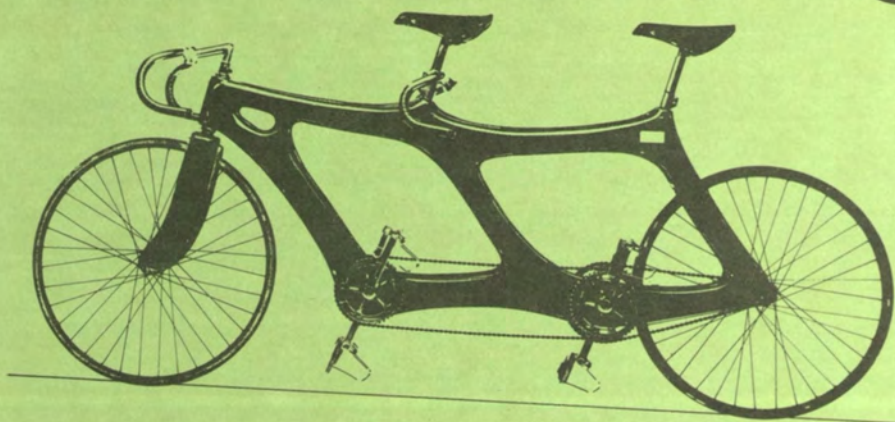


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



SEPTEMBER-OCTOBER
1991

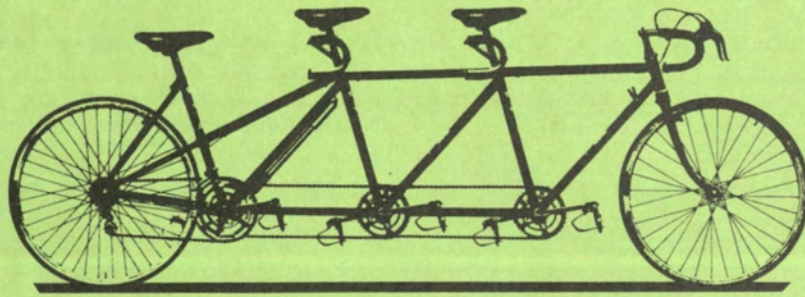
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

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DOUBLE TALK

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Editor Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430 (205)-991-5519
Secretary Laura Mappin, P.O. Box 61355, Sunnyvale, CA 94088-1355 (408)-241-0439
Treasurer Malcolm Boyd & Judy Allison, 35 East Centennial Dr., Medford, NJ 08055
Merchandise Stan & Marilyn Smith, 4100 Del Monte Place SE, Albany, OR 97321-6209 (503)-926-6415
Graphic Designer Steve Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109..

AREA REPRESENTATIVES



California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado
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DEADLINE FOR THE NOVEMBER-DECEMBER ISSUE OF DOUBLETALK IS OCTOBER 1, 1991

FROM THE EDITOR

Where has this summer gone? Can you believe that you're already holding the September-October issue in your hands? There is only one more issue remaining for this year! My, how time does fly!

We had a great time on our Colorado Tour. Susan and I don't often go with commercial tour groups, preferring instead to "roll our own". This summer, however, we squeezed in a week's tour with The Tandem Touring Company. "Living well on tour is the best revenge." And we certainly lived well (even if they didn't provide any air for us lowlanders to breathe). Our tour had six tandems, three from Colorado, two from Alabama, and one from Washington/Panama. It couldn't have been much better! Did you know you don't even have to climb all those mountain passes? And you can coast down? How, you say? By riding the shuttle van, with your tandem safely stowed in back on their custom trailer, to the top of the pass.

After a brief stay in Birmingham to make sure we still had jobs, Susan and I headed up to the heat and hills around Allentown, PA, where we thoroughly enjoyed cycling with our friends at the Eastern Tandem Rally. These rallies are great times to visit new areas, see new sights, visit with old friends, and make new friends. We can't wait 'til the next one!

We will be attending the Midwestern Tandem Rally this month (September), cycling with all our midwestern friends again, this time in Waukesha, WI. Then next month, we'll take off for the Southern Tandem Rally in Plant City, FL. What better way can there be to celebrate Labor Day than at a tandem rally? Or late October? Or anytime?

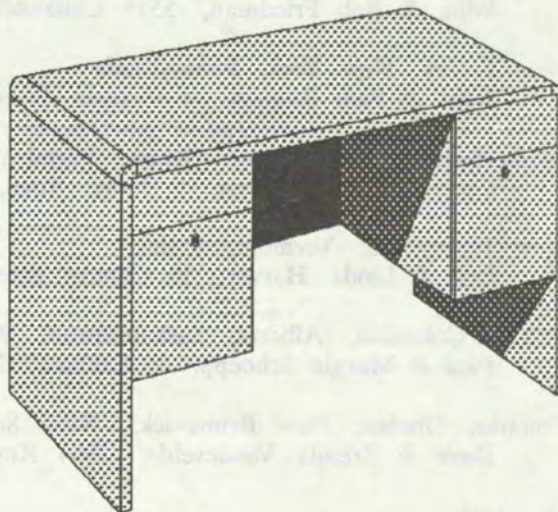
The summer hasn't been totally pleasant, unfortunately. While at Gear/Williamsburg, a young lady, riding a solo, left to do an early morning ride before breakfast. Since it was "just a 15-mile

ride," she chose to leave her helmet in her room. You guessed it, she was involved in a serious accident and remained in a coma for several weeks before she recovered enough to be transferred by Medi-Copter to a hospital closer to her home. We wish her a full and complete recovery.

Why did I mention this? Because we want to encourage all cyclist to wear a Snell-approved helmet every time they ride, whether it's on a tandem or on a single. Sure, you may think they're hot, but they're a heck of a lot cooler than the air-conditioning in a hospital room!

Let's buckle up and go ride! See you on the road, real soon.

*Jack
&
Susan*





LETTERS TO DOUBLETALK



Dear Doubletalk,

With my wife and sons we enjoy tandems. We have a Gitane Tandem for my wife and I, and a LeJeune Tandem for my son and I, and an old triplet (3 saddles), built in Saint Etienne in 1937 for the family.

We have your address by the BICYCLE GUIDE of Boston. We would like to join your club. In the French Riviera, we met some nice young Americans traveling by Tandem.

I have the impression that Tandem is dynamic in the USA. What is the annual subscription for joining your club? Do you produce a journal? How many times per year? Will I receive your journal if I join the Tandem Club of America?

We are members of the French club "Amicale des Cyclos Tandémistes", which has about 320 members.

Sincerely,
Charles et Catherine Ardisson
Les Oliviers E
221 Avenue de Fabron
06200 NICE
France

Welcome to the Tandem Club of America! By now you know the subscription rates and that we publish Doubletalk, the newsletter of the the Tandem Club of America, six times per year. What you may not know is that we currently have approximately 2000 tandem teams (4000+ people) as members, and we are all eagerly awaiting for more letters and some articles about tandem cycling in France.

Dear Doubletalk,

I figured as long as I was sending you our membership dues, I might as well introduce us to you and the rest of the TCA.

Debbie and I bought our Cannondale tandem last May, and consider it one of the best investments we've ever made. We had been riding singles for about six years and generally enjoyed riding together. However, Debbie is really a more avid runner, while I prefer cycling (easier on the knees if nothing else), and over the years our respective levels of cycling fitness grew somewhat disparate (apparently a common occurrence, based on the letters to DoubleTalk). Needless to say, Debbie didn't enjoy getting dropped, and I wasn't usually willing to ride at her pace. Of course, out of fairness, I must say that I cannot keep up with her on her long runs, so it evens out.

We finally hit upon a tandem as the seemingly ideal solution for continuing to cycle together. It's proven to be that and more. She never gets dropped, I get as hard a workout as I want, and both efforts are essential to the team's success. Debbie still thinks I use the brakes too infrequently, but overall, we've found our cycling styles to be extremely compatible.

We're still relative novices compared to many of DoubleTalk's readers, but we have learned a few things that others might find useful.

Even though we equipped our bicycle with top-of-the-line Shimano DeOre XT components, I was not satisfied with the brakes. Shimano's SLR cantilevers are supposedly the best in the business, but even coupled with an Arai drum brake, I felt the braking was inadequate. The solution: I switched to a Scott SE cantilever on the front, and the difference was remarkable. I'm not exaggerating when I say that two-finger braking is now possible, with no loss of control. The brakes are extremely predictable, solid, and good-looking, and I recommend them highly.



Another add-on that we recently acquired is a Zipper fairing. West Texas doesn't have a lot of hills (a real understatement), but it more than compensates with wind. The fairing is a great help in the ubiquitous headwinds, and is pretty well unaffected by crosswinds. It definitely helps keep the captain warm in cold weather; this may turn into a disadvantage when summer arrives (this letter was written April 15, 1991 -- Ed.). It's wonderfully lightweight, accommodates even a large handlebar bag, and bumps to record levels the "stare factor" that most tandemists love so dearly. It's also very easy to mount and dismount.

The last item is something many of you may have already discovered, if you've done any serious "fitness" riding and have used a heart monitor during your training. I discovered that the new wireless cycle computers are not compatible with the wireless heart monitors (or at least the Cateye computer is not compatible with the Polar monitor). They apparently share the same frequencies, and I found that the computer tended to overwhelm the monitor. Note that the computer mounted on the

captain's bars does not interfere with the stoker's monitor. Of course, this is no big deal if you are primarily a tourist, but aspiring tandem racers should take note. (Ed: Some automobiles' electronic ignition systems will also interfere with the heart monitor. Take note, and don't draft Mercury Sables/Ford Taurus).

Well, thanks for indulging me. There aren't many tandem riders in West Texas, so we have to learn things either the hard way, or through other riders sharing their knowledge and experience through DoubleTalk. Anyway, enclosed is a check for three years' dues; keep up the good work!

Yours truly,
Eric and Debbie Siegmund
Midland, TX

Dear Doubletalk,

I am the recent and very proud owner of a Burley Rock'N'Roll. Being somewhat of what the bicycle publications call a "gear-head" or "techno-weenie," I am now on a somewhat feverish search for more information about these glorious contraptions. I have raced mountain bikes fairly seriously for the past three years and have always been in line or on the phone ordering the latest, lightest, and coolest "stuff."

Now that I own a mountain bike tandem I find myself wanting to do the same. I have managed to learn some of the *vocabulary* unique to tandems, but that, and laughing/giggling and smiling like the village idiot when my partner and I do a bit of "Rockin'N'Rollin" represents the sum total of my knowledge concerning tandems. We have never had so much fun on two wheels as we have had on our new, as the kids say, "Doublebike."

Please find enclosed a check in the amount of ten dollars so that my appetite for tandem-info can begin to be satiated. I would also like to receive as many back issues of the Tandem Club of America's newsletter "DoubleTalk" as the enclosed additional five dollars might allow. (Ed: your two back issues are on the way!) Any other information



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about rides, races, publications, and especially the technical aspects of Tandems would be greatly appreciated and heartily devoured.

One last question: Both of my racing mountain bikes have been upgraded with Wilderness Trails Bikes "Greaseguard" hubs. I love them for their toughness, light weight, and, of course, ease of maintenance. (Between these hubs and my new Selle Italia "Flite" titanium rail saddle, I generally own the starting line conversation/psych games!) The WTB catalog lists a set of Tandem hubs. Any knowledge about these lazy man's dream?

Thank you for your help, and I look forward to engaging in a bit of "DoubleTalk."

Jim Hart
4301 East Fairmount
Tucson, AZ 85712

Dear Doubletalk,

I just wanted to send a thank you note to the folks who made Eastern Tandem Rally'91 possible. What better place than through DoubleTalk?

Thanks to John and Jane Stinsmen and all of the ETR'91 volunteers. You put together a great event.

The routes, food, organization, activities, beautiful eastern Pennsylvania, and everything else was simply A+. (We will, however, accept anything less than a record heat wave next year.)

Hi to all our friends, old and new, Jack & Susan, Mel & Barbara, Jack & Jo, Jim & Sandy, Ray & Judy, John & Lesa, Greg & Linda, Kevin & Judi, Don & Eleanor, and to all of the many tandem couples we met a great group!

May many of your tandeming hours be on the big chainwheel. If not, using "granny" is better than not biking at all (and I am sure all who rode ETR'91 know about granny).

Hope to see you all soon.
Bill and Pam Turner
Gloucester Point, VA

Dear Doubletalk,

For quite a few issues now you have kindly included a note from us offering help and assistance to TCA members who are planning to visit Europe. We thought that it was time to write to tell you how much we have enjoyed the many letters that we have received from across North America. In each case we have been able to indulge in our favourite hobby of describing the joys of tandeming in England and France - the lovely quiet lanes, old villages, historic towns, and friendly people. We hope that we have been of assistance to those who write. Certainly we now feel that we have real friends in many states of the USA. Perhaps it will not be too long before we can come over and visit some of you.

Three years ago we moved from the "rat race" of London where we had lived for 30 years to open a "Bed and Breakfast" guest house in the small town of Swanage on the south coast. We are particularly happy when our visitors are "outdoor" people like ourselves -- walkers and cyclists who come to enjoy this lovely part of Dorset. It has been especially great to welcome touring tandemists from the USA and often we have been able to ride together through the local countryside.

The Tandem Club of the UK has asked us to be the International Liaison officers for the club. We hope that we can extend our offer of assistance to any tandemists or other cyclists wishing to visit Europe. We are happy to help visiting cyclists in any way. We can answer specific queries such as likely weather conditions or terrain, accommodation prices and availability. We can suggest the best touring areas and are happy to draw up possible touring itineraries, taking in the best in scenery and history as well as quiet roads for cycling. We can also book accommodations for you -- this is often especially valuable for the first and last nights of a tour. We are also able to meet cyclists at Gatwick or Heathrow airports if this is preferred. It is often useful to make use of our rail network which generally offers a frequent and speedy service. However, only certain routes now carry tandems and some of these require advance booking -- we can advise on this.



We have ourselves recently returned from a trip to New Zealand where we cycled for 6 weeks on both islands. Apart from the very long flights, the trip was very enjoyable. It's a lovely country for cycle touring with little traffic and wonderfully friendly people. Our welcome from New Zealand tandemists was just magnificent. We hope that our next trip will be to the USA but we will have to recover our finances first.

We enjoy getting DoubleTalk and hope that the growing interest in riding tandems is maintained in your country .

Good Cycling!
Chris & Jenny Davison
Pennyfarthings
124 Kings Road WEST
Swanage, Dorset
England BH19 1HS

Dear Doubletalk,

We wanted to express our thanks to the club members who answered our ad looking for information on tandeming in France. Special thanks to the Hahns of Port Washington, NY, and Malcolm Parry of Pendleton, OR, who called us. There were also numerous letters with lots of tips written by club members. We're looking forward to a month in France this fall.

We also want to offer information regarding bicycling in China, New Zealand, Scotland, and Nova Scotia. Please write or call (206)-568-6410.

We would like to add one comment regarding travelling by air with a tandem. It's been a hassle arranging it, but we have permission to fly our tandem to Paris unboxed. We purchased 2 wheelchair bags (plastic) from Air Canada (\$3.00 each) which, I think, will, when put together, work very well. We've had less damage flying our bikes unboxed, rather than in boxes. Consider writing to various airlines and encouraging them to list tandems in their written bicycle policies as an allowable item, and to allow bikes to travel

unboxed. Perhaps some firm pressure can get us recognized!

Susan Maasch
Vince Likorski
1608 Terrace Avenue
Snohomish, WA 98290

Dear Doubletalk,

A quick correction to Bill Ingraham's letter in the July-August issue:

In last year's (1990) RAAM, Lon Haldeman and Pete Penseyres rode custom Burley Bossa Novas, with 8" of additional top tube to allow for the classic Penseyres arm rest position in the rear. They rode neither Tango nor Allsop equipment.

This year Lon Haldeman will ride with Tom McKenna on custom Burley Bossa Novas with Allsop beams in back. Mr. Ingraham does make a good point: the Allsop design looks like a good bet for stokers.

Best Regards,
Bruce Creps
Burley Design Cooperative, Inc.
Eugene, OR 97402

Dear Doubletalk,

I am interested in buying a tandem. However, I am reluctant to buy one because of my experiences as a captain on friends' tandems: the stokers were annoyed with the sweat blowing off my face onto them. I am sure this is not a new problem. Can you give me a quick solution?

Sincerely,
Richard Shorten

(Why not take the stoker's position for yourself? -- Malcolm)



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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

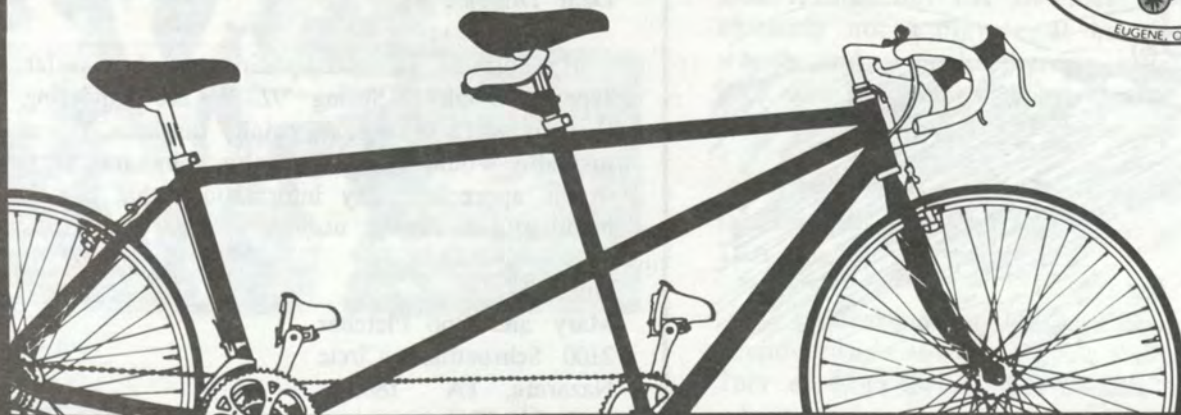
For those who opt for "first class" all the way. This innovative tandem is impressively light, fast, and responsive.

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





Dear Doubletalk,

Please sign us up as members of the TC of America. Enclosed is our cheque for \$16US to cover the cost of our membership and the next six issues of DoubleTalk, as indicated by the advert in the UK Tandem Club Journal.

