the Saxon twin-seat tube and short rear stays. Such a sidecar would be always in line with the tandem, easily detachable, ultra-light and would have the big advantage in comfort of the 26-in. wheel. Perhaps one of your technical contributors would give us his opinion as to whether this would be a practical proposition. To judge by the increasing number of sidecar users it would be worthwhile for some small builder experimenting to build one combining the good and obviating the bad points of the existing designs.

GEARS: -- For the guidance of beginners with sidecar outfits we would like to suggest that they gear low. A bottom gear of not more than 40 ins. saves much walking, while time spent in lining up the sidecar absolutely to the makers' instructions is well spent. With the "Gem" chassis, we found the best results were obtained by lining up on a flat surface, the tandem being set exactly upright by a plumb line and the sidecar pointing 1/4-in. outward at a point 2 ins. past cycle or tandem front wheel to counter the "crabbing" in effect caused by road camber.

Finally, can anyone give us their experience of the Watsonian Baby Carrier on an ultra-shortbase tandem? We are rather doubtful that the foot supports for the passenger will be apt to foul the rear rider's foot when pedalling on a machine with a 15 1/4-in. rear seat stay.

Adopted from

CYCLING

magazine

May 14, 1941 and August 25, 1943

WHY A TANDEM? WHEN OPPOSITES ATTRACT, YOU' VE GOTTA DO SOMETHING!

It's hard being married to an energetic, enthusiastic, outdoor sports-minded person, especially when my idea of excitement is to sprawl on the couch with a good book and bowl of hot buttered popcorn. When we started getting bicyclists at our country bed and breakfast and hostel three years ago, my husband Jay got the bicycle bug, investing a small fortune in single touring bikes, panniers, camping gear, and other assorted "necessary" items "just in case we want to go on a trip." After he bribed me with promises of getting in shape for skiing, losing weight, and other unlikely happenings, I dutifully went for rides with him as time allowed; or rather I watched him fade into the distance as I pedalled frantically to keep him in sight. Each ride was similar: he, being in much better condition than I, would get tired of waiting for me and would eventually sprint off, circling back when he could no longer see me in his mirror. The final straw was the day I was again chasing his receding shape as he disappeared around the curve half a mile ahead of me. My bicycle, sensing my insecurity around inanimate objects, decided to do funny things with the chain, leaving me powerless. My screams for Jay wafted gently over the adjacent fields, although I did get a stare from a resident cow. Quickly recognizing the futility of further shouts for help, I wheeled the bicycle over to the edge of the road and vowed never to ride "with" my husband again. About five minutes later, Jay rode back and innocently asked if anything was wrong.

Always optimistic, Jay decided what we needed was a tandem. We have had several tandemists riding the Northern Tier of the BikeCentennial route stay with us the last two summers at our B&B/American Youth Hostel, and most sang praises of tandem riding. A couple of riders, however, said riding a tandem, especially across the country as most of them were doing, would either make or break a marriage! After my experience riding a



single bike, I was less than enthusiastic about any two-wheeled nonmotorized conveyance. Undaunted, however, Jay went out, dropped another small fortune, and brought home a bright red Cannondale tandem all outfitted for touring. I questioned his sanity; after all, did he really expect this fortysomething body to perform as part of a duo propelling ourselves into the sunset? And what if we couldn't handle all this togetherness, in view of our previous cycling experiences?

Any questions I may have had were forgotten after our first trial spin on the tandem, and after I got over the feeling of stark terror at the speeds we attained. The thing was fast, much faster than riding a single bike. I know -- because I had the computer in back with me, to give me something to do while Jay concentrated on steering and shifting. It took me awhile to get over not being in control; I left sets of permanently embedded fingerprints on the handlebars until I finally relaxed and trusted Jay to keep us upright and on the road. The fear of "too much togetherness" is also long gone. Jay and I have had some great conversations, now that we are within speaking distance. Short trips or long, tandem riding is a shared experience. From the time we load up to our return home, I wouldn't trade it for anything!

Since our tandem joined our family, we have actually gone touring with it. Taking our first vacation in eight years, we spent a wonderful four days last August in the San Juan Islands in the Pacific Northwest. We presently are in the process of purchasing a mountain bike tandem for our B&B/AYH guests (and our friends) to use. We have found riding with people with single bikes isn't much fun anymore because we are so much faster than they. So far, we are the only ones in Ferry County, WA, with a tandem, but we are hoping that changes as friends see what a kick a tandem can be. In the meantime, we can share experiences with other tandem riders who stay with us and encourage those "singles" to try a tandem. Maybe, like us, they'll get hooked!

Linda Klemp
Triangle J Ranch B&B/AYH
P.O. Box 31
Republic, WA 99166

TANDEM TECH TIP OF THE MONTH

The best kept secret to bike tube repair seems to be rubber buffer. When I used to patch tubes, I'd get out that little piece of sandpaper or even, if I was truly desperate, that mini cheese grater that came in the old Rema patch kits, and scrub away on the tube to get a clean surface. After I got tired of sanding, I'd put the glue and patch on, and watch the thing peel away from the tube. No more. Peter Hutchinson, past secretary of the TCA, introduced me to rubber buffer.

It's an odd name for rubber solvent. I don't know what's in it, but it smells pretty funky and will probably make you see double if you use it in a closed room. But it's death to rubber.

Take a cloth and douse it in the stuff, then rub the tube with it and it chemically removes the oxidized top surface of the tube. It also picks up all the talc that you lubed the inner tube with, and leaves a nice, clean and fresh rubber surface where the patch goes. The rubber cement then bonds exceptionally well with the surface of the tube.

Using rubber buffer, I have eliminated patches that subsequently leak.

Rubber buffer is available in auto parts stores; buy the smallest size, since a little goes a long way.

Malcolm Boyd
Medford, NJ





TIRE PRESSURE & HEAT

Have you ever had the experience of a tire blowout while the bike was in the back of your car? Or perhaps it happened on a long downhill run while applying the brakes? Being a little curious and having a smattering of physics, I applied the equation of State of Ideal Gas to the problem.

Simply stated, increasing the temperature in a fixed volume will result in an increase of pressure in that volume.

The formula to find out just how much the pressure rises turns out to be quite simple. You only need three pieces of information:

initial temperature, starting tire pressure, final or hot temperature.

Example: You pump your tires to 100 PSI at home where the temperature is 70° F. You now load your bicycle into a dark car where the temperature can easily rise to 180° F.

Add the number 460 to each temperature. This bases all temperatures on the Rankine scale, used in the American Fahrenheit system.

$$70^{\circ} + 460 = 530 \text{ (Cool Rankine Temperature)}$$

$$180^{\circ} + 460 = 640 \text{ (Hot Rankine Temperature)}$$

Next, divide the initial pressure by the cool Rankine temperature. Multiply this result by the hot Rankine temperature. This will give you the hot pressure:

$$100 \text{ PSI} + 530 = 0.189$$

$$0.189 \times 640 = 120.9 \text{ PSI}$$

This 21% increase in pressure may be enough, combined with the weaker rubber at high temperatures, to blow the tire right off the rim.

The potential for a serious blowout occurs during a fast, continuously braked downhill. This is

especially true on tandems or loaded touring bikes since their increased weight requires more braking to slow them down.

Assume tires are pumped up to 100 PSI rated pressure on a cool morning, let's say 50° F. Wheel temperatures can reach an estimated 250° F, a result of warmer afternoon temperatures and kinetic energy converted into heat during a long descent. Using the formula, tire pressure on the decline reaches 139+ PSI, a 39% increase.

Earle Rich
Mt. Vernon, NH

Editor's Note: This article was prompted by the recently completed tandem trip to the Austrian Alps. There were an extraordinary number of flat tires and blowouts experienced on steep switchback descents. This included a front blowout at 39 MPH on a 20% grade, and two blowouts within 1/2 mile on the same bicycle while descending the highest pass in Austria.



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TOURING THE UNKNOWN COAST

When we decided to send our son to summer camp in 1990, we created a rare opportunity for a multi-day ride on our tandem. We would drop Colin at camp in Point Reyes on Monday morning and have until the following Friday on the area known as the "Unknown Coast." This stretch of coast encompasses Cape Mendocino, between Mendocino and Eureka. It is bypassed by the main highways and is difficult to access. Many of the roads are not paved and those that are, are seldom traveled. In fact, the area is so remote it is prime country for marijuana growing. As it turned out, we would be going during harvest season, when the area is crawling with Federal agents searching the public and private lands for hidden plots. Wisely, we had no intention of wandering off road.

With the equivalent of only 4 riding days, and a loop of 350 miles, we decided to travel light. We brought a change of clothes and our MasterCard, what I call luxury touring. We started our tour in the logging town of Willits at about 2 p.m. on a 90° day. Most of northern CA's inland towns are hot in summer, being protected from the cool ocean breezes by the coast range. This means that any



ride toward the coast is hot and hilly. The 35-mile ride to Ft. Bragg was no exception, but it was only a 600' rise in elevation to the summit before a fast drop, both in elevation and temperature to the coast. The fog was whipping through town when we arrived, and the temperature had dropped 30°. We quickly donned our jackets and found a wonderful Bed and Breakfast Inn.

Our second day took us north along the coast on a beautiful stretch of Highway 1. In the morning it was still foggy and cool and the traffic was fairly light. There was only one RV, and they talked to us on their loud speaker. The road wound through thick forests, past sand dunes and over rocky bluffs overlooking the ocean. After 30 miles the road headed inland toward Legget. It was a steep and winding route for our second crossing of the coast range. This time the temperature rose with every 100' gain in elevation. By the time we reached the summit at about 2000' it was again over 90°. From Legget we had to ride on a hot, busy, truck infested section of Highway 101 to the small town of Garberville. Garberville is an entry point to the "Unknown Coast" and its economy tends to thrive when the Federal Agents are not very successful. Lately it appears to be in a slump as the helicopters have been out in force. However, we were able to find a good motel, soda machines, and a restaurant -- all that we required.

We started our third day expecting to go about 70 miles; but weren't exactly sure how far it would be, as our map of the unknown coast didn't give mileages. It just showed a little wiggly line. We started north on "Alternate 101," known as the Avenue of the Giants. The riding was beautiful through the majestic Redwood forests along the Eel River. It was cool in the trees and there was very little traffic. We passed a myriad of tourist traps nestled in the old forest. They proclaimed tunnel trees, a single log house, burlwood furniture, Hobbit town, and the like. Just after the community of Weott we left Highway 101 and headed west. The first several miles were ideal; flat, winding, scenic and cool. About the time we left the cool forest the road started ascending for our third crossing of the coast range. The road went up steadily at something



more than normal highway grade, before cresting at 2700' at Panther Gap and then plunging down to the Matoli River valley. We stopped for popsicles and juice in the one-store community of Honeydew. The people lounging on the store's porch were not the usual Levi-clad small-town farmers, but looked like citizens straight out of the 60's. Most of the women wore long flowery skirts, tied in a knot along the side to hitch them up. They were either bare foot or wore hiking boots.

