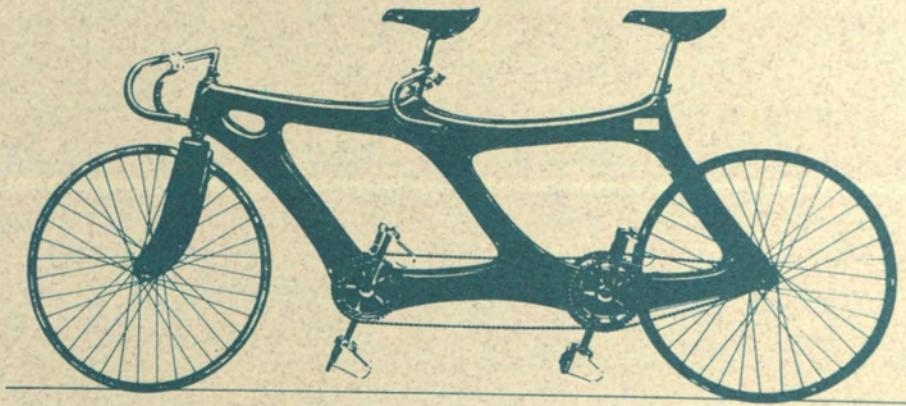


TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



MAY-JUNE
1992

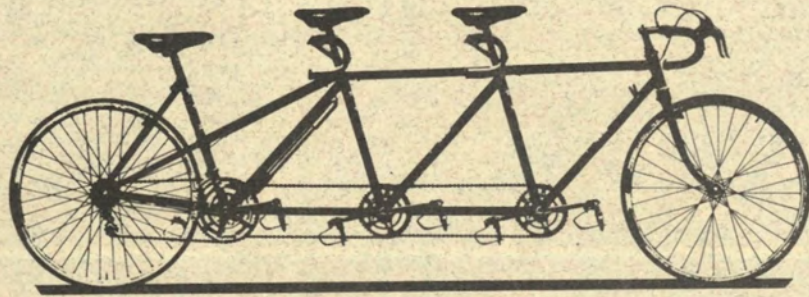
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR JULY-AUGUST, 1992, ISSUE OF DOUBLETALK IS JUNE 1, 1992

FROM THE EDITOR

Time to put together another issue, and there is so much going on, we're not really sure where to start. We all know how popular tandem cycling is, and how it's still growing, and how it's still a favorite subject of fitness writers around the country -- did you see the article in Joe Weider's Shape magazine (April, '92)?

Several more touring companies have added tours catering to tandems. Two recent telephone calls came our way from companies advertising tours for off-road tandems, one company in West Virginia, and another from Moab, UT. Those who like to ride a little farther on the wild side may want to learn more. We hope these companies become either dealer members or display advertisers, so that DoubleTalk can continue to be the place to find out what's going on in the world of tandems.

Another interesting letter came for the Whitneys, prospective TCA members from Woolwich, ME. They had such a great time serving as impromptu hosts to a pair of tandem riders last summer that they are interested in becoming "the AAA stop for tandemists" in Maine. We've written for more information, and hope that we can add this couple to our list of TCA supporters "real soon now". If all goes well, we hope to be able to tell you more about them in the next issue of DoubleTalk.

Interest in Tandem Racing is growing, too. Take a look at this month's Racing Calendar, and you'll see what we mean. Three years ago, there was only the Burley Duet. Now, we have pages of races. We know of others, too, but we did not receive the notice in time to advertise it before the event. If you know of an upcoming race, please let us know at least 60 days before the event. We'd like to help you publicize it. And of course that applies for touring events, too. As the club contin-

ues to grow, we must adhere to our deadlines, or DoubleTalk will never reach you on time.

If you'd like to submit an article for consideration for publication in DoubleTalk, remember, we'll take it most anyway, as long as it's legible. We'd really like it on computer disk -- don't forget to tell us if you'd like 5.25" DSD disks back 2-for-1 (and checked carefully for viruses). We can now take it in most popular MS-DOS word processing formats or in plain text (unformatted), on either 3.5" or 5.25" diskettes. Getting your article on diskette, while not really necessary, is a real timesaver to us! Please include a printed copy of your article, just in case, and please tell us what format you used (i.e., Wordstar 6.0, Wordperfect 5.1, etcetera).

And for those of you who don't like to cut the Membership form from the back page, check out the center of this issue. We've enclosed two copies of the TCA brochure for your use. Pull it out, use one to renew your own membership, and give the other one to a tandem friend who's not a yet a member of the Tandem Club.

Time to call it a column. We'll see you on the road!

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Letters to DoubleTalk



Dear DoubleTalk,

Since joining the Tandem Club of America, my wife Susan and I have purchased a Burley Bossa Nova. Absolutely great, so far! We're still working on the communication thing...

We also enjoyed cycling with Jacques Faizant (see the cartoons in the January-February issue of DoubleTalk -- Ed.) in the 70's, with the International Bicycle Touring Society (IBTS). A prince of a man, and a natural comedian. Also, a very hard rider. He prepared dinner for Susan when she was last in France, in 1989. At that time he was doing a play. His political cartoons are a regular feature in the French Figero newspaper.

Thanks,
Steve & Susan

Dear DoubleTalk,

We are writing this letter (much delayed) to bring your attention an omission in the July-August, 1991 issue. In that issue a poem entitled, "The Tandem Song," (sung to the tune of "Side by Side") was printed. That poem/song was the creation of myself and my wife. It was during the 1987 Seattle-to-Portland Bicycle Classic that it was composed.

It was first performed publicly at the 4th Northwest Tandem Rally in Bend, OR (1989). It was repeated last year at the 6th Northwest Tandem Rally (Centralia, WA) at the request of several who had heard it in Bend.

We would appreciate receiving the proper credit. Thank you.

Sincerely,
Paul E. Smith
Mary Ann Ruggerio-Smith
Salem, OR

Ed: Gladly! We encourage all members to submit poems, articles, etcetera, and we want to give the proper credit. If it is not original, please tell us the source (we can't use copyrighted material, unless written permission of the copyright holder is included!)

Dear DoubleTalk,

My wife and I are novice tandem riders. We recently traded our 1985 Jeep CJ7 Laredo for a 1992 custom Santana Picante, an ATT (all-terrain tandem). It had to be a custom because my wife is the captain, and I am the stoker. An unusual arrangement, seeing as I am 6'2", 200 lbs, and she is 5'6", 115!

While in Death Valley, CA, we met one TCA member who exclaimed that we must join and get acquainted with such an outrageous clique of individuals.

My wife and I are leaving our careers in May to take three years ON! I am leaving my life as Vice President of Student Services at Sheldon Jackson College, while she is leaving her position as Director of Nursing at the Sitka Pioneers' Home in Sitka, Alaska. We will pedal from Fairbanks, Alaska to the southern tip of South America. It seems like a lot of people talk about this trip -- we should know, we've talked of it for ten years -- but only a few people do it.

We will be camping along the way, and trying to live off \$8,000 per year! If any DoubleTalk readers have any useful advice, we'd sure appreciate hearing it. We are more than excited!! We can hardly wait!!

I'll present more details in the next few months.

Take risks,
Derek and Lee Peterson
CROSSING BOUNDARIES
801 Lincoln Street
Sitka, AK 99835
(907)-747-0598



Dear DoubleTalk,

During the fall of 1990, we purchased our first tandem, a Schwinn DuoSport. This was intended to be an experiment and gamble. I have been riding seriously for about 15 years, but only with a club, with friends, or by myself. Kathy, my wife, could never join me for various reasons, plus she never was a strong rider. The few times that we rode together on single bikes, I usually had to go back and look for her.

addition, it has a mixte rear, and since Kathy has always been intimidated by a top tube, this was a paramount requirement. The only negative aspects were the paint, which was a little thin in spots, the saddles (which were swapped to Brooks B-72's) and the Cinelli bars, which were 42cm in front and 40cm in the rear (bad arrangement). I replaced the rear bar with a 42cm bar, cut off part of the drops, and inverted it and extended the stoker stem by about two inches. It is now a perfect fit.

Being a gear freak of sorts, I did a little rework on the gearing so that it would me more partial to a couple who are not so young, and who are not as fit as we would like to be.

As it has turned out, my experiment is a success. Kathy has taken to the tandem like a duck takes to water, and is a motivating force to our going out. Though we have a ways to go on our excursions, we are constantly improving and 1992 should be a banner year. At this rate, it could well turn out that some of my single bikes may wind up on the auction block. In any event, tandeming has become a great way to enhance our togetherness and fitness. We get great smiles wherever we go. One comment has been, "You two can never get a divorce. What will either of you do with only half a bicycle?"

Herb Greiner
Commack, NY

Dear DoubleTalk,

My wife, Cathy, and I are planning a tour from Seattle, WA, to Eugene, OR, this summer. We'll be riding our Burley tandem and are trying to plan its transport. Our travel to Seattle (and back from Eugene) will by by Amtrack. We have heard that Amtrack doesn't take tandems. Has anyone else written to you with Amtrack/Tandem experience? If shipping the bike as luggage on the train is not an option, does anyone have any other suggestions? We are considering UPS. Is that a viable option?

Any suggestions you have would be appreciated.

Best Regards,
Jerry White
1411 N. Weber St.
Colorado Springs, CO 80907



As our life styles were changing, and I was approaching retirement, I felt that something had to be altered, and we should be sharing our interests. Kathy always supported my bicycling, especially after I had a heart attack 15 years ago, and since a number of my club's members were into tandeming, I felt that it was worth the gamble. Either we would become dedicated tandemists, or someone was going to end up with a bargain used tandem.

Since all of my stable of bicycles were built up from bare frames, and all components were carefully selected, going this route with a tandem could have become very expensive, and since this was going to be an experiment, it was decided to look for a complete bicycle with maximum value, but minimum cost (relatively speaking). The DuoSport filled these requirements. The componentry is a good mix of European and Japanese origin, plus the frame is chrome-moly steel with investment cast lugs and brazed construction. In



Ed: The March-April, 1992 issue of DoubleTalk recounted Cate and Steve Evers' trials with Amtrack. They didn't have much luck. I have heard of tandems being transported by Amtrack in Amtrack's bicycle boxes (take the wheels off and support the tandem so it doesn't rest on the chainrings, and protect the stays and forks from being crushed. Also, pad or remove the rear derailleur), but we do not have any personal experience with Amtrack. I have shipped smaller tandems via UPS and FedEx, but we've had to pretty much disassemble them to meet UPS and FedEx size limits of 130" (girth + length, and the length cannot be greater than 108"). When we toured Colorado last year, we motor-freighted our bikes to friends who lived near the ride start. We chose to do this to eliminate hassles with getting the bikes from the airport to the tour's start. Normally, we fly and bike from the airport, leaving our boxes with friends in the area, but this won't work if you're "Amtracking" to point A and returning to point B.

If you choose to use motor freight, allow an extra week over what the freight lines estimate for transport, then check often with the freight lines to ensure that your tandem is not sitting on the dock somewhere in Utah for a week. Good luck, and keep us posted.

Dear Doubletalk,

I have a deep desire to purchase a tandem bike, but I can't afford a new one as a college student. I enjoy riding my road/sport bike all over Buffalo, western New York, and nearby Canadian areas, but I'd really like to experience the thrills of riding a tandem with my girlfriend.

The Bicycling "1992 Buyer's Guide" lists a tandem bike produced by Bike Rack, Inc., USA, at a suggested retail price of \$549.00. This is barely affordable in my financial situation. However, I would definitely prefer to buy a quality used bike that I might alter to fit my needs. A single-speed might be converted for hilly terrain to a multi-speed, but I question the expense involved. In addition, used tandem bikes in good shape are difficult to locate. I am asking for advice in this subject.

Would it be better to buy new, if only to get the cheapest model available (the Bike Rack model says that its frame tubing is high-tensile steel)?

Do any TCA members own a bike from this particular company, and, if so, what is their opinion of the tandem?

How would you recommend finding a quality used tandem in my area?

What other options are available, within a reasonable expense, of obtaining a good tandem bike?

If anyone in the TCA could answer any of these questions, I would be very grateful.

Sincerely,
Mark Zambron
306-D Roosevelt Hall
SUNY at Buffalo, AC
Buffalo, NY 14261

Dear Doubletalk,

I've heard from several people that bigger timing chainrings (40t or more) are better than smaller ones. Does anyone out there know why this should be so? I've heard reasons from chainwear rate to bottom bracket wear and tear, but without any explanation. It would seem to me that chain tension would not be affected, so what's the worry? We've been tandeming for 10 years, and our drive chain gets worn long before our timing chain!

Mark & Mary Buchwalder
Xenia, OH

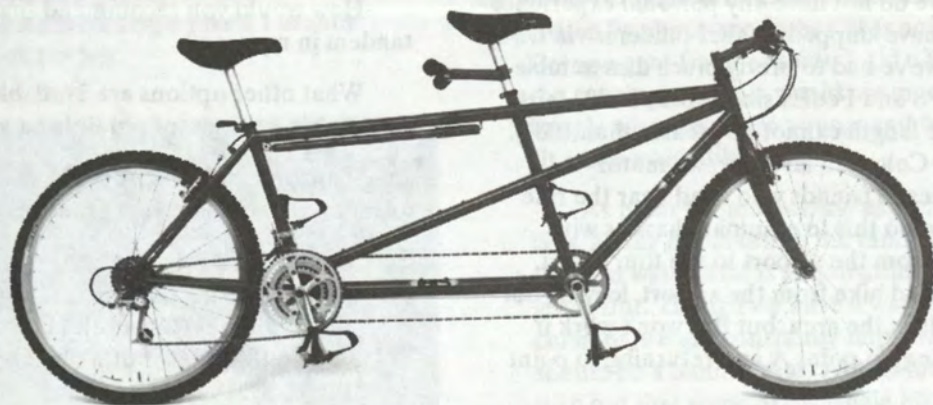
Dear DoubleTalk,

When I joined TCA last year at GEAR (Williamsburg), I was an enthusiastic rider of single bikes and my wife was merely a "camp follower". We are in our 60's and, although I ride over 5,000 miles a year, Joan was unable to ride more than five miles at a time due to arthritis and asthma. The lectures (on tandeming) at GEAR convinced us that tandeming was the way to go.

