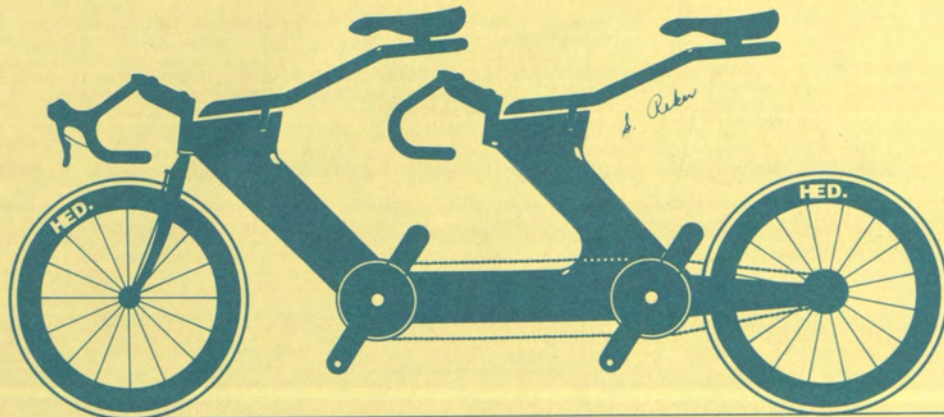


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DOUBLETALK



JULY-AUGUST
1995

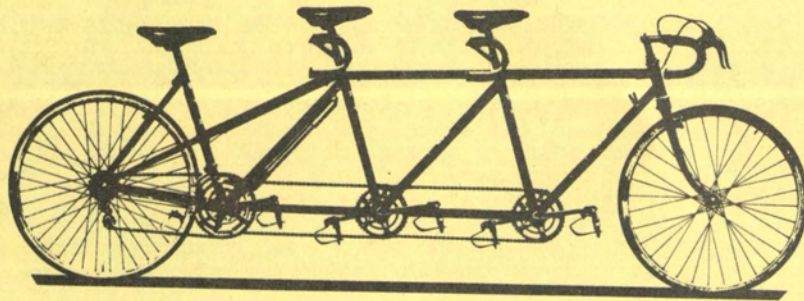
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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Entire contents including cover

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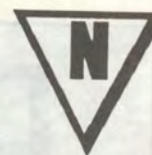
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DEADLINE FOR THE SEPTEMBER-OCTOBER, 1995 ISSUE OF DOUBLETALK IS AUGUST 1, 1995

FROM THE EDITORS

Oops! Last month we gave Gary Todd the credit for Greg May's Tandem Checklist. Our apologies! Both of these gentlemen are long-time TCA members, and we certainly intend to give credit where credit is due!

We would like to add a few items to the checklist, things you should check NOW. If your tandem was built in the early '80's, there is a good chance the dropouts used were made by Suntour. If so, Suntour's name will be stamped on the dropouts. Please check them carefully for small cracks which may lead to frame failure. If you observe cracks in the paint, peel the paint back and check the metal. No cracks in the paint, you're probably okay for now, but keep a checking the dropouts at least once a year. If your dropouts are cracking, check with your frame builder for suggestions on repairing/replacing this failing part.

Also, do a visual check on chainring wear. If your chainrings are beginning to "hook", shifting is deteriorating, and you should consider replacing these items to bring your front shifting back up to snuff.

We did our cross-state (Oklahoma) tour in April, as we had planned. We were joined by Milo and Loretta Ware (from West Des Moines, IA) at the Wichita airport. Monday morning we headed south toward the Texas-Oklahoma border. 4 1/2 days later we pulled into the Lake Murray State Park, near Ardmore, after pedaling 326 miles across southern Kansas and most of Oklahoma. It was wonderful, even if the wind did insist on blowing from the south at 35 mph for 2+ days of our trip. On the other 2+ days, we were favored with terrific tailwinds! If anyone wishes to tour a great state, we highly recommend Oklahoma. Cafes and motels may be a bit far apart, but the roads are great, motorists were

courteous, townspeople friendly, and the hills aren't there (where we were, at least). We can even recommend Milo and Loretta as two of the best touring companions we could ever ask for. No complaints even when we got lost in Clearwater, KS (population 310 or something like that) that first day!

Once again in May Jack went up to the Tour of the Scioto River Valley, Ohio's famous Ride In the Rain on Mother's Day. This year's ride was much warmer than last year, but the traditional TOSRV rain didn't disappoint anyone -- only 60 miles or so of the ride was ridden in the rain. And those who waited until 8 a.m. to leave Portsmouth, OH, for the trip back had a very enjoyable second day -- no rain (okay, so the roads were still muddy and miserable from Sunday morning's thunderstorms) and a gentle tailwind blew us back to Columbus in fine shape! I'm sorry to say that my terrific stoker, Sara Clark of Cincinnati, OH, suffered a mishap in Portsmouth. She fell and broke her wrist Saturday night. Sara and her mom returned to Cincinnati on Saturday night, leaving Glen (Sara's stepdad) and I in Portsmouth with two tandems and only two riders. Glen and I stashed one of the tandems in an empty room at the Ramada and doubled up on my Co-Motion for the trip back to Columbus. We both missed our usual TOSRV stokers, but we did enjoy the great weather on our return trip. Maybe next year everything will be perfect (nah!!! It'll never happen!) That about wraps it up for another month. There's more rallies to go all over the country. Check out the calendar and pick out those of interest to you! If we cross paths, come say hello to Susan and I! But most important, let's all get out and ride!

See you on the road,
Jack & Susan Goertz



**MARILYN SMITH, TCA
MERCHANDISE MANAGER, INJURED!**

The TCA's Marilyn Smith, of Albany, OR, was injured in a car-bike collision on May 24, 1995, just 15 hours before she and her husband Stan were scheduled to leave for the International Tandem Rally in Brittany, France.

From the sketchy information we've received, Marilyn was bicycling (on her solo) in a bike lane when she was struck from behind by a motorist who was using the bike lane to pass a car that had slowed to make a left turn. Fortunately, the motorist striking Marilyn had slowed, and Marilyn was not seriously injured, though she did spend a few days in the hospital recovering from much road rash and some internal bleeding.

Marilyn is now back at work, and she says she will soon be back on her bicycle. But there won't be another ITR in Brittany that she and Stan can attend this year!

According to reports, the motorist was ticketed by the Albany police for causing the accident.

We wish Marilyn a full and speedy recovery from all her injuries, and that she's back on a bicycle and back on their tandem soon!

We are sorry to hear of the death of the captain of the Myers/Flaherty/Myers team. They are no longer three generations on one bike.

Their last tandem ride was Tandem Williamsburg - 1993. On November 2nd Margaret had a son, Nathan - the following April 94 she was diagnosed with lung cancer (non smoker) and passed away in April 1995.

Dee Flaherty, Margaret's mom, writes, "Margaret and I enjoyed all our tandem rides and the friends that we made over the years. Keep those pedals going around."

Dee Flaherty
Foxborough, MA

Dear DoubleTalk,

John Finucan had an article in the May/June issue speaking favorably of Vistalite headlights.

I rode last winter with a dual 10/10 watt system. It's true that the battery lasted about 2 hours when I first got it. We used it once or twice a week for the 3 month winter season and by the end of the season, battery life declined to about 30 minutes.

I was doing everything I knew to treat the battery right. I recharged it after each ride and left it attached to the charger.

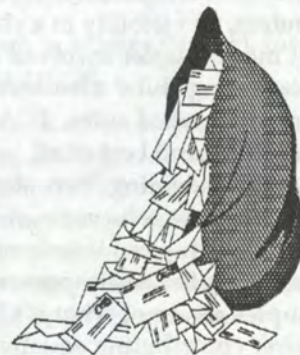
I'm not knocking the Vistalite system. I have a couple of other lighting systems, purchased over years gone by, that have suffered the same fate.

If any one has a suggestion for solutions I'd sure love to hear of them

Wally Retan
Suite 101 Oakmont Building
956 Montclair Rd
Birmingham, AL 35213

Dear DoubleTalk,

I have a few questions for Philip Shute about his Home-Made Tandem Carrier. How can I accommodate Sach's or the newer STI shifters when you can't remove the stem from the head tube? The cable routing along the handlebars are such the bars aren't removable, and thus I can't rotate the fork 180, as shown in your photo. I don't have access to the metal pieces described throughout your article; can I make wooden substitutes? Is there a pattern for these supports, or was it just trial and error?



Secondly, I would encourage all you tandem teams to join your local bike organization or group. There are several reasons. For those who have experienced it, there isn't much that's more exciting than showing off your pride and joy at organized group rides - and she may even talk about your



BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available:

- May-June, 1995
- March-April, 1995
- January-February, 1995
- November-December, 1994
- September-October, 1994
- July-August, 1994
- May-June, 1994
- March-April, 1994
- January-February, 1994
- November-December, 1993

tandem too! Seriously, everyone is curious about a tandem, so visibility in a club creates the potential to get more couples involved in cycling. It boosts the local riding clubs' membership, you get exposed to more organized rides, TCA may even get new members, and best of all, you get to talk about the joys of tandeming. Pass along your back issues of TCA to those who seem more interested than most, even pointing out the classifieds in the back. While not trying to be salespersons, if we make more couples aware of what it's like to go riding with your stoker contributing equally to the goal, and the joys of riding together (Stop swatting me or telling me when to brake!!), more people would get to know the little joys we know. Try it.

Michael & Natalie Hutchinson
526 Rogers Dr
Hampton, VA 23664

Dear DoubleTalk,

Some stray Georgia thoughts:

Pessie and I gained 10 pounds on BRAG (Bike Ride Across Georgia). To loose the weight we used

the UAB (University of Alabama, Birmingham) Cardiac Clinic diet. If you're interested drop me a line, SASE preferred, and I'll send you a copy.



Are there any Georgia tandems interested in forming a Georgia tandem club? If so please drop me a line.

Allan Shippel
P.O. Box 730
Hartwell, GA 30643-0730

Dear DoubleTalk,

Due to some confusion about Midwest Tandem Rally hotels the MTR committee wants to share this recent information. Due to some recent negotiations there is still hotel space available at the main hotel and additional space at nearby hotels. Remember to mention MTR 95 as you make your reservations

- Radisson Hotel (Host) (317) 846-2700
- AmeriSuites (317) 843-0064
- Homewood Suites (317) 849-8555
- Guest Quarter Suites (317) 253-1919
- Courtyard by Marriott (317) 571-1110

Sincerely,
MTR95



Tandem Tech Talk

This question came from Michael Kelley of Berkeley, Ca. Michael wants to know how to get a higher road gear on his Ibis Cousin It on which he is currently running 28-38-54 chainrings and a 13-28 7 sp. Shimano LX freewheel. Covering all situations that one might encounter in both road and off road situations with a 7 speed Shimano Hyperglide cassette can be a problem for the tandemist given the lack of really wide range gearing available from the factory. I have been able to adapt a Hyperglide-C cassette with an 11-28 gear spread onto the DX hub of our Fisher yielding a high of 118" with my 50t chainring. In Michael's case he would have a high gear of 128", more than enough to pedal down Mount Shasta.

For this modification you will need a 1mm spacer ring to fit over the cassette body. You will notice that the C type cassette will fit fine on the older hub except for the 2 small gears. Shimano does this so we will have to buy a whole new hub but by using the spacer the 5 lower cogs will be moved outboard enough to snug up to the remaining cogs.

In order to gain enough space to tighten down the lockring you must grind off the heads of the rivets on the inside face of the 28t cog. The lockring only grabs by a few threads so don't overtighten it. It's probably a good idea to put some Loctite on to keep it from loosening. I have been using this setup for a couple thousand miles now without any problems. The chain just clears the chainstay on the 11t and even though the cogs are now 1mm further to the right shifting hasn't been affected. In fact I can switch to my heavy duty touring wheel with the 13-30 Suntour freewheel and not have to adjust the rear derailleur.

