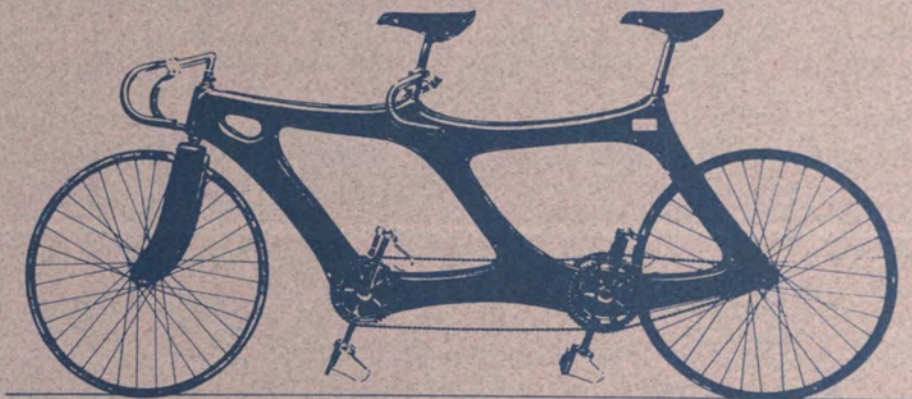


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
**DOUBLETALK**



JULY - AUGUST  
1993

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

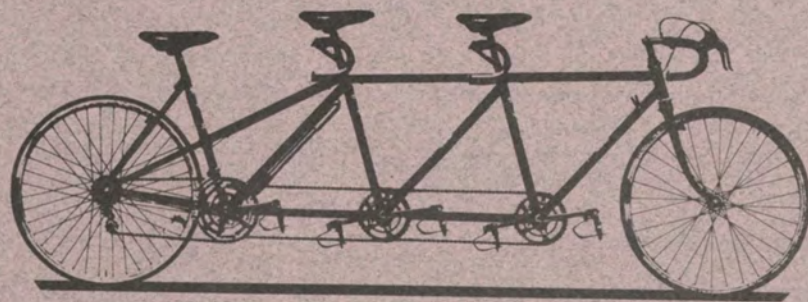
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Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430

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# DOUBLETALK

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# DEADLINE FOR THE SEPTEMBER- OCTOBER, 1993, ISSUE OF DOUBLETALK IS AUGUST 1, 1993.

## FROM THE EDITORS

Greetings from deep in the Heart of Dixie. A lot has transpired since our last issue.

First, we hosted our fourth Alabama Tandem Rally in nearby Anniston. Maybe we should call it something other than the Alabama Tandem Rally, as cyclists from all over the east converged at the Mid-Town Inn (Luxury accommodations they weren't, but the rooms were affordable). Many tandem couples learned that there is a place in Alabama where you could enjoy a bit of Africa from your shade tree. Did you see the zebras and the giraffes run by? Boy, are those ostriches really that tall?

Then, on the last weekend in April/first of May, I (Jack) was invited to speak at the Police on Bikes conference in Ft. Lauderdale. I'm not sure how interested the police really were to learn about tandems, but I had a lot of fun, and I learned a lot from the seminars I attended.

Two weeks later, I was in Columbus, OH, where I rode my sixth (and final?) TOSRV. This year, the Columbus AYH managed to get the weather right, and I had two days of excellent tandeming with my 9-year-old "borrowed" stoker, Sara Clark of Cincinnati. Sara was a great stoker, and we had a good time on our ride to Portsmouth and back. Many thanks to a terrific young stoker - I couldn't have had a much better time. Maybe can ride together again sometime, Sara. Thanks!

And finally, late in May, we attended our first Northwest Tandem Rally. We learned it really does rain almost everyday in the Pacific Northwest. We also learned that our rain gear was not up to the deluge we rode through on Monday. Still, we had a blast, especially meet-

ing all those TCA members from the west coast. We saw a lot of brands tandems that we don't see too often east of the Mississippi, including a "Bike Friday" folding tandem. This prototype, built by the same folks who designed the original Burley tandems, was one neat piece of work. Maybe Hans & Alan Scholz will go into production with this foldable bike? For under \$1500?

In going through the mail this month, we came across a press release from Trek Bicycle Corporation. If you hadn't heard, Trek is now the owner of the Fisher Mountain Bike Company. No word yet whether the Fisher Gemini Tandem will remain a viable product in the lineup.

We just got word that Bicycle Guide magazine's July issue is devoting a number of pages to tandems. Look for it on your newstand soon, or in your mailbox.

We're be around and about these next two months. Look for us at the Eastern Tandem Rally, at the LAW National Rally, and at GEAR-New York. We'll be riding tandems and giving workshops, of course.

See you on the road.





# LETTERS TO DOUBLETALK

Dear Tandemists,

Please remember to send a copy of your response to DoubleTalk so we can share the information.

Thanks!

The Editors

\*\*\*\*\*

Dear DoubleTalk,

Our tandem was stolen from our garage. It is a Santana Arriva XC (ATT) Black with white letters, red accessories, serial number X040. If any one has seen it please contact us.

Dick & Adele Hoyt  
2100 W Palmyra #50  
Orange, CA 92668  
(714) 978-3340

\*\*\*\*\*

Dear DoubleTalk

For inquiring minds concerning the illustration on the back cover of DoubleTalk.

- Yes, that is really my profile, I am determined to do something about it this year.

- Karolyn's helmet is on the rear rack. We are "Not Riding". We are just enjoying the sunset at the LaGrand.

- Karolyn always takes Mozart along with us when we ride. He is my greatest rival.

Steve Reker  
TCA Graphics Designer  
St. Charles, MO

\*\*\*\*\*

Dear DoubleTalk,

This is my 2nd attempt to join the TCA. My first letter was not forwarded by our trusty US Post Office. Of course, I was working from the

July 1990 'Bicycling' magazine, but Jack Goertz was kind enough to pass on your new address. Enclosed are my dues for 1993. Jack said they were still \$10.



My wife and I are new to tandeming, but as in most instances, I have considerable mileage on a single while she does not ride as much. We found a nice older Atala (1975 vintage) that has been in a garage for several years. I upgraded the wheelset to 12 speed index shifting, put on aero brake levers and high performance shoes on the brakes, but everything else was in good working order. We are now adjusting to the new riding style, and haven't crashed yet. We may survive this adventure after all.

We hope to make it to a few tandem rallies, especially after spending a small fortune on a Yakima roof rack and tandem carrier. We live just over an hour from Orlando, so the annual bicycle rally at Mt Dora, Florida is a 'must go' for next fall. The only fault I find with the big bike is that it has steel synchro rings and crankset. They have to go!

We're looking forward to meeting more tandem riders. My club has a half dozen or so, and we will soon be able to stay up with most of them on the longer rides. We feel that the tandem rallies will really be a hoot, though! We are eagerly awaiting the first newsletter..

Bill & Gloria Lynn  
MacDill AFB, FL

\*\*\*\*\*





Dear DoubleTalk,

We are new tandem riders and owe our interest in the bike to a copy of DoubleTalk which our mail carrier (mistakenly?) put in our mail box! We had toyed with the idea of a tandem a couple of years back and had ridden one for about 5 minutes at a local bike shop, but were still planning to take our single bikes on an upcoming 2 month tour in Europe. After reading the letters from overseas we got the bug and started shopping. Our new Santana Visa is the result.

If any one has any information or names for tandem clubs in England or France we would appreciate the info. We're trying to network with riders while we're there on our tour.

Karle & Scott Fitzwater  
3553 NE Hancock St  
Portland, OR 97212

\*\*\*\*\*

Dear DoubleTalk,

We are expecting our first child in early July and have been trailer shopping. We have the following questions:

1) Which trailers seem to be the best for pulling behind a tandem? Which offer quality construction and easy assembly and dis-assembly?

2) Could any one who has successfully and safely carried an infant in the trailer please tell us the best approach. We know that an infant's neck cannot support their head, let alone a helmet on their head. (We will also be consulting with our pediatrician.)

Michael & Lesley Butler  
165 E Morrill Ave  
Columbus, OH 43207

\*\*\*\*\*

Dear DoubleTalk,

For the last 14 years we have been going to a family reunion at Lake Geneva, Wisconsin. For the last several years my older boys have been requesting that we ride our bikes to the reunion. For reference, Lake Geneva is about 100 miles from our house in River Forest, IL. River Forest is about 10 miles west of Chicago. Well, it looks like 1993 will be the year we give it a try. Having never biked to Lake Geneva, I have no idea what route would be appropriate. I would sure appreciate any routing ideas DoubleTalk readers may have. Maybe someone out there in readership land has already found a great route from here to there and would be willing to share it with me.

Evan Jones,  
216 Ashland  
River Forest, IL 60305  
(708)-771-5966



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Dear DoubleTalk,

We want to share our enjoyment of our new bike. We are planning several "Tandem" vacations this year. The Southwest Tandem Rally, the West Coast Tandem Rally and RAGBRAI (we went last year). And, possibly a San Francisco-to-San Diego tour if we can fit that into our schedule this June. We put 3600 miles on the bike in our first twelve months and we are heading towards that number again for this next year.

We are married, just this last year. We did buy the tandem (a Santana Arriva) and rode it for 11 months prior to getting married. Sandy and I are from different backgrounds. I have enjoyed cycling for years, but Sandy was more into videos and she was not really interested in strenuous activities. Until we met. I now prefer to ride the tandem. I have but 400 miles on my single bike since the tandem purchase, and Sandy never refuses to go on a ride, although sometimes I do have to compromise on the distance. Having never ridden much on her own, Sandy prefers the Rear Admiral position over riding a single bike. She enjoys the club rides (as long as I don't try to keep up with the hot rods) and the credit card type tours.

Leonard & Sandy Driver  
Anaheim, CA

\*\*\*\*\*

Dear DoubleTalk,

Thank you for publishing Frances' article. On other matters, we are doing well, albeit tandemless, and are looking forward to spending several more years here in Nepal. We just met a nice couple who were tandeming through South Asia on their Ibis. Made us quite jealous. We would be happy to put up other tandemists at our house for a night or two here in Kathmandu (hot shower, good food) as long as they could give us some advance warning. We don't have our own phone yet but messages can be left at 415560 or Frances can be faxed at 977-1-418897. (Call your local long distance carrier to find the correct international dialing codes). We

would be happy to steer people toward some of the interesting spots in the area.

Dennis Pontius and Frances Wang  
PO Box 3059  
Kathmandu, Nepal

\*\*\*\*\*

Dear DoubleTalk,

The steering committee for the Midwest Tandem Rally 92 would like to present the Tandem Club of America \$500 in appreciation of your advocacy for tandem cycling. Without your support, the Midwest Tandem Rally would not have the great success it currently enjoys. Thank you for your continued efforts

Lorraine Lawler  
MTR Steering committee chair

**Treasurer:** Thank you and the Midwest Tandem Rally '92 Steering Committee for your contribution of \$500. to the TCA. We will place it in the membership fund to assist in covering the expenses for DoubleTalk.

I was very pleasantly surprised when I opened your letter and saw the check. It personally gave me a great deal of satisfaction to think that a group of tandemists whom I've never met think enough of the TCA and DoubleTalk to offer a donation like this. While folks often take the time to thank us on their renewal notices, receiving your note and contribution really reminded me that people like and use DoubleTalk, and that is has been a positive influence on the sport. It goes a long way to thanking all the individuals who volunteer their time and energy to work on the TCA.

**Editor:** For those who've never met Malcolm and Judy, you'll never meet two individuals who put more into tandeming. Malcolm and Judy process all your checks, enter your names in the computer, and receive little or no credit for the work they do. And they've been the inspiration that's kept the TCA going since the beginning, keeping the faith even in the TCA's darkest days.





\*\*\*\*\*

Dear DoubleTalk,

I want to let TCA members know that the Cateye Mity 2 cyclo-computer has mounting hardware that allows easy mounting to a tandem.

My wife and I recently bought a Santana tandem, and I have been busy equipping it with all the necessary accessories. I was not interested in a computer with cadence and I didn't want to route wires all over the bike, so I concentrated on a computer with a fork mounted sensor. But the fork on the tandem is BIG! - about an inch in diameter. A quick look at our conventional bikes indicated that the normal sensor and its integral band was not going to be big enough. Enter the Mity 2. The Mity 2 has a separate sensor that mounts to one of three supplied bands. The middle sized band has a diameter of about 0.7 inches and the largest band has a diameter greater than one inch. I had to use the largest band with a rubber ring under it. It fits real well.

Stuart & Jeanie Coulter  
Jasper, TN



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### TCA Hospitality Homes Update

I want to thank everyone who has volunteered to be a TCA Hospitality Host.

In response to questions I have received:

Who may use the list?

The list is for TCA members, to be used by TCA members. A good check might be the use of the TCA membership number (located on DoubleTalk mailing label)

For example, let's say someone calls to arrange an evening's stay. You might ask for their TCA membership number, which you can then verify against the TCA membership list

Do we have to let any riders into our home?

No, you have full control of the situation. First of all riders should not arrive unannounced, in others words, there should be no surprises.

Here's how the system may work, and I will use my own experience.

Last year I decided to ride to the Midwest Tandem rally, a distance of 600 miles. Bicycle route maps were easy to come by in Wisconsin but did not exist for Iowa. So I wrote several TCA members asking for bicycle friendly routing, which I received along with offers to spend a night at their homes. All my correspondence took place months before the trip. A week before I started my journey I confirmed the dates with my Hosts by letter and followed up with a telephone call the evening before my arrival. As things worked out my wife's vacation dates fell through so I rode to the MTR myself where Marilyn, Rear Admiral, joined me. It was a good experience, the folks I met were great, we all enjoyed talking tandem.

If you wish to use this list, send me as SASE along with the states you will be traveling through. Since this project was just started the list is small, but growing.

As a TCA Hospitality Home you will open your home to touring TCA members. A Hospi-





tality Host will provide either tent space or bedroom, showers and perhaps use of the laundry for the touring tandemist.

To date we have volunteers from the following states. If you are not a volunteer, and you would like to be, fill out the form to the right and mail it to me, Tom Thalmann.