Can you please make an entry in your records to show that anything sent to us should go via AIRMAIL? We would like to receive DoubleTalk in time to find out about events before they occur, rather than read about them afterwards, which is likely if surface mail is used. If there is an additional charge for the extra postage/packaging, please let me know and I'll send you another cheque.

Yours in cycling,
Pat & Mike Strauss
52 Ellerby Street
London SW6 6EZ
England, UK

ED: We're looking at the pros/cons for AIRMAIL services for all our overseas members. If it proves feasible, we'll adjust the rates accordingly. In the meantime, rest assured that most major tandem events in the USA are advertised for at least 4 months (most often 8 months to a year) prior to the event, to allow everyone time to make plans to attend those events they choose.



Dear Doubletalk,

I publish a newsletter called The Recumbent Cyclist, which is the official newsletter for recumbent cyclists (both solos and tandems). I encourage any Tandem Club members to write to me for more information concerning this unusual breed of bicycle.

Sincerely,
Robert Bryant
The Recumbent Cyclist
17650-B6-140th Avenue SE, Suite 341
Renton, WA 98058

Dear Doubletalk,

Help! We want the benefit of your tandeming experience. We are a couple considering the ultimate relationship test -- that's right, we want to buy a tandem! But we don't know all the questions to ask our dealer for our first tandem purchase. We both presently ride solos 75-100 miles per week, averaging 13 mph on the road in suburban settings. We hope to get proficient enough to enjoy "credit card" touring. Please! We need your advice!

Sincerely,
Mark and Anita Ryan
P.O. Box 59293
Dallas, TX 75229

Dear DoubleTalk,

My husband is contemplating a job transfer to Japan this fall or Spring '92. We are wandering if there is much biking, especially tandems, there. We probably would be living in the Yokahama area and would appreciate any information that any TCA member can supply us.

Sincerely,
Mary and Bob Fletcher
2100 Schroettner Circle
Nazareth, PA 18064
(215)-746-0842



Dear Doubletalk,

The Stockton (CA) Bicycle Club held its 15th annual DELTA CENTURY on May 5. Because this is one of the flattest centuries in the state, we always attract a handful of wandering tandems and the aloof recumbents.

This year we were bowled over with the (uncommon?) machines. Our registration counted over 96 TANDEMS and 30 RECUMBENTS. Pictured is a TANDEM RECUMBENT. The machine is made of irrigation pipe aluminum. Since they started too late, the team rode our 100k route, and they returned with a smile.

Though I was the event-day manager, I was often found at the ride-end point reviewing equipment selections of the long bikes.

Of course, no century is complete without a Pennyfarthing doing the full 100 miles!

Sincerely,
Michael Cockrell



Dear Doubletalk,

I recently learned of the Tandem Club and I have some information I'd like to share with our members.

A 1992 tandemony tour in the sunny and flat Yucatan peninsula in Mexico, scheduled for January 11-22, 1991. Arriba!

The trip will be lead by my captain and experienced cyclist Bill Schliiter. The tour will also be supported by long time Mexico traveller and authore of BICYCLING BAJA, Bonnie Wong.

There will be ample time for sightseeing Mayan ruins and snorkeling the second largest coral reef in the world.

If you'd like additional information, contact Bill Schliiter or Gloria Kimball, 735 North 94th C-2, Seattle, WA 98103. ph: (206)-781-9262 or 789-7629., but call soon!

Happy Travels!
Gloria Kimball
Seattle, Wa

Dear Doubletalk,

I don't intend to deprecate the ingenuity of Hans Gerlach in fabricating "The Ultimate Tandem" featured in the July-August, 1991, issue of DoubleTalk, but his 38-rider creation is most certainly not a bicycle. It has five motorcycle wheels and six wheelbarrow wheels supporting itself, so how can it be a bicycle? The longest pedal-powered vehicle, perhaps, but not a bicycle.

I believe the longest bicycle made is a 16-rider tandem built in France recently. Can anyone in the TCA confirm or refute this?

My tandem partner, Marian Pilario, and I will be attending the Canadian Bicycle Rally and Post-rally Tour of Nova Scotia next month, and I hope to submit an interesting article and photo about our



trip upon our return. We're taking our ancient, elegant Peugeot tandem on this ride, rather than our equally ancient, but faster, Schwinn Paramount tandem, because the former is more comfortable, and has a much more serious low gear!

Cornel G. Ormsby
Sacramento, CA

Ed: Just this month I received a newspaper clipping/picture of a French-made bicycle-built-for-26. This intrepid team pedaled this two-wheeled creation (unless you count the wheels on the roller skates that 5 of the 26 riders were wearing as stabilizers) a world-record 2.74-mile run in the village of LaRoche Maurice, France.

Dear Doubletalk,

We had a letter in the May-June, 1991, issue of DoubleTalk announcing our plans for a trans-America tandem trip. We plan to leave Newport News, VA on September 4 of this year and to arrive in San Diego about the first of December. Our route will be across southern Virginia and Kentucky, arriving in Louisville about October 1. From there we will travel south through Nashville, Tennessee, then follow the Natchez Trace Parkway to Jackson, Mississippi.

From Jackson, we will head west towards the Dallas/Fort Worth, TX area, expecting to arrive in the Dallas area sometime in the latter part of October. After leaving Dalles, we'll be biking to Las Cruces, NM. Anticipated arrival date in Las Cruces: mid-November. We anticipate completing our trip in San Diego, CA, about two weeks later.

By the time you read this, we should be well on our way. If anyone on or near the route would like to make contact with us as we travel, we have arranged for a toll-free voice mail service that can be accessed by dialing 1-800-756-6696. If you leave us a message, we will get it, and we will be in touch.

We are two couples in our sixties travelling across the country on our tandems. One of the

things we are looking forward to is meeting other cyclists, and especially other tandemists, in various parts of the country. Please give us a call.

Barbara and Boyd Moore
San Diego, CA

Virginia and Wallace Street
Escondido, CA

Dear Doubletalk,

We have been members for two years now, and tandemists for 10. We have read with interest the articles about trips people take, and the problems people encounter.

We'd like to reflect on some of the problems -- and the possible solutions -- that we have encountered in our 10 years of tandeming.

First, another word about brakes. On a tour or any ride involving fast descents, a rear hub brake is an absolute MUST. On a tour across the US in '89, we used the rim brakes very little. We believe the purpose of our drum brake is not to stop the bike, but to control its downhill speed. Otherwise, using the rim brakes only, a blow-out is almost certain to occur. Our brake is an Arai drum, and we have never had a problem. The brake shoes don't even show any wear. And the Santana-developed quick-release cable for it allows the rear wheel to be dropped off with no additional effort at all!

We believe the 48-spoke wheels are probably worth the extra weight. Our rear wheel is 140mm wide at the dropouts, and is perfectly symmetrical. It has never gone out of true, even after the thousands of miles we have ridden it. We keep 120-130 psi, front and rear, and we check the pressure daily on our multi-day rides. On tours where I have neglected to check the pressure in the morning, I have always been rewarded with flats caused by rim cuts. The rim pinches the tube when pressure is too low, and a cursory examination of our pressureless tube will almost always reveal the tell-



tale "snake bite" punctures. Our rims are Ukai (which are extremely scarce these days), mounted with 27x1.125" tires. We have had pressures as high as 180 psi (coming off a long, hard descent in the desert in August) and did not have a blow-out. (But I did bleed some of the pressure out when we reached the bottom.) We also like to use "Mr. Tuffy" tire liners or Kevlar belted tires. We use both in the rear tire. I really can't tell the difference in weight on a long, loaded tour. And whatever penalty I pay, it is made up by not having to stop and fix a flat!



STOKER BRAKES...
the controversy
continues....

One last comment: On our tour from CA to VA 2 years ago, I was amazed at the lack of bike shops and parts, including tires, available after we left CA. (Or maybe we just couldn't find them). Hopefully this has changed. Even in Colorado Springs, where we had hoped to get a spare tire,

we had to go to three bike shops before I could find a 27x1.125 tire!. The point I'm trying to make here is to be sure you have the essentials (including all the necessary tools) whenever you leave your home base. Even if parts are available just around the corner, you many not know it. Finding a competent bicycle shop, especially one versed in tandems, can be excruciatingly difficult. (Ed: Take along the listing of TCA Dealer Members on your next tour. They can help!)

Our tandem is a 1981 Santana Classic (marathon-style). As componentry keeps advancing in bikes, the natural tendency is to always want to "trade up", as with cars. I've found it to be far less expensive to upgrade the components than it would be to purchase a new tandem. The only real improvements we've made to this fine bike are replacing the rear derailleur with a Shimano DeOre XT and upgrading the cranks from TA to Stronglight 106. Someday we'll probably add indexed shifting and a seven-speed cluster. We realize the most important improvement anybody can make to a vehicle is the engine(s). We can't seem to change those, but we hope we can keep improving!

Sincerely,
Fritz & Nell Rollins
Santa Ana, CA

Dear DoubleT alk,

Here are a couple of responses to letters that were published in the May-June, 1991, issue:

Howard Bessen asked about keeping tandem boxes at an airport while on tour. We experienced the same dilemma on a trip to Europe. Our solution was to simply throw the box away at the airport and ride on our merry way. (Out of Zurich, it is actually a pleasure to ride away from the airport, due to a fantastic system of bike paths -- don't try this in L.A.) Four weeks and three countries later we rode the same bike paths back to the Zurich Airport. The ticket agents looked at us with a slightly puzzled look as we wheeled the pedalless



tandem up to them. "This is the only thing we want to check". The ticket agent shrugged once and then smiled as he wheeled the tandem off to its unknown destiny. Many hours and awful airline meals later, the baggage handler at San Francisco wheeled the totally unscathed tandem out onto the floor of the baggage claim area.

Aside from removing the pedals, the only protective measures we took were to wrap a few of the tubes with discarded cardboard.

The way I see it, you can look at it in several different ways. The bike without a box is such an odd-shaped unit that it will usually go on top of the other more conventional baggage when loaded onto the container or into the plane. Baggage handlers in training for the Barcelona Box Throwing Olympics see a packed tandem box as an incredible opportunity to get some serious on-the-job training. You'd be surprised how far they can heave a big box. My friend Joe Breeze took a tandem to Europe several years ago. When the box was being transported on the cart from the plane to the baggage claim area, the big box was lifted from its secure position on the cart when hit by the jet blast behind the plane. Joe watched his tandem go tumbling down the runway. It wasn't damaged, as Joe packed it with much care.

By not packing it for the return trip, our reasoning was that if our tandem was ruined on the way back, at least the vacation wasn't ruined. Besides, all I have to do is build another. Another possibility is that the baggage claim people won't take an unpacked tandem, but I have not experienced this. Some Airlines provide big boxes that are large enough to fit a tandem with the wheels removed (Ed: be sure you also either remove the cranks or pad the bike so that the chainwheels aren't resting on the bottom where they can be bent). Another option that I have used is to approach a bike shop and get two bike boxes, combining them to make one big box that will fit the tandem. Use lots of tape to hold the boxes together.

To Capable and Stronger: Looking at the male/female, captain/stoker question from a strictly

performance oriented point of view, we have found (in order of importance) that the heavier rider should be on the front, the better bike handler should be on the front, and if the two riders weigh the same, the stronger rider should be on the back. We have also found that the weight and the bike handling issues are much more important than the strength issue from a performance handling point of view.

Sincerely,
Scot Nicol
President, Ibis Cycles
Sebastopol, CA

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.

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



TREASURER'S REPORT

January 1, 1990 -- January 1, 1991

	Liabilities	Assets
January 1, 1990		
Cash on Hand		\$15,131.60
Patches on Hand, 93	\$269.70	
Tees on hand, 185	\$915.75	
Owed Issues (unknown)		
Net Worth, 1/1/90		\$13,946.15 less owed issues
<hr/>		
1990 Income		
Personal Memberships		\$19,902.50
Deadbeats		(\$20.00)
Foreign Collections		(\$62.69)
Patch Sales		\$616.00
Tee shirt Sales		\$725.00
Interest Earned		\$583.81
Dealer Memberships		\$300.00
Display Advertising		\$1,615.00
Backissue sales		\$235.00
1990 Expense		
Doubletalk Printing (5 issues)	\$11,239.47	
Doubletalk Postage (5 issues)	\$1,517.04	
Office Expense	\$56.55	
Telephone	\$31.87	
Miscellaneous Postage	\$404.38	
Patch Costs	\$1,455.00	
Tee Shirt Costs	\$419.60	
Software	\$743.37	
Immaterial Loss		(\$61.00)
Total Income, 1990		\$23,833.62
Total Expenses, 1990	\$15,990.05	
1990 Net Cash Flow		\$22,975.17
<hr/>		
January 1, 1991		
Cash in Checking Account		\$7,784.36
Cash in Saving Account		\$15,190.81
Patches on hand, 941	\$1,369.16	
Tees on hand, 190	\$704.70	
Owed Doubletalk Issues, 6173	\$8,950.85	
Total Assests on hand		\$22,975.17
Total Liabilities on hand	\$11,024.71	
Net worth, 1/1/91		\$11,950.47

Treasurer's Comments:

All material goods are valued at cost. We did not make a survey of outstanding issues owed on 1/1/90, and hence cannot value that liability. Foreign collections are high, due to bank collection charges on Canadian checks, plus some checks were collected as Canadian funds, not US\$. One-time software costs were incurred in 1990 to support improved record-keeping and automation of our membership management. Immaterial loss is the end-of-year accounting error. The January-February issue was mailed/paid in December, 1989. While our apparent net worth has declined from \$13.9K to \$11.9K, this is the first time we have had a full picture of our most substantial liability, the 6173 future issues of DoubleTalk that will be sent to our members over the years.

Respectfully submitted,
Malcolm Boyd & Judy Allison
TCA Treasurers



TECHNICAL TIP FOR SEPTEMBER

Removing the Freewheel from a Phil Wood Hub

Use caution when removing freewheels from Phil Wood hubs. If you are not careful, you may extract the axle from the hub (at worst) or break the seal and the axle will shift in the hub while you are riding. Either case is no fun, and can be disastrous!

Quick Release Hubs: A quick release skewer is often used to clamp the freewheel removing tool in place. The thrust from the skewer is extremely high and, if applied directly to the axle end, may extract the axle from the hub. To prevent this, Phil includes a spacer cup with each rear hub. This cup, used over the axle end, transfers the thrust to the hub body and protects the axle. Make sure you or your dealer uses this spacer cup when removing the freewheel.

Bolt-on Hubs: The axle bolt can be used to hold the freewheel remover in place, but in no case should the bolt be more than finger tight during this operation. As soon as the freewheel breaks loose, remove the axle bolt and unscrew the freewheel the rest of the way by hand.

If care is properly taken, Phil Wood hubs will give tandem owners many miles and many years of trouble-free service.

Phil Wood
Phil Wood & Company

OFTEDAHL WINS GOLD IN CYCLING

(Colorado Springs, CO)--Blind TCA member Laura Oftedahl, 39, of Watertown, MA, won the gold medal in the tandem cycling mixed class at the US Disabled Sports Championships, July 12-17, at Hofstra University on Long Island, NY. Her captain was John Weisgerber of Philadelphia, PA. Oftedahl, a member of the US Association for Blind Athletes (USABA), rode to victory in the 100k race in 3:06.

"My goal is to finish in the top five in the 1992 Paralympics in Barcelona, Spain," said Oftedahl. "I finished seventh at the World Championships (in France) in 1990, now I want to do better."

Oftedahl, the Development Manager for Descriptive Video Services (television for the blind), and her usual captain Richard Mlyranek of Boston, train six days a week, including three days of 25-100 mile workouts.

More than 2,000 physically disabled athletes from five organizations -- Dwarf Athletic Association of America, US Cerebral Palsy Athletic Association, National Handicapped Sports, National Wheelchair Athletic Association, and the US Association for Blind Athletes -- competed in the weeklong event. The games are a primary vehicle for selecting the US Disabled Sports Team, which represents the US at the Paralympic Games (1992 in Barcelona, Spain).

USABA, a member of the US Olympic Committee, provides local, regional, national, and international competitive opportunities for blind individuals in 11 sports. For more information, contact the USABA national office at (719)-630-0422, or write the USABA at 33 N. Institute Street, Colorado Springs, CO 80903.



READY, REAR ADMIRAL?

It happened again! There we were, in the fortieth mile of an easy-going country rally, admiring the flora and fauna while wish-listing the menu of our favorite Mexican restaurant and WHAM! . . . I heard the all-too-familiar "she's not pedaling."

I suppose, after nearly three years in the rearmost tandem saddle, I should be less sensitive, or at least more rehearsed. Yet, as a Texan, I can hardly respond, "Yeah, so's your mother!", and as a gentlewoman, I tend to shy from "Blow it in your rear wheel, Bozo!" Besides, sensitivity aside, I know that the problem is not really me, but the perception of me . . . STOKER. Truly, that name has got to go.

Is it fair that I am tagged "stoker", this title which conjures up the picture of a pitifully grimy and unstingingly loyal plodder who seldom sees direct sunlight and lives only to serve as assigned? OK, maybe I can buy the job description, but as long as he gets to be Captain, how can I compete for respect among those who have never pedaled in my cleats?

The tital "Captain" has such lofty connotations of authority, leadership, skill, and intelligence because captains (the non-cycling variety) earn their titles. They get promoted or elected to their position. Captains are considered upwardly mobile, outstanding individuals who work extra hard and always get the best of everything. Again, accuracy aside, there is no room to appreciate the total tandem team when the Captain gets all the positive press. So, I hear "It must be nice to just sit back and have him do all the work."

Hardly surprising. The world sees me as "stoker." In their eyes I must, therefore, enjoy going uphill, into the wind, in traffic with no clue of gears available, no forward visibility, and no real freedom of movement. I surely thrive when my center of gravity numbs up and my Captain forgets to tell me about that second bump. I obviously ignore my Captain's commands to turn or coast. And standing or sprinting? Forget it. I'm a "stoker." I'm just lucky he takes me along.

But . . . we can change! Change the name -- change the perception. Easy, right?

