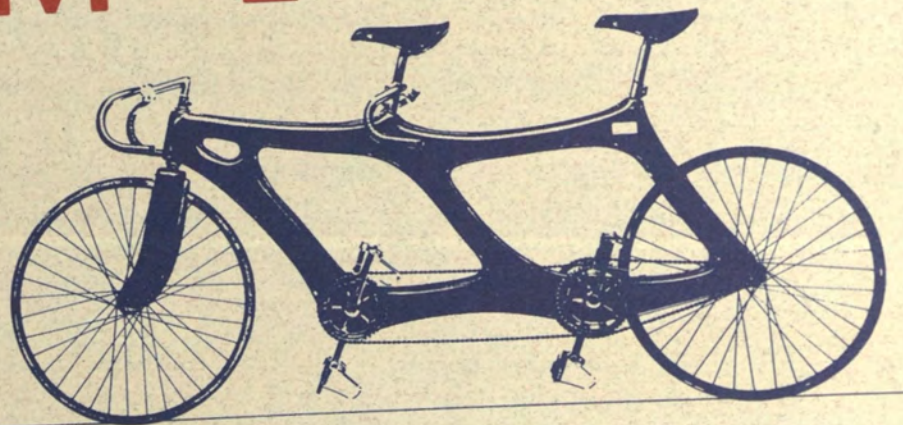


TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



MARCH-APRIL
1992

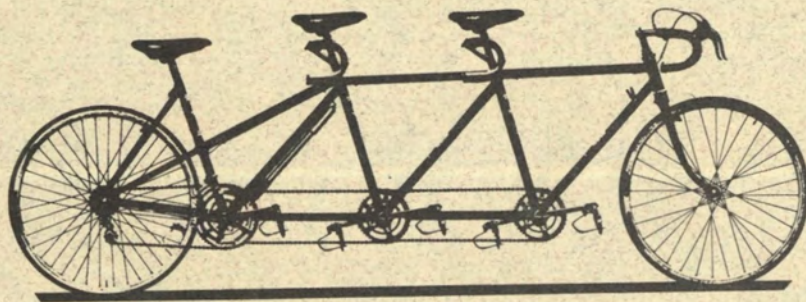
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

Address Correction Requested

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

151 8 ISSUES LEFT **3 DIGIT 352
JACK & SUSAN GOERTZ
2220 VANESSA DRIVE
BIRMINGHAM, AL 35242-4430

THIRD CLASS MAIL



This is
YOUR
Newsletter.

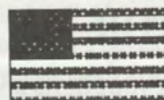
It is
as good
as YOU
make
it!

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

DOUBLE TALK

Copyright © 1992 TANDEM CLUB OF AMERICA

<i>Editors:</i>	Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430	205-991-5519
<i>Secretary:</i>	Laura Mappin, P.O. Box 61355, Sunnyvale, CA 94088-1355	408-578-6958
<i>Treasurers:</i>	Malcolm Boyd & Judy Allison, 35 East Centennial, Medford, NJ 08055	609-988-8211
<i>Merchandise:</i>	Stan & Marilyn Smith, 4100 Del Monte Place, Albany, OR 97321-6209	503-926-6415
<i>Graphic Designer:</i>	Steve Reker, 1636 Christy Court, St. Charles, MO 63303	314-928-7109



AREA REPRESENTATIVES

- California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado
Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339
- Washington, Oregon, Alaska, Idaho, Montana, Wyoming
Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 977330 (503)-753-0304
- Iowa, Nebraska, South Dakota, North Dakota, Minnesota
Bruce & Becky Perry, 2652 West 34th St., Davenport, IA 52806 (319)-386-2919
- Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas
Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109
- Michigan, Wisconsin
Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876
- Kentucky, Ohio, Indiana, Illinois
Dave & Valerie Northcutt, 109 East Madison Street, Villa Park, IL 60181 (708)-279-3753
- Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi
Dick Bograd, 35229 State 54W, Zephyrhills, FL 33541-1941 (813)-783-6699
- Virginia, Maryland, West Virginia, District of Columbia, Delaware
Bob & Willa Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937
- New Jersey, New York, Pennsylvania
John & Pam Ruggini, 4 Victoria Street, Raritan, NJ 08869 (201)-526-7631
- Massachusetts, Connecticut, Rhode Island
Emery & Anne Glass, 1 Dodge Road, Marblehead, MA 01945 (617)-631-3239
- New Hampshire, Vermont, Maine
Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079 (603)-898-5285
- British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories
Paul & Margie Shoepf, 46 Lakhota Crescent West, Lethbridge, AB T1K 6J2 (403)-381-6238
- Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island
Dave & Brenda Vandeveld, 2964 Keynes Crescent, Mississauga, ON L5N 3A1

Since 1976



DEADLINE FOR MAY-JUNE, 1992 ISSUE OF DOUBLETALK IS APRIL 1, 1992

FROM THE EDITOR

Okay, folks, it's time to get off your duffs and out on the road. Spring is nearly here, and the good weather is coming. In many parts of the country, there's already been a number of great riding days, and more are coming. Get back in shape for the 1992 tandem season.

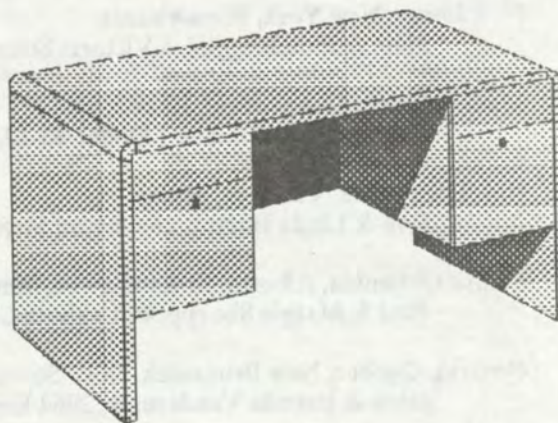
We've had a couple of interesting letters recently (see the Letters section). In one, Fred Jelonek asks if it's feasible to list the new members who've just joined the TCA, prior to our publication of the annual TCA membership list. We like the idea, but the TCA is growing at the rate of about 100-150 new members each issue. To print that many names/address would take up about 3-4 pages of Doubletalk (not to mention the time delay of getting the new members' list from Malcolm Boyd each issue). We'd rather use the pages to print articles from TCA members, and to publish the Tandem Events Calendar, and all the other items that need to be printed. We will keep the idea in mind, and if the membership growth ever slackens (which we don't think it will. Several newspaper articles have been written, calling Tandem Cycling the sport of the 90's. We agree with them.), we'll look at the feasibility again.

The second letter we want to comment on is from Brent and Sallie Rice. Brent mentions that he almost didn't renew, as they feel the TCA focus is heading towards racing, fast riding, and ultra-marathon self-abuse events. We'll concede that you can get that idea, based on the articles we've published (we edit and publish what we receive), but we know that many TCA members ride "to just smell the flowers". The article "How Fast Does a Yellow Butterfly Fly" printed in the November-December, 1991 issue of Doubletalk speaks very well to the "just smell the flowers" riders. Many members have told us how that article was a favorite. Send us more articles of this type, and we'll publish them when appropriate!

As mentioned earlier, Tandem Biking is back in the news. We've seen clips from across the country, from the Sacramento Bee to the Minneapolis Star-Tribune to the Wall Street Journal. All speak of the continued increase in tandem cycling, and all speak to the entry of some of the big names into the sport. In addition to the newspaper articles, the Bicyclist's Source Book, by Michael Leccese and Arlene Plevin (\$16.95, Woodbine House, 800-843-7323) devotes a section to tandem cycling. Another publication doing it's part to promote tandem cycling is Grolier's Encyclopedia' Health and Fitness Annual. It's due to be available in April. Both of these will remain on bookshelves for a number of years, and both mention the Tandem Club of America in a very positive way.

One last thing, if you are interested in seeing a golf-syle shirt with a TCA Logo imprinted on the breast pocket, Marilyn and Stan Smith are still accepting designs from all interested members. If you have a great idea for a striking TCA shirt, send it to Stan and Marilyn Smith in Albany, OR. Their address is on the masthead on page 1.

Time to draw another column to a close. We'll see you on the road.





LETTERS TO DOUBLETALK



Dear DoubleTalk,

My son Antonio and I have received our second installment of Doubletalk and it's great fun reading about folks with similar interests. Our interests tend to be more in the racing posture, and we

would love to hear from members with information about tandem racing and racing equipment. We purchased a beautiful Santana Noventa -- Campy equipped -- early last summer and have since enjoyed many fast miles on it.

Good tandeming to all!
Dan & Antonio Innaimo

Dear DoubleTalk,

Following up another members inquiries about wheels, here's a word of caution and a technical tidbit regarding Mavic components:

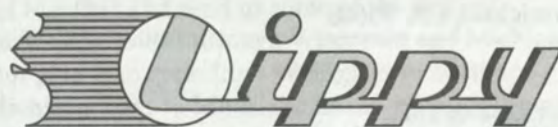
When my wife and I were ordering the component package for our Co-Motion road tandem, we were after narrow clincher rims that were lightweight, but didn't sacrifice strength and safety. Our first choice was Mavic Open-4CD clinchers which we use on both of our road bikes and with which we are extremely happy. We were cautioned, however, by three different sources that these rims were not recommended for tandem use, even in exclusively non-touring situations. Apparently the semi-aero construction is not a suitable design to handle the extra stresses from a tandem.

It was recommended instead that we use the MA-40. It is a slightly heavier gauge rim, and it uses a box construction. I would appreciate hearing about other tandem riders' experiences, good or bad, with the Open-4CD or any of the other Mavic rims. Sharing information about component success or failure is important.

Later in the summer, after we had worked out all the bugs, we had a Chris King headset installed that had been on backorder. Shortly thereafter a rather loud, annoying "pinging" sound began emanating from the front of the bike somewhere. Suspecting the headset, I adjusted, tested, and re-adjusted it dozens of times, resulting in slight variations to the noise. We also tried switching front wheels with my road bike. No change. But when we tried using a friend's wheel, the noise instantly disappeared.

Both the tandem and my road bike are built with Mavic 560 sealed bearing hubs. The wheel side (inside) of the dropouts on the fork usually clamp against a rigid locking nut on most hubs. The Mavic hubs use a "floating" serrated washer/bushing instead, which has a tiny amount of space between the outside

HIGH PERFORMANCE TANDEM



LIPPY CYCLES INC

Send for Free Brochure

60265 FAUGARWEE • BEND, OR 97702 • 503-389-2503

diameter of the axle and the inside diameter of the bushing. No matter how tight the quick release was, in situations like a standing climb, the axle was "popping" up and down against the bushing. After putting a drop of Phil Wood Tenacious oil in the gap, it has never made another sound! I hope this "high-tech" solution will help out other Mavic hub owners who prefer not to have their bike tapping out its own beat on the hills.

Bill & Patty Brown-Gierga
Eugene, OR



Dear DoubleTalk,

I'm hoping the Tandem Club of America can give me some guidance. I would like to get a tandem bike to ride with my son. I will soon be 60, and my son is 21 with Down's Syndrome and a severe heart condition. His balance and coordination are good enough for him to ride, but his endurance is very poor. Do you know of any bikes built with an UNEqual pealing design? He either needs to pedal at a slower pace than I, or he needs to be able to coast and rest while I pedal. Unfortunately, I'm not able to afford something really expensive. But I'm not even sure if a custom bike will solve the problem.

I also am 6 ft, full height, all legs, and it is hard to find a tandem with leg length and a handlebar my knees can clear! An ideas on that one?? Between Sacramento and DAVIS (the bicycle capital), there should be something around. Help, please, if you can. Thanks.

Sincerely,
Wilma Bryant
5320 Jamiewood Court
Carmichael, CA 95608

Dear DoubleTalk,

Can anyone help us with advice and information about touring in Scotland with our tandem?

Here's a little background. In late July or early August '92 we plan to do a 3-week trip. My father's parents were from the Isle of Man. He and my mother are going to rent a cottage there for a few weeks (July-August) and they want us to visit for part of the time. I hope to combine a tandem tour with this visit. Specifically we'd like to tour in Scotland (Ann's family background is in Scotland). Additionally, we hope to spend some time in London.

All we have for a plan at this point is a rough outline. It is..

Fly to London from NY

Spend a few days in London -- on foot sightseeing

Take the train to Northern Scotland and spend approximately 1 week touring. End the tour at a ferry to the Isle of Man, or at a train stop to connect with a ferry. Plan on staying in Bed and Breakfast Inns (no camping). We have a Mountain Bike tandem and do not mind poor pavement or unpaved roads! We would prefer the distances to average approximately 60 kilometers or less. The maximum distance should be no longer than 80 kilometers in a day. We actually prefer to stay off the beaten path as much as possible and see the countryside.

1 week on Isle of Man. We already have accommodations. We plan to see the Island by tandem, and to spend time learning some family history.

Take train back to London and spend a couple more days sightseeing.

What we need help with is a route through Scotland, and accommodations during the tour. Additionally, we need information on transportation: How do we get the boxed tandem from the airport to a hotel in London? What about taking tandems on trains, do they have to be boxed, any extra costs/delays? Also, which hotels in London are "Tandem Friendly?" Will they let us keep the tandem in the room? Will they store the box while we are touring?

Yes, we do have a few questions! There are probably more which just aren't popping into my head right now.

Looking forward to hearing from the TCA and filling in the blanks!

Kevin & Ann Christian
70 Sunset Drive
Croton-on-Hudson, NY 10520

Dear DoubleTalk,

In early January we were enjoying the warm weather in Florida, having escaped the northern winter. We were also trying out our new van, bought just for keeping the tandem inside when we drive.



During a ride around Orlando, we were accosted by a man who had just moved to the area, and, thinking we were locals, wanted to know about any local tandem club, as well as where we had bought our tandem. Unable to answer all of his questions, we suggested he hold off buying until he checked the ads in DoubleTalk!

Would you please send a copy to Chuck Bauer, 1068 Lotus, #824, Altamonte Springs, FL 32714

Thanks!
Mary and Bob Fletcher
Nazareth, PA 18064

ED: We're glad to send out one complimentary copy to prospective members. If someone "accosts" you about tandems and the TCA, hand them a TCA brochure.

Dear DoubleTalk,

Hi!! just a couple of quick comments and suggestions for DoubleTalk.

1. Why don't you include a "Welcome to TCA" Column to list the new members. I realize in the past this could have been quite large, but I think it would be OK now. I know I get a kick of seeing my name in print, so it would be a nice gesture to the new folks.

2. I've noticed some of the members are attaining some longevity in the club. Have you ever thought about "5 Year" or "10 Year" patches or pins to go alongside or with the regular TCA patches? Like 5 little tandems sewn on a patch.

3. I just received the membership directory. In your database of members it would be easy (if you're not already doing it) to add a column for "year joined". The only way now is to guess by the member number sequence. It would be interesting to know.

Thanks!
Fred Jelonek
2319 Pilgrims Bend
Friendswood, TX 77546

ED: Just a brief response to your questions--

1. We've actually thought about a "Welcome to TCA" column, See our editorial for comments on this

2. No particular reason why we couldn't do this, but we'd need a design (any volunteers?) and we'd have to depend on TCA members' honesty (which wouldn't be a problem) as to which patch/when you earned. Discussion?

3. We don't track the date you joined the Tandem Club on the database, and it would be difficult to add this information. We often add the name to the list when someone requests information, then update the data when that person joins. While the information would be interesting, as you say, you can gain (somewhat) the same information by looking at the membership numbers in each of the lists published over about the last 5 years.

Dear DoubleTalk,

Bob and I are planning a tandeming vacation through Wisconsin and Michigan in early August, 1992. We were wondering if the MUTTS and COWS could get together and send us some of the desired tandeming routes through Wisconsin and Michigan. Our plan is to cycle from Wisconsin to northern Michigan, over to Mackinac Island, and dropping down into the Farmington area. We will be in the Midwest three weeks. If either/or both groups could send us some information, we would be glad to send them and SASE or pay postage for the information.

Thanks!
Bob and Terri Gorman
P.O. Box 2176
Los Gatos, CA 95031

Dear DoubleTalk,

Wow! There is an Eastern Tandem Rally this year after all. The mailing just arrived (in early January), and I was so pleased.

Woe is me! Starting to put it on my schedule, it appears that it is the same weekend as the Great Eastern Rally (GEAR) in upstate New York. The dates



for GEAR were selected a long time ago, and they have been published in LAW's Bicycling Almanac and in other places.

