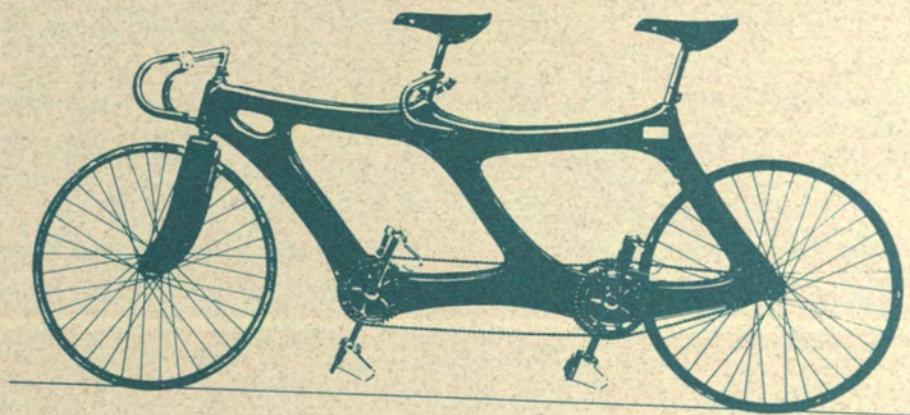


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



September-October
1992

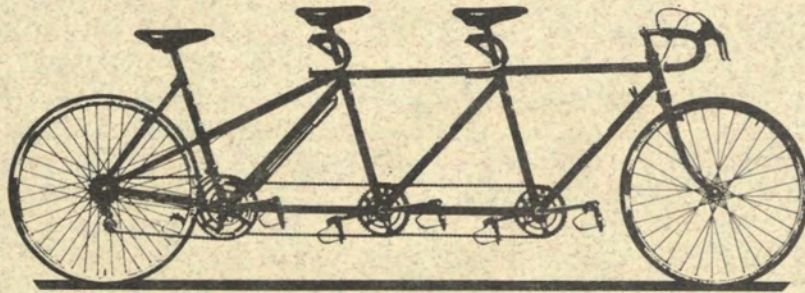
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
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DOUBLETALK

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DEADLINE FOR NOVEMBER- DECEMBER, 1992, ISSUE OF DOUBLETALK IS OCTOBER 1, 1992

FROM THE EDITOR

Do you realize that summer is over and fall is here? Hope your summer was as much fun as ours has been. And remember, the best season for cycling is still to come for many parts of the country.

We get a number of letters each month, asking how to promote tandeming in your local area. A very good way is to contact your local club and ask to present a program about tandems to the club at your next meeting. Invite the features editor from your local newspaper. Send a press announcement to the paper, in plenty of time for the announcement to find its way to the proper person who handles the community calendar. Often your newspaper has interns who need the experience of covering community events. Invite them to do a story about tandems and to attend your club meeting. Of course, be sure to have plenty of membership brochures about the Tandem Club of America handy. (If you don't want your address published in your local paper, the paper can always list our address, in care of DoubleTalk, as a source for more information). After the meeting (or before), write an article for your local club newsletter. Again, we encourage you to mention the Tandem Club of America in your article.

We'd like to remind everyone that DoubleTalk is copyrighted. This includes our cartoons and most of our artwork. Please write for permission before using any of the graphics or cartoons. If necessary, we'll forward your request on to the owner of the original copyright. If you choose to reprint an excerpt from an article, please give credit to the author and to DoubleTalk. Thanks for helping us in keeping us all legal!

The fall season will find us at the Midwest Tandem Rally (Labor Day weekend) in Des Moines, IA. Two weeks later we'll be out in CA attending BDS Expo, learning what great things are coming our way next year. Then,

in early October Susan and I will be leading a tour in Tennessee, leading up to a great Southern Tandem Rally in Knoxville, TN. Look for us there!

Time to draw another column to a close. See you on the road!

Jack & Susan Goertz

BACK ISSUES AVAILABLE

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

Issues still available:

- July-August, 1992
- May-June, 1992
- March-April, 1992
- January-February, 1992
- November - December, 1991
- March - April, 1991



LETTERS TO DOUBLETALK

Dear DoubleTalk,

The Tandem Club of the UK publishes a list of members every year who are willing to assist travelers with spare parts, a cup of hot tea, emergency overnight stays, transportation, or whatever. It's extremely helpful to travelers from afar. I'd like to suggest that we ask our own members to volunteer to be in such a listing. People like us on the west coast haven't the first idea of how to begin planning a trip in Tennessee or Texas, as examples, and would like to get in touch with tandem riders who could suggest maps and/or routes of places we plan to visit, or who might have a place for us to store our shipping box while on tour, a roof rack to help us in and out of busy airports. I'd like to think others in our known-for-friendliness sport might also want to be part of such a service. I'd even volunteer to compile the directory. Any volunteers?

Stan & Marilyn Smith
4100 Del Monte Place
Albany, OR 97321-6209
(503)-926-6415

Dear DoubleTalk,

Having just completed a 950-mile tour of southern Utah and northwestern Arizona by tandem, we thought we'd write to share our experiences. [Ed. See article, this issue]. We'd like to thank once again the many club members who wrote to us and sent us reams of useful information. It is an honor to belong to a club where members we haven't met (and unfortunately may never meet) would spend so much time helping us set up a tour in their area of the country. We would jump at the chance to likewise provide information for any club member who's looking for ideas about touring in Washington, Utah, New Zealand, Scotland, or France.

Has anyone in the TCA considered creating a central clearing house for touring information? I would envision something that listed a route description, plus info on climate, the best time of the year, etcetera. For each of our tours, it has taken a lot of time to find out just the basics of each region., I know that I would even be willing to pay a



few bucks to help defray the costs that would be incurred, just to be able to share other members' knowledge of other regions.

Sincerely,
Vincent Sikorski & Susan Maasch
1608 Terrace Avenue
Snohomish, WA 98290

Dear DoubleTalk,

We're a family that bikes together. We have a tandem that our youngest daughter, age 5, rides with her mother, or with one of her sisters, ages 12 and 15. My husband rides with us, but doesn't fit the tandem. We are looking to hear from other families who might like to ride with us. We ride 30+ miles per day, and would be willing to travel to ride in interesting locations. We have a house in Keene, NY (in the Adirondacks) and we live weekdays in Bergen County, NJ. If anyone is interested in riding with us, please give us a call.

Sincerely,
Marsha Finnan
12 Ballard Place
Fair Lawn, NJ 07410
(201)-796-6538



Dear DoubleTalk,

I was prompted to press Amtrak on the transportation of tandems by the article in DoubleTalk a few issues ago. Tom and I successfully petitioned BART (the Bay Area Rapid Transit) to change its policy prohibiting tandems in the late 1970's, and I was curious if I could master the same feat twice. I have directed letters to Amtrak and to my representatives in Congress. Unfortunately, I have not yet been successful. But, if we all continue to make our desires known, the policy may change.

Very truly yours
Cindy and Tom Long
30 Olive Avenue
Piedmont, CA 94611

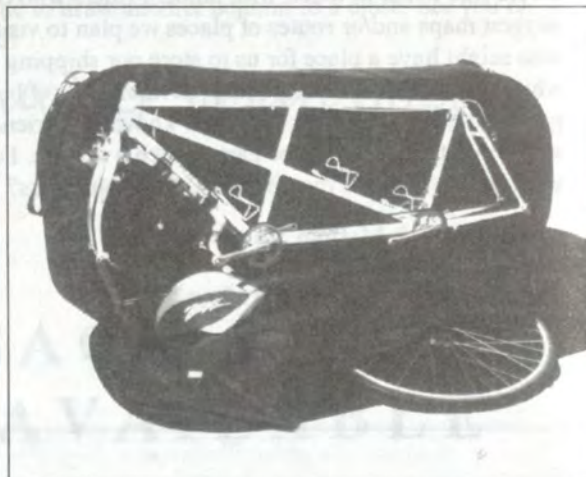
Ed: In this issue you will find another summary of a letter exchange between a TCA member and Amtrak. That member was somewhat successful (lucky?), at least on that particular occasion. Also, as we were putting this letter together, we received a telephone call from Paula Girgenti, customer service rep from Bike Pro USA, (3701 West Roanoke, Suite A, Phoenix, AZ 85009). Bike Pro USA has been following this issue very closely in DoubleTalk, and is has taken up the cause of traveling with your tandem via Amtrak, too. We welcome Bike Pro's help. Perhaps someday the policy will be changed, and tandems that are packed within certain size restrictions (something the size of an Amtrak box, perhaps?) will be allowed to legally be carried on all Amtrak passenger trains having baggage service. We encourage all of you to keep DoubleTalk informed of your efforts.

Dear DoubleTalk,

I'm new to tandems. I currently have a British Reynolds 531 Blue Orbit tandem, which we are riding as we try to sort out the need for a \$3500 Sterling or a \$3200 Santana Sovereign. We hope we have the sense to stay with what we have -- we're too old, too out of shape, and have too little riding time to justify the big bucks for a new tandem. However, once one experiences the solid ride, steering, and feel of the more expensive tandems -- not to mention the beautiful frame, paint work, and the top of the line componentry, it's hard not to want such extravagance. Hopefully logic will prevail, as if logic has anything to do

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with tandems!

We're following the stories on stoker/drum brakes with interest, but I recoil in horror at the thought of my stoker/wife having control of the hub brake on a descent! She likes going downhill fast, and I'm in front and don't! She'd never use it! Hmm! I wonder if I could reach around behind me and engage it?

Later, later,
Phil Swartz
Los Angeles, CA

Dear DoubleTalk,

We're writing to ask your help with the planning of our holiday in America in the autumn. We're flying with our tandem to Toronto, cycling into New York state, and spending time with friends in Albany. We need to get our tandem from Albany to JFK Airport, NY, to travel home. Can tandems travel on trains? With you or ahead of you? Do they go on buses? What's this we hear about bicycle boxes? Where do you get them from, etc? Your advice would be appreciated.

In addition, we're struggling to find suitable maps to show cycle-friendly roads. Your advice on the types of maps and how to get them would be appreciated, too.

Many thanks for all your help.

Happy tandeming
Pauline & Paul Fox
7 Ravenslow Gardens
Alnwick
NE66 2NF England

Dear DoubleTalk,

Greetings to everyone from the Pete Barnarr/Barbara Gopnos tandem team.

Unfortunately, although hoping to make it to ten, we were not able to attend the Eastern Tandem Rally this year. Just a week after last year's rally, I was stricken with Multiple Sclerosis. After 35 years of bike riding and 12

years of tandeming, it was quite depressing to have to give it up, but one puts things in perspective, and I am thankful that I am at least able to walk a bit better now than at first.

I am now devoting a large part of my time in mounting a nationwide effort to improve the status of American Families' Health Care (insurance and the like) and would like to reach out to the many fine folks in the TCA. I invite those interested to contact me for more information.

Until we meet again.

Sincerely,
Barbara J. Gonos
49 Delaware Avenue
West Long Branch, NJ 07664-1743

Dear DoubleTalk,

I am corresponding to you through a friend in the United States. I am very interested to know more about your Tandem Club.