If you need a lower gear than 1:1 I have heard of people successfully running a 24t lower chainring with a 54t top ring although you would definitely want to stay away from the cross over gears (54-28 & 24-11) in that case. Has anyone out there tried a 4th chainring adapter such as the Mountain Tamer Quad? Hopefully we'll see wider range cassettes from Shimano as tandems grow in popularity. Until then we'll have to keep improvising.

Thanks to Jere Grant in Winter Park, Fl. for the technical advice for this article.

Think of this column as a rest stop on a 50 mile club ride. Some of us are milling around, cookies and Gatorade in hand, looking at everyone else's bikes and quizzing them on their suspension seatpost, Campagnolo derailleurs or aluminum frame. Write or better yet e-mail me with your likes and dislikes tandem wise and we'll discuss them here.

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TCA CLUB SHIRTS

Changes are coming! Please help us close out the TCA T-Shirts. There are a few left. Once these are depleted there will not be any more. We're working on a new design, but I can assure you the price will be higher. See the order form in the back of the magazine to purchase your TCA collector t-shirt.



SANTANA RALLY

Sue & I came away from this Santana-sponsored event with mostly good feelings and fond memories of the people we met. (Insert usual disclaimer here -- we don't even ride a Santana.) I think there were 80 out-of-town teams including 11 from Tandem @Hobbes*, plus a contingent of Tucsonan twosomes who joined for individual events here & there. The first night's ice cream run was a little scary as our (pride, breeze, blur, gaggle) of 80-90 tandems swept out across two lanes of rush-hour traffic to make the first of many left-hand turns. Many of us, even those from urban areas, were caught off guard by the intensity of Tucson traffic. Bike lanes tended to disappear unexpectedly; shoulders sometimes dissolved into cactus and manzanita, roadways seemed narrow. We kept our mental radar at a high pitch on most of the routes. But drivers were mostly courteous and kept their distance when it was physically possible.

Local contacts Bev and Jerry Pitcock seemed to be everywhere at once, always smiling and ready to straighten out the inevitable glitches that arise on a tour of this magnitude. The rally was noteworthy for its non-riding activity that included cave tours, meals of Brobdingnagian volume at many-starred eateries, a cowboy singalong and a look at ancient petroglyphs. The final day's ride was particularly pleasant. By now we knew to (a) pack a city map to complement the route map (b) wait for the day's announcements before taking off and (c) when in doubt, follow Bev and Jerry's pavement markings, not the route maps! (We learned this on Day 2 when one of our country roads dissolved into a wet gravel streambed).

A whirr of 5 or 6 tandems (including Bill & Jan on Jan's off-road racer) left at 5:30 a.m. for an optional excursion up Sabino Canyon, where bikes are off-limits after 9 a.m. The box canyon seemed extravagantly green and luscious after our previous desert rides. A stream zigzagged down the canyon bed - it was the only running water we saw in 4 days - punctuated by pools and bridges. It was a breathtaking climb visually and physically & was the highlight of our trip, offering a respite from both the severe beauty of the desert and the demands of high-traffic cycling. We broke a binder bolt on the way down so we pedaled gingerly to a nearby restaurant to ask directions to a hardware store or bike shop. The proprietor instead invited us back to his workshop where he quickly found a bolt that would see us safely on our way. We left with a wave and a feeling of fellowship. We made it to the farewell brunch in time to load up on breakfast burritos, fruit, bagels & lox, buckwheat cakes plus a lot of stuff I didn't have room to sample. There were wrinkles indeed, but fun and camaraderie smoothed them over. It was great meeting all you other T@H'ers & discovering that, as we suspected, you are all above average in every way!

CLUBS

The RATS are rolling. The Richmond (Virginia) Area Tandem Society had a "founding" picnic and ride on April 23 and another gathering on May 6. For more information contact Mary & Tom Breeden, 326 Lakeside Blvd, Richmond, VA 23227 (804) 261-1231

Arizona COYOTES on the Loose: Somewhere in the Arizona desert on a cloudless warm afternoon last April Fool's Day, a COYOTE cub was found hunkering in the minimal shade of a saguaro cactus. A small group of tandems out for a spin took pity on the funny little critter and rescued him from an uncertain fate. They decided on the spot to save the lil' COYOTE and adopt him as the mascot of Arizona tandem riders. An Arizona-wide contest was held to name the new mascot; several names were suggested, but the all-out favorite was Yippee. If you're interested in joining the Coalition Of Young & Old Tandem Enthusiasts contact Rudy & Kay Van Rentreghem, 8414 N Calle Tioga, Tucson, AZ 85704 (602) 742-2518

Ken Campbell/Sue Ballenger
Sacramento, CA

*Tandem@Hobbes is an internet mailing list for tandem enthusiasts.



NORWAY WITH OUR TANDEM

ed Bob & Nancy are traveling the Rallarvegen. A "road" used to haul equipment when laying the Oslo-Bergen railway line 101 years ago. Unpaved, but low motorized vehicle traffic.

Finse: mid-way in the Rallarvegen, and the only unpleasant accommodations of the entire trip. We opted for the hyetta rather than the hotel, but by the time we were kronered and kronered, it would have been cheaper to stay in the hotel. Next time. The group of people there that night were not the usual open, warm individuals.

Off the path at Haugastol, back onto real roads and into Geilo. The usual tourist ski town and too early to stay, so back on the road. By now, 9% grades are no problem, but I still would rather go up them than down. Back into farm land, also. Beautiful countryside, and valleys behind you as you climb. The advantage of being a stoker: I can look more.

The "find" accommodations of the trip: Lia. Bob knew it had some accommodations, but he was not

sure what. It was a .5K unpaved climb to the ski lodge not viewed from the road, and by now, a climb is a steep grade. The lodge turns in to a hotel in the summer, by far the best price, nicest rooms, delightful owners, wonderful, open warm guests and very few of them. Dinner was included in the price of the room (as was breakfast) and coffee was served to the guests (all 8 of us) around the fireplace in the salon after dinner, with traditional waffle and sweets. Talk about honored guests. We left the bike across the parking lot in its own tool shed. No need to worry about securi ty here.

The next morning, we left early because we wanted to do a long ride, adding a few miles to the itinerary, but that would keep us off E7, another main North-South artery. However, instead of gently dropping 200 meters and having to climb 250, we actually dropped 700 meters and would have had to climb 950. Discretion, we took the three times a week bus (we were lucky it was Wednesday, one of the three days). The bus took us up the 950 meters

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passing two fellow cyclists working very hard to get up the hill. They were fully loaded. The bus dropped us at Haglebu (where reservations had been made for us by the Tourist Bureau at Nesbyen) around 6:30 PM, in the pouring rain.

As we unloaded the bike, a man rushed over from the restaurant/hotel where we were staying and began examining the tandem. He spoke beautiful English, his wife none, but nothing would do but we had to have dinner with them. It turns out that they had spent 6 hours in the mountains picking multe berries, something I had not eaten in 43 years and had remembered so well. Guess what we had for dessert and it wasn't from the restaurant. They asked if we would stop in their home the next evening on our way back to Oslo; however, the town was 5K further south than we needed to go. We would have loved to, but Hokksund was definitely off our planned path.

The two young men stopped in the restaurant also, and we spent some funny times with German, Norwegian and English. They claimed they were camping only during the trip and washing bodies and clothes in the lakes early in the morning. They were completely loaded, with a miners lantern, guitar and fishing poles. They continued down the road that night to find a place to camp and swim.

Bob got the flu that night, but we did have to continue and make it back to Oslo. Luckily, it was all down hill, literally. A fantastic payback for a tandem--very little on the brakes, along another glacial stream, farming valleys, beautiful countryside. We stopped for a mid-morning snack at the Eggedal Hotel (where in retrospect we should have stayed), and whom did we meet having their breakfast in the hotel? Our two young friends. Sure they camp every night. But when you can have your bed and breakfast for under \$30 per person, why not have a warm shower instead of a cold lake?

We played bicycle tag with these two friends all day; they were considerably faster than we were, however, they liked to stop for longer periods of time.

We arrived in Amot, called Siri in Oslo and asked if she could pick us up; Bob really was not sure how he do the next day, our last day before Oslo. Siri, a resident of that country for 53 years, had no idea where this town was, could we please get to

Drammen, and she would pick us up at 8:00 PM. No problem; it is supposed to be down hill to Hokksund where we would go east; however we decided to take the marked bike/pedestrian path. We ended up climbing hills, biking unpaved roads and doing our longest day of the entire trip, mileage wise. 75 miles. In Hukksund, we were scanning the tourist board for the best way out of town to Drammen when I said to Bob, "turn around and look who is coming into the parking lot". The couple from dinner last night; they had seen the bike on the road and turned and followed us to the parking lot. Again, reason for the well appointed bicycle.

The first train from Hukksund to Drammen wouldn't take the bike and the second got us into town too late for Siri. So, we ended up staying in the baggage room at the Hukksund train station (the flu finally took its toll on Bob; he couldn't make it further and Siri did know how to find us). Two vehicles came for us, the van for the bike and the car for me. By this time, there was no language barrier.

The bike stayed unriden for the next few days, as we spent time sight seeing in Oslo: the Viking ships, Kon Tiki, Flam, the Resistance Museum, City Hall, Holmenkoken (the 1952 Olympic ski jump that is visible for miles as one approaches Oslo by car, boat or plane), Vigland Park, National Theater -- too many sights to see. The Resistance museum was of special interest to us. Norway had been an occupied country during WWII and when I saw the country map, I recognized the area where Bob and I had gone the first weekend as an occupied area. Siri in fact remembers that after she and her mother left Oslo and went to the cabin, they returned from milking the cows and were asked if they did not wish to find some other lodging for the time being. Of course, they moved out. The Germans did no damage whatsoever to the cabin during their stay.

Saturday, while Bob did some extra sightseeing, I spent some time meeting two quilters in Oslo. I was more than pleasantly surprised and had my faith in quilting renewed when I saw what these two ladies are doing. Taxation is so high, that imported fabric is a real luxury; it comes in by the meters rather than the bolts. And the Norwegian fabrics are too heavy to be conducive to lots of quilting.

Sunday, we helped Siri and Osbjern care for the plants in four restaurant clients, took in some more sights and then had a party at the house: Siri's



siblings whom I had lived with many years ago, with their entire families. Bob was a good Charlie Brown during this and it was fun. And, as a special treat, Siri's mother called from her residence in Spain; so I had a chance to talk with her, too.

Bob packed up the tandem and duffel bag as I went to the flower mart Monday, 5:00 AM with Osbjern, to watch as he picked/carted/packed/unpacked at the two retail floral outlets of theirs. Osbjern has the Cash and Carry, Siri the decorator shop. We then spent more time sightseeing.

I prepared our farewell dinner Monday night - a California favorite of tostadas. Interesting to try and find speciality items in a foreign country specializing in smorgasbord. A very long, good and close evening. We arrived at the airport with our tandem and huge duffel that I was returning to the States with (Bob was staying an extra month touring France, etc) and found that the way international flying is, we were not able to through ship these items through to San Francisco. We would have to go through customs and then find storage for them that night in Frankfurt. We managed to, believe it or

not; stayed at the Hilton at the airport and took a deep breath when ordering coffee at the airport just before my return flight: \$7 for one cup of coffee. That's what it is.

I had been concerned about returning to the States alone with the tandem and large bag, so after Bob left me at my gate, I returned and requested some help in customs in San Francisco. A telex was actually sent and the agents in San Francisco were prepared for me. I hired my own Skycap, who picked up the duffel from the carrier and headed toward the bulky items door and picked up two packages. He was rather surprised when I indicated not the small ones, but the one large one. He was good though. He took his cart apart, made me go in line #1 (Crew) and I was then face to face with the customs official. "Would you please open the box and put the bike together?"