Have a nice rally. Sorry I can't make it. Please tell me I have the dates mixed up so that I can go to both.

Sam Henry

Dear DoubleTalk,

I enjoy each issue of DoubleTalk, and it's great to share the adventures and technical experience of other tandemists. My husband Ry and I have been happily riding our tandem for about 10 years. The last 5 years we've brought our son Crhis along, but now he's outgrowing his Burley trailer. We've enjoyed dreaming about a triplet. I would love to hear about the experiences of triplet riders. For example, did your family enjoy your triplet, and how many years have you ridden it? Are they prone to particular mechanical problems? Are they available used? How old were your kids when they first rode the triplet, and how long were your rides? I'd love to hear more about these and any other aspects of riding a triplet.

Sincerely,
Beth Perry
RFD1, Box 232
Contoocook, NH 03229

Dear DoubleTalk,

I almost decided NOT to renew. My interest in Tandems has not waned at all. I still am collecting parts and little bits of chrome for my 1953 Schwinn Town & Country. This year I found a new pair of correct original Tires, which read Schwinn Town and Country on them (26 x 1.5") and a fine set of fenders. We are still looking for drum brake rebuild parts and misc. We accumulated a nice new set of Sturmey-Archer English-made drum brake hubs which will be laced up with an early 60's 5-speed Schwinn Derailleur. These will be our spare wheel set, and will probably be used a lot, saving the original set of wheels and tires for shows.

The articles I've read this year are of primary interest to (my limited view) marathon types who wish self

stress (or abuse?) via long, difficult, windy, cold rides. This is a blinded (and possible negatively uneducated?) view NOT shared by the majority, but still I can't seem to shake the gist of it.

Our idea of a tandem ride is a pleasantly warm afternoon jaunt on a quiet country lane, a half-way time out for necking, picnicking, and walking. We drive the bike out to within easy riding distance of a target area. This is criminal to a purist, I'm sure, but it works so well . . . and leaves plenty of time and energy for the noon time fun. The hardest hill should be no more than a few minutes of difficulty . . . good for the heart, I think . . . and can always be "walked" if need be. We ride a Schwinn middleweight tandem. Our rider is just the plain old garden variety with value in the low hundreds, not thousands. We had a nice Columbia, but a young couple bought it out from under us one Sunday. It had baskets and was red, I guess that was the allure.

I must admit to lusting a little for a multi-day trip and related excess baggage problem, multi-maintenance problem speed demon. But then again, Colin Fletcher, The Complete Walker, says it best. "Travel light, travel simple, have the maximum fun" I would undoubtedly buy a Schwinn Paramount of early 60's vintage, IF I ever did decide to get in the game a little more seriously.

Here's ten bucks, friends, for one more year. Send along two TCA patches for eight more Washingtons. We will plug along awhile more, riding for the sheer joy of having the morning breeze in our face and snickering curiously at twosomes, making fun and play into work, pedaling frantically, lickety split to nowhere.

Sincerely and with affection for all riders,
Bret & Sallie Rice
Yuma, AZ

Dear DoubleTalk,

Burley Design suggested that I write the Tandem Club of America for information about an International World-Champion type tandem event! I had heard of one in Denmark a couple of years ago. There were several classes of competition: couples,



women, men, father/son, etcetera? Do any TCA members have any information on such an event?

Steven Price
1009 Eagle Place
Davis, CA 95616

ED: We're sorry that we don't have any information on such an event. If any member has, please sent it to us and we'll include it in the next **TCA Race Calendar**

Dear DoubleTalk,

I'm looking for someone to join me on a ride to MTR (Midwest Tandem Rally) '92. Singles or tandem would be fine. The route will be from Appleton, WI, through Madison, WI, Dubuque, IA, then on to Des Moines. It will be loaded touring with camping. We'll be leaving Appleton August 26 or 27.

Tom Thalmann
N1583 Skyline Drive
Appleton, WI 54915
ph: (414)-757-6561

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.

**_*_*_*_*_*_*_*_*_*

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:

January-February, 1992

November - December, 1991

September - October, 1991

March - April, 1991



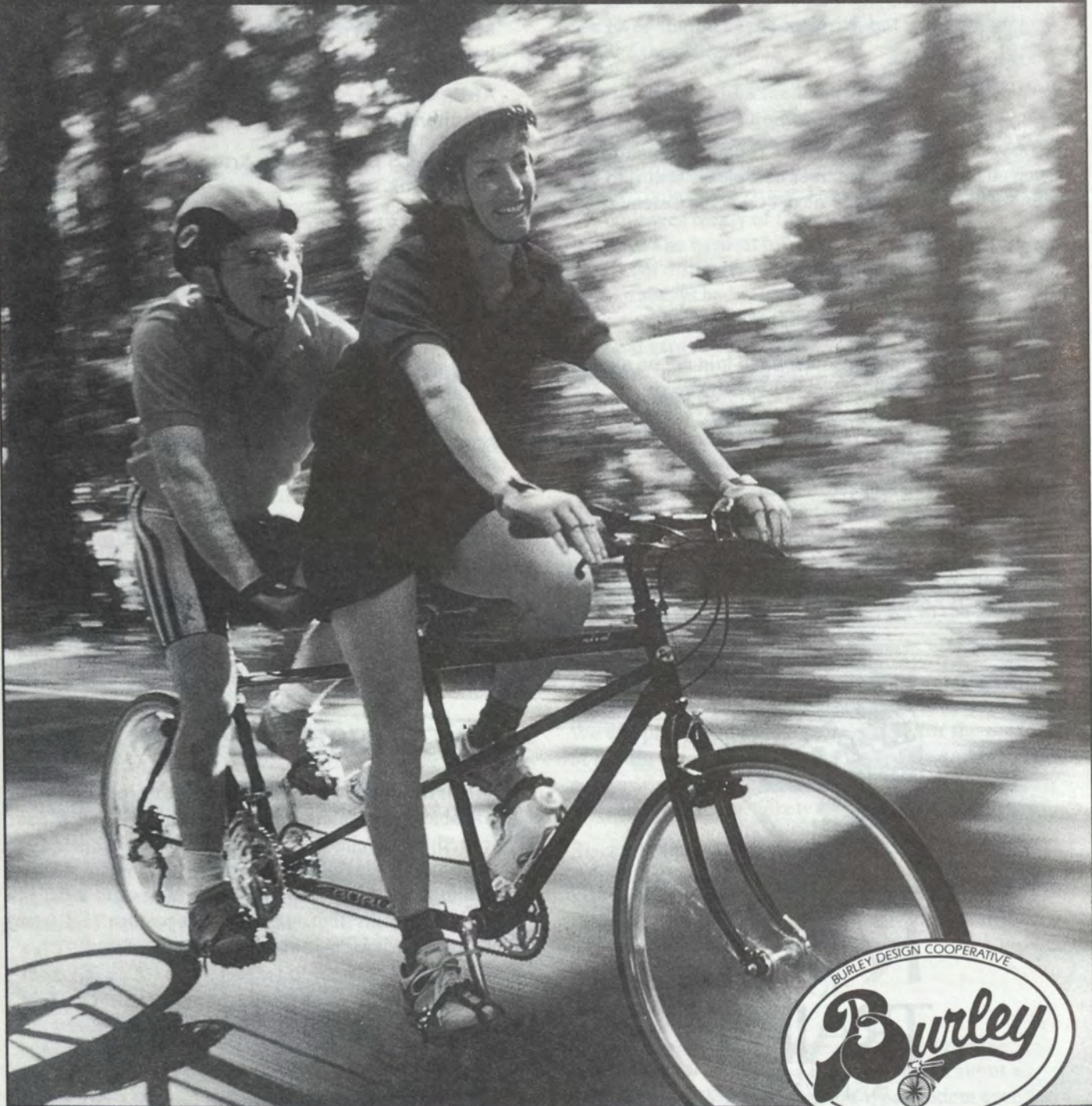
RAILS
-TO-
TRAILS
CONSERVANCY



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



THE BIKE IS JUST THE BEGINNING



Tandems • Trailers • Rainwear • Options for your lifestyle, made in the USA
For More Information: Burley Design Cooperative • 4080 Stewart Rd., Dept. 11 • Eugene, OR 97402 • 503.687.1644



CREATING A CO-MOTION

Like many TCA readers, Ed and I wanted to purchase a tandem last year. Being tandem novices, we tried to test ride as many two-seaters as we could get our legs onto. Fortunately, tandems are popular in the Pacific Northwest. We rode several models including Burley, Rodriguez, Cannondale, Lippy, and Co-Motion tandems. We learned a tremendous amount about tandem design and construction from all the dealers, especially from Keith Lippy in Bend, Oregon and Butch, Dwan & Dan at Co-Motion Tandems in Eugene, Oregon. After COUNTLESS questions we decided on a custom Co-Motion tandem.

One year and 9000 miles later, we continue to be extremely pleased with our Co-Motion tandem. This summer we realized our dream tour: across the U.S. and then down the west coast to Tijuana. Here are a few things that we learned along the way about self-contained touring on a tandem.

The Achilles heel of a loaded tandem is its rear wheel. We met two other loaded tandem teams on our trip; all of us had problems with our rear wheel. In Kansas, the flange of our rear Phil Wood hub (48 hole) cracked and two spokes pulled out of the hub. No replacement hubs were to be found in all of Kansas and Eastern Colorado. Fortunately, the men of Co-Motion came through for us, quickly building up a new wheel and shipping it overnight delivery to Kansas. The Phil Wood rep said our hub came from a defective batch. Could be, since the flange on our front Phil Wood hub also developed a crack in California. At two for two, we're keeping a close eye on our current hubs (still Phil Wood).

Avocet Cross tires (700 x 35) worked great but were next to impossible to find along the backroads of America. Specialized Expedition tires were easier to find, but until we discovered self-healing inner tubes, we had our share of flat tires.

We absolutely needed our drum brake only in Virginia. There is a nasty descent down the Blue Ridge Parkway into a town called Vesuvius. Even with the Aria drum, our rims got very hot! We have Suntour's SE brakes on the rear, cantilever brakes on the front. From Kansas on, we toured without a drum. We're not

kamikazes but the mountain passes in the west sure were lots of fun barreling down.

We used Shimanos's clipless mountain bike shoe/pedal system. They worked flawlessly. These shoes were all we wore for three and one-half months and were equally comfortable both on and off the bike. Out-of-sync pedals worked well for us with loaded touring, especially on long climbs in the granny gears. Unloaded, we usually ride in-sync simply because it looks better. But with our tandem all loaded up, we already looked funny, so four legs flailing in disharmony seemed appropriate.



We lowered our gearing with 24-40-48 chainrings and a 13-32 freewheel. This gave us a spinning gear for the really tough climbs. For anything faster than what a 48x13 provides, we coasted.

One of the challenges of self-contained touring on a tandem is cramming two bikes worth of storage onto one bike. We went with what we had, medium-capacity front and rear packs. It was possible to fit our absolute essentials, and it forced us to leave behind equipment, which although nice, wasn't really needed.



Finally, as a stoker, I thoroughly enjoyed "managing" us across country. Still, I dream of captaining someday. If any readers are female captains with male stokers, please let me know how you like it.

Jean Lofy
1574 Coburg Road, #370
Eugene, OR 97401

_ * _ * _ * _ * _ * _ * _ * _ * _ *

CRABS CRAWLINGS 1992

What do you get when you jam 30 teams into a condo for your yearly ride planning potluck? Tandemonium and lots of calories. Why can't they pack those deserts on hot July rides?

Some of you attending rallies this year will notice a new bicycle jerseys with two crabs cruising. This is the logo for the Washington, DC, and Baltimore, MD area CRABS (Couples Riding A Bicycle Simultaneously). We had a successful ride schedule last year and came out of our planning meeting with 20+ scheduled rides for 1992. If you are up in the Mid-Atlantic area for pleasure or business, plan on joining us for a ride. See the TCA Calendar of Events for the schedule.

Our rides include flat tours of the Maryland-Chesapeake Bay shores, hilly rides on the Blue Ridge Parkway and Skyline Drive, steep climbs in the Catoctin Mountains and rolling rambles in Southern PA. We also do local jaunts in and around Baltimore and Washington.

Any tandem teams in the Washington/Baltimore area not familiar with CRABS is invited to lead us on their favorite local ride. Contact Brian Schexnayder at (410)-242-2049 if you would like to join us (or us to join you!)

CRABS are wondering what is involved in a truce weekend between the Loons, COWS, and CATS. Could CRABS join in, too????

MURPHY'S LAW

as it pertains to Bicycling

After several months of great rides with a new club, you finally decide to join, only to have a dearth of good rides thereafter.

You find the only bathroom in the middle of nowhere, and someone is using it.

Impatient motorists always pass on a curve and crowd you off the road.

When yawning, a bee will fly into your mouth and sting you.

When making your big move tactically, you will have a blowout, throw your chain, or both; not to mention a remark or two from your illustrious stoker.

On a day you're feeling especially smug, a single biker riding without toeclips or helmet and pedaling with his/her heels will pass your tandem.

Motorists and/or passengers that engage in harassment on the open road have nothing to say to you up close and personal at the roadside reststop.

When a part needs replacing on your tandem, you have to replace the whole component at great expense, since that part is no longer available.

All traffic lights will be red; most will have no cross traffic; and you'll be tempted to run them.

You will always have a flat for no apparent reason.

Robert May
Alameda, CA



BICYCLE BUILT FOR TWO

Part Two

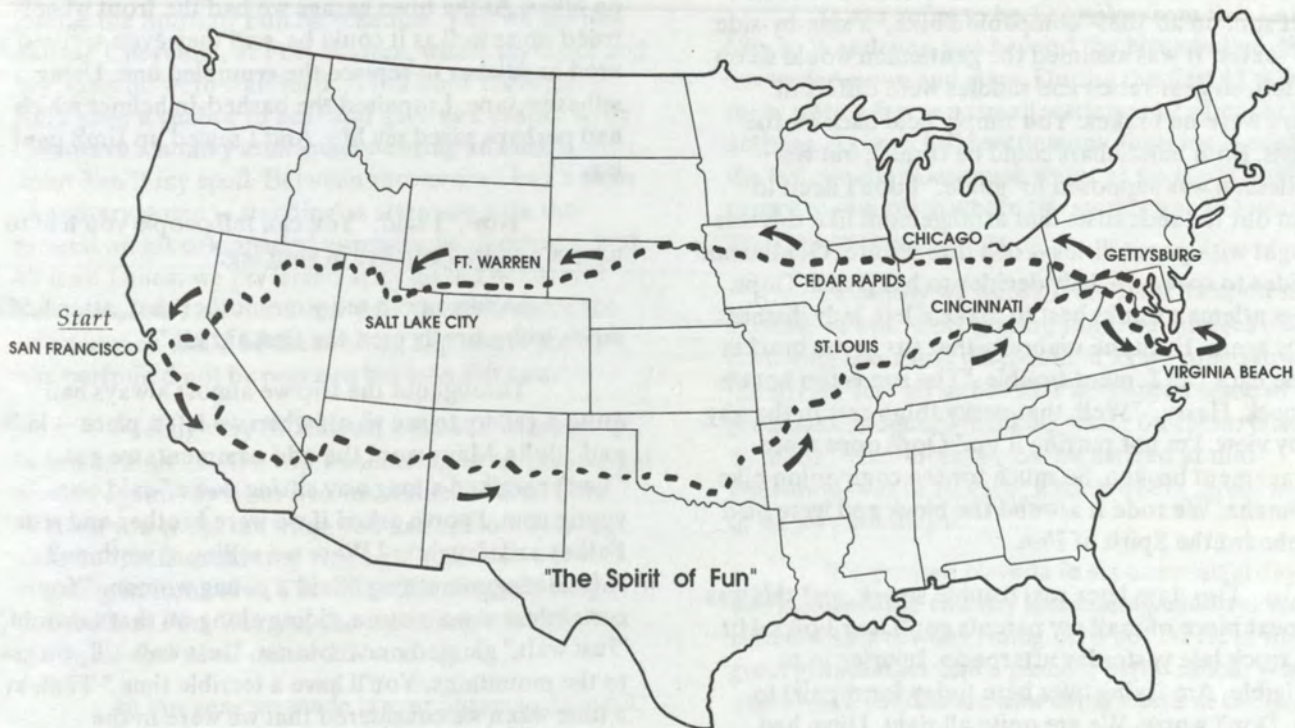
Westward through the Alleghenies, it was the old story of very hot weather, the old story of get-off-and-push, the old story of broken spokes, and the new story of would-the-old-tires-last-to-Chicago? One day we were so depressed that we began speculating whether we could walk the bike the rest of the way to Chicago if the tire gave out. A determination to do the whole thing under our own steam obsessed us.