I am Bob Carrahill and am a Committee Member of the Lion Tandem Club of South Africa. We would like to have you any tips, information, newsletters, magazines, etcetera that you could supply me with.

I would like to know more about American Tandem Cycles. I have seen a bike called a Cannondale. I, myself, am interested in buying a good second-hand one, because a new one is too expensive. The size needed would be 22/21 inch, this being a racing tandem. If you know of one of this size, please let me know (double gents, please). I will be most appreciative.

We, in South Africa, have a cycle ride every year, in September, from Johannesburg to Durban, which is strictly for blind-sighted riders. If any TCA members can see their way to Johannesburg (this year's event is September 6), they are cordially invited to enter this ride, which is 350 miles over 4 days. Accommodations over a five-day period will be free. All expenses are paid in South Africa, hotel, meals, etcetera. All you would need is pocket money.

To describe what sort of ride it is, we will be leaving Johannesburg at 7:00 A.M., September 6, 1992, for the first day's journey, which will be approximately 85 miles



of almost flat roads the whole way. The second day, which is harder, is a 120-mile trip consisting of a lot of ups and downs. The third day is a few steep ups, but most of the journey winds downward, also at 90 miles, and the last day is a pleasure. When we arrive at our destination, it has all been through beautiful countryside.

If any of your blind-sighted tandem cyclists are interested, please let me know as soon as possible. We do have a few cycles available if you cannot bring your own.

The fifth day is for resting and sightseeing in Durban. The sixth day we all board a bus for the 350-mile trip back to Johannesburg. If anyone is interested in this ride, please contact me as soon as possible. Anyone wishing to enter may contact me directly at Hoogland Health Hydro, P.O. Box 34210, Erasmia 0023, South Africa (Telephone - 012-78-3322/3/4) or through Ms. Helen M. Spencer-Johnson at P.O. Box 623, Logan, OH 43188 (Telephone 614-385-4039), and she will fax me the information.

Medals will be supplied for this ride.

Most Sincerely,
Bob Carrahill

Dear DoubleTalk

Can you try to squeeze this into the next possible issue of DoubleTalk, before the trail of the thieves grows too cold? Thanks. Here's the story:

It's a longer story than what you see here, but two Englishmen are looking for their tandem, which was stolen in late April/early May in Bowling Green, Ohio.

Andy Rogers of Suffolk and Howard Harrison of Leicestershire set out from Astoria, Oregon on April 5, 1992 to ride across the U.S. as a fund raiser for money for Guide Dogs for the Blind in England. Andy is a Royal Mail employee with full sight and big dreams. Howard is a semi-retired builder with very limited sight. They expected to spend nine weeks crossing the country, generally along the BikeCentennial route, ending in Bar Harbor, Maine.

Due to a variety of circumstances, which I have implored Andy to write down for TCA members to read here, the two men made part of their crossing by bus but set out again on the bike from Minnesota a few weeks into

the plan. At Bowling Green, they stopped at a Pizza Hut to eat. They found their bike gone when they came back outside. The bike was not locked, so Howard, its owner, is having a hassle with the insurance company about replacing it. What he'd really like is to get the bike itself back.

The missing machine is a Thompson track racing model, medium blue, with mountain bike fork, Stronglight crankset, Look Carbon- pro pedals, Brooks leather saddle in front, Swede saddle in the rear. It was made in Huddersfield, England and has frame No. 10850. If found, please contact Andy's father-in-law, Ivar Bunting, Box 31, Prompton, Penn, 18456, phone (717)253-1928.

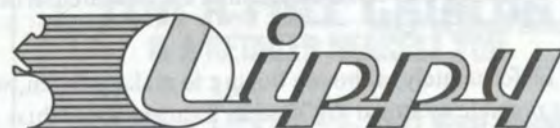
Howard returned to England before the end of the trip, but left Ohio with Andy on a Santana that a local doctor loaned them after the theft. Andy completed the trip, from Prompton, PA with his wife, Jan. The effort earned the guide dogs program \$3,000 in pledges, he said in his last letter.

Readers/fellow TCA members can contact Andy directly at 52 Essex Avenue, Sudbury, Suffolk, C010, 6YZ.

(Stan and I met Andy and Howard through the Tandem Club of the U.K.'s monthly Journal, their version of DoubleTalk. We had written a thank-you to members there for their hospitality while we were at their national rally in 1991. We also offered in our letter to help English tandem riders with trip planning on the west coast and, if we were able to, pick them up at Sea-Tac or Portland International airports. Andy called within days after our notice was published and asked if we could pick up him and Howard eight months later when they came here to begin their ride across the U.S.

Stan & Marilyn Smith
Albany, OR

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AMTRAK - WILL WE EVER WIN?

I read with interest the AMTRAK WOES in the March-April, 1992 DoubleTalk. In the past, I had also written to AMTRAK. My adventures started with a simple request to let me take my tandem on AMTRAK to the Eastern Tandem Rally, which I did. The successive chain of letters, detailing my woes, may be of interest.

Tim Bouquet

[Editor's note: What follows is a summary of the fairly lengthy correspondence between AMTRAK and Tim.]

5-17-88

Dear Mr. Bouquet,

Train 66, the Boston-bound Night Owl departs from Washington daily... I mention this train specifically, as it is the only one traveling between Washington and Boston with a baggage car.

We usually charge a handling charge of \$5.00 for bicycles accepted in Baggage Service... We furnish a bike box as a part of this charge... However, a tandem bicycle would probably require two boxes for a charge of \$10.00.

To ship your bicycle in express service would cost approximately \$41.00--\$31.00 for shipping, and \$10.00 for two bicycle boxes.

Amtrak liability for checked baggage shall not exceed \$500.00 per ticked passenger. Checked baggage can be insured for a maximum of \$2500.00 at fifty cents per \$100.00. This insurance is non-refundable. Amtrak liability for express shipments shall not exceed \$50.00. An express shipment can likewise be insured for additional value--fifty cents per \$100.00 up to a valuation of \$2,000.00 and seventy-five cents per \$100.00 for additional valuation, up to a maximum of \$10,000.00 per shipment.

Because of the intricacy of some bicycles' construction, we request that the cyclist disassemble the bicycle's handlebars and pedals. It might be advisable to consider checking or shipping your bicycle a day or so in advance, in order to avoid any last minute rush.

Louis W. White
Specialist
Customer Relations

July 9, 1988

Thanks for your letter dated May 17, 1988 encouraging me to take the Night Owl to Boston on 30 July, 1988 with my tandem bicycle.

August 30, 1988

Amtrak will not transport Tandem bicycles in either checked baggage or express service. This prohibition is due to the size of the bicycles, not because of their weight. I apologize for the misinformation which was provided to you by Mr. White.

The only boxes which Amtrak supplies are for bicycles. You would need to provide your own carton for a luggage trailer.

Richard K Allen
Senior Specialist
Baggage and Express Claims
Customer Relations

September 3, 1988

Mr. White's letter enabled me to transport my tandem on the Night Owl. Your baggage handlers were competent and had no trouble handling my tandem.

I packed the tandem as I do for the airlines, using two bicycle boxes overlapped, securely taped with reinforced package tape. As packed, my tandem was only two feet longer than your standard bicycle box. I cut extra hand holes for easy carrying.

You indicated in your letter that the length is the reason you prohibit tandems. A friend of mine checks his tandem bicycle by removing both wheels so the tandem fits in your standard bicycle box. This method requires careful padding to protect the derailleurs, but meets your size and weight limitations. A hard shell tandem bicycle box could be built which would completely protect the tandem with the wheels removed, and shorter than an



AMTRAK bike box. Similar boxes are already available for a single bike. What is your maximum size limitation?

I belong to an organization which occasionally has bicycle events where Amtrak is used to transport us and our bicycles to the start of our rides. We also have tandem rides for blind people. Some of our blind tandem stokers have expressed a desire to attend a greater variety of our rides. Until you change your tandem policy we have to exclude them from our rail-bike events. The courts have consistently required public carriers to make reasonable accommodation for the handicapped. I suggest you reconsider your policy on tandem bicycles.

Tim Bouquet

November 7, 1988

Thank you for your further correspondence regarding the shipment of tandem bicycles on Amtrak, and for your comments on our service.

Amtrak defines checked baggage as clothing, toilet articles, and similar item necessary for a passenger's journey. It is for such personal luggage that our free checked baggage service is designed.

As Amtrak is in the passenger business, and not in the freight business, we accept in express service a very limited number of items considered primarily in the small package category. Many items are prohibited due to size, handling problems and liability. We have a very limited fleet of baggage cars, so we must be selective as to what we can transport.

A further consideration is the statutory requirement in our legislation to meet certain revenue objectives each year, on a train by train basis, or to discontinue trains. All of these factors together must be considered as we determine which items will increase revenues, and which may actually dilute them, due to handling costs and liability. Thus far we have not been able to show that handling tandem bicycles will increase revenue.

Our governing federal legislation specifically exempts Amtrak from state and other laws regarding rates, routes and services, so the final decision must rest with Amtrak as to that which we are able to transport. We are pleased that in your case all went well, and we will refer your suggestions to those who make policy concerning baggage and express. We are sure they will give the matter careful consideration.

Richard K. Allen
Senior Specialist
Baggage and Express Claims
Customer Relations

July 28, 1990

Thank you for your letter dated November 7, 1988 clarifying the Amtrak policy on tandem bicycles. Rail is the ideal transportation system for large items such as tandem bicycles. The airlines all take tandem bicycles as checked baggage. American Airlines and Northwest specifically list tandem bicycles as checked tariff items subject to the same \$35 fee as other bicycles. On the rare occasions the baggage compartment is full, the tandem bicycles travel as low priority and arrive the next day. In Europe, tandem bicycles are welcomed unboxed on most passenger rail service between cities with checked baggage. Tandems go on the night train, and are available the next day. Canadian Rail also welcomes tandems when boxed.

You indicated in your letter that statutory requirements in the Amtrak legislation requires that you meet certain revenue objectives. Tandem bicycles can assist in meeting these goals. The popularity of tandem bicycles is increasing rapidly, with the number of tandem bicycles sold in the U.S. doubling each year. This year the bicycle industry in the U.S. is expected to sell over 10,000 high quality touring tandems.

(Ex-)Attorney General Thornburgh and President Bush both drive tandem bicycles. I am also writing to them expressing my concerns.

Tim Bouquet

August 23, 1990

In the 1970's, I frequently traveled on Amtrak with my tandem bicycle. The service was excellent and I never suffered any significant damage to my bicycle despite the fact that boxing was not required. In the 1980's, since you prohibit tandem bicycles on Amtrak, I have been forced to use the airlines who frequently drop and damage my tandem bike.

My stoker and I would like to take Amtrak with our tandem bicycle to the Midwest Tandem Rally in Minnesota on August 31st. Since he is blind, he cannot bicycle unless we are allowed to bring our tandem. The Americans with Disabilities Act signed into law by



President Bush this year prohibits discrimination against the handicapped in public rail transportation. I urge you to change your policy on the transportation of tandem bicycles so we can attend this event.