My Captain and I settled on "Rear Admiral." Don't you love it? I mean, who would dare accuse a Rear Admiral of shirking duty? Even better, who would ever consider that a Rear Admiral has no duties? So, while the "she's not pedaling" crowd may not know that I'm in charge of the computer (Yes, Captain, I did start it), and the mirror (No, Captain, I couldn't see the eighteen-wheeler until it crested the hill), or that I read maps and navigate (Sorry, Captain, it honestly looked more like 35 miles than 50), and help make team judgments on the channing choice for upcoming hills (Of course, Captain, I can make it in this gear), to say nothing of my responsibility for looking right while he looks left at intersections (I promise, Captain, it's clear), and coordinating the day's ride outfits (Please, Captain), they have to know I'm in charge of something. Because, after all, I am the "Rear Admiral."

Still, like riding a tandem, this major change is going to take some teamwork. Which means tandem Captains must help initiate the revolution by refusing to be like the Corporate-America type (Captain of Industry?) who bestows "Administrative Assistant" on his secretary and then tells his tennis buddies, "I'll have my girl call your girl." How about it, Captains? Can you break the cycle of disrespect, throw off the chains of backseat bondage, and get those wheels rolling?

My Captain did. He invented "Rear Admiral." (Ignore him if he says I did.) He gave me those prestigious, real brake hoods instead of wimpy stoker knobs. He learned to balance sideways on his right leg to push up his left leg on dismount and not disturb my territorial mirror. And he's developed a sixth sense that I always get my legs back after a stoker slur. What a team! "Ready, Rear Admiral?" Sounds great.

Catherine Knowles
Addison, Texas



FROM RUSTING TO RIDING

The top picture on the back page of DoubleTalk, July-August, 1991, has inspired me to once and for all sit down and write my tandem story.

I've been out of bicycling phase, something that unfortunately happens as one enters the world of work, mortgages, and other time restraints. I promised myself that I would get back into it after my son, Jeremy, was born.

One Sunday, while taking an early morning walk through the French Quarter, I came upon a garage sale. There, in the back, past the "good stuff," was a rusted-out hunk of junk, single-speed bicycle built for two. It looked pathetic -- no tires, rust from stem to stern, no padding on its seats, the front cranks turned, the rear cranks and drive train didn't turn, no timing chain, funky handlebars -- what potential! After some self debate and a little bargaining, it was mine for \$25.00.

I felt real proud as I squeaked it home -- did you ever push a rusted tandem on its rims six blocks? With a smile on my face I placed it strategically so my wife, Anne, could see it when she woke up and looked out of the bedroom window. She thought I was nuts.

Now here was the plan: remove the old rusted stuff, prime and paint the frame, put new components on it, put on a baby seat, and go!

Step One -- hacksaw, hammers, liquid wrench, a blow torch.

Step Two -- a friend who works in a body shop, maybe somebody will get their car painted burgundy soon.

Step Three -- what configuration? Racing, off-road, street, 3-speed, 10-speed? I'll make it up as I go along.

Step Four -- No Problem!

While stripping down the frame, I found the original brass nameplate. It's a "Tulane" by Gus Betat and Sons of New Orleans. Betat's advertising includes the slogan "Your great grandfather bought his Tulane bike from Betat." I called Betat's



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(they're still in business) and found out the tandem is probably from the early sixties and was actually built by Columbia. They wished me good luck.

I dragged my dinosaur to Bicycle Michaels and from here it really took shape. Bicycle Michaels is a neighborhood bicycle shop and hangout. The owners, Michael and Jeff, always have time to talk and are very helpful. The cast of characters that pass through the shop also helped in the rebuilding process. We made some choices, ordered some parts, scavenged a little from Michael's collection, and my tandem slowly came together. Their chief mechanic, Donny, brazed on supports for cantilever brakes, filed the drop-outs for the rear derailleur, installed Ashtabula-cotterless crank conversion kits, and started hanging components. We chose SunTour



brakes, levers, and derailleurs, Shimano DeOre shifters, VettGel his and her saddles, mountain bike pedals and handlebars, 14-28 6-speed freewheel, 42-52 chainrings, 1-3/4" street tires, and a RhodeGear "rumble seat" for Jeremy.

My first ride, with Michael as my stoker, was an interesting episode. I half-expected the frame to break as we pushed off. It didn't. We struggled a little, but got coordinated and took off to test the systems. It shifted. It stopped. It turned. We didn't crash. I couldn't wait to get Anne on the saddle as my stoker.

The first time Anne and I rode, without Jeremy, we first talked about what to expect. My short ride with Michael had shown me that tandem riding is different from riding solos, and the captain's perspective is not the same as the stoker's. We decided on pedal positions for stopping and starting. We came up with some simple statements to let each other know what was happening and off we rode. My favorite line is to tell Anne to "Follow me" when asked where we are going. My other favorite line is "We're outta control!" when people stop to stare. After we got familiar with the bike, gearing, and we were comfortable with riding a tandem, it was time to take on a passenger.

Jeremy was ready to ride the big bike. He climbed up and we strapped him in. He was not real happy about his Rhodester helmet. We secured some toys to the side of the baby seat with rubber bands, which helped occupy the little hands, and we ventured out. Jeremy soon found out that he can tickle Anne. The giggles from both of them always brings a smile to my face. We also soon discovered that he'll sometimes fall asleep.

We've had some nice rides, around the French Quarter, through City Park, out to the Lakefront, with and without Jeremy, on and off the road. The bike handles fairly well, we made some good choices. The future -- I may want to install another rear brake, a hub or disk perhaps; maybe some real low granny gears for more off-road riding. There may be some different handlebars for the captain. I figure in about ten years Jeremy will be my stoker. I can't wait to do some day-tripping and touring on it.

Did I make a silk purse out of a sow's ear? Not really.

Why didn't I buy a new one? It was a challenge and a growth process.

And, of course, I keep it in my living room!

Elliot Kalmus
Anne Zipkin
Jeremy Dylan Kalmus
New Orleans, LA

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, 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:

July - August, 1991
May - June, 1991
March - April, 1991

November - December, 1990
September - October, 1990
July - August, 1990

November-December, 1988

March - April, 1987

May - June, 1986
March - April, 1986
January - February, 1986

November - December, 1985



THE ROTATOR TANDEM

That Custom-Hot-Rod Recumbent builder, Steve Delaire, is up to it again. Steve is known in recumbent circles for his Rotator Super-7 Streamliners and other one-off custom bikes. Steve unveiled his new tandem at the Portland International Human Powered Vehicle Speed Championships.

Before then, if you wanted to ride in recumbent tandem formation, you had to borrow Gardiner Martin's "Double Gold Rush" or take a look at Tim Brummer's T-38 Back to Back tandem. Rotator's new Double-Recumbent tandem is the first semi-production face forward tandem to come along. The design is inspired from a commissioned design that Steve has made extensive upgrades and modifications to. The most apparent were the twin Lightning P-38 seats. These are among the most comfortable recumbent seats available. The prototype was barely finished. It has 20" wheels front and rear. This makes the tandem easily transportable and keeps the seat heights fairly low to the ground. Gearing with 20" wheels can be a little tricky, but Rotator specializes in the use of 20" wheels front and rear. All Rotator Streamliners use them. To get a wide gear range, the tandem had a triple crank with a 71-tooth large chainring! The design also yields a fairly short wheelbase, approximately 48". The Captain sits in the forward position and steers via handlebars that are connected directly to the front forks.

I had known of this tandem's existence from a conversation with Steve a few months before the IHPVSC. Then at Portland I heard rumors that test rides would be given at 11 p.m. in front of the Delta Inn. The next morning I set out to find it. I had to beg a member of the Rotator pit crew to let me take her for a spin. I am not an experienced tandem rider. I have ridden a road tandem once and an Opus (Counterpoint) tandem once around the block. I climbed on board and took off. Even though this prototype was barely finished, I really liked it. It is the perfect tandem formation. The pedaling position is very comfortable, a slight downhill angle, and, of course, I've already said the P-38 seats are very nice.

One unique feature about the drive train of this bicycle is Steve's unique design that allows each rider to select his/her own cadence. Of course, the extra complexity of this design adds more weight (when compared to a conventional drive-train), but it adds several distinct benefits, including a smoother start-up, less power-induced steering oscillations, and separate shift points, allowing shifting to be done at any time.

With the short-wheelbase, the tandem seemed agile and quick. I think the true test would be my Seattle test-loop with some serious hills, but my first impression was that this design is a winner. The best part of all is that you can now order your own Custom Double-Recumbent tandem from Steve Delair and Rotator Bicycles. Price start at \$3000, ready to ride. Framesets are also available.

Robert Bryant
Renton, WA

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The Recumbent Cyclist.

ABOUT YOUR TCA MEMBERSHIP

Your membership in the Tandem Club of America includes a subscription to Doubletalk. A one-year's membership covers six issues. Multi-year memberships are available.

To determine how many issues you have remaining in your membership, look at the label on the front cover. The number in the upper left corner is your membership number, assigned when you joined the TCA. This number rarely changes. The number of "ISSUES LEFT" shows how many issues remain of your subscription, not counting the issue you are now reading.

If your label says that you have "0 ISSUES REMAINING", pick up your checkbook and immediately send your dues to Malcolm and Judy.

The TCA does not send out renewal notices.



The Companion

by Rotator

Tandem

INNOVATION!!



Some time ago, an article appeared in Bike Tech that discussed the concept of having **individual cadence** capabilities on tandem bicycles...

Recently I finished a recumbent tandem that is designed so each rider can select his or her own pedalling rate. Of course the extra complexity creates more weight... however, it also adds some distinct benefits:

- start-up is smoother
- less power-induced steering oscillations
- the stronger rider cannot overpower the weaker rider and cause early burn out
- the weaker rider cannot hold back the stronger rider
- shifting can be done at any time. While one person carries the load, the other can select the proper gear. This is a tremendous asset for hill climbing.

NOW AVAILABLE WITH INDIVIDUAL CADENCE!

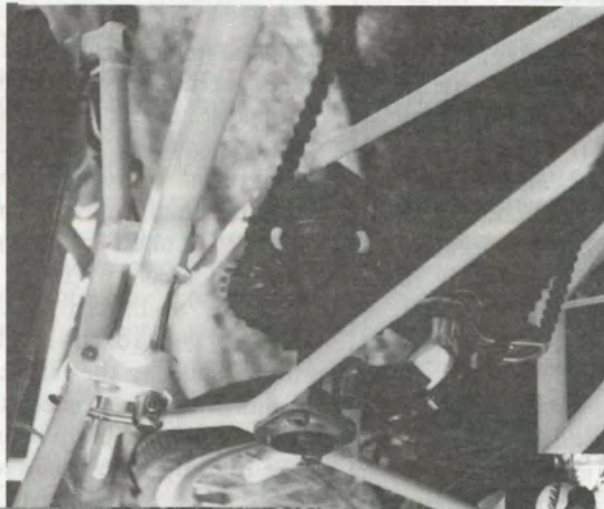
Is it faster? So far, we haven't done conclusive testing to say yes or no. My intuition tells me it will be.

Modern automobiles continue to become more complex with four valves per cylinder, twin overhead cams, and turbo charged engines. This makes sense because it improves performance.

Dual cadence tandems make sense because they improve rider harmony which will help increase performance.

Every ROTATOR product is hand built to the customer's requirements. Quality craftsmanship is our foremost pursuit.

...Stephen Delaire



FUN!!

Rotator Bicycles

915 Middle Rincon Road, Santa Rosa, CA 95409 (707) 539-4203



1991 INTERNATIONAL TANDEM RALLY

Echternach, Luxembourg

Last year, Janet and I decided it was time to quit talking and to start making preparations for a tandem ride through Europe. She wanted to see Paris, and I wanted to visit Salzburg. That essentially defined our itinerary. Armed with a couple of Eurail passes and a pannier full of maps and Michelin guide books, we set off from Detroit on our adventure. Well, we've now been to Paris, we've ridden the Burgundy region of France and the Alps of Austria, and we spent three delightful days with the Third International Tandem Rally in Echternach, Luxembourg. (Incidentally, for those who think the US Bicentennial was a big deal, Echternach was founded in the year 653).

The rally is a week-long event, which this year was based in a campground just across the Sure River in Germany. Since we carried no camping equipment, we ended up staying in one of the most elegant hotels in Echternach where we were certainly the most under-dressed of the clientele. The proprietress insisted on having the boy help us with our luggage. With less than fluent German, I tried to explain that these four small bags were our luggage.

We spent several days with the rally, and we were treated to some of the most beautiful scenery and friendliest people in Europe. We were also treated to some of the most vertical biking of our trip. There's nothing like a four kilometer climb right after breakfast to get the old digestive juices flowing. We also had the foresight to carry all of our dirty laundry with us on one trip, having failed to locate the laundromat on the way to the ride. Since we are, by nature, the slowest of the slow on a good day, the laundry at least gave us a reasonable excuse for our escargot-like pace and the extra effort justified an extra beer or two at the end of the day.

The only real language problem we had throughout the trip was with our friends from Great Britain. It seems that in the UK, "Car Back" means "Car Up" and "Car Down" means "Car Back." Obviously, as we were travelling down the road

calling out warning to each other, we had absolutely no idea where the car was coming from.

Tandeming through Europe was truly an enriching and, occasionally, humbling experience. For one thing, we didn't get the wildly enthusiastic attention we thought we would elicit. Some adults gave us cool nods of recognition, some children actually shouted their approval, but mostly we were just two people on one bike. All of the roads and bike paths were in excellent repair. We didn't have to dodge potholes or broken glass and even on the busiest roads, we heard no horns. Nor did we feel intimidated by the traffic. Apparently, the European motorist doesn't need to make a major event of passing a bike as do some US drivers. Transporting the bike by both plane and train worked amazingly well. A tip of the hat to Northwest Airlines and the Eurail baggage handlers. As we learned the system, shipping the bike from country to country became a matter of routine.

We put a great deal of effort into planning the trip, but no amount of planning could account for the eleven straight days of sunshine which blessed us. The rain did come eventually, but Gore-Tex lived up to its promises.

Prior to this trip, we had done nothing more exciting than day-trips on our bike. To be self-sufficient for two weeks was certainly a new experience for us. However, having returned home as veteran travelers, we now encourage those who have ever considered such an adventure to quit talking and start planning. We can enthusiastically report that almost everything exceeded our expectations and that nothing in our experience would discourage us from taking our tandem to Europe again. In fact, as we savor the memories of the excellent cycling, the beautiful scenery, the incredible history and the friendly and helpful people, we may start planning another trip soon.

Doug & Janet Plzak
Rochester Hills, MI



THE CHILD-BACK TANDEM

Taking a child bicycling is rewarding, but challenging. Beyond 40 pounds or so, the child is unsafe in a carrier, and bored besides. In addition, the Little Wonders have enough energy that you would like to harness it! Many people have adapted adult tandems with various raised brackets and similar devices which look as complex as a Rube Goldberg doodle. We didn't want to give up our tandems, and didn't want to convert back and forth. We decided that the best approach for us was to get inexpensive second tandems and make them "dedicated machines" for one adult and a child. By now, at least half a dozen of these conversions have been done. The recipe is cheap and works well.

The Right Tandem

As shown in the sketch, we simply chop down the rear triangle to fit the child, and then substitute small crankarms in back to fit short legs. That requires a tandem which:

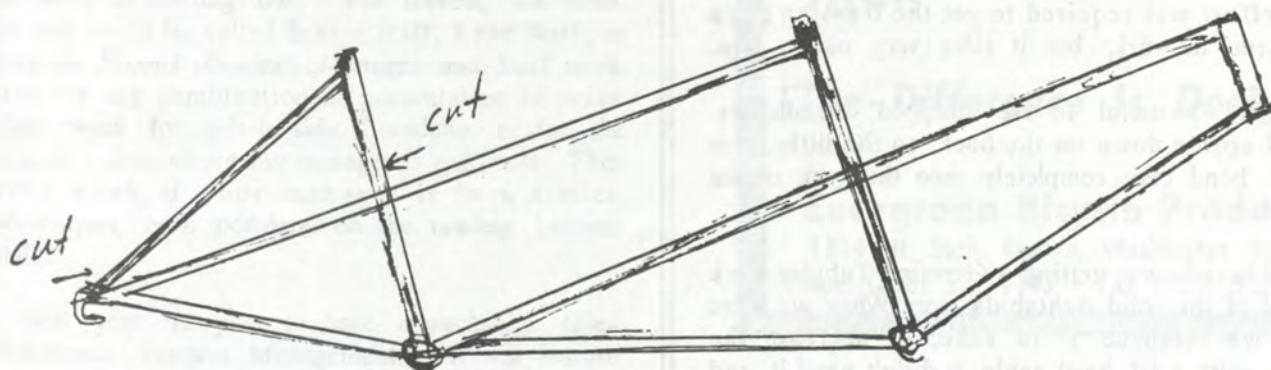
- (1) is cheap enough to amputate,
- (2) has midstays in back, and a rear frame with a single mixte (sloping top) tube. Laterals are too hard for a child to straddle with a low seat.
- (3) has readily available and sturdy parts.

Our choice has been the most beat-up old Schwinn Twinn we could find. The 5-speed (the Schwinn DeLuxe) is best: it is often available used

at a reasonable price, and is already equipped with reasonable facsimilies of wheels and shifters. Once, however, we started from "ground zero" -- the balloon-tired, coaster-brake refugee from a boardwalk rental service!

The Recipe

1. Measure the child, to determine where to amputate the rear seat mast. We went for about 12" frames, which gave enough room for growth.
2. Disassemble the bike and cut the frame. Using a hacksaw, cut the uppermost (seat) stays at the rear drop-outs, and cut the rear seat tube to the desired length. Double hacksaw blades are an old trick for cutting the clamping slot, and with Schwinn's you simply move the seat mast clamp to the new location. (Note: Schwinn's use a necked-down seat tube top, so you will have to shim the opening a bit to grip the post). Get the chips out of the tube and bottom bracket.
3. Now, for the clever trick: Ashtabula cranks are available in many lengths -- we've used both $4\frac{1}{2}$ " and $5\frac{1}{2}$ " (more or less) lengths to give the children crank lengths scaled to their leg lengths. The cranks are cheap and sturdy, they have wonderful large bearings, and they are surprisingly easy to work on. Once you get over the cultural shock, they are rather nice.
4. As noted below, there is a lot of latitude on the drive. The simplest is to scrounge an old





Varsity/Continental double chainwheel set for the drive, and use a Schwinn/Huret front shifter made for 1" tubes (ugh!). Doing this gives a stack of three rings on the right rear: one transfer cog and the pair of drive cogs. Be sure not to forget the 0.080" washer separating the innermost (transfer) cog from the rear drive cog -- otherwise the two chains will argue with each other.