In late August we bought a Burley "Samba". Because of Joan's arthritis, we chose a tandem with a



IBIS UNCLE FESTER



THE UNCLE FESTER MOUNTAIN TANDEM

A SOPHISTICATED TANDEM

We keep hearing about tandem enthusiasts who would love to own and ride an IBIS, but can't quite make room for one in their 1990's budget. So we set out to make it easier than ever to own a fine handbuilt tandem, and succeeded with the sophisticated Uncle Fester. Priced a thousand dollars lower than its wildly popular Cousin It relative, this new offspring still delivers the same comfortable ride, superb handling, reassuring durability and versatile performance. And like the rest of our tandem family, Uncle Fester's good looks are guaranteed to turn heads wherever you ride.

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For Uncle Fester we use exactly the same handbuilt frame as in our more expensive Cousin It and our Hanz and Franz, which means you get the same sweet Ibis ride. Our frame design is the result of many miles ridden across every conceivable terrain. We originally designed separate tandems for road and off-road but found them to be curiously migrating toward the same result. From that realization came our goal to build a tandem which performs flawlessly in all situations.

A WORLD CLASS ROAD TANDEM

Examine our two photos of Uncle Fester and you'll see how much sense it makes to own an Ibis 26" wheel tandem—two tandems for the price of one. If designed right, a tandem will conquer practically any terrain, and raise a few eyebrows doing it. Given the wide availability, the abundant size choices and continually evolving technology of 26" tires, the versatile Uncle Fester is right at home wherever you take it.

READY FOR ANYWHERE

Whatever your fancy, from a leisurely Sunday afternoon boulevard cruise towing the trailer with the whole family, or an intense day on the challenging (and surprisingly tandemable) Slickrock, to putting the big hurt on your riding buddies while you turn out the fastest century time you've ever posted, the Uncle Fester can do it all. The 36-spoke, 26" wheels you'll find on the Uncle Fester are stiffer, sturdier, and more stable than the widely used 27" or 700c wheels.

AND THERE'S MORE...



step-thru stoker's position. We now have nearly 1500 miles on the bike, riding at least 50 miles every week during the winter months.

Joan has fewer medical problems now than anytime in the last 10 years. It has also done wonders for her figure! She is now as compulsive about riding as I am. We are going on rally weekends with local bike clubs in May and September; to GEAR in August; and taking a five day "Inn to Inn" tour of Vermont in June. Too bad the Eastern Tandem Rally conflicts with GEAR, or you would see us there, too.

My deepest appreciation and thanks to you, Jack, for the pep talk you gave in Williamsburg last year. You certainly changed our life-style!

Carl & Joan Abrams
Washington, DC

Dear DoubleTalk,

I would greatly appreciate it if you would put our plea for help in DoubleTalk.

The Lehigh Wheelmen Association will be hosting next year's (1993) League of American Wheelmen Rally (see TCA Calendar for dates and more details). The Rally will be held in Kutztown University, just 20 miles west of Allentown and on the fringes of the Pennsylvania Dutch Country. The area is perfect for cycling, with many quiet country roads and many sites of interest to keep everyone busy.

The Lehigh Wheelmen have decided that, while we would like to have pre- and post-rally tours, we just do not have the manpower to organize them as well as run the rally. Due to this fact, I am asking for help in running the pre-/post-rally tours from local bicycle organizations, both club-oriented and professional.

The 1993 Eastern Tandem Rally is being held in Williamsburg, VA, the weekend before the LAW National Rally. Since both of these rallies are going to be great events, I am asking if anyone would like to organize a Post-ETR/Pre-LAW National Rally Tandem Tour from Williamsburg, VA to Kutztown, PA. I think a tour linking the two rallies would be a terrific bicycle vacation which can be cycled in the amount of time between the two rallies.

I invite anyone interested in organizing this trip to call me at home, or to send me a letter, and I will get back to you with more information on the 1993 National Rally and our Pre-/Post Tour packet.

Pete Sessler
Pre/Post Rally Committee
3450 Mountainview Circle
Bethlehem, PA 18017
(215)-758-8209

Dear DoubleTalk,

I was referred to you by the Center for the Visually Impaired in Atlanta, GA. I am hoping that you might be able to refer me to companies or individuals with used tandem bikes, perhaps in some disrepair, that could be purchased for a program for special populations groups.

I work as a recreational therapist for DeKalb County Recreation, Parks, and Cultural Affairs Department, offering services for the mentally and physically disabled as well as for senior adults. Our organization is developing a park designed to meet the needs of these special population groups. We will have a picnic pavilion, ballfield, croquet course, shuffleboard, horseshoes, handicap accessible playground, and a track for walking, jogging, and possibly bicycling!

We don't have much money to spend, so of course we're looking for used merchandise. I'd appreciate any referrals that you can give me. Thank you for your assistance.

Sincerely,
Stephanie W. Schleicher, Supervisor
Special Populations, Dekalb County, R. P.
C. A.
1300 Commerce Drive, Room 200
Decatur, GA 30030

Dear DoubleTalk,

My wife and I are organizing a tandem club called TOIS (pronounced toys), the Tandems of Indiana and Illinois. We are catering to tandemists from East



Central Illinois and West Central Indiana
(but we'll accept members from most
anywhere).

If anyone is interested in becoming a
charter member, please call us or write us.
Also, anyone who has already started such a
club, or who belongs to a local tandem club,
and can give us some helpful tips and
pointers on organizing a tandem club,
please do so. Your help will be greatly
appreciated.



Tom and Mona Smith
19 E. Blaine Street
Brazil, IN 47834
(812)-442-0959

KEEPING IT IN THE FAMILY

Our family has been successfully bike riding since
our boys were barely toddlers. We attribute our success
to P.E.P. (PLANNING, EQUIPMENT, and
PATIENCE, not necessarily in that order!) The
purchase of a bike trailer several years ago solved our
dilemma of what to do with the boys. Our Cannondale
"Bugger" allowed us to transport Callahan (then 3) and
Noah (then 18 months) in a safe and efficient style.
Sitting side by side, harnessed in their safety straps, the
boys were content to ride on all types of rides/errands
around town, on club rides, and on fundraisers of
varying distances. Imagine our pleasure in learning
that the boys really enjoyed going with us!

That pleasure was expanded this past spring when
Callahan, now 4 1/2, expressed his desire to pedal with
Steve on the tandem. Again, equipment allowed us
greater freedom in setting the bike up to fit Callahan's
size. The rapport we established with area bike shops
allows us to continue to explore unlimited possibilities
of bicycling with the boys.

Planning and patience are necessary to ensure
enjoyable rides. We need to allow for extra stops for
the boys -- keeping their interest in cycling requires
planning routes that include parks, ponds, and
sometimes ice cream shops! Of course, we aren't
always able to plan the routes, so allowing time off the
bike at rest stops during group rides is a must. Most

fundraisers offer freebies -- water bottles, tee shirts, or
patches that youngsters just love, and our boys have
quite a collection.

Steve and I are not the only ones to benefit from
biking. We feel the lessons the boys learned about
safety issues (helmets and sunscreens), the importance
of exercise, the ability to help others through various
fundraising rides, as well as the camaraderie among
fellow cyclists add to the positive self-esteem we would
like our boys to experience. The time we spend
together as a family, enjoying an activity we all love,
with the people we love most is the best benefit of all!
The giggles, the shouts of excitement as we near a rest
stop, the hugs and kisses and encouragement we offer
each other during a ride, add to the sense of belonging
to each other and to a family.

We encourage families to try biking together. It's
an experience that will grow on you!!

Steve and Mary Mabry
Gordonville, PA

P.S. It's now spring '92. We are riding 2 tandems
this year, both with kid-backs. Noah is now 3 1/2, and
Callahan is 5. YEE HAW!



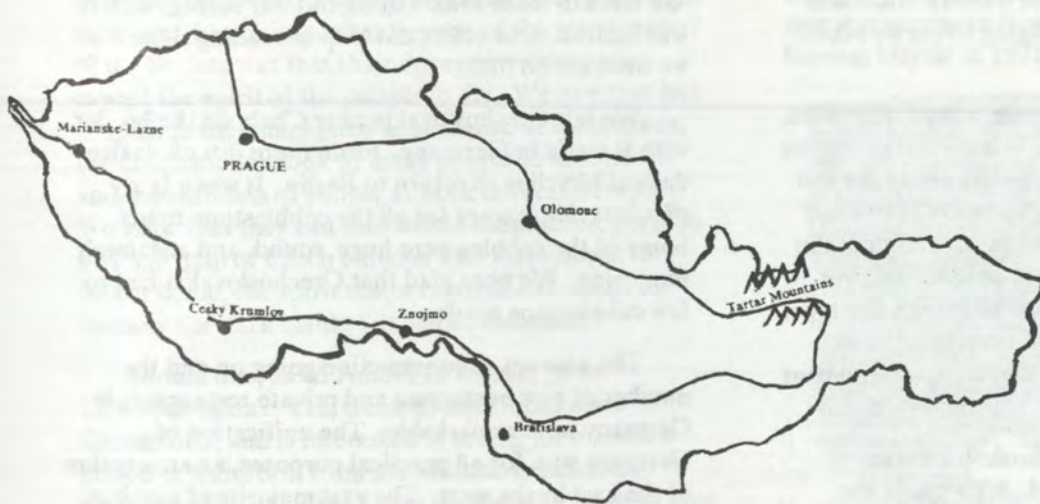
CZECHOSLOVAKIA BY TANDEM BICYCLE

Continued from the March-April, 1992 issue

We were growing weary of Czechoslovakia by this point, but fortunately things took a turn for the better. We rode for several days westward along the Austrian border through Moravia and Bohemia, where the impact of Austrian tourism was obvious. The food, service, and souvenirs were more readily available and of markedly higher quality than we'd become accustomed to seeing. The southern Bohemian towns of Znojmo, Slovonice, and Cesky Krumlov were especially interesting.

wandering by foot, because it retains a great deal of its medieval character.

Slovonice is a small town, but one worth a visit. Many of the buildings are elaborately painted with black-and-white depictions of all aspects of making wine. There is a small museum there, and a few interesting shops with genuinely hand-made goods and art works. In most places, the souvenirs for sale are mass produced in factories, much like one would find at cheap gift shops in the U.S. In Slovonice, though, we found some interestingly original dolls, paintings, and jewelry.



OUR ROUTE THROUGH CZECHOSLOVAKIA

Znojmo, an important trading town in the Middle Ages, is notable for its many miles of man-made underground passageways. There is some dispute over the reasons for the labyrinthine cellars, but a guide printed in Czech, German, and Russian said they were principally made for underground storage of perishable trade goods. A guided tour of the underground starts in the basement of Znojmo City Hall. Znojmo itself is one of the more interesting Bohemian towns for

Cesky Budejovice (Budweis) is famous, but not especially interesting. We greatly preferred the charming city of Cesky Krumlov, which lies only a few miles south of Budweis in south-central Bohemia, about 25 miles north of Linz, Austria. Cesky Krumlov is a tourist-oriented place that maintains a distinctly historical flavor. It is touristy, but has not yet become tacky. The old town is on a steep hill above the scenic Vltava River, and many of the interesting buildings are

restored or under restoration.

We stayed in a bed and breakfast situated on the river with a perfect back porch view of old Cesky Krumlov. Cost: 500 koruny [crowns], worth about \$17. Several of the stores in the old city sold interesting handicrafts. A gift shop located in the castle on the hill had a good selection of paintings and dolls available at reasonable prices. Beer kegs are still delivered by



horse-drawn cart through the winding streets, and the castle, perched high above the river, offers magnificently romantic views. Cesky Krumlov is, in short, one of the most scenic and enjoyable places in Czechoslovakia to visit. If one is planning a trip to Austria, a side trip to this attractive artifact of the Middle ages would be well worth the time spent.

From Cesky Krumlov, we biked northwestward, basically following the Bavarian border towards Cheb, the western-most city in Czechoslovakia. Much of this border region was for years a no-man's land, blocked by the cruel electrified wires of the Iron Curtain. The countryside in this region is fairly attractive, but the oppression of the Soviet troops that dominated the western edge of Bohemia since their 1968 invasion left it with the same cold, unfriendly atmosphere we had experienced in much of Slovakia. Our experience was also dampened by the heavy rains that caused extensive flooding in southern Bavaria and western Austria in late July of 1991. Luckily, the raging rivers we biked along stayed within their banks.

Our worst problem at this point was a badly worn, irreplaceable tire. I thought, quite incorrectly, that we would be able to buy simple things like bike tires and tubes in Czechoslovakia. Some hardware stores had tires, but they did not make them in sizes common in the West, and imported tires were unheard of. We strengthened the tire with patches and strapping tape, and were just able to make it to Germany without having the weak tire blow out. If you go, take all your own spare parts!

Our last major stop in Czechoslovakia was Marianske-Lazne, or Marienbad. It's a spa resort known for its curative spring water, which the German author Goethe and other famous people have come here to drink and soak in. Holistic medicine in Germany and Bohemia has a long and distinguished heritage, and curative spring water has been a very important part of that history. West German insurance companies often pay for sick people to go soak in the appropriate spring water, and Czech spas are primarily hospitals. The springs and pools are not usually open to the public, but around the magic waters a great number of restaurants and well-established hotels cater to the ailing and the curious. This spa, and the larger Karlovy Vary (Karlsbad, located about 40 miles to the north of Marianske-Lazne), have a more German than

Bohemian flavor. These two spas have attracted well-to-do Germans since the late 1700's, and served as important hard-currency cash cows to the Soviet-dominated communist government. The influence of the wealthy foreigners shows in the baroque hotels, fancy restaurants, relatively high-class shops, and the numerous people who speak English and German.