The old tire did hold out, and when we got to the Chicago Cycle and Supply Co., we learned that an English tire designated 26" x 1-3/8" is identical to an American tire designated 27" x 1-1/2". We could have bought one in any bike shop. We didn't know whether to laugh or cry.

At Chambersburg, PA, we picked up Highway 30, the Lincoln Highway, which in general was going to take us home to San Francisco. From Chicago on, with minor detours, we followed US 30, seeing, every so often, the distinctive concrete markers, 3,000 of which had been set by Boy Scouts along the way from New York to San Francisco. Few, if any, survive today.

At Jim's request I had been letting my hair grow. In Chicago we celebrated our first wedding anniversary, and a few days afterward I wrote to my parents "Jim changed his mind again about my hair, so I rushed out to a barbershop and had it cut once more."

The bike was running perfectly after a thorough professional overhaul in Chicago. In addition to a new tire, it now had new chains and bearings





throughout. Head, hangers, hubs, and pedals had all been packed with fresh grease. Most importantly, the rear wheel spokes had been entirely replaced with heavier ones, laces over three instead of one. (I've since learned that today's tandems have more spokes in their wheels, and that they're now laced over five.)

On August 17 we overnighted in Cedar Rapids, never dreaming that ten years later that city would become our permanent home.

Beyond Cedar Rapids was Tama, where we paused to watch the Mesquakie Indian Pow-Wow, and, a few days beyond Tama, between Fremont and Grand Island, Nebraska, we broke a century -- 116 miles. So exhilarated were we at day's end that after dinner we went roller skating. Any pizzazz we'd lost during the Chicago layover must have returned to our legs.

That was, incidentally, our second century, the first westbound. Eastbound, we had done one in Indiana -- good old flat Indiana -- and were to do three more westbound.

Omaha, Nebraska, had something unique in store for us. Courtesy of a bike shop there, we took a brief spin on an 1885 "companion bike," a side-by-side two seater. It was assumed the gentleman would sit on the left, so gear ratios and saddles were different. There were no brakes. You simply held back on the pedals. Both handlebars could be turned, but the gentleman was supposed to "guide." I don't need to point out to tandemists that arrangement like this was fraught with possibilities -- of a dire nature. Gentleman decides to speed up, lady decides to hold back. Oops. Or, gentleman thinks best to make a left, lady dissents. Oops again. Even the umbrella that fits in the bracket at the back can foment trouble. "The sun is too hot on my neck, Harry." "Well, that pesky thing gets in the way of my view. I'm not putting it up." Oops once more. Engagement broken. So much for the companion bike at Omaha. We rode it around the block and were glad to reboard the Spirit of Fun.

Two days later real trouble struck, and this was the next piece of mail my parents go: "Dear Folks: Hit by a truck late yesterday afternoon. Injuries to us negligible. Are laying over here today for repairs to bike. Don't worry. We are quite all right. Have had doctor look us over, and outside of a few bruises and scratches we are as before. Love from us both." We had

picked Lexington, NE, for our night's stay, and -- about 4:20 p.m., with that town in sight ahead of us -- we were hit from behind by a pickup truck passing too close. I was knocked unconscious by the blow to the back of my head. Jim received numerous cuts and abrasions. The bike -- front wheel and front handlebar -- was a mess. When I came to, Jim was understandably alarmed by the first words out of my mouth: "Are we going east, or are we on our way home?" After a few moments it all came back to me.

The truck drive turned out to be an ex-convict with a claw in place of his right hand. (Of course, it wasn't he who told us he was an ex-con. It was the sheriff.) He offered to take us on to Lexington, but "Thanks but no thanks." We thought walking might be safer.

During a day's layover in Lexington, we had my head and my neck x-rayed. These unforeseen expenses were putting a strain on our dwindling exchequer, so we wired San Francisco for more money. We also put in a claim with the insurance agent of the truck's owner.

In those days most auto mechanics would work on bikes. At the town garage we had the front wheel trued up as well as it could be, and they even secured a used handlebar to replace the crumpled one. Using adhesive tape, I repaired the bashed-in helmet which had perhaps saved my life. And I sewed up Jim's pant leg.

"Now," I said. "You can tell people you had to have a hundred stitches in your leg."

"And you can tell your mother that, after 5,555 miles, we've finally used the first aid kit."

Throughout the trip we almost always had quite a gallery to see us off when we left a place -- kids and adults. Many were the odd comments we got. "You've walked a long way sitting down," said one young man. People asked if we were brother and sister? Father and daughter? Were we selling something? Advertising something? Said a young woman, "You certainly make a picture, riding along on that tantrum." "Just wait," gloated one motorist. "Just wait 'till you get to the mountains. You'll have a terrible time." That, at a time when we considered that we were in the mountains!



More than once our crowd of well-wishers would include a Western Union employee, the fellow whose job it was to deliver telegrams, by bicycle. These men, usually gray-haired and in their 60's or older, were always referred to as Western Union "boys".

Among those who gathered around us when we were ready to leave Lexington was a slightly tipsy gentleman who talked glibly about Hegel and Spencer and other philosophers. He tried to get us to join him for a couple of leave-taking beers, and finally revealed himself as an ambulance-chasing lawyer who hoped to get a case out of our mishap.

Seven hundred fifty miles and twenty-three days later, we received a check from the insurance company for the full amount of our claim: \$32.51. It covered six x-rays, a night in the Lexington hotel, bike repairs, a telegram to our bank, and three meals each for the two of us. Back in Lexington, a certain crafty lawyer was probably gnashing his teeth.

We'd ridden more than 500 miles since the last servicing, in Omaha, and the fact that we'd had those repairs in Lexington didn't excuse us from the need to service the Spirit of Fun on schedule. This we did just outside Cheyenne, at Fort Warren, where my sister and her husband were stationed. A full week there gave Jim's knee a chance to heal and gave us a chance to be indoors in a homey atmosphere during an almost unbroken rainy spell. Between showers, we had a taste of military pomp -- standing at attention with the general on his colonnaded porch during Retreat -- and all that. I guess we preferred army-baked beans and four (yes, four) movies at the post theater, where the enlisted men could be themselves, and where the air was perfumed not by popcorn but by a Flit gun.

Feeling very fit and just a tad sad because it began to look like the trip was coming to an end, we got aboard again. My sister had mentioned that at Fort Warren you could tell when you had visitors because your doorbell would stop ringing if someone was standing in front of it. The wind that allegedly rang doorbells at Fort Warren, the prevailing westerly, was our headwind as we crossed Wyoming.

In low gear we made it over Sherman Summit, 8,835 feet above sea level, the highest point on the whole trip. That called for a beer, a call to which we were not deaf. And, a few days later, we surmounted

the Continental Divide, elevation 7,180 feet. Old-timers were looking at the sky, saying it might snow.

At Hanna, Wyoming, we called a halt before noon, exhausted and exasperated by the worst headwind yet. Thus, the following morning, we got up at 5:30 (early for us), had a hearty breakfast with the coal miners who lived at the little hotel, and were under way by 6:30. The gambit worked. We had outsmarted the wind. For the next few days, then, we enjoyed the wonderful sights and sounds of the early-morning semi-desert: birds waking, rabbits, shepherds, and their quaint covered wagons and their flocks of sheep, an antelope or two, ducks rising from a scant puddle of standing water, not to mention the spectacular changes in the sky that came with the first flush of day. Those windless hours just ate up the miles.

At Echo Forks, Utah, our profile map showed a choice of routes to Salt Lake City. One went around the Wasatch Mountains, the other over them. We chose the latter, despite its promise of stiff climbing and probably some pushing. The 20-mile coast down the other side, fast and furious, was heaven.

It was going to be 127 miles from Salt Lake City to Wendover, just beyond the Nevada line. We set out under moon and stars. During the first 41 miles, there were a few very small settlements; after that, nothing. At each little settlement, thinking it might be the last, we drank as much water as we could hold, except at one place where the supply was so low they wouldn't even sell us any.

Presently we were on the flats, an endless expanse of salt, sand, glaring sun, and mirages of fresh glistening lakes that disappeared as we rolled toward them. Our feet go so hot that we poured some of our precious emergency drinking water on them. Glad we were that Wendover, where we arrived at mid-afternoon, was in Nevada, a state where liquor by the drink was not illegal.

We crossed Nevada in six uneventful days. It was mostly cattle country and mining country. We talked with a cowboy riding herd not far from where my great grandfather had a pioneer cattle ranch. Whereas one-armed bandits are now everywhere in the state and casinos are common, of the six towns where we overnighted, only Reno had casinos in 1938.



Beyond Reno we followed the Truckee River Canyon into California. Our home state! We'd been in 19 states and DC, been in and out of all four time zones. Two days later, with the Spirit of Fun cleaned and polished within an inch of its life, we smelled the salt air of San Francisco Bay.

Without accepting a single ride, we'd ridden just under 7,100 miles. We'd been gone 164 days -- 115 of which we'd ridden all or part of the day. We'd experienced about every conceivable surface: pavement, blacktop, gravel, dirt, fresh tar. We'd ridden through water up to our hubs. We'd slept in 114 beds, almost every one of which had given us a different slant on things.

On the second of October, five months and ten days after take-off, we were met at the northern end of the Golden Gate Bridge by a group of bikers, a motorcycle cop, and a state police car. My father, bless his banker's heart, had a little trouble with what he called a "sensational arrival," but eventually he came 'round and was proud to be connected with us. Anyway,

we were escorted across the bridge to San Francisco, on through the city traffic, with sirens -- through red lights even -- and out to the beach. There, once more, we dipped the front wheel in the blue and foamy Pacific. "Congratulations," raved the excitable Ernie. "You've made the longest tandem trip ever made in America and the longest mixed-couple tandem trip ever made anywhere. The log of your trip will be given to the King and Queen of England."

What a catalog of trials and tribulations, as well as marvelous happy times we'd had. We knew now that our marriage would last

Elisabeth Young
Cedar Rapids, IA



© Elisabeth Larsh Young



FREEWHEELS

If you haven't witnessed it yet, you may soon . . . riding along and then suddenly you're pedaling away with no connection to your wheel. You've broken a freewheel. Since our club (Teamwork Tandems) has gone through several freewheels recently, we'll mention a few words to help limit more mishaps.

While freewheels are engineered to last the life of a single bike, most will only last a year on a tandem. Freewheels consist of the innermost body which threads onto your hub, and an outer ring which holds the cogs. Two sets of small bearings, about 50 in all, run between the body and outer ring, and 2 or 3 pawls engage one or two at a time against a ratchet mechanism when you apply power. Breakdowns occur in any of these components: threads on the hub have been stripped off, inner bodies have sheared in two, bearing races loosen, allowing bearings to fall out, and pawls have shattered.

All solutions involve your wallet. The cheapest solution is to look for "mountain bike" freewheels which have sturdy pawls. Another solution is to buy high-end freewheels, such as Dura Ace for about \$75, which will last longer than most. You will have to exchange and mix cogs with other Shimano freewheels to get near 13-30 tandem gearing. Another solution is to switch to cassette hubs, such as SunTour XC-LTD, which have the freewheel mechanism built into the hub. These have the benefit of additional axle support, but have not been available with more than 36 spokes or with drum brake threading. A hub plus cassette runs about \$115. Co-Motion now offers wheels with their tandem that use the Hugi hubs, a very high end Swiss cassette hub with allow gears for around \$460. Before you install a freewheel, have it injected with grease and use an anti-locking compound such as "Permatex Antiseize 113A" on the hub threading to prevent galling (see the May-June issue of Doubletalk, page 17).

It is possible to spot problems. Since freewheels often move inward as they fail, you may notice poor click shifting, especial on the low end, or you might shift the chain right past the small gear. If you hear a clack while pedaling which sounds like a spoke snapping, but you can't find a broken spoke, check the freewheel. Spin the wheel and watch from

behind: the freewheel should remain parallel to the wheel as it revolves. Any wobble could indicate a bent axle or a freewheel about to go. A freewheel should have very little in and out play or side to side yaw. Grab an edge of the largest cog with a rag and pry in and out to check for more than 1/16" looseness.

Teamwork Tandem News
September, 1991

Tandem silhouette nameplates are made of durable cast aluminium. Bike and background painted with black semi-gloss enamel; polished raised letters read the same on both sides. Shipped directly from factory; please allow four weeks lead time.

Style A
One line each side
\$33 ppd.

Style B
2 lines each side
\$35 ppd.

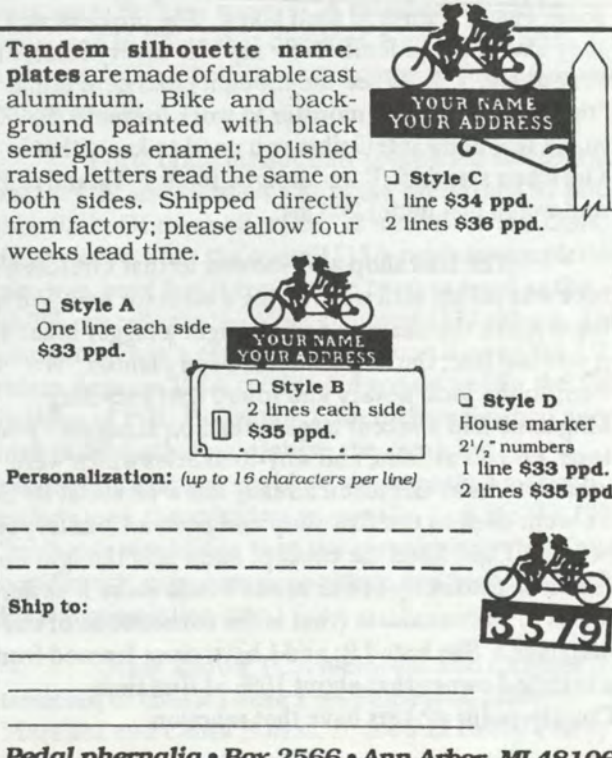
Style C
1 line \$34 ppd.
2 lines \$36 ppd.

Style D
House marker
2 1/2" numbers
1 line \$33 ppd.
2 lines \$35 ppd.

Personalization: (up to 16 characters per line)

Ship to: _____

Pedal phernalia • Box 2566 • Ann Arbor, MI 48106





HOW NOT TO START TO RIDE A TANDEM

Last year, my wife decided we were going to take up bicycling as a way to a) get back into and then b) stay in shape. She duly searched the classified ads and came up with two singles another couple wanted to sell for \$100.00. The 'womans' bike was a very light, attractive mixte. The 'mans' bike seemed to have been made of some strong alloy of lead; and, it was way too small (something I learned after purchase). We duly set about relearning to ride and were progressing when we elected to take a short (12 mile) ride that involved only one 'bad' hill. We both pushed up the hill and proceeded with the rest of the ride. Gretchen quickly tired so we cut the ride short with the handwriting on the wall. It was a day or two later when some one convinced me that we could fix some of our problems with better gears for Gretchen and a bigger frame for me. The latter would help me keep my not so great knees a lot longer. So, I packed up Gretchen's bike and headed out to one of the local fixit shops who also had some bigger frames in used bikes. The problem was they also sold tandems. Now my wife is very smart and very quick. I could see the thought cross here mind: "this is how I get the monster to work for me!" To make this more intelligible you need to know that Gretchen stands 5' 3" and weighs 100 lbs. I stand 6' 3" and weigh just under 200 lbs.

The fixit shop also showed us that Gretchen's bike was set up with way to long a stem for her. We had them make the changes and I bought a bigger bike. But it was too late; the evil seed had been planted. We went to the local library and found that Bicycling Magazine had a recent large spread on tandems - road tests, how-to articles, and why-to articles which were useless to us as Gretchen already knew all about it. So we went back to the fixit shop and tried a Counterpoint because I had liked the concept and I also thought that the close proximity of our heads would make it easier for us to communicate (that is the cornerstone of our marriage.) She hated it; and I have since learned from a satisfied owner that about 10% of first time Counterpoint stokers have that reaction.

Shortly after that I received my Christmas bonus and while looking for small bike parts we found a "gorgeous" red (Gretchen's favorite color) Rodriguez tandem, used. We purchased it in about the third month after starting to ride; and we were really in no shape to start this. We had neither the strength, the technique, or the knowledge.