States with volunteer hospitality homes:

Alabama	1
Arizona	1
California	9
Colorado	1
Connecticut	2
Florida	2
Iowa	6
Illinois	3
Indiana	5
Kansas	1
Mass	2
Maryland	5
Michigan	3
Minnesota	2
Montana	1
North Carolina	1
North Dakota	1
Nebraska	1
New Hampshire	2
New Jersey	3
New York	2
Ohio	2
Oregon	2
Pennsylvania	3
Texas	1
Virginia	1
Washington	1
Wisconsin	5
<b>Total homes</b>	<b>68</b>

**HOSPITALITY HOME VOLUNTEER**

STATE: \_\_\_\_\_ City: \_\_\_\_\_

First Name: \_\_\_\_\_

Last Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Country: \_\_\_\_\_

Zip/Postal Code: \_\_\_\_\_

Evening Telephone: \_\_\_\_\_

Daytime Telephone: \_\_\_\_\_

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Tentsite: \_\_\_\_\_

Shower: \_\_\_\_\_


Laundry: \_\_\_\_\_

Clip or copy and mail to:

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

\*\*\*\*\*

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## THE FASTER TANDEM

Why are tandems slower than single bikes going uphill? Superficially, it seems reasonable that since the power to weight ratio is unchanged relative to a single bike, tandems should climb faster than singles. On gentle slopes tandems would enjoy their customary aerodynamic advantage, and would be just as fast as a single on steeper slopes.

In practice, most tandems climb steep hills slower than most single bikes. So triple cranksets are common on road tandems that aren't intended for loaded touring. Some authors have speculated that tandem captains and stokers aren't perfectly coordinated, and that this lack of coordination leads to a power loss that is not countered by the aerodynamic advantage tandems enjoy on flat ground.

It's unlikely this explanation is correct for all tandem crews. Some tandem teams have thousands of hours of experience together on the same tandem, and they still climb relatively slowly. Certainly pedalling together isn't as difficult as dancing together. Lack of coordination of experienced cyclists who are new to tandems seems unlikely and irrelevant as an explanation for poor tandem climbing because pedalling form does not become less efficient in the presence of additional legs working the same chain, and because efficient stroke timing is derived from crank position, not from careful monitoring of the captain's form. A few observations clearly show that the problem is the tandem, not the crew.

Horsepower is defined as torque times rpm. The same amount of power can be produced by different combinations of torque and rpm. We've all seen cyclists of equal size travelling side by side at the same speed in different gears. The cyclist turning the higher cadence is producing less torque. More power is required to climb than to travel at the same speed on flat ground. The tandem is subject to considerably higher torque loads when climbing. Not all of this torque finds its way to the rear wheel.

Pull out your carefully preserved, but thoroughly dog-eared, copies of old cycling magazines and look through them until you've found some pictures of tandems climbing hills with the captain and stoker standing. For most of us, the difference between standing and sitting is about twenty rpm, with standing rpms being lower. Average torque is higher for the same speed at lower crank rpm's. Peak torque is higher because the standing, low rpm pedal stroke isn't as smooth as seated, high rpm spinning. The crew is producing a lot more torque to climb at the same speed. This is clear even if you look only at the tandem. The timing chain often has slack between the bottoms of the timing chainrings.

Where does the slack come from? We know that the phenomenon involves an elastic component, because the slack disappears when the high-torque load is removed. Elastic chain stretch alone is not sufficient to account for the observed slack.

The cause is lateral frame flex. The captain is winding chain around the front chainring and winching the bottom brackets closer together. The entire frame is flexing to the left (for a crossover tandem crankset with the timing chain on the left side of the bike), between the bottom brackets. The torque used to flex the frame never gets to the rear wheel.

There are those who claim that frame flex is not bad. A lot of these same people are also in the business of selling relatively non-rigid frames. Try this thought experiment and see what results you get. Imagine you have placed a long, slightly flexible lever so that one end is wedged under a large boulder and that a fulcrum is near the boulder. Now imagine a person jumping up and down on the other end of the lever. The lever flexes, and the boulder never moves. But if additional effort is applied, the lever will flex until it snaps or until the boulder moves upward, because the effort required to move the boulder is lower than that required to





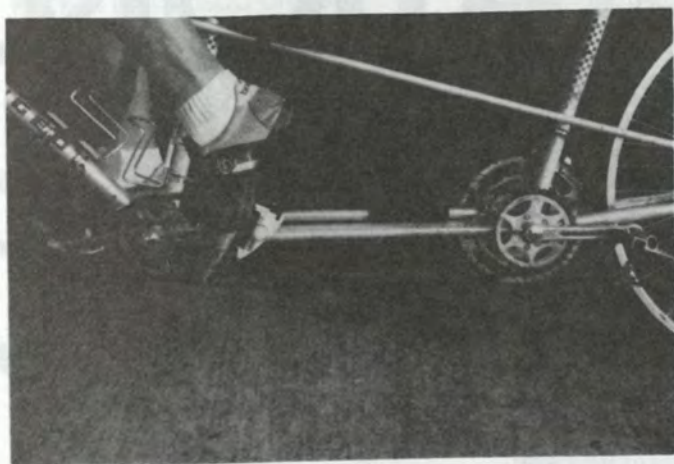
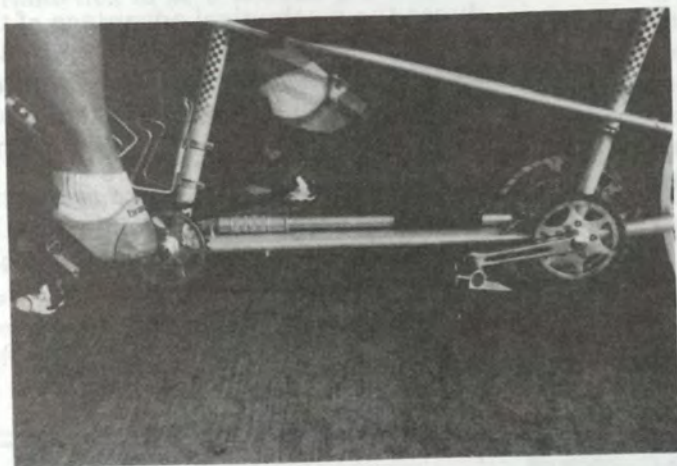
further flex the lever. That's what happens on bicycles. The frame flexes during the most powerful part of the stroke, and straightens during the weakest part of the stroke. This effectively shortens the power stroke, because some leg travel is used up while the frame flexes until the drivetrain load is lower than the effort required to further flex the frame. Just as the boulder never moves, the rear wheel never receives any of the energy used to flex the frame.

Usually the equipment is intended to perform well only if used in a strictly defined manner, with a considerable decline in performance outside that narrow range. For example, atlatls are the levers used by primitive hunters to launch spears. Recently it has been found that in order to impart maximum velocity to the spear, it is necessary to tune the atlatl so that the frequency at which it vibrates is a precise match to the weight of the spear and the effort of the

hunter. Prior to this discovery, archeologists were occupied with two vexing problems: poor atlatl performance and the presence of carved stone weights at burial sites that apparently had previously been tied to something. The stone weights were used to optimize atlatl performance by varying the location at which they were tied to the atlatl. Best performance was obtained by tuning the atlatl so that it would flex at the beginning of the throw, storing energy that would be recovered at the end of the stroke when the atlatl rebounded from maximum deflection.

Bicycles currently cannot be marketed to take advantage of resonant frequency behavior because of the broad crank rpm range over which they are expected to perform efficiently. Rpm's typically range from 60 climbing uphill to 145 or more downhill with standard free-wheels, derailleurs, and chain-rings. A continuously variable transmission would be required to keep cadence constant. CVT's have been developed, raced, and sold on consumer automobiles, but weight considerations have kept them from penetrating the

bicycle marketplace. Since we can't tune for a particular frequency (rpm), the best thing to do



*Chain Slack*

Some sporting equipment does indeed perform better because it was designed to flex.



**T****A****N**

is to build a reasonably light, stiff frame that will perform well across a broad range.

Tandems are particularly susceptible to lateral frame flex between the captain's and stoker's bottom brackets. The stoker's position is nearly identical to a single bike, and the rear end is well triangulated to resist lateral flex or compression. Chain windup is not thought to be a problem on single bikes, although the curved chainstays on some brands would appear to be particularly susceptible. It's also hard to detect, because the rear derailleur will absorb any slack. It would be interesting to see if a track sprinter could produce chain slack with a full power start and fat, sticky tires on a track bike. But on direct lateral frames, and indeed on any two dimensional frame, the application of loads from outside the plane of the frame will tend to produce lateral frame flex.

I know this article comes too late for many people. You've already bought your tandem, and anyway, frame flex test results for many tandems are not available, so you can't buy the best one because there's no way to tell which one is best. But you can make your tandem go

faster uphill. In no particular order of effectiveness, you can:

1) Put the weaker rider in front. You'll lose less of your total power because the weaker rider won't be strong enough to flex the frame as much, and the percentage loss from the weaker rider is a smaller portion of total power. This might not be a successful strategy at higher speeds, because it's generally thought that putting the smaller rider in back minimizes the drag coefficient.

2) Use bigger timing chainrings. This reduces the mechanical advantage of the crankarms. The crankarm acts as a lever, the bottom bracket as a fulcrum, and the radius of the chainring as a lever.

3) Reduce Q on the timing side of the crossover crankset as much as possible. Q is a measurement of the offset -- how far from the frame/point of rotation -- the crank is. The frame flexes laterally because the chain pulls

# INNOVATION.







from a position that is not on the centerline of the frame. Moving the chain toward the center of the tandem (and thus reducing the Q) reduces the chain's leverage. I've seen one photograph of a turn-of-the-century, four-person tandem that did have the timing chain on the centerline of the tandem. The chainrings were centered on the bottom bracket spindles, with bearings on either side. The crankarms were outboard of the bearings. The final drive chainring was in the usual location. The thought and effort put into minimizing that problem is a clear indication that early designers considered lateral frame flex to be a serious problem.

4) Keep your cadence high. Since power is torque times rpm, high rpm will keep torque, the component of power that flexes the frame, to a minimum.

5) Lose that extra weight you're carrying around. If the bike and the rider(s) are lighter, less energy is required to get up the hill and less energy will be lost to frame flex. You will gain more than just the increase in speed due to weight loss.

An understanding of tandem lateral frame flex has consequences for single bike design. On a single bike most of the frame flex due to high-torque loads is lateral. The down tube twists and flexes as the seat tube and the bottom bracket move from side to side. It seems likely that frame flex between the bottom bracket and the rear hub is not significant because of the short tube lengths and the three dimensional bracing. But a half inch of bottom bracket deflection away from center points the rear wheel about 2 degrees away from the direction of travel. This has to be compensated for by the cyclist, and a frame of equal weight, frontal area, and drag coefficient that didn't flex would certainly be faster. So even cyclists who only ride single bikes can benefit from a careful study of frame flex issues involved in (primarily) tandem bikes -- just remember, stiffer frames are faster frames.

Scott Sutton  
Grand Prairie, TX

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## ALLSOP EQUALS STOKER COMFORT

I've wondered how comfortable those awkward looking Allsop SoftRide System (SRS) composite beams can be.

Well, I now know why those folks are usually smiling! I've pedaled over 250 miles test riding a '93 Burley Rock 'n Roll tandem, specifically built with a powercurve frame to accommodate the Allsop SRS suspension system.

It takes more than just a quickie trip around the parking lot to appreciate the merits of this setup. We rode the SRS equipped Rock 'n Roll on our daily rides, and we also picked out some rough and hilly roads, like Rattlesnake Pass north of Tucson. We even experimented with different pedaling cadences.

Keeping our pedaling cadence blow 84 rpm on smooth roads, there was no noticeable bouncing effect on the composite beam. At 84 rpm and slightly over, there was some bouncing, but I felt it did not interfere with my pedaling efficiency. However, at 94 rpm and up the up and down motion was quite pronounced and I felt less efficient and even uncomfortable. A quick upshift by the captain would bring things back down to normal immediately.

When hitting a bump, or series of bumps, there is a quick bounce for each bump, but absolutely no jarring effect as on a seatpost equipped stoker seat.

The drawbacks to the SRS system are mostly minor, but should be noted. The installation of the composite beam increases the top tube standover room by a minimum of two inches, so a smaller frame than is otherwise normal would be necessary for proper fit. Let's face it, most of us stokers like to get their feet down on the ground quickly in case of a panic stop, and hitting the crotch on a beam, composite or not, is painful.

Seat height adjustment on the SRS is limited to about 3 1/2 inches, compared to up to 8 inches on a long seatpost equipped tandem.

With the Allsop, I also tried standing, while pedaling. The beam's springiness made that option rather difficult. As I stood up, the now unweighted composite beam flexed up about 1 3/4 inches and now my crotch hit the saddle ever so lightly with each pedal downstroke, which was rather awkward.

Aside from the great rider comfort, especially over bad roads, there was another advantage to the long composite beam; back and forward saddle adjustment on the beam was greatly increased, to about six inches, plus there was still the saddle adjustment on the saddle rails themselves. This is a big plus for forward riding triathlete style or for off-roaders who prefer to sit further back over the rear wheel.

Another minor irritation, in my case, was that the nose of the saddle could not be tweaked off dead center as on a seatpost mounted saddle. Like some stokers, I've got the habit of peeking over the captain's shoulder occasionally, so I tend to lean to the left a bit to get a view of what's up ahead. A bad habit, but I've seen more than one stoker do the same! So my seatpost mounted saddle on our Colian tandem is just a tad off dead center; something you cannot do with the saddle on a composite beam. Consequently, on the Burley Allsop-equipped tandem I developed a little red mark on the upper inner right thigh on a fifty mile ride from my occasional peeking over the captain's left shoulder. A minor point, for sure, but I would be amiss if I did not mention it.

The composite beam, especially at higher rpms, absorbs some of the stoker's pedaling energy and may be a bit less efficient in pedal power output.

My personal recommendation is that if you are a spinner or a tandem team who is interested in maximum pedaling efficiency, then the Allsop may not be for you.





If, on the other hand, you are interested in the ultimate stoker riding comfort on daily rides, centuries or tours, then I would highly recommend this stoker suspension system as there is now way to transfer road shock through a non-existent seat tube or seatpost. That must be why

those Allsop riders are usually all smiles after a long ride! With over 130,000 miles of stoker experience, the Allsop SRS provided me the most comfortable miles I've ever ridden on a tandem.

Kay Van Renterghem  
Tucson, AZ

## ALLSOP SOFT RIDE BEAM

**(SUMMARY:** The opinion of a veteran stoker with some 35,000 miles of experience is that her new Allsop seat support is "wonderful." The installation, advantages and disadvantage of the shock absorbing seat support are discussed.)

Over the 18 years I have ridden a tandem, one of the most recurrent topics of interest has been that of stoker comfort. The pages of the TCA bulletin have seen frequent discussions of the best seat to use. This is another discussion of a potential solution to this problem.