Tandems are apparently a rare sight in that hilly terrain as several people clustered around admiring the bike. By now it was almost 2 p.m. and we'd already ridden about 50 miles. I began to get worried when someone asked if we were going to ride it over the "wall." So warned, we asked the store proprietor what the road was like to the coast and thence north to our next destination of Ferndale. Contrary to most motorists, she knew exactly what we'd encounter. She said it would roll until we hit the coast, then we would have very strong headwinds as we headed north. After about 10 miles we would come to the "wall." She said it would be in two parts, with the first one steeper but 'only' three miles long. The second would be longer but not as steep. Between the two hills we'd drop all the way back to sea level to cross a river. She said she never went that way because her car could hardly make it up the hill. Now I was really worried. Thinking we had only 30 miles to go, I was distressed to learn it was 30 miles just to the start of the wall!

His description proved exactly correct. Along the coast the roaring headwind dropped us as low as 8 mph. Paul is a very strong hill rider, his cyclometer rarely registering less than 6 mph, even on the steepest grades. But ascending the wall we held steady at 3 mph for quite a while! When we reached the first top I would have given anything for a suspension bridge to cross the river valley. The second hill wound on and on up a ridge and every time I was sure we were at the top the road would curve around another corner and continue up. When we finally crested the ridge after more than 9 miles it was sunset. The descent wasn't even satisfying after all that work, it was so steep and winding we had to leave the drag on almost the entire way. However, the town of Ferndale made it

all worthwhile. It is a beautifully restored Victorian community with immense mansions, many converted to Inns. The proprietor of the Inn we chose mentioned that the "wall" we'd ascended was 18% for the first two miles! Our day's ride proved one of the hardest centuries I'd ever done.



Day 4 was less eventful. It began with pleasant riding through dairy ranches and continued onto the northern section of the Avenue of the Giants, closing the loop from the previous day. We needed to ride 80 miles to reach Legget, where we would stop for the night. In this tiny community we discovered the disadvantage of a MasterCard tour. Remote lodges don't necessarily accept the Card. Also, many banks in small towns don't have ATM machines. By the time we paid cash for our lodging and bought a very inexpensive dinner, we were down to just enough for one soda each for the 'morrow. We had 45 miles left to ride early Friday morning to reach Willits, and an ATM machine. We departed fairly early and flew down Highway 101. We needed to reach our car by 11 a.m. in order to pick up Colin on time. We were right on schedule, moving the way a tandem should, when a brief section of road construction produced the first flat of our trip. While changing it, a local boy of about 12 years came along and admired our tandem. We asked if it was flat to Willits, and he said, "Oh, no. There are two hills, the second one is big, but when you hit it, you are only 5 miles from town." He was also exactly correct. But fortunately these hills were the long

RODRIGUEZ TANDEM

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EVOLUTION - FISHER MOUNTAIN



RODRIGUEZ



RODRIGUEZ AL26 ROAD TANDEM

Introducing for 1991 the RODRIGUEZ AL26 Road Tandem. The preferred ride on any road surface, this beauty excels in comfort, versatility and speed. Select oversize aluminum tubing dampens rough roads, while a pair of 26 inch wheels allow for differing terrain with a simple switch of the tires. The combination weighs in at under 40 pounds, equivalent to two sub 20 pound singles! This weight, combined with less rolling resistance, identical frontal area and twice the horsepower of a single bike allows you to leave the competition far behind, with less effort!

The frameset is one of the finest examples of current tandem technology. Crafted from 6061-T6 aircraft grade aluminum, the frameset is heat-treated after construction to guarantee strength and longevity. The combination of moderately oversized frame tubing and a direct internal design from the shop of one of America's most respected tandem

framebuilders results in a ride uncompromised in comfort and rigidity. A TANGE 4130 chromoly fork, built to our specifications with an oversize steerer, is joined to the frameset via a 1 1/4" TANGE Evolution headset, assuring a stable and compliant ride answering to the riders wishes under even the most extreme conditions.

The standard comfort package includes four water bottle mounts, fender fittings, AVOCET gel saddles, and DIA-COMPE aero handrests for the stoker. We have chosen the finest components from around the world to give you the optimum performance package.



Don Mason



RODRIGUEZ AL26 MOUNTAIN TANDEM

It's 1991, and the RODRIGUEZ AL26 Mountain Tandem is back to conquer any fire road or single track with ease! From its heat treated 6061-T6 aircraft quality aluminum frame, to the TANGE Evolution steering system, its durability and beauty are second to none!

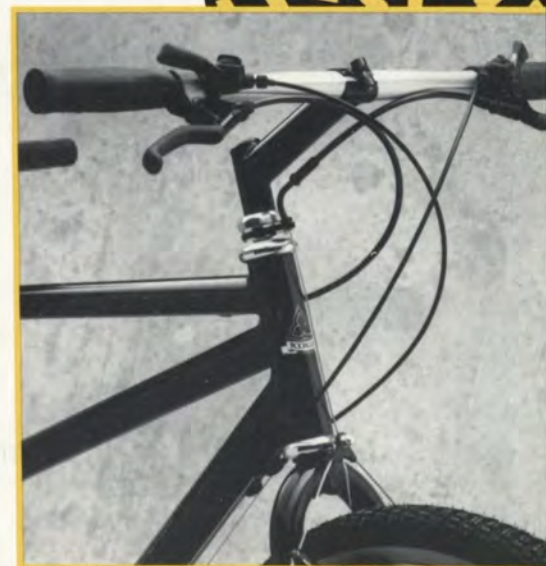
The frameset is made up of moderately oversized aluminum tubing joined by welds known in the trade as beauty or show welds, an art form among the American craftsmen who can boast this skill. Strength and longevity are assured by a heat treating process that locks in perfect alignment, guaranteeing solid tracking and responsiveness that is the envy of the industry.

We complement this state-of-the-art frameset with components from industry leaders such as SUNTOUR, MAVIC and SPECIALIZED, among others, to assure you of the highest level of quality available.

The RODRIGUEZ AL26 frameset is available in four finishes; classic brushed satin, high polished natural aluminum, durable hardcoat anodizing, or IMRON paint in one of three standard colors.

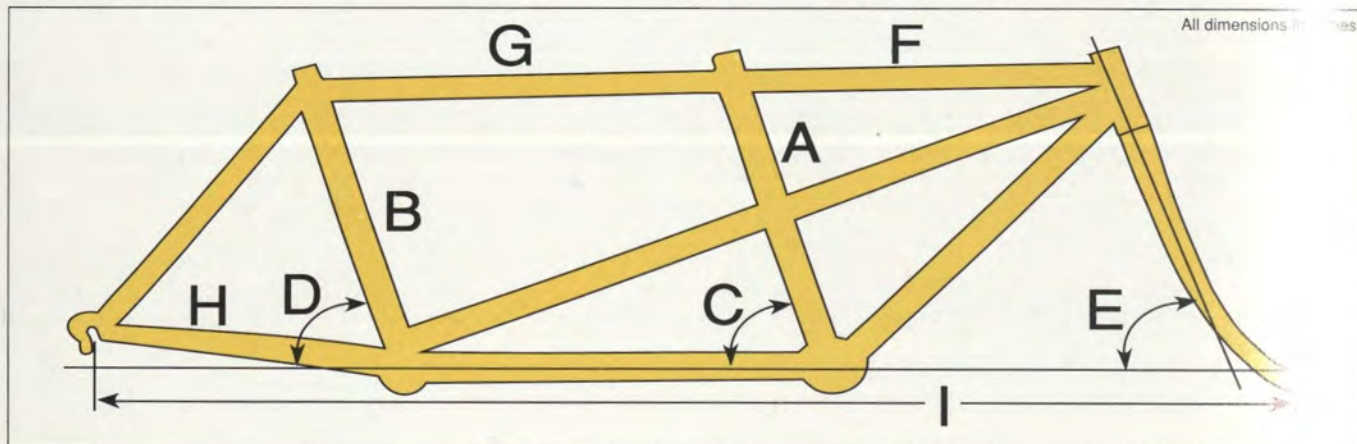
There are four frame sizes available to cover almost every combination of rider.

You can be assured that by choosing a RODRIGUEZ aluminum off-road tandem you have entered into the company of scores of enthusiastic RODRIGUEZ owners who recognize high quality and durability that will take them into the wilds and out with confidence.



Tandem Frame Specifications

Size	18x16	20x17	21x18	22x20
A Seat Tube Length, (Captain), center to top	18.50	20.25	21.50	22.50
B Seat Tube Length, (Stoker), center to top	16.00	17.00	17.50	20.00
C Seat Tube Angle, (Captain)	73°	73°	73°	73°
D Seat Tube Angle, (Stoker)	73°	73°	73°	73°
E Head Tube Angle	72°	72°	72°	72°
F Effective Top Tube Length, (Captain) center to center	21.50	21.75	22.50	23.25
G Effective Top Tube Length, (Stoker) center to center	27.50	27.50	28.00	29.50
H Chainstay Length	17.50	17.50	17.50	17.50
I Wheelbase	68.75	68.75	70.25	72.25



Tandem Component Specifications

Component		Road	Mountain
Headset	Tange-Fisher Evolution	X	X
Rims	Mavic	M-231	M-261
Front Hub	Sansin Double Sealed Bearing, 100 mm	X	X
Rear Hub	Sansin Double Sealed Bearing, 140mm, Double Threaded	X	X
Spokes	Stainless Steel	X	X
Tires	Specialized	Fat Boy	Ground Control Extreme
Tubes	Specialized	X	X
Front Derailleur	Suntour XC Comp	X	X
Rear Derailleur	Suntour XC Comp	X	X
Shift Lever	Suntour, 7 Speed	Bar Con	XC Thumb
Chain	Suntour Accushift Plus	X	X
Crankset	Specialized Tandem	32/44/54	28/38/48
Freewheel	Suntour 13-30, 7 speed	X	X
Pedals	Sakae	SP-100, Quill	MTP-126 "Lowfat"
Seatpost	Sakae T.O.C., 350mm	X	X
Saddles	Avocet	M20/W20	M30/W30
Handlebars	Specialized	Alloy, Drop	Alloy, Flat
Stem, (Captian)	Specialized/Fisher	Alloy	Chromoly
Stem, (Stoker)	Nitto	X	X
Front Brake	Suntour XC Comp	X	X
Rear Brake	Suntour XC Comp/SE	X	X
Brake Lever	Dia Compe /Suntour	AGC 251	XC Comp
Seatpost QR	Suntour XC Pro	X	X
Frame	6061 T-6 Aircraft Grade Aluminum	X	X
Fork	Tange Chrome-moly, 1 1/4" Steerer	X	X

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gradual climbs typically found on major highways and we cruised over them at a reasonable speed.

We reached Willits only slightly behind schedule, found an ATM, and got a bite to eat before rushing south. In spite of the difficulty of the terrain, the unknown coast was a beautiful and worthwhile tour, one that I would definitely do again, but maybe with an extra day thrown in to enjoy the scenery.

Paul and Betty Tamm
Oakland, CA

BACK ISSUES AVAILABLE

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

Issues still available:

January - February, 1991

September - October, 1990

July - August, 1990

November-December, 1988

March - April, 1987

May - June, 1986

March - April, 1986

January - February, 1986

November - December, 1985

September - October, 1985

A BICYCLIST'S REQUESTS AND PROMISES

When you see me on your roads or streets, please give me a friendly wave, instead of an obscene gesture. I'm pretty much like you, just trying to get some place without walking.