I did know the Rodriguez fit my wife and was too small for me. The seat post could be raised to the correct level and we ordered a custom 17 cm stem the bike now sports. The trouble was that I had not been bicycling long enough to give the man measuring me reasonable feedback. But even if I had, there probably is some limit to how far forward you can go. To make matters worse, you have to understand that as a kid (I am now 54) I rode a cruiser, a very upright affair. I had never learned to "get down in the drops"; that is, to do it like I do now. And to add fuel to this already raging fire, I am short in the leg, long in the trunk and very long in the arm; your basic gorilla.

Gretchen is built oppositely. For instance, her inseam is about two inches less than mine. My hand is almost as long as her forearm. When we got the new stem, I took the 46 cm stoker bars off the back and put them on the front. I moved the adjustable stoker stem all the way back and rotated the "bottom" part of her drop bars so that they are 45 degrees back from being horizontal on the top. All this and the addition of a Hydropost has made Gretchen happy as a clam.

My problems are never over. The 170 mm cranks are too short for me - thankfully, at times. My toes just touch the back of the front fender on tight, slow turns. But mix my long trunk and arms with a too short top tube and out of the saddle pedaling is out of the question. Mix this with the short hard to move cranks and occasionally accelerating from a stoplight if I cannot get clipped in is a lot of fun. I put shoe goo on my hard bottomed shoes to cure this problem. I wish I had had some help the day I dumped us over and Gretchen could not ride for nearly a month because her knee landed on a rock. We had two other near misses.



The first time I found out about the toe hitting the fender was in a very awkward place where Gretchen zigged while I zagged. I caught us that time though the bike got to nearly 30 degrees from vertical. I realized Gretchen's light weight saved us there - thank goodness for small favors.

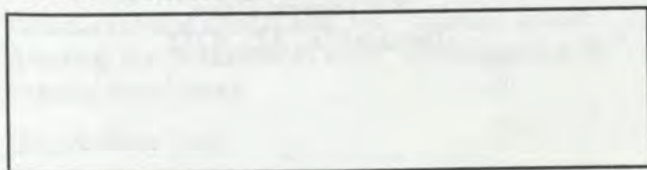
But to be more serious for a moment: I would, now, never advise any 3 month ignoramus rider to attempt a tandem. Find out more about bicycle fit and its importance before you venture into the potential fun of a tandem. Extending the seat post and the stem help but the bicycle must fit more than that, especially for the captain, especially if you care anything for your rear admiral. Know about riding a bike in traffic and other aspects of bikemanship before one of you takes responsibility for two. We were so bike illiterate for a while that we kept having lots of flats for stupid reasons. We have one eating place we call the snake bite cafe because we had two of 4 or 5 of them there. We finally were told to pump the tires to 5 lbs pressure greater than the stated maximum. Guess what, it worked.

Another thing we have learned and that is there are "experts" and then there are the "real" experts. Most of the former so are so proclaimed by themselves. The latter are harder to detect. A prodigious use of salt on the information you're handed will help, especially if followed with the most common sense approach you can muster, may save you a lot.

Nevertheless, our first 1000 miles of biking have been mostly successful due in large part to the fact that we did several years of mixed double sculling (race rowing). Gretchen learned to follow my lead there and she does very well on the back of the tandem. Thus it appears that with all that previous training she was right for us about the Counterpoint.

The Rodriguez is a beautiful bike; but it must go. When we can come up with something better for me we sure hope to see you on the road - especially if you're on a bike that fits.

Bill and Gretchen Young



PARIS-BREST-PARIS, 1991

The Tandem Club of America was well represented in the centennial year running of Paris-Brest-Paris, 1991. The winning tandem team was captained by TCA member Dr. Bob Breedlove. He and his partner Rich Ferdrigon covered the 750 miles in 48 hours and 2 minutes and set a new tandem record. After leading (sound familiar?) and sharing the lead, they finally finished in ninth place overall. Scot Dickson of the USA (and also a fellow Iowan, as is Dr. Breedlove) finished first for his second win of the P-B-P, this year with a winning time of 43 hours and 42 minutes. Dennis Heart, also of the USA, placed second.

The USA also placed first in the mixed tandem division with the team of David and Antoinette Addison. Their time was 63 hours, 16 minutes. Elaine Mariolle of the USA thought she had won the women's division, but was relegated to second place by a surprise tactic of the French lady who had started later in the staggered starts.

A French triplet finished in 79 hours and 43 minutes. Trikes also competed, but no tandem trikes were seen. Perhaps some TCA members would be interested in filling that division! A statesider was honored, too, as the youngest woman to finish this most recent course.

Forty tandems not only completed the course, but they all also finished within the prescribed 91 hour time limit. Of these 40 teams, 12 were from the USA. I do not know what the overall USA tandem completion rate was, but I feel it could have been as good as the 83.7% overall rate the USA achieved (333 riders). This percentage was a cause for celebration among the USA riders, because USA cyclists did not do well in the 1987 running of P-B-P. Overall, USA cyclists finished very high in '87 (including winning the race), but the completion rate was very low. Apparently American cyclists took this criticism personally, because the 1991 finish rate was higher than the completion rate of all non-French, non-American riders, and higher than the French completion rate.

Other known TCA members who finished (on tandems, of course) were Pete Penseyres, Steve Martinez and Crista Borrás, Bruce and Becky Perry, Geoffrey Link and Laura Gerren, newlyweds Barbara



(Schillawski) and Joseph Mautz, Greg & Lynda Karr, and Normand Gagnon and Sylvie Brunet. Not bad, 8 out of 12 tandem teams had at least one TCA member on board! Barbara and Joseph were even completing their second P-B-P.

My personal feelings on this event, from a tandemist's view point, is that this was a hilly course, one that seemed particularly difficult for Becky and I. These hills apparently did little to slow down Dr. Breedlove and some of the other tandems, but, for us, these hills exacerbated the usual mismatch of tandems and singles, and made maneuvering among the thousands of cyclists very difficult. This was especially true when descending at night on the French back roads. A constant and significant headwind on the return 375 miles should have been a relative advantage for the tandems. However, the hills and slow speeds caused by fatigue negated this "advantage" for us.

We slept, laying down with eyes closed, over twelve hours during the three and one-half days. This, along with the time we lost by being non-supported, meant we were off our tandem much more than an experienced ultramarathon cyclist would be.

While on the road, we had to replace one broken spoke (rear wheel, freewheel side, of course). We broke our generator, which was our bright beam source, after only one night's use. I saw one American tandem team destruct a rear rim (metal fracture), but we heard they got underway again and hope they were able to finish.

I would generally suggest touring rather than racing through the French countryside, but you will certainly miss the cheers we got in all the little villages, even in the middle of the night.

With the exception of one resolving case of diarrhea and, of course, general fatigue, we finished in good, perhaps in better health than when we started.

Initially I was reasonably satisfied to finish "under the clock." I can not help thinking now that, after two years of preparation, we could have and should have been more competitive. Certainly next summer I will be more than PLEASED to get back to the Midwest Tandem Rally.

Three years from now there will be another P-B-P, in 1995. After 6 months, I can just now start to consider the possibility of returning.

I would greatly appreciate hearing from other tandems that were at P-B-B.

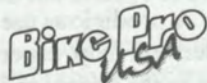
Bruce Perry
Midwest TCA Representative
2652 West 34th Street
Davenport, IA 52806

Is Travel in Your Future?

See why Tandem enthusiasts worldwide choose BikePro USA Tandem travel cases

- Available to fit any size frame
- Unique design absorbs maximum shock
- Folds down for easy storage
- Shippable by UPS
- 100% Warranty
- All products made in the USA

Call 1-800-338-7581 for a free catalog



3701 West Roanoke, Suite A
Phoenix, Arizona 85009

MOVING?

When you move, be sure to send Doubletalk your new address. As Doubletalk is mailed Third Class (Bulk Rate), the Post Office will NOT forward your copy. You'll miss out on all the wonderful articles, rides, and other good things in the magazine.

Send your address corrections to:

Doubletalk
c/o Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242



AMTRAK WOES ... or How We've Been Railroaded!

EDITOR: The following is a running commentary submitted to DoubleTalk by TCA Members Cate & Steve Evers. The letters were written in 1990, but AMTRAK policies have not changed! Perhaps a letterwriting campaign from all 2200 member/couples from the Tandem Club of America could make a difference?

National Railroad Passenger Corporation
Office of Customer Relations, Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002

Dear Customer Service,

We enjoy traveling by train very much. We are also tandemists. In order to make our tandem a baggage item, we had a custom bag designed which makes the tandem only 10" longer than a conventional bike, and which meets your baggage standards of less than 75 lbs. The "luggage bag" has handles for carrying and loading.

Most recently we rode the train from Portland to Seattle, where an exception is made and tandems are allowed, as there are 8,000 cyclists for this event.

The local baggage manager was most helpful in talking with us about the prohibited articles' list, which lists tandems. We are interested in future travel on the train with our tandem. The local baggage manager stated that had he not known our bag was a tandem, it would have been accepted as baggage, as it met the baggage restrictions. With this in mind, what can we expect for future travel, and can tandems be removed from the prohibited list if packaged appropriately?

I look forward to your response, as there is a national tandem association, The Tandem Club of America, that is anxious to know of your decision for ongoing travel plans.

Cate & Steve Evers

AMTRAK's Reply...

Dear Mr. and Mrs. Evers:

Thank you for your correspondence and continuing interest in Amtrak. Unfortunately, Amtrak policy regarding the transport of tandem bicycles will not change in the near future. Other than the rare exceptions when tandems are shipped via trains to major sporting events, you can expect that your tandem will not be authorized for transport on Amtrak trains. I am sorry that I could not respond more positively to your request, but I trust that you will understand Amtrak's position on this matter.

Thank you again for writing. We value your patronage and look forward to serving your future travel needs.

Sincerely,
Michelle Giron
(Amtrak) Customer Relations

Round Two:

Dear Ms. Giron:

In your response to our questions regarding the transporting of our tandem, it was not explained why tandems are excluded, particularly when a tandem is packaged to meet your specifications for all other baggage that you transport. We would appreciate a direct answer to our question.

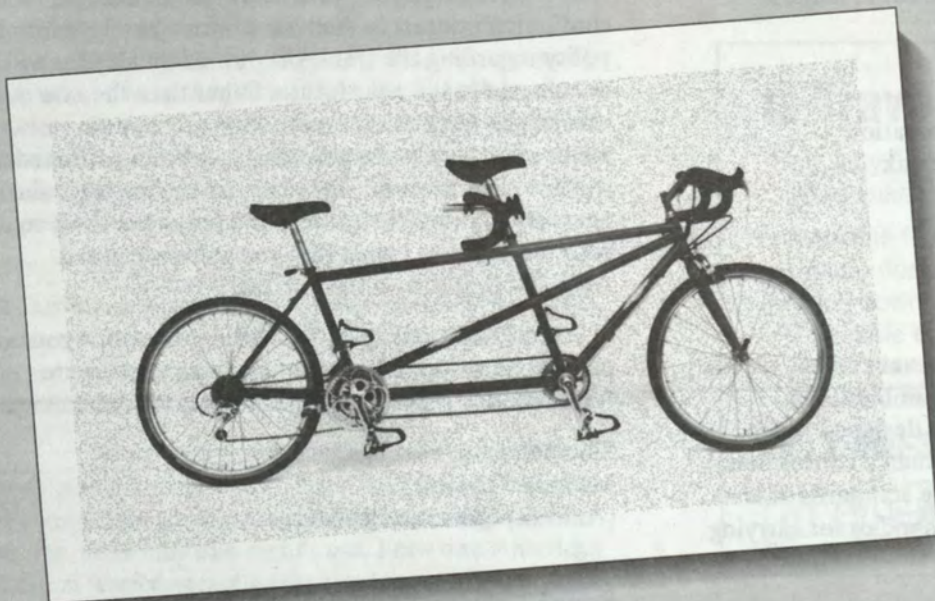
Cate and Steve Evers

Dear Mr. & Mrs Evers:

Tandem bicycles are prohibited because they are too large to fit standard size bike boxes. Bike bags, even custom made ones, are not acceptable because they do not provide the level of protection that a box does.



TAKE A LOOK AT THE FAMILY SCRAPBOOK!



The classic Cousin It

Our most popular model. Request our unique, optional quick change package and you'll really be hanging two tandems on the same hook.
"Get ready for the ride of your life. This unique hybrid tandem can metamorphose from a flat-bar, knobby tire mountain bike to a drop-bar, slick tire road machine in minutes." —*Bicycling Magazine*

The Uncle Fester — too new for photos!

We set this one up just the way we like it. Built with the same acclaimed, handbuilt frame as its sophisticated relative the Cousin It, and boasting Shimano DX componentry, the affordable Uncle Fester (a bit over two grand) makes it easy to be an Ibis owner.



MPACKS Packs & You can take it w

You know what they say about "if you
So we did, and the results are rema
a complete line of panniers and pack
and constructed with the same mater
that has made our tandems famous,
bicycle packs available.

POB 275 • S



IBIS



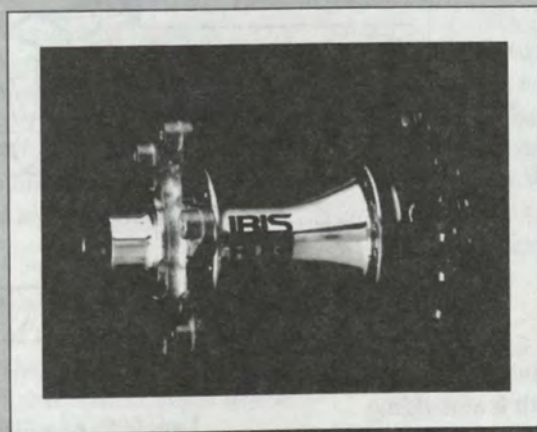
Packs & Panniers. Take it with you.

about "if you want it done right..."
are remarkable. Introducing MPACKS,
bags and packs that have been designed
with the same attention to quality and detail
as our most famous. Absolutely the finest



The amazing Ibis Uptube

Some people just have to have the best. And the best costs way less than a Lexus! "The 26" wheels on the Ibis produce a gloriously comfortable ride that no road tandem can match... this bike's talents run the full spectrum, and it performs extremely well in every area. It's fast, comfortable and fun—and that's what cycling is all about." —*Bicycle Guide Magazine*



The Ibis-Hugi Tandem Hub

We got so fed up with our tandem rides turning into walks along the highway or through the woods that we did something about it: the new Ibis-Hugi Hub. No more pesky pulverized pawls thanks to an eighteen point star ratchet system. Bombproof construction features a hub axle with four precision sealed bearings for superior strength and longevity. Add a splined hub body to accept ProStop disc brakes, and a versatile cassette and quick rear wheel and brake removal. Anything else? Yep. The best tandem hub on Earth costs less than dinner at a four-star restaurant.

IBIS

275 • SEBASTOPOL CA 95473 • 707 829 5615



TANDEM BRAKES . . . AGAIN AND AGAIN AND. .

I have been following the letters recently in DoubleTalk about the additional brakes and thought I would throw in my 2 cents worth (or our 4 cents worth) in observations and experience about tandem brakes.

The effect on the Bike:

1. A drum brake adds about 4 pounds of extra weight to a tandem. (Drum, Hub width, braze-ons, cables, maybe more if used with a 3rd lever.)
2. A drum brake requires a special hub, which until recently has not been available in quick release, and has not been compatible with state of the art equipment (i.e. Cassette hubs, etc.). It in turn has needed extra space rear dropouts to accommodate the brake, requiring a different rear triangle jig and alignment tools for the single bike builder.
3. A drum brake requires 3 to 8 additional braze-ons for a typical "quality" frame installation.

Considered together, adding a drum brake to a tandem MAY mean an additional cost of \$150 to \$300, for a heavier bike, with performance features missing in a market where traditionally cost, weight and performance are key sales issues to the dealer and buyer.

Team Considerations

A 120 lb Captain with a 50 lb. child stoker is going to have much different needs than a 200 lb. captain with a 150 lb stoker. Both teams riding with 60 lbs of touring gear in the Rockies will have different needs again. (In some cases, I am inclined to think that with a child stoker, the drum brake may not be needed.)

An aggressive, former racer will have a different set of perceptions of braking requirements and "safety" levels than a tourist or sport oriented rider.

To say the brakes worked well on a hill takes on a whole different meaning if you're talking about an extremely steep hill dropping into a Midwest river valley versus a long graded mountain pass with no sharp turns. After tandeming in both, the short steep drops in the Midwest are sometimes more demanding on the brakes than the mountain pass.