The Allsop is a composite recurved fiberglass shaft or beam that attaches to the front of the top tube. The seat is attached to the beam at its unsupported end allowing damping of vibration and road shocks to the seated rider. Small diameter strut tubes (for retrofit applications) transfer part of the load from the top tube to the down tube.

It was several years ago when I first heard of the Allsop beam. It was mainly being used by the mountain bike riders but an application to tandems seemed natural. My interest was diminished by the cost and my conservative nature regarding "unproved" ideas that seldom last long on the market. However I began to see other ultramarathon riders, including Lon and Susan Haldeman using the beam on single road bikes and tandems. Next it showed up on production models by Burley tandem and on expensive custom frames of builders like Gordon Borthwick.

I also became further sensitized to the problems stokers suffer after Becky rode the 750

miles of PBP. While she stoically accepted the bruising and injuries that resulted from the three 20+ hour days we spent in the saddle, the "damage" seemed excessive to me. The 1992 Mid West Tandem Rally gave me a chance to discuss the use of the soft ride system with some long term users. It also provided an an opportunity to ride it myself.

After this experience I decided to part with the money (the cost is in the mid two hundred dollar range) and had the local bike shop obtain (after a short delay) the unit. When ordering the unit you must know the top tube diameter and the weight range desired. The beam comes in three weight ratings. For road use these maximum weights are: 140 lbs., 200 lbs. or 230 pounds. I elected to order the 200-pound model choosing to error on the side of some increased stiffness. It is my understanding that Burley uses a heavy rated beam perhaps anticipating the occasionally heavy rider and acting, no doubt, on the advice of those ever circling liability lawyers!

I have done all my own bike work for over twenty years. The installation of this item did tax my patience. No doubt the next installation would be easier but my advice (and the companies) is to let the bike shop do the installation.

Essentially the problems of installation were related to the fit of a pin and rough threads that needed to be turned in before application on the bike. The installation on our old Jack Taylor with its double diamond frame was somewhat easier then it would be on a tandem that had a direct mid tube. On these bikes (like Santana) a longer compression strut tube would be re-





quired. The company can supply the longer strut for those installations. They also have a kit available that attempts to save the paint from damage from the tube clamps.

When installation was almost complete, I had the sinking feeling that, adjusted to its lowest, the seat was still going to be too high. Even allowing for the sag that occurs with the riders weight, I was quite concerned. Because the seat attachment parts were missing, I couldn't determine the height accurately. The company did send the missing parts relatively quickly but the delay was frustrating. I also ended up having to find and use a longer bolt for the seat attachment clamp. Thankfully with the seat mounted low on the beam itself, the height was acceptable. If the old seat post had less than 3 inch's exposure it would not have been possible to use the beam on this tandem. The seat was positioned somewhat aft of its previous position (and could be moved further) to allow Becky a little more "room" on the back of this bike.

We still don't have extensive personal experience but after an early season six and one-half hour century, with very few preceding toughening miles, my wife pronounced it "wonderful." It even seemed to provide a slightly better ride and control for the front rider. Apparently less shock from stocker weight is transferred thru the frame. It seemed to reduce the stress and dangers of maneuvering that are required of a captain negotiating rougher road surfaces. It can be expected that rim, tire and spoke reliability will be enhanced. There appears to be a neutral or flat effect on handling even in strong cross winds where any sway from the beam would be apparent. Handling may be improved in situations where sudden unexpected road shock would have previously affected the stocker's stability.

On a final note, Becky doesn't want to ride her former favorite tandem now that the Taylor is equipped with the beam!

### Disadvantages

- cost
- weight
- possible water bottle interference
- reduce "stand over" clearance
- paint damage
- Airline boxing?
- Durability?
- "unusual" appearance
- special installation considerations on tandems

### Advantages

- comfort
- improved control on rough surfaces and with unavoidable hazards
- increased fore and aft adjustment
- improved tube, rim and spoke life
- possible increase in available seat height
- unique, interesting appearance

Bruce & Becky Perry  
Davenport, IA



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## HOW IT ALL BEGAN - OREGON STYLE

One weekend in June, 1991, Jennifer and I thought test riding a tandem would be a fun way to spend the afternoon. We rode a Burley Duet, and we had a great time. We enjoyed each other's companionship and the sheer pleasure of being outside, doing something healthy, together. From this simple encounter a seed was planted, and it slowly grew over the next year. I spent the time gathering information about the various brands we should consider, and both of us struggled to find a way to justify the expense. Experience has taught us that it pays to buy quality. Unfortunately for us, quality started at \$1300, minimum, for the bike, and then there was another \$700 for accessories -- clothes, shoes, bags, bottles, racks, etcetera. Neither of us had single bikes or any of the things that go with them.

In January, 1992, we heard about Cycle Oregon, the seven day, 428-mile tour of Oregon. We went to the kick-off party to learn more about it. It sounded like a lot of fun, but it would be hard work, too. We saw it as a great goal for us to help us get into shape. When we left that night, we added Cycle Oregon V to our list of "want to but can't afford" things, and thinking that the 2000 spaces might fill too quickly for us to get in.

By March, 1992, the tandem bug was really getting to us both. We decided to spring for Cycle Oregon first. This way we'd be committed to getting the bike, even though we couldn't afford it. We sent in our entrance fees, unsure that there would be space left. In April we learned that we were accepted, just barely under the wire.

Now we were committed! It was time to get serious about buying a tandem. We talked to lots of people about how and what to buy. Even though I had some experience racing bicycles twenty years ago, neither of us knew anything about tandems today. We did know it was important that the bike fit us, but we weren't quite sure what that meant. In our travels through

nearly every bike shop in the Portland area and beyond, we encountered sales people of every ilk. Most we met weren't very helpful. Most hadn't ridden a tandem even though they had them in their shops. We did meet people who were very informative, yet they had strong beliefs that their opinions were the 'right' ones for us. After talking with several people in this category, we learned there were many 'right' ways to choose a tandem. However, we were beginning to get some ideas about what we wanted in a bike. The best advice we got from the various experts we encountered was to test ride several tandems and feel the differences in handling, comfort and stability.

We agreed this would be the way, but Portland shops didn't have a selection of tandems in our size. We had to travel to Eugene, OR. On the second weekend in April, we test rode over ten different bikes. When we were finished, we had ridden several models of Burley's, Santana's, the Rodriguez aluminum, Trek's new tandems, and two models from Co-Motion Cycles. To say the least, our butts were sore. However, the experts were right. We could detect differences between the various bikes. Unfortunately for our pocket books, the ones we liked the best cost quite a bit more than we originally intended to spend. In fact, over \$1,000 more. However, we both had an inner sense that we would be enjoying this for some time, and that investing in what we really wanted would be worth it.

Our decision to purchase a Co-Motion Bofus (set up for road) was based on several criteria, not necessarily in the following order: 1) It felt like a fine Mercedes compared to whippier and less stable bikes in the lower and equivalent price ranges. 2) We were very impressed with the time, energy and concern for our happiness displayed by Butch, Dan and Dwan, the owners/builders at Co-Motion. We hadn't encountered anything close to their level of service from other bike shops. 3) The quality of





components surpassed other bikes into the same price range. 4) It was a 26-inch wheel frame. In our research, we came to the conclusion that we wanted the benefits of durable wheels with tires that might provide a little softer ride. 5) We loved its paint job (black with purple splatter).

When we got it home, we immediately went to work getting all the stuff we wanted to go along with it. This was a major task, since none of the bike shops in Portland carried much of what we wanted. We ended up making purchases from six different shops in Portland, two in Eugene, and one in Overland Park, Kansas (the only shop in the country that had the matching jerseys we wanted).

About this same time, we learned of the NW Tandem Rally in Albany, Oregon. It sounded like a lot of fun, so we signed on and began riding our new bike to get in shape. The rally was a wonderful confirmation of our decision to buy a tandem. We had a great time, we met lots of great people, and we amazed ourselves at our ability to ride 65 miles only weeks after burying our bike.

After the rally, we rode fairly regularly in preparation for Cycle Oregon. We found some beautiful and challenging ride near our home in Beaverton. We read several books by people who had cycle-camped across Europe and the US. These inspired us to get panniers and give touring a try. Three weeks before Cycle Oregon, we headed off fully loaded for British Columbia. This trip was a real test of our commitment to cycling. We encountered our worst and most frightening day of cycling when we attempted to go from Blaine, Washington to Sechelt, BC (via 99A). We can easily say that Vancouver, BC, is the least bicycle friendly place we have ever encountered. It was also the longest and most arduous ride we had experienced thus far. All we could say was "after this we ought to be in great shape for Cycle Oregon". The rest of our adventure included attending a relationship workshop and visiting friends on several of the gulf islands. To say the least, the first day was the

worst, and the rest of our trip was very enjoyable, even our first experience riding in rain.

Something that has been a big surprise to us is the amount of attention we and our bike get from people everywhere. It seems the moment we stop someone walks up to examine our bike and ask us questions about where we've been, where we're going and what it's like to ride a tandem.

When we returned home we had one week to take care of our 'real' lives and get ready for our seven day, 428 mile challenge. We thought, as we removed our panniers and the 70+ lbs of weight, Cycle Oregon ought to be a breeze since it's a fully supported ride. As it turned out, it ALMOST was.

## Cycle Oregon

We arrived in Eugene the day before the ride began. We're glad we gave ourselves this cushion of time. We needed it to adjust to our new way of life in this rolling city of 2000 plus people called Cycle Oregon. Registrations was a breeze. Finding a spot for our tent with any hint of privacy was another thing all together. Standard clearance in this city is about two feet between homes. That first evening we experienced the wonderful hot showers that followed us along the trip and the 'no-flush' porta-potties. We also got our first of what was mostly excellent meals (except for a few that we'll mention later).

The next morning we successfully loaded our gear on the semi-trucks that carried it each day, then we headed to the starting point. What an affair! There was a band, airplanes with banners, and a police escort for the 2000 riders to get through Eugene. The organization of this event is truly amazing. Our adrenaline was flowing as we began moving forward in the mass of people and two wheeled machines. Day One is traditionally short and easy to help people warm up. Although we moved slower than usual, because of the congestion, lunch came early. It did on subsequent days as well when we traveled at more normal tandem speeds. Shortly after noon, we had covered the 42 miles





to the logging town of Oakridge. Here we made camp and spent the rest of the day and evening window shopping and enjoying the entertainment provided.

By the way, if you like great music and a festive atmosphere, it can be experienced every night on this ride. One of the great things about this tour is that each of the small communities we stopped in provided the meals and entertainment. It was amazing how towns of 2000 people would come together to meet this ominous challenge with warm smiles on their faces. Unfortunately, they all didn't have the same level of expertise at food preparation and serving. We can honestly say most of the meals were wonderful.

The next morning we headed out before most to avoid congestion and get a jump on what was to be our biggest elevation gain attempt yet (3500 ft). Despite our less than appetizing meal the night before, we felt strong and ready to take on the hill. We traveled up the beautiful Aufderheide Memorial Highway, past covered bridges and old-growth forest at a blistering pace. Many people could be heard saying 'tandems aren't suppose to pass me on the hills.' We even had several people drafting us. Little did we know that five miles from the summit and lunch, the hill would get mu-u-u-ch ste-e-e-per! It was our first opportunity to try out our lowest gear (26x30) on an unloaded bike. Oh, boy! Before we reached the summit we wished we could have gone lower. We probably wouldn't have made it if not for a hard body racer, riding back down to meet friends. He told us that the top was only 400 more meters. He must have taken pity on us when he saw we were about to die.



After lunch we anticipated one more mile of climbing before the descent. However, we learned quickly that the elevation map was incorrect. It was downhill and fast for the next 32 miles. It was the longest descent we'd experienced. The only drawback was fear of losing my voice for yelling 'on your left' so many times as we passed hundreds of single bikers. I learned that I get a certain sense of satisfaction from this experience. I call it 'tandem's revenge'.

We arrived in McKenzie Bridge, another ex-logging town, in pretty good shape. We spent the afternoon window shopping and taking in the musical entertainment again. The highlight of this town of 800 was dinner. We gave it the worst meal of the ride award. It was cold clumps of rice, beans, a weird concoction called fajita sauce, cheese, lettuce and two flour tortillas. Yum!?? Forty lucky people got real food because they ran out of the great(?) stuff we got.

The next morning we were up early and ready but slightly less enthusiastic about our next obstacle, 3800 vertical feet to the summit of McKenzie Pass. By this time we were developing some notoriety. It probably had something to do with our choice of colors for clothing and accessories. People would say there's the 'purple people eaters' or 'purple team'. We paced ourselves today because we didn't want to bonk before lunch like we had the day before. So, we made our way up through the forest and switch backs to the Lava Bed Observatory with somewhat less difficulty. Again the scenery was incredible. The camaraderie among riders was great for keeping our energy up. When we sat down for lunch, we felt a real sense of accomplishment. We didn't sit for long, though, because it was cold and raining lightly. We made what seemed like a





leisurely 2200 ft descent to the old west town of Sisters. Here we treated ourselves to Cappacino's and conversation with fellow riders before riding on to Redmond, our next overnight. Being a larger town, and experienced in dealing with Cycle Oregon, Redmond served the best meals and provided the most fun entertainment (country western music, dance lessons, sky divers and morning aerobics).

The next day we thought would be a day of rest. The ride to LaPine looked flatter and it was ten miles shorter (55 miles). Little did we know that all this riding would catch up with us. The day provided us 1500 ft of climbing, and then added some head winds. Despite our efforts to take it easy, we ended up working to complete it. The highlight of the day was watching a bear run across the road a hundred yards in front of us. Other people raved about going through the High Desert Museum at our lunch stop. When we reached LaPine we ached all over. We headed straight for the Massage Tent in the hope of getting two openings. We were in luck. When we were done we still hurt but we knew we'd hurt less the next day.

The ride from LaPine to Chemult was the flattest ride of all. 500 ft of elevation gain over 62 miles. Again, we attempted to make this a day of rest because of the big climb to Crater Lake the next day. We were more successful this time. Yet when we pulled into camp, we opted for more massage to help get our legs ready. Staying in the little town of Chemult turned out to be a real adventure. Up to this point, all our camp sites had been soft, smooth, grassy fields. This night we were offered six inches of dust on a lumpy surface. Despite setting up camp, when we heard the local church had opened its doors to cyclists, we pulled stakes and sprinted for the door. We were pleased and amazed that only three other intelligent souls had chosen to get out of the 'Dust Bowl'. When we arrived at breakfast the next morning, we seemed both warmer and cleaner than most.

We'd finally come to the day we had been waiting for, the ride to the rim of Crater Lake.