When you are passing me, please don't blow your horn when you are right next to me because the shock of hearing that loud blast could cause both of us to have an accident. You don't even have to use your horn to let me know you're behind me -- I see you in my mirror and I know you're there.

Please don't ask me to ride on the sidewalk or in the roadway against traffic; both are illegal and unsafe. I need about 18 inches of the right side of our roadway in order to safely ride with traffic. I can't be farther to the right, because the road's edges are cracking, and the shoulders are often covered with glass and pot holes.

Please be patient with my speed. I know you are usually in a hurry, and I would never intentionally slow you down, but my engine only produces about 1/4 horsepower, is fueled only by my fitness, and is strained by head winds and uphill.

As I share the roads and streets, I promise to help conserve precious gas and oil, to leave the air as fresh and unpolluted as it was before I passed by, to not disturb anyone with excessive noise, to not damage the road's surfaces, and to help preserve our environment so that our children -- yours and mine -- can enjoy it after we have traveled our last mile.

--Submitted by Robert and Jo Kanis
Rochester, NY

Editors' Note: The above was originally printed on the OP ED page of the the Rochester (NY) newspaper. It is reprinted here with the permission of its author. Perhaps you would like to clip it and send it in to your local newspaper.



RIDING THE ROCKIES

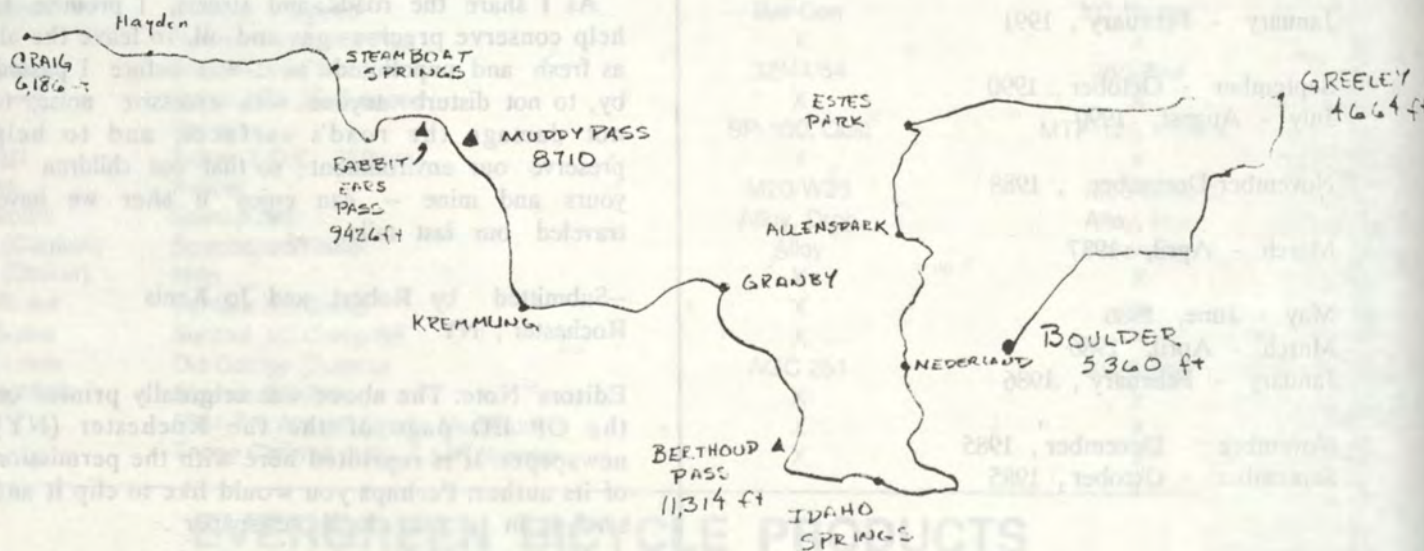
Having completed our second "Ride The Rockies" bicycle tour on our Santana Arriva, I feel compelled to encourage other tandem enthusiasts to take on the mountains. It is a beautiful, exciting, and rewarding experience!

Our Santana is equipped with a drum brake, which I appreciate on the long downhill stretches. It gives me (a bit of a chicken) added confidence and it literally takes some of the heat off of the caliper brakes. We have altered the standard gearing somewhat by changing our 36-tooth chainring to a 32-tooth. Dick and I have found that we can climb just about any hill in our "granny" gear. Patience and good conversation are the only other options needed for a long climb.

"Ride the Rockies 1990" was a truly wonderful experience, covering 391 miles during the course of six days. The weather was cooperative, the host towns were friendly, and most of the roads were in good condition. The two sponsoring companies, the Denver Post and the Public Service Company of Colorado, once again put on a well-organized and almost flawlessly-executed tour. Each day included scenic panoramas, culinary delights, and choice destinations.

We began the tour in Craig, CO, where the governor, Roy Romer, gave the 2,000 tour participants an encouraging sendoff. This first day took us 45 miles up the beautiful Yampa River valley. We passed through the western ranching community of Hayden and stopped for the night in the ski resort town of Steamboat Springs. Here, as in almost every host town, there was live music, a community meal, and the massage team ready to knead tired muscles back into shape.

The next morning brought us our first "climb" of the tour, Rabbit Ears Pass, elevation 9,426 feet. As we pedaled up the pass, we could see below us the tranquil surface of Stagecoach Reservoir. We stopped briefly to enjoy the views from the top, then headed down the other side. We figured we had it made for this day, but the air currents held a surprise for us. The descent went by in a flash, and then we hit a head wind which lasted the next 20 miles until we reached the town of Kremmling. Here we turned east to follow the Colorado River toward our destination of Granby. The last 16 miles through Parshall and Hot Sulphur Springs offered picturesque canyon and river valley scenes. The riding was smooth and easy with the wind now aiding us. This had been a long day two, covering 81 miles. Dick and I hopped on a shuttle bus to





Grand Lake where we were staying. We gratefully settled into the outdoor jacuzzi, surrounded by views of the mountains and the lake. Ahh.....

Day three took us from Granby to Idaho Springs, 55 miles and crossing the Continental Divide via Berthod Pass -- Elevation 11,315 feet. Before we attempted this climb, we decided to fortify ourselves at a little cafe in Fraser called "Ah, Truffles." Here we met some friends, a tandem team consisting of TCA member Charles Walker and his blind stoker Petra Janes, and Charles' wife Bev, riding her single bike. Charles, who is a pastry chef in Boulder, CO, had recommended this little restaurant, and we had fortunately followed his suggestion. The food was terrific, just the fuel we needed to pedal through Winter Park (a popular ski resort), forge our way up the pass, and go sailing down through historic Empire to the old mining town of Idaho Springs. By late afternoon it was raining, but most of the riders had managed to "settle in" for the evening.

Dreaded day four now loomed in front of us. Everyone knew that this would be the toughest leg of the tour, so an early start was the order of the day. Today's route would take us through the quaint Victorian mining towns of Black Hawk and Central City. It would lead us over mountainous terrain that equalled a total elevation gain of 7,500 feet. If we could lift our weary heads, we would encounter some of the most spectacular scenery in CO. We would pass through the villages of Nederland and Allenspark. We would view Longs Peak, nestled in the Rocky Mountain National Park. And, we would finally descend into the charming tourist center of Estes Park. Could we do it? On a tandem? YES, WE COULD, and WE DID! What a wonderful feeling as we pulled into the high school to pick up our bag and head for some much needed R & R. This day, consisting of 79 miles of tough terrain had unquestionably proven that tandems are suitable for the mountains.

The following morning we left Estes Park for a mostly downhill trip to Greeley, 66 miles away. Descending through the narrow Big Thompson canyon lined with summer cabins, it was impossible not to remember the victims of a flood which occurred some twenty years ago. The road has been rebuilt to withstand high water and there are signs



warning one to climb to high ground in case of flash floods.

Soon we were headed for the plains. We meandered past Carter Lake with a few sailboats skimming across its surface. We had a rest stop in the little community of Campion while we put in a call for a repair wagon. Dick, standing up on a little "farm hill," had slipped the eccentric. We could hardly believe it after all the elevation we had climbed during the last several days, not infrequently with one or both of us standing to pedal. Oh well, we were soon on the road again and as we crossed over I-25 we began to encounter signs reminiscent of the old Burma Shave signs welcoming us to Greeley. As the tour entered the city limits, the townsfolk came out to the streets to greet the riders. What a reception!

Greeley is the home of the University of Northern Colorado. The campus was this day's destination, and it provided a wonderful setting for the last night of the tour. Bike campers pitched their tents under the huge trees of the old campus, some participants slept in the dorms, and all enjoyed the warm hospitality of this eastern Colorado city.

The final day of the tour wandered 60 miles back west towards the mountains and the city of Boulder. The route traveled through farmlands and small towns, crossing the St. Vrain and South Platte rivers. The weather was warm and sunny, a perfect ending to a truly memorable tour.

In Boulder there was a Finish Celebration on the Pearl Street Mall for the ride participants, their friends and families. Once again there was a live band (we heard everything from country western to rock to jazz during the course of the tour). The cobblestoned mall featured "Ride" souvenir and food booths, artists, musicians, and mimes. The grand finale was a drawing for a Trek 7000 aluminum mountain bike, along with several other smaller prizes.

It was time to say good-bye and head for home with this thought uppermost in my mind, "What a Great Ride!"

Jackie and Dick Durrett
Glenwood Springs, CO



CONVERTING A TANDEM TO INDEX SHIFTING

Time and technology are marching on, and bicycles have not been left out of the advances. When I bought my first tandem, a used Gitane Interclub for \$100 in 1975, the derailleurs were aluminum and steel SunTour with SunTour Barcons (the non-indexing kind, of course). The shifting was pretty good, and my main problem was finding riders and durable cotter pins for the steel crankset. Six years later, when marriage provided a very regular (and terrific!) stoker, we graduated to a Santana Classic. The derailleurs on our first Santana were still aluminum and steel SunTour with the same SunTour Barcons. If it ain't broke, don't fix it. Also, with us either in school or in jobs with very irregular shifts, the tandem came out 2 to 4 times a week, and there was plenty of riding time to keep the "touch" of shifting a bike.

Now a lot of things have changed. The tandem, though still loved, has been traded for a Sovereign, and it doesn't come out quite as often. The shifting touch sometimes isn't there (which is magnified by riding singles with other drive trains.) The revolution in equipment brought on by the mountain bike has taken index shifting from the toy status of Shimano's 1980 "Positron" to standard equipment on the Tour de France (and Tour de Neighborhood) bikes. Once properly installed and adjusted, an indexed shifting drive train offers shifting with the confidence and reliability I was used to. And when your shifting is going well, it makes for better tandem riding for both of you.

Components

Index shifting is a different design philosophy from the mix and match componentry of the past, where almost any combination of derailleur, freewheel, and shift lever could be used together. With an indexing system, the freewheel, rear derailleur, and rear shift lever should be from the same company, and maybe even from the same component group. This integration is necessary because the shift lever is where the actual indexing or "click" takes place, and the cable must accurately translate the position of the shift lever to the rear derailleur. These components must work in concert with chain and freewheel to make the shift without

the overthrow and adjustment that are part of the "touch" used with friction shifting.