Tim Bouquet

September 21, 1990

Thank you for your letter of August 23, 1990 concerning Amtrak's policy for shipping bicycles.

Amtrak is committed to making the convenience of trains more accessible to travelers with special needs. Almost every train includes one or more coaches and, when available, sleeping cars with accommodations specially designed for use by handicapped passengers.

Our checked baggage policy is for safety and liability reasons. We only accept one-person bicycles that can be adequately stored in an Amtrak-approved box. The length and weight of a tandem bicycle makes it unsuitable for handling as baggage.

I am sorry we cannot accommodate you on this trip, but hope to be of service to you on future trips.

W. Graham Claytor, Jr
President
National Railroad Passenger Corporation

October 3, 1990

Thank you for your letter of September 21, 1990... In your letter you state that your checked baggage policy is for liability reasons.

I waive liability for any damage that may result to my tandem bicycle. I will hold Amtrak harmless for any damage to my tandem bicycle. I will personally assume any and all risk for damage to my bicycle. This is the same waiver I give the airlines when I check my bicycle with them. I gladly give Amtrak this waiver because they have repeatedly demonstrated a professional competence which begets trust.

Amtrak now has less liability transporting my \$1100 tandem bicycle than they do transporting my \$1300 single racing bicycle.

I have heard cases of public carriers making settlements for hundreds of dollars for cosmetic damage to the finish of a bicycle. Although it does cost hundreds of

dollars to refinish an expensive bicycle to its original finish, a bicycle is a utility vehicle and damage to finish is an expected result of normal use and transport. The liability for damage to finish should be limited to the \$3.00 cost of a can of touch-up paint. Bicycles which are considered works of art should be packaged, insured and transported as works of art, not as checked baggage.

Tim Bouquet

November 21, 1990

Thank you...As we noted in our earlier letter, concerns with respect to liability and proper packaging have made us unwilling to carry tandem bicycles. Since you are willing to waive the liability and assume the risk of shipping your bicycle with us, we would be willing, on an experimental basis, to discuss a specific shipping request with you.

Please call Mr. Frank Forcione, the Senior Director of On-Board Services and Stations in our Passenger Services Department, at (202) 906-3631, to discuss your specific shipping needs and to see if a mutually agreeable arrangement can be worked out.

W. Graham Claytor, Jr
President
National Railroad Passenger Corporation



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CYCLEWORKS

On a recent visit to Chicago's Museum of Science and Industry, I discovered a new exhibit called Cycleworks. This exhibit, sponsored by Schwinn, features two large displays showcasing a number of antique and contemporary bicycles. I was surprised to see one of my favorite antiques, the fiberglass 1960 Bowden Spaceliner. I was also pleased to discover three tandems in the display. A 1890 side by side Companion Sociable, a 1896 World with a basket between the captain's seat and the stoker's handlebars [Ed: Look closely at the picture and you'll see that the basket is actually between the stoker's seat and the captain's handlebars. The captain set in the back on this 1896 Schwinn tandem.] and a five- place racing tandem from the Gay 90's. This 5-place racer was unusual in that the fifth rider's saddle was placed behind the rear axle. This exhibit is a fine addition to the Museum's enormous collection of exhibits including a captured WWII submarine. The Museum is open every day and is located at 57th Street and Lake Shore Drive.

John O.L. Finucan
Indian Head Park, IL



1960 Bowden Spaceliner



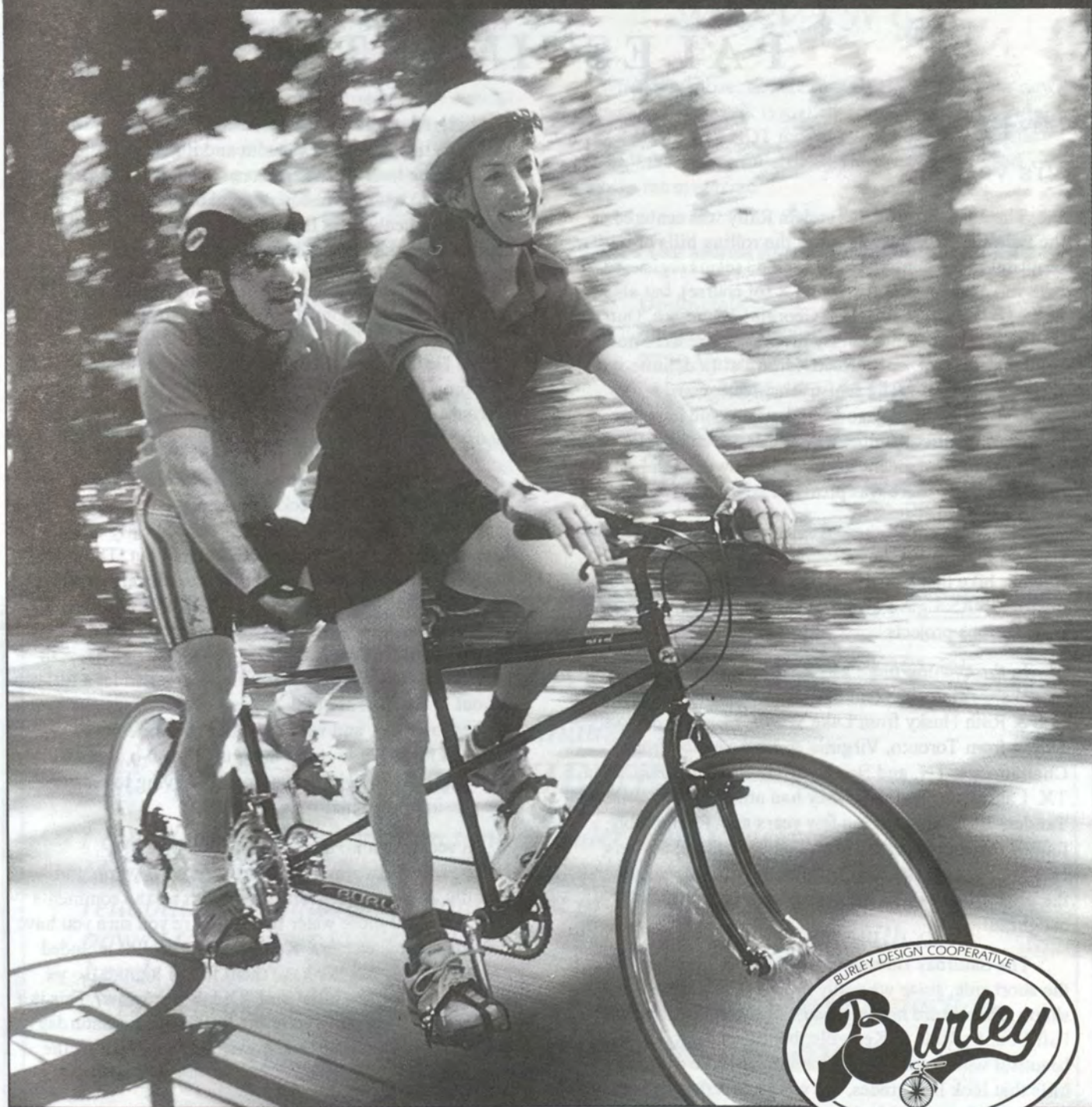
5-Place "Quint"



1890 Sociable. Note 1896 World in Background.



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SOUTHWEST TANDEM RALLY, PALESTINE, TX

May 1-3, 1992

Vi's Version

The 1992 Southwest Tandem Rally was centered at the Palestine, TX, Days' Inn, in the rolling hills of beautiful pine country. There were 83 teams registered with most teams coming from TX (of course), but also from Oklahoma, Louisiana, Georgia, Tennessee, Ontario (Canada), and Minnesota. By the way, there were no "Stokers" present, only "Rear Admirals" (a definite step above "Captain!"). The registration fee covered buffet breakfasts on Saturday and Sunday, a picnic lunch on Saturday, a buffet banquet on Saturday evening, and two rally jerseys. The meals were handled by the hotel restaurant, and there was plenty of very good food.

Friday afternoon there was a short ride to the NASA Balloon Launch site in Palestine. We arrived too late to ride our bike there, so we drove out to join the group for the tour. NASA gave a very interesting presentation on their various projects.

In the evening there was a "kick-off" reception with "snacks" -- almost a complete meal. We sat at a table with Bob & Ruth Husky from Lake Worth, FL, Joan & Tom Sutton from Toronto, Virginia & John Shelton from Chattanooga, TN, and Bob & Sylvia Fraider from Cibola, TX. I asked the Suttons if they had attended the Canadian Tandem Rally at Guelph a few years ago. Remarkably, four of the couples at the table had been there: Suttons, Huskys, Fraiders, and us. The two comments remembered: the great food and the terrible rainstorm we were all caught in!

The Saturday rides were 40, 55, and 75 miles. We did the short ride, since we really had not the time to get in shape. There were not the beautiful wildflowers as on the Hill Country Ride in Kerrville, but the countryside was beautiful with rolling hills. Some were those confusing hills that look like grades, but you have to keep gearing down and then it suddenly gets steeper at the top and you have to suddenly drop into granny. The picnic lunch was in the Methodist churchyard in Elkhart and easily handled with expertise. The route changed and we had the wind at

our back for the last third of the ride. WOW! We were riding in the proverbial vacuum and it really got hot! The return route took us through some of the historic portions of Palestine with the restored, regal old homes. It also took us by the Ellenbergers Bakery, well known in Palestine, and everyone stopped to load up on goodies.

The banquet in the evening had ample amounts of good food: someone must have warned the cook about how bikers eat. Virgil Fruth was the MC, and he was extremely funny. He knew his audience and he worked them well. The program was a slide show about the tandem trip of Chris Marsh and Jan Lardie from San Diego, CA to Houston, TX.

The Sunday rides were 24 and 50 miles. Virgil Fruth had arranged for late checkout for everyone but some of those from farthest away started their ride early and were back by the time some of us were starting out. The sky was overcast, but Virgil said it wouldn't DARE rain on his ride. The route started up a long grade, and we seemed to labor a bit up that. About three miles into the ride a couple passed us and the captain said, "You'd better check your rear tire. It looks like it's going flat." Ken had let a little air out of the tires at night, since the bike was in the heat of the closed car, and with his talking at the start of the ride had forgotten to pump them up. S-o-o-o, there we were on the road, with a hand pump, having to reassure the passing riders that we were okay.

It seems that no matter where you bike, the camaraderie between participants is always warm and friendly. It was a great rally, even with all the comments of "Look at all those water bottles" "Are you sure you have enough water?" etcetera. Ken's favorite replies included "They're not water. We have them full of helium, so we can just float up the hills" and "Didn't you know? This is a floating bar." My reply, after the heat set in on Saturday was: "I carry them so I can shower halfway through the ride."

Ken's Komments



Vi can give her view of the Southwest Tandem Rally, but the details that make a ride interesting are really my job. The road conditions were very good if you didn't mind having javalinas running out of the ditches, snorting and shoving their snout into your spokes. Also, we were dodging alligators sprawled out on the road, which were a nuisance. But of all the obstacles that were a pain, the worst were the longhorn cattle that stood close to the fence with their horns extending out across the roads: if you couldn't ride around them, you had to ride low under them. But the most hazardous of all were the armadillos. It wasn't that we couldn't ride around them, but they left a trail of belly hair on the road. It was very slippery -- as bad as ice in MN! In Texas, the hills are bigger, the miles are longer: everything is bigger in Texas. Just ask Vi!