Prior to this tour, Jennifer had serious concerns about having the strength to make this climb. However, I reassured her that if we can make it this far, Crater Lake should be easily within our ability. It began with a very gradual uphill on a deceptively long, straight highway. It seemed short at first, but it continued to stretch out forever at times. When we arrived at lunch, we'd only traveled 25 miles. The rim was 12 miles away, and the last seven were steep! We decided, as many were, to save our lunch until we reached the summit. A wise decision because of the work ahead. As we climbed, we noticed we were stronger than on the previous hills, but we could feel the altitude getting to us. We made only a few stops for water before we reached the rim. When we did, it was awesome and worth everything we'd put out to get there. The day was clear, warm and the lake was the most beautiful dark blue anyone had seen. It was the most incredible reward we could have hoped for. Even the pictures we took couldn't capture the beauty and colors that we experienced that day. We'd climbed 3400 ft to an elevation of 7600 ft to experience the deepest (nearly 2000 ft) lake in North America.

After taking in the lake and the surrounding mountains, we ate our lunch, then began our ride down, down, down and then down some more. It was the most incredible descent we'd experienced -- 2500 ft over nearly forty miles. To say the least, we were cruising. The top three miles are steep with tight turns but then it straightens out a bit so we could let go of the brakes and let her fly. We averaged about 40 mph until we reached the last ten miles, where we rolled along at "only" 25 mph. When we reached Prospect, we were greeted by a Sasquach (a mythical furry man who lives in the woods), who took many people by surprise. Here we found the best campsite, food and entertainment of the entire ride.

The last day's ride was pleasant but anti-climatic. It was mostly gentle downhill for fifty miles along the beautiful Rogue River to Medford. We cruised the first 25 miles and made it to lunch one hour after breakfast. We ate light and rolled on to the finish point, enjoying the





company of another couple on a Co- Motion tandem.

We had done it! It was difficult for us to believe that just four months ago neither of us had any riding experience, let alone on a tandem. We'd covered over 1000 miles in preparation for this ride and now we had another 428 under our belts. We're definitely hooked.

Would we do Cycle Oregon again? Maybe. It depends on the route and the claims the organizers make about insuring all meals and sites meet the same high standards. The number of bikes on the road was sometimes disconcerting. When riding in British Columbia, we'd grown accustomed to being nearly the only bike on the

road. We really liked the camaraderie and friendliness of Albany's Tandem Rally better. Sometimes we thought Cycle Oregon was a big singles' scene. We did connect with some of the other (we estimated about 25 on the ride) tandem teams but it was difficult to ride together. Overall, we're glad we did it. We had fun, worked hard and reached a goal that was a real stretch for both of us.

Jennifer Hamelman & Duane Smelser  
Beaverton, OR

Editors Note: Jennifer & Duane are cohosts for the 1994 NorthWest Tandem Rally, to be held in/near Portland over Memorial Day weekend, 1994.

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## Conquest of Miles - Our Quintuple Century

This past Halloween weekend, Ernie Lambe and I cycled 500 miles on Ernie's tandem in 53 1/4 hours, our first and probably last quintuple century.

We could not have chosen a better weekend for the ride. The wind was more favorable than not; the temperature was mild; there was little fog and no rain. The traffic was minimal and "bicycle friendly."

Past experience had taught us to limit our riding to daytime hours as much as possible. Our plan was to ride 200 miles on both Friday and Saturday and finish with 100 miles on Sunday. Inasmuch as we had 60 hours to complete the ride, we saw no need to ride late into the night.

My husband, Charles, and an eleven-year-old friend, Jarrod Matthews, followed behind in Ernie's van as we started out on Friday, leaving at 5:10 a.m. from Hail Road in Lakeland, FL. Ernie was riding the front of the tandem and, as we approached our first turn at the Old Dade City Road, I signaled a right turn. Ernie never slowed up. I thought, "My goodness, Ernie is really going to take this turn FAST!" Actually,

Ernie was focused on pedaling and missed our first turn!

By 6:30 a.m. we were somewhere on SR 471 headed towards Tarrytown when daylight broke through. We no longer needed the headlights from the van. Charles and Jarrod passed us by and headed for Coleman where we planned to take our first rest stop at the 51 mile mark. We arrived at Coleman ahead of schedule, refilled our water bottles, ate a snack or two, I bought a pair of sunglasses, and we were on our way.

Just north of the Marion County and Levy County line, we took our second stop. We had ridden around 102 miles and it was 11:00 a.m. There was no restaurant nearby as we were out in the middle of Plum Nelly. ("Plum" out of the city and "nelly" out of the county!) For lunch we had sandwiches and Gator Ade from the cooler in the van.

After lunch we headed north again along a scenic country road lined with yellow wild flowers. As we started our second century of the day, I was riding the front of the tandem. We were amazed at how great we felt. We pedaled past the old train at Gulf Hammock and as we rode through Chiefland we reminisced about





the triple century we had done along the same route in 1988.

By the time we reached Old Town we were ready for our third break. This was the first time Jarrod had sagged a ride, but by this time he knew exactly what to do. I didn't even ask him to refill our water bottles - he just did it. We rested until around 2:50 and then began our final trek for the day towards Perry. At this 150 mile mark we didn't exactly feel "great," but we no longer wondered IF we were going to be able to do this ride; we KNEW we would be able to do it.

We completed 200 miles a few minutes after 5:00, but we still had a couple more miles to go to the motel. We turned into the parking lot of the Gandy Motor Lodge exactly 12 hours and 12 minutes after we had left Lakeland. We had gone 202 miles, and as Ernie and I got off the tandem, we both took about five painful staggers before regaining our "walking" legs. A short time later Charles arrived at the motel with my traditional end-of-the-ride-for-the-day drink - a Bartles and Jaymes wine cooler. I appreciated his remembering, as I doubt I would have walked very far to get one for myself. All of us then walked across the highway to Pouncey's Restaurant for dinner. We enjoyed chatting about the day's ride. By 8:30 we were all back in our rooms asleep.

Our second day began with breakfast at Denny's at 4:15 a.m. We started riding around 5:15. As we turned west on US 98 at Perry, it was still dark and somewhat foggy. Several large trucks were making their final load of the week. Once dawn arrived we saw no more large trucks. This beginning of the second day was the most difficult part of the ride for both of us. My knees were aching, and we were riding slower than we had the day before.

After the sun came up, we both felt much better. As we approached St. Marks, we crossed over the Rails To Trails bicycle path that connects Tallahassee and St. Marks. Up the road a ways Charles and Jarrod had parked the van at the Wakulla River. Since we did not have quite 50 miles, we kept pedaling. Ernie wanted to

make sure we had 250 miles before we turned around, so we went a little extra "Just to make sure." We pedaled back to the van for our first break of the day at a little after 8:00 a.m. Our ride was now more than 50% completed and we were excited to be on our way home.

The ride back into Perry was quiet and pleasant. We were riding through an area of Florida that, except for the paved road we were riding on, was probably little different than it had been a hundred years before. It was typical old time Florida scenery and wildlife: scrub oaks, pine trees, palmetto palms, fall wild flowers, all sorts of cranes and other birds.

We met the van at Pizza Hut in Perry for lunch at 11:15. Over an hour later, after lots of pizza and iced tea, we headed towards Old Town for our next break. As luck would have it, we had a fine tailwind and were able to pedal 20 mph with ease. As many times as I've ridden with Ernie he still had a few stories I hadn't heard yet that he entertained me with as the hours and miles slipped by. Some of our favorite stories we told and laughed about again. We talked about the 100 mile nonstop ("without putting our foot down") from Pierce down south of Wauchula and back. How many years ago did we do that ride?

When we arrived at Old Town I spread out a beach towel on the grass and lay down. At this point we realized we would not finish before dark. Charles agreed to meet us around 5:30 and follow us with the van lights. Several people at the convenience store where we had stopped were fascinated by Ernie's tandem and gave us much encouragement as we headed out for our final 50 miles of the day.

As we approached Gulf Hammock, the sun had started to set and the bugs were out. The van lights appeared as we turned onto CR 336. As we approached the Marion-Levy county line, I got a bug in my eye and we had to stop. The bugs were so thick that I had to put my sunglasses back on. Since Ernie had clear glasses he switched to the front of the tandem as we rode on into Dunnellon, where we arrived at 6:35 p.m.





We stayed at the Dinner Bell Motel, the same place where Ernie and the other transcontinental riders had stayed the year before on the final night of their three-month bicycle odyssey. We ate at the motel restaurant and Jarred entertained us with the dumb jokes Charles had told him during the day. We decided to skip Saturday Night Live and turned in early again.

Since Dunnellon had no restaurant open early in the morning, we made coffee in our room and ate muffins around 3:30 a.m. on Sunday. We finally got an early start: 4:00 a.m. This morning I started out on the front of the tandem. The van gave us plenty of light, and we arrived in Wildwood for a real breakfast at Shoney's around 6:00 a.m.

After breakfast we rode on to Coleman where we stopped just long enough for Ernie to climb on the front of the tandem. Our ride was 90% completed! We had just a little ways more to ride on US 301 before we were on SR 471. Anyone has ever ridden 471 knows that it is a long, long road. The scenery doesn't change much. The road is straight and, like the Energizer bunny, it just keeps going, and going, and going. Every mile, though, set a record for us as we kept pedaling, and pedaling, and pedaling.

Somewhere south of Tarrytown we met up with Barbara Carey, Barbara Kelly, and Doug McCutcheon. It really buoyed our spirits to see familiar faces and bicycles coming out to ride with us on the final leg of our journey.

We hit the official 500 mile mark about two miles before we finished the ride. Doug had his camera along and captured the Kodak moment. When we arrived at Hall Road, we saw that several Paba-cites and family members were there to greet us. Bobby Calvary had made large banners and the Barbaras had brought us juice to drink. Chuck Woodson, one of Ernie's other tandem partners, and his wife, Mary Ann, were there along with Charles, Jarrod, Kyle and Tammy Carlton, and Mae Lambe.

Mae was relieved that we were back alive and well. Ernie and I had to tell everyone how

Mae had been less than thrilled when she first learned Ernie and I were planning this ride. She had told him that if he got hurt, she was going to put him in a nursing home! Mae, Charles and everyone who met us made us feel very special for having completed this ride.

To ride a quintuple century was a goal we set out to attain, and we did it. Why we challenged ourselves with such a ride is a question I can't answer. We certainly could not have done it without Charles' assistance and Mae's acquiescence, and we greatly appreciate their support and encouragement.

I have no idea what our next challenge will be, but challenges are what make life interesting and worthwhile. Even if for some reason we could not have completed this ride, at least we would have the satisfaction of knowing we had tried. In all areas of our lives, we tend to have preconceived notions of what we can and cannot do. Sometimes we must nudge ourselves and say, "Why not give it a try?"

Geraldyn H. Carlton  
Lakeland, FL

### *BACK ISSUES AVAILABLE*

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## ROMANCE OF THE TANDEM

Fifty years ago I rented a tandem in a Baltimore park and discovered simultaneously how delightful girls were, and how much fun it was to ride a tandem. When my children were growing up we had a heavy single speed tandem. At that time there were no lightweight multiple speed tandems. I am not sure if the kids or I liked it best.

About four years ago I finally acquired a Schwinn Paramount tandem, but alas! I did not have a stoker. I thought this should be easy to remedy, since there are ten widows for every single man in my age group. I began going on every club ride I could find, but I never discovered any stokers. One cold December morning, when I had nearly given up looking, this slender lady appeared, and we did the ride together. Her bike had an L-O-L (little old lady) gear, but she did a remarkable job of keeping up. Soon we were hiking, going to symphony concerts, going to the opera, as well as biking together.

Like "Daisy" in the song, I convinced her that she would look sweet on the seat of a bicycle built for two. She was a natural on the tandem, and after spending the summer riding around the mid west and through Vermont, we decided that a new tandem was in order. Our new machine is custom built and is the most beautiful bicycle we have ever owned. By that time we had decided that we could not live without each other and spent our honeymoon riding around Vancouver Island. On second thought, the honeymoon is still going on!

When the mountain bike craze came I decided that I couldn't live without one. I had never heard of a mountain bike tandem. Our friends, Rudy and Kay Van Rentergham, the renowned tandem duo, loaned us a Burley Rock and Roll tandem. We rode around the Arizona desert for a few miles on it and bought it.

Wow! now we had two tandems!

We equipped the new bike with a Marzocchi

pneumatic fork and the largest tires that would fit the frame. The Alsop Softride Suspension will not fit on the large oval top tube of this bike, but we would like to find a more satisfactory stoker seat. We use a disk brake that helps to slow us down on steep decent. The most obvious drawback to a mountain bike tandem is that you can not go around tight corners. Being heavier than a single bike, it tends to bog down in soft sand, and the front wheel will twist sideways, causing a sudden halt. When this happens, the Rear Admiral is apt to land in the cactus, but she is a good sport, even if her skin is tender. Arizona has many forest service roads and ghost towns to visit. There are always power and gas lines and railroads that have service roads to ride. The desert is full of flowers in the spring, but best of all there are no cars to harass you. The Rails to Trails Routes are also good for the fat tire bike.

One day, as I was loading the bike into the car near the bike store, a lady came up and asked if I needed a stoker. Do not give up! If you are having trouble finding a stoker, one may find you. And when you do find a partner, the results will be fabulous!

Jack Beiler  
Tucson, AZ







## Recumbent Dreams

Finally I'm writing for a membership and subscription to DoubleTalk. I have re-read the two back issues we received almost a year ago at least eight times and can't wait for a fresh issue.

Just like Bill & Gretchen Young (March-April '92 issue,) we were turned on to tandems after stumbling upon a friend's back issue of Bicycling magazine, the special '90 issue on the topic. We immediately realized that this was the answer to my frustration at having to circle the top of every hill or shout sightseeing remarks to my poor wife pedaling furiously a quarter mile behind. Nonetheless, we both loved cycling and spent most of our free time out "tooling" around on our bikes (still do). Since I ride a Linear recumbent (single). I was hoping to purchase a Counterpoint tandem, but after learning of the price, and after having a chance to test them first hand on a recent business trip to Seattle, we decided otherwise. Fun, but a bit spooky for the stoker, who is perched out front of the bike without control over steering or brakes. As summer approached, we tried a few hybrid-style lower end units available locally, but since we are both students, we decided to defer the expense.