Language can be a problem for a traveler in Czechoslovakia, because few people speak English, and most people involved in public transportation, restaurants, and other public services demonstrate little or no patience towards foreigners. There were certainly people who were very nice to us and who went out of their way to help us, but there were also many who preferred playing the role of petty tyrants. We were sometimes yelled at, ripped off, ignored, or otherwise made to feel unwelcome. My knowledge of German came in extremely handy, and I used it daily. We tried to learn some Czech, but our success with it was limited. Our effort did help in reading signs, but we understood little.

We left Czechoslovakia near Cheb, on the border with Bavaria in Germany. From there it took us five days of bicycling to return to Berlin. It was a fairly pleasant ride, except for all the cobblestone roads. Some of the cobbles were huge, round, and absolutely punishing. We were glad that Czechoslovakia had so few cobblestone roads.

The amount of construction going on and the number of new businesses and private restaurants in Germany were remarkable. The unification of Germany was, for all practical purposes, an annexation of the east by the west. The vast majority of new businesses were outlets of western franchises, plopped down in the midst of the scruffy grey towns of the former German Democratic Republic. The new businesses charge west German prices, which few East Germans can yet afford. But with the infusion of capital and western entrepreneurs, economic growth should come rapidly to the former GDR.

Czechoslovakia is in a different economic situation. We met a man in Moravia who was just about to lose his job as an electrician. He spoke English well, having just finished an intensive language course. He spoke at length about how wonderful freedom was, and how oppressive the Soviet occupation had been. He loved democracy, but he was uncertain how he would support



his family in the future. I asked him, "With so many houses being built, and so much construction that needs to be done, why aren't people starting private businesses? The lack of capital?"

"Yes," he replied, "but more than that, people have forgotten how to be businessmen."

"How long will it take for them to learn, and for your country to be on its feet again?" I asked.

"Twenty years," he ventured.

From what we saw in Czechoslovakia--the shabby legacy of socialism, the lack of entrepreneurial spirit, and the absence of large-scale investment, it would seem that 20 years is a fair guess of how long it will take for Czechoslovakia to be a full economic partner with the West. Hopefully they can maintain their heritage, and feel the pride of being Czech or Slovak without shunning the world. Vaclav Havel, the poet-playwright president, has claimed that the one of the worst crimes of the Soviets was that their oppressive occupation caused the spirit of the people to die. We saw that lack of spirit in the dilapidated appearance of most towns, the downtrodden look of many people in the streets, and the surliness of people at work in their state jobs. We hope that they can find within themselves, perhaps with the help of Czech emigres who may choose to return home, the spirit that was commanded out of them by the dark blanket of Soviet socialism.

Should one, as an American tourist, go to Czechoslovakia? Yes, if one doesn't mind some discomforts, and is interested in seeing for oneself a nation in transition from socialism to democratic market capitalism. It is a very inexpensive place to visit compared to western Europe, but to some extent one gets what one pays for. If planning a trip to Germany and Austria, it would be well worth the time and effort to make the trip from Berlin to Linz via Prague and Cesky Krumlov, especially if one is travelling by car. Gas coupons (purchased with foreign currency at a bank) are necessary to buy gasoline in Czechoslovakia, but that is not a significant problem. Cash in the form of Czech crowns is necessary in most restaurants, stores, and lodgings. Banks are uncommon, have short hours, and are hard to find, so currency exchange must be planned ahead. Knowledge of Czech or German is very helpful.

We recommend traveling by bicycle. A wonderful tour would be a loop starting and ending in Prague that encompasses Kutna Hora, Slovonic, Cesky Krumlov, and Pilsen. The countryside in southern and central Bohemia is attractive, hilly farmland interspersed with castles and quaint villages. It is quite hilly, especially near the Austrian border, so don't overestimate the number of miles to travel each day.

The Czechs and Germans we met on this tour, when candid, universally thought we were crazy, because bicycling through an Eastern European country was not what they thought Americans would do for fun. Most of the Czechs and Slovaks we could communicate with had a very low opinion of their country, and they did not understand why we would spend our summer vacation in Czechoslovakia when we could go anywhere we would want. In retrospect, it's hard to explain, but it was an interesting trip. One thing is pretty sure, though--chances are we were the only Americans to honeymoon in Czechoslovakia on a tandem bicycle in 1991!



Steve and Joy Black
Mt. Pleasant, UT



HINDSIGHT: A VIEW FROM THE REAR

It sounded so romantic. It looked so romantic. Just thinking about it made us so romantic. We would buy a tandem! Our love bike. CUT!!! Abrupt shift to reality. Tandems are, well... a parallel universe to bicycling as most people know it. So familiar and yet so foreign. There ought to be a support group, maybe Tandem Survivors Anonymous.

What could go wrong with this tandem dream team? We're a unit. We are entering 21 years of wedded bliss, have two young children and so much debt we are welded together by the credit cards we've melted from the friction of purchases made one-after-the-other-at-the-speed-of-light for lo these many years. The proportion of those purchases directly related to bicycles and requisite accessories is so obscene as to be offensive even to attorneys! We are similar in height, weight, bicycling experience, handling skills, endurance and speed. We even look like brother and sister. (Well, except for that one incident in 1968 when we were mistaken for sisters. But he has gone bald since those days.) Take it from someone who has been through the chainringer of experience! If you are only dating and your other is talking about wanting a tandem it could be a BIG clue they want to break up. Since we are married with children, we have to decide: is our tandem Life In Hell or are we just on Practical Jokes and Bloopers? It is a little bit of both. This is HER story, a true account from HER perspective: A view from the rear.



"WE WANT THE FRONT HALF DARK GREEN AND THE BACK HALF MAGENTA WITH EAU-DE-NIL AND BUTTERCUP YELLOW PANELS."

HOW TO DECIDE ON WHAT TANDEM TO BUY In every biking couple there is the tech-freak who will dictate the brand, model and color. He will then leave it up to her to do the number-crunching and initiate the "rob Peter to pay Paul" creative financing necessary to pay for their Love Bike. Starry-eyed, pockets bulging with cash equal to three years of debt, the tandem unit sets out to find a test ride.

THE TEST RIDE/HIS TAIL (uh) TALE OF WOE No bike shop within a 75-mile radius will have on hand the tandem you are seeking. We got so close to just ordering the bike; after all, we knew what we wanted! We are a unit! We finally conceded we should at least ride a tandem that was in stock. This was a decision we would live to regret, but was it genetic or environmental? The facts: He was 9 days into recovery from surgery for hemorrhoids. The itchy burning bleeding kind of hemorrhoids. Even the surgeon declared this to be the worst case of all three varieties ever seen in the Western Hemisphere. It is a real party stopper, however, when He shows off his surgery scars. Butt, I digress. He thought he was up for a test ride due to thought processes clouded by major drugs courtesy of the surgeon. He was up, alright, and definitely should not have been operating heavy machinery, equipment or tandems. A really asinine thing to do in his condition.

She was stoking and did not see what all occurred on this maiden pedal. She does recall a lot of wobbling and negative barking from him. Something about contributing to the pedaling. How was she to know that the pedals are all connected together and required in-unison pedaling by both participants? (Usually one of us is "done" first, with the other coming soon after, so this "at the same time" stuff will take some practice.) He was doing it all wrong, anyway. When she coasts it is the left pedal that stays down and when she goes around corners with the pedals parallel to the ground it is the right pedal that is in the forward position. How could he goof up something so basic as that? Besides, she was already totally occupied with freaking out from claustrophobia and visual deprivation back there. She



BUILD A TANDEM FOR YOUR KIDS

Ever want to build a 20" tandem for your kids? Read on! This article covers the necessary techniques to do just that. Follow the steps listed and you'll end up with a 20" wheel, one-speed, coaster-brake equipped children's tandem. To do this, two single bikes are modified and brazed together. I feel that this technique is more suited to the home-builders time and budget limitations than is a bike built from scratch. It is a very rewarding project, yielding a lot of enjoyment for a little work and very little money spent. The tandem that I built uses American-style one-piece steel cranks. Three-piece cranks will require slightly different techniques.

Materials and supplies required:

- 2 swapmeet or yard sale BMX bike frames
- 1 one-piece crank and double chainwheel from a department-store ten-speed.
- 1 one-piece crank and single chainwheel with the same number of teeth as the small chainwheel of the above double chainwheel assembly
- Miscellaneous seats, wheels, pedals, handlebars, etcetera, as necessary to complete the bicycle
- Spray paint, hammer, hacksaw, rat-tail file, weld-chipping hammer, magic marker, fence puller or "Come-Along" cable hoist, and fire extinguisher
- 1 brazing torch kit

An oxyacetylene torch is best, but the average home hobbyist will probably prefer the more economical oxypropane or a Turner "Whirlwind" brazing torch. On my first tandem, I used oxypropane torches of both the type with small 3"x10" oxygen and propane bottles, and the "solidox" type with an oxygen "pill" which you must set on fire. (Sold by Montgomery Ward and Cleanweld/Turner.) They work, but you must braze fast, because the oxygen doesn't last long. The Turner PR-3600 "Whirlwind" and Bernz-O-Matic JTH-7 swirl flame torches use a design which induces atmospheric air into the nozzle to produce a hot flame. They require no oxygen tanks or pills, and are MUCH more convenient to

use. The Bernz-O-Matic JTH-7 has a belt clip for the gas bottle, and a hose connected to a small handheld torch. It is easier to handle than the Turner PR-3600, which screws directly onto the top of the fuel bottle. "MAPP" gas is preferred to propane. It stinks, but makes a hotter flame.

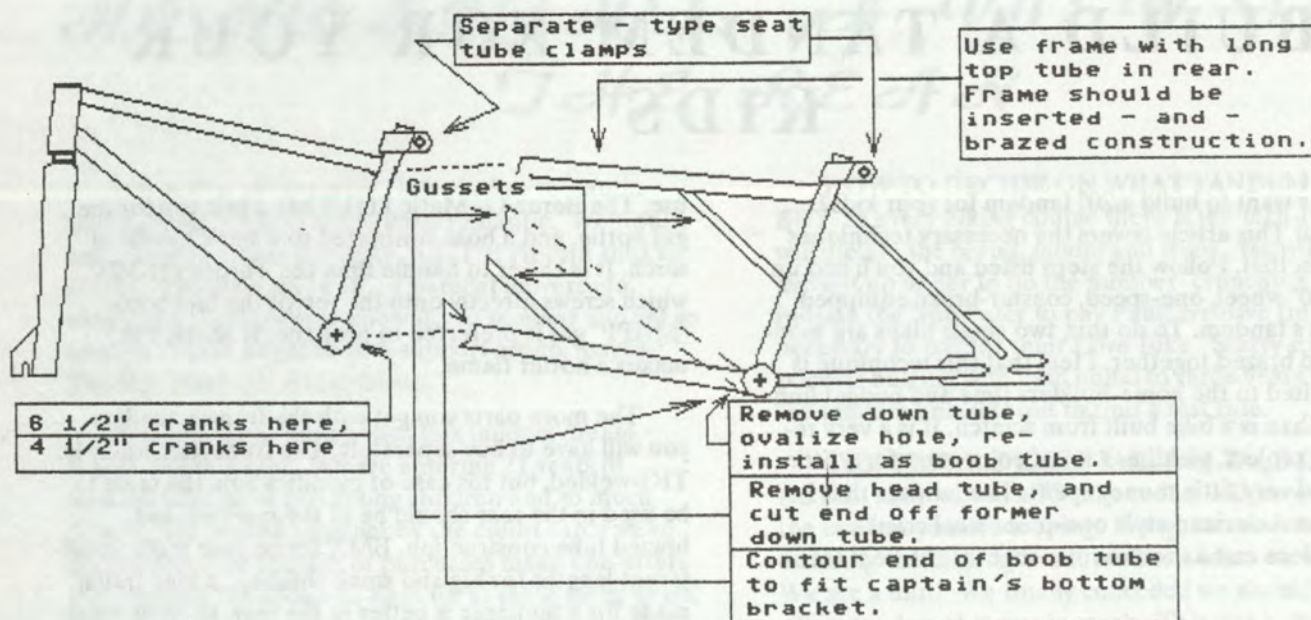
The more parts you get with the frames, the less you will have to buy separately. The front frame may be TIG-welded, but for ease of modification, the frame to be used in the rear should be of the inserted-and-brazed tube construction. BMX frames are made in different lengths for big and small children; a long frame made for a teenager is better in the rear, to allow more stoker room.

WORK SITE

An area like a carport, driveway, or wide sidewalk is needed where torches can be used without fire hazard. I like to leave a garden hose dribbling nearby for fire protection and to cool hot metal. A tree or overhanging porch is useful to hang the frame at painting time.

PROCEDURE

- 1) Remove all components from both frames. Take inventory of what you have, and keep the parts you want to re-use. Buy whatever new parts you need.
- 2) Saw off the rear triangles from the front frame. Save the sawed off tubes for use later as diagonal reinforcements. Heat up the head tube of the rear frame, melt the brass, and beat it with a hammer 'till it comes off the top and down tubes.
- 3) Heat the rear frame bottom bracket hanger and remove the downtube. Save it. It will become the tandem "boob" tube. Use a file or a small grinder to ovalize the down tube hole in the crank hanger so the boob tube can come out about parallel to the top tube. Don't fall into the mistake I made: yielding to the temptation to just heat the joint up and bend it down -- it distorts the heck out of the crank hanger and makes the crank installation more difficult.