Ken & Vi Lewis
 St. Paul, MN
 Reprinted from the newsletter of the
 Twin Cities Tandem Club
 Minneapolis, MN

[ED: Just what the heck is a javalina?]

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.

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MIRACLES DO HAPPEN

This past June our beloved tandem was listed as stolen for seventy-two hours. Yes, we were incredibly fortunate and got it back. The following story is being told so that others hopefully won't have to go through what we did.

After two years of trying to make it to the Double Or Nothing Tandem ride sponsored by Tandems East, it looked like we were finally going to make it. We decided to make a side trip to Sesame Place Amusement park. We pulled into the parking lot with the tandem and a single bike locked on the roof of the car. The lot was full of clean scrubbed teenagers helping to direct traffic. There were plenty of cars full of luggage, bikes, etc. We assumed that with so many people working in the parking lot, everything would be safe. WRONG! It turned out that when the lot filled up, the staff moved on to another lot, leaving no security behind. At that point other people came in and really "worked" the lot. We came out to find the tandem gone. They left the single.

Rule #1: Our bikes are never safe. A lot of us feel that no one would steal something as big and conspicuous as a tandem...guess again. Our bike was held down with two locks, two tie-down straps and a clamp on each wheel. The thieves took the time to undo all that. Including figuring out the combination on one of the locks. You would think that coming from New York City, we would know this, but it's very easy to let your guard down while on vacation - DON'T!

When the police arrived, there was one very important question we could not answer. What was the bike's serial number? Without that number the police cannot list the bike in their computer system. Which means, if it's found outside the police district where it was stolen, there is no way they can trace it back to you.

Rule #2: Write down the serial number for all your bikes.

As you can imagine, we left Sesame Place heartsick. We had owned our Santana Arriva for eight years and it still looked new. We had lost one of our prized possessions. We didn't even know what kind of insurance coverage we had.

Rule #3: Check your insurance. Bikes should be covered under your home owners insurance. Make sure you

have a copy of the sales receipt for the bike and for any improvements you may have made. Make sure you have "replacement value coverage".

The next morning we called Mel Kornbluh of Tandems East to tell him of our misfortune. We called, only to have Mel put out the word to the others on the ride. To our surprise, Mel told us to come on the ride anyway. He offered to lend us a tandem. He even would put a rack on the back to hold our Rhode Gear Child seat for our daughter Jenny. (The seat was inside the car when the tandem was stolen.) We ended up having a wonderful time. Being able to ride and being with great people who could truly sympathize with our plight was better than going home and staring at the empty spot where we had kept the tandem. After such great treatment by Mel, his wife Barbara, and everyone else on the ride, we went home with our heads in a much better place.

Rule #4: Support your dealer. A good dealer is worth his weight in gold.

By Monday night we knew we had insurance to cover the replacement of the bike. We even were talking about what we were going to replace the Santana with. Then the call came. It was the officer who had taken our report at Sesame Place. He had what looked like our bike and it looked like it was in good shape. Tuesday we drove back down to the Middletown, Pa., police. They really did have our bike, yes it was shy a few parts but the frame was not damaged and overall it was still in great condition.

It seems the police got a lead on the thief. When they went to his house, he wasn't home but they spoke to his parents. He brought the bike to the police station the next day saying he found it. That way they couldn't press charges.

As I write this, our tandem is back on the road. We've put in a claim for the stolen parts and damage done to the single during the theft.

We hope you've found this informative. I hope ours was an isolated incident. Ride Safe.

Once again, THANK YOU!!! Mel and Barbara.

Regards,
Arnie Adler & Laurie Schneider & Jenny



Rear Derailleur Adjustment Tips

The following rear indexed derailleur adjustment tips are excerpted from the SR Suntour Technical Tips Vol 2 No.1 Though written by Suntour they apply to all indexed derailleur systems.

Set the small cog stop limit screw very accurately. The screw should be set so that with no cable tension pulling the derailleur, the upper jockey pulley sits directly under the smallest cog (Fig G). This is the starting point for the indexing, so accuracy is crucial! Setting the large cog stop limit screw is important to prevent overshifting into the spokes, but does not affect index performance.

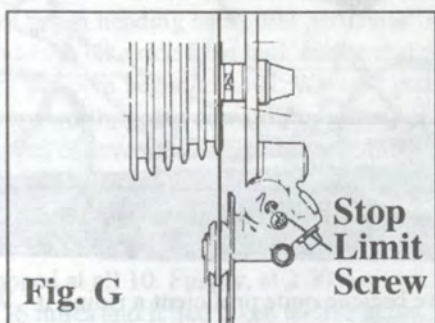
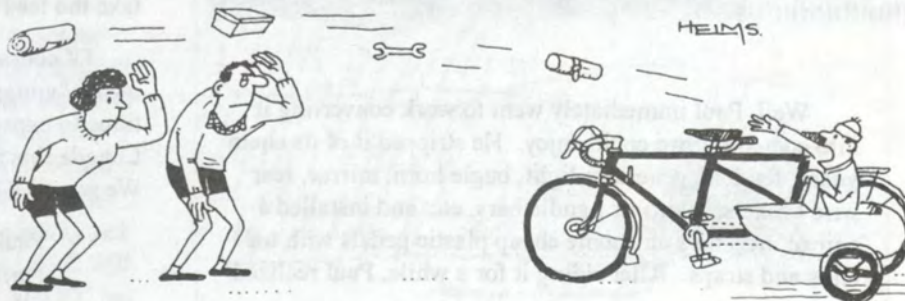


Fig. G

Next: Set the cable adjustment barrel. Usually the best results are achieved when the barrel is turned in small (1/8 turn) increments while continually shifting from the smallest cog to the next. When this shift is clean, check the shifting through the rest of the range and fine tune the barrel if needed.

from SR Suntour Technical Tips
Vol 2 No 1



"I've told you before about stuffing things into my sidecar."

WHO DOES WHAT

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

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

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

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

SECRETARY: Contact point between TCA and the outside world.

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

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



The Schwinn Team

Paul and I have been tandemming for over two years now (I have been riding for 10 years, ever since I met Paul, and Paul has been riding 20 years with a trans-American tour under his belt (in 1976). We have road bikes, mountain bikes, commuter bikes and have always dreamed of tandemming. We couldn't afford to make the investment in an "expensive" tandem, not knowing how much we would utilize it. So, for his birthday two years ago, hoping to surprise him, I put an ad in our local paper (WANTED, tandem, used, reasonable). After two calls for one speeds, I realized that I really needed Paul's help technically. No sooner did he say, "I could really do something with an old Schwinn 5-speed" when I received the call for a Schwinn DeLuxe Twinn 5-speed, mint condition. The woman selling it was about 70 years old and had enjoyed many years with her captain. We promised to enjoy it and take good care of it, then gave her \$75.00 to brought it home, fully loaded with baskets, fenders, etc. It weighed in at 65 lbs.



Well, Paul immediately went to work converting it into something we could enjoy. He stripped it of its chain guard, fenders, generator light, bugle horn, mirror, rear wire baskets, highriser handle bars, etc. and installed a pair of drop bars and some cheap plastic pedals with toe clips and straps. After riding it for a while, Paul realized

the solid steel flat fork would have to go. It was much too flexible in the turns. He temporarily substituted a junk 27" standard tubular fork and we rode it that way for a year and had a blast.

For Paul's next birthday (always and excuse to upgrade our cycling pleasure), we purchased a mountain bike fork and took the wheels off one of our mountain bikes as well as its front cantilever brake. Paul installed a double chainwheel using a BMX spider, bar-end shifters and fresh Suntour front and rear derailleurs. Now, in its third year, it is complete with a Suntour XC Power cam rear brake on Moots Mounts and its own set of wheels using the original drum brake hub. The stock downtube shift lever works great as the Atom drum brake's activator.



We have become quite proficient a riding it. We recently started riding with local clubs in the area and whenever we meet new people riding their single "titaniums" they seem quite concerned that we will not be able to keep up in the hills. We assure them that "we head for the hills" and love it. Long Island has some beautiful rolling hills on the north shore (some steeper than my legs like) but exciting riding. They usually don't believe us until we take the lead (up hill).

Of course, our dream is to have many birthdays, to own a "vintage Schwinn Paramount" tandem, and to continue to expand our riding pleasure (like a 400 mile tour to Canada this summer) as well as upcoming tandem events. We want MORE!

Paul and Rita Lee
Farmingdale, NY



COW RALLY

This year they did it!! A new twist(er) was added to the COW (Couples On Wheels) RALLY in Appleton. What a wonderful time we had. Friday night we went on a little ice cream ride - as usual the company, weather, and most of all, the ice cream was wonderful. Is there ever any BAD ice cream? Saturday morning dawned clear and beautiful, temperature just right for a dandy ride. We were also looking forward to a scavenger hunt, an interesting new twist to a tandem rally (little did we know what kind of twist-er we would have before the day was over). After a nice breakfast with our fellow tandemers, renewing old friendships, we took off in high good humor. We looked for and found the first six things in the scavenger hunt and were feeling very proud of ourselves, confident that we would be the winners, when we discovered that we were going 38 miles per hour and not even pedaling!! Since we are good at figuring things out, such as how fast the wind must have been going to push us that fast, we took a short cut and headed back, riding into that incredible wind. When we began heading back, that particular bike ride turned into the bike ride from hell, and at that point the wind had not even begun to howl. We were pedaling for all we were worth, going downhill in granny at the marvelous speed of seven miles per hour. All thought of the scavenger hunt left our minds. We hadn't had any lunch because there had been nowhere all day to stop to eat. Believe me, if there had been 10 places, we probably would have stopped at all 10. Finally, at 2:30 p.m. we had done a total of 36 miles and it had taken us five hours. Thank goodness for short cuts! We weren't sure which we needed more urgently, food or rest. We opted for the food and then the rest. All's well that ends well, huh? NOT!

We attended the banquet Saturday night, ate a lot, laughed a lot, renewed old friendships a lot and enjoyed a lot. When that was over, we left the banquet room only to find that we must all go downstairs in the Holiday Inn. Stan and I looked out the window and the sky was positively green. Having once been in a tornado, you recognize it when you see it again. We did not hesitate, but went immediately downstairs as directed. How anyone can ever top this COW RALLY, I surely don't know. Holiday Inn management sent us coolers of drinks and it was a wonderful time of fellowship that wouldn't have been enjoyed had the weather not made it necessary. My next book will be entitled "HOW TO HAVE FUN IN A TORNADO" be-

cause we certainly did. Actually, we had a ball! Now you must admit that was a different twist(er) to a COW RALLY. No one was hurt and we got to see the basement of the Holiday Inn. It certainly was neater than ours!