5. The brakes (front caliper and rear drum) are probably adequate for one adult and a small child -- the loads are comparable to a heavily loaded touring single.

6. The Schwinn transfer chain idler ("poor man's eccentric") is noisy. We substitute an old plastic Simplex derailleur with the top end spring and mounting plate removed so the derailleur can be bolted to the original idler arm.

7. At some point you will have to think about how to run cables. Some combination of Sturmey-Archer clips and scrounged El Cheapo clamps will work on the 1" frame tubes, but we opted to braze the tiddy parts and then patch the paint.

Variations

With some scrounging, a lot of variations are possible. Some people have "gone the route" with cotterless cranks on Astabula conversion axle sets. We have seen one set with triple chainrings and the transfer cog all on the right side, using surplus Nervar cogs on modified Takagi BMX adapters with Ashtabula cranks. In that case, the transfer cog is run outside the drive cogs, leaving room for the granny cog on the inside! Spacing was tight, and some effort was required to get the transfer chain alignment to work, but it rides very nicely now.

We find it useful to use "dropped" handlebars turned upside down on the back, so the little rider doesn't bend over completely into the back of the big rider.

Real luxury was getting a Genuine Tubular Fork instead of the solid Ashtabula Iron. While we were at it, we removed 1" of rake, to decrease the trail -- with a 69° head angle, it didn't need it, and the steering is much better now.

Discussion

There is no point in spending too much on this one, even if we did succumb to some temptations (rattraps and clips, better derailleur ...). This is a project for the desperate, conniving do-it-yourselfer who enjoys figuring out which "junk" parts will help make this project work. It was fun, and we are sure that several other families will enjoy the bikes after our children outgrow them.

Harvey Sachs
Susan Sachs
Dale Bluman
Cranbury, NJ

MOVING?

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A STOKER BY ANY OTHER NAME...

Tandem teams on the fabulous tour organized by Bob and Kathy Dollar after the 1991 Eastern Tandem Rally in July were socializing after a good days ride when the sillies set in. Every year, it seems, there is one evening that everyone remembers as being particularly more silly than the rest. Maybe it's the long miles that day (not this tandem team's excuse, of course). Maybe it's the beer (much more likely to be our excuse).

Anyway, one year it was the ice cube fight on the motel balcony. Another year it was the entire group screaming like two year olds as we watched ourselves on the local evening news. This year it was the brouhaha caused by the stokers of the group who suggested changing the traditional tandem designations of Stoker and Captain.

Taking their cue from the business world, the stokers decided that a more appropriate term for themselves should be "manager"; the person on the front of the tandem should be known as "staff". The new managers (formerly stokers) thought this made very good sense as they always are planning routes, allocating resources, and setting priorities. The staff (formerly Captains) are in charge of doing the hands-on work including steering, shifting, braking, maintenance and of course, the ever-popular fixing of flat tires. The new staffers liked the way the term manager lends itself to sarcasm, as in "My manager sat in the shade while I fixed the flat."

We imagined verbs to follow: "I expected to ride solo today but Wally asked me to manage his tandem." Or "I actually enjoy managing a tandem as much as staffing one." For triplets, the front person could be called Senior Staff, Lead Staff, or perhaps Project Leader. Manager and Staff work fine for any combination or permutation of sexes. They work for side-by-side tandems or for the Counterpoint, where the manager is out front. They even work if your manager is in a trailer, whereupon both pedalers on the tandem become staff.

Next year we plan to have a workshop titled "Advanced Tandem Management." It will feature advice on The Spitting Staffer Problem, Twisting

Your Staffer's Ears to Get Your Way, Where to Find Shade While Staff Fixes Flats, Pin the Map on the Staffer, When Staff's Deodorant Fails, Of Course Staff Handles the Bugs, and Sending Your Staff for Mechanical Training. "Advanced Tandem Staffing" will cover How to Take Direction From Your Manager Gracefully, Suppressing Bodily Functions, Should I Give My Manager a Brake?, Why Can't My Manager Hear Me?, Unhumiliating Starting Techniques, Avoiding the Dreaded New Clipless Pedal Fallover and How to Respond to Snappy Pedestrian Patter Like "Hey, She Isn't Pedaling Back There!"

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GOING TO THE NORTHWEST TANDEM RALLY

Doing It The Hard Way

Leaving sunny Northern California, enroute to the Northwest Tandem Rally in Centralia, WA, we drove directly to Victoria, BC, where we stored our car with a friend and mounted our tandem for what we thought would be a beautiful, carefree trip of just 175 miles to Centralia. We were looking forward to enjoying the comforts of the Washington State Ferries along the way, and to attending the 1991 Northwest Tandem Rally in Centralia, WA, sharing the camaraderie of other tandemists.

We began our trip with a 20-mile ride to the Port of Sidney, where we boarded a ferry to Anacortes, enroute to Whidbey Island. There we made our first mistake of the trip -- we took the advice of a local resident/bike racer who showed us a "so-called" short cut up a steep hill. It was only about 18% grade, no problem! We had already discovered that our granny was on vacation, too (she must be, she certainly wasn't with us), so we swallowed our pride and walked part of the hill. Farther on down the road, we counted 3 more major hills on a road that was supposed to be flat!

As we were crossing the beautiful bridge at Deception Pass, our rear tire decided it had had enough, and it started coming off the rim. Along with it, our tube let go with a rip about 9 inches long. We had a patch kit, but we didn't have that many! With no other choice, we proceeded to walk our bike the 1/2 mile to Deception Pass State Park. There I convinced the ranger, who had just locked up for the day, that it would be really nice to get a ride into town, in the back of his nice, shiny, big red pickup truck. He willingly gave us a ride to Oak Harbor, about 15 miles away, and dropped us off in front of a bike shop! Talk about good luck!

Good luck?!? The bike shop sold us a tire that had the wrong type of valve stem for our rims. By the time we found out it was the wrong stem, the bike shop had closed, so we had no choice but to search for lodging for the night. The next day we returned to the bike shop to exchange the tube. We fixed our tire and headed to Coupeville, WA, and our next ferry ride.

I know our luck had to change. I mean, like how bad could it get? We met a woman cyclist on board the ferry. This lady's boyfriend owned a bike shop in Port Townsend, our next stop. We phoned ahead from the ferry terminal, and he agreed to stay late for us. We bought a "turbo", which stayed on the rim, and then continued our ride towards the beautiful Hood Canal area.

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We are cyclists. Therein lies our next problem. We are not Schrimpers. It was Schrimping season. The Schrimpers had booked most of the motel rooms in the area. We proceeded along. No, folks, I wasn't singing the Tandem Song. I was praying that everything would stay on the tandem, working the way it was designed. I mean, what else could happen? So far, our only real reward on the trip has been the fact that Washingtonians are extremely nice people, most of whom drive pickup trucks.

Evening was approaching. I told Bob, my captain, "There's a lot of gray clouds up there."

He replied, "There's been gray clouds all along. Don't worry, just pedal."

I had heard those words, "just pedal", so often that I knew what he was going to say. Within seconds we were donning our Gore-Tex Jackets,



then back on the bike to pedal as fast as we could along the beautiful Hood Canal. Or at least I think it was beautiful. We weren't in any mood to enjoy it. We pedaled on. No motels were available. We pedaled on further. We had now ridden 14 miles in the rain. It was 10:30 p.m. There are no motels available. Finally a pickup stopped to tell us there was a motel "only 1 mile up the road, and it has rooms available." We told him thanks. We can make 1 more mile, easily. Five miles later, we rolled into Mike's Resort. I literally rolled into the motel, as I slipped on some oily water as I dismounted the tandem. Embarrassing as it was, I let it slide by. They had a room! It had a warm shower and a TV. We watched our favorite channel -- the Weather Station.

"Showers and rain in the forecast." I said to Bob. "What's the difference between showers and rain? It's all falling water, isn't it?"

We left Mike's Resort about 10:00 a.m. the next morning. After only 10 minutes of pedaling, my highly-trained nose detected pancakes cooking! We couldn't pass by the Hungry Bear Cafe. Inside, while gorging on pancakes, I found out that we were in BEAR COUNTRY. Indeed! Our waitress told us they were friendly little black bears, and we had nothing to worry about. I hoped that the black bears knew what a tandem looked like, and that there was nothing good to eat on a tandem. I wasn't willing to find out if that was the case. If we saw any bears, the pancakes I was eating would provide me with plenty of needed carbohydrates -- if we saw any bears, any color of bears -- I was planning on pedaling just as fast I could.

Our good fortune continued today. Immediately after entering the Hungry Bear Cafe, the torrential rains began in earnest. We told our waitress to take her time with our orders, as we weren't leaving until the rain let up. It rained for two hours. At the first pause, we mounted our tandem to continue our journey to Centralia. You guessed it -- the rain's letup was just a ruse. It began again, just as soon as we were clear of the restaurant. We braved it out, because we wanted to make Centralia and the Northwest Tandem Rally. Besides, maybe the stripes up our backs would fool any bears into thinking we were skunks, and needed a wide berth.

Bob kept telling me about all the rain in his eyes, and how he couldn't see a thing! I ignored those comments, and just hunkered down behind him. I proceeded to tell him about all the benefits of being the captain. I'm not sure he was buying my line of reasoning at all.

Okay, our luck just had to change, right? I mean, what else could happen? We've been out two days and we've had enough bad luck to last us for ten trips, at least. What else could happen? You shouldn't have asked. Going down a long hill, Bob managed to snap the rear cantilever brake cable. At least we still had the front brake working, and we also had a working drum brake. R-i-g-h-t!!!

We rolled along, thinking that all our bad luck was behind us, when, as we were cruising down a moderate hill into Tumwater, just before the Olympia Beer Distillery, our faithful drumbrake decided that it, too, needed a rest. The cable and anchor bolt let go. Now we're down to a front brake only, but no problem! We're almost to Centralia, and the tandem rally.

We couldn't find any brake cables at the rally, so we only managed to ride two of the shorter rides, a total of 50 miles for the rally. We weren't willing to risk our one remaining brake attempting the 60-miler with the steep downhill!

We rented a van to carry our bike back to Port Angeles for our ferry ride back to Victoria. Amazingly, the van had absolutely no problems, and we only had to cycle 3 miles -- all fairly flat -- to the ferry at Port Angeles. It was such a pleasure to finally see our car.

We returned from the rally with plenty of Washington mud on our tandem as a souvenir, but we also brought back many memories of all the friendly people who helped us with our tandem problems. Next year just has to be better!

Bob & Terri Gorman
Bay Area Roaming Tandems (BART)
Los Gatos, CA



THE NORTHWEST TANDEM RALLY

May 25,27, 1991 -- Centralia, WA

Three things stand out as I recall the Sixth Annual Northwest Tandem Rally: gray skies, torrential rains, and about 400 people who seldom stopped smiling.

It was one of those Northwest spring weekends. It started out gray and stayed that way. Sometimes the sky was black. Sometimes white outlined small, teasing patches of blue in the distance. The constant threat of wet brought out the practical in all of us tandemists. While we would rather have had a chance to show off our newest matching outfits and to work on those back-of-the-hand glove tans, we bundled up in wool tights, raingear, and thermal shoe covers. And we had a great time!

Rally headquarters this year were the Southwest Washington Fairgrounds, between the small cities of Centralia and Chehalis, known among Northwest riders as the halfway mark on STP (the Seattle to Portland Bicycle Classic). The towns are set in dairy and farmland, among rolling hills covered with deciduous and evergreen trees.

It's pretty country, and the roads that our host, Brian Decker, had chosen for our three days of riding were made for tandems. Most were well-paved country lanes with clean and ample shoulders. They rose and fell just enough to keep us interested, but not enough to leave us breathless.

With one notable exception. Few tandemists will forget the "Curtis Hill Shortcut". This 400-foot climb in 1.2 miles just after a huge spaghetti lunch was both humbling and exhilarating. Several of us stood at the next-to-last flat spot before the summit, letting our twitching quads relax as couples twice our age glided past. One couple pulled their infant son in a bugger as they chugged up and over the top. Another clacked to the top on cleated shoes, pushing their tandem along after their "granny" began to complain.

At dinner, another couple told the tale of their ascent. They rode a Counterpoint, one of those semi-recumbent tandems where the stoker sits in front of

the captain. This couple was also pulling their toddler son in a bugger. They affectionately referred to Junior as "The Anchor."

"Somebody had to get out," his mother said. "It was him or me. I walked."

I suspect most people stopped at the top to take in the view of dairies and crop fields in the almost 360° view. Then the part that makes hauling that leaden tandem all the way up worth the effort: gravity's inevitable payback -- the DESCENT. Some clocked 50 miles per hour on the way down.

The rally had begun on Saturday with the sun peeking through banks of black clouds. There was one gully-washer after another, leaving standing water everywhere. As we got the bikes ready for our first afternoon's ride, we kept making extra trips back to our cars for yet another layer of clothes. We'd been on a little road east of town for about half an hour when the last "shower" of the day hit with particular ferocity. Those of us who wear glasses fought to see through them while squinting the stinging drops out of our eyes. Some farther back on the route were hammered by Northwest-style hail -- ice pellets about the size of capers.

A number of us missed the turnoff to the sag stop as we followed other riders in front of us through the storm. When the sun burst through, though, the wet road gleamed like silver, and the water rose from it in a thick mist. The rain dried off our glasses, we started to warm up, and we began to notice and appreciate the territory we were passing through -- tall trees, lush undergrowth, barnyards of black and white Holsteins, houses built of logs, sleepy horses staring back at our metal mounts.

Chuck and Nancy Meitle of Corvallis, organizers and cohosts of the first Northwest Tandem Rally, picked Memorial Day weekend for two reasons: Nothing else in particular was happening in Corvallis that weekend that particular year; and it



was early enough in the cycling year that no other major events were scheduled. As the event has grown, riders take it as a point of pride to continue rallying that weekend, rain or not (usually rain).

This year's rally was our third. We attended our first when we had had our Santana for only six weeks, and any ride over 40 miles was a major endeavor. It's fun now, with three long tours and countless day trips behind us. We enjoy meeting new tandem riders who are drawn to this sport for the same reasons that hooked us.

We met a young couple this year who had bought their Counterpoint just two weeks earlier and were still adjusting their styles to each other's abilities. We talked to one captain, covered in yellow raingear, who had come with a rented Burley. He and his stoker were trying out different bikes before buying. We saw racing bikes, old double mixtes suitable for cruising around the block, home-build tourers, and production models, some like the 10-year-old Santana which had carried its owners, both retired teachers, across the US on Cycle America last summer.

In all, 188 tandem teams from six states and two Canadian provinces came to this year's rally. We're expecting at least that many next May when our own cycling club, the Mid-V alley Wheelmen, host the Seventh Northwest Tandem Rally in Albany, OR. If you like Victorian houses, antique shopping, covered bridges, and Oregon wines, mark your calendars now for Memorial Day 1992. More details later in DoubleTalk.

Marilyn and Stan Smith
Albany, OR

THE TANDEM SONG

(sung to the tune, "We ain't got a barrel of money")

Oh, our tandem cost a bundle of money
Most people thing we're real funny
But we pedal along, singin' our song
FRONT AND BACK

When we're goin' uphill we're just pokin'
Up at the top we start smokin'
Goin' down is a scare; While we're sayin' a prayer
FRONT AND BACK

Through all kinds of weather
What if the rain should fall
Just as long as there's no headwind
It doesn't matter, doesn't matter at all

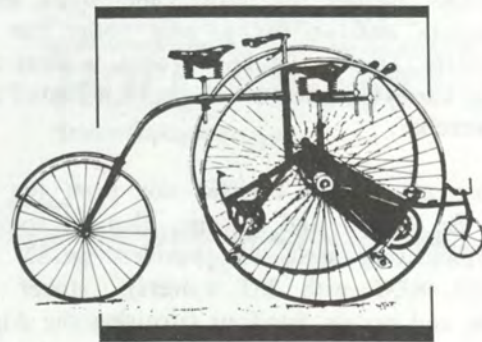
When they've all had their flats and departed
We'll be the same as started
Just to the tandem and the road,
Sharin' our load
FRONT AND BACK

JUST TO THE TANDEM AND THE ROAD . . .
SHARIN' OUR LOAD . . .

FRONT AND BACK.

--Presented at the 1991 Northwest Tandem Rally
Centralia, WA

HUMBER TANDEM TRICYCLE





ROADTESTING THE MISSISSIPPI MARVEL

What seats two, has 18 gears, weighs 41 pounds, has 96 spokes, and is built in Mississippi??? The Schwinn DuoSport, of course.

Oh, come now, your memories of Schwinn tandems are either of the forgettable Schwinn Twinn or else of the Schwinn Paramount. Forget these, and move into the 90's!

We had agreed with the folks at Schwinn to pile up a few miles for them, over a three-month period. We had ridden their first DuoSport, but for one day, and we were anxious to try a later model for an extended time.

Schwinn provided us with a 21x19 men's/mixte, as we requested. The DuoSport is now also available in a men's/men's configuration, and in the 23x21 size. Our first look at the DuoSport made us a bit apprehensive, but then we had the same feeling when we test rode the Cannondale prototype tandem several years ago.

The Schwinn is built without a lateral tube, but it does have a pair of marathon-style tubes running from the ladyback tube to the rear dropouts. The usual cantilever/drum brake setup was replaced by a set of U-brakes, with the rear brake mounted under the chainstays. It is a fully lugged frame, and that, mind you, includes lugs on the boottube. The chrome-moly tubes are painted white, and that paint job literally comes alive in the sunshine, with metallic sparkles teasing the eyes.

Braze-ons include the usual cable stops, eyelets for fenders and/or racks, and room for four waterbottle cages. There is also a neat little adjusting barrel for the rear U-brake mounted under the downtube.