4) Burn and scrape off the paint from the joint areas which will be brazed. The front end of the rear top tube, both ends of the "boob" tube, the rear crank hanger, the front crank hanger, and the areas where the diagonal gusset tubes will be brazed in.

5) Lay the two frames out on the sidewalk. The front end of the top tube on the rear frame is probably already radiused from where it fit into the head tube and will mate pretty well to the seat tube of the front frame. If not, file it 'till it does. On a BMX frame with separate seat clamp, you can probably match the two top tubes in line with each other. If your front frame has a built in seat clamp, you will have to have an offset, or "dog-leg" in the top tubes, with the rear being a little lower than the front to allow for the front seat clamp.

6) Reinsert the down tube you removed from the rear frame into the rear crank hanger, about the same amount as it was inserted before, but at a lower angle because it will become the tandem boob tube. Mark the tube where it inserts into the rear crank hanger and where it needs to be cut off to mate properly with the front crank hanger.

7) Cut the front of the boob tube as marked. This probably will not be a straight cut, but a curving one to make it match the curve of the front crank hanger.

8) Tack-braze the "boob" tube into the rear frame crank hanger so that it is about the desired angle to connect to the front crank hanger. Put both frames together to check the alignment. I use a "come-along" cable winch to pull the frames tightly together.

9) Tack-braze the two frames together at the front seat tube and both crank hangers. Recheck alignment and finish brazing the joints.

10) Cut two pieces of straight tubing from the rear triangles you cut off the front frame previously. Braze them into two corners of the rectangle formed by the seat tubes, top and "boob" tubes. These act as gussets to prevent the frame from "parallelograming" under load.

11) Clean and paint the frame, let dry, and assemble components onto the bike.

My frame turned out to be lower in the rear than in the front. This looks racy, and it fits my 8- and 10-year olds pretty well, as long as the 10-year old is the Captain, and the 8-year old is the stoc.. uh, "Rear Admiral."

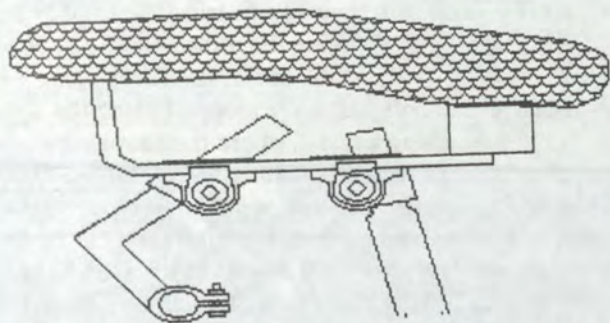
I installed a set of 4-1/2" "kiddie cranks with the department store 10 speed double chainwheels in the rear. This worked well with the lower frame (and rider)



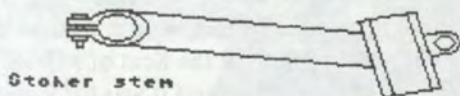
height in that area. Both front and rear pedals have close to the same ground clearance.

The 52-tooth chainwheel resulted in a rather tall gear ratio, so I had to buy a 22-tooth rear sprocket to lower the gearing. I had to go out and buy a 39-tooth front chainwheel to match the small chainwheel on the rear. These were the only items I had to purchase for this project.

To avoid having to install an idler wheel assembly, install a few links of old, stretched chain into the transfer chain, until the combination of new and old chain fits on the two chainwheels with very little sag. Then divide the stretched section into 4 or 6 short sections and



Seat with long rails: shown with seat post and handlebar stem installed.



Stoker stem

install them at even intervals around the transfer chain. If you install the stretched chain in just one place, the pedals will go around with a horrible galumph-galumph gait like a lame camel! This stretched chain approach has worked reliably for thousands of miles on another adult, ATB-type tandem, and is much easier than installing an idler wheel and bracket.

I had an old seat with long mounting rails in my junk box. I was able to saw off an old handlebar stem, and, using two seat clamps, mount both the seat post and the rear handlebar stem to the seat rails. If you don't have enough seat rail length, you will have to

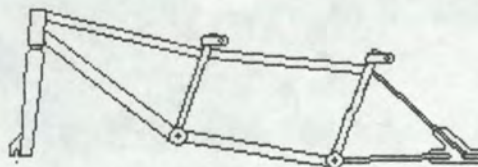
braze up a rear handlebar stem which clamps around the front seat post.

Lengthening the frame into a tandem will increase the head angle slightly. If your two forks differ in rake, use the one with the longer rake.

As you can imagine, a good junk collection with lots of handlebars, old ten-speeds, and hardware is very helpful to this project. At least one of the BMX frames obtained for this project should have good wheels and other accessories. I was lucky enough to obtain one frame with heavy-duty motorcycle-type spoked jumping and stunt wheels used by a big teenager. They have been perfect for the tandem.

A tandem like this with one-piece cranks can be pretty easily built as a five, six, or seven speed. Just install a multi-speed rear wheel and hand brakes. It is even possible (I did, on another bike) to create a triple chainwheel assembly using bolts and spacers, to allow a 10-speed drive train. (The third chainwheel is connected to the captain's chainwheel by the transfer chain, so no 15-speeds). A crossover drive is not practical, using one-piece cranks. If you find frames designed for three-piece cranks, then crossover drive becomes an option.

Quality BMX frames are stoutly built, with oversized tubing. The 20" tandem I built carried 300 pounds of adult test riders around town several times before kids were allowed to ride it. It attracts lots of attention from neighborhood kids, but tandeming requires teamwork and practice, so I only let my own kids and a few responsible neighborhood kids ride it. I'm sure you will



enjoy building one, and I'm even more sure that your kids will enjoy riding their own 20" wheel tandem!

Jeff Fleming
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BIKING COLORADO -- THE HARD WAY

My wife and I have just returned from our first mountain bike trip ever. We removed our child stoker kit from our 1990 Burley Rock'N'Roll, added a set of Blackburn Mountain Racks for our Novara Panniers front and rear, and added a set of Pyramid mountain bike bar extenders to give us some variations in hand positions. We covered these extenders with black foam grips which exactly matched the Burley handles. A Cannondale clip-on front handlebar bag, which allowed us to easily remove our valuables at the roadside stops, finished out our ensemble.

We started our tour in Aspen. On our first day out, we covered about 45 miles, mostly on frontage roads, but we also found a few dirt roads going to Marble. Our sore muscles were eased somewhat by the war waters of a roadside hot springs. We found a campground in Marble about 7:30 p.m., but it was "full". Fortunately a sympathetic couple from the "Lazy Dayz Buns Busters"



Garrett Sullivan

camper club took pity on us and allowed us to pitch our tent near their camper. We thought the name of the camper club was appropriate, because we had added a

Spenco seat cushion earlier in the day to give my wife's buns some relief.

Day two provided our first real challenge. We set off with trepidation towards our first trial. Scholfield Pass lay 14 miles ahead, and 3800 feet above. Pavement soon gave way to dirt, and the terrain steepened. On Daniel's hill, we were passed by a few ambitious mountain bikers from Texas. We were walking at this point, pushing our bike with its 70-pound load. Later, we met the Texans on their return trip. They had given up and turned back, claiming the altitude had gotten to them. The jeep trail next to the Crystal River was encouraging and delightful. We stopped along the way for a cold popsicle in Crystal, where the shopkeeper told us he'd never seen a tandem attempt this pass before. After leaving his store, we soon found ourselves alternately riding and pushing our bike and gear up the jeep trail, across a snow field, and over loose rock on a road bed overlooking the "Devil's Punchbowl" on the Crystal River. The horseflies were an unexpected nuisance, as their bites made it hard to concentrate on the ride. We arrived at the top of the pass at 4:00 p.m., feeling tired but relieved we'd conquered the pass! The trip down the other side, on good roads, to Gothic was a breeze. There we stopped at the Rocky Mountain Biological Laboratory where I had been a student 19 years ago. We bought a guide to the Scat of Mammals of North America. A brief tour, and it was back on the bike. We beat a rainstorm into Crested Butte, flying down the last nine miles to a fantastic B&B. We got the last room, the "Marlin Room", complete with it's portal and a Marlin devouring a human. The showers were refreshing, and dinner out that night was a trip.

The next day we continued on our plan of camping one night, then one night of civilization. We stopped by the Alpiner Bike Shop in Crested Butte for some much-needed directions. With those in hand, we headed up Cement Creek, feeling very strong and confident, and with the knowledge that all our equipment was intact. The higher up we got on Cement Creek, the more we thought we might try to preserve the high ground that we had gained by trying to connect



with another jeep road by using a "short" stretch of single track we'd seen on the map. We ended up making our own switch backs on a steep trail created by dirtbikes, the motorized variety. We also discovered, much to our dismay, that the jeep trail was on the other side of a rather steep valley. My wife was reluctant to ride down the steep trail, so I developed the technique of running beside the bike, braking and steering. We found an isolated campsite in the valley, where we pitched our tent, recuperated, and plotted out how we might get out of this valley on single track, while preserving the elevation we had gained.



Stephanie Sullivan

In the morning we set out on a reconnaissance mission, with our panniers strapped to our backs. We found a steep single track that connected to the jeep trail leading to Taylor Pass. We stashed our load in some bushes alongside the trail and returned for our tandem. With difficulty we were able to push and

portage it up to the trail. Once loaded up, we made our way by bike to Taylor Pass, getting our feet wet for the first time while riding a bike. The descent from Taylor Pass was an educational one, as I taught myself "technical" bike riding on the fly. At one point we could smell the drum brake, which was hot to the touch. I splashed some water on it, and it steamed! Finally back on the pavement, headed for Aspen, we had to ride through some road repair work that got us muddier than any other part of the trip. My wrists were quite sore from squeezing the brakes for an hour and a half.

We covered about 115 miles in the four days, without a single mechanical problem, not even a flat tire. We lost a few chips of paint along the way, and we picked "salad" out of our chain a few times. Using paraffin lubrication, supplemented with teflon spray, kept the chain smooth and clean. The Burley is amazingly stable on many road conditions, and a pleasure on the highway as well. As backpackers in the past, we are enthused about the added mobility provided by mountain biking and the independence that comes with it. As tandem enthusiasts, the bike gives us an economical way to share the teamwork and togetherness of mountain biking and camping.

Garrett Sullivan
Denver, CO

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



FALL'91 BAY AREA TANDEM RALLY

(A Captain's Lament)

A hundred pairs left Fulton Park,
under foggy, wolf-gray skies.
My stoker was hot, though I was not,
as we reached the Chalk Hill rise.

We enjoyed the thrill as we topped each hill
to thunder down the far side.
To pass single bikes in one of our lines,
it's how Jane and I like to ride.

The Jimtown store hosted twofers galore
who paused for an 18-mile snack.
Alexander Valley dropped behind
as we followed our map like a track.

We saw few cars and fewer bars
as we avoided city and town,
Twas wine country in Summer glory,
A palette of greens and brown.

Four times we crossed the Russian River
and more times cruised a valley.
The smarter bunch had picked up lunch
at the funky Healdsburg deli.

The sun got warm as we labored on
and passed the winegrape vines;
Through wooded vale and pastoral dale
O'erhung with bays and pines.

The hills grew tough and the pavement rough
as we snaked past vineyards and dairies.
These yuppie blokes loved crops and oaks
and noted Sonoma's wineries.

Twas on such a patch that we met our match
(After a flat we had to fill),
for fatigue and traffic distracted my mind
and my mate and our bike took a spill.

So this ride led to emergency room bed,
the rear admiral's foot in a cast,
due to lack of thought a hurt was bought
because captain moved out too fast.

True tales are told of captains bold
with hard bodies and moves sublime,
who assume that all is well instead
of communicating in time.

We'll tandem some more, and that's for sure,
and rally on any pretext.
But if I'm to be the one in front,
my job is tell her what's next.

We all know the rules, more important than tools
if we're going to risk limb or life.
So this is the poem that came out of my dome
on how I dumped my wife.

Rick Bartke
El Cerrito, CA

BACK ISSUES AVAILABLE

We have a limited number of back issues of DoubleTalk available to complete your collection. For each issue desired, send a check for \$2.50, 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:

March April, 1992
January-February, 1992

March - April, 1991

January-February, 1986

November-December, 1985



INTERNATIONAL TANDEM RALLIES - PAST AND PRESENT

Sometime in January or February of 1989, I gave Sandra her first ride on a tandem. I had been tandem riding for almost four years before this and I really enjoyed it. As it turns out, Sandra shared my enthusiasm and we continued to ride together whenever possible.

Then I made my first mistake. I showed her a copy of DoubleTalk and she read the announcement for the First International Tandem Rally in Burgundy, France, scheduled for May of 1989 and convinced me that we should go. Since my travels were limited to the U.S. and Canada, I didn't even have a passport. We won't go into details, suffice to say, we didn't get the necessary visas for France until two days before we left.

Many of you have written of the marvels of traveling by plane with a tandem, but I had not seriously read these stories before we had our own to write. How could two engineers go wrong! We attempted the homemade double-box technique and, before we had even left the

U.S., we knew that there must be a better way. The airline was not happy about an eight foot box weighing 80 pounds.

But after a great deal of verbal persuasion, and the exchange of a few green backs the box was put on the plane. Everything arrived in Paris intact, including my nerves. We took the train to Beaune in Burgundy region and dropped off our box and some extraneous luggage used to ship the panniers, sleeping bags, tent etc. at the train station. Oh, I almost forgot to tell you Sandra's favorite part, we camped for the week! We rode to the campground in Mersault and found eighty tandem teams with some of the most unusual and most exotic tandems we had ever seen, from the U.K., France, Austria, Belgium, the Netherlands and the U.S. We spent seven wonderful days on rides led by local Frenchmen through the rolling hills and vineyards, talking English and French, touring chateaus and wineries, eating fantastic food and drinking spectacular wine. Sandra and I were one of only three American couples and so we had a wonderful opportunity to not only ride with folks from other countries but to share a few bottles of wine and learn about their homelands and customs. We were sorry to leave these new found friends at the end of the week. We managed to maintain contact with several of the couples and hoped we could repeat the experience.