I did not give the usual reply, but said "No," I really would not, because, number one I did not have the tools, number two, I did not know how and number 3, if I opened the box, it would not fit any vehicle that was coming to pick me up. "Well, your landing card says that you were on a farm. Did you bring anything back?" Well, yes. Some commercially packaged brown goat cheese. "You like that? Keep walking, please".

That was the easy part. Now, after 11 hours in the air, there was my son, as he said 28 days ago he would be. However, he did not have my car (a lift back that I know the box fits into) or Bob's car (which, with a red flag the box can hang out of the trunk), but his Honda Civic hatchback. The airport policeman looked at the box, the duffel, the handle bars I was carrying, the car and said: I won't hurry you, I won't ask you to move, I won't even give you a ticket. I want to see all of this get into the car."

It did work; I got home and Bob took the bike out of the box the day he returned. Believe it or not, we rode the tandem within the hour. How good it feels. Now, we just need to clean it up, do some minor adjustments and it is ready for another trip. And, most important, we saved the box for that next trip.

Bob de Mille
Nancy Gordon
Palo Alto, CA

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BRAKING

Hold it back or Let it go? How to brew your tea when descending hills.

Many writers refer to a style of braking which "keeps the speed in check" or "controls" the bike, so I decided to investigate the physics of this technique ... There must be two extremes in braking style: If brakes are not applied at all, the bike's speed will be limited by air and frictional resistance only, and a high terminal velocity could result. However, there is no way in which the brakes could overheat; similarly, descending at a snail's pace would give the rims and blocks adequate time to dissipate any heat generated without a great rise in temperature. Between these two extremes must exist a maximum case, when the greatest rate of heat output and therefore temperature rise must occur. I calculated this to be around terminal velocity divided by the square root of 3, possibly just the speed at which the captain believes they are descending soberly and in control! (See graph). At this speed it is found that heat dissipation rates easily exceed that of a household heating system and since air is a far worse conductor than water, high rim, tube, tyre, drum or disc temperatures will ensue. Sitting up on a downhill will help reduce heat build-up, multiple rim brakes will exacerbate the problem. Unfortunately, because tandems have better aerodynamic qualities than singles (which we enjoy on the flats, into winds, and on moderate descents), our brakes have to dissipate heat at a greater rate than merely the increase in weight of the machine and riders over that of a solo might suggest, i.e., rather greater than twice that of a single.

Wet weather is cited as a reason to use hub brakes, although rain would help cool the rims. Conventional wisdom is that alloy rims provide best wet weather braking, but the type of blocks used can make a significant difference in performance. Leather on steel is a good wet braking combination; perhaps we should rethink both our descending style and our prejudice towards aluminum and have at least one steel rim!

All this might support the notion that we need three brakes on a tandem, one of which is a drum brake. For some years now I have been following the

cycling press's reporting of braking and, as far as tandems are concerned, there is much dispute and a growing mythology. Can tandems brake harder than singles? Will they tip (do a header)? Should extra brakes be fitted? If so, where should they be placed? What kind of brake should be used? Who should control them? Can one lever control two brakes? What effect do wet roads and rims have?

First, what is current practice and knowledge? The Tandem Club of America did a survey, some years back, and I dare say the variety of systems is probably the same as in the UK. Generally, I suspect racers make do with two rim brakes and tourists err on the side of caution with an extra, usually rear, hub or disc brake. Reports of braking performance seem anecdotal, controlled experimentation rare and analysis dubious (including some of mine, I am embarrassed to say). Much of what is written is prescriptive, so I decided to do some theoretical research. I wonder if in the future a university or polytechnic engineering department would take on



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some research (especially practical) as a senior project? I decided to write a computer program in which I could vary tyre friction, rider masses, wheelbase, and both size and position of any load.

The objective was to determine:

- * The highest deceleration attainable, given brakes able to supply the necessary forces.
- * Whether during extreme braking, the bike will tip or slide.
- * Maximum deceleration attainable with both brakes.
- * Maximum deceleration attainable with rear brakes only
- * The braking force on each wheel for maximum retardation.

The program finds the centre of mass of the bike, riders, and load, then evaluates forces and moments during deceleration. Expressions were used to determine centre of mass and appropriate frame sizes for various riders' masses using anthropometric data from NASA. (This involved cutting out little cardboard humans -- the data is unfortunately restricted to males. The centre of mass generally ended up just outside and halfway down the chest and does change as you pedal.). So far the program doesn't consider the effect of going downhill. I'll be happy to supply details and full results, especially to anyone willing to check my work.

Results

Tandems can tip! I tipped my old James once with no stoker using a rather snappy British Hub Co. front drum brake. Reassuringly my program confirmed common sense: damage to rear axles, etc. aside, put heavy people and loads as far back and/or as low as possible. However, it seems that raising a front load from lowrider to handlebar bag position is all that may tip the balance (and you, especially downhill). I had been considering front loading because of the fragility of back wheels; perhaps I will reconsider. Even long wheelbase tandems may tip and putting the heavier rider on the back won't remove the possibility, though it helps. Raising a heavy load from panniers to saddlebag (or backpack) can be catastrophic. Tipping is more likely under dry conditions. For solos, light riders with low slung rear panniers are in the most stable situation and can achieve greatest deceleration. But:

Tandems can decelerate quicker than singles. Under rear wheel only braking, given sufficiently powerful brakes, a tandem can brake with a deceleration around 0.4g as against a solo's 0.3g; if tipping is likely, with both brakes, a tandem can achieve around μg (where μ is the coefficient of friction) and a solo a little less. If tipping is unlikely, and the tandem slides, deceleration is again a fraction of g equal to the coefficient of friction, which according to Whitt & Wilson in *Bicycle Science* can approach unity. (In my program, μ was set to a value between 0.7 and 0.9. My students had conducted an experiment in which it was found to be 0.8 for a 27" x 1-1/4" on dry concrete. The UK Highway code assumes the coefficient of friction to be around 0.67 for cars) I believe tipping is currently unlikely and rarely observed because we do not equip tandems with sufficiently powerful brakes and what we do specify is put in the wrong place and controlled inappropriately.

A tandem braking to the maximum and about to tip must apply a braking force to the front wheel approximately equal to the tandem, riders, and load's total weight; could the force of your front brake support the full weight of the tandem, riders, and load? Under the critical condition of just tipping, the rear brake does nothing. Even if the tandem is not tipping, but on the point of skidding with both wheels simultaneously (i.e., max retardation), the front brake must apply at least three times the force of the rear brake (and sometimes a lot more.)

Conclusions:

1. Don't run front and rear brakes off one lever unless there is some means of distribution unequal forces between them! Ernie and Pat Fisher, West Des Moines, IA, state that a cantilever shouldn't be coupled to a drum brake, but two cantilevers can be coupled. (From an earlier D-T. Sorry, I lost the date when I moved to UK). This is erroneous: a non-compensating system cannot supply force F to one brake and $3F$ to another. Readers also responded that a hub brake was needed in the rain (and possibly on long descents). The rain factor is less important in the arid regions of the US. In fact, unimpressed with three brakes, Ernie and Pat went back to two brakes and two levers, which supports my observation. Compensating designs are discussed later. For twin cable levers, having the front brake shoes "touch"



before rear ones will help non-compensated systems a little.

2. Put extra brakes on the front: A good rear rim brake can lock the rear wheel -- any more braking force is superfluous, the only reason to double up on rear brakes is for heat dissipation on winding, steep descents -- in this case a single hub brake will suffice. Nevertheless, this is a strong argument in favour of drum or disc brakes.

3. Child seats and kiddy cranks place precious loads high, increasing the chance of tipping - the situation is worse still on singles. In general, light people will tip less easily than heavy ones, who are often taller and use larger frames.

4. Use a compensating system to distribute forces appropriately between front brakes, possible to favor the more easily and cheaply maintained rim brake. Biased compensation could even be progressive. Heavier cables should be used since maximum tension could exceed double that

associated with a single. (This is true on a tandem whatever braking system you use.) The failure of components is going to be higher on any tandem system: we exert high forces on them with the expectation of single bike decelerations -- double the weight, so double the force.

5. One way to dramatically enhance rear brake action is to use thicker cable for the rear brake. One major limitation on rear- brake effectiveness is that the cable, being elastic and long, stretches during application, so much that the lever may hit the handlebars.

Further points

I really believe that a little technology could help us a lot. A good, light -- but powerful -- disc or hub brake built into a slightly stronger wheel, controlled with heavier cables, could sure replace many of today's braking systems.

Malcolm Parry
Hampshire, United Kingdom

MORE ON BRAKING

Michael & Natalie Huchinson suggested that if Sachs Ergo Power brake/shifter levers are used, then a barcon can be used by the Captain to operate a third brake. This is one option that I personally wouldn't like because I would have to momentarily release my grip on the main brake lever in order to slide my hand back to operate the third brake. I went through this situation when I first installed a drum brake on our mountain tandem. I used an extra thumb shifter to operate the drum brake. This proved to be a real hassle off-road, as the rapidly changing trail conditions often required very frequent application and release of the drum brake. It was a real distraction at times, as I had to keep sliding my hand to the extra thumb shifter to operate the drum brake. Not fun when trying to negotiate a long, steep, technical downhill! I finally solved this situation by swapping the cable arrangement to the rear brakes. I now have the main brake lever operating the drum brake, and the extra thumb shifter controls the rear cantilevers for us as drag brakes, if needed. So far, though I have used the cantilevers only a couple of times. The drum brake has enough stopping power, and by controlling it with the normal brake lever, I can instantly apply or

release it. It is a welcome relief to have this control over the rear braking force, and not have to worry about overheating the rims on long and/or steep off-road descents.

Andy & Kami White also wrote describing their personal road tandem setup. They mounted a thumb shifter just below the right brake lever, so the captain can easily activate the third brake as a drag brake, if needed. I still prefer using the double cable right-hand brake lever to operate both rear brakes. We get enough brake lever travel to engage the drum brake somewhat prior to the cantilevers by using a set of Dia-Compe double-pull brake levers. Santana had Dia-Compe make them special. They have their pivot point relocated in order to provide more cable travel than Dia-Compe's regular aero road brake levers. They are a great way to get sufficient cable travel when using road brake levers with cantilever brakes. It eliminates that mushy feeling and having the brake lever moving all the way back to the handlebars when braking hard.

Willard Wheeler
Upland, CA



TANDEM FAMILY TRANSPORTATION

Slogging through water up to our hubs and oozing through mud over our timing chain had not been our concept of pedal powered family transportation in Kathmandu; but these have proven to be the exception and not the rule. What has been true is that we have had enjoyable, economical and enriching family times together. A two seater tandem has been the only transportation for our family of five for more than a year here in Nepal.

Having seen families of several members riding on a single bicycle during our previous time in Asia, we felt that we could certainly manage our growing family of five on a tandem for a few years. Scouting local garage sales in Indianapolis had provided us a tandem for less than \$200 and we gained enough experience to know that this would be very enjoyable as well as suitable transportation for us if we had a frame that was a little more sturdy. For upgrading, *DoubleTalk* classifieds helped us to purchase a good used 1990 Burley Samba, certainly the Volkswagon Bug of tandems. The installation of two crossbar seats and a padded rear carrier provided room for our three children (ages six to ten) to travel with us. Some experimenting in the States on the side roads of our housing addition confirmed the viability of our familymobile.



Once we had made the decision to utilize a tandem for our family's transportation we faced the

problem of getting the long bike from America to Nepal. Two single bicycle boxes overlapped and fastened together provided the shipping carton we needed. Northwest Airlines would take the tandem as a single piece of luggage without extra charge even though it was larger than the allowable size restrictions. Some wooden cross members helped to stabilize the bicycle in the box and we only had to turn handle bars and remove the pedals leaving the wheels in place.