Components are an eclectic mix from the parts bins of the Orient and Europe, that all somehow gel together very well. SR provides an SX triple crank (53/48/32 with 36T x-overs), stoker stem, seatposts, and pedals. SunTour furnishes the Alpha/6 14-30 freewheel, XCD9000 derailleurs, and 6-speed Accushift barcons. DiaCompe is the manufacturer

for the U-brakes, the brake levers, and the stoker rests. Schwinn used Suzue 48' sealed bearing hubs, a Tange headset, HKK chains, Japanese Asahi spokes, and 27 1/4" Schwinn Passage tires.

Schwinn went to Europe for the rims (Wolber Mod 58's -- formerly Super Champion Mod 58's), Christophe toe clips and straps, Cinelli bars and front stems, and also the no-name Italian saddles, men's on the front, ladies' on the rear (like we believe a tandem should be equipped for mixed teams).

We set up the DuoSport with the pedals 90° out of phase, and we were ready for our three-month test ride.



Besides the usual little bit of fidgeting and adjusting of things to suit us to a "T", we had no real problems, except for the hard-to-adjust eccentric. We rode the DuoSport exclusively, leaving our Colian to gather dust in our garage. We covered 2,405 miles in the 90 days of testing, which included our normal daily rides, plus some real tough hill-climbing (in Tucson, everything seems to be uphill anyway). Most of the daily rides were in the 20-mile range, while Sundays and off-days from work were 50-milers, with a few longer rides thrown in for good measure.



This second generation DuoSport showed a bit of evolution from the original model. The chainstays had been shortened from 19" to 18", giving the bike a bit shorter wheelbase. The seatposts are now a more reasonable 230mm, and there are less decals on the frame, making the paint stand out a bit more. We were told that the 14-30 freewheel would be changed to a 13-30, and that Schwinn was considering dropping the 48T middle cog for either a 40T or 42T.

Captain's Comments

Those U-brakes were surprisingly good. I'd like to see a Quick Release axle on the front wheel, and I would have been more comfortable with a longer stem. I did enjoy the uncluttered look provided by the aero levers, and found the levers to be quite responsive. At 41 pounds and approximately \$1100-\$1200, the bicycle is a nice starter tandem that's truly a lightweight, high-quality production machine.

Stoker's Comments

The second generation tandem gave me a slightly harsher ride than the original DuoSport. I think this was a direct result of shortening the seat stays to 18". I did love the fit on the back. At 4' 11" tall, not many production bikes fit me, and this one fit me perfectly! I'd guess, though, that a stoker taller than 5' 4" may feel somewhat cramped, unless they prefer a very upright position.

Schwinn's choice of saddles was perfect. In fact, I now have a matching saddle on my end of our Colian.

In Conclusion

All in all, we feel Schwinn is now providing yet another fine choice in American-made tandems; we feel that, as an entry level tandem, the DuoSport will certainly carve its own niche in the ever-increasing tandem market in the US.

Rudy and Kay Van Renterghem
Tucson, AZ



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TWIN CITIES TANDEM CLUB IN SPECIAL DEMONSTRATION

Recently, TCTC members had an opportunity to participate in an event that would remain in our memories for a lifetime. The event, the International Special Olympics (ISO), was held in Minneapolis/St Paul, MN, July 19-27, 1991.

Lisa Gunderson, ISO cycling coordinator, contacted me around July 1. She had been informed of an organized tandem club in Minnesota and wondered if TCTC would be interested in participating in a tandem demonstration during the upcoming cycling events. They needed 10 or more tandems with captains to race in a 5K time trial. Each tandem would be paired with a Special Olympics cycling athlete as the stoker. The demonstration would be used to introduce another way individuals with mental retardation could participate in a sporting event and may possibly lead to a new competitive event at future ISO Games.

The challenge was on! The most recent TCTC newsletter was already in the mail, so contacting club members by mail was out of the question. The telephone was the only way to spread the word in such a short amount of time. I called some club members to ask if they could call the remaining 120+ members on the roster.



Terry Osell and his ISO Stoker from Argentina

Eventually, we rounded up 13 tandems to participate. I was pleased with this number, since the event was held on a weekday at 3:00pm and many juggled their work schedules to come. I thought it would be great if we could all wear TCTC jerseys. As it turned out, some of the volunteers were new TCTC members and didn't have jerseys. Since my supply of jerseys was low, I tried to borrow some for the day. This also proved to be a challenge, as many TCTC teams were headed for the Truce Weekend in Stevens Point, WI that same day. I did find enough to borrow, thanks to Rachel Gilchrist, Bill/Lyn Hamlin, Tom/Fran Ostertag and Lynn Pagliarini.

Our demonstration was scheduled for 3:00. We rode to Lake Phalen and arrived at 2:15. The organizers were ready for us. We barely got off the saddles, and distributed the borrowed jerseys before the tandems and captains were whisked away. Quickly, tandems were matched with stokers, seats raised or lowered and brief multi-lingual instructions given. All of the Special Olympics athletes had not been on a tandem before, so communication was very important. (Remember your first experience?) Imagine trying to communicate when you don't speak each other's language. Stokers represented the following countries and states: Argentina, Costa Rica, Guatemala, Idaho, Massachusetts, Minnesota and Ohio.

The scenic, winding course around Lake Phalen is approximately 5K. The participants were announced on the PA system, just as you would find in most cycling races. I can still hear the announcer talking about Stormin Norman (York) and his stoker, Wheels Washington. It was great! I must admit, I've never heard the term "Unified Cyclists" used to describe a tandem team before. It has a slight "ring" to it. The teams left the Start/Finish line at one minute intervals and were cheered on by spectators throughout the course. Most tandems raced one lap, except for Mike Ruedy and Chuck Fay. Chuck was even persuaded to ride as stoker the second time around.

As a spectator, it was fun to watch the race. It took great courage and trust for these athletes to try



something new with someone they didn't know. I spoke with many coaches during the race. They were very excited to try tandeming, and hope this may become a new event in the future.

Ralph Hapness said, "I've never ridden so hard, so fast, in such a short distance in my life. And, I rode with a 12 year old!" Dave Helminiak commented, "It was a little hard to communicate, since I don't speak Spanish. Occasionally, his (stoker's) feet would come out of the toe clips. After the little guy slapped me on the back a few times, I learned what that signal meant. After that, we just slowed down and had a good time. We really poured it on for the finish line, though." One ISO cyclist said, "I was scared at first, but had lots of fun." Another said, "WOW! We went real fast!" TCTCers received pins from other states and countries, and plenty of hugs.

Terry and I stayed to watch the 5K time trial and 10K road race finals. After these finals, one more race was held; this time with the coaches, and even included two St. Paul Police officers with guns still in their holsters. One coach rides with a REAL stuffed mallard on the rear rack. So, everyone tried their best to "Beat the Duck". All riders succeeded, including the Police. I wonder if the other racers were ever told, the officers didn't ride the whole course. They turned around shortly after the start and met the pack just before they came around the final turn. It was hilarious!

The medals ceremony was held after the races were complete. All athletes receive ribbons or medals for each race he/she competes in. It's very easy to get emotionally wrapped up while watching the athletes receive their awards. The smiles and tears came hand in hand. A special presentation was also made to all cyclists. Greg LeMond personally signed yellow jerseys for the athletes. A copy of a letter from Greg accompanied each jersey and was read out loud to everyone in the Games official languages; English, Spanish and French. He apologized for not being able to attend the ISO. Unfortunately, he had a prior commitment; the Tour de France. In his letter, he called each athlete a true champion and admired the courage and dedication each has shown. This was a touching

experience, to see the expression on the athletes faces while receiving their own yellow jersey.

The sunset turned into darkness as the ceremonies ended. The evening was still young, as we headed toward the Ice Cream Social. A live band was also scheduled to play for everyone. Of course, Terry stood in line for the ice cream. But, we were not able to stay much longer, since we still had a 10 mile ride ahead of us and it was already past 9:30.

The promoters were right when they claimed you would, "Feel Chills in the Middle of July". I felt great pride, knowing TCTC was asked to participate in such a rewarding event. These athletes are really SPECIAL and I thank them for a truly priceless experience.

Joan Osell
Twin Cities Tandem Club
Minneapolis, MN



A Great Experience



TOURING GERMANY and AUSTRIA

By Tandem, Of Course

I had always wanted to go to Germany, mainly because my maternal grandparents came from that country. When Earle and Carolyn Rich mentioned at ETR '89 that Bob and Linda Harvey were planning a trip to that country in August 1990 and urged us to sign up, the time was right. Al agreed and we went.

Linda and Bob had previously gone on a trip with Bud Zahn of New Hampshire; skier, bicyclist, and proprietor of Glacier Tours. On that trip they made day trips from two sites. For this trip they asked Bud if he could plan a trip for them and a group of tandem cyclists to stay at a different place every night. He could and did.

For all intents and purposes Bob and Linda were our leaders, although they insisted we were only joining them on their vacation. To this day we have not met Bud, who planned the itinerary, made the initial reservations, and sold us our plane tickets. Anyhow, we enjoyed Bob and Linda's vacation.

We were nine couples: three from New Hampshire, two from Massachusetts, and one each from Delaware, Maryland, Michigan and Oregon. We landed in Munich, met two (or was it three) other couples, who were doing a two site tour arranged by Bud, rented a van (prearranged) and transported ourselves, our tandems and our luggage to Pension Bogner in Gelting. All this took time especially since the Harveys' bicycle had gone on to Paris or some such place.

Although our hostess spoke no English her daughter, who lived nearby, did and so did Robbin, one of our group, who taught German and served us well on this trip. One of the second mentioned group was a fireman who had met a local fireman on a previous trip and corresponded with him. That night the local firemen regaled us with a feast in the firehouse, gifts were exchanged and a great time was had by all. Despite the language difference we were able to communicate. What a great first night in Germany!



Al Shane Studying Bike Map at Roadside

Our first day we bicycled country roads to our overnight stop in Bad Tölz, which was enjoying a street fair outside our hotel. Hey, this trip was turning out to be quite a party! It had been a day of scenic cycling and interesting sights, which Al and I enjoyed despite a broken derailleur cable and whoops - a too short spare! Luckily, despite my previous complaints about the piece of derailleur cable sticking out Al had not cut it off and he was able to pull the broken cable through, tie a knot in the end and on we went. I will not complain about anything sticking out again.

The following day found us in Austria, not noticeably different from Germany; and the border guards didn't even look at our passports. I neglected to say we were bicycling south from Bavaria into the Tyrolean Alps. Our hotel that night was in Stans not far from Innsbruck. Most of the group bicycled there and back the following day, the first of three layover days.

I had a painful knee requiring ice that night. I had almost cancelled out of the trip due to knee pain, but muscle strengthening exercises, anti-



inflammatory drugs, and finally an injection into the knee, plus encouragement from Linda, who also had a knee problem, gave me the courage to make the trip. That night I wondered if I'd made the right decision.

Feeling better the next day, Al and I chose to hike up the gorge behind the hotel to an old monastery and beyond. Coming down by another route we encountered a field of flowers on the mountainside where one half-expected to see the young Maria come tripping over the hill singing The Sound of Music. We celebrated Don Lane's 50th birthday that evening as we would Bob Harvey's later in the trip. Some of us joined a French tour group in dancing - yet another party! We seemed to keep running into them.

During the night I became ill with the German equivalent of Montezuma's revenge, which later would hit more of the group. Luckily, it was Al's and my turn to drive the van the next day. We missed bicycling Gerlos pass and its 12% grade. However, we were told by members of the group that it wasn't as bad as it looked. In Gerlos Al went for a hike while I rested. No rich Austrian food that night for me but I did go for a walk to view the glacier after my chicken soup and ginger ale that evening.

Still not feeling up to par we drove the steepest part of the next day's ride up to the Krimmler Wasserfalls, Europe's highest waterfall, and walked up along the falls. However, we took advantage of the long downhill when Robbin and Dan took over the driving. We digressed from the suggested route to explore some villages we noticed off to the side. (We had purchased a good map and we were used to biking alone in foreign countries. We also carried a phrase book and knew enough German to ask simple questions.) The Harveys followed our example and later in the trip Emery and Ann Glass would learn to do the same. Eleanor Aderton and Bob McIntosh had done it from the start.

In Kaprun, Austria we were one week ahead of the International Mountain Bike Races but we did see mountain bikes on the trails which we hiked on our layover day. Bicycling as well as skiing is big



in Kaprun and there are several bicycle stores. This was lucky for Greg and Linda Swift who had a blowout bicycling down the road from Gross Glockner and ruined their rim. We had taken the funicular and gondola up Kitzsteinhorn to hike, walk in the snow and watch the skiers - hard on my knee but interesting.



Biking Along Sylvansteensee

The next day we were off to Golling. Al and I completely ignored the planned route over two tough passes. Studying our map Al had come up with a less taxing route which turned out to be quite scenic and nice. It did involve bicycling through a tunnel but we had a flashlight and the traffic was nil. Unfortunately, a hard, cold rain developed and we became soaked but we plugged along and bicycled into Golling expecting to be the last ones in as usual and found that we were the only ones. The others, wet and cold even before arriving at the first pass, had phoned for the sag wagon which was on its way to pick them up.

A short ride brought us into Salzburg the next day where we exercised our legs by walking this interesting city. Some day we'd like to go back and spend more time there. Our accommodations



that night were in Bergheim outside Salzburg. Here our group was forced to split up because the Mozart festival crowd had reserved most of the rooms in the area. Al and I, Greg and Linda, stayed in an old farmhouse across from a stream. Our hostess was a delightful 71 year old lady. This was our favorite accommodation, homier than the hotels and pensions, thanks to our friendly hostess and her adorable little cat, Pookey.



Side by Side Tandem in Austrian Lakeside Resort Area

The above was our last night in Austria. We visited the Stille Nacht Capella in Oberndorf before leaving and crossed over the border into Berghausen, a very picturesque city with the longest castle in Europe. Again the border guards just waved us through; they weren't interested in our passports. We stayed in Niedergottsau that night and Dommelstadl the next. We saw a real live stork on a chimney and bicycled through quaint villages all day.

On our way to Osterhofen-Altenmarkt we spent the morning in Passau walking around the city, visiting the beautiful Dom Cathedral, and, wandering around the grounds of the fort on the hill. Some of our group toured the palace and some were fortunate enough to hear the organ recital in the cathedral at

noon. Continuing on with the Glasses we digressed from the route to visit Vishofen on the other side of the Danube, an interesting and picturesque town with great bakeries! The four of us had become addicted to German pastries.

On our third layover day a group of us took the train into Landshut, another beautiful old city, where we took lots of pictures. Others on our recommendation bicycled back to visit Vishofen, which they had missed. These were the diehard cyclists, who always put their nose to the front wheel, bicycled fast and furiously, followed the route and were the first ones in. I remember when I used to do that. We mellow with age and enjoy the aesthetics as much as the athletics. Another party that evening - to celebrate Stan and Pat Smith's third anniversary.

Al and I packed our pannier bags, left the group, skipped the next stop, and went on to the next. We wanted to spend a day in Munich before going home. That was our longest day - 72 miles. Most days were around 45. We took a train into Munich the next day and returned as our group were pulling in to the hotel. The following day we all bicycled back to Pension Bogner, from which we started. Our total mileage for the trip was 445 miles. However, we hiked when some biked and we took two train trips.

What do we remember of it all? Castles, cathedrals, walled cities. Bakeries. Red roofs, flowered balconies, flower gardens. Bakeries. Friendly people, lederhosen, dirndl skirts. Bike paths and good roads. Bakeries. Fast drivers. Bicycles as transportation. Beer - and wine. Good bread. Hard rolls. Bakeries. Women bicycling, hiking and pitching hay in skirts. Men riding bicycles in suits. People waiting for the walk signal to cross the street even with no cars coming. Glaciers, mountains, lakes, streams. Beautiful scenery. The architecture. The colors. And, of course, the camaradery of the group.

Marion Gorham
Al Shane
Amherst, MA



VELO VOWS

Wedding Day wasn't a whole lot different than any other day for TCA members Donna Johnson and Joe Warner, co-owners of Two-Wheel Transit bike shop in Dallas, TX. They threw on their biking togs, rode to their shop, chatted a bit with their biking friends, and led their weekly evening ride. Aside from the nuptials, which took place at the store before numerous lycra-clad guests and a minister who rode his bike to the service, it was a typical Saturday night -- with a few wedding touches.

After the ceremony, the bride and groom marched arm-in-arm underneath an archway of bike wheels, ceremoniously held above their heads by their closest cycling companions, who all sported the shop team's jerseys. Then the couple snapped on their helmets (the bride's had a veil attached) and hopped on their tandem (which was decorated with old bicycle parts) and led their guests on a ten-mile recreational ride.

The next day, the newlyweds took off for their honeymoon spot, a destination that couldn't have been more appropriate for a couple of avid bikies: the Hotter'N'Hell Hundred.