In 1991 our European friends suggested we return to Europe and join them in Luxembourg and Germany at the Third International Tandem Rally. We worked out the details and borrowed a tandem bicycle bag made of foam rubber and cordura nylon. This is the way to ship a tandem! Only catch is that they are expensive (we borrowed this one) and you need to plan a location to store it and return by the same route so you can pick it up. We flew to Brussels and took the train to the city of Luxembourg. A nice sunny spot in front of the Luxembourg train station was selected to re-assemble our bike. We then checked the bag at the train station and rode to Echternach with two new friends who just happened to spot us at our makeshift bike shop and they unpacked their tandem and joined us. We spent an-



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other wonderful seven days with old and new friends. We rode through both Luxembourg and Germany drinking beer, climbing mountains and touring castles. Once again, we were sorry to leave, but we knew that we would see our friends again.

Now for the future. First and foremost, we would like to recommend that anyone, who can arrange to go to an International Rally, should. The people are wonderful and the routes are spectacular, and Europeans are much friendlier to cyclists than Americans. In addition there are terrific pre-arranged tours and entertainment. Most of all, the rallies last a whole week. It gives you a chance to really tour an area at a relaxed pace and meet the people that you are riding with, unlike most of the rallies in the U.S. that only last two to four days.



Sandra and I are getting married on April 25, 1992, and for our honeymoon we are returning to Europe with our tandem and will spend a few days touring the Cotswolds of England with a couple of our tandem friends, before taking a ferry to Brittany to attend the fourth International Tandem Rally. Each year the rally is in a different location and organized by different couples so it is not the same from year to year, but we know for certain that two out of three have been fun.

Now for the more distant future, during our recent trip several of the couples that we had met approached us about the possibility of hosting an International Tandem Rally in the U.S.. At the group barbecue held the last night of the rally, I asked how many people would be interested. Of the 60 or so couples present, 20 expressed serious interest. Since then I have also received mail from another couple interested in coordinating the European half of this idea.

We have begun some planning and some conversations to plan such an event, but the wedding and a new job for me seem to be interfering. We are planning to have the rally on the East Coast to make it easier on our European guests and to schedule it for August of 1994.

John Weisgerber
710 Aubrey Avenue
Ardmore, PA 19003

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.

MERCHANDISE: Sells T-shirts, club patches, 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.

Please fill out the application below and mail with a check payable to:

Tandem Club of America
c/o Malcolm Boyd and Judy Allison
35 E. Centennial Dr.
Medford, NJ 08055

United States...\$10.00

Canada...\$13.00

Other International...\$16.00

All dues are quoted in U.S. Dollars

TCA Membership Application

Member No.: _____ (Just above your name on your label) or enter "NEW" if you are a new member.

Name(s): _____

Address: _____

City, State, Zip: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

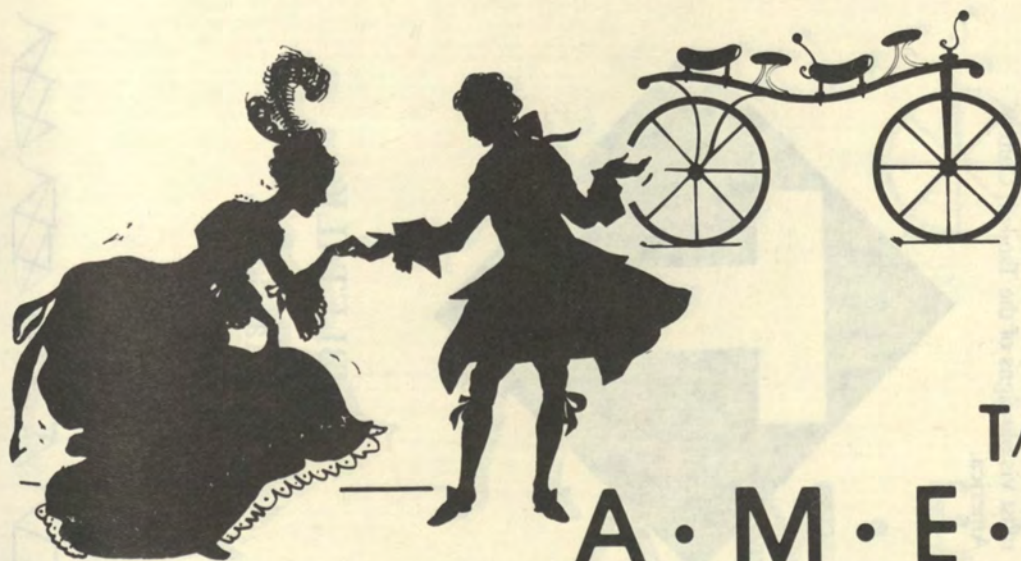
Tandem Color: _____ Style or Model: _____

Amount Enclosed: _____ for _____ years membership

(Multiple-year Memberships are accepted at Dues Rate x No. of Yrs)

10/91

Tandem Club of America
c/o Malcolm Boyd and Judy Allison
35 E. Centennial Dr.
Medford, NJ 08055



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

"An International Organization of Tandem Enthusiasts"

Introducing the Tandem Club of America...

The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, there weren't all that many tandems out there! These original members created a newsletter, called Doubletalk, to be the voice of the TCA. Since those humble beginnings, Doubletalk has become one of the most visible signs of the Tandem Club of America.

Doubletalk is now published six times a year in a magazine format. It contains articles and tips about tandems and tandem touring, all written by TCA members. You can find out what is happening in the world of tandems (and throughout the world) through TCA's Tandem Events Calendar, published each issue in Doubletalk. A Classified Ad section is included, also, to help you sell that extra set of wheels or that tandem that doesn't fit this year's color scheme!

Through the years, TCA has been instrumental in promoting rallies for owners of long bikes. From the original rally held in 1972, there are now numerous regional rallies and many state and local events to choose from. All, while independent of the TCA, are heavily promoted and supported by TCA members. You can find out the when and where through Doubletalk!

If you want to join with other tandem enthusiasts throughout the world, just fill out the attached membership application form, and you will soon be receiving your own copy of Doubletalk in your mailbox!



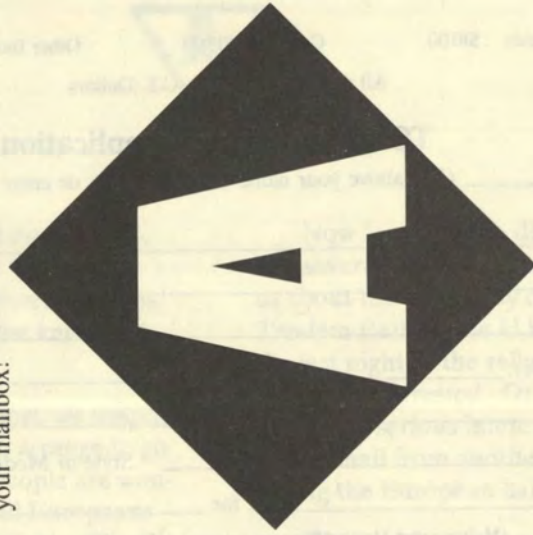
DOUBLETALK

for Tandem
Enthusiasts

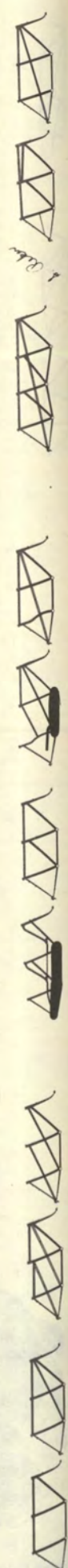


**TANDEM EVENTS
CALENDAR**

**TANDEM DEALER
ADS**



**TANDEM OWNERS
ADS**



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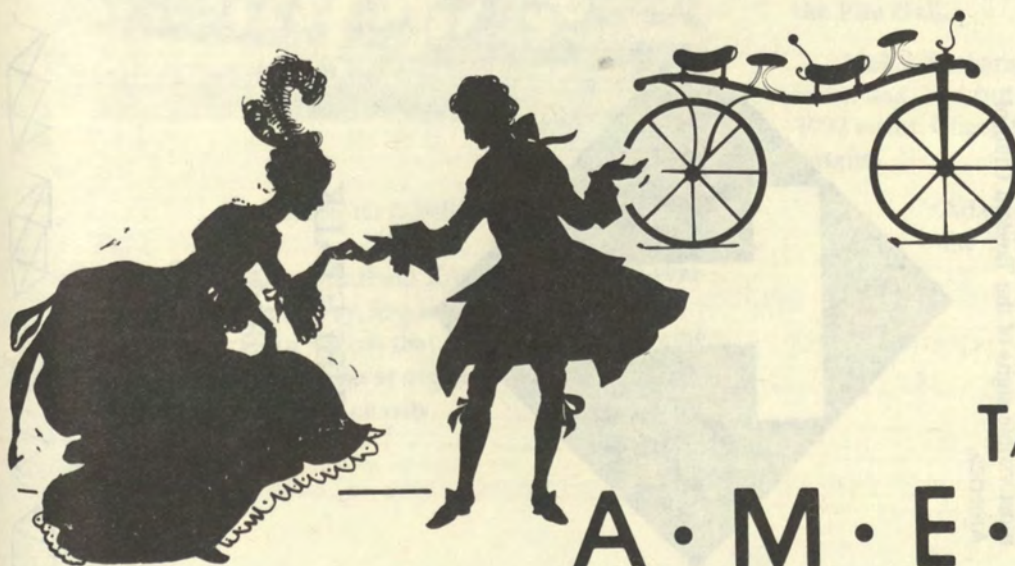
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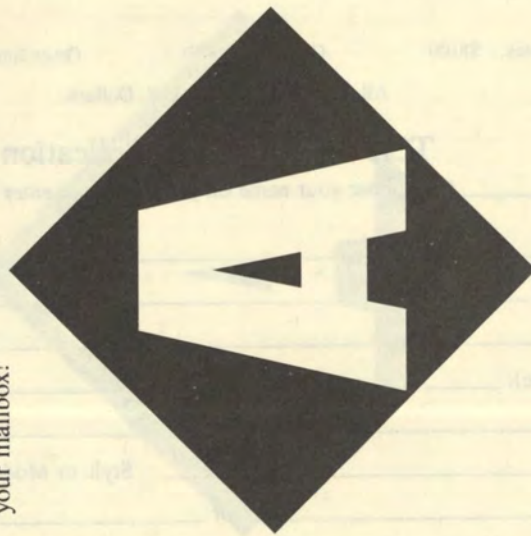
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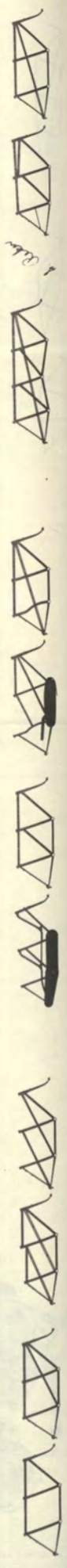
DOUBLETALK
for Tandem
Enthusiasts



**TANDEM EVENTS
CALENDAR**
●
**TANDEM DEALER
ADS**



**TANDEM OWNERS
ADS**





THE DOUBLE OR NOTHING TANDEM TOUR, 1991

They came in two's from New England, New York State, Delaware, Pennsylvania, Maryland, Virginia . . . the entire east coast to ride through scenic south Jersey, and to help raise money for a local volunteer fire company.

Sunday, June 30, 1991, the Carmel Volunteer Fire Company played host to some 160 bicycle enthusiasts as one of their biggest fund raisers of the season. Each of these enthusiasts was part of a tandem team for the annual "Double or Nothing Tandem Tour."

Dressed in matching color-coordinated outfits, the double bikes pedaled either 44 or 66 miles through the sun-baked terrain, paying \$35.00 for the honor.

The event was a dream of organizers and tandem



Check out the Captain's Seatpost!

enthusiasts Mel and Barbara Kornbluh. Their 20-year marriage of love and cycling has been known in the bicycling world for almost that long, not only for being tandem cyclists, but also as organizers of many cycling tours and races, all for charity.

"My wife Barbara and I do the pre-planning for this tour. We get the riders here," says Mel. "The fire department does all the work the day of the ride."

Fire Police carefully controlled traffic at each intersection along the Cumberland and Salem County route. The trained medics followed the riders as support, just in case there were any bike or physical failures. Fortunately, only heat exhaustion and a minor tandem repair were the only reported failures.

Riders pulled into area motels as early as Friday evening to get an early start on the fun-packed weekend.

"We're the most rookie," explains Massachusetts software engineers Debbie and Larry Miller. "We've only had our custom tandem for two weeks, so look out when we roll down the road."

New York triathletes Todd and Peggy Myers pulled their 8-month-old daughter in a bicycle trailer. These enthusiasts shared their first date on a bike ride, so facing 44 miles in the 95 degree heat was just another challenge.

An abundant roadside lunch was prepared by the fire fighters and their spouses at Bostwick Lake, which was followed by a quick sizzle in the wading pool. Later in the day, the cyclists enjoyed a pasta dinner back at the Fire Hall.

Mel & Barbara gave a sigh of relief when the 1991 event was over, but they are looking forward to the 1992 event. Check the TCA tandem calendar for more details.

Adapted from an article printed in the Bridgeton, NJ, Journal



A GREAT AMERICAN BICYCLE ROMANCE

On a whim I bought my husband, David, a mountain bike for his fiftieth birthday. Little did I realize how that impulse buy would change our lives.