However, rather serendipitously, when visiting Brenda's parents in eastern Ontario a few weeks later, we saw an old steel (cast iron?) banger for sale in a neighbour's driveway for \$50. We decided that opportunity couldn't be passed up even if there were no gears, and braking was a matter of pedaling backwards. Adding a front "basket" and new seats made for a "quaint" (geeky?) bike that drew praise from the over-50 bystanders. We spent several weeks thereafter exploring many of the bike paths in Ottawa (Ontario, Canada), but we grew increasingly dissatisfied with the bike. The cranks were several inches lower than on conventional bikes, so we had to very carefully align the pedals horizontally before cornering, and we found any incline took a serious toll on our knees.

Also, frame flex was disconcerting and could probably have been measured in inches rather than millimeters.

Late one Friday night, while we were wandering a main street after a concert we saw an inexpensive Norco Cape Cod tandem in a window and vowed to return the next morning. We indeed did return, and although the bike had only 6 speeds and a steel frame, it had aluminum rims and index shifting. It felt like a Cadillac compared to what we had been riding. A few calls around town turned up a bankruptcy sale across town on the model we had seen, and that afternoon we were the proud and excited owners of a new tandem. My parents, having expressed earlier interest, were only too happy to relieve us of the old model at cost, although I'm sorry to say they have only used it once or twice since.

We spent the rest of the summer exploring every available bike path the city had to offer - Ottawa is very well endowed in this respect, rivaling Seattle. In fact, I would drop Brenda off at work every morning and with the aid of a pair of short bungee cords to keep her clips from scraping (I use the Shimano SPD clipless system up front), return home to continue work on my doctoral thesis. We spent every evening out on that bike and several days and weekend trips, totaling about 1000 miles in all. It was easily one of the best summers we've ever spent together. We're into bikes as a way to get out and spend some time outside together, looking at houses or enjoying the scenery, punctuated by stops for frozen yogurt or a picnic or outdoor jazz concert.

But the speed advantages of a tandem meant that on Sundays when some expressways were closed for recreational cycling we had experienced cyclists on singles drafting off us and we got addicted to speed, too - often regretfully running out of high gear after #6 on even the slightest hill.





The last evening in Ottawa, before returning to our native Hamilton, Ontario, I dropped Brenda off at work after a couple of hours 'nostalgia run' along the canal bank paths so she could finish the report she was working on. I cycled home in the dark as rain began to fall, uneasy about the fact that she had gone inside with our rear flashing light still clipped to her belt (though I had rear reflectors and a flashing light up front). As luck would(n't) have it, I was hit from behind a block from home while trying to make a left turn by two teenage girls who were driving very fast and claimed not to have seen me. Fortunately, an ambulance was a few cars behind, and after a night in hospital I was relieved to discover that apart from heavy internal bruising I would be okay. Now, three months later I have begun to cycle again and have bought a stationary trainer to get in shape for the spring, as we are anxious to begin tandeming again. Miraculously, the Norco was rejuvenated to better than new and sits in storage until the snow clears in a few months, although I suspect we will need to upgrade soon.

Our dream, which will probably take another year or two to realize (once we start full-time employment), is to get a recumbent tandem by Ryan - even though my wife still maintains they look ridiculous - and a locking hardtop trailer to do so 'real' trips, perhaps touring Europe (season enthusiasts out there, please realize the term 'real' is relative!) Our problem is to ride more than four or five hours two days in a row without undue pain, which we hope the recumbent will solve to some extent. We'd love to hear from anyone who owns (or has experienced) a recumbent tandem, knows where a good locking hardtop car trailer can be purchased, or has toured with a bike luggage trailer.

Anyway, all that to say that we're writing to become TCA members, as I've been meaning to do ever since it became obvious we were 'tandem converts' (even if you're not purist speed demons on \$3000 racers! ... yet?!).

Blake & Brenda Poland  
Hamilton, Ontario

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## A TALE OF TWO CARTONS

It started innocently enough. Peggy had brochures from Vermont Bicycle Touring and Bicycle Adventures and had no fancy tour plans. So she gave them to Team Dudley. We had no plans then either, but had received a couple of others, so the comparison game started. While we're in the impractical phase, may as well shoot for the moon. We compared Hawaii trips, and liked Bicycle Adventures' write up best. So half in jest we asked Sheila and Reid Hansen if they'd check out the brochures and consider the February trip. Next time I saw Sheila she said their deposit was in. ... Oops!

There it was about Labor Day weekend (MTR weekend for most of us). The bills for our daughter's August wedding were still coming in and we were committed to an extravagant trip, the likes of which we'd never done before. Oh

well, better to do it before we are old and feeble. As big as the payment question, loomed the issue of getting the old Santana there and back intact from Peoria.

We soon learned flights all had to be by jet, so our options diminished somewhat and the fare went up accordingly. I called Santana and talked to Bill. We talked about ten minutes about flying around with tandems. He was reassuring and full of practical advice. It took me a while to realize I was talking to the head man, Bill McCready. Very impressive; but I digress.

We begged a Santana box from Russell's Cycle and I went to work on it. It got 1"x2"x10" skid cleats on the ends of the bottom and a set of 3/8" plywood reinforcements about 16" high on the ends and on the sides. Those were glued





to the surface with Liquid nails. Then a quart of shellac went on. After all, it does rain in Hawaii and I didn't want the box dissolving out on the tarmac in a tropical rain.

The Santana box is a big dude because Santanas ship with the wheels on. Packing did require some fiddling with the rear fender and, naturally, removal of the pedals and handlebars. We put the loose stuff in old socks and worked the bike, the front and rear bags, helmets, spare tires and water bottles into the box. This is now a box 100" long, 40" high, and 9" thick weighing 70 pounds. It has hand holds in the side and can be reasonably easily toted around by two people.

Eventually February 11 came, cold and dreary. We had stuffed the box into the van the night before, and we were off to the airport for a 6 am departure. In spite of all assurances, I was still wondering what I'd say if the lady at the counter said "You think you're taking that on the airplane?" That box grew to the size of a blimp in my mind as we made the 15 minute run to the airport. As it turned out, all that stood between the BOX and the airplane was the \$45.00 ticket, which we'd been expecting. No one likes to pay for transporting their bikes, but bike rental would have been \$150.00 each. We were still ahead of the game.

Our first plane change was in Denver. We were late getting there, ran between planes and barely made the connection to Los Angeles. There was a lot of time in L.A. Before the long haul to Honolulu in the D.C. 10. We got there around 4:30 pm in brilliant sun. It was about 80 degrees, and with flowers and their fragrance everywhere. We were directed to the Wiki Wiki bus for the run to the Hawaii Air terminal for the flight to the big island. The bus ride seemed to take forever, and it involved a transfer in the the terminal area. We later learned Wiki Wiki means quick quick. RIGHT!

It had recently quit raining when we got to Hilo. Guess what? Our baggage didn't make it. Maybe that was ok because there was nothing in the taxi stand nearly big enough to haul the BOX. We had gone a day early for a little extra

decompression time, and to allow time to get the bike mobile in the case something happened during transit.

Our luck held. After dinner the BOX and the rest of our stuff were waiting for us at the hotel. It had been a long day, so we stored it for the night. The next morning it went together with a minimum of fuss and we were in business for our initial exploratory ride.

Later that afternoon we were sitting in the open air lobby of the hotel when a couple came in bearing a box (not a BOX). He was directed to the storage room where our bike and BOX reposed. He came back shortly thereafter and told his rear admiral "Hey, there's another tandem in there, a Santana."

Debbie and Allan Casanova had brought their Burley in a Burley box, wheels off. That makes for a considerably smaller, more easily handled box. There was somewhat more set-up time.

Obviously what follows getting bikes set up is the tour itself. The description of that, in detail, would by far exceed any reasonable article length. But it must get a few words.

It was a once in a lifetime, wondrous experience for us. Eileen, who hails from Trinidad, says Hawaii is the most beautiful place she has seen. It provides a completely different, first time experience every day. Tropical rain forest, a Yosemite-like spectacular valley, a gigantic cattle ranch, complete with cactus, deserts made of lava flows, whales jumping practically on the beach, live and dormant volcanoes to explore, snorkeling on the coral reefs - Wait! I'm out of breath! And speaking of out of breath - we climbed! I doubt there was a day we climbed less than 3500'. Some were moderate, long middle chain ring climbs, and some were deceiving granny gear thing that looked like they should have been flat or even downhill. There were challenges for February legs that hadn't ridden since Halloween weekend!

But the ups were followed by the greatest downs we've ever done! And the morning ups





and downs were followed by great al fresco lunches on a beach somewhere, provided by our guides, Rich and Nanne. The afternoon rides all ended in good interesting hotels or B&B's. We went to great places for dinner and tended to gorge. Since everything was prepaid - no guilt.

The twelve riders were literally from coast to coast. Our compatibility was 100%. Our guides were a delight to be with. Both were accomplished riders, mechanics and hosts. We went around the island counter clockwise from Hilo. Some of the other touring companies do it the other way around. But we liked our way better, it puts the Kilauea Volcano at the end, and I think made for some better downhill.

I was ready for two or three more laps, but it had to end sometime. We pitched up at Hawaii Naniloa Hotel at the end of the last day's ride for showers at to get ready to go home. Team Dudley was taking an extra day on Hawaii, and a day on Oahu post ride, but most everyone else except the guides were flying out that evening.

Team Casanove retrieved their box. I wandered off for a while, put the bike in the storeroom and started the disassembly process. It probably wasn't thirty minutes later that I went out to watch the Burley being boxed. They were done and off showering. Rich and Nanne said they looked like an Indy pit crew at work, and I missed the whole thing!

So I went back and stuffed our steed in the BOX. We took advantage of a free car rent coupon I had the next day and retraced our tracks to some favorite places, including the ice cream shop in Kapa'ua and the horse corral on the Parker Ranch. We peeked down the Waipio Valley, looked across to Maui from Kamehameha's birthplace, retraced some of the Ironman route, eyeballed a few whales and went back to Cafe Pesto in Hilo.

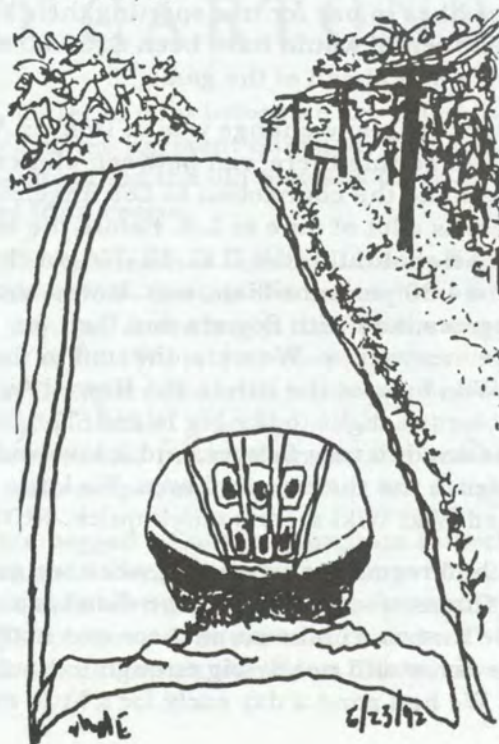
The next day we had a very memorable experience at the Arizona Memorial in Pearl Harbor and a look at good and bad tourist spots along Waikiki.

And what of two cartons? Through my carelessness in packing and padding for the homebound trip, our bike lost some paint off the top tube where the handlebar worked on it. Hate to lose that 13 year old Imron paint. We'll never be able to patch or match it. The BOX got its handholds reinforced with lots of strapping tape for the return trip, but it's obvious they're not up to the one side only handling it got. Apart from that the bike was unmarred when we got home. But we were a little unhappy with Hawaiian Airlines, who nicked us for not \$45.00 but \$65.00, to haul the BOX out of Hilo. At times like that, there isn't much point in protesting. Rich from Bicycle Adventures got us to the airport on his own time. so things sometimes even out.

After talking to Allan Casanova bout his experience, I believe the smaller the package the better. The handling difficulties of the wheels-on Santana box outweigh its advantages of protecting the bike against crushing and from end loads.

Anyone got a Burley box? We want to go again sometime.

George & Eileen Dudley  
Peoria, IL







## THE IGLEHEART SUSPENSION TANDEM

We would like to share with our fellow tandem club members our experience in having a tandem designed and custom built to our own special needs and wants.

In the July 1992 issue of *Bicycling Guide* we saw an advertisement for custom built tandems by Christopher Igleheart of Woolwich, ME. The ad showed a tandem with 26" wheels with a Mt. Suspender fork. It caught our eye instantly. Here in New England we have to deal with an annual spring time break up of our roads called frost heaves. These aforementioned 'frost heaves' leave our roads in pretty sad shape for a number of weeks. Tandem riding can get pretty uncomfortable with the bumps coming one after another.

The ideas of having a tandem with suspension looked like a wonderful solution to our bumpy road situation. We were able to test ride a bike that Chris Igleheart and his wife Edie had been riding. We fell in love with the bike immediately after trying it out on a bumpy dirt road in Maine last August. We told Chris that we would order a frame from him as soon as we could make up our minds as to what exactly we wanted.

In September 1992, my local bike shop owner and dear friend Fred McLaughlin of Haggett's Bike Shop here in Concord returned from the eastern bike show in Philadelphia with the bright idea of retrofitting an "Alsop sofride beam" to our Burley Duet. Voila! The bumps were smoothed out for my long suffering stoker. (simultaneously Burley unveiled their 1993 Rock and Roll with an "Alsop Softride Beam!").

Having pretty much made up our minds that we wanted a custom built tandem, we then collaborated with Chris Igleheart and came up with our version of a dual suspended tandem. Chris suggested that we go with a Hugi hub in the rear, and a Bull's-eye hub in the front, both of which are equipped with Pro-Stop disk brakes. We gave Chris our Fit Kit measurements and he began the construction of our frame. We visited the shop in December at which point the frame was about two-thirds of the way towards completion.

Meanwhile, back home in Concord, NH. Fred McLaughlin and I were picking out possible components for the rest of the bike. I wanted to go with the best components that we could possibly put on the bike with in reason. The levers

are Campagnolo, the eight speed cassette is Shimano XTR, the 36 hole rims are by Mavic and the tires are Avocet Cross-K 26 x 1.5". An additional caliper brake is a Suntour SE. We have been using Shimano SPD Pedals for the last three years and they are on the new bike.







The bike was painted by Brian Myers owner of Fresh Frame in Reamstown, PA. The color is DuPont Iron light violet metallic. Fred McLaughlin assembled the bicycle.

Since we have been doing a lot of loaded touring the last few summers, we thought that this type of bike would be the most comfortable way to see the country. We still have to engineer the Bruce Gordon front lowrider to the mountain suspender fork. Fred was able to dual wire the computers to a single pickup on the rear wheel and that works very well.