In choosing a component system, Shimano and SunTour are still 1&2 in the Index shifting development race, although more competitors are offering equipment each year. Even the venerable Campagnolo company has entered the index game, with excellent componentry (but they still don't offer a wide selection of gear options). Shimano tries to revolutionize equipment each season, and has abandoned more designs and concepts than the evolutionary SunTour has introduced with its own "fix and improve" strategy. (Ed. Note: Anyone out there remember Shimano's attempt to introduce 10-pitch componentry? Anyone have a 10-pitch component group they are riding?) Shimano and SunTour are currently using different design philosophies in their index systems as well. Shimano systems use very precise index clicks, with the absence of overthrow and adjust compensated for by the derailleur and the special tooth designs in the freewheel teeth which allow the chain to move up and down freely. SunTour uses an index system with a slight amount of overthrow capacity for downshifts, with fewer changes in the design of the derailleur and freewheel. I have always had a SunTour bias myself, and I like the natural feel of the SunTour shift. The Shimano systems, which I have tried on various mountain bikes, are almost explosive in nature with a metallic bang into gear. Test ride a couple of new mountain bikes to see which system feels best for you before you select your derailleurs. If you get the chance, you may also want to test Campy's new systems.

Our Components

I decided to convert our 1985 Santana Sovereign to an index system after about 4,000 miles on the drivetrain, the second drivetrain we'd had on the bike. (With my bicycle fleet maintenance policy, if a single bike "needs" a new derailleur, that tandem gets a new derailleur, and the single gets the hand-me-down.) The conversion was done in stages, with a SunTour XC-9000 (now the XC-Pro) installed first in the fall, and the SunTour Accushift Barcons (6-speed Standard Spacing) added in the spring. The



9000 rear was an excellent friction derailleur when used with my old non-indexing Barcons and the SunTour 6-speed Standard Winner Pro freewheel, but when the new Accushift Barcons were added, the shifting just wasn't up to expectations in index mode. The shifting improved dramatically when our index installation was completed with the addition of a SunTour AccuShift Freewheel and a Shimano HyperGlide SIS Chain.

As we learned, a satisfactory conversion requires that you have all the parts on hand. While SunTour will almost work with older, non-Accushift freewheels, the new cog profiles just do a better job of hitting the indexed shifts. Don't forget to use index-compatible cables and housings, as the old cable/housing absolutely will not work. The Index housing is a flexible tube, with steel casing running lengthwise. If you must cut it, be sure to replace the ferrules, or the shifting will gradually deteriorate as the steel cables making up the casing work out the raw ends. As I mentioned, you must also use index cables, too, which can be somewhat of a challenge to find in tandem lengths. Index shift cables are 1.2mm in diameter, have a comparatively slick exterior, and have been pre-stretched. Chain length and derailleur body alignment are critical, too, along with ensuring the amount of chainwrap is within the constraints of the derailleurs. Take the time to read the instruction sheets packed with the components. These are put in the packages for a reason! My conversion cost me approximately \$170 (1990) for all the new components.

Cable adjustment is a two-step process. First get the proper tension by pulling the cable through the housing and tightening the cable clamp on the derailleur, and then using the adjustment barrels on the derailleur to position the derailleur properly. On bikes with braze-ons or integral cable guides under the bottom bracket (boob) tube, it may be necessary to use a very small round jeweler's file to remove any grooves worn by your last derailleur cable, as these older wear marks can be a hang-up point for the new cables, ruining click downshifts. Applying a Teflon or silicon-based lubricant to the cable guides will also help insure good shifting.



Installing a new index compatible chain requires a delicate touch with a chain tool. Shimano sells a special pin for re-linking their chains, and some recent component articles have mentioned chain breakage when the pin is not used. If you choose not to use the pin, be very careful not to push the old pin all the way through the sideplate when removing it. When re-linking the chain, be sure to leave the proper amount of pin extending from both sideplates. Carefully remove any tightness from the link you rejoined.

Riding with Index

Our first ride with true Index was a 50-miler across rolling and graded terrain in north-central Alabama. It's beautiful cycling country there, around Birmingham, but the rolling terrain in Alabama would be considered knee-breaking mountains in the Midwest (Indiana's Hilly Hundred an exception). The shifting worked great. (The front shifting is another story, but it was unrelated to the indexing system on the rear!) The new SunTour Barcons have a comfortable anatomic design, which is easy on the fingers, and almost every shift was just a click into place. I especially noticed the improvement on gradually steepening grades, where the Indexing allowed smooth incremental shifts without skipping a cog. Indexing is also nice when bottoming out between roller coaster hills or downshifting while pulling into an intersection because the uncertainty is removed from whether you are locked into the right gear or not. One fault I did notice with our SunTour "soft" indexing system was the tendency for some downshifts to finish before the lever has "indexed" to the proper position, and the lever would drop back into the index click where it started, though the chain would stay in place until your pedalling pressure changes. This is a fairly rare event, and it will correct itself with a little practice and a little adjustment with cable tension.

We have now ridden our indexed tandem over 1000 miles with no problem. I am just waiting to see how fast we can wear it out, and start "handing down" these components to my singles!

Jay Hardcastle
Bellevue, WA



BURLEY TRAILER -- ARTICLE #746

Before I begin an article about yet another way to hook up a Burley Trailer to your Santana, I'd like to bring you up to date on what's happening in our lives.

First, though, I thank all the wonderful people who wrote their comments back to Doubletalk about our article on installing a tandem child-back conversion. Please feel free to call me for another opinion when you are installing one (if you don't like, or aren't getting any, help from your dealer.) My number is 713-992-2023. That's in the Central Time Zone, folks, so be courteous, and don't call too late.

Secondly, I must admit I didn't know that our article had even been selected for the July-August issue of Doubletalk until the middle of August! Virgil Fruth, head HAT (Houston Area Tandem Society), informed me that we'd made the big time! Thanks!

And that brings me to my third comment: We recently moved from Colorado Springs, CO, back to our house just outside Houston, TX. (Why? you ask. That's another story, best left for another time.) Anyway, we are glad to be home. My point of this is: NOTIFY THE TCA OF YOUR NEW ADDRESS BEFORE YOU MOVE. The Post Office does NOT forward Doubletalk. That's why I did not know about the article sooner. I also got a stern lecture (but it was with a smile! -- Susan) from Susan Goertz over the 'phone when I called to beg for the back-issue. As Susan said (and as Malcolm has said in other articles in other issues, MAIL TCA a change of address card FIRST! Who cares if you get your bills late, as long as you keep up with what's happening where it counts, in Doubletalk. Right??

Okay, now it's time to talk about the Burley Trailer. I also sent a copy of these tips to Tom & Courtenay Willcox, too, but I forgot to send a CC to Doubletalk. (I know, I know, shame on me! I should send a copy of all tandem-related correspondence to Doubletalk. I promise to do much better.) I hope they got it. Anyway, we had the

same problem as everyone else has had: How do you hook a Burley Trailer to a Santana Tandem?

When we were shopping for our tandem, we noticed it was equipped with a drum brake. It became a major part of the decision whether to even buy the tandem. If we couldn't attach the trailer, we lost one of our major reasons for buying the tandem. The bike shop dude suggested we bring the trailer to the shop to try it out. We thought that was an excellent idea.

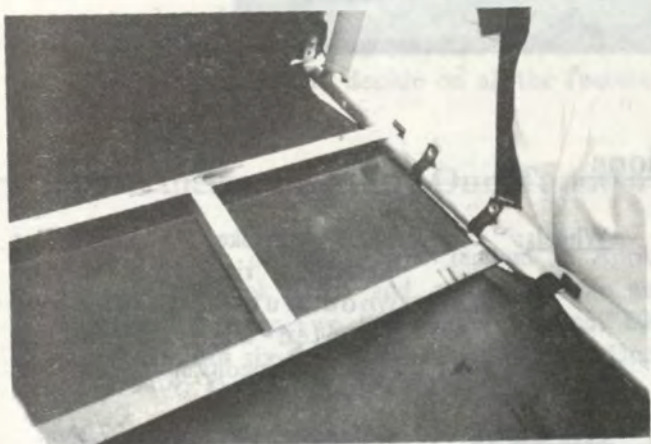
Well, with the danged drum brake in the way, the trailer hitch just couldn't fit where it is supposed to. We admit we were real tandem rookies then, and we didn't know you could remove the brake if you wanted to.

As we were fumbling around trying to figure out where/how to hitch it up, the bike shop dude suggested (he also didn't want to lose a major sale!) we hook the Burley hitch between the seat stay and the rear rack support (the rack was already on the tandem). We looked at the Blackburn rack, grabbed it, shook it, and I even sat on it. The rack didn't flinch.





So, we clamped down the old-style Burley hitch on the tandem, and guess what? It fit!! The hitch spring bends a little, but I don't believe it makes any difference. We have not had any problems pulling or turning the trailer in the last three years we've had the tandem. We always had our two kids in the trailer (until recently) and together they weighed 100 pounds. I think the older-style hitch is a little more adaptable as to how you can hook it to the frame, although I haven't really experimented with the new hitch. I would surely recommend this method to anyone who is still having trouble hooking up a Burley Trailer. (Editors' note: To use this method, you may want to consider replacing the 5 mm aluminum bolt holding the rack to the tandem with a 5 mm steel bolt for a little added margin of safety.)



I'd like to explain another thing we did to the trailer soon after we got it. As most parents already know, little kids have little bony butts. And with two kids in a sling seat, as in the Burley trailer (I think most of the other trailers have sling seats, too, except for the Cannondale Bugger), their posteriors tend to slide together. And as most of you can figure out, this caused many problems! We had to keep a little space between them.

As you can see in the picture, we installed a brace under the seat. This keeps the kid's butts separated, and the bickering to a minimum. Let me explain the brace. The main piece in front is a 1"

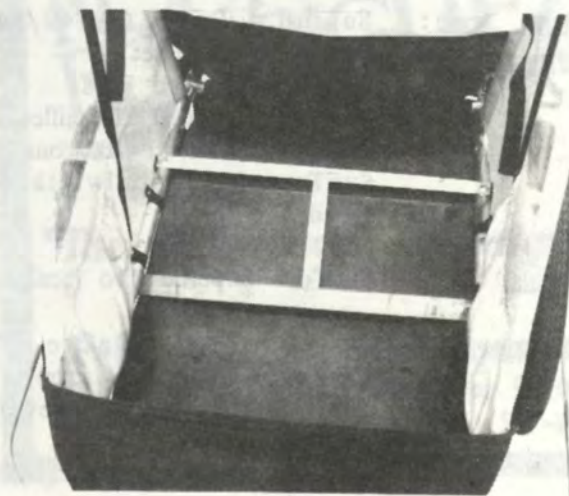


x 1/8" steel bar about 22 1/2" long (cut yours to fit the trailer's width). The weight is a little, but it also flexes a little which helps. The middle and back frame pieces are made from an aluminum 1" x 1" angle, cut with a notch at each end to attach to the trailer frame. You also have to drill 4 holes in the trailer's frame. The shorter piece is about 9 1/2" long, without any notches. All the pieces are bolted together in an "H" pattern and connected to the frame with 1/4" bolts. The seat straps are then attached in the usual way in front of the braces.

At first we had the front piece also made of aluminum angle, but as Justin and Casey grew, the aluminum bent too much and the ends broke. I had to use something a little stronger. That's when I found the steel bar. The bar did hit the back of their legs, but sitting on a folded blanket made this much more comfortable. The front bar is the only piece that actually touches the children. And we would also recommend this to anyone with two kids and one trailer. Now, with Justin riding on the tandem, I have removed the center piece, but we could probably take out the whole thing.