Brand new brakes, on brand new rims with dry roads will perform quite differently from worn pads on dirty rims in a light mist or rain.

JUST UP THE ROAD



Our Experience

I am 60% of a 300 lb tandem team. We have used the Arai Drum since 1981, tandeming about 2,000 miles a year, with 6,000 miles of self contained camp touring in the Canadian Rockies, southern California and much of the Midwest. Most of the rest of our miles have been fast club rides and centuries. We have used quality cantilevers since 1984, with a variety of the hi-quality brake pads that have been available since the



late 70's. We have used anodized, hardened, 1 1/8 alloy rims since '84, with a variety of nylon corded, kevlar or steel beaded tires. I have made some repairs and or changes due to wear, but other than possibly the Suntour SE brakes, I haven't seen any significant changes in this equipment, other than lighter equipment options being available, since 1985.

With our Arai Drum brake, every 1,000 or so miles I take the actuator plate off the axle to remove any of the shiny glaze from the brake pads, which is about a 15 minute job. We have broken in 5 new Arai brakes on different bikes and wheels, and it usually takes about 500-1,000 or so miles of riding to break in the pads. It also takes about the same amount of time to stretch out the cable, which can affect apparent performance. (Generally speaking, performance on an out of the box Arai, may leave something to be desired.) With roughly 10,000 miles on our current brake, there is plenty of pad material remaining. The Arai is used with the left front lever and both cantilevers are on the right front lever, with both sets of cantilever pads adjusted to hit the rims at the same time. My usual strategy is to use the drum for slowing, the cantilevers for stopping and both systems for really stopping.

Among the reasons I like a drum and cantilever and drum system are:

1. The redundancy of two independent braking systems. If a cable fails, I always have two working brakes. (A "Worst case" lever failure could leave just one brake functioning.)
2. I can alternate to save the brakes on descent, never overheating both brakes, and always having a "cooler" set.
- 3 I have a brake which is available which is not dependent on the condition of the rims and cantilever pads. This has been nice on the two occasions where I had to open the rear brake slightly until I could true a banged up rear wheel.
4. Even with both brakes applied hard (rims and cantilevers), I have never had the rear wheel skid or fishtail on wet or dry pavement. (I did lock a rear wheel on a hill without a stoker on the back, but I do not consider that a normal occurrence.)

In Conclusion

In the 20 years I have been reading about tandems and 5 years of selling them, I have yet to see a "Lab" type test of tandem braking systems, done by and independent organization. Brake articles are almost always either personal experience, opinion or marketing hype and should be recognized as that. I believe it is the team weight, the use of the bike, the typical terrain, the weather you ride in, and you and your partners comfort with risk should all be considered when you decide on brakes. I truly wish there were some answer from a lab that would say what is best, but there are none at this time. My opinion (preference) is for a well adjusted drum brake on a well maintained tandem for safe, reliable braking for most of the riding we do. And while we have run out of granny and high gear, we have never run out of brake.

Jay & Linda Hardcastle

_ * _ * _ * _ * _ * _ * _ * _ * _ *

TECHNICAL TIP OF THE MONTH

Comes from page 88 from the article, "How to Fix Your Bike in a Pinch with 2 Rocks, a Stick, and some Duct Tape", *Bicycling*, August, 1991.

"If you have broken the pawls and the freewheel won't engage, run a toe strap through the holes in the back of the largest cog and around some spokes. Pedal lightly and walk hills." If you lose the bearings from inside, but the pawls are still intact, disassemble the freewheel and wrap 2 shoelaces or drawstrings around the bearing paths and reassemble as an almost normal "fixed gear".

_ * _ * _ * _ * _ * _ * _ * _ * _ *



NEVER TRUST A NON-CYCLIST

It was hot. I usually don't sweat but I could feel rivulets trickling down my spine inside my shirt. Sweat was running down my chest between my breasts. Whatever moisture was forming on my arms and legs was drying so fast I couldn't feel any evaporative cooling. I grabbed my water bottle for a drink but the water was almost hot enough for tea. I drank it knowing I needed the liquid and then squirted some on my face. It felt hotter than a shower. The water that ran off my cheeks into my mouth tasted salty. I squirted a little water on my legs, being careful not to waste too much. We were riding about 15 miles an hour so the air on my wet legs and face felt cool. My face felt no breeze as it was blocked by Paul, who was on the front of the tandem.

I started to think about that orange juice we had in the bag behind my seat. The cashier at the market where we'd bought it was right so far. He had said this road would go up and down a lot. The up hills were brutal in the heat but the downs were welcome for the breeze they generated.

We'd left the hotel at 7:30am to try to cover some distance before the heat became too intense. The first few miles were pleasant as there was still some damp morning air in the river valley. A gentle breeze was ruffling the poplar leaves along the river and we flew along the smooth pavement, our legs pedaling in unison. As soon as we turned onto the side road, on a south facing slope, I could feel the early morning sun beating down. Heat began to radiate off the pavement even at that early hour. Now it was about 9:30 and it felt like it must be approaching 100 degrees. Paul stopped the bike in the shade of an oak tree to drink our juice and I looked at the map.

"It's still another 10 miles to the town of Raymond," I said as I started scrutinizing the map for creeks. I wasn't looking for water, but wondering about hills. I know that every creek would have a hill going up out of it. "It looks like we cross two creeks", I said.

"Well, I hope the cashier was right about the road between Raymond and Coarsegold," he responded, "He said it would be straight and flat, didn't he?" I knew that most motorists don't have a clue about

how hilly roads are. I looked back at the map. It showed Raymond to be 900' and Coarsegold 2200', so I knew there would be an uphill, but if described it as flat maybe it would be gentle and straight.

As we got back on the bike I started anticipating Raymond. It was barely a dot on the map, but surely would have a place to buy sodas. That thought and knowing the road out of town would be gentle helped get me over the next two hills. When we arrived, there was only an all purpose gas station/general store, with cafe tables inside. Good enough! The tables were nearly filled with local ranchers, who had more sense than to be outside. They looked at us as we walked in and someone drawled "bit warm for bicycling, ay". "Yea, you're right" was all the reply I managed.

The store was a cavernous old building with big ceiling fans lazily pushing the flies around. The walls were covered with squares of metal paneling which were pea green and embossed with scrollwork designs. It probably hadn't changed in 50 years. The shelves were sparsely filled with dusty merchandise, but there was a shiny new soda dispenser in the corner. We sought out the only empty table and ordered large drinks.

The change in temperature from outside to inside was only slight but enough that sweat no longer evaporated instantly. Instead it started pouring off my arms and face and when I sat down it pooled at my elbows on the table. It became too slippery to leave my arms on the table. I'd never experienced this before. Numerous times I'd seen men sweat this profusely and was rather repulsed by it. As I wiped the table with a napkin I looked at my arms like they were foreign, they weren't acting like part of me.

I thought back to last week when I'd planned the route for this 4-day tour. When we decided on the destination it had been unseasonably cool all over California. Spring had been wet and late everywhere so we decided to risk the Sierra foothills for this 4th of July weekend tour. We chose a route with moderate traffic and exceptional scenery. I thought there might even be some wildflowers left. However, the weather



**THE
TANDEM
TOURING
COMPANY**

• CALIFORNIA 1992 •

Napa / Sonoma

California wine country displays a devotion to the quality of life rarely matched. Endless vineyards, towering redwoods and a spectacular coastline make this a perfect setting for a tour by tandem. We will ride each day allowing time for a variety of activities off the bike that include wine tastings, mud baths, massage and hot springs. For six evenings we will experience sumptuous cuisine and exquisite wines, staying in magnificent country inns and luxurious historic hotels. While pedaling down these rarely driven country roads, our luxury support van will be close at hand. Come tour with us and experience the romance of touring in wine country; truly a feast for body and soul.

7 DAYS / 6 NIGHTS

March 22 - 28 Sept. 27 - Oct. 3

March 29 - April 4 Oct. 4 - 10

\$1288

*For Reservations or Further Information,
Please Call the Tandem Touring Co. at
(303) 499-3178.*

COME TOUR WITH US!

started changing the day of our departure.

We had started in Coulterville the prior day and rode the long way to Mariposa, about 60 miles. We arrived in Mariposa at our motel a little afternoon and collapsed in front of the air conditioner for most of the afternoon. Today we would ride 55 miles to Oakhurst. The following two days we planned to retrace our route on different roads back to Coulterville. So here we were in the middle of the gold country in the foothills, enduring the first and, as it turned out, worst hot spell of the summer.

After 20 minutes in the cafe Paul looked at me, he didn't need to say it was only going to get worse the longer we lingered. I slowly got up and tried not to think of the remaining miles to Oakhurst. I figured one step at a time. 15 miles to another break in Coarsegold.

As we turned onto the road to Coarsegold we both knew instantly that the cashier had been dead wrong. The road started upward immediately. It was narrow and winding with shade trees widely scattered on both sides of the road. There was no traffic so Paul followed the shade, crossing back and forth as trees presented themselves. The miles crept by awfully slowly. The road wound and wound, never letting us see how high it would go, nor did it ever level off, until we abruptly crested the ridge.

At the summit we paused and looked down into a remote and steep valley. It clearly was not the valley where Coarsegold was located. Being an eternal optimist I started thinking that the hill out of this valley couldn't possibly be as bad. The descent appeared straight and steep and Paul dropped into a tuck in preparation. I grabbed the drops of my handlebars, tucked my head down against his back and let my legs relax. The hot air offered little resistance and we flew down the grade. Paul said, "40 . . . 50 . . ." I closed my eyes and held on, tense, but basically trusting his bike handling. Finally the grade lessened and I looked at the brush flying by as we reached the valley bottom. Paul looked at our maximum speed indicator, it registered 58.5 mph, a new record for us. So much for the 'gentle road'.

The descent caused my spirits to revive a bit. But now we were in the bottom of the Fresno River valley and we'd lost more elevation than we'd previously gained. The valley bottom was beautiful, verdant, and



shady, but offered only a brief respite before the next grade. The last hill had been bad, but this one proved worse. Although I'd been consuming liquids constantly, I wasn't keeping up with evaporative outflow. I finally had to call for a halt before I fell off the bike. When I stepped off, I had to sit down quickly to keep from fainting. We sat on a rock in the shade, facing a dry creek bed, and drank tepid water. I poured minute quantities of it on my face until my skin changed from beet red to a nearly normal color.

When we finally crested that last hill, it was only a few easy miles to town. I could hear the traffic before we actually saw Coursegold. We'd intersected the main route from Fresno to Yosemite and it was crowded. We arrived shortly after noon and chose a drive-in in the busy, touristy little wayside town. We watched a flock of children playing around a statue of a black bear, two kids were pushing the button that made it growl. Across the street you could ride a stage coach or pan for gold. It all seemed alien after the deserted roads we'd been on. I sat in a semi-stupor drinking lemonade and watching people step briefly out of their air-conditioned cars and then speed on up the road.

After finishing my lemonade I jammed as much of the ice in my water bottle as I could, and topped it off with cool water. It was only another 11 miles to Oakhurst and we were both anxious to get there. As we started riding, Paul asked where we were staying.

"At the Days Inn," I replied.

"What?", he said. "How can that town be big enough for a Days Inn?"

"I know, that's just what I thought when the agent gave me the choices on the phone. This was almost the only one with a vacancy."

He asked, "Does it have a pool?"

"I don't know, it better," I responded.

"Jeez, you mean you didn't even ask?"

"I just glared at his back and said, 'It was cool last week.'"

The last section of road was a very gentle upgrade, but unpleasantly crowded with cars. To top it off, it had just been repaved and the cars were spitting

gravel and grit at us. My shins got stung by rocks a few times, and the grit stuck like glue. We were both filthy by the time we reached town. We were expecting the sleepy little mountain town Paul remembered from 15 years back, but it looked like Southern California. Traffic crept through the stop lights and the town sprawled for miles. I saw a bank and looked for the inevitable thermometer -- 108°, in the shade! Paul said, "We're at 2300'. It's cooler here than where we were." I was too hot and tired to comment, and scanned the marquis for our motel. We passed motel after motel and read the signs: Queen-size beds, TV, phones, Pool. What would ours say? Finally Paul saw it in the distance. We were both quiet as the sign came into view: Cable TV, Phones, King-size Beds. Nothing more!

As we pulled in, I could see the rooms facing onto baking sidewalks. It was only 2:00 p.m., and it didn't look like a pleasant place to spend the afternoon. Although disappointed, I had never been so glad to step off our bicycle. When we entered the office, I gave our name, knowing we had a non-refundable reservation, and sure everything else in town was full. I asked if they really had no pool. Her eyes scanned from me to Paul to our bike and back. She said she'd just talked to the motel down the road and knew they had a room left. Would we like her to call and see if it was still available? It was a bit more money, but they had a pool. I asked about our reservation, and she said that was okay, she could tear it up.

Even though it meant getting back on the bike, we took it. It was worth every penny, the pool was set in a small valley filled with huge oak trees and greenery. It was a wonderful setting in which to soak and vegetate for hours. And try not to think of the morrow.

Betty & Paul Tamm
6828 Saroni Drive
Oakland, CA 94611



CZECHOSLOVAKIA BY TANDEM BICYCLE

The Czech and Slovak Federated Republic is a nation in transition. Often cited as a success story in Eastern Europe's difficult transition from socialism to republican market capitalism, Czechoslovakia nevertheless suffers from numerous lingering problems. My wife and I decided to bicycle there on our tandem bike in the summer of 1991 in order to see for ourselves what one of the Eastern European countries was really like in the wake of its "Velvet Revolution".

Our tandem bicycle with trailer in tow was an ideal vehicle for exploring the Czech and Slovak countryside. We could experience the sights and sounds, stop quickly and easily to see the things that interested us, and maintain freedom of mobility on our own schedule. We avoided gasoline rationing, and by camping along the way were able to minimize the inconvenience of poor hotels. People frequently warned us to be wary of thieves, but we found that our new red tandem with its bright yellow trailer attracted such crowds of interested onlookers that we never had a problem with theft. Our biggest difficulty in this area was that kids kept pushing the buttons on our bike computer, messing up our daily totals!

Touring in Czechoslovakia in 1991 had distinct advantages and drawbacks. The main drawbacks were: poor, fatty, salty food, terrible air pollution, very poor service in state-run businesses, run-down, ugly buildings, and a lack of things worth buying. Some of the advantages were: very inexpensive prices on food, drink, and camping, good roads, fruit trees along the roads, and the wonderful hospitality given us by some people. The heavy hand of socialism has left prints that will take long to wipe away. The vast majority of grocery stores and restaurants are still owned by the state-run conglomerate Jednota, whose motto should be, "We're lousy, we know it, and we don't care!" It still seems to be the case that bribes and/or connections are necessary to get desirable goods and services, because few things of good quality were available in the stores. Most of what was available was cheap (in both senses of the word) by our standards. But goods and services are not inexpensive to the Czechs and Slovaks, because

they earn on average about \$100 [3000 Czech crowns] a month. Imported goods are not widely available because no one can afford them. Still, we were able to find basic food, and campgrounds were plentiful, so we were able to cope quite well. It was kind of fun to buy anything we wanted to without worrying about our budget. On average, we spent about \$12 a day, including all food, camping, occasional hotels, and some souvenirs.

Typical Czech campgrounds are crowded, noisy, located on a lake, and usually just an open, trampled field surrounded by a fence. Most campers seem set up for a long stay, and many use campers as second homes. Most campgrounds have a restaurant, a snack bar, and a beer garden. Many of the Czechoslovakian campgrounds we stayed in were hopping places, full of people drinking beer and having a good time. There are three classes of campgrounds: Class A, which have showers, Class B, which don't have showers but do have toilets, and "turisticka ubytovna", out-of-the-way, hard to find, ridiculously inexpensive places designed for tent camping. The class "A" and "B" campgrounds are listed on maps and in guides as "Autokemping", and always offer cabins ("chata") for rent. The cabins are small, and simple, but cheap. We found that they usually cost around \$5 a night for two people. Most will accommodate four folks, but they aren't roomy. We never stayed in one, largely because they always had only single bunks, and we were on our honeymoon. But, if one wanted to do a bike tour through this country without a tent, it would be fairly easy to do. In addition to the bungalows at the "Autokemping" places, there are "Pensions" (small hotels with restaurants) and "ubytovani" ("rooms free"--either a bedroom in a private home or a youth-hostel type affair hidden in a building). There are many youth hostels, but we did not use them. Hotels are often available, too, but we found them to be relatively expensive for the accommodations provided.