A lot has been written about the need for suspension on a tandem, with one of the major US tandem Manufacturers saying in their 1993 catalog that suspension is not needed. We now have the capability of riding off road, on poorly paved roads, and dirt roads as needed. When we have accumulated some significant mile age on the Igleheart tandem we'll write again with our opinions on how well it works.

Dave and Pat Berliner  
Concord, NH

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## TANDEM REDROCKS

Leafing thru the copious quantities of mail last winter, I came across a nice looking brochure from a guy named Lu Warner who runs an outfit called Western Spirit Cycling out of Moab, Utah. Lu had filled his brochure with lots of pretty pictures of places that you could theoretically go with a fat tire bike. What caught my eye was that a couple of the trips were listed as tandem tours! Oh boy! Another tandem of-froad enthusiast! One thing lead to another, and by late October (yes, Virginia, as in COLD) we'd rounded up the usual suspects and were headed out to Moab, to ride something called the White Rim.

Moab is a basically one wide western street of shops and restaurants. The fact that it supports about three and a half bike shops and at least four bike outfitters sort of gives it all away. The surrounding mesa country is loaded with trails that range from extremely technical to dirt road cruisin'. The whole thing backs up to the 11,000' La Sals to the east, while Arches National Monument starts two miles north of town. We did three recommended twicer day trips (Gemini Bridges, Kane Creek to Hurrah Pass, and Klondike Bluffs) to warm up, and I bet there are a bunch more.

Now the White Rim is a layer of rock, a sedimentary sandstone, as is most of the rock

around there; it is white in a area where redrock predominates. It is also thick and hard, so that it formed a stable layer as the Green and Colorado rivers cut through the mesa country. So what is left after a couple million years of erosion is a shelf 30 feet thick and varying from 10 feet to a half mile wide of White Rim rock. This shelf is about 1200 feet below the top of the mesa, poetically called Island in the Sky, and 1000 feet above the current river level. Almost all of the tour is halfway down a half-scale version of the Grand Canyon. The tour starts with a precipitous drop down Schafer Canyon switchbacks, lands on the Rim, and 100 miles later grinds back up Mineral Canyon's switchbacks to the Island. In between is the mostest different bike tour we've ever been on.

After packing up our duds and camping gear in an experienced looking Chevy Suburban 4x4, we thundered down Shafer, stopping for some cooperative wild sheep and a quick geology lesson (Navaho, Kayenta, Wingate, Chinle, Moenkopi, White Rim, Cutler - 260 million years laid on end).

In addition to our erstwhile tandem buddies, Al & Sue Berzins from Lenox, MA, Lu had rounded up Tim and Julie "Two Potato" Metos, locals from Salt Lake, where Tim runs a bike shop called the Wild Rose, and as the fourth





tandem, Lu and Tatsy, an interesting and strong pair; we later discovered -- Moab being a SMALL town -- that Tatsy was Lu's ex, a tandem first for me. Geez, could these dudes pull! Lu evidently holds the single bike record for the White Rim loop, somewhere in the 7 hour plus range, which is not shabby at all. He probably couldn't see straight for a week with all the ledging, but that's his problem. Ledging is a White Rim phenomena where the rock has sheared at right angles, and creates a stair-step topology. Neato going down, but at tandem ramming speed, going up, it re-adjusts your brain.

I started thinking about suspension for tandems round about 8AM on the first morning on the trail, when I woke up, tres stiff. Lu actually woke us all up by firing off the "monster", a propane blowtorch that could heat most of Moab on a cool night. He boiled coffee in about 10 minutes, though. Lu's an impressive cook, a true master of the dutch oven. Perhaps I'm easily impressed, since I generally don't carry cast iron cookware on my bike trips. Lu does, and knows how to use it. After firing up a small mound of Kingsford, he starts layering all sorts of goodies into the Dutch oven. My two favorites were the lasagna made in one step with dry noodles, and the carrot cake. Two hints I learned were to use less water than usual, and to put more of the charcoal on top of the oven than on the bottom.

Any rate, after breakfast we packed up the tent and bags, bid fond farewell to the open pit outhouses (deluxe - paper is provided), and we were off for a day of following the dual track across the Rim. Routinely we had a vista of fifty miles of canyon and 1000' Wingate walls of redrock. Arid stretches of scrub alternate with places where the trail tiptoes five feet away from the top of a 200' cliff. It is easy to make the stoker flinch here, I found out. Just a little jink cliffward to dodge some rock got me a kidney rearrangement. We caught up to Lu and Tatsy at some points of particular scenic interest, or at a little side trip to Anastazi Indian ruins. We went sunbathing, nodding out over impressive vista of the Colorado. We walked out to cliff

edge, only to discover later that the cliff has eroded back for 30 feet under the white rim layer - we were walking on air. We even got to walk across the top of an arch, but didn't ride it. I found the fact that we were 50 miles of ba-a-dual track to roadhead, and then it was 40 more miles to the hospital somewhat cramped my style. I checked it out - the cellular phone was not in evidence, so the rangers were not going to heli out your broken bod - the only way out was by Suburban. Having broken my collarbone last October in a front dismount from an airborne Mr. Tandem, I was not for pushing my limits or my luck.

What did push the limits were the three or four hogbacks in the ride. These are little ridge spurs dropping way down off the Island. Some are only 20 feet across at the top, but they can be nasty little 400 foot climbs. Not high, but we went completely anaerobic on Murphy's Hogback, stopping three times on the way up, the last time at the top to suck some big-time wind and admire two broken teeth and a derailed transfer chain. So much for putting the front transfer chainring into play on the last ledge. All this bad luck, but the camp there did have a terrific view. And yes, gentle reader, that was your treasurers chickening out and suffering the ignomy of walking down the first pitch off Murphy's the next morning. Nevertheless, the toughest part of the trip had to be pumping up the Suburban's spare with a cobbled-together presta Zefal. Nothing like being miles out to make you innovative. (For those keeping score, our personal component tally was two flats, two chainring teeth, and two Shimano HyperGlide freewheels - boy are those things junk - and not cheap at that.) Anybody got a conversion kit to adapt Phil hubs to cassette?

Still, we had a great time! The company was all just a bit quicker than us, well humored, the food plentiful, the beer warm, the nights pretty d\_\_\_ cold, the campfires mellow, the views harsh and spectacular. Who could ask for more? Even Ms. stoker wants to go back.

Malcolm Boyd & Judy Allison  
Medford, NJ





## GERMANY -- TANDEM STYLE

As we unloaded the boxed tandem from our friends van, bolted the little wheels on the back, picked up the front and started through the doors, I said to myself "this is not going to work!".

We had decided that it would be fun to spend a couple weeks vacation in Germany with the bike. Bambi is German and we have a standing invitation from her sister and brother in law to come stay with them. They have used

our place as a base on vacations in the Southern States. Bambi's home town is 14 miles south of Frankfort, near the Big Bend Vineyard area of the Rhine river. Her high school class would be having a reunion near the end of October and that was also Winefest time so why not. We arranged for tickets on the German Airline LTU and mentioned to the travel agent that we would be bringing along a bicycle. We were told that bicycles were not a problem and I somehow resisted the urge to insist that it be put in writing.

We decided to take only bicycling clothes in the 4 pannier bags and ship some casual clothes ahead. I had bought the Cannondale frame from a local dealer and kept the cardboard box it came in. The factory ships the frame in the same box they use for shipping a complete tandem. Of course the complete bike comes in pieces but the box, while not huge, is a whole lot larger than a box for a single. I sprayed the box with clear sealer for longevity, added hand holds and reinforced the bottom on one end with door skin and 1X2 so that a set of training wheels could be quickly bolted to it to make ground transportation easier. With the bike, some spares, tools, racks, fenders and some more clothes the package weighed 92 lbs.

So here we were dragging that gargantuan container through the Miami airport, dressed in matching biking clothes, and carrying our stuffed panniers while every one stared at us. The closer we got to the counter the bigger and heavier that box got. It was getting harder to pull also, in fact I was really starting to sweat. Why did I think we were going to pull this off. Oh God! there is nobody in line, all those girls are looking right at us. Bambi is smiling so you paste a smile on your face and say "Guten Tag, (Good Day).

All Hell breaks loose. There are three travel cages behind the counter full of big, unhappy, loud dogs and your voice really sets them off. The tension is broken! Lots of friendly smiles



*Bambi Goodwin*





and small talk about the poor animals, wow, so that is a doppelbike (Slang German for tandem) lots of chatter, Bambi of course is fluent in German and I get along pretty good, etc., and suddenly we are headed for the boarding gate with the bike set up as checked baggage and no extra charge.

It got better. The area around Gross-Gerau is primarily farm land. Bicycles are everywhere and most people have a beater to ride to work and a good one for weekends. The majority of the bicycles look old fashioned with upright bars and mild steel frames but are lighter than they look. Almost all have alloy wheels and the most popular setup is a aluminum six speed Sachs rear hub with a thumb shifter on the right handlebar. One day when Bambi was a little under the weather I borrowed one and was surprised at how easy I did a 20 mile trip. There are nice paths through the fields between villages for pedestrians, bicycles and the occasional tractor only. Most roads have a separate bike path and if you do not have that, there is a wide area on the shoulder reserved for bikes. The people in cars watch out for you and are very considerate. Another amazing thing is some of the people riding bikes. You see an 80 year old Grandmother pedaling along with her market basket empty and on the return trip see her in a spot 10 miles away with the basket full. We spent almost every day riding somewhere. We crossed the Rhine on a ferry and went up into the hills and explored the vineyards. We sampled grapes, federweisen (new wine) and visited the men who stand guard over the fields with remote controlled rockets and explosives to frighten away the flocks of birds. The weather was cool and cloudy but except for a couple of days out of the 14 we rode somewhere. We took a few pictures but there was so much haze that we could not get decent pictures of most of the beautiful spots we found.

We had planned on assembling the bike at the Frankfort airport but Karl and Gertrude had tried to ride there the previous weekend so as to set us up with a map and were unsuccessful. Although it was apparent from all the bikes in the airport area that there was a way in, they

had been unable to find one that they considered safe.

We had one small problem with a rear derailleur outer cable unravelling but found a replacement with no trouble. If we do this again we may build up an ATB tandem just because of the greater fender clearance. We had to stop and do mud drill on rainy days when we were off on some of the muddier paths and all of a sudden it would feel like we were pedaling a 700 lb. Cannondale. The mud would build up under the fender until the friction would cause it to turn into combination concrete and brake pad.

The return trip was easier. There was no way to get the box through the counter area so the lady went off and found a porter to come around and tote the bike about four miles around the end. When I tried to tip him he asked what was in the box and when I told him it was a doppel fahrad (tandem) he would not take anything.

We were very glad that we had taken the time to set up this trip. Sometime soon we hope to spend a couple of months touring Europe with a tandem. When we do we will certainly fly LTU. They fly from major cities in Germany to destinations all over the world but on a limited basis and you need to make reservations months in advance. They fly from Munich to Frankfort and then on to Miami every Tuesday and then reverse the trip later the same day. They have the same deal to almost every vacation spot in the world and they have very good prices.

Ted and Bambi Goodwin  
Pompano Beach FL





## THREE SENIORS RIDE FROM SEA TO SEA

Bill, age 65, Carol 62 and Inkie 60 (in dog years) and a Santana

After much coaching ( and a few lies) I was able to convince Carol that a trip like this is just what we needed to do. Our evening talks began something like this.

Bill: After 43 years of a happy marriage, I think it's time we do something challenging for a couple of active seniors like ourselves.

Carol: But, isn't this to much? Can we do it? I think that you are a crazy old man. What will our kids and neighbors thing?

Bill: It would be just like riding here in Florida every day for 90 days.

Carol: How? I happen to know that there are some mountains out west. How are these old bones going to accomplish that?

Bill: Honey, we are going, and that is that. So start packing.

On March 20, we arrived at the Tampa airport with Inkie in her cage and one big bicycle box. We walked up to the America West desk and showed her our tickets for two and that we had paid \$50 to take our dog.

Ticket agent: That will be \$45 for the bicycle.

Bill: an article was published in LAW that bicycles are free on American West

Agent: Let me see your LAW membership card.

Bill: I can't find it, will BikeCentennial do.

Agent: give me your card & I will ask my boss. Yes, the bike is free.

Of course, I didn't tell her that there was a tandem in the box along with camping gear, panniers, and other gear weighing in at 84 pounds. Our carry on luggage was the dog in her cage. One large paper bag with helmets and

two large panniers. We were picked up in San Diego at 2:30 am Sunday by members Boyd & Barbara Moore and taken to their home with the bike still crated. After a few hours sleep, we headed to the Pacific ocean for a picture of our tandem with rear wheel in the water.

The Boyds were wonderful hosts and a very active fun couple. They fed us well and we stayed with them thru Sunday night.

Monday was to be a long and hard day with some very bad climbs. We made a 7 mile wrong turn. Some grades were too steep for us and we had to walk a few hundred feet to the top.

Carol: You lied to me. This is not like Florida.

Bill: O be quiet and push. I told you this was to be a fun and challenging ride. And this is good for the old bones.

Our first night we camped in Potnero. We arrived to late to find a place to eat. But the hosts felt sorry for the old couple and fixed us a dinner. Miles for the day - 64.

March 24 - we rode 12 miles on I-8 with a 6 percent down grade. Camped in Ocotillo. 33 miles

March 25 We stayed in a motel in Brawley. 49 miles

March 26 It started to rain 10 minutes before we left the motel and did not stop until 30 minutes before we got to Palo Verde. This was 73 long cold damp miles. The \$27 motel felt like a Hilton to us.

March 27 48 miles in Quartzsite to our campground

March 28 Carol: Is that rain I hear on the tent? Stay tuned

Bill & Carol Flora  
Traveling





## SPECIAL TANDEM SEMINAR

Evelyn Wigglesworth presents:

### "Stoker's Complete Tandem Management Seminar"

A well managed tandem is a sight to behold. With the stoker in control and your Captain as your staff, smooth operation is guaranteed. This enviable control is within your reach through the **Stoker's Complete Tandem Management Seminar**. Finally, the Stoker's definitive resource for complete tandem management.

Does your staff accept direction poorly, or ride with a lack of enthusiasm and aimlessness? Do you suffer through bumps and infrequent stops at the hands of your Captain? Well, no more! At these management seminars Stokers will learn how to manage their tandem through the toughest route slips by improving staff listening techniques and willingness to accept direction. You will be in complete control of every scenic stop, eating establishment and rest area. And, you will learn the ten best incentives to inspire your worker. With these techniques bump oversights will be reduced to less than 5%. And knew jolts from flagrant gear shifting will be virtually eliminated.