Happy Family Tandemming!

Fred, Cathy, Justin, and Casey
The Jelonek's - Houston, TX





THE PATEREK TANDEM



Specifications

Frame Size: 24/20 Men's/Men's

Construction: Santana Ishiwata Double-butted Expedition Tubeset (no longer available from Santana).

Drive Train: Sugino LP 110 (30/42/54) Crossover Crankset
Phil Wood Sealed BB's
SunTour XC-9010 Derailleurs
SunTour Accushift Barcons
SunTour 13-32 fullwidth 6-speed Freewheel

Pedals: SunTour Superbe Pro (sealed)

Brakes: 2 sets Shimano DeOre XT Cantilevers (front & rear)
1 set DiaCompe Cantilevers (rear)
2 Phil Wood Disc brakes (front & rear)

Headset: Specialized (channel sealed)

Wheels: 700c, 48-spoke, Mavic Super Champion rims laced to Phil Wood hubs (sealed) and mounted with Specialized 700x35 Expedition Tires.

Seat Posts: Campagnolo Record 27.2mm

Saddles: Brooks Team Pro (front)/Avocet Gelflex Ladies (rear)

Bars: Specialized drop bars (front)/Nitto upright (rear)

Stems: Specialized (front/rear)

Braze-ons: 7 water bottle mounts, pump peg, front fork lock, all cable stops, front/rear rack mounts, fender eyelets

Special Features: Camp stove gas tank in boob tube



Why We Bought a Tandem

We are a couple (Gary, 6' tall, and Irene, 5'3" tall) that like to bike together. We are long-time recreational bike riders who have extended our biking to week-long trips for the past few years. As our interest in riding distances has increased, the difference in our strength and endurance has become more apparent. As many couples have discovered, we decided that we needed a tandem so that there would be no problem with keeping up with one another. Because of the considerable difference in our sizes, we decided that our tandem would have to be custom built.

After some shopping around, we settled on Mr. Tim Paterek of River Falls, WI, to build our dream machine. Please note that we had never ever ridden on a tandem before. It was a snowy day one February when we traveled to Tim's shop in River Falls to be fitted and to decide on all the features of the tandem.

Our Experience with Our Tandem

We picked up our shiny new tandem in April, after only a 6-week wait, and, at the time we put this review together, we had ridden it about 600 miles, including six metric centuries and the Door County (WI) Century that first September.

Our first real ride was with the Bombay Bicycle Club (Madison, WI), on a special outing for tandems. We did have to concentrate hard on getting it all together, but we were able to keep up with the other riders fairly well. Now that we are a little more experienced, we can relax more and enjoy the scenery. Our biggest surprise is how fast we can go. We will not win races, but we do go much faster on the average than we did when riding together on our singles. And we love it!

This tandem is a dream! It is as steady as a rock, which is especially appreciated on fast downhill runs (we have gone over 40 mph on several occasions). The braking system is absolute and very positive. Once we learned how to

coordinate the use of the several brakes, we feel extremely secure.

Conclusion

We highly recommend that couples should get a tandem, especially if they like to ride together but don't have equal abilities. And we recommend Mr. Tim Paterek as a tandem builder who is sure to please you with his craftsmanship. Our tandem has turned out to be one of the most fun things we have ever purchased.

Gary and Irene Sanderson
Milwaukee, WI

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INADEQUATE WARM-UPS AND COOL-DOWNS MAY RESULT IN INJURIES TO CYCLISTS

Tired of pounding the pavement, many runners are giving their aching muscles a new work-out, joining cyclists of all ages who take to the extremely popular sport -- the Bicycle Federation of America in Washington, DC, estimates that there are nearly 78 million cyclists in the country today. But cyclists, like runners, are not immune to injuries.

The majority of cycling injuries occur in accidents involving falls and improper safety techniques, but many other cycling injuries are not accident-related. Common complaints include tightness and pain in the back, shoulders, legs, knees, and wrists, according to the American Physical Therapy Association (APTA). Many cycling injuries that are not caused by accidents can be prevented by using a proper-fitting bicycle and by exercising before and after cycling.

The APTA advises people to ease into cycling, gradually increasing their speed and distance. And before hopping on that bicycle, anyone with medical problems should first consult their physician or physical therapist.

"Knee pain is one of the more common complaints by cyclists," says physical therapist and triathlete Rick Hageman. "Most cases of knee pain are caused when the cyclist and the bicycle are not in sync," Hageman says.

For instance, riding on a bicycle saddle that is too low or too high can increase stress to the knee, leading to pain and injury. Hageman advises cyclists who have minor knee pain to experiment with various saddle heights. If the pain persists, cyclists should consult a knowledgeable physician or physical therapist for evaluation and treatment.

"Riding in gears that are too high can also put undue stress on the knee," says Hageman. Cyclists, particularly novices who ride for recreation, should start out in an easier gear and slowly work their way up to a harder gear.

The tightness and pain many cyclists experience in their back, shoulders, and legs can be alleviated by proper warm-ups and cool-downs.

"Although cycling is not as stressful on specific joints as running, it can cause injuries in people who do not properly prepare themselves for cycling by exercising," says Hageman.

"It is important for cyclists to maintain flexibility of the hamstrings, the muscles at the back of the thigh. Keeping the hamstrings stretched out will prevent muscle tears, and will help to align the pelvis, aiding in the prevention of back problems," he says.

The following exercises are particularly useful for increasing flexibility in the lower legs, knees, hips, neck, and lower back:

- **HAMSTRING STRETCH** - Lie on back with knees flexed, grasp one thigh and slowly straighten knee. Hold stretch for 5 seconds.
- **PRONE PRESS-UPS** - Lie on your stomach with arms in the push-up position. Keeping your pelvis on the floor, push upwards, arching you back. "If you are only going to do one exercise, this is the most important one," said Hageman.
- **HIP FLEXOR STRETCH** - Kneel down with your right knee on the floor and your left foot flat on the floor, a few inches in front of your right knee. Place your hands on the floor in front of you and slide your right leg back behind you, making sure to keep your pelvis steady. Hold and feel the stretch in your hipflexors.
- **NECK FLATS** - Lying on your back with flexed knees, flatten your neck to the floor by tucking your chin without



lifting your head. Turn your neck slowly and gently to either side while the chin is tucked.

"Cyclists often suffer from low back pain because of their flexed or hunched-over position," Hageman says. Exercises that increase flexibility in the back and strengthen the abdominal muscles can help prevent or alleviate some of this pain.

SAFETY FACTORS

When discussing injuries among cyclists, safety factors cannot be overlooked. According to the Consumer Product Safety Commission, bicycles are one of the most hazardous* vehicles on the road today.

Cycling, like most other sports, has its hazards. But with the proper precautions, cycling can be an extremely relaxing and enjoyable activity that provides an excellent aerobic workout.

If you are not a cyclist, you may want to consider becoming one -- after all, any sport that attracts 78 million people can't steer you wrong.

Sports Medicine Update
North Suburban (IL) Clinic, Ltd.

*Reported 1988 Bicycle Injuries: 561,764 bicycle injuries were treated in emergency room, a 33% increase over 1987. Some of these were disabling injuries. There were 1400 deaths resulting from Bicycle/Auto collisions. 70% of these were over 21 years old. The number of deaths represents an 8% increase over 1987. -- Statistics reported by the National Safety Council.



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"Fast and easy.
Nothing like it!
Great Protection."

Paul Swift - National Champion
U. S. Tandem Team Racer

BURLEY DUET

by Rosemary LeVernier

I mount up behind,
then the captain takes his seat.

Our ride through the lush mountain valley begins.
We pedal over flat terrain.
Our legs in synch, tall pines and spruce rush by.

An ominous hill looms ahead.
The captain shifts down.
We begin our ascent, slowing as we gain elevation.

"Stand," he commands.
We rise in unison, putting power behind each stroke.

We reach the crest.
A magnificent view unfolds before us,
of verdant pastures and winding river.

We roll downhill, picking up speed.
25, 30, 45 miles per hour!
Ah! The thrill of riding a tandem bicycle!

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Rosemary L. Chamberlain
HCR 5 Box 64D
Priest River, ID 83856



A FLOATING TANDEM

Exploratory kayaking an obscure Mexican estuary may seem just a little "far out" for a tandem bike magazine, but we are "far out" people and you'll soon see the connection. We cyclists are liable to have under-developed arms and shoulders and soon tire using the typical double-ended kayak paddle. It was during one of the many mandatory rest periods that the idea of a pedal boat came to mind. Why not use these well-developed leg/thigh muscles to propel the boat?

Marine engineers feel that each type of boat should be designed for a specific purpose, that is, sail, oar, or power. They are reluctant to consider the idea of a combination as it calls for design compromises outside their often limited imagination. Thus disdainfully, a boat designer said, "What you want is a floating Swiss Army Knife." So my boat, a Water Model Swiss Army Knife (WAMSAK) is powered by paddle, sail, pedal, and motor. She is designed and built for flat water expedition-type cruising with two people and their gear.



Following the lines of a standard two-man flat-water kayak, WAMSAK is 16' long, 36" wide, with a flat stern transom to accommodate the

rudder and an outboard motor. It is built of fiberglass-covered urethane foam planks (3/8" thick) and has no deck except for an area forward of the front seat where the mast is stepped and supported. This front area (prow) is solid foam and provides the main emergency flotation. There is a 40" long section amidship between the seats for cargo storage. Such an open boat lends itself to easy loading/unloading, but the low gunwale would make it vulnerable in rough water.

The pedal unit (rec. Ind. Co., Ralph Eide, President, P.O. Box 68386, Forest Grove, OR 97268, about \$600 FOB Tucson) fits into either of the wells in front of each seat. It is light enough to be passed back and forth so that the crew can trade off pedalling or paddling. This permits different sets of muscles to rest/work and more efficiently uses the limited available power. Interchanging the pedal drive is a bit awkward, but is better/simpler than trying to connect two inline pedalers to a single drive. With the 6x1 propeller-pedal ratio, we are capable of 6 to 7 hours of sustained cruising at 60 rpm, trading every 30 minutes.

Equipped with a lanteen main sail, jib, spinnaker, rudder and two short dagger boards, she is only a fair sailor. We recently discovered the electric motor, so wonderfully quiet and dependable. The motor roughly doubles our range, as it permits us to pedal/paddle outbound to the point of exhaustion, secure in the knowledge that we can return on the motor power. While too heavy to use on a long expedition, the motor and battery are a perfect addition to a day trip when weight load is not vital.

Like our recumbent tandem bike, the "Geriatric Jalopy," which I had to build because I could not find one which fit my need and my bank account, WAMSAK is homemade. I used the kind of very simple tools available in most any home workshop; it took about three months to build; involved no special skill or experience; and thus might be anyone's winter project. Researching the idea, talking to boat builders and engineers, sitting around whittling sticks and thinking about it, and finally locating the drive and buying the materials occupied



more than a year. WAMSAK was launched in December, 1990.

She is designed for an extended exploratory cruise of a network of islands, lakes, swamps, and channels on Mexico's west coast in the states of Sinaloa and Nayarit. A wilderness waterway which remains unpopulated because of a severe shortage of fresh water. There are some very narrow passages as the native fishermen use a local version of the canoe called "panga," which is often a dugout created out of a single tree trunk.