A tourist agency can, of course, do bookings in advance, but we strongly recommend steering clear of both "Cedok" and "Intourist", the state-run tourism



enterprises. If used, one will pay more and get less than one otherwise might. Advance bookings might still be a good idea for visits to the big cities (Prague, Bratislava), though, because of heavy demand for rooms. Hopefully, some good private travel agencies and more hotels will be operating in Czechoslovakia soon. The best source for current information about Czechoslovakia is Jan Sramek at Bohemia Books, 53321 Villa Circle, Shelby Twp., Michigan, 48318, tel. (313) 781-4107. Mr. Sramek was very helpful in our search for information about Czechoslovakia.

We began our tour in Berlin, having flown there from the U.S. with our bike and trailer in their boxes. After staying a few days with some friends, we headed south towards Prague, generally following the Elbe River. West European food was available (at West European prices), but the roads and accommodations were sometimes shabby. Traffic was heavy, and we did not find the Elbe route in former East Germany very enjoyable. Many roads were difficult to bike on because they are still cobblestoned.



When we arrived in Czechoslovakia, there was no difficulty crossing the border. Czechoslovakia has abolished their old currency exchange requirement, and no visa is required for a visit of less than 30 days. If one does stay more than 30 days, a quick stop at any police station is all it takes to get a visa extension. The government wants to encourage tourism in order to

attract money, but the private sector has been slow to get the hint.

The first town we came to in Czechoslovakia was Decin. Both of us thought to ourselves, "We've made a big mistake." It seemed an ugly, unfriendly place to us in the rain. We had tried to learn some Czech, but to no avail. People were discourteous, laughed at us in our difficulty getting food, and generally made us feel uncomfortable. Czech buffets are set up so that the "point and grunt" method of getting food does not work. One has to tell a cashier what one wants, pay, and then take the receipt to the food line. We got goulash in Decin, because that's all we could pronounce. Thank goodness, this negative experience in was a real low point--from there, most of our experiences were much better. From the northern border of Bohemia to Prague, the road was fine, but rain dampened our spirits.

Prague still retains much of its medieval and Baroque flavor, and it has by far the most services for tourists of any place in Czechoslovakia. There is an active business in connecting visitors with private accommodations. As soon as one arrives in the city, a young, multi-lingual entrepreneur will ask if accommodations are needed. Since we camped outside the city and used the busses and trams, we couldn't judge the quality of the private accommodations in Prague. As anywhere, the private lodgings probably vary widely in quality, but at least in Prague they are readily available. Some people we met did say that they'd been hooked up with places far out of the city, though, so it's worth checking the address before agreeing to take an accommodation. The hotels are heavily booked in the summer.

We camped at Libeznice, a small town to the north of Prague, in a private camp run at a school. The teacher/operators of the campground were very friendly and extremely helpful. They and practically everyone else told us to look out for thieves, especially on Wenceslas Square, but we never had a problem.

It may be possible to bicycle into Prague, but we would not recommend it. A bicyclist would be much better off staying on the outskirts somewhere, and using the busses or trains to get into town. Once in Prague, it is easy to get around on the streetcars. Tram



tickets are very cheap, but we never saw anyone but ourselves using them. Unlike the busses, where one must usually pay a human "troll" upon boarding, the trams have an automatic stamping machine for validating tickets bought at the central stations. In Germany, plain-clothes inspectors make rounds to ensure that people buy and validate tickets, but we never saw this happen in Prague. In fact, throughout Czechoslovakia we saw remarkably few policemen or soldiers. Perhaps after so many years of repression, the government has tacitly decided to let minor transgressions like riding the trams for free slide.

Since the main sights of Prague are well explained elsewhere, and easily discovered once there, we will not dwell on them. In general, Prague is far wealthier, cosmopolitan, and touristy than any other Czechoslovakian city. Its character puts it in a class quite by itself, and it is as different from the countryside as New York City is different from rural Alabama. A trip to Czechoslovakia should include a stop in Prague, but that city only offers a glimpse of the character of the country. Also, one must not expect the same level of services elsewhere in Czechoslovakia. Prague has far more goods, a great many more English-speaking people, better public transportation, and probably more places to exchange money than the rest of the Czechoslovakia combined. Prices are much higher than elsewhere, and a tourist is very likely to be ripped off for a few bucks, especially in restaurants. The tab one gets at the end of a meal is nothing more than an illegible list of numbers, and most waiters are impatient (understatement!) with tourists. They are well aware that their prices are still quite cheap by western standards, so they think nothing of adding the equivalent of a few dollars to the bill, knowing that most foreigners will never know the difference. Go to Prague, but be as careful as one would be in any big city.

From Prague we biked on our tandem to Kutna Hora, a well-preserved city some 120 kilometers east of Prague. It is known for an early Gothic cathedral boasting uncluttered flying buttresses along the full length of the structure. The cathedral there, like most, was locked up tight, the entrance blocked by iron bars. Czechoslovakia was overrun with thieves after the Iron Curtain went down, and the churches were badly plundered. Please do not buy medieval Catholic artifacts if you travel to Europe, because they

may well have been stolen. This is understandably a very sore point with many Czechs and Slovaks. We were also saddened to see the statuettes torn out of most roadside shrines.

The road from Prague to Kutna Hora was quite nice, lined most of the way with cherry and apple trees. Some of the cherries were ripe, and we picked a hand full. The trees do belong to someone (usually a neighboring town), but no one seemed to mind when we took a few. We often got to pick fresh fruit, because cherry and apple trees were very common along the roadsides, especially in Bohemia. We also found wild raspberries and blueberries later in the summer. Restaurants tended to have very limited fare, and the food was often poor, but we found a restaurant in Kutna Hora that offered trout dinners for the equivalent of about \$1.25. Trout at that price was fairly common, and we had it often throughout our trip.

On our second day out of Prague, we found a small U.S. flag in a shop, bought it, and sewed it on to our handlebar bag. Why? We were tired of everyone thinking that we were German! We have nothing against Germany, and we communicated much more often in German than in English, but many of the people we encountered had warmer feelings towards Americans than toward Germans. The East Germans are by far the most numerous tourists in Czechoslovakia, and they tend to be a bit overbearing. Interestingly, the "Easties" feeling scorned by their rich countrymen in western Germany can come to still-cheap Czechoslovakia and behave as if they were wealthy. No one we met directly badmouthed the Germans, but we often noticed a distinct improvement in attitudes towards us when it was discovered that we were American. Some people tried to speak English with us, but we met few who could carry on a conversation in English. Those few were a real joy.

After a few enjoyable but hilly days of riding, we experienced the highlight of our trip in Sternberk, a mid-sized city in the Czech land of Moravia. It was late in the afternoon, we were tired, and looking for the closest campground. We were coming down a steep hill into Sternberk when a man said "Hello!" and began speaking with us in English. He had noticed the flag, and was interested in our tandem and in Americans. He had lived and worked for several years in Africa, where he'd learned English. We asked about the



campground, and he gave us directions, but he also invited us in for coffee. After coffee and cookies and conversation, he extended and we accepted an invitation to stay with him and his family for a few days. No one else in the family spoke English, and no one spoke German, but we managed to have a great time together, anyway. We spent one day at their cabin in the mountains, and one day sightseeing in Olomouc.

Olomouc is one of the principal cities of Moravia, an old university town full of interesting medieval architecture and numerous Romanesque, Gothic, and Baroque cathedrals. (Moravia, with Bohemia, make up the Czech Lands, which together with Slovakia comprise Czechoslovakia). The most famous landmark in Olomouc is the huge, reconstructed "Glockenspiel" on the central square. We also visited a very unusual bar owned by a friend of our host's. Called "The Airplane", it is literally an old commercial plane that was moved to the edge of a park near downtown Olomouc. It had been there since before the Soviet invasion in 1968, and had only remained there through heroic battles against the bureaucracy. Perhaps most interestingly, the current owner/operator had quit his job as the director of a large factory to run this bar, because the pay was so much better. The service sector in Czechoslovakia has enormous potential for growth, because it is now so poorly developed. The individuals with courage and imagination stand to do extremely good business. Later, we got a personal tour of the castle in Sternberk through our host's remarkably large circle of friends and connections. Our guide spoke English quite well, and gave us an interesting tour. He asked us many questions about America. A slight, scholarly man with thick eyeglasses, he was especially interested in Negro gospel singing, bluegrass music, and Kurt Vonnegut, Jr. Our encounter in Sternberk was our closest personal connection with Czechs, and it was delightful. They were gracious, generous, and friendly.

From Olomouc we rode eastward into Slovakia. The Slovakian language is similar to, but distinct from Czech. That was okay, because we didn't understand Slovakian as well as we didn't understand Czech. Most of Slovakia is dominated by the Tatar Mountains, which run in east-west ranges. This geographical fact means that there are few roads, and those few roads mostly run through river valleys. The consequence of this is relatively heavy traffic, and few

opportunities to find side roads. Still, the riding was not too bad, but we did get tired of the traffic and the air pollution. The cars and trucks have no pollution controls, so they really belch out choking exhaust.

The High Tatar mountains form part of the border with Poland, and are one of Czechoslovakia's prime tourist destinations. Our views were mostly obscured by bad weather, but the craggy mountains we did glimpse were impressive. A tourist seeking the flavor of the Swiss Alps at a fraction of the expense could book a trip through "Cedok" to this region. As of 1991 portion of Slovakia was still run by the state under the hand of socialism, though, so in many ways the visitor will get what one pays for. In general, "Cedok" is best avoided. In our few encounters with it, we found the agency to be inefficient and fundamentally incompetent. They provide package tours at prices designed to bring as much hard currency into the country as possible. Beyond that, they are not, in our experience, equipped to give meaningful help to visitors.

Something a visitor is bound to notice in Slovakia is the many gypsies who live there. The Nazis exterminated gypsies as thoroughly as they rounded up Jews, but the Nazi occupation during World War II was not able to fully control Slovakia. The Slovaks are proud of their resistance. Two of the results of this are an enduring sense of connection with their Soviet allies, and a large, but largely despised, population of gypsies. One of our most often repeated experiences was receiving serious warnings to "watch out for gypsies". We did not want to be prejudiced, but we must admit to never making an effort to personally meet any gypsies, and none introduced themselves to us. They have been the victims of intense prejudice for centuries, so few of their race are integrated into mainstream society. Their dark hair and skin and dark brown eyes distinguish them from other Czechs and Slovaks. People we met thought them to be dirty, lazy, and dishonest. This situation is a serious example of the ethnic tensions in eastern Europe that may now be openly discussed.

Slovakia has some nice scenery, but it is rarely tourist-friendly. Banks for exchanging money are extremely difficult to find. Roads are poorly marked. Very few people speak English or German. Many towns are especially ugly and oppressive, the worst that



socialism has to offer. The food was usually poor, and we found that it took at least an hour to get even the simplest meal in a restaurant. Czechoslovakian restaurant food is fatty and salty. Vegetarians and people with restricted sodium intake should simply not go there for any length of time, because it's nearly impossible to get a meal that is not high in fat and salt, even if one goes to a grocery store for food. The only vegetables commonly available are: tomatoes, cucumbers, leeks, onions, yellow peppers, potatoes, and occasionally cauliflower and carrots. Vegetables are not usually served with meals in restaurants.

Not getting just what one wants or needs is a common experience for a traveler in Czechoslovakia. One incident occurred which demonstrates by anecdote the sort of things one may expect on a visit to this recently-freed country. We bicycled to go to the Dobsina Ice Cave, one of the larger ice caves in the world. We (somewhat nervously) left our bike at the parking lot, and walked about a mile up a steep hill to the cave entrance. At the top of the climb, at the entrance, stood a sign on a pedestal, "Closed Today." It was annoying to have unnecessarily made the arduous climb. We experienced many comparable inconveniences.

Some of the frustrations of a command economy have changed now that the Soviets are gone, though. For the tourist, one of the nicest changes has been the opening of castle ruins that had been within Soviet Army enclaves. We visited one of these--Gymes, located in southwestern Slovakia, about 40 miles east of Bratislava. We hiked up a well marked trail to the impressive ruins of a long-abandoned castle. We really enjoyed wandering through it, trying to imagine ourselves living there in the days of yore. Unfortunately, fire rings and trash detracted from the romance. We would be surprised if the ruins remain unsupervised for long. It's too bad that littering and vandalism are problems everywhere. Still, the ruins were impressive, and well worth the hike up the hill. Castle ruins are common throughout Czechoslovakia.

We took a few days off from bicycling to take a train into Vienna. Vienna was fine, but dealing with public transportation and lodging in and around the Slovak capital of Bratislava was a major hassle. If one wants a quick, powerful lesson in the difference between life under democratic market capitalism and

Soviet-style socialism, no better classroom exists than a visit to Bratislava from Vienna. The contrast in wealth, order, and attitudes could not be stronger. Separated by only 30 miles of farmland and a wire fence, Vienna and Bratislava are a world apart. It was delightful for us to enjoy Vienna's friendly, high-quality services for a few days. In Bratislava, we were ripped off by a state-run hotel, got blood on our table from a fistfight in a cafe, and generally had a difficult time. We were glad to get back into the Czech countryside, away from Bratislava.



The area around Bratislava was difficult to bicycle through because of the air pollution. It was hot and sunny when we were there in mid-July, and the ozone level seemed dangerously high. We both suffered from headaches, sore throats, and the blahs. The farmland we rode through was appealing, but the towns were uniformly ugly, except for some elegant churches and monasteries here and there.

TO BE CONTINUED



A LOVELY LIFE ON A TANDEM

When we saw the post office/grocery store/newsagent at the corner, we stopped. It was hot, we were thirsty and needed to find a place to spend the night.

It had become habit, after five days on the road through East Anglia, to start looking for a bed and breakfast about 3 p.m. We had come into Castle Acre, Norfolk, this early afternoon along back roads so tiny that we had seen a combine completely swallow up the last one, its huge double tires riding on the grassy verges (shoulders). No B&B's along the way. We hoped to find one in town.

The shopkeeper had a list of four. Though I stood before her in a gritty T-shirt, cycling shorts, sweat-stained gloves, "helmet hair," and my statsider accent, she gave directions to each one and a hint at whether we might find ready accommodation at this time of day on a weekend.

Stan and I drank our cans of Diet Coke outside in the sunshine. The weather had been just like this since we'd landed in England eight days earlier, temperatures in the Celsius 20's with humidity close behind, rarely a cloud in sight. We talked over our options, deciding to head around the corner to The Green.

The little woman came out of the shop as we were snapping our helmets back on. She was dressed up for Saturday morning shopping. She wore a sweater set and beads, sensible walking shoes, and (atypically) slacks. She leaned on a cane with one hand, pulled a metal mesh shopping cart with two wheels in the other, and smiled when she saw our bike.

"Oh, it's a luv-ly life on a tandem!" she said.

Years ago, when she was a young bride, she recalled, she and her husband had a tandem. They went everywhere on it. It was their transportation and their recreation. A lovely life, she said again.

They had a son, and got a sidecar for carrying him along. When the second child was born; however, they ran out of room, and left off riding the bike, she said.

She asked us where we were from, where we'd been in England, where we were headed. Like others we'd met, she suggested places to stay, places to visit, and told us how lucky we'd been with the weather.

But of all the dear English people we met in our three-week visit this summer, she may have been the one who best understood what we were up to, and she envied us. We were indeed having a lovely time, we agreed.

We booked a room that night at a B&B over a tea shop. We stored the bike in the owner's car shed, bathed, caught up some postcards, and Stan took a nap. Before bed, we would wander around the ruins of the 11th century castle, eat a fabulous dinner in a tiny restaurant, and toast Horace Rumpole with a bottle of claret sipped from Sierra cups.

We chose England for our first tandem tour outside of Oregon because I wanted to meet my penpal. Alison and I have been writing to each other since we were 15. We'd spoken to each other five times on the phone for a total of less than five minutes in these 23 1/2 years, but had never met. Early last year, Stan and I began planning our trip to visit her and see England.

About the same time, we learned about the Tandem Club of the UK, and we wrote for information about touring there. We began reading its monthly journal, and we found out the club holds a national rally the last weekend of August. The club announced in January that this year's rally would be in Leighton Buzzard, Bedfordshire, about 30 miles west of where Alison lives in Letchworth (40 miles north of London in Hertfordshire). The announcement came the same week as a temporary and brief mid-Gulf War summer airfare reduction was offered by British Airways. Our plans were set.