Sunday morning turned out to be the most interesting of all. I have never, in all my life seen so many night crawlers. Do you know what happens when you run over them while on a tandem? The captain gets none on himself, but they flip up from the front wheel all over the stoker. The Myatt team was riding just in front of us and one point we heard Sherry yell "STOP THIS BIKE." Believe me, it stopped! Jack knows when he had better listen to Sherry. She was a sight - night crawlers all over her! Then I looked at myself - several layers of them were all over me. YUCK!! None of this however, managed to put a dent in our appetites. A wonderful breakfast was enjoyed by everyone in spite of the night crawlers. A vote of thanks for our hosts who arranged for a team of robins to swoop down and eat all the remaining night crawlers while we were eating breakfast. When we arrived back at our hotel, the dread creatures were beginning to harden and were hanging all over the bikes. As one person said, "I'm just gonna spray mine with glitter." Now, isn't that a different twist(er) and how can you top that? COW rallies keep getting better and better, but I don't know what can be done to outdo this one.

Elizabeth A. Panek
Racine, WI





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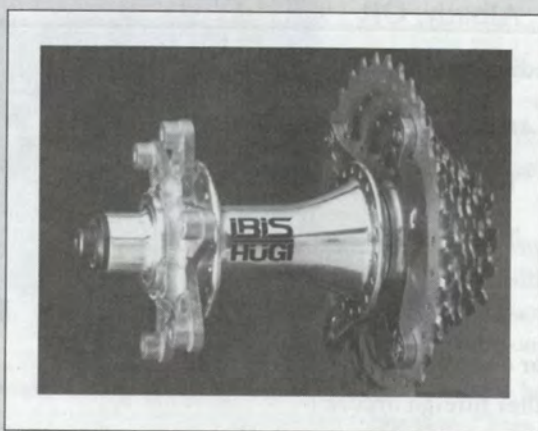
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A Suggested Stoker Seat

I went through 3 saddles, including Avocet's gel saddles and a Spenco gel saddle before I found something that is comfortable enough to cope with the bumps and jolts that all stoker deal with. Unfortunately, most bike shops do not carry them - I guess they think they are "funny looking" or have never seen one. I ordered it from Eddie Bauer. It's called an "Easy Seat" and it's perfect for woman since it has no pommel and consists of two slightly mobile pads mounded on a rod that can be precisely adjusted for the width of the pelvis. I am comfort-

able in any position. No more tipping my seat downwards far enough to fall off in order to avoid being chafed by the front of the saddle! I also bought the sheepskin covers for it and I think (and so does my husband who no longer hears complaints and pleas to go home) it is one of the best investments I've made.

Beth Cragle
Sauk Rapids, MN

TCA Merchandise Order Form

To order T-shirts or patches, please fill out the order form below and mail it with a check made payable to :

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True Comfort

After our new Santana Vision arrived, I noticed that both saddles were identical and as my wife and I have separate posteriors, I knew some adjustments were in order. While the Vetta VSA fit me fine, my wife expressed displeasure with hers. Although some people maintain that the term "comfortable bicycle" to be an oxymoron, I've found that after adjustments to the handlebars and saddle, most problems can be solved. My wife, however, decided that a new seat was in order. By coincidence, we had just received a catalog from a company called Womyn's Wheel, dedicated to female comfort while riding. After a phone call to Womyn's Wheel (603-926-4939) in Hampton, New Hampshire, my wife, Sandy, ordered a new saddle and a new pair of bike shorts. The saddle is the innovative Terry touring saddle, designed by women's bicycle builder Georgena Terry. This saddle is slightly



The Underside of the Terry Saddle, showing the cutout.

Freud was quoted "What do women really want?" The answer may be a comfortable saddle on their bikes.

John O.L. Finucan
Indian Head Park, IL

Tilting Up

The land was convoluted and it rolled.
She said it was flat.
I smiled and upped the Cadence.
We flew.

We turned away from the kelp and fog
She said it's tilting up.
I smiled and upped the cadence.
We moved along.

The land was beginning to wrinkle on its way to the top.
She said, "This is a hill."
I grimaced and shifted down.
We crawled.

The hill would not stop.
It went up and up, shaking off the misty plain.
She smiled and said, "This is like home, like Vermont."
I could shift no lower.
We stopped and rested the bike.

Chet Gillingham
Saco, ME



The Terry Saddle. Note the depression where the foam changes density.

wider in the back and looks normal. The proof, however, is under the Lycra. The saddle has a hole cut in the base in the front and two different kinds of foam, creating a soft spot just where it's needed. Sandy found this saddle to be enormously more comfortable and wants one for her single bike too. Womyn's Wheel also sells a racing version of the same saddle. After all the gels, air pads, etc. that have been designed over the years, this saddle really works. As



I Think I Should Have Left My Tandem At Home

Vacation time is now over; I am left muttering to myself over and over, "Why? Why did I do it? Why did I bother taking our tandem with us on vacation?"

Vacation plans seemed to come together well. In San Diego, land of my birth, we would visit a close friend of mine that I went through high school with and at least be able to catch a quick ride in the area, if only for "old times sake".

We mounted up and took a few laps around the velodrome in Balboa Park just for the fun of it, and then headed off to look up some other people. After four miles of riding, we stopped at a convenience store and, while standing talking to some onlookers who were admiring our Cannondale, the rear inner-tube exploded. We both thought that (for a brief moment) we had just witnessed a drive-by shooting. We were looking around frantically to see if there was a still form lying on the ground. The only thing that slumped was the back end of the tandem.

I had brought a patch kit, but no spare tube. End of the ride for San Diego. That little fiasco out of the way, we would next spend some time visiting my mother in Prescott, Arizona, where we would also get in some riding. The area around Prescott is beautiful, over 5000 feet in elevation. It is a marvelous place to ride... when it isn't raining. Rain isn't the most prevalent thing in Prescott, but it was while we were there. Scratch the idea of a ride in Prescott.

So... we were to meet a GENie user in Phoenix (GENie is a computer information service I subscribe to. Incidentally, it has an excellent bicycling category.) We were to stay there a couple of nights, and we had planned to attend an Indy car race in the area. We had also arranged to go riding with her husband somewhere around the noon hour, right about the time we were due to arrive. Luck was riding with us again. He got impatient and left for his ride; we arrived five minutes later. No ride in Phoenix either.

Well, no matter - there was still Los Angeles. Here we were to meet up with another GENie subscriber (and tandem rider) and go on a ride with her and her tandem-mate, and some other club members who were riding on a

promising Wednesday morning. My tandem-mate, Valerie, didn't sleep at all the night before and just wasn't up for the ride. We decided that in the interest of matrimonial harmony (of which there was very little that morning) that we should forego the ride, eat a little crow and drive off to our next destination. Certainly things would be better the following morning. The only problem was that I still had to survive the rest of Wednesday.

This proved to be a challenge, one which I really didn't meet very well. The evening came to a "ripping" climax when a tired, road weary driver (me) pulled up to a motel on the north peninsula of the San Francisco Bay and mindlessly drove under a car port. Our Honda Civic now has customized dents and scratches along the roofline. Our tandem now has a new captain's seat and left brake cable housing. Surprisingly, the bike didn't sustain much damage, but the car and the bike carrier took the brunt of it.

So, after visiting a bike shop in Sausalito and getting the above mentioned parts, we rode off in utter confidence, knowing that FINALLY we would get in a day of tandemming. Through the busy main street of Sausalito, up Alexander Avenue toward the Golden Gate Bridge we rode, taking in the sights and the smells that the ocean air afforded us.

Once in the city, after a pleasant tour through the Presidio, we caught a leisurely pancake breakfast psyching ourselves up for what might be considered the dumbest move of our tandemming career -- attempting to ride UP Lombard street. Those of you who have only seen Lombard Street in tour brochures think of it as a quaint little street paved with brick that follows a serpentine path from the top of the hill to the bottom. What you don't know is that on the west side of the hill is the part of Lombard that leads to what undoubtedly is the most photographed street in the world.

The west side of Lombard street goes straight up; there is no other description that would fit. The corkscrew portion goes straight down, except that somebody thought that by creating a corkscrew, crazy cyclists would have a little more excitement during the last few seconds of their



lives. We fooled them all, however. We lived to tell about it!

We coasted down toward Fisherman's Wharf where the wind picked up the aroma of the open air seafood stands to greet our normally land-locked nostrils. It was about then that I also noticed that something didn't feel right with the bike. After dismounting and looking at the rear wheel, we found the problem. The casing right above the bead on the tire had ruptured, and the tire was starting to come off the rim.

We started thinking about how this might have happened well into the ride in Los Angeles, had we taken it. No doubt that the added stress of riding up and the heavy braking riding down Lombard Street hastened the process. We also started thinking about what might have happened had the tire fully given way while we were on Lombard street. We then decided the best thing to do was not think any further... and we proceeded to wander around the city, pushing a crippled tandem in hopes of finding a bicycle shop.

"What a way to end a ride after only ten miles" I thought to myself as we trudged along. Our car was sitting on one side of the bay, while we were hoofing on the other. We ultimately found a bike shop (a pretty good one, I might add) and purchased a new tire. NOT the same brand we had been riding on! Our Michelins only had 600 miles on them, and after the rear tire gave way we inspected the casing of the front tire and found that it, too, was showing signs of the casing starting to crack along the bead. We replaced the tires with Avocet's Cross K's, then proceeded to ride back across the bay.

Looking back, our trip wasn't a total disaster. Some rotten things happened; this is true. But we were never on the bike when they did. Hopefully this is just one more step in getting all of the kinks worked out so we can ultimately get out and ride off into the sunset... without mishap!

Richard & Valerie McKay
Meridian, ID



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Tandem & Sidecar - the only way

Is there life after parenthood? After recovery from the shock of being presented with the screaming bundle, when sterilization of bottles and fixing nappies take precedence over greasing bottom brackets, thoughts inevitably turn to a way of getting the new family mobile.

The sidecar would seem to be the only way initially, as the baby can only lie down for the first few months. At the risk of stating the obvious and boring our older family members, I will describe the Watsonian sidecar we obtained.