Specifically, these are the design criteria:

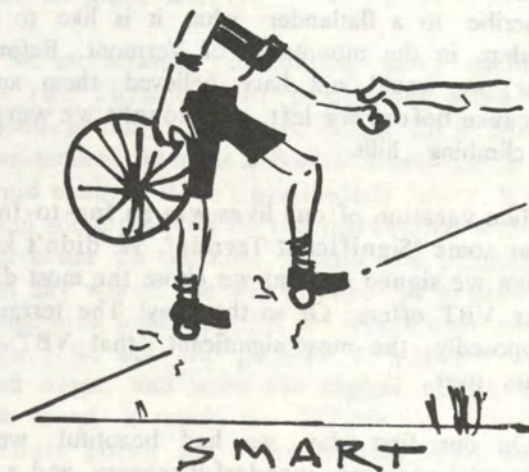
1. Less than 40" wide.
2. Shallow draft, to accommodate the numerous shallows expected.
3. Silent operation. WAMSAK is expected to be a bird/animal life photographic platform.
4. A minimum of dead weight, as she will be launched, beached, and otherwise manhandled by crew of two 70-year olds.
5. Bottom and prow reinforced against unknown, unseen, unpredictable puncture hazards.
6. Consideration for sun protection and crew comfort.
7. Limited built-in emergency flotation in view of the calm, shallow water expected.
8. Spacious cargo storage area and substantial load carrying capacity.



The initial water trials/shake-down period is proving that WAMSAK will deliver the sort of range and comfort we had anticipated. She is a stable photographic platform, and we feel increasingly confident in continuing with our plan to load her with camping gear, food, water, wine, and bug repellent and set forth on a 6/8 day exploratory cruise of the Teacapan estuary. There we expect to find interesting camping places, good fishing, archeological ruins, shore/water birds, and animals.

Should we return (???) and have anything worthy of reporting, a later article will detail the maiden voyage of the WAMSAK and the adventures of her aging but intrepid crew of tandem bicyclists.

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





SIGNIFICANT TERRAIN

If we knew then what we know now, we would never have taken our tandem to Vermont! I am glad that we weren't that educated, because then we would have missed the greatest experience of our bicycling lives.

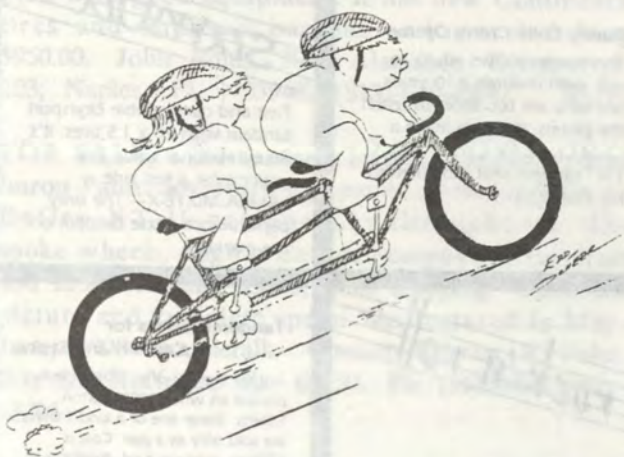
After three short (and rainy) spring months of riding our tandem, we thought we were pretty good. After having ridden as much as we have, solo, it was very difficult for me to relinquish control so that we could ride a tandem together. It has been a real learning process. If it were up to me, I would shift the bike a bit differently than my captain does, but one of the smarter things a tandem team can do is not criticize each other. As I see it, the stoker has two very important jobs. And I should know, as I am a stoker. One of these jobs is to make sure the cyclocomputer is on when you're pedaling, and the other is to keep your mouth shut about what could be done differently. Anyway, back to the story. We practiced riding hills (significant terrain) here in northern WI. And I practiced keeping my mouth shut. We considered our practice hills to be very steep and somewhat difficult. That was before our tour. After our tour, they had become little pimples on the landscape. There is absolutely no way anyone can adequately describe to a flatlander what it is like to ride a tandem in the mountains of Vermont. Before our tour, we would not have believed them anyway. Because before we left, we thought we were good at climbing hills.

The vacation of our lives was an Inn-to-Inn tour over some "Significant Terrain". We didn't know it when we signed on, but we chose the most difficult tour VBT offers. Or so they say! The terrain was supposedly the most significant that VBT guides tours over.

On our first day, we had beautiful weather, congenial company, wonderful scenery, and a simply marvelous route, exactly what we expected. Nice rolling hills, some moderately difficult, just like we'd practiced back home in WI. That is, until we came to the last three-mile climb. That's right, a three-mile climb! We discovered that the tandem, probably because of its weight, and also probably

because of our weight, stopped as if it had hit a wall at the beginning of that three-mile climb. We pedaled and pedaled, but we finally gave up and walked the last 300 feet or so. Were we embarrassed at being seen walking -- on the first day yet -- by other members of our tour! If he had only shifted sooner -- whoops, I must remember one of my jobs! We were rewarded with a beautiful downhill -- also a humbling experience because the captain couldn't (wouldn't?) hear my frantic pleas to slow down. I have the cyclocomputer mounted on my handlebars, and I saw the numbers which said we reached 47 miles per hour! I believe it! I have no brakes back there, but my handlebars now have the imprints of my fingers where I tried to squeeze those levers I don't have. We did reach an agreement, when we stopped for a breather, that 35 miles per hour is plenty fast enough, at least for us. After we arrived at the Inn for the first day, we all agreed that the day's ride was exactly like we'd expected, because, of course, everyone knows Vermont Ain't Flat, and, after all, it was over, and we were sitting in some very comfortable chairs with a delightful glass of wine in our hands.

The second day started out the same as the first: great scenery, marvelous company, and a great route. Then we came to the five-mile climb. Wow! We thought the first day was rough. Were we wrong! Today we took our time, but we finally had to stop to let the ol' hearts slow down and the muscles stop burning. Then we were faced with a new problem: how do we get going again on such a steep grade? We walked across the road to a driveway that went straight up from our road. We got everything in position, and we LISTENED. All was quiet, we heard no cars, so off we went. We used just enough of the driveway to get us started. It worked fine, but can you imagine going five miles in your granny gear? Finally we crested the top, and we were rewarded with another wonderful, fantastic downhill. It was such a relief that I didn't even look at the cyclocomputer this time. All fright had vanished with the joy of finally going downhill! The little country store that I wouldn't have given a second look at back home looked like an oasis to us this day. They even had a hose



outside, where we could get all the water we wanted, and boy did we want water! The afternoon was a repeat of the morning, and my captain almost "hit the wall" and bonked! Here was a real test of my stamina -- his erratic steering frightened me so much that I didn't even feel my burning muscles in my legs. I just kept pedaling until we made it safely to the wonderful Inn at the end of the day. This must have been our proverbial "Baptism by fire," because the last three days were infinitely easier to do. Hmmmmmm, maybe it was just jet lag. Can one get jet lag flying from Wisconsin to Vermont?

We did, indeed, enjoy this very efficiently run trip. I can't say enough about it. Certainly, nothing could prove compatible riding styles more than climbing mountains on a tandem. Every morning our VBT leaders, Jeff and Dave, called a meeting to describe what we would be facing that day. At times we were to discover that they were not completely truthful, thank goodness! Besides, they

made such a marvelous lunch for us each day, so we really were careful to avoid criticism of any kind. We did begin to cringe, however, at the mere mention of "Significant Terrain."

Each day there were several routes we could choose, some were shorter, some were easier than others. One day we saw the terrifying description of one route, "66-Mile Mountain Madness". Up one mountain gap, down the other side, then up and over the Appalachian Gap. We decided to give the guides a scare, and every one of our group signed up for the 66MMM. None of us had any real intentions of doing it, but the guides just looked at each other with those strange looks that said, "SIGNIFICANT TERRAIN". There was only one in our group (and we had some real jocks in among us ordinary people) who actually opted for the 66MMM. He did it in fine form, too.

As expected on tours of this type, our group was made up of people with a wide range of cycling skills and abilities. The camaraderie of the group was exceptional. This probably came from the feeling of "we're all in this together" since there was only one way to get to the next Inn. The food each day was outstanding -- I never knew I could eat so much. I completely surpassed all my previous endeavors in the eating category, and that was no mean feat!

We are seriously considering doing another tour in the future, but probably with a few modifications. I think we would do it again with our tandem. Ours is a Burley Duet, and it seemed rigid enough. It isn't particularly heavy. It's lighter than some tandems on the market. We will have to get better on the hills, though. We certainly can't get any worse!. We will change our granny gear to something lower, so that we won't walk any of the hills. We will also go back to standard toe clips and straps, and leave our clipless pedals at home. We found it much too difficult to clip into the pedals going up a steep hill. And the most important thing we will do, if we get the chance, is to practice some SIGNIFICANT TERRAIN!!!

Elizabeth Panek
Racine, WI



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Serious USA built Tandems at not so serious prices!

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Burley Design for free brochure and nearest dealer.

Designed to meet the needs of ATB cyclists who demand the highest quality frame and components. The ultimate racing, touring or backroad machine!

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.

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Fast and comfortable city/sport 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.

duet

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

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)

rock'n roll

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

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 late spring 1991 at a nominal cost.

bossa nova

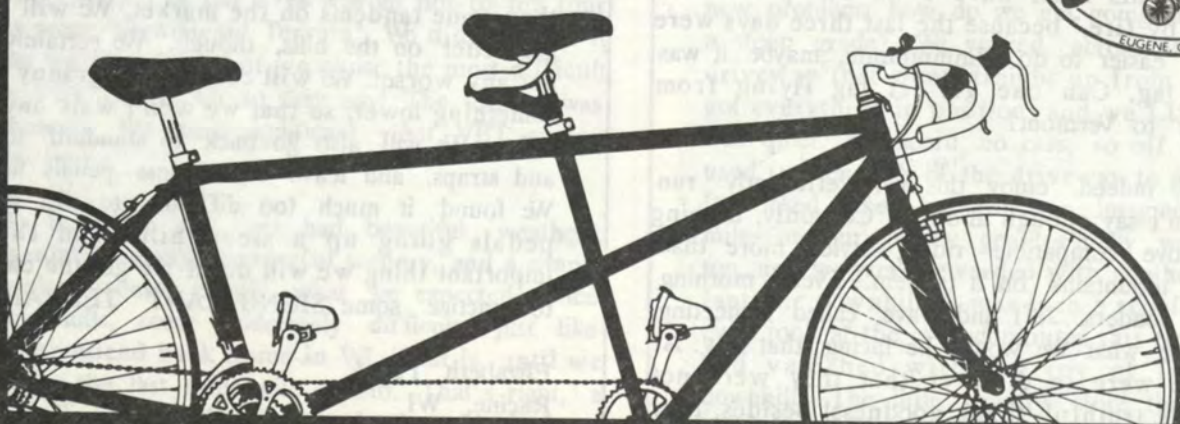
For those who opt for "first class" all the way. This innovative tandem is impressively light, fast, and responsive.

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 4th Annual Duet Cycling Classic. Each year it gets bigger and better, and there is excitement for all levels of racers (USCF license required).