Plus, with early registration, you will receive special correspondence classes which cover typical staff problem cases such as neatness at your Captain's living room workshop. As well as simple management rules which will help establish staff dress codes and hygiene.

AS an extra bonus, the first 25 to sign up for this seminar will get a free gift; the "Captain Management Hammer". Carry this colorful squeak toy, pictured below, on every ride and bop your Captain when he starts to slow!

So, next time you're out for a ride, steer your Captain to the Evelyn Wigglesworth; Stoker's Complete Tandem Management Seminar, and we'll have you in the fast lane sooner than your Captain can say "Hey, don't ask me; I just work here. You'll have to talk to the manager!"

Evelyn Wigglesworth, Director of Admissions

## Tech Tip - Changing tubes

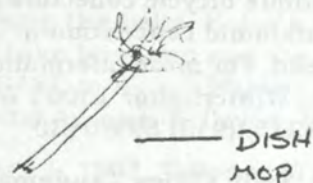
One of the basics of bike repair is changing tubes on the road. It's also one procedure where the easy way to do it is rarely recommended. Everybody seems to get along well through the basics of getting the wheel off the bike, fully deflating the tire, etc. But the next part seems to be a problem. Conventional advise says to start trying to lever the tire off the rim 180 degrees opposite the valve stem. This is the hardest place to do it, which accounts for why so many folks have to use tire irons. If you start taking the tire off 180 degrees opposite the stem, the stem itself prevents tire beads from sliding down into the center of the rim channel. This means the beads stay up on the shoulder of the rim near the hook beads, where the rim/bead clearance is minimum, and makes it very difficult to pry the other side over the rim edge.

The easiest place to start is right at the valve stem. Starting removal there means that the tire bead 180 degrees opposite can get down into the center rim groove, and provide enough slack to allow you to get the bead over the rim edge at the valve stem.

After tube replacement, the reverse procedure is followed. The tire bead should be forced over the rim right at the valve stem, last.

Thanks to Mike Neel of the LA Wheelmen, who taught me this little tip in 1975. Since then, our PR for tube changeout has dropped to less than five minutes! What's yours?

Malcolm Boyd  
Medford, NJ



CAPTAIN  
MANAGEMENT  
HAMMER





## TANDEM CALENDAR 1993-1994

July 2-6, 1993. **League of American Wheelmen 1993 National Rally.** Kutztown University, Kutztown, PA. Sponsored by the Lehigh Wheelmen Association. Special events just for tandems. Possibly a pre-tour (in conjunction with the ETR Post Tour, maybe?). For more information, SASE to Pete & Mindy Sessler, 3450 Mountainview Circle, Bethlehem, PA 18017. Ph: (217)-758-8209

July 4, 1993 **Colorado Tandem Club** 9 am Safeway parking lot in Boulder at 28th & Arapahoe. about 50 miles with lunch and short-cuts. Kami or Any at 494-2513

July 10, 1993. **T-Bones (Tandem Bicyclists of New England) Ride from Contoocook, NH** Several rides of varying lengths up to a century. Contact Pat & Dave Berliner, 37 Iron Works Road, Concord, NH 03301. Ph: (603)-746-4822 (early evening).

July 10, 1993. **CATS (Chicago Area Tandem Society) Long Grove Tandem Ride** Repeat of a nice event from last year led by the Lipperses. A good ride, time for lunch at the tavern and even shopping in Long Grove. 9am start from Kildeer School, Old McHenry Rd, Long Grove, IL. RSVP please (708) 705-8879 Joe & Sue Lippere.

July 11, 1993 **Twin Seats Tandem Ride, Bellingham, WA** 11 am Kulshan Cycle phone Jay & Linda Hardcastle at (206)-734-0275 for more info.

July 16-18, 1993. **A Mid-Summer Tandem Rally**, Lawrence, KS. Pre-registration only by June 25th. "The Wheelmen", the national organization of antique bicycle collectors is also holding their national convention in Lawrence, KS this weekend. For more information send SASE to Karen Winterhalter 13001 W 79th, Lenexa, KS 66215. (913) 599-0430

July 18, 1993. **Twin Cities Tandems, MN** The FITZ O'Cue A barbecue at a surprise location.

July 18, 1993. **Colorado Tandem Club** 10 am starts at Together Tandems 1 1/2 blocks east of College on Jefferson, Fort Collins, CO. 224-0330 for info.

July 18, 1993. **ABC's Phoenix Tandem Chapter, Phoenix AZ** phone Lonnie Frederick at 839-1794 for the starting place.

July 23-25, 1993. **Neopolitan Tandemonium 2**, two days of riding and fun including a jazz concert and lunch on a paddlewheel steamboat. Saturday has ride options of 30 or 50ish miles, Sunday has a 25ish mile ride. Naples is a beautiful, tropical setting on the Gulf of Mexico with flat riding and plenty of sunshine. For details, send SASE to Chuck and Susan Allen, (813)455-0025, 1526C Trafalgar Lane, Naples, FL 33999. Registration must be postmarked by July 6th, 1993.

July 24, 1993. **CATS (Chicago Area Tandem Society) Lakewood Forest Preserve Ride** 34 mile ride starting from the parking lot of Ivanhoe Rd, 1/2 mi S of Rt #176 & Fairfield Rd. - phone Hans & Diane Predel (708) 255-4029 for info.

July 24, 1993. **MUTS (Michigan United Tandem Society) Lansing area.** Hosts are John & Jackie Urbain. (517) 669-5060.

July 24, 1993. **ALBANY NY TANDEM RIDE**, 35 mile tour through the scenic Hudson River valley. Casually paced (13-14 mph avg) over mostly flat to gently rolling terrain. Lunch stop along the way. For more info, SASE to Rick Crowe 238 3rd St, Troy, NY 12180. Phone (518) 271-8956 or FAX (518) 270-9189

July 25, 1993 **Twin Seats Tandem Ride, Bellingham, WA** 11am from Kulshan Cycle. Phone Jay & Linda Hardcastle at (206)-734-0275 for more info.

July 25, 1993 **Tandem's (Everglades Bicycle Club) Palm Beach Country Breakfast Ride** 40 mi Leaves Gulfstream Park at 8am. Take I-95 to





Woolbright exit, go east to A1A, then South 0.7 miles to Park. Call Don Roseman at (305) 667-4408.

August 1, 1993 **Colorado Tandem Club** 9am from the Safeway parking lot in Boulder at 28th and Arapahoe. About 50 miles includes lunch and shortcuts. phone Kami or Andy in Boulder at (303)-494-2513.

August 1, 1993 **T-Bones (Tandem Bicyclists of New England)** meet at 9:30 am at Harold Parker State Forest (parking lot at the inter section of Jenkins Rd and Harold Parker rd) in Andover, MA call Lida & Scott Jenney for info & directions (508) 664-0625.

August 6-8, 1993 **T-Bones (Tandem Bicyclists of New England) Weekend in Maine.** Contact Dave & Pat Berliner for more information about this great weekend, but do it soon! August is the prime season in Maine! The Berliners, 37 Iron Works Road, Concord, NH 03301. Ph: (603)-746-4822 (early evenings)

August 8, 1993. **Twin Cities Tandems, MN.** St Cloud Ride more details contact Doug & Sarah Laird.

August 8, 1993 **Twin Seats Tandem Ride, Bellingham, WA** 11 am Kulshan Cycle. Phone Jay & Linda Hardcastle for more info (206)-734-0275

August 14, 1993. **CATS (Chicago Area Tandem Society) Predel's BBQ ride** From Arlington Heights. BBQ at the Predels home after the ride. Hans & Diane Predel (708) 255-4029.

August 15, 1993. **Double or Nothing Tandem Bicycle Ride** Carmel, NJ. Meet at the Carmel Fire Station for this fun-filled Saturday. Fee covers a buffet lunch, maps, and spaghetti dinner. For information and registration form, contact Mel Kornbluh, RR8 - Box 319 E Gwynwood Dr., Bridgeton, NJ 08302 or call 609/451-5104 after 6 p.m.

August 15, 1993 **Colorado Tandem Club** 10 am starts at Together Tandems store in Fort Collins. 1 1/2 block east of College on Jefferson. Phone 224-0330 for info.

August 15, 1993 **ABC's Phoenix Tandem Chapter, Phoenix, AZ** phone Lonnie Frederick at 839-1794 for information.

August 15, 1993 **Tandem's (Everglades Bicycle Club) Miami, FL Breakfast Ride** 45 mi. Leaves from Palmetto Senior Hight 7460 SW 188st at 8am. Take US1 to SW 112 st, go east to 77 Ave, then South 0.4 mi to school. Call Don Roseman at (305) 667-4408.

August 21, 1993. **MUTS (Michigan United Tandem Society) Sturgis area.** Hosts are Alan & Kathy Hahn. (616) 651-1352.

August 22, 1993 **TwinSeats Tandem Ride, Bellingham, WA** 11 am from Kulshan Cycle. Phone Jay & Linda Hardcastle (206)-734-0275 for info.

August 28, 1993. **T-Bones Ride Through Mystic, CT** Details will be supplied by Bob & Alice Sawyer, 26 Cliff Drive, Avon CT 06001, Ph: (203)-673-1181

September 3-5, 1993. **Northeastern Family Weekend, 1993.** Watson Family Homestead near Corning, NY. Rides geared to families with children. Other activities include swimming and ballgames. We're limited to 24 families, so call soon. Alan & Jayne Yockey, (215)- 322-5091

September 3-6, 1993. **Midwest Tandem Rally, Lansing, MI.** Join the M.U.T.S. in this great annual event! Make your reservations now at the Holiday Inn South/Convention Center, 6820 South Cedar Street, Lansing, MI 48911. (Phone 1-800-333-8123 or 1-517-694- 8123). MTR Registration forms are available from Alan & Kathy Hahn, 1014 Lauri Lane, Sturgis, MI 49091

September 6-10, 1993. **MTR Post Tour -- Tracks along the Lake.** Enjoy a ride along the shores of Lake Michigan and the adjacent wine country. SASE to Rick & Shelley Pulliam, 703 West Capital Avenue, Bellevue, MI 49021

September 11, 1993. **T-Bones (Tandem Bicycles of New England) New Hampshire Pot Luck** Mont Vernon, NH. Call Carolyn & Earle Rich, 19 Horton Road, Mont Vernon, NH (603)-





673-8695 for information and to find out what to bring!

September 18, 1993. **COW (Couples On Wheels) TANDEM ONLY Metric Century.** Half-metric option. No fee, no frills, just good friends on a fall adventure. The route will start/finish in Appleton, WI. We will ride to De Pere and return along the Fox River. For more information, SASE to Tom Thalmann, N1583 Skyline Drive, Appleton, WI 54915

September 18-19, 1993. **Fall Mountain Tandem Weekend.** Come enjoy the trails of the scenic Berkshire hills in western MA. Send SASE to Al & Sue Berzini, 178 Hubbard St, Lenox, MA 01240. (413) 637- 1718 evenings before 9:30pm eastern time.

September 19, 1993. **CATS (Chicago Area Tandem Society) "Dick Tracy Ride"** Ride from McHenry College on Rt 14 west of Crystal Lake, IL to Woodstock & back. Led by Hans & Diane Predel (708) 255-4029.

September 19, 1993. **Twin Cities Tandems, MN** Goose Creek Wild River Rondevous, Harris, MN a new ride hosted by the Mobecks.

September 24-26, 1993 **BART (Bay Area Roaming Tandems) 4th Fall Tandem Rally**, Sonoma Valley Wine Country, north of San Francisco. Three fun-filled days of tandeming in the prettiest area of northern CA. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031. Ph: (408)-356-7443 or (415)-599-1703

September 26, 1993. **New England Blind Stokers Tandem Ride.** Calling all captains - We need you and your tandem(s) for this 25/40 mile ride (and picnic) from Arlington, MA. Singles welcome too! Sponsored by NE Region Ski for Light, a group that introduces blind people to vigorous outdoor activities by pairing with sighted enthusiasts. Contact Laura Oftedahl, 104-7 Coolidge Hill Rd, Watertown, MA 02172, (617)923-7768 before 9 pm eastern time.

October, 1993. **1st Annual Make-A-Wish Tandem Rally.** This rally is to benefit the Make-A-Wish foundation of NJ. The Make-A-Wish Foundation is a non-profit organization whose

goal is to grant wishes to terminally ill children. Come on out to Monmouth County, NJ, and help support a worthy cause! For more information (including the actual dates, when they are finalized), send a SASE to Joe & Joy Rutch, 231 Brookside Avenue, Laurence Harbor, NJ 08879

October 2, 1993. **T-Bones (Tandem Bicyclists of New England) Fall Tandemonium.** Lexington, MA. Pot Luck Dinner after the rides. Please CALL to find out what to bring. After dinner, enjoy Bob's collection of antique bicycles. Bob & Ruth Sawyer, 3 Flintlock Road, Lexington, MA 02173 Ph: (617)-862-6517

October 3, 1993. **Twin Cities Tandems, MN** Chili Ride. The traditional Chili ride hosted by the Gilchrists.

October 10, 1993. **CATS (Chicago Area Tandem Society) Leaf me alone ride.** From the Crabtree Nature Center to Algonquin for breakfast at Reeses or Langes restaurants. Hans & Diane Predel (708) 255-4029.

October 10, 1993 **Tandem Tour For Wishes, Belmar, NJ** Come join us for this fun filled event. Fee includes Breakfast, marked route and Bar-B-Q lunch. This ride will benefit the Make-A-Wish foundation of NJ. For information & registration form send a SASE to Joe & Joy Rutch 231 Brookside Ave, Laurence Harbor NJ, 08879 or call 908-566-9536.

October 16, 1993 **CATS (Chicago Area Tandem Society) Chili Pumpkin Patch Ride** Led by the Masters (708) 358-7797.

October 23, 1993. **CATS (Chicago Area Tandem Society) Chili Pumpkin Patch Ride.** Phone Tom & Sherry Masters for info on this ride (708) 358-7797.

October 24-29, 1993. **Pre-Tour Southern Tandem Rally** Come join Ken and Vickie Adams for a self-contained motel tour through the pines of North Carolina. This tour is limited to twelve tandem tems. Seand a SASE for more information to Ken & Viekie Adams, 244 W Main St, Dandridge, TN 37725





October 29-31, 1993. **15th Annual Southern Tandem Rally**, Greensboro, NC. For more information, please send SASE to Bruce and Judy Bachelder, 306 West Union Street, Morganton, NC 28655-3729. Applications/Information are now ready!