We left Seattle August 8 with the Santana in a factory shipping carton. The box comes with special cardboard cradles that keep the wheels on and allowed us to also keep the fenders and racks attached. Stan reinforced the sides and bottom with one-eighth inch plywood, then built special platforms with casters for rolling it upright. One caster steered, the other went



straight. The box was held together, and to a plywood platform on our Yakima roof rack, with wide nylon straps and heavy metal buckles.

We packed our sleeping bags, pads, helmets and gloves inside the box. Arriving at Sea-Tac, we rolled up to BA's baggage check-in and told them what we had. We had checked six months earlier to make sure it was all right to bring the bike. It counted as one piece of checked baggage and was shipped at no charge. We checked our rear panniers and used the front ones as carry-ons.

The bike box wouldn't fit through the security X-ray machines (it's 8 feet long, 3 1/2 feet tall, and 9 inches wide), so the baggage handlers asked us to open it to show what was inside. Oh yes, it's a bicycle, they acknowledged, and sent us to the boarding gate.

Alison and her parents met us at Heathrow and took the bike away in a minivan. We stored the empty box in her garage until we needed it for the return trip.

We had planned an 8-10 day tour on our own through East Anglia before going to the rally. We plotted our intended course with the Cyclists' Touring Club's guide, using their suggested routes drawn onto 10 Landranger Ordnance Survey (1:50000) maps. They're expensive, but worth every pence. OS maps show every phone box, public toilet, market cross, farm driveway, and country intersection in meticulous detail.

We were able to find our way around with little assistance, though every time we stopped in a populated area to consult a map, someone would walk up or ride by to ask if they could help. In downtown Bury St. Edmonds, a retired butler offered directions, then invited us to his home for tea. We had coffee, served in England's special Susie Cooper stoneware cups. He offered the drink as an apology for other English people who don't like the "bloody Yanks," he said. We never met any, but his hospitality was lovely.

On a Sunday morning, we stopped to try to figure out what a particular crop growing alongside the road was. Two cyclists stopped to tell us it was linseed, for oiling cricket bats. Then they invited us for a drink - fresh lemonade in John's garden, with cookies and a garden bench to rest our backs.

The touring guide called East Anglia the flat part of England, but promised routes that would

disprove that. We found hills every day, but most were short. (Our biggest challenges were the Chilterns of Bedfordshire. We would take a last-minute shortcut on our trip from Letchworth to the rally and find ourselves struggling almost straight up a hill that led to Sharpenhoe Clappers, an Iron Age hillfort. We walked most of the way).

Our trip took us first to Cambridge, then east into Essex, Suffolk, and to the coast of the north sea at Dunwich. From there we rode north to Norfolk, and west towards King's Lynn, then back to Ely, Cambridge, and Letchworth. We stayed on the back roads (one was 6 feet, 6 inches wide and covered with a canopy of trees grown together), away from dual carriageways, the M-1, and most large cities and tourist destinations. We rode 400 miles and spent our time finding out how English people live.

We clamped the rearview mirror to the other side of the handlebars and rode on the left with the traffic. It was simple, and we often felt safer than we do on roads at home. Bicycles are legitimate transportation for the English, and they are given space and respect on the roads, though English cyclists think otherwise. Stan uses downtown Cambridge as an example. There we rode with the front wheel of the bike aligned between parallel yellow no-parking stripes and a double-decker bus beside us, close enough to touch with an extended elbow. We had our space, they had theirs.

Cars drive fast and park in the traveled portion of the road everywhere, but if they approach a bicycle, they wait until it's safe to pass. They don't honk, gesture, or shout nasty things at you. More often than not, they smile and wave.

We had planned to camp and carried all our gear with us. We found out quickly that campsites are few and usually situated near major road but far from food. We stayed instead in B&B's in student housing, private homes, over a tea shop, a pub, and over an antique shop. Each readily provided locked, secure storage for the bike.

We visited more Norman churches than we can count and passed so many thatched and half-timbered houses and barns that they became commonplace, and we forgot to photograph them. We were never once chased or barked at by a dog; owners are responsible



for their animals, and they take their responsibility seriously. Everywhere we heard the song of wood pigeons, saw memorial markers to the village dead from the '14-'18 War (World War I) and World War II, saw gardens filled to overflowing with flowers, people pruning or weeding or retouching painted wood trim around the windows or doors of their brick or stone houses.

We saw two other tandems during our East Anglia trip, and we had begun to wonder if we would be alone at the rally. Instead, we found ourselves in the company of 350 people, including a couple from Spain, one from France, and one other from America, Jim and Imozelle McVeigh from San Diego.

David and Carolyn McHale organized the five-day rally by themselves. The McHales, who don't own a car, use bicycles for everything (though David does commute to London by train). The design on a souvenir sticker of the rally is of their tandem trike which Carolyn rode with son Jamie as stoker and younger son Douglas behind them on the trailer bike.

The McHales arranged with local Women's Institutes in tiny towns like Botolph Claydon, Tring, Nash, and Ivinghoe to serve us tea, scones, and cakes during the rides, and convinced pubs in other towns to stay open to serve us lunch over that bank holiday weekend. They provided route descriptions, leaflets of local attractions, the sticker, a hand-painted wooden sign with our names to stake beside our tents, and kept a steady supply of tea, coffee, and biscuits on hand at rally headquarters.

We met cyclists from nearly every county in Britain. We saw our first sidecars, trailer bikes, and tandem trikes there. We noticed that most of the bikes were fitted with wider, rugged tires and racks for touring, few were without mudguards, and at least one had a small compass fitted to the stoker handlebars (great idea!) Many stokers use Brooks saddles with the springs underneath, and they claim they are terrific shock absorbers. More cyclist than not also wore helmets, though the idea is still catching on throughout Europe.

Most of us camped during the event. The McHales had rented the Tiddenfoot Leisure Center in Leighton Buzzard for the weekend. We pitched tents along the edge of the soccer field. Showers were in the

field house, downstairs from the perpetual teapot. Off-the-bike entertainment included a slide show of a bicycle tour through Uganda, film of the 1990 International Tandem Week, a ride on a canal boat, a disco, a bring-your-own barbecue, and a swap meet.

Three rides were set each day: 25 miles, 40 to 50 miles, and about 70 miles. We opted for the medium rides. We started about 8 a.m. each day, and, following English cycling etiquette, spent as much as three hours at tea and lunch stops, returning about 4 p.m. We spent our rally days meeting the tandem riders, looking at more lovely countryside, and making new friends.

We had our only day of rain at the rally, and our only flat tire (puncture) -- all at once. It was Friday, August 23, and we'd chosen the medium run, about 45 miles, to a place called the Crong. The name denoted a long, narrow, leafy lane that twisted up the side of a hill (said Crong), so steep and with so many bends that we had no idea when or if we would ever reach the top. We plodded up, desperately hoping that gear cables would hold out and quads would hold up.

It had begun raining as we left camp that morning, and we laughed at each other continuously. If we'd all been home, we agreed, we would never have been foolish enough to come out and ride in such a mess, though everyone had raingear and mudguards. The rain kept on with some let-ups, but never completely stopped until we at last reached the top of the Crong. We stopped to get our heart rates back to normal, and to enjoy the only dry moment we'd had all day.

Rested, we decided to carry on to the pub and lunch a few miles ahead. We had moved the pedals only two revolutions when I heard the click. We stopped, I got off, and we heard the hiss.

Rear wheel. Damn. But it wasn't raining.

I held the bike and Stan got out the wrench and spare tube and began to fix things. About 10 couples stayed with us, politely and silently watching without offering help. I kept thinking how nice it was of them not to leave the poor Americans alone up there, yet how decent it was of them not to interfere.

They told us the real reason they'd stayed the next day. Our quickrelease cable for the drum brake makes removing the rear wheel simple and fast. Most



English tandems require considerable nut-loosening and can take, they swore, as much as an hour just to get the wheel off. I wish we had timed this change. I think it was less than 10 minutes. (I still think they were being polite, too.)

Our last night together, we ate from a banquet buffet of quiches, salads, cold meats, and cheeses, with cream gateaux for dessert. Even Stan and I joined in the "barn dance," which looked a lot like an American square dance, but was a lot more fun, danced to their "country" (Irish folk) music.

By the time we had packed up the bike to return home, we had worn the tread off the rear tire,

and we had ridden 636 miles. We had learned to yield right at roundabouts, drink tea with milk, ask directions to the "toilets," (not restrooms), say "Good Morning" to strangers, and that bitter at cellar temperature is just the thing to wash down a ploughman's lunch. We'd found that, 7,000 miles from home, our choice to travel by bike told people more about us than we could, and made us friends of strangers.

It's a lovely life on a tandem.
Marilyn and Stan Smith
Albany, OR

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 _____
City _____
State _____ Zip _____





TANDEM RACES -- 1992

May 23-25, 1992. **Miami Valley Stage Race.** Dayton, OH. **Criterium, Road Race, Time Trial.** Second year with a tandem category. See the November-December, 1991, issue of DoubleTalk for an article on the 1991 event. Must have USCF license to enter. Contact: Doug Barker, 6351 Adams Circle, Centerville, OH 45459 or call 513/436-9045 before 9 p.m.

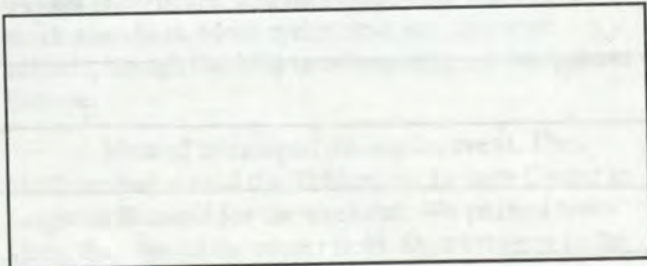
May 25, 1992. **Miami Valley Time Trial.** For citizen (non-USCF) and USCF Category 5 only. Held in conjunction with the Miami Valley USCF State Race. Contact: Doug Barker, 6351 Adams Circle, Centerville, OH 45459 or call 513/436-9045 before 9 p.m.

July 1-5, 1992. **1992 Burley Duet Cycling Classic Stage Race,** sponsored by Burley Design Cooperative, Eugene, OR. The Duet Cycling Classic is the premier tandems-only stage race in the United States. This year's race feature more riders, more race activities, a cash purse of \$6,000, and participation by tadnem teams from across the country.

Tandem teams competing in the Duet Cycling Classic experience the challenge of close teamwork, steep climbs, and speedy descents. Spectators enjoy vicarious thrills as they watch tandem teams vie for position and advantage on the area's most challenging race courses.

Five Stages (three road races, a criterium, and a time trial) will challenge the 40-50 teams expected to attend. Additional race-related activities include live music and other festivities during the Eugene Criterium on Thursday, July 4.

For more information, contact Rene Kane, Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644



July 7-12 (Track) and July 15-21 (Road). Spokane, WA. **Exhibition Masters Tandem Racing.** The 1992 USCF Masters National Track and Road Cycling Championships will feature Tandem Team Racing. Scheduled is a sprint at the Marymoor Velodrome, followed by a 40k Time Trial and a 44-mile Road Race in Spokane. Competitors are encouraged to form their teams and come prepared for this exciting additon to the 1992 Masters National Championships in Washington State.

Basic Rules of Competition:

All riders must be licensed USCF Masters (30+ years) racers.

Combined racing age of men teams will be 70-89 and 90 & over.

There will be no racing age limits for women and mixed teams.

Awards will be presented for 5 places in each event. Jerseys will be awarded to the top team in each division. For further information, call Dave Shaw, Marymoor Velodrome, Redmond, WA (206)-822-0706 or Gino Lisiecki, Inland Northwest Cycling Classic, Spokane, WA, at (509)-939-3707

September 4th, 1992. **4th Annual Lake Country (Texas) Classic.** Come race in this 25-mile road race for mixed tandem teams. 1 P.M. Fort Belknap, TX. Trophies to the top 3 teams. Contact Randy Stephens, Route 2, Box 268, Red Top Road, Graham, TX 76450, ph: (817)-549-3918 for more information and for registration forms.

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



TANDEM CALENDAR 1992 and beyond

March 7-8, 1992. **Velo Club Tandem Tote Terrain** announces the return of the **ETORR (Eastern Tandem Offroad Rally)**. Carranza, NJ. Promoted by the Eastern Tandem Rally, Inc. Flat, sandy off-road tandeming in the South Jersey Pine Barrens. Bring your widest tires! Stay in local motels, party after we ride. SASE to Malcolm Boyd & Judy Allison, 35 East Centennial Drive, Medford, NJ 08055.

March 15, 1992. **DATES (Dallas Area Tandem Enthusiasts) 3rd Annual St. Patrick's Day Tour of Bristol, TX**. Meet at the Ferris Train Depot (south of Dallas, TX on I-45 towards Houston @ Exit #266/FM660) at 10:00 a.m. This is a 30-mile ride through rolling country with a lunch stop planned at the locally famous Rockett Cafe. For information and exact directions, call John McManus & Anne Leon, (214)-321-6085.

March 22, 1992. **BART (Bay Area Roaming Tandems) Pulgas Temple Ride**. 9:30 a.m. 30 miles of rolling hills. Set your own pace. Meet behind the Bicycle Outfitter, Fremont & Loyola Corners, Los Altos, CA. Bring your lunch or buy at Robert's Store in Woodside. Lunch at Pulgas Water Temple. Bob & Terri Gorman, (405)-356-7443.

March 28-29, 1992. **Central Valley Tandem Rally**. Fresno, CA. Sponsored by the Fresno Cycling Club. 2 days of excellent tandem riding in central California. \$30/team. SASE to David Smith, 4816 North Delno, Fresno, CA 93705

April 5, 1992. **BART's First Daylight Savings Ride**. Ride country roads around Livermore, CA. Bring water and money for snacks. This ride is about 49 miles, and you shouldn't expect a cakewalk! Meet at Nob Hill Shopping Center in Livermore, CA (intersection of South Livermore Avenue and Pacific Avenue). Arnold & Marion, ph: (510)-449-0966

April 11-12, 1992. **Two Centuries in Two Days with BART** Calistoga to Carmichael, Carmichael to Calistoga. Leave 8:00 a.m. on Saturday for Carmichael, return to Calistoga Sunday evening. Dinner with BART's own Bob & Lois West. You must contact Chuck & Vicki Regeski, 2429 Dena Way, Calistoga, CA 94515 ph: (707)-942-0254 or Bob & Lois West, 4324

Paradise Drive, Carmichael, CA 95608 ph: (916)-961-5193 for more information.

April 25-26, 1992. **Third Annual Alabama Tandem Weekend**. Huntsville, AL. SASE to Angi and Jerry Buckley, 416 East Clinton Avenue, Huntsville, AL 35801. or phone (205)-536-6004

April 26, 1992. **BART'S Legal Eagles Ride** 10:00 a.m. Bring your 'appealing personalities and wear more than your 'briefs' for this 52-mile ride. Meet at the San Mateo, CA, Municipal Courthouse on Humboldt, near Peninsula, San Mateo, CA. Legal jargon not necessary. All non-Legal Eagles welcome. Bob & Terri Gorman, (408)-356-7443

May 1-3, 1992. **2nd Annual Southwest Tandem Rally**. Hosted by the **HATS (Houston Area Tandem Society)** Palestine, TX. SASE to SWTR, c/o Houston Area Tandem Society, 4715 Jason Street, Houston, TX 77096.

May 2, 1992. **South Shore (MA) Bicycle Club's Tandem Tour**. 28 miles or 60 miles. 9:00 a.m. from Wompatuck State Park, Hingham, MA. No fee. Great tour with splendid views of harbor, lighthouses, and seashore. Marked route, map, optional lunch stop (your expense) on the longer route. Or bring your lunch and picnic in the park. SASE to South Shore Bicycle Club, P.O. Box 59, Marshfield Hills, MA 02051. Ned Lewis, ph: (617)-749-2189

May 16, 1992. **The Miami Valley (OH) Tandem Rally**, Gilbert's Party Barn, 2146 Trebein Road, Dayton, OH. 8:00 a.m. Routes from 7-46 miles. \$12 before 4/20, \$17 after. Included in the fee is maps, sag, and lunch. SASE to Mary Ann Trangenstein, 2203 Maryland Drive, Xenia, OH 45385. Ph: (513)-372-7151

May 16-17, 1992. **Wisconsin COW (Couples on Wheels) Tandem Rally**, Appleton, WI. COWS from other herds welcome. SASE to Tom Thalman, N-1583 Skyline Drive, Appleton, WI 54915.