As it turned out, the bike was just (almost) small enough to fit in the baggage compartment on the first medium size aircraft that we were to take from Indianapolis to Detroit. In the Detroit terminal we were able to see the tandem being loaded and noticed that the box had been slightly crushed at one end. By the time we saw the tandem loaded again in our smaller Asian aircraft in Bangkok we could see much of the bike as the box was giving way. When the bike appeared in Kathmandu it was simply wheeled in to the terminal because there was nothing left of the box. The bike, however was in perfect condition and was actually easier to wheel around than it had been to shove and carry the big box. It didn't take us long to get the bike assembled for our Asian transportation.

A couple of adjustments made for improved rider comfort. A local tradesman in Kathmandu put together a small steel plate foot rest for our middle passenger that we fit into one set of water bottle braze-ons on the back of the captain's seat tube. To provide softer seating I wrapped an old inner tube around our rear luggage rack for our eldest daughter to sit on. Pumping up this tube provided an adjustable soft seat for her to ride on. (This was very soft but sometimes so bouncy she would nearly bounce off the bike when we hit a bump.) My wife also found the addition of a longer stoker stem a relief to the pain in her back from bending over and stretching to reach the handle bars with a passenger in front of her. We have found wider tires a near necessity on the unpredictable roads in the city.



One difficulty in using cycling transportation in Kathmandu is the terrible street level air pollution. The city sits in a bowl shaped valley virtually surrounded by mountains. This means that there is little air flow to carry pollution out of the valley. Also, up to this time there has been insufficient political will for cleaning up the air or putting restrictions on horribly polluting trucks and small three wheeled tempos used for public transportation. Recently it was reported that a team of American scientists visiting Asia's cities had rated Kathmandu the city with the worst air pollution in Asia and second only to Mexico City in the world. Some good activated carbon filter masks have helped in saving our lungs.

We have had many interesting adventures traveling in Kathmandu. On one occasion we were returning from friend's place about 13 kilometers from our house. When possible we like to take in our family's favorite Indian food restaurant on that side of town where we can all gorge ourselves on delicious food for a total of only \$4.00. The sky was a bit threatening but we thought we would have time to eat and be home before the rain. After a delicious supper the sky was even more threatening and much darker than the 6:00 pm time would indicate. We put on our rain gear and had hardly gone a kilometer when the rain started as we sailed down a long hill. Crossing a bridge and starting back up the other side the rain began to come in torrents. Once you are thoroughly soaked you can't get any wetter so we continued. Most of the other traffic had pulled off the street because of the high winds and heavy rains. As we headed right into wind and up a slight incline we could hardly make any progress but didn't feel we could stop either without rolling backwards down the hill as the rain came horizontally. Heading over the crest of the hill the wind became even harder right into our faces making even our downhill progress very slow. The usually good light from our Union Halogen generator seemed to make no headway shining through the downpour. It was good that our progress was slow because at the very last minute a quick view of the road provided by a glance over the top of my totally soaked glasses and the light from a lone car approaching from behind us revealed a huge stone pile in the middle of the road near a construction site. We were just able to maneuver by the stones as the car passed us at the same time. Crossing a bridge over the Bagmati River

we felt like there was as much water on top of the bridge as there was flowing underneath. Further ahead as we got to lower lying roads we found another surprise waiting. The typically insufficient rainwater drainage was no match for this downpour and we encountered water up to the hubs of our wheels. Our feet disappeared underwater during much of the pedal stroke and the children had to lift their legs to keep them out of the water. It was only adrenaline that was powering us through the flood with five passengers and only two pedalers, not knowing when we may sink and disappear in an unseen pothole. (As Francis K. Wang wrote in a Nov-Dec 1992 article in *DoubleTalk*, the roads of Kathmandu are sometimes little bits of pavement between potholes.)

We finally did make it close to home and had one last obstacle in approaching our house on our unpaved road. The rain had made the lane a lake of mud and extreme effort was needed to keep the bike moving forward. You might think it would be better to walk, but the mud was several inches deep. Home at last, we got everyone washed off and warmed up none the worse for wear after our stormy ordeal. Washing off the bike the next day, the odor coming from the bike indicated that it was not just rain water that we had been traveling through. The ever present cows had left their deposits on the roads of the city which then had dissolved into the deluge and perfumed our bike as we had passed through.

Another time I took the children out for a short ride not far from our house. Unbeknownst to me the route I had chosen took us through an unpaved low-lying road. We struggled through the mud as long as we could pedal at all and finally sludged to a halt. My feet were already muddy from pedaling as the bottom of the stroke submerged my feet. However when I started walking the bike through the mud it was over the timing chain making a real mess of things. Well, mud is used for washing kitchen utensils here. (When you go camping you will find that mud cleans up a fry pan nicely!) Though not recommended for regular chain cleaning, mud does come off and with a good cleaning the bike was soon useable again. We have been pleasantly surprised at the ease of moving our 540 pound (bike plus family) load around the city. On some of the steeper hills our eldest daughter who rides on the back carrier will get off and push us for a while to keep us moving. At



other times the passengers have to all get off and walk as we work our way up a steeper incline. Happily we find that we are unaffected by bunds (transportation strikes when opposition government supporters shut down all motorized transport on the roads), taxi strikes, gasoline shortages and the like. We are quite a sight in the city and will undoubtedly cause an accident sometime in the future as drivers turn their heads to stare at us instead of watching the road ahead. We have literally seen drivers hanging their heads out the windows continuing to stare at us as they drive by. Though we have only used the tandem for local family transportation, we are looking forward to longer tandem tours in the future.

Donn Treese
Kathmandu, Nepal



Treese tandem team - L to R Jyoti, Donn, Abby, Betty, Shanti Treese

THE VACATION OF A LIFETIME

In July of 1992 Patrick and I checked out of "real life" and had the adventure of a lifetime. We loaded up our tandem and set off for a five week tour of the highways and back roads of Colorado. Although Patrick had originally planned a route involving six mountain passes in the first week of travel, I nixed that idea and convinced him that a recent graduate coming up from sea level would die at elevation without proper training beforehand. Therefore, we began with a week of travel from Boulder to Buena Vista before tackling Cottonwood Pass. We rode through Denver to Sedalia, over the Rampart Range then back to Colorado Springs before heading west to Canon City and north to Buena Vista. The headwinds along the Arkansas River Valley were awful, as anyone who has done the TOARV can attest. After covering around 275 miles in six days, we took a rest day to raft the Arkansas River.

On July 4th we climbed Cottonwood Pass, our first of many Continental Divide crossings. At the top of the pass we had one of the many encounters which reaffirmed our faith in humanity - we were surrounded by people who had watched our slow ascent up the pass and wanted to congratulate us on our achievement. We were then offered water, beer

and watermelon which were a welcome diversion from the burning quads quivering from hauling 45 pounds of gear up to 12,000+ feet! From Cottonwood we descended to Crested Butte where we spent a delightful week at the Fat Tire Festival.

After the Festival we continued our route south toward Antonito in the southeast corner of the state. Along the way we encountered scores of delightful people who were willing to help us out or just offer encouragement. Whenever we would stop to shop for food, I would leave Patrick to tinker with the bike and gear and return to find him surrounded by people wanting to know where we were from, where we were going, how long we'd been out, etc. The tandem is a truly remarkable conversation piece and we were not ignored in a single town we visited!

Along our route we did experience mechanical difficulties - everything from broken spokes, blown out sidewalls, a stripped freewheel cog, and a broken chain ring (luckily it was our quad ring so we simply removed it and went on!). We had no problems hitching rides with the tandem, borrowing tools, or finding extremely helpful mechanics. We were even lent a car to drive into Alamosa and have our wheel repaired.



In Antonito we took the Narrow Gauge Rail Road to Chama, N.M. Traveling by train was a wonderful change of pace and the rail road personnel had no problems loading our bike into the observation car. We also took the Narrow Gauge from Durango to Silverton, thus saving ourselves that climb.

In Silverton we met the only other tandem team we saw on our trip. By coincidence they were Doug Smith and Juli Schwartz-Smith, also from Boulder, out for a two week loaded tour. From Silverton to Telluride we chose a jeep trail which took us over Ophir Pass. This ability to stray from the paved roads was one of the reasons that we rode a mountain bike tandem and ran ridiculously small gears. I believe that this particular day, while extremely physically taxing, was the best day on our tour. The scenery was exquisite, and believe me, we saw a lot of spectacular scenery with which to compare it!

The Grand Mesa, north of Montrose was also spectacular, if grueling. We didn't plan this section well, though, and were surprised by an additional 2000 feet of climbing on the Mesa (I thought a mesa was flat by definition!) and 20 miles of dirt roads.

From here we wandered over Independence Pass (if you're planning on doing this on your bike, we recommend against it!) and north through Silverthorne and Kremling. Because we were rapidly approaching the time to return to Boulder and work, we crammed almost 350 miles into our final five days, looping through Steamboat Springs, over Rabbit Ears Pass into North Park and flying down Cameron Pass into Ft. Collins.

At this point we almost turned north into Wyoming instead of south toward Boulder, because we really did not want our trip to end. We had spent 36 days on the road covering 1550 miles, almost entirely within Colorado, and crossed the Continental Divide eleven times. We had ridden through mile after mile of the diversity that is Colorado: forest, plains, farm fields, and desert; hot sunny days and overcast drizzle. We had met some truly wonderful people and shared our adventure with folks along the way. Our life had become simplified: where and how far do we want to ride today? When do we want to eat? What do we want to do and see when we're off the bike? Who wanted to go back to work?

Whether you do this type of tour fully loaded or by credit card, for two days or five weeks, we highly recommend it. We explored parts of this state that neither of us had ever seen, at a speed that allowed us to truly enjoy the scenery. The stories and pictures we gathered along the way continue to inspire us. Just do it!

Suzanne Williamson
Boulder, CO
Colorado Tandem Club newsletter

TCA TANDEM HOSPITALITY HOMES

Are you willing to become a TCA Hospitality Home? If so please fill out the form to the right. If you would like to discuss this, give Tom a call and talk about it.

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy, a spare bedroom or even a tent site will do. The cyclist will need shower facilities and possibly an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

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THE WYMS

In 1993, as a 30th wedding anniversary present to each other, Dian and I decided to do a long tour in France. We had never toured on our tandem, even though we had been riding on a regular basis for 12 years. We decided to do the tour without support, without a group or even without hotel reservations. We just started riding in Paris and stopped whenever we were ready to stop.

Our experience on tour prompted me to start a design project and the University. We decided to build a tandem bike that was small as possible so that it could be easily transported and still be comfortable enough for extended touring. The result is a recumbent tandem with 2 wheel drive and rear suspension.

A riding update

We spent the summer riding in California, Colorado, and Washington. Hills and traffic are no more of a problem than the "Safety bicycle". The small size is a boon for travel and keeps the potential weight down.

All stokers find the machine much more enjoyable than safety bikes and express great interest. The Unicadence is much more important than thought. In fact, I believe that the future of tandem bikes will include full suspension and independent cadence. This is starting to show itself at the bike shows.

Part of the feeling of security, felt by stokers, may be the small rigid frame. Frame rigidity is equal to or greater than any other bike. The exaggerated trail causes some flop at low speed but provides a safety margin at higher speeds. A missed shift or foot slipping off of the pedal could be a disaster on a front wheel drive bicycle with normal trail.