Within a few months, he had joined Potomac Pedalers Touring Club, went from D to CC rides, bought himself a racing bike, subscribed to every bike magazine in existence, and regularly rode with PPTC every Saturday and Sunday. By the end of the first year, he had taken a course on bike maintenance, ridden along the entire C&O Canal, completed his first century, joined a few PPTC bike week-ends, bought every bike accessory known to humankind, crammed the garage with all kinds of "do it yourself" bike repair/maintenance equipment and manuals, kept a detailed record of every mile (and tenth of a mile) he rode - 3,117.1 to be exact - and made me a bike widow.

After twenty-five years of marriage to this compulsive, sports-crazy guy, I had already spent my share of time as a golf and ski widow. However, as his obsession with biking entered its second year, I began to realize that this "one" was here to stay for a long time - all he seemed to do was eat, breathe, sleep, talk, and ride bicycles.

On the theory that, if you can't beat'em join'em, I finally decided to give it a try. David bought me a beautiful mountain bike with a mixte frame. But I had so many FEARS to overcome! At first, the only place I felt comfortable riding was on the C&O Canal - no traffic and very flat!

With David's gentle encouragement, I soon began exploring other riding options. Who wouldn't love the back country, farm roads around the Poolesville area, the Deale Loop, or the West of Nokesville ride? Last summer, we took a week-long biking vacation in Maine, and I knew I was hooked. David obviously knew it, too. To make all those hills easier, he announced that it was time for me to have a road bike. He was very sensitive to my many fears but urged me to try a "men's" frame, toe clips and drop bars. Thanks to a local bike shop I slowly overcame those fears. They were kind enough to lend me bikes (one at a time) until I adjusted to each new feature.

Riding my Terry opened up a whole new world of cycling to me. As David continued to motivate me, I slowly built up my confidence. His constant reassurance and support were all I needed to slowly increase my mileage and difficulty of rides. At the beginning of this year, we enjoyed another great week of bike riding - this time on the coast of California.

David continued to challenge me. "How would you like to get a tandem?" he asked. The greatest feature of the tandem is the way two people of different strength can unite to enjoy riding together. I accepted his latest challenge. The tandem turned out to be the perfect gift for our twenty-sixth wedding anniversary. Riding the tandem with David is a personal dream come true. We have become enthusiastic tandem



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partners and, please believe me, the warmth carries over to our off-bike hours. After so many years of separate leisure time interests, we have a brand-new togetherness that seems to be the highlight of both of our lives.

Why do I feel the need to share our personal story with all of you? First, I want to publicly thank David for all his time, patience, and attention this past year. He sacrificed a year of his biking life to be with me. It has obviously paid off for both of us. His loving

support and commitment to an activity that (at last!) we could do together makes me feel very special.

Second, I want to try to inspire all of you who would live to ride with a spouse, significant other, or child. Keep up the "nagging"! I can't guarantee that your effort will have the same happy ending, but how will you know if you don't try? You, too, could discover the joy of bicycle riding with someone you love.

Ellen Caplan

NEW!!

HYDRAULIC TANDEM BRAKE BY MATHAUSER RETROFIT YOUR BIKE IN MINUTES!

The most powerful, yet sensitive to touch of any brake. Lifetime sealed system. Each brake is custom built for your tandem. I guarantee satisfaction!

I am proud to quote Lon Haldeman, one of the top tandem riders and authority, "While in the Rocky Mountains, we descended thru continual switch-backs without over-heating our rims. We could confidently slow the tandem with just one Mathauser Brake while the other rim cooled. Five hundred feet a tight hairpin turn our tandem speedometer read 52 m.p.h. Going into the corner our Mathauser Brakes slowed us to a comfortable 17 m.p.h. without a problem."

CALL OR WRITE ME FOR MORE INFORMATION:

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A DREAM (NEARLY) CAME TRUE

One dream of every cyclist must be to travel to Europe and win a bicycle race. For us, this very nearly came true some 15 years ago (okay, so it's been awhile, but it was nearly a dream come true!).

During 1977, Sue Walton and I took our newly acquired Claud Butler USWB to Brittany, where we stumbled across the village of Saint-Eutrope's annual cycling festival. The local barkeeper lent us clothes, enabling us to enter the fancy-dress tadnem race held after the children's floral bike parade and before the inter-village criterium. After a hasty removal of some of our touring equipment, we were able to cross the finish line first; however, unbeknownst to us, local politics and honour had been compromised and we were disqualified. Nevertheless, we were invited to speak on the podium and were given a gift of 40 francs, a bag of groceries, and tent space, all of which enabled us to extend our holiday (vacation) by several days. We also were invited to attend the village's "fete noz" and to enjoy some Breton hospitality first hand. The winners' cup, unfortunately, remained in the village. The next day, the farmer on whose land we were camped handed us a newspaper clipping; we feel sure he wouldn't have let us stay had he known the story when we arrived.

(Translated from the Le Telegramme de Brest et de l'ouest, August 22, 1977)

Jean Yves Boulanger, chairman of the Saint-Eutrope festival committee, winner of the tandem race.

Saint-Eutrope, a small township in the Plougonven (France) district, does not intend to wait for events or festivities to emanate from the bigger towns even Plougonven. It must be said that, Saint-Eutrope with its 600 inhabitants, is always ready to take its own initiatives. Last Sunday, the local festival committee, presided over by M Jean-Yves Boulanger, organised its third bicycle festival.

The good weather, which returned at the start of the afternoon, brought out not only the local people but

also the tourists to watch this large festival of the "little queen." Several hundred people crowded along the different parts of the route leading to the finishing post.

For the second consecutive year, the "flower circuit" was held (a parade of children up to 14 years old). This even exceeded all expectations with more than 170 young people taking part in the section for flower-decorated bicycles.

As was the case last year, the event most appreciated by the crowds was the tandem race, with about ten couples entered. In order to gather together these ten tandem, it had been necessary to search them out as far as Landernau. This race is no longer simply Saint-Eutropean, since it was made international by the presence of an English couple, who were enthusiastically applauded.

The event was brilliantly won by the president of the festival committee himself, despite the fact that he was beaten by the "grands Bretons" (Malcolm Parry: This is, of course, a pun on the French for Britain, Grand Bretagne, which translates to Great Brittany. Even the subtitle of the newspaper is a rhyming pun) who were unclassified.

The amateur cyclists' race thrilled the crowd with its high speed. More than 40 people took part in the event.

The day of the bicycle will stand out in the annals of Saint-Eutrope and among the spectators it was possible to spot M Laher, Mayor of Plougonven, and M LeNagard, chairman of the district council.

With his habitual verve, M Francois Page gave a running commentary of the different events, while the Plouigneau Brigade was in charge of keeping order. The free "fete noz" brought the day to a close.

It is worthwhile making the point that the profits from Sunday will be put at the disposition of the old people for their Christmas meal and a trip, as well as to the children for the purchase of sports equipment.



Next year, there will be even more innovations in Saint- Eutrope, but it is still too soon to talk about them. Whatever happens in the future, last Sunday was truly a festival for the inhabitants of Saint-Eutrope and from the youngest to the oldest, no one had cause to regret it, least of all the photographers who "committed themselves to it with joyous hearts."

Results: Tandem Race

1st M et Mme Jean Yves Boulanger. (The English couple, from London, who finished first were unclassified).

Translated by Linda Doyle. I asked her not polish it, the better to retain the Gallic flavour.

Malcolm Parry
Hampshire, England

BIKE PRO USA RANKED #488 ON INC. MAGAZINE'S TENTH ANNUAL LIST OF 500 FASTEST GROWING PRIVATELY HELD COMPANIES IN AMERICA

Phoenix, AZ --- The December, 1991, issue of INC. Magazine contained the 1991 INC. 500, which ranks the USA's top 500 fastest- growing privately held companies. Bike Pro USA of Arizona is ranked #488 on the tenth annual list.

Six year old Bike Pro USA is an international manufacturing company which specializes in nylon bicycle accessories. These products range in size from small micro packs to travel cases which hold two bikes or even a tandem bicycle. The unique design of the travel cases are used by bicycling professionals and enthusiasts around the world. All products are produced in an 8200 square foot facility located in Phoenix, AZ. Products are sold directly to about 1500 dealers in the USA and foreign countries.

To be eligible for the 1991 INC. 500, a company must have been independent and privately held on July 10, 1991, the day applications were due. The rankings are based on the percentage increase in sales from 1986 through 1990. Companies had to show at least \$100,000 but no more than \$25 million in sales for 1986 and had to register a sales increase between 1989 and 1990. Regulated banks and utilities are not eligible.

THE LOWLY HANDLEBAR STEM

Our Santana arrived with a stem that was too short and placed my handlebars about 3 to 4 inches below my seat-- I'm the captain. I wanted my bars raised and positioned further from me. In my search for a stem that would place the handlebars in an ideal position, I finally purchased a mountain-bike stem. After overcoming a minor difficulty in that the curved road bars would not slide through the pinch-bolt area, I finally had the bars mounted. (I used my grinder and files to reshape the pinch bolt area of the stem.)

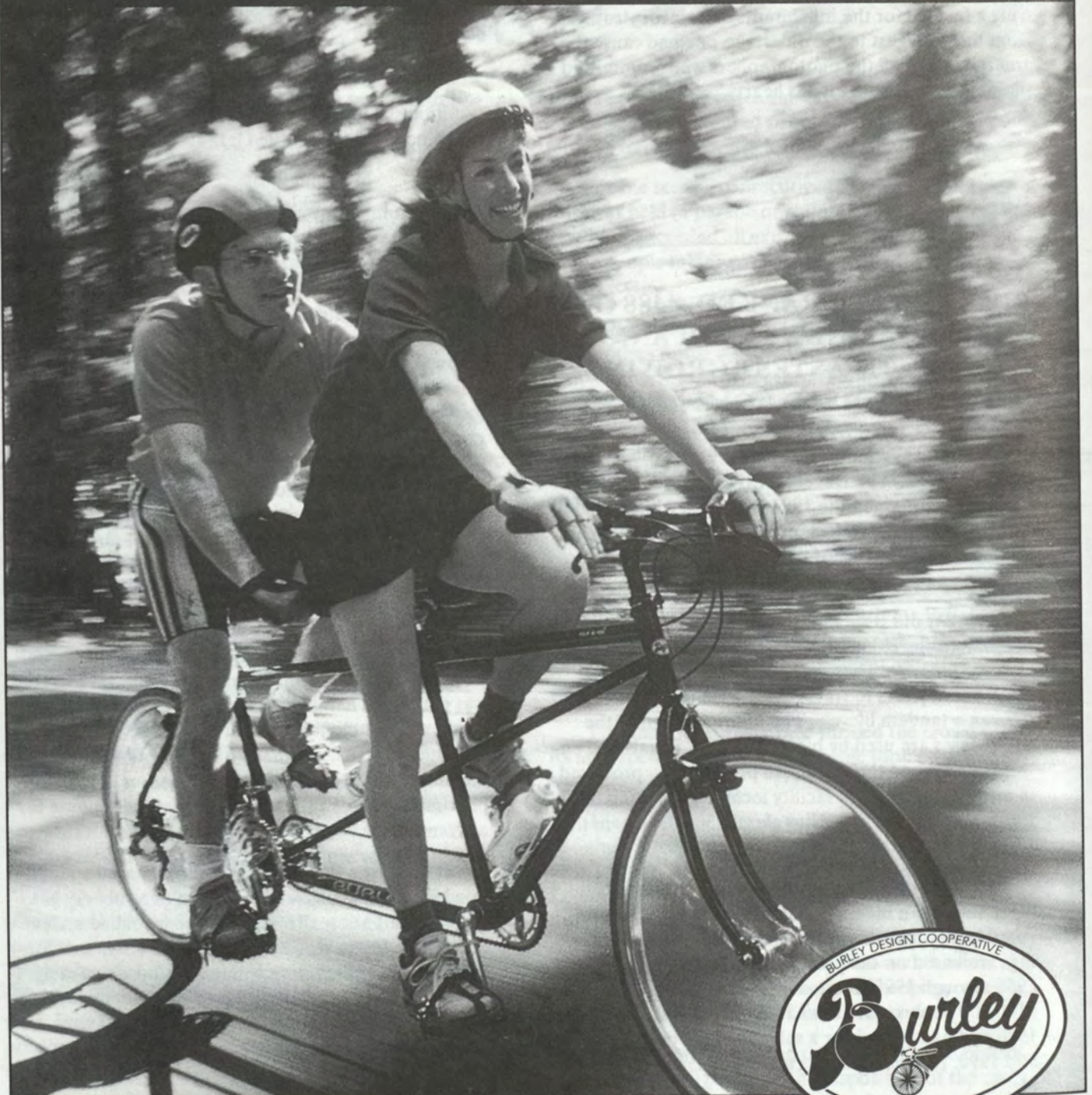
Besides having the bars at what I consider the ideal height of about 1 inch below the level of the seat, I noticed a bonus when my wife and I stood for the first hill. The bike seemed much stiffer, more controllable. The previous rubber feel, though never extreme, was gone. The handlebars were not flexing as I tugged on them while climbing out of the saddle. Mountain bike stems are usually made of steel and are of a larger diameter, which makes them much stiffer. Steel is approximately three times the stiffness of aluminum for a given size.

It was just a fluke that when I purchased a mountain bike stem I solved the problem of a rubbery handlebar. I had not realized that there would be such a difference. If you stand as part of your technique for climbing, I suggest trying a mountain bike chromoly steel stem on your tandem. The stiffest frame is only as stiff as its weakest section. If you increase your reach, check your cables to ensure they are long enough, too.