For more information:

Burley Design Cooperative
4080 Stewart Rd.
Dept. 11
Eugene, OR 97402
503-687-1644





CLASSIFIEDS

FOR SALE: Mel Pinto, custom modified to fit short riders (We're each 5' tall). This is a nice bike with good equipment. It has new Continental tires and Shimano barcons and more! Asking \$950.00. John Bolus, 2010 Alamanda Drive, Apt. 103, Naples, FL 33940. (813)-649-4964 03/91

FOR SALE: 1989 Santana Triplet, 23x22x21. Red Imron Paint. Sovereign equipment package (Shimano DeOre XT-II components throughout). 48-spoke wheels, Sugino Carbon seatposts, Arai drum and more. Asking \$3800, plus shipping. \$1.00 for picture and complete specs. Was featured in May-June, 1990 Doubletalk. Contact Charles R. Foltz, Box 86, Hoffman, IL 62250. Ph: (618)-495-2640 03/91

FOR SALE: 24x21 Santana Sovereign, Gray Imron Paint. Blackburn cages and rack. Stronglight cranks, Shimano FW Ukai 48-spoke rims/Specialized hubs. Suntour derailleurs. Look PP56 pedals. Original Owner. Bike is in Excellent Condition. Asking \$1850. Robert Strickler. Ph: (717)-367-1820 03/91

FOR SALE: New, never ridden Osell tandem w/lightweight racing componentry. 21" front/22.5" rear. No serious offer refused. Call Karen. Ph: (313)-487-4273 03/91

FOR SALE: 1989 Santana Arriva. 50x47. Red Imron. Arai brake, 48-spoke Wheelsmith wheels, SunTour Accushift with barcon shifters, Vetta computer, Blackburn rack, toe clips. **Excellent condition.** Asking \$2000. Call Carole Jesiolowski or Jane Wolfe in Cooperstown, NY. Ph: (607)-547-8571 (New York State). 05/91

FOR SALE: 1984 Santana Sovereign, 22x21. Gold color. Ishiwata tubing. Stronglight Tandem Crankset w/Edco Competition Sealed BB's, Phil Wood 48-hole hubs, Arai drum brake. Color-matched framefit pump. Evaristo Mio, 4 Roselle Place, Stoney Creek, ON Canada L8G 1R1. Ph: (416)-662-8455 05/91.

FOR SALE: 1984 T.E. Teesdale Custom tandem, 57x54cm. Metallic silver. Direct lateral frameset built with Santana Tubeset. Low mileage, excellent

condition, lovingly cared for. 36-spoke racing wheels and SunTour XC-9010 Accushift. Also included 48-spoke touring wheels w/Phil Wood hubs and Phil Wood brake. Bottle cages, Blackburn rack, pump, 2 cyclocomputers, and more. Asking \$1995 plus shipping. Call or write for exact specs. Erling Larson, 18 Glenwood Avenue, Davenport, IA 52803. Ph: (319)-355-4882 05/91

FOR SALE: Phil Wood Child Tandem Adapter w/Phil Wood BB Cartridge and shortened TA crankarms/chainwheel. Small pedals w/short toe clips. \$95.00. Bruce Perry, 2652 West 34th Street, Davenport, IA 52806. Ph: (319)-386-2919 03/91

WANTED: Used Santana Triplet or equivalent. Elliot Weinstein. 915 Cortleigh Drive, York, PA 17402 ph: (717)-848-6777 (office) or (717)-757-6777 (home). 05/91

WANTED: Jack Taylor touring tandem. 23x21 or any size close. Mike Thompson. ph: (318)-387-7490 03/91

WANTED: Affordable used tandem. Are you injured, divorced, upgrading, or just looking for a quick sale of your tandem? I can only afford to pay \$450, but I would love to talk to you about your older tandem, or perhaps one that needs some repair. If you can help me, please write or call. Carrie Greco, 3 Graystone Road, Stoneham, MA 02180. Ph: (617)-438-8050 03/91

WANTED: Affordable used/abused tandem or frame. Builder, age, condition, etcetera unimportant. We need a 19-20" front. Prefer a midwest location (so we can see it in person), but others will be considered. Send information (photos a plus!) to Chris Merz, 7301 Dorset Avenue, St. Louis, MO 63130. Ph: (314)-862-8894 05/91

WANTED: Triplet, any condition, must be 21" or smaller frame. Would especially like an older Arnold-Schwinn curved-tube mode. Will pay cash or trade you my current tandem. David Swanger, 203 April Drive, Old Hickory, TN 37138-1603. Ph: (615)-758-0388 05/91



WANTED: Information concerning taking a tandem to France. Any hints on airline travel? Which airlines are best? Routes? Train travel with a tandem? etc. Vince Sikorski and Sue Maasch, 1608 Terrace Avenue, Snohomish, WA 98290. Ph: (206)-568-6410 05/91

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
Stan & Marilyn Smith
4100 Del Monte Place SE
Albany, OR 97321-62092

Child Sm (6-8) _____ Child Med (10-12) _____

Adult Sm _____ Adult Med _____ Adult Lg _____ Adult XL _____

Amount Enclosed: _____

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

SHIP TO:

Name _____

Address _____

City _____

State _____ Zip _____





TCA DEALER MEMBERS

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

I. M. MOTION TANDEM. 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

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

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

PEDAL Phernalia BICYCLE MOTIF gifts'n'goodies: Jewelry, keychains, mugs, stickers, greeting cards, rubber stamps, toys ornaments ... and more! Many tandem designs. Catalog 50 cents. Box 2566, Ann Arbor, MI 48106 09/91

SOURCE BICYCLE SHOP. 35229 State Rd 54W, Zephyrhills, FL 33541-2125. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/91

TANDEM, 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 09/91

BICYCLE BOUTIQUE has many unique items for cycling enthusiasts, including bumper stickers and tandem models. Send an SASE to 5901 Warner Avenue, Suite 421, Huntington Beach, CA 92649 for a brochure. 09/91

Have you tried the tandem position? Give it a try with your favorite partner and you'll never go back. We promise. Go ahead, try the tandem position. The IBIS tandem position. IBIS, P.O. Box 275, Sebastopol, CA 95473 09/91

ACORN INN, Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blueridge Parkway, Historic Charlottesville. Ideal for groups. Delicious Breakfast. (804)-361-9357 11/91



DOWNEY CYCLERY: Stocking Santana, Ibis, Burley, Fisher. Custom tandems, triplets, and more. Parts and accessories, child conversions, hard to find parts. Day and weekend rentals and financing available. Free pricelist. (213)-923-6610 11/91

Call **SINGLE TRACK** for Double fun! Burley, Cannondale, GT, Fisher tandems. Custom-built stems and forks. Frame modifications. Custom wheels and obscure parts! Route One, Woolwich, ME 04579. (800)-BIKEMAN 11/91

TANDEMS EAST Demonstration rides by appointment. Sales-Service-Parts & More. Burley-Sterling-Cannondale and Orbit. SASE for catalog. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 01/92

TOGETHER TANDEMS! Sales & rentals of performance and MTB tandems. Burley, Cannondale, Rodriguez, Santana, Sterling, and others. Over 60 tandems in stock! Accessories, too. 1624 So. Lemay, Suite 11, Ft. Collins, CO 80525. Ph: (800)-747-2719 03/92

Santana & Schwinn Tandems in stock at the **KICKSTAND SCHWINN CYCLERY:** 1303 E. Chicago Rd, Sturgis, MI 49091. Ph: (616)-651-5088. Midway between Detroit & Chicago. 5 Mi. north of the IN Toll Rd. 03/92

FREE!! Photocopy of original sheet music to "A Bicycle Built For Two" (Nifty Cover!) Send \$4.00 for postage and handling to **LARSDOTTER**, 254 Pleasant Ave, Peaks Island, ME 04108 03/92

YELLOW JERSEY, LTD. Madison, WI's finest bike shop since 1971. Santanas with lots of extras, same-day service and a parts inventory from mild to wild! Call the goddess of tandems, K T Adler, at (608)-833-3335 05/92

Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.

TANDEM RACES -- 1991

March 17, 1991. Dole Citrus-V isalia, CA Cycling Classic. Tandem Criterium Class. 15 laps, 10 miles. \$20 fee & USCF license. Phone (209)-782-8210 for more information. This is a chance to max out your heart monitor.

Week of July 4, 1991. Burley Duet Classic. America's premier Tandem Stage Race. Contact Russell Morton or Rene Kane, Burley Design Cooperative, 4080 Stewart Road, Eugene OR 97402. Ph: (503)-687-1644.

Mid-July, 1991. Senior National Men's Tandem Time Trials, Park City, UT. USCF license & state qualifications required. Contact your local USCF

District Rep or the USCF Executive Offices, Colorado Springs, CO for more information.

October, 1991. Tandem Criterium, World Corporate Games -- France.

Ray & Bobbi Patterson, P.O. Box 1081, Valley Center, CA 92082-1081 also have information concerning tandem stage races in Belgium (May), Minsk, U.S.S.R. (also in May), and Moscow, U.S.S.R. (in September.)

Send your race listings to the
DoubleTalk Editors Now!



TANDEM CALENDAR 1991

March 9, 1991. **Bay Area Roaming Tandems (BART) Monterey Bay, CA/Pebble Beach, CA Ride.** Moderate Pace, easy hills, 30 to 40 miles. Lunch at the deli in Pebble Beach. Meet at Winning Wheels Bike Shop, 223- 15th St., Pacific Grove, CA. Bruce & Theresa - (408)-372-5369

March 17, 1991. **DOUBLE DATES (Dallas Area Tandem Enthusiasts) Tour of Bristol, Texas.** 10:00 a.m. from the Ferris, TX, Train Depot. Contact John McManus & Anne Leon for more information. Ph: (214)- 321-6085

March 17, 1991. Bay Area Roaming Tandems (BART). **St. Patty's WINERY TOUR.** 40 miles, mostly flat. Pack a pannier and your lunch and we'll tour the wineries in Morgan Hill, CA. Meet at Lucky's, corner of Santa Teresa and Cottle Road in San Jose, CA, 9:00 a.m. Rain cancels. Leisure pace. Beginner's welcome. Phone Bob @ (408)-356-7443.

March 23, 1991. **DOUBLE DATES Grapevine, TX, Tour.** 10:00 a.m. from the WalMart in Grapevine, TX for a nice 30-miler. Call Jim Swinford, (817)-545-0330 for more info.

April 7, 1991. **BAKT's Livermore to Tracy (CA).** Some climbing, a few stop signs, and very light traffic. Expect a 15 to 18 mph pace. Bring water and snacks. Meet across the street from Nob Hill shopping center, corner of S Livermore Ave & Pacific Ave in Livermore, CA. Phone Arnold or Marion @ (415)-449-0966

April 7, 1991. **Tandem Bicyclists of New England (T-BONE) Spring Ahead Ride.** Leave at 10 a.m. for a ride from Kingston, NH, to Newmarket for a pancake lunch. Choice of rides from 30 miles. Meet at the Sanborn Regional H.S. in Kingston, NH. Contact Don & Carolyn Lane, 45 School St., Salem, NH 03079 (603)-893-4766

April 13-14, 1991. **Second Annual Alabama Tandem Weekend.** Anniston, AL. SASE to Susan & Jack Goertz, 2220 Vanessa Drive, Birmingham, AL 35242.