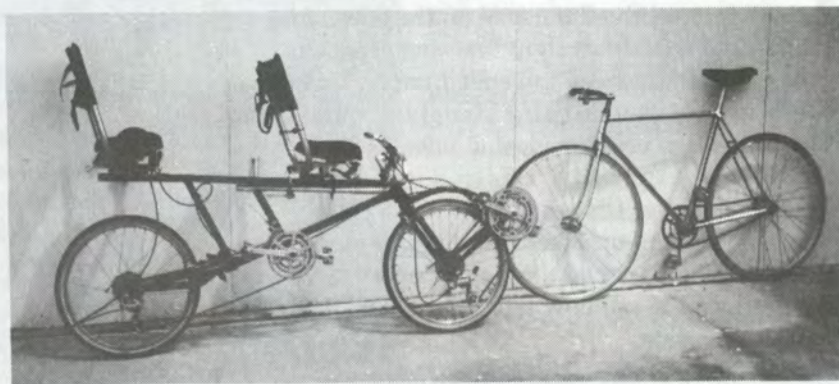
Dian & Bill Patterson
Santa Maria, CA

WYMS -A REVIEW

SPECIFICATIONS:

Wheelbase 48"
Length 74"
Weight 49 lbs (that's my story and I'm sticking to it)
Material mild steel box section
Wheels 20" x 1 1/8
components found/used nothing clicks

Bill Patterson was visiting San Francisco today and I was able to meet up with him and ride the WYMS. This is a SWB 2 wheel drive tandem he built. The front rider drives the front wheel through a pivoting bottom bracket arrangement with USS, while the rear rider drives the rear wheel. Both riders have completely independent drivetrains so they can peddle at different cadences or coast independently. The front seat is from Linear while the rear looks like a home brewed mixture of office desk chair and recumbent seat. The bike has a swing arm rear suspension using rubber from old car tyres as elastomers. He is working on front suspension for it. Both wheels are 20" and the bike folds up in about 20 minutes for taking on an airplane.



Bill gave me a brief ride in the back seat. I was impressed with how he was casually riding it round corners with no hands. He said it takes 3-4 days of riding the bike when suddenly you stop needing to hold the handlebars. Then he took out a couple chunks of rubber from the suspension to lower the ride height and turned me loose on the streets of San Francisco to practice riding the bike solo for a couple



hours. I had ridden the WYMS briefly once before and found it much easier to ride than other FWD recumbents I've ridden. The steering geometry has a lot of trail, so this might help. Also the seat is fairly high which might make it easier as the other ones I rode were very low. Normally I prefer a lower seat but for this application the high seat is fine (when ridden as a tandem there is no danger of launching the rear into the air).

This was sort of a trial by fire for someone with little pivoting bottom bracket forward experience. The first few blocks of riding through the traffic and hills of San Francisco were scary (no I didn't even bother practicing in the lot first). I was sort of weaving around a bit. I had a rear view mirror though and the drivers behind me seemed understanding. I gradually started to feel more comfortable with each passing block. All the traffic sort of forced me to get good at the handling quickly. I rode over to the densely trafficked financial district. Here there was a red traffic light at every corner and busses and traffic jams all over the place. The high seating position was useful in this traffic. The people on the sidewalk were giving me lots of looks and comments, but I am use to that riding the F40. I now felt very comfortable on the bike and started riding it along the waterfront, sprinting and blowing off bike messengers. With all the trail on the bike I found I could hold a fairly straight line sprinting. Once I got it over a certain speed (no speedometer on bike) it really had no trouble going straight. I found I was also able to go up all my usual hills, except for one and I think I could have ridden it up that one if the bike had a lower first gear. I did get a bit of wheelspin going up one hill but it was easy to recover simply by pedaling more smoothly. I would be interested to see how these hill climbs would work in the rain.

At the end of the ride I felt I could almost take my hands off the bars, but not quite. Given a full day of riding it I think I could. One of the useful findings of this test was that my knees didn't hurt. My knees are prone to pain from such things as clipless pedals with inadequate float. I thought the pivoting BB would trigger off the knee pain but it didn't, so now I am more encouraged to build a bike of this configuration. Bill really has something neat going here, though he admits it would be hard to market due to the initial difficulty riding it. I'd like to build my own WYMS type bike which would be modular.

The "tractor" unit could be plugged into a rear fork and wheel for riding solo, a rear seat/rear drive unit for riding tandem, or a one or two wheeled platform unit for load hauling.

I think the most difficult part would be finding a "MS" to ride with me!

Zach Kaplan
Corte Madera, CA

PRODUCT REVIEW

Last August, my beloved Captain obtained a shock post for my (stoker's) saddle. Was this purchase worth it? A resounding YES, and her is why.

Prior to riding with the shock post, it had been a given fact since we started riding a tandem (1981) that the most I could ride comfortably was about 60-70 miles tops. Anything over that was increasingly painful; centuries were agony. In September we rode our annual century - and NO PAIN. In fact, we could have easily ridden many more miles.

This past February we did a three week bike trip in New Zealand with several other tandem teams. Even though prior to the trip the last time on our bike had been in early December, I was able to immediately ride 60-80 mile distance comfortably - no sore butt. Two of the other stokers had to spend days off their bikes because of soreness, and both of these teams were generally much stronger than us. Also note that the road surfaces in New Zealand are like a mini-cobblestone, with lots of road shock.

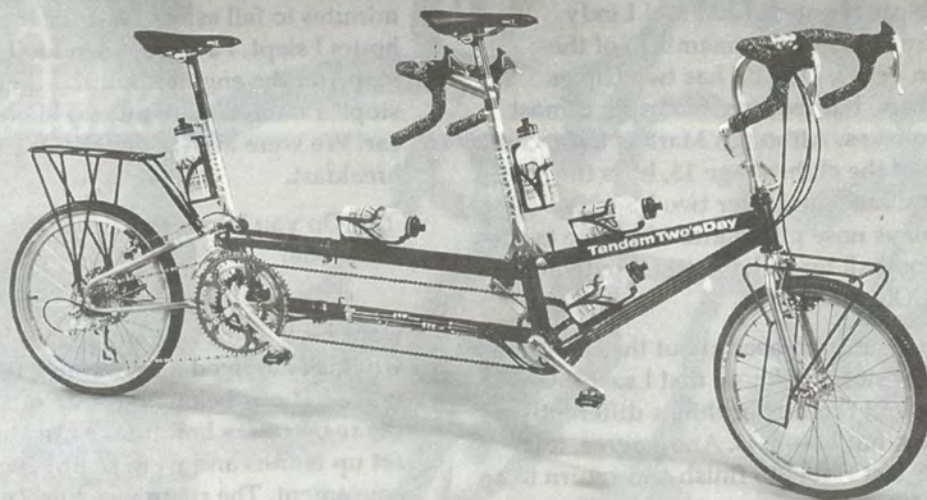
The bottom line? I am convinced that the shock post is one of the best additions made to our tandem and look forward to a lot of pain-free riding this coming year. We have the U.S.E. post but others are available.

Linda Harvey
Salem, NH



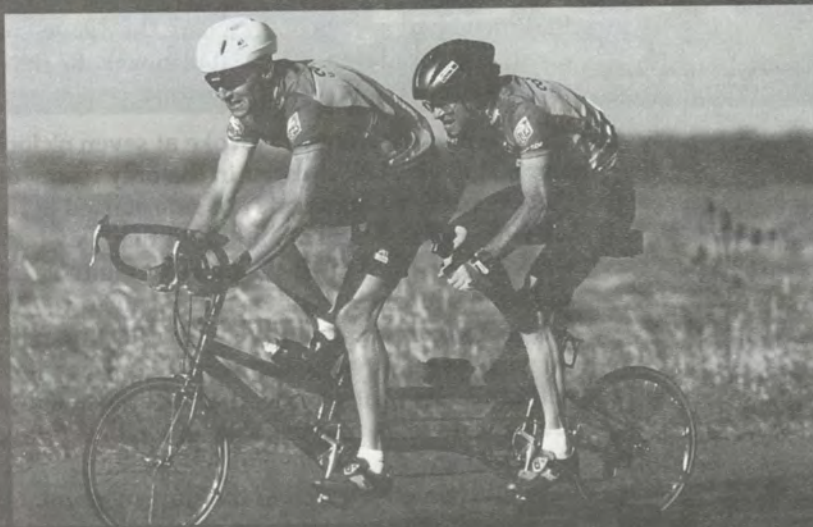
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MORE INFORMATION

★ "The thinking here is that this Tandem Two'sDay is terrific. It has passed all of our shakedown tests with flying colors, including loaded with panniers or with trailer in tow. The day after it arrived, we took it along via commercial airline to Phoenix, Arizona — packed snugly away in the two suitcases which went through as checked baggage, no fuss, no muss, no questions asked. And the big bonus is that the stoker's Hydro Post has rejuvenated our marriage..."

Betty and Gene Newton
California



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Tandem Two'sDay™

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HOTTER 'N HELL HUNDRED

Mark Venable is the son of Jeff and Lindy Venable. The three of them are members of the DATES group in Texas. DATES has two triples among its members, but the Venable triple is most active of the two bikes. Although Mark is the second youngest stoker of the club, at age 13, he is the largest stoker at six feet and over two hundred pounds. Mark plays nose guard and offensive tackle on his school's football team, hence the excitement over finding a XXXL ride shirt.

I thought it was nice to hear about the ride from the view of a child stoker. I know that I saw things slightly different and remember things differently from Mark's story, but here it is. And I agree, it is nice to not be the last riders to finish and return to an empty parking lot just because you took the longer option and cannot average over 20mph.

Jeff & Lindy Venable

HOTTER 'N HELL

"Mark, get up, Mark," my mother urged.

"No!" I groaned.

"Get up. We have to leave soon."

"Fine," I replied. I sat upright until she left and then flopped back on my bed. I didn't realize that this was the day we were leaving for Wichita Falls where they hold the annual Hotter 'N Hell Hundred, a bike ride that attracts several thousand riders a year. This was going to be the first one hundred mile bike ride I had ever ridden in. My parents and I would be riding a triple bike. It looks like a regular bicycle except that there are three seats instead of one. After I realized the importance of my early awakening, I sprang out of bed and got dressed. All my belongings that I was going to take were already packed in the car. We had packed the night before so we wouldn't have to do it in the morning. I ate breakfast and then sat in front of the television set.

About twenty minutes later my dad said, "Time to leave." I was the first to get to the car, and I took my usual spot on the floor. I sit on the floor of the car because we can't fit the triple bicycle in the car with the seats in it. I put my blanket over me and buried my face in my pillow. It only took me about three

minutes to fall asleep, and for the next couple of hours I slept. I awoke when I felt the car come to a stop and the engine shutoff. I then thought, "Pit stop!" I immediately put my shoes on and exited the car. We were at McDonald's. We ordered a second breakfast.

"Do you know what you want?" my mother asked me.

"Um. An Egg McMuffin." After that stop we went back to the car, and I went back to sleep. When we finally arrived at our motel, it was dark. After we unloaded our belongings into our room, we went to the registration building. At the building people had set up booths and were selling bicycle apparel and equipment. The room was filled with the pungent aroma of grease and Cafe Suds, a special clothing cleaner. After we received our packets, we browsed through the booths. As I brushed against the demonstration jersey, I felt its silkiness. This was the first race I had ever been to where they gave you a wristband for identification. It also was the first race that offered a triple extra-large shirt.

The next morning we awoke at seven o'clock. My mom, Dad and I all dressed in the only riding outfits that we had that matched. The ride started at nine so we were not rested at all, but I felt that way because I was so nervous. We left the motel at eight o'clock and followed a map that we had received the day before. I remember the drive to the starting point because there were few cars, and they were circling without a clue. I also remember it because we had several cars following us. They must have thought that we knew where we were going, but we really didn't. When we arrived at the starting point, I was surprised to see that there were not many cars there. The morning air was fresh, and I saw the towering stadium behind me. It was the largest thing I have ever seen, but I was still in the euphoria of waking up. We unloaded our bike and put it together.

After about an hour, cars began pouring in as if it were the Super Bowl. We were completely dressed and ready to go. With our matching outfits and three seater bike, we drew great amounts of attention. I remember my father saying the same thing over and over again at the marvel of the people that came by.



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He said repeatedly, "Well, Santana actually makes four different triples. You just don't see them that often." Then other people would ask, "Did you buy this bike from Santana?"