Happy Riding!
Lee & Dale Norton



THE BIKE IS JUST THE BEGINNING



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BAJA BY BIKE

We bought our Burley Rock'n Roll in September, 1990, for all the usual reason: no waiting for the second rider to arrive, no struggling up a hill where you partner is waiting, just to see him (or her) take off, just as you get to the top, etc., etc. We had test-ridden several other tandems, but we liked the stability, price, mountain bike styling, and visibility of the Rock'n Roll. Our dealer, Jeff Groman, of Sack's Feed & Cycle, Kingston, WA, has considerable experience riding tandems in Europe. He and his wife Els were able to give us many valuable insights to the ins and outs of tandeming.

After logging over 2000 miles in our local area, we felt it was time to practice for our planned trip to Europe this fall (1992). We had been planning to go to Mazatlan for the Christmas holidays (1991), so we decided to incorporate a bike ride with the trip. After considerable planning by telephone, we set up the following itinerary: Seattle to Mazatlan by air, ferry to La Paz in Baja, then the loop to Buena Vista, Cabo San Lucas, Todos Santo, back to La Paz by Bicycle, return to Mazatlan by ferry, and return to Seattle by air. We planned a few days on the beach in Mazatlan before we left for La Paz, and more time in Mazatlan upon our return from Baja. The goal was to incorporate both a relaxing beach holiday and a good 4-5 day ride.

We left Seattle at 7:00 a.m. on Christmas day, a good low-fare travel day. The Burley was securely boxed (as required by Alaska Airlines) in a carton provided by Jeff. We arrived in Mazatlan and transferred to the hotel we had chosen, the Puesta de Sol, a good moderate-priced hotel on the beach. Upon unpacking and assembling the bike the next day, panic set in! Somehow in the flurry of packing, the front Q/R skewer had gone missing. After checking with the desk in the hotel, we left by pulmonia for a "bike shop". This turned out to be a very rustic, bare-bones place with a dirt floor. However, as is usual in so-called "third-world" countries, they knew just what we needed, and one of the lads jumped on a bike, returned in a few minutes with the part (total cost, including tip: \$8.00 US), and we were mobile again. The incident reinforced our feelings that you can get just about anything, anywhere, and that really careful attention to detail is required when packing for a major trip.

We found the bike quite useful in Mazatlan, and we did some exploring as well as some required shopping. After a couple of days in and around Mazatlan, we departed by ferry for La Paz on the 28th. A note about the ferry here might be helpful. Although we had made our reservations ahead of time, there is a lot of confusion. Probably the best time and place to buy a ticket is at the terminal an hour or so before departure. In fact, on the return trip, the purser told us that you can nearly always upgrade from seat to tourist or cabin class once you get onboard. Seat class gets you a numbered seat on the main salon. Tourist is a bunk in a room of four bunks with a sink -- toilet is down the hall. Cabin class is a cabin with either two or four bunks, toilet, and a shower. Costs are about \$15.00, \$35.00, and \$50.00 per person. Since the overnight trip was about 18 hours, we opted for a two-bunk cabin. When you're over 50, a little comfort isn't all that bad. The bike went on the car deck, just like on the local ferries around Seattle. Our cabin was quite adequate, and there was a bar, restaurant, shop, and cafeteria on board, so we were able to eat, drink, and build up our supply of water and food for the coming ride.

While waiting to get on the ferry, we met another rider, Romeo, from Vancouver, BC. He had left Vancouver in midsummer, ridden across Canada, then down the east coast of Canada and the US to the end of the Florida Keys, then across the floods that were occurring in the southern US to reach Brownsville, TX. From Brownsville to Mazatlan, where we met him, had taken 14 days over the mountains and through the snow. Romeo had many tales to tell, and we spent a pleasant evening in the lounge with him.

Somewhat cowed by the feats of Romeo, but nevertheless undaunted, we left the ferry for our first stop in La Paz. This was no ride at all, just a few miles to the La Concha Beach Resort, a delightful hotel on the beach just out of La Paz.

From the ferry to the hotel, we had been bothered by a grating sound from the back wheel. Upon checking the bike, we found a bent rear axle, which must have happened on the plane from Seattle. Also, the rear tire began to go flat. The leak was caused by our Mr. Tuffy lining in the tire, which, in accordance with the maker's



directions, we hadn't trimmed to length. Luckily for us, the Backroads Bicycle Tours group was just arriving at the hotel from a ride similar to the one we were undertaking. The guide, Chris, kindly looked at our axle and loosened the cones to the point where the wheel rotated freely, and said it should see us through. He also commented on the Mr. Tuffy liners, which they use on all their bikes, but which they do trim to fit. He had also had flats caused by the abrasion of the liner overlap.



Donna Gregory -- In Baja

After a comfortable night at La Concha, thanks to the assistance of Chris, we left the hotel at about 7:00 a.m. for La Paz and points south. The first day's route ran about 75 miles from La Paz to our next stop, Buena Vista. The first four hours were a continuous gradual uphill, with not a single downhill to coast on. We stopped in El Triunfo for a refill of water and food, and were unable to find a local restaurant open. We did find a tienda, which had bread, fruits, and bottled water. So we filled up and proceeded on. I should note that we try to drink every half hour and to eat something on our 5-10 minute hourly breaks. Bigger snacks come at longer mid-morning, mid-day, and mid-afternoon stops.

After El Triunfo we got into the mountains proper. At least here we had almost as many downhills as uphills. As we came down the eastern slope, we entered an area filled with citrus orchards and were sorely tempted to get a bag of tree-ripened fruit. However, realizing the weight of such a commodity, we were content with just three or four fresh oranges. The rest of the way to Buena Vista was mostly downhill, with shorter and shorter climbs. At Los Bariles, just north of Buena

Vista, we passed a very inviting looking (especially after 70 miles of riding) establishment called the Palmas de Cortes. However, we had made reservations at the Hotel Spa Buenavista, on the southern end of town. We arrived at the Spa Buenavista, ready to recuperate in their natural hot-water spas. To our dismay, we were told that the only hot water available was in the showers in the rooms! There was plenty of hot water underground, but the spa didn't work any more, and the pool was only refilled during the summer season when there were larger crowds. Also, in discussions around the bar that evening, we found that some people were paying a special rate of \$50.00 per night, some the winter rate of \$80.00 per night, and some the summer rate of \$100.00 per night. This did include three meals per day, but we were more satisfied with the arrangement when we got our rate reduced to the winter rate. The did pack a good box lunch for our trip the next day.

At the hotel we met three women from the US who were cycling from Cabo to La Paz. They told us that the road from Cabo San Lucas to San Jose del Cabo was under construction -- they had gotten a ride as far as the airport at San Jose del Cabo.

The route from Buena Vista to San Jose del Cabo was mostly up and down as far as Miraflores, and then generally downhill to the airport at San Jose del Cabo. We arrived there in the early afternoon and had just about decided to continue on to Cabo San Lucas by bicycle in spite of the warning we received in Buena Vista. As we were passing in front of the airport entrance, we hit something that resulted in a puncture of our rear tire. It had even penetrated Mr. Tuffy! We took that as a sign that we should indeed heed our previous warnings of the road to Cabo. We flagged down a



1990 Income

Personal Memberships, 2014		\$26,983.00
Deadbeats	\$116.00	
Foreign Collections	\$161.00	\$133.16
Patch Sales, 197		\$788.00
Tee shirt Sales, 111		\$835.00
Interest Earned		\$722.78
Dealer Memberships, 13		\$260.00
Doubletalk Advertisements		\$1,962.00
Back issues Sold, 138		\$346.50

1990 Expense

Dbltalk Printing, 6 issues	\$18,193.49	
Dbltalk Postage, 6 issues	\$3,096.61	
Dbltalk Layout	\$240.00	
Office expense	\$76.04	
Non-Dbltalk Postage	\$315.99	
Brochure & Misc Printing	\$984.25	
Misc Expenditures	\$83.19	
Tee shirt costs, 100	\$678.50	
Immaterial Loss	\$48.67	
Total Income, 1990		\$32,030.44
Total Expenses, 1990	\$23,993.74	
1990 Net Cash Flow		\$31,011.87

January 1, 1992

Liabilities

Assets

Cash in Checking Acct		\$3,274.10
Cash in Saving Acct		\$27,737.77
Patches on hand, 744	\$1,082.52	
Tees on hand, 179	1,069.55	
Owed Dbltalk issues, 10293	\$15,954.15	
Total Assets on Hand		\$31,011.87
Total Liabilities on Hand	\$18,106.22	
Net worth, 1/1/92		\$12,905.65

Treasurer's Comments:

All material goods are valued at their cost when purchased. Foreign collections are bank collection charges on Canadian and English checks, plus some checks collected as Canadian funds, not \$US. Domestic bank charges include bank charges and loss of face value of check. Immaterial loss is the net end-of-year accounting error. Projected liability cost of each outstanding issue of Doubletalk was increased from \$1.45 to \$1.55. Nevertheless, we finish our biggest year ever with a slight increase in net worth, up from \$11,700 to \$12,900.



Judy and I especially thank the 27% of the Club who signed up for multi-year memberships, which help minimize our work!

1991 Memberships

\$\$	#
\$8.00	5
\$10.00	1,467
\$13.00	28
\$16.00	13
\$20.00	358
\$26.00	9
\$30.00	106
\$40.00	5
\$50.00	13
Misc	10

2014

MORE ABOUT FREEWHEELS

As a professional bicycle mechanic with eight years experience, after reading the March-April issue of Doubletalk, I felt that I had to comment on some of the material therein.

The article titled FREEWHEELS has some inaccuracies that need to be addressed. First, the writer states; "The freewheel should remain parallel to the wheel as it revolves. Any wobble could indicate a bent axle or a freewheel about to go." This is untrue, as nearly all threaded on freewheels have some wobble as the wheel spins. This is due to inconsistencies in the manufacturing process. It is nearly impossible to produce a freewheel thread that is exactly perpendicular with the axis of the hub, thus the freewheel wobble.

Of course the amount that the freewheel wobbles varies with the quality of the hub and also from hub to hub, with higher quality hubs having a nearly invisible wobble to low quality hubs having freewheels that may gyrate an alarming amount. While the freewheel wobble doesn't affect shifting quality except in the most severe cases, the wobble can be disconcerting to bike owners that are seeing it for the first time. In fact, "Why does this wobble, is it defective?" as a customer points to his/her freewheel is commonly heard in the bike shop.

A freewheel that has developed play along it's axis or has noises emanating from

it may be on the road to failure and should be overhauled or replaced. I have never noticed a freewheel that moved inward before it failed, as stated in the article. If this does happen, it would have to be due to a major bearing failure and the freewheel would certainly have other symptoms such as excessive roughness, excessive play, noises or seizure before the rider would have shifting problems. Freewheels can move outward, from the wheel, if the outer bearing race failed; but again other symptoms would show beforehand.

A broken axle has no effect on the rotation of a threaded on freewheel in relation to the wheel because the freewheel is threaded onto the hubshell, not the axle itself. A broken axle will, however have an effect on the rotation of the whole wheel, often causing the wheel to rub against the chainstays as pressure is applied to the pedals. A bent axle can only be found by removal of the wheel and inspection by turning the axle in the hub. Dropouts that are not parallel can cause, or be caused by bent or broken axles, so have the dropouts checked by a professional mechanic if you have a bent or broken axle.

Both Shimano and Suntour expressly recommend against injecting grease into freewheel or cassette mechanisms. Suntour goes as far as printing a warning to that effect on their freewheel packaging. The pawls inside of grease injected freewheels have been known to stick causing the

freewheel to spin freely in both directions, especially in cold or dirty conditions. The grease may also not allow the pawls to fully seat into the mating notches causing greater stress and possibly premature failure of the freewheel parts.

The best way I have found to clean the inner workings of the freewheel is to remove it from the hub, and then to drain a heavy weight oil Phil Wood Tenacious oil or heavy machine oil through the oil ports in the back of many brands of freewheels or into the gap between the fixed and rotating portions of the freewheel. It helps to rotate the outer portion of the freewheel while adding oil. Add oil into the back of the freewheel, letting it flow through the freewheel body until clean oil is coming out of the front. Let the excess oil drain from the freewheel completely before installing the freewheel back onto the hub. Now is also a good time to inspect the freewheel for excessive play and cracked or broken freewheel body parts or teeth.

Safe riding!
Kenneth Vogel
Madison, Wisconsin



TANDEM RACES -- 1992

May 1, 1992. **Cedar Valley (IA) Tandem Trial.** No USCF Classes. 10 mile course, \$1.00 entry fee. 6:00 P.M. Finchford, IA (just north of the Cedar Falls/Waterloo area). Call 319/233-2150 or 319/266-9505 for more information.

May 2, 1992. **Cedar Valley (IA) Tandem Road Race.** USCF & Citizen classes. All start together, but results will be by classes for prizes. \$150.00 cash for top USCF male/male and USCF coed teams. \$10/pair entry fee. Location is at Finchford, IA. (north of the Cedar Falls/Waterloo area). Call 319/233-2150 or 319/266-9505 for more information.

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.

May 24, 1992. **Long Beach, CA, Criterium III,** Long Beach, CA. This is a .9 mile course with three corners and one sweeping curve. The course is wide and definitely tandem-friendly. The tandems race at 4:30 p.m., after the Pros 1-2. USCF licensed only. Contact MTS Cycling, P.O. Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

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 will feature more riders, more race activities, a cash purse of \$6,000, and participation by tandem 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 5, 1992. **Long Beach, CA, Criterium IV,** Long Beach, CA. This is a .9 mile course with three corners and one sweeping curve. The course is wide and definitely tandem-friendly. The tandems race at 4:30 p.m., after the Pros 1-2. USCF licensed only. Contact MTS Cycling, P.O. Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

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 addition 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 divi-



sion. 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.