The Watsonian sidecar was one of many cycle sidecars in production in the early post-war period. It was made by the same firm that still makes the famous motorcycle sidecars, but the lighter version has been out of production for many years. The body is of aluminum sheet on a wooden frame, much like the contemporary motorcycle sidecars. The chassis is made of steel strips welded together, and the body is mounted on four saddle springs. The method of fixing to a bicycle differs from fixing to a motorcycle in that the sidecar is not held rigid by a series of struts, but a large tube on the chassis fixes to a steel plate on the rear of the bicycle by two straps and wingnuts. The straps are lined with phosphor-bronze, and are well lubricated so the cycle can lean as if the sidecar was not there, limited only by how much is in the near-side rear pannier. The fixing plate has two methods of attachment to the

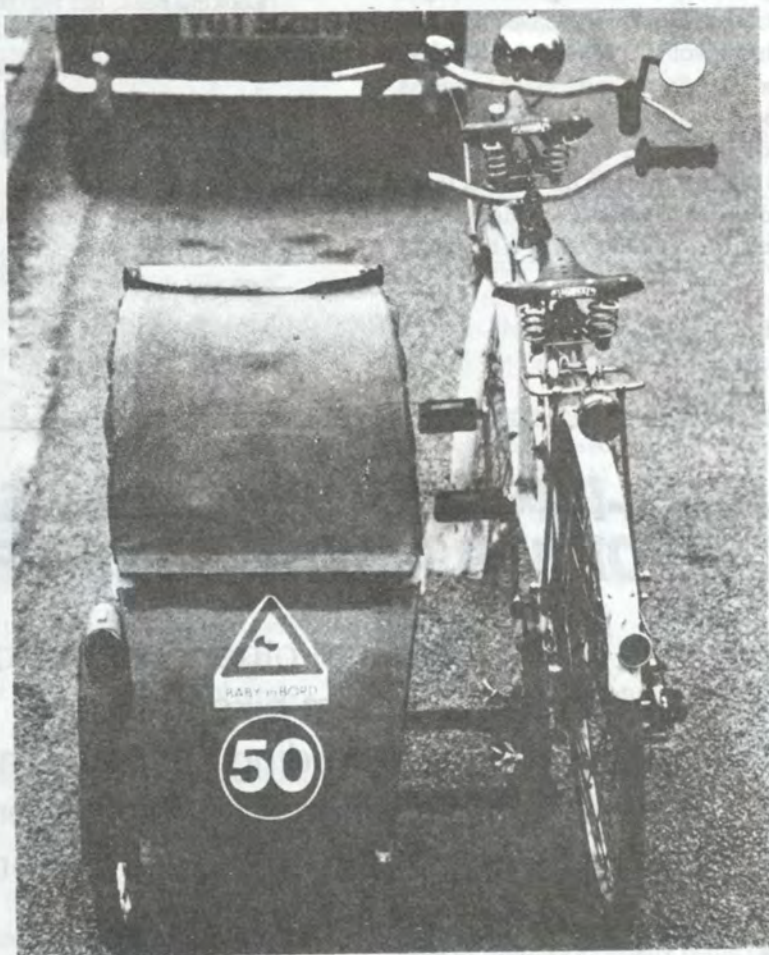
frame. First, there is a large nut of special shape which screws on to the rear wheel spindle. It has a normal rear thread on one side, and can be turned round to present a Sturmey-Archer thread on the other. For any other type of hub, a special adapter would have to be made. The second point of fixing is a clamp on the chain stay so that cycle and sidecar line up. The entire contraption weighs about

30 lbs. This puts such things as titanium brake bolts in perspective!

We have fitted the sidecar to a pre-war machine, fitted with alloy rims and modern gears ranging from 25" to 90". We have retained the massive 5.5" drum brakes. In view of the weight, they hold the whole ensemble fully loaded on a slope of one in four. In view of the nature of family cycling, we have flat bars. Brooks B66 "Cozibum Delux" saddles and mountain bike brake and gear levers (mountain bikes have to be good for something!)

Having given a description of this extraordinary machine, is it worth the trouble? We found that Hazel would usually go to sleep in it, in

the first four months laying on a carrycot mattress and later strapped into her own little seat. She now sits and watches the countryside slide by as parents improve their fitness outside. The handling of the machine is very good.



Sidecar and tandem parked outside



The sidecar does not pull the machine to the left, but the size and weight discourage the more abandoned acts of folly. On the level, it is only about 5% slower than without it, but hills are a slow grind. The bicycle is not helped by the massive whip in the fixing plate and frame. We have, however, only had to walk two hills, which we ride without the sidecar. One could easily devise a much better frame of 531 or similar, but as the child outgrows the sidecar so quickly, I have not bothered. The machine has been less than perfect for thirty or more years, so why worry?

The touring potential of a tandem and sidecar would not interest those of us who struggle to lift their immaculate "Roberts" off the roof rack, but it is of great importance to paupers like us for whom the cycle is the only means of private transport.

Once Hazel was in the seat, we were able to use the huge space behind it to store clothes -- babies are worse than cameras for accessories. The "bows" of the sidecar accommodated 24 disposable nappies tied in sealed poly

bags of six, leaving the tandem's racks free. We put panniers on the front, containing accessories, food, and little furry things for Hazel, and a "Karrimore" baby rucksack on the offside rear rack, leaving the space between the tandem and the sidecar unobstructed.

Our first tour was a fixed-based one, from West Lulworth last Easter. We had great fun toiling up the Dorset hills with the rain bouncing off the sidecar, and we easily had enough clothes, etcetera, for a longer tour. The baby rucksack was very useful off the bike. Taking it on the train was no problem, as long as one has a couple of minutes to detach the sidecar, and as long as no railman interferes, or worse still -- tries to help! We have covered 1200 miles with the Watsonian in the last year, and would recommend it to anyone daft enough to have a family.

Roy Atkin
reprinted from the Tandem Club (of the UK)
Journal
submitted by Steve Reker, St. Charles, MO

The Netherlands - By Tandem

For the first time in many years I have had a tandem experience that might interest other members of the club. I recently returned from a nine day trip in the Netherlands which was a delightful experience. Our daughter lives in Dusseldorf, Germany and has a tandem so we went over there and borrowed the bike for a tour.

Our main objective was to see the bulb fields in bloom. We achieved that objective after overcoming a few difficulties with hotel reservations. Don't go to the Netherlands in April or May unless you have reservations. Our Irish experience with B&B's available everywhere spoiled us. We started from Venlo in the southwest and rode to Helmond, 's Hertogenbosch and Leerdam. This is beautiful country with nice facilities for bike riding. We ran into problems because bike routes between towns and cities were not well marked and we lost a lot of time getting directions for the right road. We were able finally to buy some good 1:50000 scale maps. Maps made life a lot easier. We were disappointed that the supply of maps at the VVV (tourist information) was not good.

Since we could not get reservations necessary to bike to Keukenhof gardens we took the train and bus. The trip was well worth it, Keukenhof is 70 acres of the most beautiful gardens you can ever imagine. Beyond description for this poor writer.

From Leerdam we rode to Wijchen and Venraij. From Venraij we expected to make Dusseldorf in two easy days, but when we got to the 1/2 way point we found that a big printing Expo in Dusseldorf had meant no rooms available so we stoked up at the local 'kaffee und kuchen' shop and made it back to Dusseldorf for the night.

The area that we traveled in is not near the provinces of North-Holland or South-Holland and is therefore not so well known to tourists.

Netherlands is every bit as great for cycling as is reported. The dikes along the Waal, the ferry ride across the Maas, Asparagus soup in Arden, the wedding in Wijchen, a toast to the Queen's birthday, all the Dutch people who were so friendly, the beautiful weather, the coffee shops, the good Dutch beer, the great train and bus service. All of these things far transcend what ever problems we had and make me anxious to return.

Our mileage was not that high but in the current buzz words they were "quality miles"

I give the Netherlands a 4 star rating.

David Bowen
New London, NH



WHEEL UPGRADE IMPROVES PERFORMANCE

Following a combined fourteen years of riding experiences on singles, Laurie and I purchased our tandem three years ago. We greatly enjoyed the ability to ride together easily even when our individual fitness levels varied. However once we gained familiarity with tandem handling and riding techniques, we wished for greater performance in its weak areas, namely acceleration and climbing. These are typically improved by installing lighter wheels, but we were concerned about the special requirements of tandem wheel design. The increased weight and stress that two people place on tandem wheels needs to be balanced against desired performance improvements. The significant points that we needed to address concerned hub strength, number and thickness (gauge) of spokes, rim weight and width and tire selection. For a thorough analysis of wheel design, the book *The Bicycle Wheel* by Jobst Brandt is recommended. Our original wheels were built with Specialized high flange hubs, laced 5X with 48 14g straight gauge spokes to Mistral M20 630 hard-anodized rims.

During the investigatory stage of our proposed wheel upgrade numerous calls were placed to various bike shops, tandem specialty shops and to the wheel specialists, Wheelsmith. An interesting pattern emerged from these inquiries. In general the shops from the east coast were more conservative and the west coast shops supported more radical and lighter designs. Recommendations varied from "don't ride a tandem with anything less than 48 spoke wheels and 32 mm tires" to "we've seen 32 spoke wheels with tubular tires on some racing tandems". Obviously our needs fell between these two extremes. In making our final decision we balanced need for speed against fear of failure. Fortunately, newer technology in component design means the former can be obtained with the minimal risk of the latter.

We began our speed / failure analysis with considerations of our weight, riding terrain and riding style. Our gross vehicle weight (tandem + riders + accessories) is approximately 330 lbs, we ride in the flatlands of south Florida and have developed a smooth style. Typically we use the tandem for fast to strenuous fitness rides (18 - 25 mph, 20 - 100 miles) with our local bicycle club. We felt

justified in specifying wheels in the lighter range recommended in our investigations.

One year ago, Joshua built our new wheels with Phil Wood medium flange hubs, 36 14/15g Wheelsmith butted spokes and Mavic Open 4 CD rims, shod with Continental Supersport tires (700 X 25 C). The rear wheel was laced 3 cross with the front using a radial spoke pattern. Once installed, we have never switched back to the "OEM" equipment. The performance improvements were immediately noticeable, especially while climbing our local "hill", the Rickenbacker Causeway bridge. Acceleration on the flats allowed us to keep up with speed variations and sprinting club packs more easily. The wheels have remained true for about 1500 miles which includes the negotiation of several surprise pot holes, railroad tracks and road debris. The only problem we have had was the failure of one of the alloy nipples on the front wheel. This prompted us to contact Wheelsmith and we received an informative response from one of their technicians with the caveat that we were "playing our cards boldly". We have been very pleased with our component selections and recognize that we have opted for improved performance (perhaps) at the expense of long-term durability.

More durable, but still relatively light tandem wheels can be built with 40 spokes and your selection of available hubs and rims. These are now standard on Santana tandems. Tandems parts sources are listed in *DoubleTalk* and many local shops are willing to special order these items.

Sincerely,
Joshua S. Feingold
Laurie Flebotte
Key Biscayne, FL



DON'T BE SILLY-OF COURSE I'M PEDALING!!!

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Tandem Club of America
Malcolm Boyd & Judy Allison, TCA Treasurers
35 East Centennial Drive
Medford, NJ 08055

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



TOURING UTAH & ARIZONA

Our tour lasted three weeks, and involved ourselves and Vince's sister and brother-in-law from PA, Joan and Jay Thome. We met in Moab, Utah, on May 10th. Vin and I had ridden 40 miles up the Colorado River canyon to Castle Valley and back while waiting for the Thomes to arrive; it was the first glimpse we had of the gorgeous scenery that was awaiting us.

We toured Arches National Park the next day, mostly uphill as far as we got (19 miles) before we turned around and coasted back to Moab. The weather was hot and dry, in the mid-80's (15 degrees above normal for this time of year). Except for Joan losing a shoe on the road, things were going smoothly. It even looked like we had a way to get our car down to Flagstaff, our terminus.

We headed out on the road on May 12 against a brisk headwind which we fought all the way to Monticello, 54 miles later. Jay thought that this was the hardest ride of his life; little did he know what was ahead. This road (Route 191) is hilly, with 5 significant grunts of about 6% grade. There was no water after Home in the Rock. A couple in an RV generously donated a few bottles of water at Wilson Arch.