"No," my father would reply. "We actually bought it from a guy in Vermont and he bought it in California."

Finally, it was almost time to start so we made a final check and set off. We had a hard time trying to find the start. We swerved through parking lots and followed everyone who was moving until we finally found the start.

I watched the start clock intensely for a few minutes. In the process of watching the clock, I somehow ate a banana. It was beyond me how I even got the banana in my hand or how I opened without thinking about it. It was such a thrill seeing all the hundreds of single bike crammed into this huge hoard already to spring, and I was glad that there was a separate tandem start.

The starting horn sounded, and I saw the tandems at the front moving, but nothing was happening where we were. Then we started rolling. The first mile of the race was through town. There were people everywhere. We waved, smiled, and my father rang the bell. It was truly fun.

I remember the first rest stop. It was in the parking lot of a bank. We had a cup of Hydra Fuel, a sports drink that had been donated to the ride. I found out why it had been donated to the ride. One, it was a new product and the ride was a great way to advertise it. Two, it tasted horrible. It was the second worst thing I had ever tasted. I didn't blame the drink for its taste but the people who mixed it. You see, most bike riders think that you're supposed to water down the drink so it won't hurt your stomach, but I like it full strength, even over strength.

The second rest stop I remember vividly. I saw single wrapped donuts in a box. I set my drink down and opened one when I heard the strangest humming sound. I turned to see what it was a saw a



blur of must have been thirty or more bicycle zipping along.

The half way rest stop was a sight for sore eyes. I could see the dome tent of it from three miles away. I think, and right before we got the the rest stop there was a sign that said, "CAUTION: PHOTO OPPORTUNITY AHEAD." I saw that and I thought, "Pictures? Now!" At the thought I sprang up and tried to look as if I had just started the ride.

At the rest stop there were several vats of sports drink and boxes of Power Bars stacked eight or nine on top of each other. There was every flavor they made, but most of them were chocolate ones, and I didn't really like that flavor at the time. What I thought was strange was that people were taking handfuls of Power Bars. After a little hesitation, I walked away with about thirteen apple-cinnamon Power Bars. Obviously, apple-cinnamon is my favorite, but I had some chocolate ones for my mom, too.

In the shade of the tents people were lying on their back looking like they had already finished the hundred, and I thought, "If they're this tired now, how in the world are they going to make it the rest of the way?"

After staying at the rest stop for half an hour, we set off to finish. We all agreed that we were tired and that we were not going to be able to do the hundred so we set our sights on the eighty. This would be farther than I had ever gone before, but I had prepared for one hundred and knew that I would make the eighty.

The rest of the course was into the wind, and we were taking it easy. After about twenty minutes I looked back and saw that there were about seven bikes drafting off us. For this reason we had brought a train whistle. I thought that it was quite amusing to see a train of bikes led by a train whistle itself.

The next thirty miles went quickly as we zipped along hitting rest stop after rest stop. Then I saw the stadium from which we had started. We were no more than a mile from finishing.

This was my most memorable ride finish because this was the first ride I'd been on where people were still at the finish when we arrived. Usually people just leave when they are finished riding, but this time

people were cheering and laughing. It was pretty exciting.

At the end of the ride, I found out what the yellow wristband was for. If you finished the ride, you were given a pin for finishing and a free soda.

We had decided to stay at our motel room for the night and leave the next morning. I was very happy with myself and my first Hotter 'N Hell. That night I made use of a good night's sleep and free HBO.

Mark Venable
Plano, TX

WHO DOES WHAT

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

MEMBERSHIP: Collects dues, processes memberships.

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: Money management, tax and financial reports. Pays the bills

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

SECRETARY: Contact point between TCA and the outside world.

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

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



THE LOVE BIKE

I've been riding tandem bikes since the late sixties, and I thought I'd seen and ridden them all: double-diamond, double-mixte, single-tube, recumbent, side-by-side, mixed-recumbent, you name it. Then, in July, while I was sitting at the Human-Powered Vehicles exhibit at the Solar Energy Expo and Rally (SEER) in Ukiah, California, a man rode up on a tandem bike of a type I had never seen before! Bob Gardener makes the Love Bike in Willits, California, with the idea that tandem riders should be close enough together to talk without having to shout. His design places the taller rider in the rear, with a special handlebar enabling the rear-seated captain to shift and brake; but the shorter rider, in front, has the same handlebar and can perform the shifting and braking as well, if desired. Thus either rider can ride the bike solo.

Cornel Ormsby
West Sacramento, CA



Bob Gardner & the Love Bike

PEDAL THE PEAKS ON A TANDEM

The 1994 Colorado Rocky Mountain Thunder version of the Pedal the Peaks Bicycle Challenge was just that - a challenge! Seven days to cover over 500 miles with total vertical climbing of 25,000 to 36,000 feet on road grades of 4 to 9% with length climbs of 10 miles is a challenge to anyone's cycling ability! Our first introduction to Pedal the Peaks came in 1989 when we encountered a group of bicyclists climbing 11,318 foot Fremont Pass outside Leadville, Colorado. We stopped at the top to talk with several of them and the next day joined the ride from Frisco to the top of Loveland Pass. It would be five years before schedules would permit us to join them for a full ride.

In May 1994 we bought our first tandem as a 30th wedding anniversary present to ourselves. Present indeed! This new bike cost more than our first automobile - a 1965 Ford Mustang convertible.

Though we were both familiar and comfortable riding in the mountains on our single bikes, we felt we needed a shakedown ride for the tandem. In July we loaded up the Santana Arriva and headed for Colorado for a week of mountain riding. We had anticipated using our tandem for mountain riding and had equipped it with a drag brake for the long, steep descents. This is one accessory that we consider a necessity for the mountains. Our triple 54-44-28 crank was mated to a 12-32 eight speed rear cluster. During the trip we would use all 24 gears and found them adequate. Controlling the drive train were Shimano STI shifters. With the shifting on the brake levers we found control of the tandem enhanced. A Gizmo (yes, that's its real name), allowed shifting to the granny gear. Everything (gearing, drag brake, and riders) worked as advertised. We returned to Iowa and logged nearly 1,000 miles on the new bike.



The "Challenge" started on August 7, so we left for Colorado on August 3 to give ourselves a few days at altitude before starting the ride.

We had been impressed with the organization, maps, overnight stops, and ride support promised in the advance mailings. We were not disappointed when we arrived with our 600 or so riding companions in Gunnison, Colorado. Whether you chose to camp or stay in motels as we did, all arrangements were completed. Riders from about 30 states were represented. Of course Colorado had the most, but California was next. We were, I think, the only Iowans. Everyone was friendly and helpful to us newcomers. We found our motel and prepared for the challenge.

Day One was a "warm up" of 57 miles from Gunnison to Lake City. We rode in a beautiful valley along a portion of Blue Mesa reservoir. We ate lunch in Lake City, an old mining town, then biked 7 miles outside of town to stay the night in a guest ranch where we met Harvey and Sue Hoogstrate, a tandem couple from Denver who became our companions for the rest of the ride. Day Two introduced us to the

first challenge - Slumgullion Pass, elevation 11,530 feet at the ten mile mark. Then came Spring Creek Pass - a mere 10,901 feet. In the 73 miles to South Fork, we climbed 3,819 feet but also had some beautiful downhill runs along the Rio Grande River (the same one that eventually forms our border with Mexico). After getting over a sore shoulder which resulted from trying to pat ourselves on the back for doing so well on the first climbs, we launched into Day Three. Just outside of South Fork, Harvey and Sue broke a chain and waited for one of the ever present Road Ranger repair vans. The ride that day was 110 miles to Durango with a few obstacles like Wolf Creek Pass, a ten mile climb to 10,850 feet. You know you are in trouble when you pass a ski area and the road is still going up! The top of Wolf Creek Pass was dark and cloudy so we joined up with another new friend, John, who was familiar with the steep descent. Under his direction we flew down the west slope at 35-45 mph - with the drag brake on. At Pagosa Springs another tandem couple squirted a little water on their drag brake hub just to see how hot it was and were surprised at the sizzle. It was a



Jan and Bob Guthrie up Slumgullion Pass on the way to Southfork



long day with more "rolling" terrain adding to 5,351 feet of climbing. Just outside of Durango on the worst stretch of roadway of the whole trip we experienced our only equipment failure - flat. As I was preparing to take off the rear wheel, Jan in her stoker role was complaining about the a) traffic b) hot sun c) traffic d) bad luck, when what should appear but the Road Rangers. They helped us change the flat and we pedaled off to Durango, still ten miles away. The next day was an option day with a ride offered to Mesa Verde National Park, a mere 114 mile jaunt with 7,930 feet of climbing. We opted for the pool at the Holiday Inn. Day Five loomed as probably the toughest of the trip. We were to ride to Ouray through some of the most gorgeous of the San Juan peaks in southern Colorado. The only problem was that Ouray was 87 miles away on the other side of Coal Bank, Molas, and Read Mountain Passes, a total of 7,390 feet of elevation gain. This is the route of the annual Iron Horse Bike Race in which bicyclists race the old narrow gauge railroad train from Durango to Silverton. We weren't in the race but the train would have won. This day also gave us a taste of mountain weather. We were fortunate to have started early and rode ahead of the rain and hail that forced some riders to seek shelter on the top of Molas Pass. This was the only day where weather was a factor. Day Six was another layover day with a number of options available to test your mettle. We opted to shop and rest. To leave us with fond memories, the organizers planned Day Seven back to Gunnison over 103 miles with 4,880 feet of climbing; after turning east out of Montrose, we had a head wind for the last 60 miles!! We were back to the Blue Mesa Reservoir again for the final thirty miles into Gunnison. We had completed our first tandem tour with a great sense of accomplishment, new friends, and without a mechanical failure.

Many of you are at this point saying, "Why bother?" Well, it wasn't all work. We have never ridden with a more fit group of riders. We made several new friends. Being from Iowa, we were both surprised and pleased at the number of riders who had participated in RAGBRAI, (the annual ride across Iowa which usually attracts about 15,000 riders). The organization was superb with food stations about every 20 miles, and were they welcome! The ride fee of \$350 seemed a little steep at first, but when you consider this included breakfast, lunch, three to five roadside stops, medical vans,

repair vans, sag support, and your luggage delivered to your motel, we soon thought of it as a bargain. It is not my intent to scare any of you away from this ride as Jan and I will always look on it as a highlight in our cycling, but if you choose to participate be ready for the challenge and bring your Visa card because they don't take American Express on top of Wolf Creek Pass.

Bob & Jan Guthrie
Waterloo, IA



The Guthries and the Hoogstates, over the top



IS A TANDEM SLOWER?

Is a tandem really slower uphill than a single, and if so, why?

NO!. Some tandem teams are slower. It is a simple available- horsepower-to-weight ratio, combined with some interaction/motivation issues.

The power a bicycle requires can be modeled as follows:

$$\text{Force, } F = A2 * (v + h)^2 + A1 * (v + h) + (r + g) * (wc + wm)$$

$$\text{Power_consumed, } P = (v * F) / t$$

$$\text{Consumed_power, } C = (P / e) + (b * wc)$$

Where:

F = total force resisting forward motion [kilograms].

P_a = power output to overcome air resistance [Watts].

P_r = power output to overcome rolling friction [Watts].

P_g = power output to climb grade [Watts].

P = P_a + P_r + P_g = total power needed [Watts].

C = total power consumption [Watts].

A1 = linear coefficient of air resistance

A2 = quadratic coefficient of air resistance

b = basal metabolism rate [Watts per kg]

e = human cycling efficiency

g = grade of hill = vertical_rise / odometer_distance

h = headwind velocity

r = coefficient of rolling friction

t = transmission efficiency of bicycle drivetrain

v = velocity of bicycle, relative to ground [kilometers per hour].

wc = weight of cyclist

wm = weight of machine and clothing

Compared to a single, in general a tandem has 2 x wc, 2 x wm, and 2 x AvailablePower, but less than 2 times A1 and A2. Rolling friction will remain about the same, and in any case is small enough that it can be neglected for this discussion. Therefore, the tandem will go faster than a single when velocity is high and air resistance dominates the power equations.