April 20, 1991. Rochester, NY, Area Tandemists **Mendon Ponds Park Ride.** 15-50 miles. Call Mark or Lynn Rakestraw, (716)-461-9514 (evenings) for more info, including start place/time.

April 20-21, 1991. **BART's Do-It-All Double Century.** 2 days, 200 miles, and hills. Self-contained tour (that means no sag, folks) from Calistoga, CA, to Carmichael, CA, and back. Approximately 50% hilly near Calistoga and 50% flat near Carmichael. Starts at Chuck & Vicki Regeski's home in Calistoga, mid-point Saturday night at Bob & Lois Weast's house in Carmichael. Sleeping space available Friday night and Saturday night. Call first. No fee, but bring money for food. Rain at the start cancels. Call Vicki (707)-942-0254. Absolutely no singles.

April 26-28, 1991. **First Annual Southwest Tandem Rally.** Waco, TX. Sheraton-Waco (How's that for doing it Texas style?). Make your own reservation @ 817-753-7361 & be sure to mention SWTR to get the \$52/night rate. Children are especially welcome. Make your registration by April 18, 1991. SASE to SWTR'91, 4292 Harvest Hill Road, Carrollton, TX 75010 for a rally registration form, or call Bill & Debbie Bailey (214)-492-2249 or Rich Dewell @ the Richardson Bike Mart (214)-231- 3993 for more information.

May 18, 1991. **Miami Valley Tandem Rally.** Waynesville, OH. SASE to Maryann Trangenstein, 2203 Maryland Drive, Xenia, OH 45385. Stay Sunday and do the Huffman 100, Dayton, OH!

May 18, 1991. **Great Orlando (FL) Bicycle Ride.** FL Council of the AYH. 15 mile recreational ride through scenic and historic neighborhoods and parks in Orlando. Call Blaine Franz, (407)-649-8761 (days) and volunteer to captain a VIP (Visually Impaired Person).

May 19, 1991. Rochester, NY, Area Tandemists **New Cobblestone Tour** through the Erie Canal region of NY state. 20 or 40 mile options. Call Chuck Dye or Bonnie Hallman-Day, (716)-473-8041 for more info. (evenings, please).

May 24-27, 1991. **Kent County (MD) Spring Fling.** Washington College, Chestertown, MD. Baltimore Bicycle Club's 9th Annual fling. Four days of cycling on lightly traveled rural roads in the Chesapeake Bay area. Flat to rolling terrain. Tandem rides scheduled daily. Bike & Sail, too! Two dances, ice cream social, free beer and wine. Hospitality room stocked with munchies all weekend. Always a sellout! \$150/person gets 3 nights a/c room and 6 meals. SASE to Al and Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (301)-484-0306

May 27-27, 1991. **Fifth Annual NW Tandem Rally,** Tacoma, WA. Three days of good riding in some of the prettiest parts of the Pacific Northwest. SASE to Town Tandems, 4110 North 13th Street, Tacoma, WA 98406. Ph: (206)-752-8636

May 25-June 2, 1991. **The Third Annual International Tandem Rally.** Echternach, Luxembourg. Limited to 100 tandems. Booking form available from Luud Steenbergen, Soerabayastraat 4, 3531 EB Utrecht 030-961015. Send an International Return Postage Coupon (available at your post office) please. Other information can be obtained from Pat & Mike Strauss, 42 Ellerby Street, London SW6 6EZ. Pat & Mike's phone # is 071 736 8769

May 30-June 7, 1991. **Going to GEAR'91?** Join us for an 8-night **pre- GEAR** tour in the foothills of the Blue Ridge Mountains and on the Blue Ridge Parkway in VA. Beautiful scenery and smooth roads help ease the effort required in this challenging terrain. We'll be visiting the historic towns of Lexington, Charlottesville, and Appomattox, staying in charming inns and B&Bs. A "ride through history" with Civil War and Revolutionary War sites on the route. SASE to Elinor Aderton & Bob McIntosh, 2932 Birchtree Lane, Wheaton, MD 20906. Ph: (301)-460-8046 evenings.

June 7-10, 1991. **GEAR Williamsburg '91.** A delightful change of pace! If the pressures of being a cyclist in the late 20th century are getting you down, come to GEAR Williamsburg '91, where the Eighteenth century is just steps away! That's right -- come to the 1991 LAW Great Eastern Area Rally, on the campus of the College of William and Mary, across the street from Colonial Williamsburg, VA. We've scheduled events just for tandems! SASE to GEAR'91, P.O. Box 591, Manassas, VA 22110-0591. Ph: (703)-503-9238. Deadline is May 24 or when we're sold out (2000 person limit), whichever is first.



June 16, 1991. **T-Bone's CAPE ANN RAMBLE.** Contact Emery and Ann Glass, Marblehead, MA for more information. Ph: (617)-631-3239

June 30, 1991. **Double or Nothing Tandem Bicycle Ride.** Carmel, NJ. \$35.00/team entry fee gets you lunch, sag, patch, map, lunch & dinner. Proceeds go to Carmel Fire Department. Pre-register by June 23, 1991. SASE to Mel Kornbluh, RR8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302.

July 4-7, 1991. **T'BONE's Craftsbury Common Caper.** A long weekend in the northeast Kingdom of Vermont. A variety of rides are available, including a century into Canada and back. \$255/team from July 4 or \$170/team from July 5 includes room/3 meals per day. Limited space & a May 1, 1991 deadline. SASE to Earl & Carolyn Rich, 19 Horton Rd., Mont Vernon, NH 03057. Ph: (603)-673-8695.

July 19-21, 1991. **Eastern Tandem Rally, 1991.** Cedar Crest College, Allentown, PA. Limited to the first 150 teams. SASE to Jane & John Stinsman, 3436 Lincoln Avenue, Allentown, PA 18103

July 25-28, 1991. **Fifth Annual Truce Weekend,** Steven's Point, WI. Limited space available at the Best Western Royale ph: 715-341-5110 (make your own reservations, but mention Truce Five). SASE to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481. Ph: (715)-344-2732.

August 9-11, 1991. **T-Bone's Rockland, ME, Romp.** Call Dave and Pat Berliner for more info. (603)-746-4822.

August 22-26, 1991. **TANDEM'91,** the national rally of the Tandem Club of the UK. Leighton Buzzard, Bedfordshire. (about 40 miles from London's Heathrow airport). Ideal cycling country: quiet country lanes, picturesque villages, and the Chiltern Hills with their beautiful beech woods. Are you planning a tandem tour of the UK in '91? Join us at the rally. Runs (rides) to suit all abilities and social gatherings each evening. Details from David and Carolyn McHale, 3 Eriboll Close, Leighton Buzzard, Bedfordshire, LU7 7XW, Great Britain. Please enclose an International reply coupon.

August 30-September 2, 1991. **16th Annual Midwest Tandem Rally.** Oconomowoc, WI. Good Rides, great food, terrific socializing. SASE to Midwest Tandem Rally'91, P.O. Box 621, Waukesha, WI 53187-0621.

September 14-15, 1991 (Tentative). **BART's Fall Tandem Rally.** Calistoga, CA. Two days of good tandem fun. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031. Ph: (408)-356-7443

September 22, 1991. **T-Bone Mystery Hill Bike'N'Hike.** Call Bob & Linda Harvey for more info. (603)-898-5285.

October 6, 1991. **T-Bone's Fall Foliage Delight.** Contact Earl & Carolyn Rich for more info. (603)-673-8695

October 25-27, 1991. **13th Annual Southern Tandem Rally.** Plant City, FL. SASE to Jim & Karen Roberson, 2840 West Rainbow Circle, Apt. D-3, Sarasota, FL 34231.

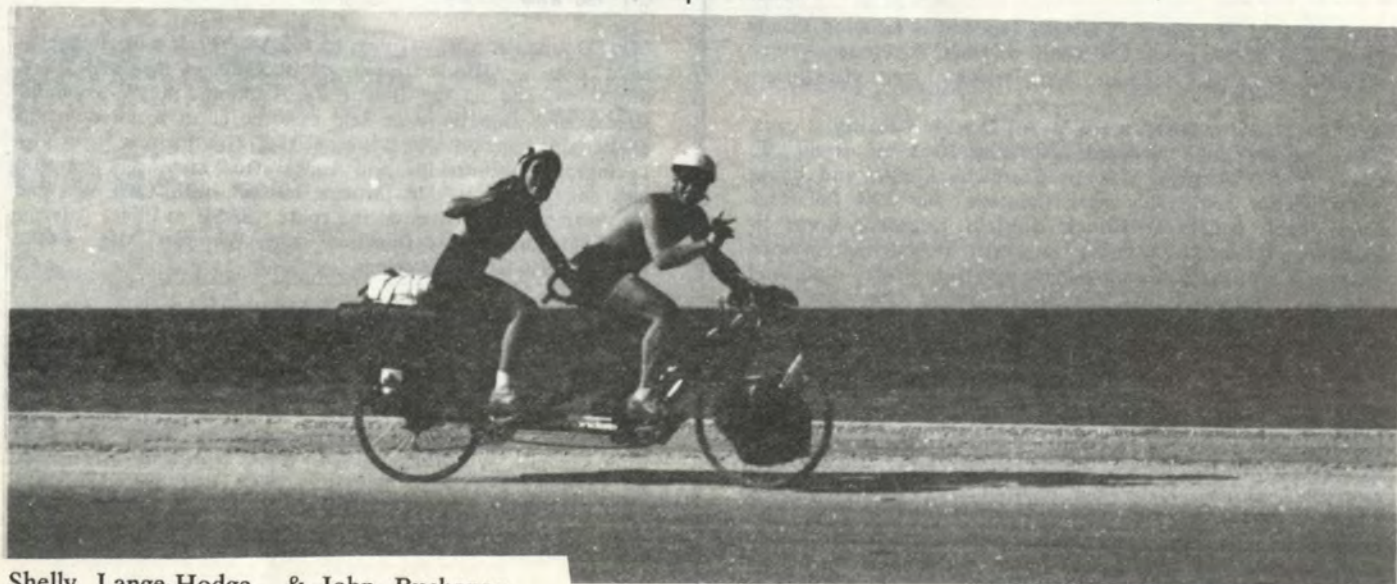
Have a tandem ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes!

Best yet, the listing is free!

The TANDEM CLUB OF AMERICA wants to list your rides in the 1991 TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your 1991 Events to:

**Doubletalk Calendar
Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242**

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



Shelly Lange-Hodge & John Buchanan

Dues

United States.....\$10.00/yr Canada.....\$13.00/yr Other International.....\$16.00/yr
All dues are quoted (and must be paid) in U.S. Dollars
Multiple-year memberships encouraged

TCA Patches

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

Membership

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

TCA Membership Application

Member No. (Just above your name on your label: _____)

Name(s) _____

Address _____

City, State, Zip _____

Phone (Including Area Code) _____

Tandem Make _____ Year _____

Color _____ Style _____

Amount enclosed: _____
(Multiple year memberships are accepted at Dues Rate x Number of Years)

Is money included for a patch? _____



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

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Malcolm Boyd & Judy Allison
19 Lakeside Drive
Medford, NJ 08055

Dues

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Canada \$13.00
Other International ... \$16.00

All dues are quoted in U.S. Dollars