Labor Day, 1994. **Midwest Tandem Rally**. Rochester, MN. SASE to Joe Roque, 917 19th Street NE, Rochester, MN 55906-4243

The TANDEM CLUB OF AMERICA wants to list your rides in the 1993 TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your 1993 (or 1994) 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

## 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:** Collects the dues & maintains the membership list.

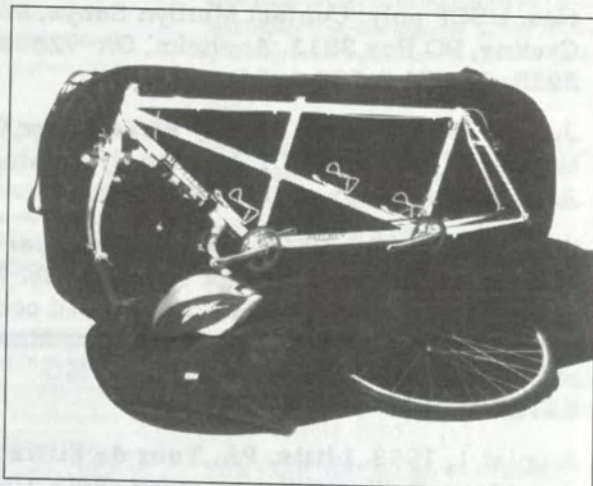
**MERCHANDISE:** Sells T-shirts, club patches, and other TCA-approved merchandise

**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.

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## TANDEM RACES -- 1993

July 1-5, 1993. **Duet Cycling Classic** Eugene, OR. The "biggest and baddest" tandems-only stage race in North America. Time trial, criterium, and four road races. Two fields/\$6000+ cash prizes. Contact Russell Morton or Patricia Ellis at Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402 or call 503/687-1644

July 4, 1993. **Long Beach, CA, Criterium Series.** USCF only. Contact Marilyn Sonye, MTS Cycling, PO Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

July 4, 1993. **Fourth of July Firecracker Criterium**, Middletown, CT. USCF only. Contact Andy Raymond. Ph: (203)-347-0798

July 19-26, 1993. **USCF Masters National Championships**, MO. 40km Time Trial for National Championship. USCF age-graded competition in St. Louis, MO. Contact Mike Murray at 4454 Lindell Blvd, #31, St. Louis, MO 63108. Ph: (314)-652-9939

August 1, 1993. **Lititz, PA, Tour de Lititz** Tandem class. Rolling with one steep climb. Contact (717) 626-0650 for info - NO SAT CALLS PLEASE. USCF & Citizen. Bicycle World, P.O. Box 362, Lititz, PA 17543-0362.

August 15, 1993. **Long Beach, CA, Criterium Series.** USCF only. Contact Marilyn Sonye, MTS Cycling, PO Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

August 15, 1993. **Orrville, OH Milk Race** Tandem class. Send Inquiries to Orrville Milk Races, Rich Corfman, 418 S Walnut St, Orrville, OH 44667. (216) 683-4393.

August 15-16, 1993. **Alamosa, CO, Record Challenge.** 40km Time Trial and 80km road race. Dead flat time trial course (100' rise on 20km) at 7500' altitude. Road race is on flat, 40-mile loop along country roads. Contact Eric Burt, c/o San Luis Valley Cycling Club, 7565

West Highway 160, #11, Alamosa, CO 81101.  
Ph: (719)-589-9759

August 27-29, 1993. **Midwest Ultra-Marathon Cycling Festival** Okawville, IL. Includes Midwest RAAM Qualifier, Midwest Super Randonneur and midwest 24 hour challenge. A training series of 11 non-competitive events is being offered in conjunction with the festival. SASE to Brian W. Williams, Midwest Ultra-Marathon Cycling Festival, 292-B Clovis Dr, Ballwin, MO 63011. (314)-394-6122

September 12, 1993. **Lake Country, TX, Classic** 25-mile road race in Ft. Belknap, TX, for mixed tandems. Citizens race, no USCF license required. Trophies to top 3 teams. Contact Randy Stephens, P.O. Box 1385, Graham, TX 76450. Ph: (817)-549-3918

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







## CLASSIFIEDS

**FOR SALE:** Santana Solana, 21x19, circa 1985. Excellent condition, low miles, all original. TA, Suntour, Mafac with Arai drum brake. Reynolds tubing, double-diamond, flawless cherry red frame. Includes full Santana child-stoker conversion kit. \$1400 for all. John Phillips, Jupiter, FL. Will deliver reasonable distance. (407)-575-7584, or (407)-355-1566 days. 07/93

**FOR SALE:** 1991 Santana Rio, 18x16, red, excellent condition, never ridden (really), road tires, Avocet women's seat on stoker. Asking \$1350, delivery negotiable. Charles & Linda McClary, 1713 Greenbriar Ln, Bloomington, IN 47401. (812) 335-8102. 07/93

**FOR SALE:** '90 Fisher Gemini MTB, 18x16, Black. 1 pair Shimano SPD XT pedals, Blackburn mountain rack & cages, 2 sets of tires: Avocet Cross and Specialized Ground Control Extreme, Avocet 50 computer w/ front and rear mounts. Well maintained (ridden on 2,000 miles). \$900. Lou & Leslie Cavaliere Waltham, MA (617)-891-6477. 07/93

**FOR SALE:** 56x53 Santana Arriva. Like new, used only for day trips. Touring package w/48 spoke wheels, drum brake, bar-end shifters, clipless pedals. \$1500. Yakima car rack with tandem mount & locks. Used on mini-van, will fit any vehicle with gutters. \$150. Call John or Debbie (817)-629-3256. Eastland, TX. 07/93

**FOR SALE:** Classic JACK TAYLOR, 24x21, Flamboyant Purple with white box lining. Reynolds 531 tandem tubing (Tourist Model). Phil Wood disc brakes (frt & rr). Phil hubs & BB's, Avocet gel saddles, racks & other extras included. A modified Atkins Graber car top rack also available for transport. Less than 1000 miles. Asking \$2500 + freight. Contact G. Lee Wright, 7 Dunraven Ct, Madison, WI 53705. (608)-833-1130. 07/93

**FOR SALE:** 1988 Santana Elan, 53x50. Light blue. 18-speed Shimano Hyperglide drivetrain with down tube shifters. 48-spoke wheels with Arai drum, spare front wheel and rim. Eclipse rear rack with 2 panniers, Zefal fenders and more. \$1100 plus shipping. Chris Merz, 7301 Dorset Ave, St. Louis, MO 63130. (314)-862-8894. 07/93

**FOR SALE:** Santana road tandem, 23.5x20.5 marathon frame, w/rear rack & other accessories. Asking \$1000 w/toe clips and straps,

\$1100 w/ Look compatible pedals. You transport. Carol Shaw (408)-730-5224 (Sunnyvale, CA). Husband has switched to recumbent bicycle. 07/93

**FOR SALE:** Jack Taylor Tandem. 22.5 x 20.5, Gray enamel with red pin-striping like only John Taylor could do. Phil Wood hubs & bottom brackets. Ready to ride, with only 330 miles. Robert Swain, Glendale, CA (818)-914-2498. 09/93

**FOR SALE:** 1992 Burley Bossa Nova, 20.5x18.5. Excellent condition, with only 250 miles. Asking \$1800. Also selling the kid-back adapter and Look PP156 pedals. Barbara (512)-467-7775. 09/93

**FOR SALE:** Bob Jackson Custom Tandem, 21x19, Phil Wood hubs and disc brake. 48-spoke wheels, Mafac brakes, Campy headset, TA Cranks, 15-speed. New price was over \$3000. A steal at \$1000. Great buy/great condition! Call Andy @ (713)-926-1705 days / (713)-523-1958 evenings. 09/93

**FOR SALE:** 1991 Burley Tandem Duet, 20.5x18.5. Water Bottles & cages, Arai drum brake, dual computers, adjustable stoker stem, rear rack & seat pack, new tires. A well-maintained bike ready for the 1993 riding season. Asking \$1275. Jim & Michelle Cooper, (302)-994-1079. 09/93

**FOR SALE:** Schwinn DuoSport tandem in excellent condition. Many extras. Best offer over \$500.00. Ben Kay, (205)-664-8370 evenings. 09/93

**FOR SALE:** 1990 Rodriguez AL with brushed aluminum finish. 21x17 with 26" wheels. Road package. Sealed components, including Specialized hubs. Suntour XC/SE rear brake, XC-Compe derailleurs, Sugino cranks (170x165). Excellent condition. Less than 1500 miles. Asking \$1800.00. Chuck Ridings, (703)-815-1140 09/93

**FOR SALE:** 1990 Paterek Custom tandem. 20x19, double marathon. Fully equipped for expedition touring. 48-spoke rims/Phil Wood hubs. Suntour XC derailleurs & barcons. Shimano 600 cranks/Phil Wood bottom brackets. 3 sets Shimano 600 canti's & Phil Wood Disc brake. Much more. Call Ron Titterington @ (503)-344-7006 or write to 1075 Tyler St, Eugene, OR 97402. 09/93

**FOR SALE:** Santana Sovereign, 23.5x20.5. Long seat post, Avocet Touring II & Touring WI saddles. TA triple crankset (32x49x52). Suntour Barcons & derailleurs, Superbe pedals, Arai drum brake & more. \$1400.00 (Negotiable). Fred Ungewitter, (904)-767-5768 & leave message or call between 6-9pm EDT. 09/93

**FOR SALE:** Lighting T-38 recumbent tandem, 21-speeds, SIS barcons. fits captains 5'6" & up & stokers from 5'2" and up. Incredibly comfortable! Photo has appeared in DoubleTalk, or will send copies to serious inquiries. \$2700.00 (Negotiable). Fred Ungewitter, (904)-767-5768 & leave message or call between 6-9pm EDT. 09/93

**FOR SALE:** Santana Arriva, 21x19 red. Touring tandem/Columbus tubing, Cinelli lugs, sealed bearing bottom brackets and hubs. 48-spoke wheels, Arai drum brake, bar-cons. \$1400.00. Brad Rogers, 29358 Tamarck Drive, Flat Rock, MI 48134. Ph: (313)-783-0776. 09/93

**FOR SALE:** 1992 Santana Rio, 20x18. Red Imron. Adjustable stoker stem, drum brake, bar-cons. Excellent condition. \$1575.00 Bob Unger, (303)-440-4410 09/93

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

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**2220 Vanessa Drive**  
**Birmingham, AL 35242**

## 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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United States \$10.00/yr      Canada \$13.00/yr      Other International \$16.00/yr

All dues are quoted (and must be paid) in US Dollars

Multiple-year memberships are encouraged

### Membership

Please fill out the membership form below and mail with a check made payable (in US funds, please) to:

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

## TCA MEMBERSHIP APPLICATION

Membership No. (Upper left corner of your mailing label): \_\_\_\_\_

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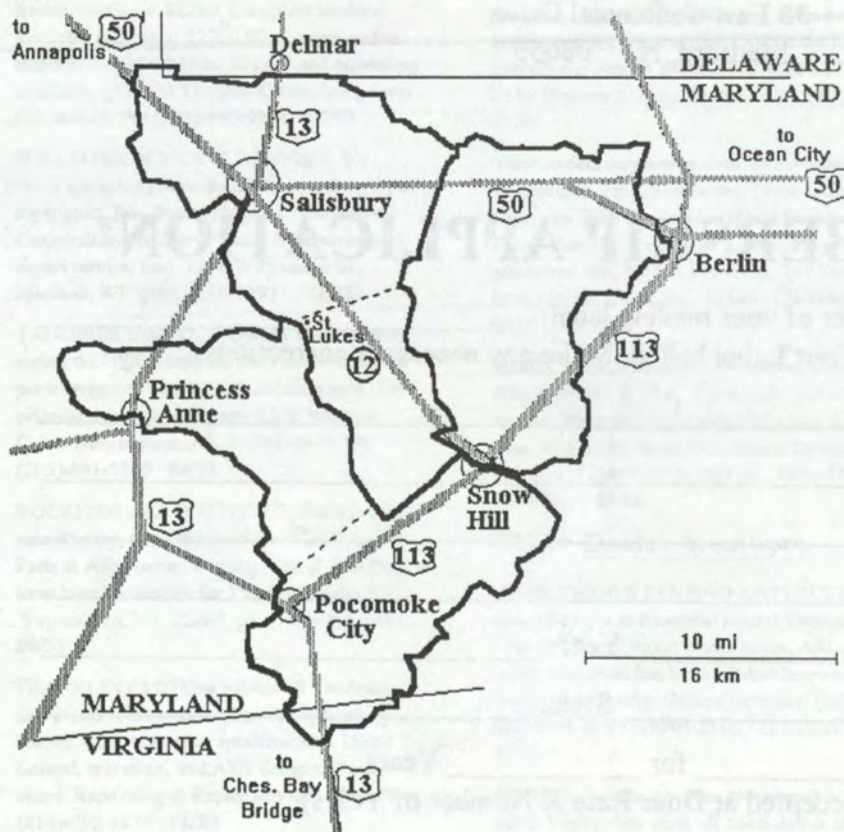
# DELMARVA PENINSULA TRIPLE

In the January '93 issue Helen Sweeney described a century route on Maryland's eastern shore called the Viewtrail 100, between Berlin and Pocomoke City. I have expanded on that route, breaking it up into several smaller ones, which can be connected in various ways, offering dozens of possibilities. The terrain is quite flat, the routes stay off the main roads, and the countryside is very pleasant. Historic sites abound, especially in the towns. Each of the 3 bigger loops begin in Snow Hill, although they could be started anywhere. The southern loop to Pocomoke City and Princess Anne is 90 miles, but can be made into two 50 mile loops by use of the short-cut near P.City. Likewise the route to Salisbury which is 80 miles, has a cut-off near the hamlet of Saint Lukes, shortening the distance by 50%, for those desiring fewer miles. The loop to Berlin is a 60 mile circuit.

Sag support is not necessary as the towns are not far apart. Each of the towns mentioned have numerous motels and inns to choose from. B & B's in Snow Hill are: Snow Hill Inn 410-632-2102; Chanceford Hall 632-2231; River House Inn 632-2722; Camping at Pocomoke State Park 632-2566 The Worcester County Tourism Office, 105 Pearl St. Snow Hill, MD 21863 (800) 852-0335 is a great source of information.

Send me a SASE and I will send you maps & more details about the rides.

Dennis Bell  
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Seattle, WA 98117

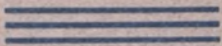







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**T**he Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, 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.

**D**oubletalk 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!

**T**hrough 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!