The next few days justified to us why we lugged around tents, sleeping bags, a stove, and cooking gear. There are just no towns after Blanding until Hanksville on Route 95. Some of the land is National Recreation Area, some is BLM grazing land, and the rest is just plain desolate. We purchased food in Blanding, and rode down and then up to Natural Bridges National Monument. The up included a ten mile hill of 5 to 9% grade. We lucked out, getting the last campsite.

In the morning, we toured the bridges, then headed to Fry Canyon and then Hite Crossing marina. This day was a mixed blessing for us--still had a stiff headwind, but managed to travel the 25 miles to Fry Canyon in about 1.5 hours (i.e., downhill!). Lazed around the Fry Canyon cafe too long and got sloppy--barely got to Hite in time to buy food for the next 3 meals at the only store for miles around. Also, Joan and Jay's back tire bulged on a fast downhill and turn, so they were forced to use their spare the next day. And what a spare it was! It had cord showing. Jay spent many an hour over the next few days trying to buy a 27" tire at every gas station and hardware store in

Nowhere, Utah. He also got to test the promise of Bike Nashbar's overnight delivery service, even to the smallest spot on the map. As it was Friday evening and unsure of weekend delivery, he had it shipped to Monday's destination, Ruby's Inn, Bryce Canyon. Too bad we didn't trust Federal Express. The tires did arrive on Saturday, miles from where we desperately needed them.

Still no showers at Hite, but a dip in Lake Powell helped our sweaty bodies. A full moon silhouetting the canyon walls was a nice way to finish up dinner.

After ten miles of leg-stretching, we hit the hill out of Hite (about a 10% grade, not 20% as the ranger at NBNM told us). There was no water at Hog Springs (the same ranger was wrong about that, too--we couldn't decide if he did not like cyclists, or if he was just stupid). We rode through a gorgeous canyon past Hog Springs, then past grazing lands to Hanksville, 52 miles later.

The 55 mile ride from Hanksville to Torrey is beautiful once you get to Capitol Reef National Park. The grade is not too steep, and the Fremont River and the stone cliffs are very scenic. Did a mile hike to Hickman Bridge, and had our only flat heading to the visitors' center. The climb out of the park is a killer. We should have known it would be tough when the ranger said that it did not look steep in a car, but that all the cyclists that she's passed have looked like they were in pain...

Torrey's motels were full, so once again we relied on our tents. We were excited to find a gourmet restaurant (the Capitol Reef Cafe) that made up for our tough ride. Vince and I, being from near the coffee capitol of the U.S. (Seattle), were thrilled to indulge in espressos the next morning at the same cafe.

Torrey to Calf Creek Campground (51 miles) was one of the hardest sections of tour (especially mentally). We did vote it the most scenic day of the trip, though. Route 12 includes a 9400' pass (with false summits which play with your mind) and pretty groves of aspens. We had to hold our downhill speed to 45mph, coming from the pass, due to gusty winds (and that great spare tire on the other tandem!). We really needed some calories after the climb, but the three cafes in Boulder were closed until Thursday (it was Sunday)...



Susan at the Anasazi Indian Ruins assured us that there would be a terrific run from Boulder to the campground, and for once we received good information. After two short hills out of Boulder, we hit an unbelievably beautiful road (with breathtaking downhills). There were canyons on both sides of the road, wonderful colors, and bubbling Calf Creek cutting through the rock. That one section of road made the whole trip worthwhile (as long as you didn't get dizzy on the switchbacks!).

Joan and Jay were still searching for a tire, as their spare was rapidly disintegrating. The 10 or so miles into Escalante was all it could handle. Unbelievably, Jay found a spare, for \$7.49 (a gum wall) in this little town. This "Escalante Special", as we called it, had probably been hanging in the hardware store for years. After Escalante, we met up with our favorite combination, headwind and uphill, for miles. We finally reached the top, then we had a fun 12% grade downhill to Cannonville before heading on to Tropic.

We began a week of on and off rain, ironically while our neighbors back home in "rainy" Washington were having beautiful weather. We were in the desert, wishing we had brought along booties. We tried to tour Bryce National Park in the pouring rain, but gave up after a few hours (you couldn't really see much and it was cold at 8,800'). The next morning we awoke to dense fog, so we left, heading to Red Canyon--a MUST SEE if you're ever in the area. The red rock formations are really fantastic.

Our ride to Mount Carmel Junction had a little of everything, including headwind, downhill, hail, uphill, rain, thunder, and one flash of lightning. We spent some time waiting out the rain at a rest stop and a convenience store. It rained that night, and again we rode in the rain and cold through part of Zion National Park the next day.

Zion is also well worth a visit. There's a hike up to an overlook of the park that is really beautiful; the trail head is at the entrance to the mile long tunnel that one has to go through to see the park. Bicycles are no longer allowed to ride through the tunnel; you have to bum a ride from some friendly pickup truck owner. We found someone who already had 2 bikes in his truck. He squeezed an additional 2 tandems and 4 people in.

The ride after the tunnel is fun, scenic, and all downhill until the turnoff for the canyon. Then there is a moderate uphill to the lodge. We waited out more pouring rain during lunch before taking a tram ride up the canyon-

-cool but dry. There are lots of hikes in Zion, too; after the tram ride we were able to do one to the Emerald Pools (the weather had finally cleared up some).

We did an early morning ride up the canyon the next day, before leaving for breakfast in Springdale (Flannigan's is a great restaurant). We were given a tip about a short cut at Rockville, over a dirt road, but it was to save 20 miles and to avoid a big climb out of Hurricane; we would agree that that is the way to go. The road is mostly smooth, scenic, and we only had to push the tandem for about a half mile on the steepest part.

Northwestern Arizona (the Arizona Strip) is very desolate and not all that scenic. An interesting town is Colorado City, where we stopped for water and food. It is a Mormon polygamist community. We felt rather exposed in our lycra shorts when compared to the conservatively dressed women in the grocery store.

The campground near Pipe Springs National Monument was empty, with only the friendly Indian running it there to greet us. We watched the black clouds and lightning in the distance as another thunderstorm passed us in the desert. Our ride to Fredonia for breakfast the next morning was another killer--1 1/4 hours to get 14 miles against headwind and uphill. The 17 miles out of Fredonia were more of the same, and no water at the observation spot (as promised by the waitress in Fredonia). We grunted up to 8000' in on and off rain to Jacob Lake.

More rain that night, but we were able to set up the tents without getting too wet (there were no rooms open at the motel at Jacob Lake). Still raining and cold the next morning, we decided against riding to the North Rim of the Grand Canyon. By the time we left for Marble Canyon, it had let up again, allowing us to really enjoy the wonderful downhill run out of Jacob Lake (42 miles). The Vermillion Cliffs were fantastic, and so was the sight of the Colorado River 500' down below you at Marble Canyon bridge.

We climbed a moderate grade with a tail wind (for once) to about 4 miles north of The Gap, all through an Indian reservation, passing numerous jewelry stands. We had a nice run up to The Gap, then mostly downhill to Cameron. The motel (the old section) and the restaurant are worth stopping at, along with the extensive trading post.



The ride to the South Rim of the Grand Canyon is also through an Indian reservation. At one jewelry stand, we took a short walk to an overlook of the Little Colorado River gorge. It is hard to believe that little stream cut that huge canyon.

Grand Canyon Village is a zoo of tourists and RVs. Once again, the skies were black, but we got to our motel just in time. There is a free bus that takes you on West Rim Drive. You can't bike it, as it is closed to bicycles and cars. Our weather was better the next morning, so we took the bus and did a small hike before leaving for Flagstaff.

The route is mostly downhill, rolling to Valle from Grand Canyon Village. We turned at Valle and headed uphill on Route 180, with our constant companions (black clouds) gathering behind us. We made it past the two mile long 8% grade to Kendrick Park before the rain, hail, and fierce wind hit again. Fortunately we waited it out at a convenience store (which we were glad to see), then headed out around Mount Humphreys to Flagstaff.

Flagstaff was a shock--we had not seen much traffic or any stop lights in three weeks. Our car was there, fortunately, and we ended our trip with a drive through beautiful Sedona to Phoenix. Joan and Jay were met by another brother-in-law. They went on to San Diego and then home, while we drove back to WA. Thus was the end of our most strenuous and one of the more scenic bike tours we had taken--one we would highly recommend to anyone who wants to see our beautiful parks the best way, by bicycle.

Susan Maasch
Vince Sikorski

P.S. I would like to add one more comment concerning brakes & tandems. We rode a Lippy tandem with Deore XT front and Suntour SE cantilevers rear. We took 12% downgrades fully loaded and never felt the need for a drum brake. You just have to be conscious of how you are using your brakes. I never "ride the brakes", but let it rip on the straightaways, brake hard before each corner, and if I feel I have to check my speed, I alternate front and rear brakes for short periods. I think that anyone who says, "you need a drum brake for touring" is flat wrong. I believe our ride through Utah proved this, at least to us. The issue is whether the convenience of a drum for checking speed on long descents is worth the couple of extra pounds (brake, cable and extra lever) you have to haul up several thousand feet each day and the inconvenience the drum

brake adds to changing a rear flat. My vote is for keeping it light and simple.

Vince Sikorski



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TANDEM CALENDAR, 1992 (and beyond)

September 4-7, 1992. **Putting on the RITZ (Ride Iowa's Tandem Zone) at the Midwest Tandem Rally '92.** Des Moines, IA. For more information, write or call the Des Moines Action Center, City Hall, 400 East First, Des Moines, IA 50310. Ph: (515)-283-4500.

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

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

September 5-7, 1992. **Cape Breton Cabot Trail Camping Tour** Atlantic Canada Cycling Festival. P.O. Box 1555, Station M., Halifax, NS Canada B3J 2Y3. Ph: (902)-469-1253

September 7, 1992. **107th Annual Labor Day Tandem Rally and Rathdrum Lion's Club Pancake Feed.** 9:00 a.m. from East Valley HS, 15711 East Wellesley, Spokane, WA. SASE to Ian Ledlin, 106 NW 24th, Spokane, WA 99203, ph: (509)-747-4352 evenings.

September 13, 1992. **GREAT Society Progressive Dinner** TBA. Rochester, NY. 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.

September 20, 1992. **Twin Cities Tandems Scott County (MN) and Prior Lake Ride.** Hosted by Larry & Joyce Nickelson and Jeff & Shari Roberts. For more information, contact Lynn Pagliarini, 431 Fontaine Court, Woodbury, MN 55125-1440. Ph: (612)-735-5102.

September 20, 1992. **Bay Area Roaming Tandem (BART) Point Tiburon Loop.** A rolling ride with easy

grades. 20 miles. Meet 10:00 a.m. at Denny's at Tamalpais Drive & 101 in Corte Madera, CA. Leisurely pace. Food available in Tiburon. Contact John & Sandy at (415)-728-7801 before 8:00 p.m. PDT, please.