--Reprinted from the Texas Bicyclist Magazine
October, 1990

SHARING OF CAPTAIN AND STOKER

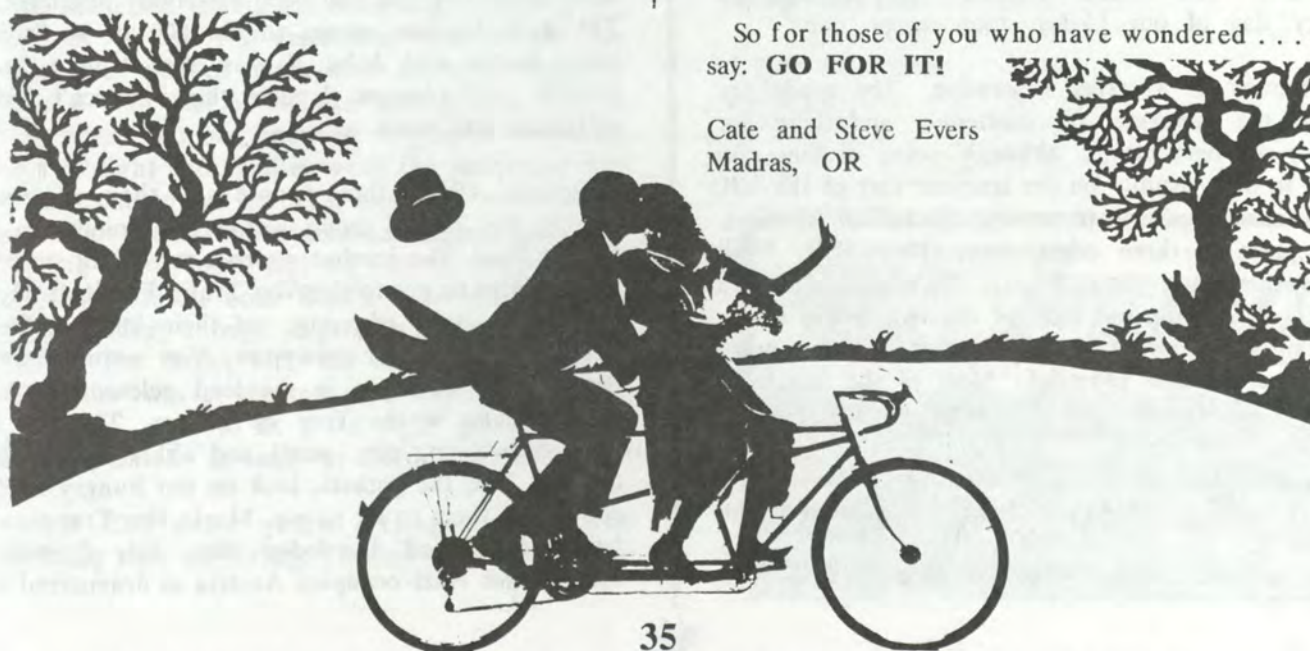
This is our 7th year of tandeming, and not long into our life as a tandem team, we learned the value of trading positions.

We were fortunate. We are the same height and size, so switching has been easy from the logistical standpoint. It has been challenging, yet rewarding, from a relationship point of view. When one remains in only one position, understanding the hows and whys of a person's movements, shifting of gears, braking, etceteras, is hard to comprehend, particular when the other partner disagrees with the choices being made! One instance that comes to mind is a case that happened during our first years as a team: the stoker became extremely upset with the captain who chose to speed through an intersection just ahead of a car coming through the cross street. That car seemed all together too close for the stoker's comfort.

We have found that we are now a much more efficient tandem team, and we believe it is because we switch positions frequently. On long rides, we will change about every 90 minutes. A side benefit that we discovered is this: when Steve is the stoker, and Cate is the captain, our mph is faster!

So for those of you who have wondered . . . we say: **GO FOR IT!**

Cate and Steve Evers
Madras, OR





A TANDEM TOUR OF VERMONT

I could tell that this was not one of the Vermont Bicycle Tours that I had seen in the brochures. You know the ones, people are sitting in verdant meadows, eating cheese and relaxing, a bicyclist meandering along an open road in a flat valley as the black and white cows look on, couples hugging at the end of their 25-mile jaunt from one Bed and Breakfast to another. This was the other Vermont tour. This was the tour of Vermont's infamous mountain passes, called notches or gaps. This is the one where you do 25 miles *before* breakfast. This is the one put together by Ruth Ann "Rocket Legs" Stacy, who has the philosophy, "Why cross the mountain range once, when you can do it six times?" But, hey, why complain? The sick truth is that we love the challenge. It gave us the perfect opportunity to eat like pigs, and we thoroughly enjoyed ourselves.

My sister, Ruth Ann, and I rode the hills on our single bikes, while two other couples from the great state of Iowa challenged us on tandems. Ernie and Pat Fisher of West Des Moines toured on their Borthwick custom "Silver Streak" and Bruce and Becky Perry of Davenport were aboard their burgundy Jack Taylor. Whoever said that tandems were slower than singles on ascents never told that to these two teams, and then they killed us on the descents. The Fishers clocked over 50 mph on every day of our 14-day tour except one.

Vermont is a cyclist's paradise. The roads are good, the motorists are courteous, and there are plenty of back roads, although some of these do turn to dirt, usually on the steepest part of the hill. Our tour actually took us through all of Vermont and parts of three other states: New York, New Hampshire, and Massachusetts. We even cycled in a sliver of Canada, but most of our riding was in the "Green Mountain State." The mountain passes were steep, short, and beautiful. Most of the "notches" and "gaps" had less than one mile of steep pitches before they topped out. The apex of the climbs were generally nothing more than a sign announcing the crossing of the Appalachian Trail. Probably the best know, Smugglers Notch near Stowe, is a steep (one switchback is 31% grade) and crowded, but

we had no problems with traffic as we did the ascent early in the day. Some of the other infamous passes were Middlebury Gap (celebrated with Ice Cream in Middlebury, VT), Appalachian Gap (Ben and Jerry's in Waterbury, VT), and Franconia Notch (Dinner with a salad bar in Lincoln, NH). I think you get the idea of what really motivated us!

Geographically, Vermont is bordered by the Connecticut River on the east, and mostly by Lake Champlain on the west, with the Green Mountains forming a backbone. The hilly, even mountainous, topography keeps the towns small and quaint, even though the megatropoli of Montreal and Boston are within easy driving distance. The bicycle is the perfect way to meander among the hills and dales. It goes slow enough to see things, but fast enough to be intoxicated by changing scenes. The history of the country is seen in the war memorials found in nearly every town square or park. The Perrys, Ruth Ann, and I spent time scrutinizing a large civil war memorial in the town of North Haverhill, NH, as we waited for the Fishers to fix a flat. On the top of a 20 foot pedestal was a statue of General Grant. I found that somewhat amusing, since it was right across the street from the General Store. The General was in a prime location to keep an eye on his shop! The memorial listed the name of every home-town boy that had been honorably discharged. The most popular names in the 100 or so listed were James and John. I was expecting a few Bufords and Homers. I guess things weren't that different 100 years ago.

Despite what other people say they go bike touring for, in our group we were definitely in it for the food. The hardest we rode was eight steeply uphill miles to get to the Von Trapp Family Lodge in Stowe to take advantage of their lunch buffet before it closed at two p.m. You would have thought that we were in the lead peloton on the Alpe d'Huez in the Tour de France. The stakes were high (pun, pun, pun!) and although we got there at 2:01, the pathetic look on our hungry faces convinced them to let us eat. Maria Von Trapp and family established the lodge after their dramatic escape from Nazi-occupied Austria as dramatized in



the Sound of Music. They not only founded a lodge overlooking a valley very similar to the one made famous in the opening scene of the movie (without the snowy Alps, of course) but they brought over Europe's delicacies, too. Curried lamb and rabbit in brown gravy were featured along with cauliflower in wine sauce, potatoes, brie, bleu cheese, fresh fruit, and at least 5 salads, with many types of dried and smoked meats and sausages. 40 minutes of stuffing and gorging was followed by the presentation of the dessert tray. Pat and I went easy with a slice of German Chocolate cake and Black Forest cake, respectively. Ruth Ann found room for a generous slice of both cakes and Ernie stuffed in three pieces of pie. BURP!! Despite their small sizes, Vermont and New Hampshire had some exceptional restaurants, even in very rural locations. Back road towns are small for the most part, and a restaurant or store may be hard to come by so advice from the locals is important to ascertain the next feedstop. Ernie would often inquire about the possibility of there being a salad bar in a local restaurant. From some of the blank stares he got, I concluded that most people don't hold salad bars in as high esteem as Ernie does. We frequently depended on the locals for a restaurant recommendation, and we were never disappointed. As Ernie say, we managed to "hurt" ourselves at dinner more than once on this trip.

Ruth Ann booked us into two Bed and Breakfast Inns, dispersed among the other days camping. She not only picked two fascinating homes, but her timing was perfect. Both days we were sheltered from a rain storm. At the Stronghouse Inn at Vergennes, Vermont, the 6 of us played Pictionary via flashlight and candles when the electricity quit at dusk due to the storm. It felt good to sleep dry and comfortable with visions of a great breakfast dancing in our head, and we weren't disappointed. The hostesses at both B&B's were gracious and understanding enough to give us a lift to town for dinner. The Sugar Hill Inn in Sugar Hill, New Hampshire was at the top of a very steep climb, and it was great to let a V-6 fight gravity as the car transported us back to the inn after dinner.

New England's quaint villages are worth spending time exploring. The townspeople that we

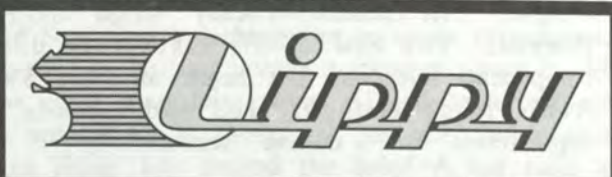
met were friendly and very community-minded. They always seemed very willing to help their neighbor and to beautify their town. Well-kept flowers poured out of everything from window boxes to abandoned horse troughs. The farther from the big towns you went, the less hurried the people seemed to be. Many seemed content to arrange their day by when the sun rose and set, rather than by an alarm clock.

Camping in the state parks was comfortable, and the attendants were helpful. We did find some of the rules to be ridiculous, though, such as the one that only permitted two tents per campsite. Showers all cost a quarter, with the hot water running approximately 5 minutes. Even the private campgrounds had pay showers. Shelters could be rented for a few dollars more than an unsheltered campsite. These shelters could be just the ticket during a rainstorm.

Vermont is a great place to tour, but if the tour director answers to "Rocket Legs," you should either train very hard first, or look for other options.

I'd like to thank TCA member Doug Schick for his help in getting me from Albany, NY, to the start of the tour. I'd also like to thank fellow TCA members Ernie and Pat Fisher and Bruce and Becky Perry for their companionship and fellowship during the tour.

Chuck Regeski
Calistoga, CA



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BREEZIN' ON THE RATTENBORG A TANDEM ENCOUNTER

Perhaps it was the sheer enjoyment that our friends appeared to have on their tandem. Or maybe it came as a result of reading "On Owning a Tandem" in a past issue of "Doubletalk". Or it might simply have been the realization that my husband and I were in our 40's and could use the added efficiency of a bicycle for two. I no longer remember what prompted me to ask if he'd be interested in a tandem. But I do remember my surprise and excitement when he answered "Yes!" Thus began our tandem encounter!

Joe and I knew nothing about tandems initially. So we decided to subscribe to "Doubletalk", believing it to be the best resource available. We also began questioning Chuck and Lynn Ejzak, our tandem buddies" and talked with the expert staff at Pittsburgh Pro Bicycles, in effort to learn all we could. As luck would have it, we were invited to a small dinner party with Oscar and Becky Rattenborg. We already knew Oscar to be a superb framebuilder, having built the bike on which Susan Notorangelo won the 1987 RAAM. We spent the evening chatting with Oscar and Becky and began to consider a custom frame.

That consideration prompted more research. This time we collected data on manufactured frames, component packages and corresponding prices. We also talked to other tandem owners in the area. We found that Oscar, probably due to his racing background, is well-known for building very responsive, lightweight tandems utilizing Reynolds 531 chrome-moly tubing and "tight" angles in his designs. His tandems typically weigh under 40 pounds. The cost of his bikes vary due to component selection, but begin at about \$3600. After much thought, Joe and I made our appointment for a custom "Rattenborg."

Oscar's design philosophy is that "The Synergy between bike and rider is optimized when the build of the rider, riding style and intended riding terrain are fully integrated." As a result, our appointment included not only "zillions of measurements" but also an extensive interview on the bike's intended

use. Joe and I, having met through bicycle touring with Pittsburgh AYH, decided that we wanted a bike that would be versatile enough to be quick and responsive on short rides as well as stable and sturdy enough for my "pipedream"- a TransAmerica tour.



Joe and I hand-picked our components, with some help from Oscar on cost vs. performance, durability and quality. He recommended Phil Wood disc brakes for my "pipedream", but the initial expense was prohibitive and we preferred to upgrade later, if possible. So Oscar offered a solution: use Scott-Pederson Self-Energizing Cantilevers, but add the braze-ons to the frame necessary for the Phil Wood discs. After our session, Oscar took Joe and me on a test ride. It was my first time on a tandem, and quite honestly, it was a bit scary. My husband was confident that I could learn to relax enough to stoke, despite my fears, and gave Oscar the downpayment.

Again luck was with us. Joe and I attended TOSRV'90, where I got a chance to stoke for 50 miles on Oscar's own Rattenborg tandem. It didn't take more than 10 miles to decide that my husband had made a wise decision. I loved the bike and I loved my stoker position! I got additional stoker experience at the 1990 LAW National Rally in Slippery Rock, PA. This time it was on a Santana Arriva, so I got to compare bikes. I have to admit, I preferred the Rattenborg.



The one disadvantage to any custom bike is the time between the order and the delivery. In our case we made it an advantage requesting the bike for February 1991, since it allowed us more time to pay for the bike. Oscar delivered our bike at the February planning meeting of the PARROTS (PA Recreational Riders on Tandems). It made an impressive debut with its two-color (Dark Firethorn Red and Periwinkle) Imron paint job. The components we chose consisted of the Scott-Pederson Self-Energizing Cantilevers on front and rear, Phil Wood hubs and bottom bracket, Sugino "Mighty Tour" crankset, Cinelli stems and bars, and everything else in Shimano Deore XT with SIS downbar shifting.

Joe and I took the bike for a test ride in our neighborhood the first chance we got. The bike was exceptionally stable. In fact, Joe and I did U-turns on our narrow brick street without one heart-flutter! We were very pleased with the responsiveness of the bike. Of course with a custom frame, I expected the fit to be perfect. But what I didn't expect was the amount of room for the stoker without sacrificing responsiveness and weight. And speaking of weight, the frame is a mere 10#, the fork 2.5# and ready to ride, the bike weighs only 36 pounds!

Joe and I decided to call our Rattenborg "Breezin'", in order to reflect both our riding styles and our love of touring. We added that name, along with ours to the bike with custom black lettering. And then the fun began!

We took Breezin' to Florida to learn how to coordinate our endeavors on the bike. Much to our surprise, we found the bike to fit into our Chrysler minivan without taking off the front wheel!!

Now, in the three short months we've had Breezin', we've successfully battled Florida headwinds, climbed steep Western Pennsylvania hills and rode the long miles of Ohio's famed TOSRV. We've gotten alot of compliments on the bike, too. We've heard "Nice paint job!", "What's a Rattenborg?", and "Boy, you guys make it look so easy!" (as we flew past a good friend on his single bike). Also a bike mechanic in Florida admired our bike for over an hour! And we've only just begun our tandem encounter! We've got RAGBRAI to look forward to in July, Pittsburgh's Mon Valley Century in August, and AYH, Wheelmen and PARROT rides all year. And who knows? Maybe you'll meet Joe and me breezin' across America someday on our Rattenborg!

Joe & Cheryl Hoechner
Pittsburgh, PA

CHAMPAIGN OR SHAMPOO

We hadn't meant to go to Poland. We'd meant to cross the Alps, starting from Hamburg. We had decided on a route via West Germany, East Germany (this was in 1987 -- before the Iron Curtain finally rusted down), Czechoslovakia, Austria, and Italy, returning by train from the Yugoslav Coast -- but the East German Embassy confirmed that while you can walk, motorcycle, train, fly, drive, or even sail into their country, you cannot ride/import your bicycle. Ok! We'll go "behind" East Germany. During July, 1987, we joined the Montreal-Gdania cruise ship, the SS Stefan Batory, making its final voyage. (We never did get to the Alps).

Four luxurious days after leaving Tilbury, we watch the woman crane driver winch Claud from Stefan Batory's hold. Leaving the customs' shed, full of imported luxuries, the crowd parts like the Red Sea, hands reaching out to touch the tandem. We start -- but our cranks are out of phase by 90°. The chain must have come off and been replaced by unseen hands aboard -- had the Polish crew been riding him around the hold? A fast ride, 15 miles takes us to Gdansk, one of Poland's major historic cities. . .

The E81 out of town has a poor surface, one of the very few we encountered; we coast frequently to prevent permanent damage to the rear axle, to

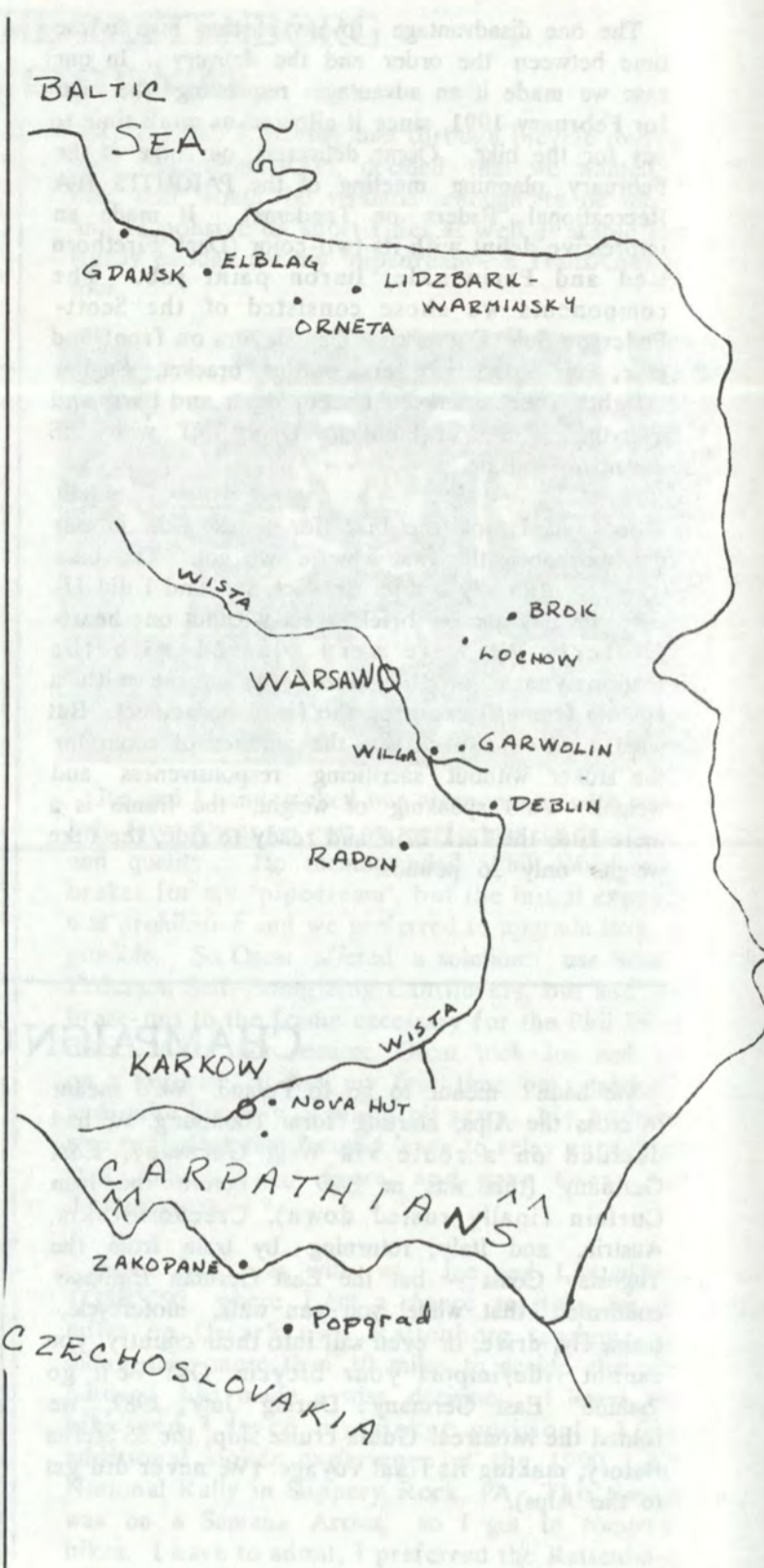


the rim, and to Susan. A very smooth road takes us over a pontoon bridge to the chainferry at the mouth of the Wisla as a narrow-gauge train roars into view alongside our road. The rain begins, and 25km later we are in Elblag. We install in a youth hostel; there is only one restaurant in town, which is full of drunks and has just run out of beer. Various flat-capped chaps are asked to leave as they slump over tables.