As air velocity becomes small (for example, while climbing without a significant headwind), the

tandem has no significant advantage over two singles. From a physics perspective, it has no significant disadvantages either. It is a matter of (r+g) times the weight. The power required to climb a hill is a very near to a linear, first order function of weight, grade, and speed. If you hold everything else constant, twice the weight will require twice the power to get up the hill. Also, twice the grade, twice the power. Twice the speed, twice the power.

The slow climbing problem comes if one of the riders on the tandem produces less horsepower *per unit of body weight* than the other rider. Then the tandem climbs slower than the 'strong' rider would on a single. Notice that I did not say anything about what horsepower per unit of body weight the 'weak' rider could produce on a single. It is performance on the tandem that counts. Some riders cannot stand efficiently together on the tandem, but each can stand efficiently on a single. Some cannot produce maximum power sitting down. Some simply don't work as hard on the tandem, for many reasons. For example, I rode on one tandem that had enough flex in the stoker's bottom bracket that the bike felt uncontrollable if I stoked at anywhere near full power. That tandem sure climbed slow with me on the back! (by the way, switching to 90 deg. out of phase cured the problem on that one bike. No flame wars about phase, please. Just relating a single experience on one bike.)

Also, if a strong lightweight stoker with good tandem technique (whatever that is) teams up with a heavier captain (who has a lower power to weight ratio), the captain will notice that climbing on the tandem is faster than on a single. What the stoker notices and thinks

In my experience, producing max power on a tandem requires somewhat different techniques than on a single. Certainly, to me, it feels different. I think some strong and fit tandem teams climb slow because they haven't worked at figuring out how to do it well together. Or maybe, because they don't know that climbing well is possible, they accept their first effort as the norm.

Granted, when I ride with my wife, not quite as strong a rider as I am, we generally don't go any



FASTER than I do on my single, but we rarely go slower. (Actually, we do go faster on the flats, uphill we go about as fast as I would on my single.) But when I ride with others who are about as fast as I am on a single, we seem to go faster on the flats, the downs, and the ups.

This fits with the above. Exactly.

I have read that the "klingsons" hang on for the downs and flats and speed by uphill. Why is this? Perhaps it is just ego that makes me ride hard enough to beat my single speed on uphills on the tandem, but I never really considered myself that hung up.

It may be ego, but I think it is combined power to weight ratios. Is there any physical reason that a tandem (probably weighing less than two singles) would go slower uphill than a single? I live in the ideal world (a mathematician) so if any of you real world types (engineers?) would like to fill me in, please do.

I could not resist. I am an engineer and have all the application answers for all mathematicians. My right. Of course.

Galen Evans
galen@shadow.net
Miami, FL

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TANDEMING IN THE CANADIAN ROCKIES

In 1993 Becky and I had spent eight days cyclotouring in the Canadian Rockies and USA border area of Montana. Highly impressed by the mountains and the beauty of "Going to the Sun highway" we immediately started making plans to ride from Calgary into the mountains at Banff. Here we could continue up the Icefield parkway to Jasper. We had heard about this area for years and if it was comparable or even more beautiful (as some said it was) we were anxious to experience it.

As I did the planning for what was to be a short trip of only 300 miles it ballooned to 450 miles then 900 miles and eventual over a thousand miles. This trip became one part of a plan I have for the next 3 summer vacations. It will take me, by bicycle, from Mexico (and Becky from Calgary) into Alaska. This portion was hesitatingly presented to Becky as "a loaded touring trip of 14 days averaging 65 miles a day with no rest days". She was surprisingly quick to agree.

The itinerary would be: Chicago to Calgary by air, then by tandem to, Banff, Lake Louise, the Icefield parkway, Jasper, Yellowhead pass, Mount Robson, the Fraser river, Prince George, and finally to Terrace, British Columbia. In addition we ended up continuing along the Skeena River valley to Prince Rupert on the Pacific coast.

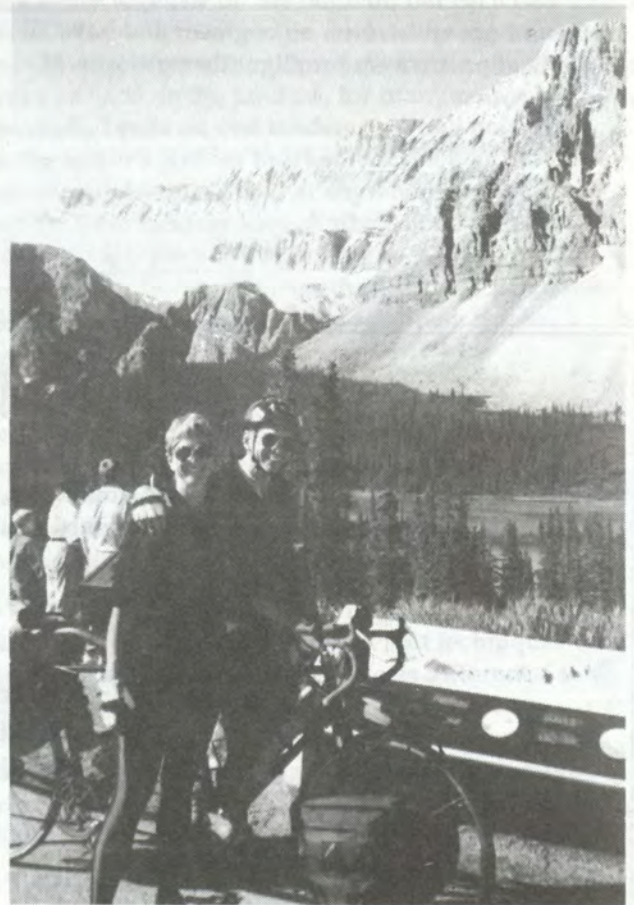
We arrived in Calgary during the week long, wild west cowboy celebration known as the Stampede. Mounting our own four legged, (but two wheeled) heavily laden and unruly steed we started our trip.

Using the Tandem Club of America membership list I had contacted Calgary area members. We recieved an invitation to spend our first night at the home of one of these couples. We would spend subsequent nights in a YMCA, hostels, campgrounds, cabins and a few motels.

Hosteling was a new experience for us. These accommodations varied from a fine new facility at Lake Louise to the rustic shared bunk rooms of the hostels found in isolated areas. At day's end it was

fun to share the world wide experiences of cyclists and the others you meet while at the hostels. Some people would find these facilities primitive. We were pleased they existed along the park route at such useful distances for cycling. Furthermore they could be reserved. We were also able to take advantage of their kitchens and utensils. With good planning and some 100 mile days we could (with one exception) get from one food source to another.

We did not encounter any other tandems. This area is used to seeing many touring cyclist, some coming from or headed to Alaska. We seemed to be a rarity on our loaded tandem by both the locals and tourists. This was more like tandem touring had





been 15 years ago in the USA. It was amusing to be videotaped and photographed. The Japanese would even pose with us! Our Mickey and Minnie Mouse tandem jerseys were popular and often served as conversation openers. At one point we were even interviewed in length by an entire bus of tourists as their driver waited impatiently.

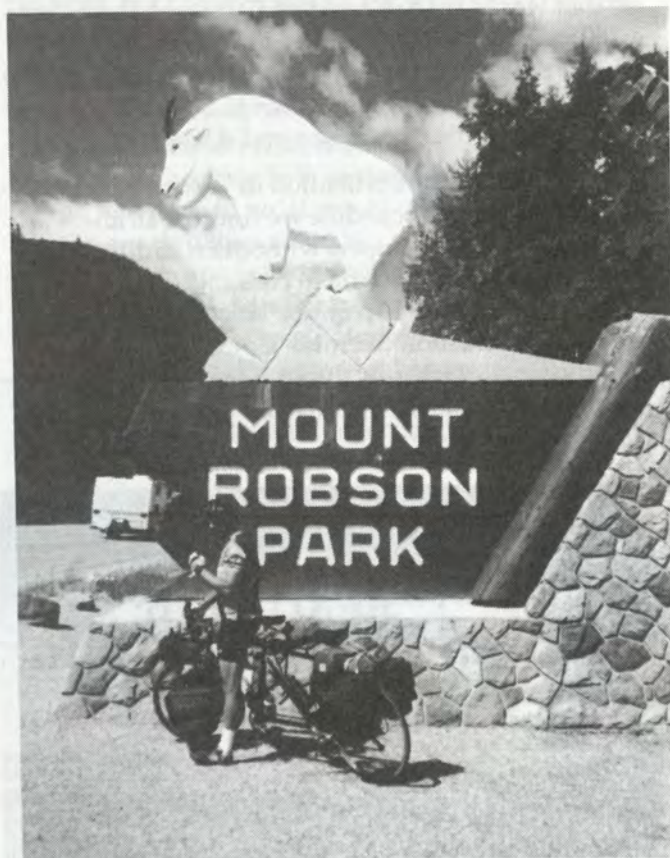
Choosing to do short mileages in the Banff area allowed us time to do hikes and also bike trips on an unloaded tandem. While the "through" roads were not often difficult these "off" routes could be challenging.

Continuing North from the astounding beauty of Lake Louise we cycled onto the Icefield Parkway. Here we were surrounded on every side by glaciated and snowcovered mountains. From up in the mountains their meltwater created multiple cascading falls that sequentially glistened in the sunlight as we traveled down the parkway. We were able to enjoy and experience the ceaseless, unrestricted panoramic vistas, fresh air and natural sounds that cycling allows. I did not realize that we would have only one day of the 1000 mile trip during which we would NOT be in sight of (or in) these snow covered mountains.

After climbing Bow Pass and the steep approach to Sunwapta Pass we paused to hike Parker Ridge and spent the night in a "primitive" hostel just below Athabaska Glacier. Using a yoke we hauled water up from the mountain stream for the camp's community supply and cobbled a dinner together from odds and ends. The next morning was cool and foggy up in the clouds, with slight drizzle. We crested the few miles to the pass and got to the Visitors center where we had breakfast and watched the clouds slowly blow off the Glacier. This is one of the few places in the world where a highway takes you to a glacier's edge. We purchased excursion tickets for the morning's first trip onto the glacier. Taking the mammoth wheeled vehicles onto the ice sheet is an experience that is unique and well worthwhile.

Continuing our trip into Jasper we made a number of stops at scenic sites. Soon there was the hardest loaded climb in our experience to the Whistler's Mountain youth hostel. Taking the gondola, as we had done in Banff, to the mountain peak restaurant, we had diner overlooking the town.

From Jasper our trip headed Northwest on the Yellowhead highway over the continental divide (an easy crossing) to Mt. Robson, Canada's highest mountain. It was a photographer's delight, a rare cloudless day. The campground here was being frequently visited by an overly "friendly" bear. The ranger advised us to be prepared to get in our car if it showed up. She apparently did not notice we had no car!



A subsequent day would take us over a 100 miles stretch during which there would be no services. Worried about drinking water we were matter-a-factly told to drink from any clear running stream. Sugarbowl Creek became our mid day water supply, a choice we were pleased to see was soon endorsed by a passing local trucker.

We have had our share of dogs chase us over the years. The wolf earlier in our trip had not been close



or threatening and when Becky pointed out a coyote at the road side I remained calm. We were almost parallel to him and I expected him to bolt. It wasn't till he took a few steps toward us that I begin to worry. Only when I reached for the pump (ha!) did it ran away.

Encouraged by our first 100 mile day and good weather we continued to put in 100 mile days. Eighteen hours of daylight gives you the opportunity to do a lot of riding. We regretfully passed the turn off that would take us to Alaska. It would have been a 160 mile round trip to get us only to the southern tip of this very large state but it was still enticing. We had to be satisfied with our plan to return in 1996 to continue our ride into Yukon and Alaska.