September 6, 1992. **Long Beach, CA, Criterium V,** Long Beach, CA. This is a .9 mile course with three corners and one sweeping curve. The course is wide and definitely tandem-friendly. The tandems race at 4:30 p.m., after the Pros 1-2. USCF licensed only. Contact MTS Cycling, P.O. Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

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

FASHION TIPS FOR THE BEGINNING TANDEMIST

So, you have the tandem set up. You have the latest in equipment, and you are ready to ride. You and your partner have practiced enough so that you feel you won't embarrass yourself at the club ride. You show up at that first ride and immediately you notice that people seem to know you are kind of new to this. What is it? It's the clothes.

If you are a more experienced cyclist, you will no doubt know the cyclists' credo: "FASHION COUNTS". This is doubly true for the tandem cyclist. It doesn't matter that in high school you scorned the latest in pant width or dress length. Or you laughed if your mother told you to iron that shirt before going out in public. Now you must cope with real life, not that teenage imitation. Now there are other people who will judge your worth as a cyclist by the CoolMax (tm) content of your jersey.

Next time you show up at that club ride, get some tips from the more experienced riders. First you will notice the matching jerseys. Then you will notice that often there are added touches, like matching helmet covers, shorts with the same name emblazoned on the side, and, if you look closely enough, even the same

socks. Of course there are some people that go a little overboard. Notice the couple with the matching earrings and ponytails. The key is to match the major colors of your ensemble to your bike (and it doesn't hurt to match the bike paint with the car paint, either).

Wearing matching jerseys has its advantages in ways not even related to cycling. The next time you go to the lunch stop with all your cycling buddies, the waitress will know immediately how to split the check. Just match the jerseys.

We all know riding a tandem is "cool" in itself. Imagine the Oohs and Aahs you will get from Mr. and Mrs. Fred on the riverbed as you cruise by wearing your new look. You glance at your partner and note the exquisite color match between the socks and the gloves. You think back with excitement to the day you found the jerseys that had that little speck of pink that matches the water bottle cages and the blue that matches the pack. You realize that the impression your partner makes is only half of the whole marvelous spectacle you make as a pair. It suddenly becomes very clear: Fashion DOES count.

--From the newsletter of TeamWork Tandems



TANDEM CALENDAR 1992 and beyond

April 30-May 1, 1992. **Dallas Area Tandem Enthusiasts' (Double DATES) first annual ride to the Southwest Tandem Rally.** 122 miles (Mesquite to Palestine). Sag support uncertain at this time. Beautiful backroads, no-to-low traffic, flat terrain gives way to rolling countryside. Call Joe or Barbara Barton for information. (214)-250-0441

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 10, 1992. **Greater Rochester Eating And Tandem Society (the GREAT Society)** invites you to join them and the Rochester Bicycling Club for a ride to Kelly's Apple Farm. 1:00 p.m. It oughta start warming up soon! Contact Chuck and Bonnie (716)-428-8041 or Mark and Lynn (716)-461-9514 for the important details. Eat afterwards.

May 16, 1992. **Shed the Winter Coat M.U.T.S. Ride (Michigan United Tandem Society).** Approximately 30-35 mile ride around the Spring Lake, Michigan, area. For information and directions, call Paul and Diana Hugo, (616)-842-0163

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. Phone: (503)-926-6415. Sponsored by the Mid-Valley Wheelmen and Albany Visitors Association.

May 23-29, 1992. **International Tandem Rally, Brittany.** Information is still scarce, but there may still be time to get your passport and plane tickets to this fun International Rally. I'd suggest you call immediately for more information. Bookings: Jay & Martin Halls, 106 Aylestone Hill, Hereford, Great Britain. Telephone 0432-354938. For information on France and Brittany, contact Mike and Janet Johnson, Dane House, Run-corn Rd, Little Leigh, Northwich, Cheshire, CW8 4RU. Telephone 0606-891826 or 0850-324018.

June 14, 1992. **Katy Trail Tandem Ride** Ride the same trail along the Missouri River followed by Lewis and Clark in 1804. We will meet at the trail in the historic German town of Augusta, MO, at 9:30 a.m. Ride approximately 30 miles, then tour the winery. Bring your picnic lunch. Sponsored by St. Louis' Apple Dumpling Gang. For more information, call Karolyn @ (314)-928-7109

June 20, 1992. **Chicago Area Tandem Society (CATS) Long Way to Long Grove.** Meet the CATS at 9:00 a.m. at the Kildeer School on Old McHenry Road, Long Grove, IL, for a 30 mile ride through Long Grove and Barrington. Ride is just long enough to work up an appetite for lunch at the historic Long Grove Tavern. RSVP by Friday, June 19, to Joe or Sue Lippere, (708)-705-8879.

June 27, 1992. **The M.U.T.S. Do Bellevue (MI).** For more information, contact the couple who own a green Assenmacher tandem, Rick and Shelley Pulliam, (616)-763-3470.



June 28, 1992. **Double or Nothing Tandem Ride.** Join Mel & Barbara Kornbluh on a charity ride to benefit the Carmel Fire Department, Carmel, NJ. Ride starts/finishes at the Carmel Fire Hall. \$35.00 fee covers lunch, sag, patch, cue sheet, and more. Would you believe a dinner, too? For more information, call Mel or Barbara @ (609)-451-5104 after 6:00 p.m. EDT, or send an SASE to Mel Kornbluh, RR8 - Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Preregister by June 21, 1992.

June 28, 1992. **Hunt Country Brunch Ride** 10:00 a.m. Ride with the GREAT Society in the beautiful Genesee River Valley. Sunday Brunch at the Big Tree Inn, Geneseo, NY. Contact Chuck and Bonnie (716)-428-8041 or Mark and Lynn (716)-461-9514 for the important details.

July 12, 1992. **M.U.T.S. in Monroe (MI).** For more information, such as time, distance, and starting place, contact Tom or Nancy Osborne, (313)-242-5528.

July 18, 1992. **GREAT Society Challenge Ride and Picnic** Join Rochester (NY's) GREAT Society and the Rochester Bicycle Club for their annual 24-hour challenge ride and Summer Picnic. 11:00 a.m. Contact Chuck and Bonnie (716)-428-8041 or Mark and Lynn (716)-461-9514 for the important details.

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. Work-

shops 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

August 15, 1992. **M.U.T.S. Tune-up for MTR, Holland, MI.** For all pertinent information, contact David or Jayne Ver Lee. (616)-786-9281

August 23, 1992. **GREAT Society Konstantino's Breakfast Ride.** 8:00 a.m. Join the GREAT Society and the Rochester Bicycle Club for a ride to Konstantino's Family Restaurant for breakfast. Contact Chuck and Bonnie (716)-428-8041 or Mark and Lynn (716)-461-9514 for the important details.

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. For 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.

September 13, 1992. **GREAT Society Progressive Dinner TBA.** The GREAT Society's biannual dinner. It's



short on miles, but long on food!. Contact Chuck and Bonnie (716)-428-8041 or Mark and Lynn (716)-461-9514 for the details.

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 evenings.

October 4-9, 1992. **STR'92 Pre-Tour.** Explore eastern Tennessee's TVA Lakes region. Learn about the Lost Sea. Start/Finish from Alcoa, TN (Near Knoxville). Limited to 10 couples. For more information, send a SASE to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430

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

Last weekend in June, 1993. **TANDEM WILLIAMS-BURG.** For 1993, the ETR goes to Williamsburg, VA, site of GEAR'91. Stay on Campus at the College of William and Mary. Hosted by Team Friedman (VA) and Team Schaffer (MD). More information as it becomes available.

Labor Day, 1993. **Midwest Tandem Rally, Lansing, MI.** Join the M.U.T.S. in this great annual event! More information in will be published in DoubleTalk as it becomes available.

The **TANDEM CLUB OF AMERICA** wants to list your rides in the 1992 **TANDEM CALENDAR.** Rally and Ride Organizers, please send the information about your 1992 (and beyond!) tandem events to:

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

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



"*STOKERS' CURSE*" a.k.a. "*DOUBLE TATTOO*"
The greasiest one gets to reinstall the chain.



THE UNCLE FESTER ROAD TANDEM OPTION

QUICK CHANGE ARTIST

The 26" diameter wheels on the Uncle Fester make it easy for you to make the transition from mountain tandem to road tandem and vice-versa in just a few easy minutes. Set up your new Uncle Fester for the road, and any lingering doubts about 26" speed and handling on the pavement quickly vanish. We've got a World Road Time Trial Record to prove it. We also provide the equipment to make it happen. All it takes to transform your Uncle Fester into a screaming fast road tandem is a pair of road tires and the optional Ibis Road Kit for the captain.

THE UNCLE FESTER RECIPE

American 4130 Airframe Tubing:

Top tube (1.375" O.D.), Diagonal Tube (1.375" O.D.), Downtube (1.5" O.D.), Bottom Bracket Tube (1.75" O.D.)

True Temper/Ibis Tubing:

Custom drawn, Reverse-butted Seat Tubes (1.25" O.D.), custom drawn True Temper Tandem Gauge Chainstays

For this new tandem, Tange and Ibis have collaborated to design a beefy new Durango Tandem Fork built, like all of our tandems, with a stout 1 1/8" steering tube.

A SIMPLE PHILOSOPHY

We want to ride the best, so we build the best. Instead of contracting overseas or across the tracks to save money, every Ibis Tandem is handbuilt right here in our Sebastopol, California factory. We control every aspect of construction, which means we build our bikes right, consistently. We've been doing it for ten years, and now there are thousands of happy Ibis riders out there.

GET WET OVER THESE SPECS!

FRAMESET: Ibis Cousin It Frame • Ibis Stems
Tange Durango Fork • Aqua or Red paint

COMPONENTS: DX Cantilevers and Derailleurs
DX Brake and Shift Levers • 13/30 Freehub Cogs
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WHEELS: DX 36-hole Hubs • Ukai Tandem Rims

SIZES AVAILABLE: 17/15, 19/17 or 20.5/19

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ROAD KIT: Shimano Ultegra Brake Levers and 7-speed Bar End Shifters • Mavic Road Bars (44cm)
Ibis Captain Drop Bar Stem (3.5 x 30° or 4.5 x 30°)

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Ibis Titanium Captain Stem

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CLASSIFIEDS

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 Cat-eye 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

FOR SALE: 1987 Santana Sovereign, 24x21, Metallic grey, immaculate condition, ridden less than 1500 miles. Many extras included. Al Heffernan, 5709 South Regency Court, Mobile, AL 36609. 205-343-6871 07/92

FOR SALE: 1990 Rodriguez Polished Aluminum Mountain Tandem. 22x20 frame size.

Excellent condition. Low miles. Asking \$2400.00. Call Paul or Margie @ 403-381-6238. 07/92

FOR SALE: Santana Elan. 15 Speed, 23x21 size. SunTour derailleurs and Bar Con shifters. 32/47/52 by 14/17/21/26/32. Low Mileage and excellent condition. Asking \$1500. H. Mortensen, 2S663 Normandy E. Oak Brook, IL 60521. 708-969-2090 07/92

FOR SALE: Columbia Model 500. Purchased new, stored for past 15 year. Yellow frame with chrome fenders. Single speed/coaster brake. Balloon tires. A real collector's item. Asking \$400.00. Jim Silberhorn, 116 North Scott, Adrian, MI 49221. Ph: 517-263-2473 07/92

FOR SALE: Santana Arriva, 21x19. Red Fillet-brazed Columbus frame. 48-spoke sealed bearing wheels, sealed bearing BB's. Sugino GT cranks, SunTour Barcons. Shimano Deore XT cantilevers with aero levers. Arai drum brake activated with stem-mounted friction lever. Low-rider rack braze-ons. 4 water bottle cages & gel seats. An excellent value for \$1900. Mark & Pam Ariens, 5832 West Allwood Drive, Franklin WI 53132. Ph: 414-421-0304 07/92

FOR SALE: 1 pr. Scott-Pedersen SE rear brakes, \$30.00. 1 Zipper fairing, \$80.00. 1 pr Look shoes, size 38, \$35.00. 1 pr Sampson pedals, old-style, \$35.00. Dave Hauschild, 3111 West College, #16, Grand Island, NE 68803. Ph: 308-384-0657 07/92

FOR SALE: 1989 Santana Arriva, 59x53. White. Columbus premium tandem tubeset, fillet-brazed frame. New Shimano Deore XT-II crankset. Phil Wood BB's. Look pedals. Cinelli handlebars & captain's stem. Burley adjustable stoker stem. Arai drum brake. New Wolber 40-hole MA-59 rims, with QR fr & Rr. Tandem looks brand new. \$2100 firm. Gary Goble, 6707 West Franklin Street, Richmond, VA 23226. Ph: 804-288-6915 07/92

FOR SALE: Santana 24x21 Classic tandem. Blue imron, fillet-brazed marathon frame. Tandem is in excellent condition. Bar-end shifters, 18-speed indexed. 22-112 gear-

ing/TA cranks. Arai Drum brake. A steal at \$1295.00. Ray & Kristie Foss, 92 Kendall Road, Lisbon, CT 06351. Ph: 203-376-2717 07/92

FOR SALE: 1991 Burley Samba. Bicycling's 1991 & 1992 "Best Buy". 18.5x16.5 mens/mens, with standard Burley component package. Optional Arai drum brake installed. Very low miles in near new condition. \$750.00. Call Larry @ 404-438-9558 07/92

FOR SALE: Gitane Tandem, 22x21, Strong-light crankset, Mafac cantilevers, Atom hub/internal drum brake, Mavic 40-spoke rims. SunTour indexed barcons, Shimano Dura Ace rear derailleur. SAchs 6-speed freewheel. Four bottle cages. Gel saddles. Very good paint. Photo available. \$720.00 plus shipping. Terry Flynn. 813-644-2682 07/92

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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.

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