After breakfast, the usual crowd of boys is inspecting our "rovaire" (sic) (the tandem). We proceed to the inclined plane of the Elblag Canal where boats are raised and lowered between the Mazurian lakes on trucks hauled on a cable railway. As we watch, a frog springs from a truck halfway up. On to Orneta, tightening Claud's front chain on the way, then a very smooth and fast 25 miles to Lidzbark-W arminsky: Woods, farms, geese, ducks, and storks by the tubful! We're now only 20 miles from Lithuania and the USSR.

In a cafe, a veteran of 7 years wartime soldiering in Heidelberg approaches, and in between Nazi salutes, tells of his days under Hitler in guttural German. We tell him "We're Brytyjski!" "Ah! Commando!" He exclaims and changes his salute.

We head for Gerlitz, Hitler's "Wolf's Lair." At the entrance, a man carefully locks Claud's "pompke" away. The Poles have turned it into a holiday camp, (Butlitz?), but there is a good film recounting Stauffenberg's ill-fated attempt on Hitler's life here in 1944. The bunkers are ferro-concrete and yielded only slightly to SS attempts to blow them up. There is a definite sinister air about the place. A steam locomotive, pulling one carriage, thunders past, completing the scene. We leave by a short-cut which, although starting out as 1940's concrete, soon degenerates into gravel, then mud, and then cobbles. We wobble on through the secluded country with lakes, cornfields, and dense woods, and finally hit the main road and "eat some miles" to Ladzidlo. The roads are smooth and flat, the sun is still warm, and we make good time. Just south of the Spychowo, the level-crossing is closed and a puffing steam engine chugs back and forth, composing a mixed freight, and finally dragging it away towards the setting sun. We press on, too, taking pace behind a tractor and cart.





There is a distinct paucity of open bars -- one actually shuts at 8 p.m. as we arrive. We put our lights on and join the throngs of cyclists making their wobbly way home. In this almost carfree country the buses run late, too, and women don't seem to mind waiting alone in the darkness for them.

Eventually, at about 9:30 p.m. we reach what we think is Ladzidlo -- just as are about to start knockin on doors, we realize that this is just a bit of ribbon development. On to the Centrum and eventually the youth hsootel.

Next day it is warmer, but due to yesterday's excesses, we make slow progress. We also get our first gesture from a car drive. At Brok we discover the village fete and listen to a folk chorus. No restaurant at Luchow so we find ourselves riding 50 miles until we find one. Two women assure us that there is a hotel at Kolbeil. There isn't, so we head for Garwolin along the main road, lined with trees and women selling berries. The hotel there is closed. We finally get sorted out at Wilga, after 84 miles, on the wrong side of Wisla; this will cause an unnecessary detour of a day's ride since bridges and ferries across the wide expanse of river are few and far between. After 20 minutes of form-filling, it's straight to the local fair. The old women laugh incredulously when we ask for Pepsi, but they are charmed when we return for two more of their excellent filled rolls!

Up and out for sniadarnia (breakfast), then off alongside the river, to Deblin, where they are rebuilding the bridge. Across the river we buy the "state" pop and apples -- nearly getting 4kg instead of just four. We arrive in Radom in the rain after 66 miles. The receptionist tells us that we must go to the police to extend our visas, but the relevant department is locked. The policeman within the stark office is helpful when we give ourselves up, showing our soon-to-be out-of-date visa: the prospect of two stateless persons loose in Poland obviously appeals to his professional duty.

We are shown past padded cells to the woman passport officer who has been summoned by phone. She guides us through the form-filling exercise, but



we now have to go to the post-of fice for stamps and back to Orbis (the state tourist bureau) for our quota of zlotys. The Orbis clerk cannot handle Access, so we are sent back to the police station, even though we proffer dollars. They can tell us nothing new, so back we go again. We finally get our zlotys, but we are too late for the passport office. We're tired, hungry, and grumpy, last night's hotel has no rooms, and our high capacity bottles have been lifted of the bike while it was parked outside the police station. After dinner things improve: our hotel does have a room after all. We go out for a Vodka, but even the disco next door is throwing people out at 10:00 p.m. The receptionist takes pity and makes us some real Earl Grey tea!

In the morning, it's back to the police station, where, of course, there is now a large queue. Luckily our friendly official comes and asks us in, past the throng. In twenty minutes (or should we say 24 hours?!?), we're on our way. We use our derailleur for the first time on this trip. . . the country is now pleasantly undulating: we've already overtaken a lorry (truck) and a car today; as we swoop into Lagow we receive an inebriated motorcycle escort.

In the next day's mist, the drivers of countless horses and carts in the village square have gathered for the first beer of the day. 95 miles (and a lunch) later we stop for beers within sight of Nova Huta, Krakow's industrial suburb, belching copious blackness into a for-once still evening sky. A glider searches for thermals above the chimneys. In a bar, the waitress smacks a drunk round the chops for dozing off; he just slumps further over the table. Grime fills our nostrils and hair as we roar past Nova Huta and the Lenin steelworks, racing trams. We reach Krakow center at 7:00 p.m.

After breakfast, we're off to the largest market square in Europe, St. Mary's Church, Wavel Castle, where we have to wear felt slippers to protect the floor. We hear the trumpeter's truncated fanfare, a practice celebrating the self-sacrifice of the sentry who sounded a partial alarm when the Tartars invaded, before an arrow pierced his throat.



After our rest day, the rain stops as we walk Claud through the old town and pedal off amongst the trams to Wieliczka and the salt mine. This proves to be well worth the trip -- 500 steps lead us to timber-lined galleries 125m below, salt carvings, and underground cathedral, the site of a 2nd World War aero-engine factory and after 4 hours, a claustrophobic, four decker lift-cage returns us to the surface. A miner slips us a salt crystal from his locker for \$1.00. Finding the undulating road out proves tricky and driving standards here are nowhere near as good as the rest of Poland, where lorries, buses, and cars have shown such consideration. They even signal back in after overtaking and wait ages for suitable spots to carry out the maneuver. We pass what is obviously a frog crossing -- carefully steering round frogs only half an inch long. After only 26 miles, we notice a really attractive hotel, and it is only 6:00 p.m.

Next day, after some robust climbing, we are rewarded with the sight of a steam train puffing through the drizzle. We continue climbing, then turn off the traffic clogged main road to Zakapane, ascending to an Alpine-style meadow, where the sun tentatively shines. We pass Chocolog, a village constructed almost entirely of pine logs, carved and decorated: we're now only two km from the Czech border. Old boys stride round in blue tunics and felt hats and young boys let off bangers -- is this a Sunday ritual here? A rather strange fellow races us on his sit-up and beg, muttering at Susan. After another sharp climb through sunlit woods, we swoop down into Zakapane. Later that night, we go into town to spend the last of our zlotys, since we can't export them.

To extend our last morning in Poland, we walk up the hill out of town. Two more minor climbs and we're at the border -- the ten-speed works a treat, especially after lubricating Claud's rain washed squeaking chains with our unused suntan oil. The official tells us to dispose of our remaining money in a shop nearby. Meanwhile, some characters in a car have something confiscated and they're turned back. We finally enter Czechoslovakia and head for Popgrad -- only 48km and a 1100m climb away. After this it's downhill almost all the way to the train home via Prague and the Rhine Valley.

Food in Poland was variable, from disgusting to gourmet. You could ride half a day without finding shops with much to sell or restaurants to buy a meal, so we ate when we could. In towns there were queues nevertheless, there were plenty of self-sufficient smallholdings in the rural areas.

We soon realized that we had been rather spoiled by the TEN course meals on the Stefan Batory! Nevertheless you can find many of the deservedly famous Polish specialties like Bigos, Golonke, Gulasz and Szczawiowa -- sorrel soup.

Four star hotels are by our standards ludicrously cheap: ". . . at 11:30 p.m. we scoff smoked eel, salmon, beer, Hungarian layer cake." (£5.00 for two) but even in such places, the mode of serving can be exotic, we hardly saw a teapot, and ". . . at breakfast eggs are served in a frying pan. . .". . . no breakfast is served in the motel, so the inevitable spoon of coffee grounds in boiling water sees us on our way." This contrasts with last night when we washed our dinner down with Russian Champagne." (£5.00: Beware: Champagne - Szampana, Shampoo - Szampon!)

Cafes and snackbars are very cheap -- three courses, coffee and Hungarian Cabernet for £3.00! -- the Bar Mleczny (milk-bars) which are now becoming as scarce as kawiarnias -- the equivalent of our more gentele teashops -- serve rice puddings, blancmange and other mild puddings, sausages and faggots in bean sauce, but no hot drinks. Cafes can be variable, though ". . . we are indifferently served foul, lukewarm soup and tongue and "wine" which turns out to be Martini Rosso . . . afterwards we find a really nice restaurant but they've run out of cake to go with our coffee so we are given bowls of cream with grated chocolate instead."

Roadside snackbars sometimes turn up and offer very wholesome food at low prices, eg pizza and ice cream, 40p.

Food can go terribly wrong ". . . we choose something we thought the woman referred to as torte . . . it certainly looks like a rum-baba with a peach in the middle. Under the bright lights at the



table it turns out to be raw meat with a raw egg yolk in the middle: Befszyk Tatarski," (Steak Tartar).

The best meal was definitely on the last night when we had to dispose of our last Polish dosh ". . . upon entering the marble-clad dining room, under the art deco/nouveau light fittings, I finally receive the elusive golonke (braised pork knuckle usually sold by the kilogram in workers' cafes). Sue gets terrine and a rare green salad, then roast duck -- all washed down with Soviet Szampana and followed by Hungarian layer cake."

One point, meals and drinks would only be served at sometimes VERY specific times: we never really cracked the convention for this!

Camping should be promising in rural Poland (after all "Poland" means field) but it is cooler and as wet as Britain, though the sites seemed very scenic. However the problem of weight and buying food made us glad that we hadn't.

The state tourist board, Orbis, were very reticent about pensions, no doubt wishing to promote their own four-star ones. We have no complaints about Orbis Hotels, though, in Krakow, ". . . looking at our grimy and exhausted condition, the receptionists seemed pleased to tell us that the hotels in the old town are all full: they are therefore shocked when we accept a four-room suite at £60 pounds a night. . ."

Pensions exist, but they are very difficult to pre-book. There are MANY more Youth Hostels than the international book implies; you have to be happy in a temporarily converted school, though prices from 40p help! Wardens and other guests are extremely hospitable: ". . . He arranges a screen around Susan's bed; the other guests prepare us a supper and pints of welcome tea; the warden presents us with intricately designed paper doilies made by local women from colored paper with sheep shears. He also has me draw a picture in the visiting book."

If there isn't either hotel or hostel space, don't despair:



". . . we're told that there's no room until the proprietor finds out that we're not Germans, when we are given the last single room to share. . ."

"In Zakopane all rooms were occupied, but in the Dom Tourista (a budget hotel with dormitories) a pokoaj -- private landlady -- is summoned. These private B&B's are administered fairly efficiently by the state", "In Ketrzyn, the Orbis office (hidden like one of Kafka's bureaucracies in a dingy public building) sends us to the Agros Hotel but mutters something about a problem. We find out what it is -- no room, and the only other hotels "are for the Robotniks" (workers' holiday flats). However, we are set up in a small estate near the Agro. The very hospitable landlady gave us tea homemade sausage, bread, cheese and a fresh cucumber at no extra charge. . ."

Accommodation costs more for people from "capitalist countries" than Comicon (Eastern Bloc) countries or from Cuba. A typical cost was £15 for a double room in a small hotel.

There are some funny customs rules for the Eastern Bloc: you can't import maps with German, rather than Polish, names of towns; you can't export cycle tires or inner tubes; you have to change a cash allowance for each person per day. In practice, we never felt oppressed by any of these rules. Indeed, the currency regulation is pitched at about what you need, unless you're staying with friends, or possibly camping and self-catering. (Other than our salt crystal, we had nothing to do with the black market). Bureaucracy could be far worse and sometimes far better than that in Britain, bearing in mind that you're often dealing with the equivalent of the DHSS. Speaking stoically and in retrospect, finding all this out is part of a holiday. Train travel in the Eastern Bloc was cheap -- full length of Czechoslovakia for £5 -- and the bike, registered, wasn't damaged. The scenery was like the remoter parts of France, but some urban features and social mores could hint of the third world -- eg., electric lights might only be switched on after a client entered a shop or cafe, and sometimes not even then!

Malcolm Parry & Susan Wolcott
Pendleton, OR



TOP 10 REASONS WHY IT'S GREAT TO BE A TANDEM CYCLIST!

With a note of thanks to David Letterman and Mountain Bike Action magazine, here are the 10 top reasons to ride a tandem:

10. Tandems are fast. With two sets of legs powering one mass through the air, a tandem can be the fastest thing on two wheels. Ask those single riders who like to draft us. Add the power of gravity to the weight of two riders and machine, and you get a speedy trip downhill.
9. Tandems are slow. When the road turns uphill, though, all those aerodynamic and weight advantages turn into two slow riders on one bike. Low gears are tandemists' best friends in the hills.
8. Tandems have a chain of command...in addition to a drive chain, and a synch chain. Tandems have a military-like chain of command. Captain in front, stoker in the rear. One steers, shifts, and leads, the other pedals, pedals, and follows.
7. Tandems are backwards. The captain is in the front, and all his equipment is in the rear. Shifts are hard to hear, and they're slowed by cable lag.
6. Tandems are half smooth. Ask a tandem rider if it's a comfortable ride. If the answer is "smooth and comfortable," you're talking to the captain. If the reply is "rough and bumpy," you're talking to a stoker.
5. Tandems are date machines. Nothing on the road gets more attention than a tandem. Show up with a tandem and no partner, and no doubt you won't have to ride alone.
4. Tandems are expensive. At a minimum of over \$1,000 for a useable new machine, to more than \$5,000 for a top of the line custom-built, tandems ain't cheap. But divide the cost by two, and multiply by all the fun you can have, you'll find, like the rest of us, it's worth every penny.
3. Tandems eat brakes. The most important part of riding a twofer is stopping it: the energy required goes up with the square of the speed, so as a tandem increases in speed, it needs eight times the energy to stop it. Good brakes are an absolute must!
2. A tandem can make you a champion. On the flats, a strong tandem team can eat the lunch of the fastest single riders. And if you share a seat with a rider with the ability, strength, and endurance of a John Tomac or Greg Lemond, watch out. You can ride like a champion, too!
1. Tandems are cool. The best reason of all to ride at tandem! Somewhere between 5,000 and 6,000 quality tandems are sold each year, while nearly 11,000,000 singles were sold last year. We're definitely in the minority...a very elite minority

Thanks to Rudy Van Renterghem for sending us this list.



CLASSIFIEDS

FOR SALE: Nishiki Road Tandem 22x20. Like New. Full Ishiwata Tubing, 48-spoke wheels w/drum brake. Sealed-bearing Suzue hubs, Sugino AT cranks, Suntour drivetrain. Metallic Blue. Less than 500 miles. Originally \$1800, asking \$950. Omar and Nancy Khiel, 5510 W. Acoma Dr., Glendale, AZ 85306. Ph: (602)-978-5114 09/91

FOR SALE: Sovereign Touring Tandem, 56x53, in excellent condition. Purchased new in '86. Dark Blue metallic. 21-speeds (non-indexed). SunTour barcons, Stronglight 100 cranks. New Sachs Maillard freewheel (12x30). 27-inch wheels, 48-spoke Specialized hubs. Continental tires. Many new parts and accessories. Asking \$1900 OBO. Contact Bob or Anne Smith, 5485 Wilson Road, Colorado Springs, CO 80919. Ph: (719)-528-6834 09/91

FOR SALE: Santana Elan, \$1100, 22.5x20.5. Excellent condition. Lynn or Steve Colwell, 6966 East Paseo Dorado, Tucson, AZ 85715. Ph: (602)-298-8413. 09/91

FOR SALE: 1983 Motobecane Tandem. 21.5x18 Interclub. Bright Sky Blue; 36-spoke 27" wheels. Drum Brake/rear hub. Cantilevers; Grab-Ons. Santana child stoker conversion, Yakima rack with tandem mount (set up for car w/rain gutters). Excellent condition. Day phone -- (314)- 621-7788 Ext. 7552 (ask for John Miller). Night phone -- (314)- 394- 7541. \$1200 or best reasonable offer. 09/91

FOR SALE: Schwinn DuoSport 18-speed tandem touring bike in excellent condition. Low Mileage. Avocet Gel-Flex seats. \$880.00 Call Rusty Levins @ (205)-939-0045 (Birmingham, AL). 09/91

FOR SALE: 1983 Schwinn Twinn Sport 21"/Mixte Metallic Blue. 36-spoke wheels/Phil Wood hubs & rear disc brake. 21-speed SunTour Accushift. Cannondale rear rack, Blackburn bottle cages & Zefal frame pump. Asking \$750+shipping. Kenny Pokora, 516 Marquette Avenue, South Milwaukee, WI. Ph: (414)-764-1232 09/91.