May 22-25, 1992. **10th Annual Kent County (MD) Spring Fling**. Chestertown, MD. Not specifically a tandem rally, but last year over 40 tandems were there! For more information, SASE to BBC KCSF, Ruth and



Al Schaffer, 3212 Midfield Road, Baltimore, MD 21208 or call (410)-484-0306.

May 23-25, 1992. **Seventh Annual Northwest Tandem Rally.** Albany, OR. Three days of rides through the fields and past the rivers of the Willamette Valley. Attend the tandem fair on the 23rd. Cycle through vineyards and past historic homes. 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.

July 24-26, 1992. **Truce Weekend.** Join the COWS, CATS, and Loons in Stevens Point, WI, for a fun weekend of food and cycling. Sorry, but accommodations limit us to 50 tandems, so send your SASE in early to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481. Ph: (715)-344-2732

August 3-6, 1992. **Eastern Tandem Rally PreTour.** Four circuit rides in the Champlain Valley. East Middlebury, VT is the starting/ending point each day. SASE to Geff Fisher, 5013 Red Fox Drive, Annandale, VA 22003. Ph: (703)-978-5150

August 7-9, 1992. **Eastern Tandem Rally'92 Green Mountain College,** Poultney, VT. Enjoy the rolling hills and country villages. Ride through a working slate quarry! Limited to the first 150 teams. Applications available now. SASE to Carolyn and Earle Rich, 19 Horton Road, Mont Vernon, NH 03057

August 7-10, 1992. **GEAR'92 North Country!** Canton, NY. Come pedal New York's Undiscovered "North Country". Cycle along excellent roads with little motorized traffic lush scenery and rolling topography. Workshops about tandeming and more! SASE to GEAR'92 NORTH COUNTRY, St. Lawrence University, Canton, NY 13617. Ph: (315)-379-5659

August 9-16, 1992. **ETR'92 Post Tour.** This is your invitation to join us on another Harvey HILLY Special. 1992's tour will cover the middle part of Eastern VT and Western NH along the Connecticut River. Leave from Fairlee, VT (this is approximately 100 miles from the site of ETR!) 40-50 miles per day (except for final day). \$935/couple. SASE now to Bob and Linda Harvey, 16 Clinton Street, Salem, NH 03079

September 4-7, 1992. **Putting on the RITZ (Ride Iowa's Tandem Zone) at the Midwest Tandem Rally'92.** Des Moines, IA. For more information, write or call the

Des Moines Action Center, City Hall, 400 East First, Des Moines, IA 50310. Ph: (515)-283-4500.

September 4-7, 1992. **Family Tandem Weekend, 1992** Corning, NY. Rides are geared to couples with children. Other activities include swimming and baseball. Form more information, call Alan & Jane Yockey @ (215)-322-5091

September 4-7, 1992. **Santana West Coast Tandem Rally.** A tandem event intended to be the premier rally in the nation. Sponsored by Santana Cycles, Inc., this Rally will highlight the beautiful rolling hills north of Los Angeles County. This event will be first cabin in every way, from the accommodations and cuisine to the weekend full of events and rides. Limited to the first 80 teams (of any manufacture, by the way), so early registration is a must! SASE to Santana West Coast Rally, c/o OCW, P.O. Box 219, Tustin, CA 92681

September 7, 1992. **107th Annual Labor Day Tandem Rally and Rathdrum Lion's Club Pancake Feed.** Spokane, WA. SASE to Ian Ledlin, 106 NW 24th, Spokane, WA 99203.

October 3-4, 1992. **Bay Area Roaming Tandem (BART) 3rd Annual Fall Tandem Rally.** Carmel & Monterey Peninsula. Two days of tandeming in one of the most beautiful areas of northern CA. Banquet Saturday evening, Brunch Sunday morning. Try for the annual BARTIFACTS award. Raffles. SASE to Terri Gorman, BART, PO Box 2176, Los Gatos, CA 95031. Ph (408)-356-7443

October 4-9, 1992. **STR'92 Pre-Tour.** Explore eastern Tennessee's historic valleys. Start/Finish near Knoxville, TN. SASE to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242

October 9-11, 1992. **14th Annual Southern Tandem Rally,** Alcoa, TN (in the flatlands west of Knoxville, TN). Come ride the hollers and rollin' foothills of eastern TN. The adventurous will even have a chance to learn all the verses of Rocky Top! SASE to Ken & Vicki Adams, 244 West Main Street, Dandridge, TN 37725

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



CLASSIFIEDS

FOR SALE: Schwinn DuoSport Tandem in excellent condition. Extras include Shimano clipless pedals, 48-spoke wheels, new tires, front quickrelease, Cateye cyclocomputer, mens & ladies gel saddles, rear rack, and an adjustable stoker stem. Asking \$945.00 Call Roy & Ellen Fuller, 904-744-3217 before 9:00 p.m. EDT, please. 03/92

FOR SALE: Burley Samba with upright handlebars, 26x1.50 Cheng Shen road tires. 4 Water Bottle cages. Rear rack. Cateye Vectra computer. Bike was new fall of 1990. Wilson & Diana Kruger, RR2, Box 402, Metropolis, IL 92960. Ph: 618-524-2876 03/92

FOR SALE: New, never ridden, 1990 Santana Cilantro, 20x18, Imron Raspberry, Continental "Avenue" slicks, four cages, \$1650 plus shipping. Fred & Carolyn Bruhn, 646 West Cook Road, Mansfield, OH 44907. 419-756-3834 evenings or leave a message. 03/92

FOR SALE: '88 Santana Elan, 21x19. Blue with all the extras. Rear Rack w/Rackpack, 4 Water Bottle Cages & Water bottles, Look cleats, Grab-ons, Vetta Computer, Zefal Frame Pump. Low mileage. Super shape. \$2100 OBO. Call Scott or Amy Hoffman 717-295-7546, after 6:00 p.m. 03/92

FOR SALE: Gitane Tandem, 24x21. 12-speed SunTour index shifting with Suntour bar-end shifters, Mafac cantilevers and hub brake. QR seatposts and front wheel. Gel saddles and handlebar wraps. Light, strong, and fast. Bike was built in '79, but was in storage until '91 when it was totally rebuilt. Paint is dull, but bike is in perfect condition. Good first tandem. \$650.00. Must sell to finish new tandem. Ted & Bambi Goodwin, 961 NW 45th St., Pompano Beach, FL 33064. 305-781-9111 03/92

FOR SALE: Great starter tandem, complete and ready to ride. 23x21 black and white Claud Butler. Reynolds 531 tandem gauge tubing with Deore XT SIS shifting, triple chain rings, Arai drum & DiaCompe brakes, Sansin hubs 48-spoke w/Wolber M48 rims. Many extras. Excellent condition. \$750.00 plus shipping. Bill Childs. 215-358-5228 or 215-591-7803 Eastern Time Zone 03/92

FOR SALE: Bill Boston Tandem. Captain should be around 6' tall, evenly proportioned, with approximately a 33" inseam. Stoker should be short waisted and about 5' tall. Asking \$1500. Bob Dollar. Ph: 301-694-2328. 03/92

FOR SALE: Bruce Gordon tandem. 21x19. Campy triple, Campy pedals, Campy derailleurs, Campy sidepulls. Phil Wood Hubs & Bottom Brackets 40-spokes. Phil Wood Disc brake. Dark Brown Metallic. Asking \$3600. Sam Lemly. 2800 Rufina Street, 2-C. Santa Fe, NM 87501. Ph: 505-473-3639 05/92

FOR SALE: 1987 Santana Sovereign, 50x47. Silver Gray metallic. Specialized Triple Crankset & 48-spoke hubs. Shimano Deore XT cantilever brakes and derailleurs. Arai Drum Brake. Blackburn bottle cages and rear rack. Excellent condition. \$2500. Ben Quaintance, Griffin, GA. Ph: 404-228-3132 05/92

FOR SALE: Gitane Touring Tandem, 23x21, Men's Mixte. 10-speed stem shifters, 36-spoke hubs. Mafac Cantilevers and Atom rear hub. Front and rear racks. Original Equipment in excellent condition. Purchased new in late '70's. Good beginner's tandem. Asking \$500.00. Richard or Norma Cade, 190 South Grandview, Dubuque, IA, 52003. Ph: 319-588-1902 05/92

FOR SALE: Burley Bossa Nova, 20.5x18.5 with 4 water bottle cages. Rear rack, 2 Cateye computers and 2 pr Look clipless pedals. \$1600. Rex and Sue Brandt, 630 Adams Street, Rockton, IL 61072. Ph: 815-624-2576 05/92

FOR SALE: Complete rear wheel for tandem. 27" Super Champion rim, drilled for schraeder valve. 140mm Phil Wood Hub w/Phil Wood Disc Brake. Nearly new, paid \$395, will sell for \$295. Cornel Ormsby, P.O. Box 19645, Sacramento, CA 95819. Ph: 916-373-0039 05/92

FOR SALE: 44 Backissues of DOUBLETALK. From July 84 to present. \$50. Fred Koptonak. 203-444-1097 05/92

WANTED: Burley "DUET" Tandem. 24x21 in good condition. If it's equipped with Shimano indexing barcons, that's even

better. If you're ready to sell your Burley, Call Carson Fleck, 701-223-6143 after 6:00 p.m. CST, or drop a note pictures? to me @ 1316 North 11th, Bismarck, ND 58501 05/92

WANTED: Triplet, for expanding family. Tall captain dreams about finding a 25x23x21. Let me know about something close to these dimensions as long as the captain's spot has good legroom. One or two child conversions welcome. Mark Langenfeld, 2525 Albert Rasche, Cape Girardeau, MO 63701. Ph: 314-335-2394 05/92

WANTED: Child's stoker conversion kit to fit a Cannondale. \$100? Call Rich Van Rheen, 503-697-9346 05/92

HELP OFFERED: Touring England in 1992? 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 built by quality frame-builders. Send articles, photos prints only, etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

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

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



TCA DEALER MEMBERS

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

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

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

THE TANDEM TOURING COMPANY. Finally, a luxurious van-supported touring experience, especially for tandems. Resort to Resort. State of the art tandem rentals available. 3131 Endicott, Boulder, CO 80303. ph: 303-499-3178 03/92

TANDEM PRO. Santana, Rodriguez, Moots. BikePro tandem cases. Bruce Gordon racks. Bibler tents. Marmot down bags. Only the BEST! We ship. Call J urgen. 806-792-8573. 4921 63rd, Lubbock, TX 79414 03/92

Indiana's **BICYCLE GARAGE, Inc.** is proud to feature Santana Tandems! Fast, friendly expert sales and service. Emergency repairs welcome. 507 E. Kirkwood, **Bloomington, IN** 47408. Next to IU Campus. 812-339-3457. CALL US! 03/92

Ride with your head up! Hand-built recumbent tandems. Conventional drives or individual cadences. Super adjustable seats. Starting at \$3500. **COMPANION TANDEM** by Rotator Bicycles, Santa Rosa, CA 95409. 707-539-4203 03/92

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

I. M. MOTION TANDEM. Customized Burleys and Cannondales. Featuring extreme

details, modifications, and machining for demanding cyclists and special applications. Booklet \$2.00. 64 Dorman, San Francisco, CA 94124. Ph: 415-648-1985/Glen Quan. 05/92

BYCUE: Cue sheet holder. Never miss a turn again. Easily clips on & off handlebar or stem. For pilots and navigators. Functional and lightweight. \$8.95. **BYCUE**, Box 4152, Silver Spring, MD 20911-4152. Ph: 800-522-2640. 05/92

TWICE AS NICE CYCLES. Tandems to make your life more enjoyable. Tandem sales, parts, accessories and service. Test rides or demonstrations by appointment. 46 Lakhota Crescent West, Lethbridge, AB Canada T1K 6J2. ph: 403-381-6238 07/92

ROCKFISH GAP OUTFITTERS. Stocking Santana, Burley, Cannondale & Schwinn Tandems. Parts & Accessories. Owners Matt & Dorothy have been tandemists for 14 years. 1461 East Main Street, Waynesboro, VA 22980 ph: 703-943-1461 07/92

THE TANDEM SPECIALISTS! Rodriguez custom steel, aluminum stock tandems, parts, hard to find accessories. New, large, complete catalog. Send \$2.00. **R+E Cycles**, 5627 University Way NE, Seattle, WA 98105 206-527-4822. 07/92

TANDEM, LIMITED. Quality tandems from the USA and England. Many tandems in stock. Parts, too! By appointment only. Write for new pricelist. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: 205-991-5519 09/92

DISCOVER THE DIFFERENCE Professionals make. 28 years of distinguished service and sales in north Texas. We buy, sell, trade new/used tandems. Burley, Santana, Specialized, Schwinn, Rodriguez, Fisher. **Richardson Bike Mart**. #84 Dal-Rich Village. Richardson, TX 75080. Ph: 214-231-3993 09/92

COLLEGE PARK BICYCLES. Maryland's premier tandem specialists. Santana, Serrota, Burley, and more. 4360 Knox Road, College Park, MD 20740. Ph: 301-864-2211 09/92

DOUBLE THE FUN; Rodriguez and Ironhorse tandems. Single Fun: Merlin, SR-Prism, Basso, and Ironhorse. **Southampton Bicycle Center**, 122 Brickyard Road, Southampton, MA 01073. Ph: 413-527-9784 09/92

ALUMINUM Shipping cases for tandems or two singles. 1.25 mm thick, welded, riveted, and reinforced. Removeable wheels, padded, lockable, 38 pounds empty. **Dirt Road Design**, P.O. Box 1051, Norwich, VT 05055. Ph: 802-649-3043 6-9 p.m. Eastern time. 11/92

BIKEFLYER AIRLINE CARRIER, insert panels into pockets for a rigid carrier, remove for storage. Protection of a hardcase, ease of storage of a soft bag. **BIKEFLYER** by North Sails. 1-714-898-1234 11/92

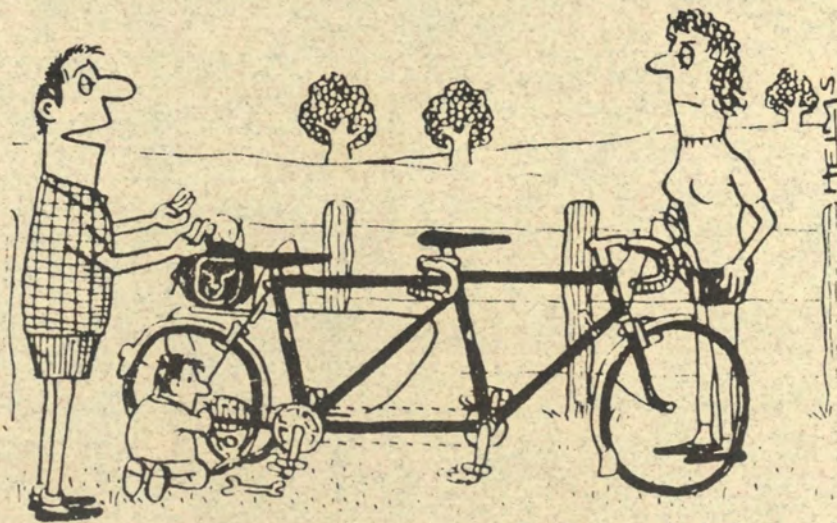
MAPS BY MAIL Detailed European maps are available to you by mail. Michelin, Bartholomew Ordinance Survey, Touring Club Italia are in stock. Call or Write. The Touring Frame, 870 Collier Drive, San Leandro, CA 94577. Ph: 415-483-8911 11/92

TANDEM EAST Demonstration rides by appointment. Sales-Service- Parts & More. Burley-Rodriguez-Sterling-Cannondale. Write for catalog. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: 609-451-5104. 01/93

CALL 1-800-BIKEMAN for prompt, honest service on all your tandem requirements. Visit our shop on the Coast of Maine. We also custom build tandems and triplets. **Single Track/Bath Cycle**, Rt. 1, Woolwich, ME 04579. 01/93

ACORN INN Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. 804-261-9357 01/93

Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE



"I can't help it if he's more mechanically-minded than I am."

Dues

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

TCA Patches

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

Membership

Please fill out the membership form below and mail with a check made payable to
 Tandem Club of America
 Malcolm Boyd & Judy Allison, TCA Treasurers
 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
35 E. Centennial Dr.
Medford, NJ 08055

•
All dues
are quoted
in
U.S. Dollars



PRINTED ON RECYCLED PAPER

United States \$10.00

◆ *Dues* Canada \$13.00

◆ Other International \$16.00