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 BARTI-FACTS award. Raffles. Register by September 1, 1992. SASE to Terri Gorman, BART, PO Box 2176, Los Gatos, CA 95031. Ph: (408)-356-7443 evenings.

October 4, 1992. **Twin Cities Tandems Eighth Annual Chili Ride** from Woodbury, MN (near Minneapolis, MN). Hosted by TCTC'ers Chris and Rachel Gilchrist. For more information, contact Lynn Pagliarini, 431 Fontaine Court, Woodbury, MN 55125-1440. Ph: (612)-735-5102.

October 4-9, 1992. **Southern Tandem Rally PreTour II.** Knoxville, TN. Jack & Susan Goertz' pretour is full, but Gary & Irene Sanderson have agreed to lead a second tour (hotel-based, but no sag -- unless someone will volunteer) before the Southern Tandem Rally. For more information, call Gary & Irene Sanderson, (414)-964-5026 or send an SASE to Gary & Irene Sanderson, 5005 North Palisades Road, Milwaukee, WI 53217. Hurry! The first pretour filled up fast!

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! It's filling fast, so send your SASE to Ken & Vicki Adams, 244 West Main Street, Dandridge, TN 37725 now! Registration deadline is August 8, 1992.

October 11, 1992. **The Apple Dumpling Gang (St. Charles, MO) Golden Eagle Ferry Boat Tour.** Cross both the Mississippi and Illinois Rivers 4 times. The Golden Eagle Ferry is the last sternwheeler ferry boat still running the Mississippi River. 50 miles of tandeming to Pere Marquette State Park. Ride starts at 9:00 a.m. from the Old Town City Park, St. Peter, MO. For more info, call (314)-928-7109



October 18, 1992. **Bay Area Roaming Tandems (BART) Rio Vista to Locke/Walnut Grove.** Mostly flat, 45-mile ride at a brisk pace. Meet downtown Rio Vista, CA, on Main Street, 10:00 a.m. Tour the Delta Islands, including ferry crossings and bridges. Food available in Walnut Grove and Locke. Contact John & Sandy at (415)-728-7801 before 8:00 p.m. PDT, please.

November 6-8, 1992. **Third Annual Baltimore Bicycling Club/Potomac Pedalers' Chincoteague, VA Weekend.** Join the C.R.A.B.S. (Couples Riding A Bicycle Simultaneously and other tandems (and singles, too) for three fun-filled days. In 1991, over 50 tandem teams were there! 5-100 mile rides over flat to rolling terrain, riding on lightly traveled country roads. Helmets required. Fee is \$27.00/person (that's \$54/tandem), which pays for maps, party, ice cream, buffet dinner, dance, and beverages, and snacks. Lodging is extra. For information and applications, send a SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. (410)-484-0306 (home) or (410)-444-6153 (office).

November 22, 1992. **Bay Area Roaming Tandems (BART) Half Moon Bay to LaHonda (CA).** Rolling hills with moderate grades. 40 miles of great tandem riding! 10:00 a.m. meeting at the Bicyclery, Main Street in Half Moon Bay, CA. Ride south on Highway 1, then east to LaHonda. Food available in LaHonda, San Gregorio, and Half Moon Bay. Contact John & Sandy at (415)-728-7801 before 8:00 p.m. PDT, please.

December 20, 1992. **Bay Area Roaming Tandems (BART) Pre-Christmas Cruise.** 10:00 a.m. leaving time. Rolling terrain, with easy grades. 10 to 15mph pace for 30 miles (total). Bring your Santa and meet at 280/92 Canada Road (this is somewhere in the Bay area). Leisurely ride along Canada Road to Woodside for snacks, then an easy ride back. Contact John & Sandy at (415)-728-7801 before 8:00 p.m. PDT, please.

Last weekend in June, 1993. **TANDEM WILLIAMSBURG.** 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 will be published in DoubleTalk as it becomes available.

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

TANDEM RACES -- 1992

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

October 11, 1992. Morgan Hill, CA. Eighth Annual Columbus Day Biathlon and Country Brunch. Special Tandem Team Division and Family Division this year. Pre-registrations must be postmarked by September 28, 1992, but same day registrations allowed. For applications and more information, contact South Valley Tri- Sports, P.O. Box 1927, Morgan Hill, CA 95038. Phone: (408)-778- 1782, (408)-778-6246, or (408)-779-2054



CLASSIFIEDS

FOR SALE: Burley Duet and Burley Samba, both 20.5 x 18. Carefully maintained and in good used condition with rear racks, bottle cages. Family needs and interests changing, alas. \$850 each, plus shipping costs. Will deliver within 500 miles of Reno, NV. Call or write for photos and more details. Steve Tchudi, 3735 Gibraltar Drive, Reno, NV 89509. (702)-829-7195 09/92

FOR SALE: Burely Duet, 20.5 x 18.5. Blue. Very good condition. \$1200. Includes indexed bar-cons, stoker pegs, and drum brake w/quick release. Tom Foster, 40 Raphael Rd, Hickessin, DE 19707 ph: (302)-239-1751 09/92

FOR SALE: Nobilette Triple Frame, 26x22x20. Red, Yellow, Green fade paint. Call Mark for more details @(313)-769-1115 09/92

FOR SALE: Gitane tandem frame & fork. Men's/Mixte 23x21. Turquoise paint in fair condition. 12-speed with cotted steel cranks. 36-spoke wheels with rear Atom drum brake, Q/R front wheel, Wolber M58 rims/new tubes and Kevlar belted tires. Avocet touring saddle front/ladies Vetta Gel saddle rear. Asking \$500.00 or best offer. Chris Merz, 7301 Dorsett Avenue, St. Louis, MO 63130 (314)-862-8894 09/92

FOR SALE: 1990 Burley Rock'N'Roll tandem, 20x18, red. Arai Drum Brake, adjustable stoker stem, 4 water bottle cages, Specialized Gel Seats. Excellent condition. Asking \$1200. Contact Bob & Donna Lian, 58 Sherwood Lane, Westampton, NJ 08060. Phone: (609)-261-5911 or (609)-727-6080 09/92

FOR SALE: '92 Miyata Duplicross. 18x16. Purchased new in May, 1992. 26" x 1.5 Street Tires. ATB Bars w/Onza bar-ends. 3 bottle cages. Adjustable Stoker Stem. Asking \$875.00. L. F. Sosa, P.O. Box 8467, New Orleans, LA 70182-8467. Phone: (504)-244-8383. 09/92

FOR SALE: 1989 Burley Duet Tandem. 20.5x18.5. Blue. Very Good Condition. Asking \$1200. Equipped with Indexed bar-cons, stoker rests, and optional drum brake w/quick release. Interested? Call Tom Foster, Hockessin, DE, (302)-239-1751 11/92

FOR SALE: Santana Elan, 21x19. Blue with all the extras. Computer, Look pedals, rack, rack-pack, etcetera,

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most new. Also Nitto stoker stem. fits 27.2 seatpost and 25.4 handlebar. 11 cm ctr to ctr. Clear satin finish. New, never used. Asking \$20.00. Ted Goodwin, 961 NW 45th St., Apt#7, Pompano Beach, FL 33064 (305)-781-9111 09/92

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WANTED: Nice road tandem for 5' 7" captain and 6' 0" stoker. Please call or write with details. Evan & Suzi Jones, 216 Ashland, River Forest, IL 60305 09/92

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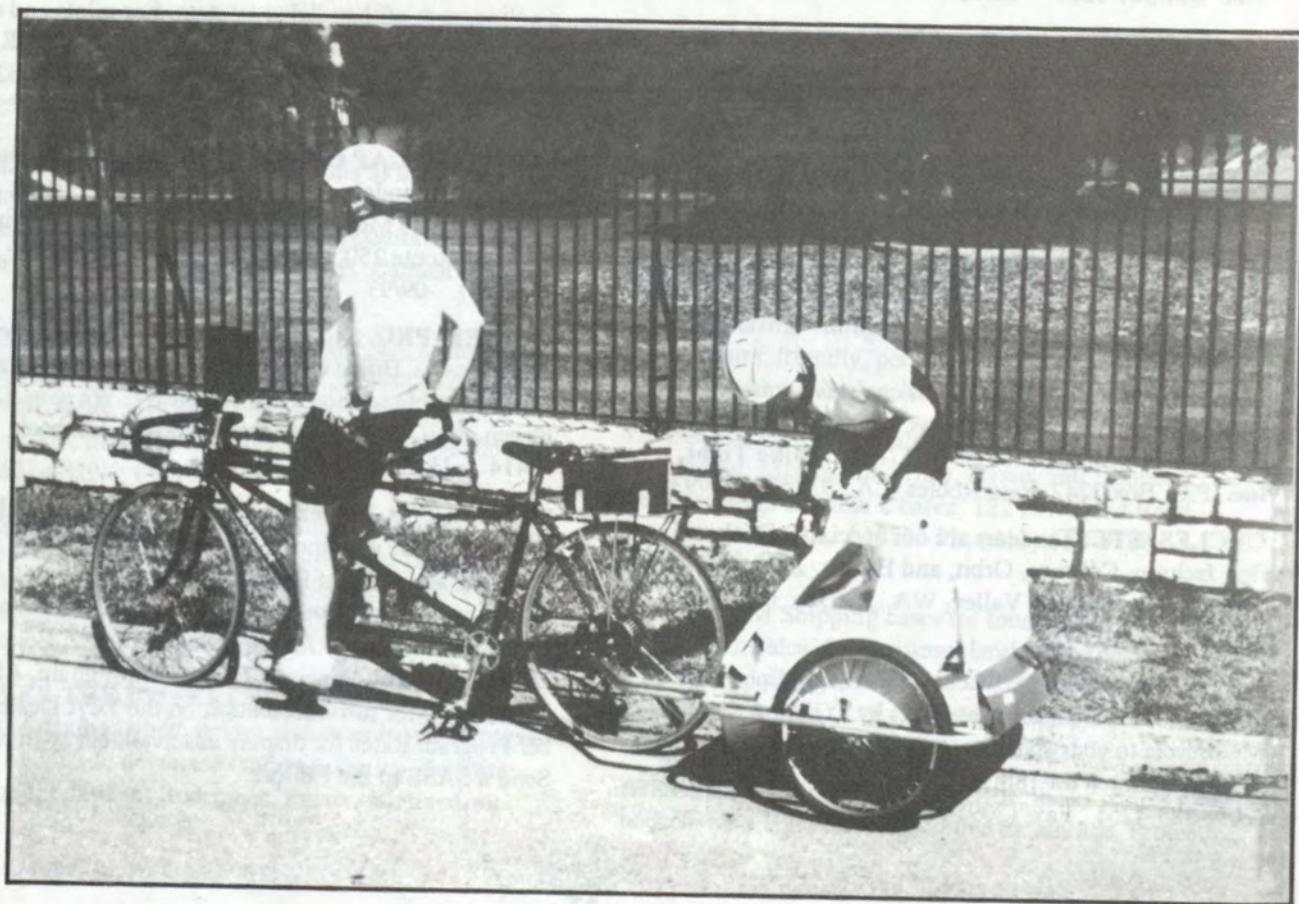
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