FOR SALE: Follis Tandem, 22x20. Shimano Derailleurs, Drum Brake. Excellent Condition.

\$650.00 Tim Kemple, 11 Elwood Road, Derry, NH 03080. Ph: (603)-437-6702 09/91.

FOR SALE: Santana Crono, 62x56, fillet-brazed frame, all Columbus tubes, Campi Crankset w/Dura Ace derailleurs. 36-spoke MA-40 rims. Deep Pearl Aqua Imron. ~700 miles. Over \$4000 invested, Sacrifice for \$2700. I'll ship anywhere in the continental US. Call Tim @ (303)-444-0296 09/91.

FOR SALE: Schwinn Paramount Tandem, 21x19 Men's/Mixte. Wife says, "One tandem is treat, but two is too many." Black with added braze-ons for cables and 4 waterbottles. Frame has been updated with oversized chrome-moly ATB-style fork. Campy headset, SunTour MounTech derailleurs and barcons. TA cranks. SC rims w/atom drum brake. Much more. \$675. An excellent beginner's tandem at a fair price. Call Mike at (304)-925-4925 (West Virginia). 11/91

FOR SALE: 1990 Burley Rock'N'Roll tandem, 20x18, Red. Arai drum brake, adjustable stoker stem, 4 waterbottle cages, Specialized gel saddles. Excellent condition. Asking \$1200. Contact Bob & Donna Lian, 58 Sherwood Land, Westampton, NJ 08060. Ph. (609)-261-5911 or (609)-727-6080. 11/91

FOR SALE: Tandem by Bill Boston. Captain should be around 5'11" tall, evenly proportioned, with approximately 33" inseam. Stoker should be short-waisted and about 5' tall. Saddles do not convey. Asking \$1500. Bob Dollar, (301)-694-2328. 11/91

FOR SALE: 1985 Santana Elan. 3 brakes, 2 racks, low-riders, fenders, eand mroe. 15-speed, non-indexed. Bicycle has been ridden less than 100 miles and is in mint condition. \$1100. John Likins, 19 Roosevelt Avenue, Waterville, ME 04901. (207)-872-6161 (res.) or (207)-872-3289 (off.) 11/91

FOR SALE: Santana Arriva w/Sovereign parts pack. 60x55, Blue with Imron clearcoat. Shimano DeOre XT cantis, Modolo pro levers, Arai drum,



Stronglight 106 TXT crankset, SunTour bar-cons and f/w. Fenders, racks, and Cateye. Over \$2300 new, asking \$1675. Jim Urquhart, 4521 Woodoak Drive, Kingsport, TN 37664. Ph. (615)-323-7749. 11/91

FOR SALE: Classic Schwinn Paramount, Blue. 22x19 Men's/Mixte, but plenty stiff. Campy hubs, seatposts, and alloy pedals. TA cranks (54/48/32). 27" Super Champion 36x rims and double-buttet 12-gauge spokes. SunTour barcons. Blackburn rear rack. Excellent condition. \$1000.00. Howard and Debbie Kurs, 33 Rambling Meadow Court, Tinton Falls, NJ 07724. Ph: (908)-389-9134 (home) or (908)-964-7282 (office). 11/91

FOR SALE: Classic Jack Taylor 21x21 double gents' tandem. Tastefully updated with Cinelli, Dura-Ace, Specialice, DiaCompe, etcetera. Original red metallic finish still looks like new. As beautiful to look at as it is to ride. \$2600. David Winter, 5 Burnham Wood Court, Annapolis, MD 21403. Ph: (301)-267-7435. 11/91

FOR SALE: Santana Sovereign 56x53 Metallflake Grey. Columbus tubing. 48x sealed hubs, sealed bottom brackets. 18-speeds/SunTour Bar-cons. Low miles, great condition. \$2300. E & J Humber. Ph: (916)-878-0733 eve or (916)-823-1017 days. 11/91

FOR SALE: 36x Phil Wood Hub laced to a Mavic MA-40. 130mm spacing. Complete with Phil Wood disk brake. Phil Wood can change the spacing to fit your tandem (125-140mm). A nearly new setup. Asking \$300.00 OBO. George Postgate, P.O. Box 9958, Truckee, CA 96162. Ph: (916)-582-8421 11/91

WANTED: Late model Santana Arriva or Sovereign or Cannondale tandem. 59x53 or close (23x21?). John Reynolds, Morton, IL. Ph: (309)-263-8709 evenings. 09/91

WANTED: Large Bone-shaker bicycle in rideable condition. Write or call Brian Born, 621 East Carrol Street, Kenton, OH 43326. PH: (419)-675-6159 evenings or (419)-673-1060 days. 11/91

WANTED: Child Stoker conversion kit to fit Santana. Call Harry Spatz, 617-862-8290. 11/91

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

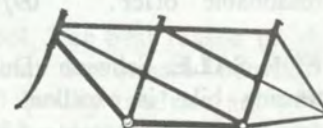
WANTED: Objective roadtests, with photos, of tandems by built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

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

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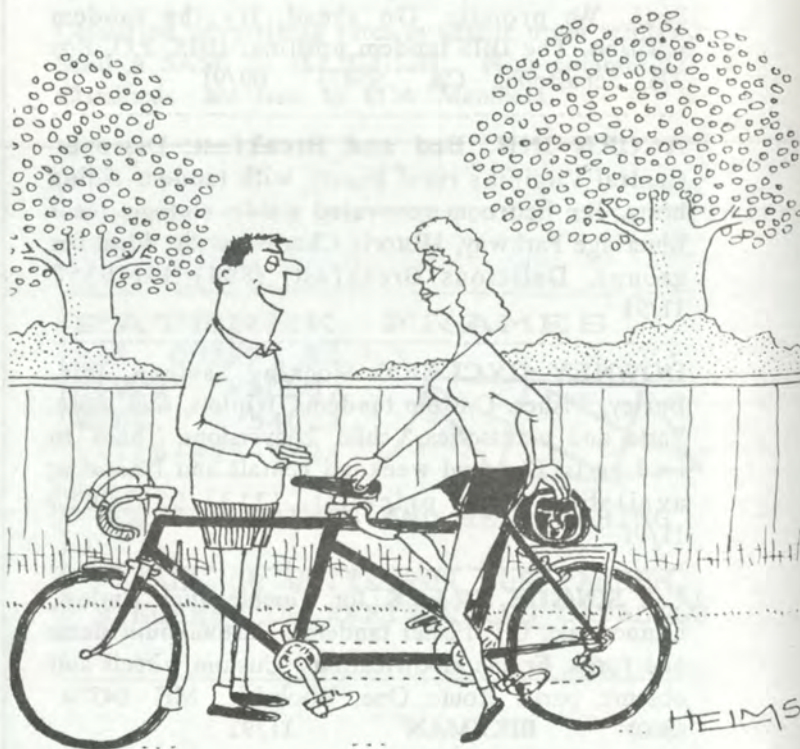
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"Excuse me, is this seat taken?"



TANDEM CALENDAR 1991

September 14-15, 1991. **T-BONES/GRANITE STATE WHEELMEN's TRI-STATE CENTURY WEEKEND.** Easy, scenic rides along the Atlantic Ocean shoreline of New Hampshire, Maine, and Massachusetts. Lighthouses, lobster boats, colonial villages. Choice of 25, 50, 63, 75, or 100 miles. Hundreds of riders, dozens of tandems. Come for one or both days. Registration starts at 7:00 a.m. at Hampton Beach State Park on Route 1-A in New Hampshire. \$10/day, no advance registration. For more information, including lodging hints, send SASE to Bob Harvey, 16 Clinton Street, Salem, NH 03079, or telephone (603)-898-5285

September 14-15, 1991. **BART's Fall Tandem Rally.** Santa Rosa, CA. Two days of good tandem fun. Prizes awarded for the best BARTIFACT storey of the day. Small fee is for Saturday dinner and/or Sunday brunch. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031. Ph: (408)-356-7443

September 20-22, 1991. Join the **PARROTS** and cycle with the Amish buggies in the peaceful countryside of Lancaster Co. PA. Motel accommodations need advance arrangements, so call Bill Rock (412)-495-7618 or Kathy Hoover (412)-744-3035 ASAP!

September 21, 1991. **CRABS' Benedict Andre Ride (MD).** 59 miles through Southern MD. Andre Mourain & Jeanne Hankins. (301)-798-5377.

September 22, 1991. **T-Bone's Mystery Hill Bike'N'Hike.** Meet at 10:00 a.m. for ride choices from 20 to 60 miles. Then, for those who choose, a late afternoon picnic lunch followed by a guided tour in "America's Stonehenge" -- about a mile through the woods to a stone-constructed archeological site built over 4000 years ago. Monolithic stones create an accurate, astronomically aligned calendar. And September 22nd is the Fall Equinox. Entrance fee for tour is \$6.00/person, less if we have at least 20 people. Meet at Wickson's Corner on Route 111 in North Salem, NH (approximately 5 miles east of I-93) for the ride. Form more information on picnic or tour, call Bob & Linda Harvey, (603)-898-5285.

September 22, 1991. **Dallas Double Dates' MARTIN'S RIDE.** 9:30 a.m. Meet at the Rawhide Restaurant in Wolfe City, TX, for a fun ride of 35 miles in memory of Martin Jaffe. Martin was a charter member of Dates who died earlier this year from scleroderma. The \$10 donation per rider (\$20/team) will go to a scleroderma research fund. Great food after the ride at the Rawhide Restaurant. Wolfe City is 17 miles north of Greenville, TX. For information, call Jill Wolcott, (214)-458-2582

September 29, 1991. **CRABS' Steve & Tracy Lawler's Bel Air, MD, Ride.** Harford Co., MD. (301)-893-0777

Sometime in October, 1991: **Tandem Tour of East Texas.** A week-long non-commercial tour sponsored by DATES (Dallas Area Tandem Enthusiasts). East Texas terrain is rolling hills through pine forests and farm lands. Accommodations will be a combination of motels and B&B's. For info, send a SASE to John McManus, P.O. Box 50069, Dallas, TX 75250

October 4-6, 1991. **A Weekend in Williamsburg, VA.** Come test the roads picked for the 1993 ETR. This is a simple, no frills weekend. While not specifically limited to tandems, this weekend will have many of the long bikes there. For more information, call Joe Bent (301)-977-7429 or Bill Oberle (301)-926-3483. Hosted by the PPTC.

October 5, 1991. **CRABS' Towson (MD) State University to Hampstead** with Andy & Christine Bauer. 60 miles. (301)-628-8719

October 5-6, 1991. **Another Eastern Off-Road Tandem Rally,** New Paltz, NY. Come join us on the carriage roads of Lake Minnewaska State Park and the cross country ski trails of Williams Lake resort for the SEORTR (Second Eastern Off-Road Tandem Rally). New Paltz is a little less than two hours from NYC in the Shawangunk Mountains. There will be different length rides both days, ranging from 10 to about 25. For more information, send and SASE to Karen & Harry Hurt, 62



Farrington Road, Croton-On-Hudson, NY 10520.
Ph: (914)- 271- 6484

October 6, 1991. **T-Bone's Fall Foliage Delight.** Meet at 10:00 a.m. for a choice of 25 or 40 miles. Rolling hills, with some challenges. Enjoy one of the more spectacular foliage viewing areas in New Hampshire. After-ride pot-luck dinner. For more information, contact Earl & Carolyn Rich, (603)-673-8695

October 6, 1991. Twin Cities' Tandems (MN) **Seventh Annual Chili Ride** in Woodbury, MN (near Minneapolis). Hosted by Chris and Rachel Gilchrist. For directions or more info, call Joan Osell, (612)-331-2723, between 7:00 p.m. and 10:00 p.m. only, please.

October 20, 1991. Larry Black's (a **CRABS ride**) **Fall Frolic Ride, Frederick & Carroll County, MD**, tour with a picnic at Larry & Linda's. (301)-831-0111.

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.

November 1-3, 1991. **Acorn Inn & Skyline Drive** at its finest. Call the CRABS' Brian Schexnayder at (301)-242-2049 for reservations.

November 8-11, 1991. **CRABS' Chincoteague, MD, Weekend.** A wonderful opportunity to enjoy the last four-day weekend of the year. Chincoteague, VA, is a lovely area just south of Salisbury, MD on the eastern Shore. The terrain is flat to rolling, and the rides are on lightly traveled country roads. Choose rides from 5 to 100 miles. Call Al & Ruth Schaffer. (301)-484-0306.

November 17, 1991. **CRABS' End of the Season Tailgate Ride.** Call Al & Ruth Schaffer. (301)-484-0306.

Memorial Weekend, 1992. **Seventh Annual Northwest Tandem Rally.** Albany, OR. Three days of rides through the fields and past the rivers of the Willamette Valley. For information, contact Stan

and Marilyn Smith, 4100 Del Monte Place S.E., Albany, OR 97321-6209. Sponsored by the Mid-Valley Wheelmen and Albany Visitors Association.

The TANDEM CLUB OF AMERICA wants to list your rides in the 1991 and 1992 TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your 1991 and 1992 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





TANDEM RACES -- 1991

September 8, 1991. Lake Country Classic, Graham, TX. 25-mile bicycle race/ride. Start/finish in Fort Belknap Park, Approximately 10 miles west of Graham, TX. Mixed team (male/female) tandem division is the first class off the start. This was wildly popular in 1990. Don't miss this year's race. Information? Contact Jay Lawson (817-549-6502)

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!**

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

Please limit your race listings to those events with distinct Tandem Classes. Thanks -- the Editors

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 97321-6209

Child Sm (6-8) _____ Child Med (10-12) _____
Adult Sm _____ Adult Med _____ Adult Lg _____ Adult XL _____

Amount Enclosed: _____

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

SHIP TO:

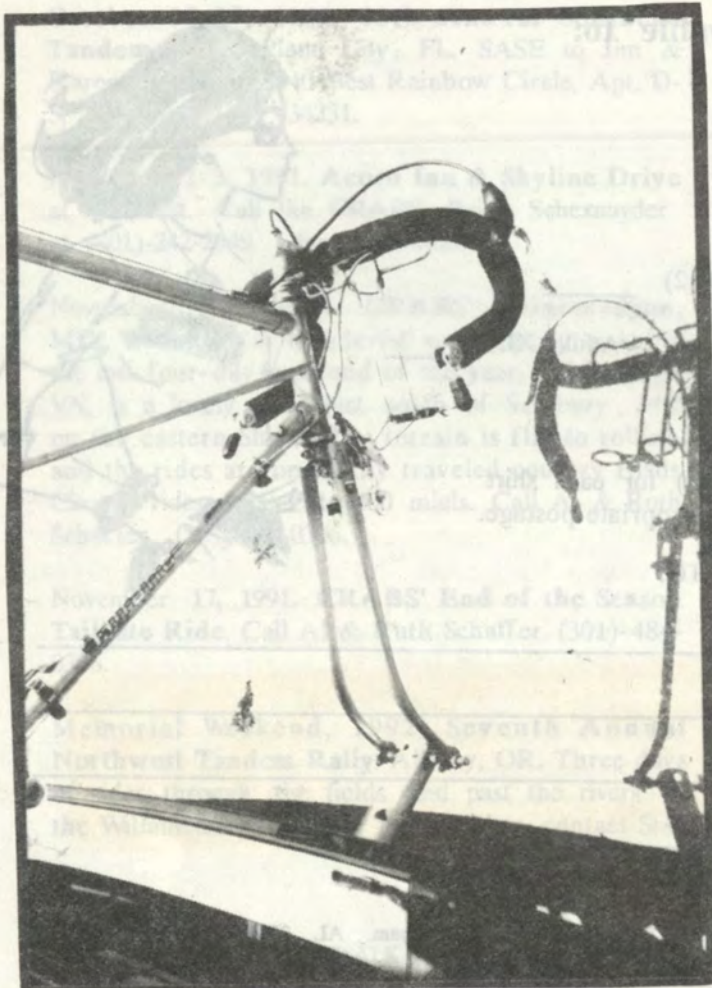
Name _____

Address _____

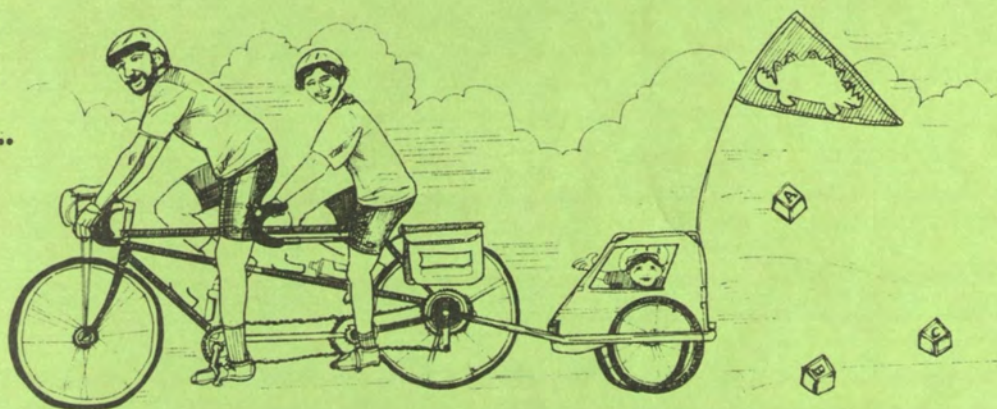
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State _____ Zip _____





We're
delighted
that our
twosome...



...is now a
threesome!

Dues

Barb and Charlie Richman

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
35 East Centennial Drive
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? _____



Membership

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

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

Dues

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

All dues are quoted in U.S. Dollars