Arriving at our destination in Terrace several days a head of our schedule we find the airline will fly us out of Prince Rupert without an additional charge. We quickly decide to continue on to Prince Rupert and end our trip on the seacoast. As an additional attraction the route along the Skeena River valley, which cuts through the Coastal Mountains, is ranked by Michelin as a top 10 scenic drive in the world!



Although we ended the last hour of our ride in a typical coastal rain forest shower we realize how fortunate we have been in seeing so much of the great scenery of Western Canada in good weather. We have traveled by our tandem from the high plain of Calgary over the mountain tops all the way to the Pacific seacoast.

We still had a few extra days. A successful whale watching excursion filled out our list of sighted

wildlife: wolf, black bear, elk, deer, bald eagles, antelope, and a retreating moose.

Despite such a successful trip we still longingly watched from our hotel windows as the inland ferries ply the waters loaded with adventurers headed to Alaska. We have to be satisfied knowing we will back in two years to continue our own trip North to Alaska.

Bruce & Becky Perry
Davenport, IA



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HOW TO GET STARTED

It took us nearly forever. In 1963, less than two months after our wedding, Carolyn and I and another couple rented tandems for a ride to a low-water bridge over the San Gabriel River west of Georgetown, Texas. The bikes were Schwinn Twinns (I think)- single-speed with coaster brakes and a weak centerpull on the front.

As we rode the 8 miles out of town, up a gentle river grade, Bill (on the other bike) kept saying, "Isn't this great? These things are sure easier to ride than single bikes." I kept thinking that he must have never ridden a single bike with air in its tires. OUR tandem wasn't easier to ride than anything. It was just plain hard work. It crossed my mind that perhaps my bride wasn't pedaling very hard, but even at that early stage of our marriage, I knew enough not to ask that kind of question.

After an hour's riding, we arrived at the river and had our picnic (we'd carried lunch in these really neat wire baskets on the handlebars!). As we started back to town, I thought (to myself) that at least this direction would be downhill. Good ol' Bill kept talking about how much fun tandems were and I kept thinking it would be a cold day somewhere before I'd ever get on one again.

Then it happened. About 4 miles from town, our bike suddenly surged forward. I was convinced that the brake had been dragging and finally released. I shouted to Bill (as we caught up with them for the first time all day), "Bill, there was something binding on this bike; it isn't so bad after all!" Then from the back of the bike, a voice panted, "I'm just worn out. I couldn't keep pedaling against you any longer!" Carolyn had known that if she didn't slow me down, I'd go too fast. And of course, she was right.

We didn't think much about that story for years, but when we remember it, it seems to be an apt metaphor for our marriage. After all, someone has to show a little caution! My interest in tandems was (re?)born in 1988. I was riding a century, when about 15 miles into the ride, a couple on the prettiest bike I had ever seen passed me. I caught up to them and managed to hang on and have a conversation. The bike was an early 70's Schwinn Paramount (quite a difference in Schwinn tandems, wasn't there?) with a

full Campy Nuovo Record Tandem gruppo, with a deep glossy black finish over flawless filet brazing. I enjoyed the draft for the next 65 miles, riding alongside up the hills, and pedaling about 130 rpm just to keep up on the downhills.

After that, I'd occasionally talk about looking at tandems, but Carolyn would ask what they cost and that would pretty much end the conversation.

Then one day in early 1991, I was walking home from work when my neighbor asked if I wanted a bike his son had left with him. I needed another bike like I needed another hole in the head, but had a feeling that if I said no, it would turn out to have been an exotic Italian racer. When I looked it turned out to be an exotic Schwinn Varsity that needed tires, derailleurs, chain, handlebars, and a saddle. I gracefully declined the gift, turned to go and saw it. A Schwinn Twinn (Schwinn is the connecting link in this whole convoluted chain of events!) - this one with a five speed drivetrain, a nifty Atom Drum brake and a centerpull cali per brake in front. It needed work. Lots of work. In retrospect, I made some serious mistakes because I didn't realize that it might have value as a classic collectible. I threw away the fenders and chain guard, put drop bars on the front and replaced the saddles. I was trying to make a rideable tandem! Later that year, we moved and discovered a local tandem shop in a nearby town. The owners helped me with my "project." Finally, it was done. The bike I'd paid \$25 for now had over \$100 more in it - bearings, tubes, tires, chains, and a new rear derailleur. Then we rode it and found out that it also had a hinge in the middle, a headset that got progressively looser as we rode and chainrings that dumped the chain anytime I shifted off the middle cog in the back. If I was going for a smaller cog, it dumped on the outside of the chainring; but if I was trying for a bigger cog, it would dump BETWEEN the drive ring and the timing ring and take MUCH work (and some choice language) to dig out.

It didn't take long to begin to wonder what a better quality tandem would be like. When we learned that we could rent either a Burley or a Santana, we decided that would be an easy way to



see if we might really like it. We were pleasantly surprised to find out that 29 years of marriage had taught us some communication skills AND some trust that made tandem riding much more enjoyable than that first ride had been. Carolyn did say that I needed to do a better job about warning about bumps. Is that a common complaint among stokers?

We rented another time or two, but tandems still seemed awfully expensive and we didn't seriously consider purchasing. Maybe someday when we had all the other stuff we "needed." I continued to ride my "half-bikes" and continued to lead a church-sponsored intergenerational bike camp, riding a week and 250-400 miles in the Rockies each summer. Carolyn sagged some of those and we had fun, but she didn't really ride much. She wanted to, she says, but every time we'd ride, I'd go too far or too fast. Or, I'd stay with her and she'd feel that I was disappointed that we WEREN'T going farther or faster.

In 1994, our bike camp route was 400 miles in Grand Teton and Yellowstone National Parks. Carolyn couldn't go because of work, but another couple who are friends did. Jean hadn't ridden much

either, for about the same reasons. But 5 weeks before the camp, she and Steve bought a drop-bar, slick-tired, Burley Rock 'n' Roll. They rode it as much as they could, but had less than 200 miles on it when we started the camp. The first day, Jean thought she was going to die. The second day, I thought she was going to die. But by the third day, she was getting stronger, and by the fifth day, they were the fastest bike in the camp.

When we got back home, I was on top of the van, taking bikes out of the rack, and saw Carolyn and Jean talking. The next day, after lunch, Carolyn said, "You know, maybe we ought to buy a tandem..."

It took us about 6 weeks to decide which tandem to buy (and to figure out where the money was coming from - trivial details!) but on Labor Day weekend our beautiful 1994 Burley Duet arrived. We named it "Daisy" (from the song), added a U.S.E. suspension stoker's seat post (and now Carolyn says I don't need to worry so much about saying "bump!"), a drop bar with dummy brake levers for the stoker and a rear rack. By the time we'd bought a tandem carrier for the cartop carrier, we'd doubled our investment in bikes and related equipment!

The first six or seven rides, we had at least one pinch flat. Then I decided that for a fat man like me, 700X26 Specialized Transitions just weren't enough tire. Since putting on 700X35 Michelin Hi-Lite Tours, we haven't any more trouble and they seem to be handling 100 psi without any difficulty.

We had a great time riding together and were building our combined speed and endurance before it got too cold for Carolyn to enjoy riding. Now we are looking forward to spring's warmth to get back with program. Plans for 1995 include the bike camp (this time we're going to southwest Utah - Bryce Canyon and Zion National Parks, Coral Pink Sand Dunes, and Cedar Breaks National Monument; maybe with four tandems!) and our son-in-law and I will do the Lo-to-Ja (203 miles from Logan, Utah, to Jackson, Wyoming, in one day, but NOT a race - ha!). Come on, sun!!

Phil & Carolyn Tarman
Loveland, CO

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THE NOVA SCOTIA BICYCLE BOOK

by Gary Conrod

I have been receiving a number of inquiries about tandem-touring in Nova Scotia. I think it would be well to pass along this information to all who may be interested.

The absolute best advice I can give to someone planning a ride here is to buy *The Nova Scotia Bicycle Book* by Gary Conrod., the best of its type I've ever seen. It will answer nearly any question one could ask about cycling in our province, and will save you many times its cost by helping you make informed choices in advance of your coming here. Gary, a tandem rider, among other things, has "bagged" every road in Nova Scotia. He has competed in the RANS (a race from Yarmouth to the tip of Cape Breton). He has organized many rides including the large annual Atlantic Canada Cycling Festival.

In the introduction Gary explains how he came to write this book, after bitter experience with a European tour book that he had contributed to:

"I became suspicious of all guides. Encountering any bicycle touring book, I began to ask this question: 'is this the result of exploring the whole area, piecing together the best parts for the finest route? Or is this simply where someone went on a vacation?' One tour book covering Nova Scotia has been constructed from notes from a visiting tour group, followed up with a few letters and phone inquiries. Another has been constructed by cycling on pre-planned rides with a touring club and then supplemented with anecdotal and unchecked contributions."

Then he tells how he did this one:
"The making of this guide"

* Every roadway in Nova Scotia has been evaluated. Many not just once or twice, but dozens of times. Not just the roads, but all that goes with it.

* Feedback and observations from those on several hundred organized bicycle tours has greatly assisted in planning for this publication. My groups have ranged from 2 to 309 people. Inquiries for material from several thousand solo cyclists has given direction regarding desired information.

* Your perceptions of terrain, traffic and scenery are easier to gauge with one standard, rather than from a variety of contributors.

* No anecdotal information is included in this book. Every inch of road has been visited personally, every suggestion has been investigated before its inclusion.

* You can learn from my experience with Nova Scotia's transportation system. Every bus depot, ferry terminal, airport and train station has been used. Regulations, bicycle policies, staff attitudes, and most all cycling transportation obstacles have been encountered.

* 100% of the planning and preparation of this volume has been done using bicycle transportation.

* There are no outside agencies to please with this volume - no Board of Trade to support, or hotel to fill. There is the freedom to 'tell it like it is', perhaps an antidote to overly optimistic promotional materials."



8441 SE 68th St. #301, Mercer Island, WA 98040



The book is characterized by a scrupulous devotion to details. He comes up with answers to questions I'd never before considered in my years of cycling and yet found useful to learn, such as the location of all bicycle shops in Nova Scotia; and prevailing wind direction in each area of the province from April through October; detailed information on campgrounds and other accommodations; and many little historical gems of information that only someone who's ridden it all could know. Among other things Gary makes the reader aware of many wonderful rides and experiences aside from the more highly publicized ones like the Cabot Trail. Nova Scotia is a cyclist's paradise that many tourist never get to know

because they dash past the best of the little byways where the most interesting experiences lie. I shudder every time I see a cycle tourist out on the 103, one of our homegrown equivalents of an Interstate Highway.

It is my wish that this work will become a standard for other bicycle touring books to be measured by. You can order it directly from Gary at:

P.O. Box 1555, Station Central, Halifax, Nova Scotia, B3J 2Y3. The price is \$25.50 U.S. including postage

Curtis Steele
Halifax, Nova Scotia

TOURING NOVA SCOTIA

Well, Suz and I have made it back from Nova Scotia where we completed our first tandem tour. Sure was interesting. Quite a bit of difference between my carbon-fiber half bike and a loaded tandem. Here's the long and short of it:

Saturday - Departed Virginia. at 5 am for drive to Portland, Maine. After 2 missed turnoffs we figured we were an hour behind schedule, and were somewhere in NY state. The ferry departed at 9 pm, and I planned a 3 hour buffer. After getting back on track, Suz studied the road map and announced we were 400 miles from Boston. This was at 2 p.m. My stomach dropped. We figured we would make Portland, at best, at 9:30. Out came the radar detector and throttles to the firewall. After setting a new land speed record for a Nissan pickup for an hour we saw a sign saying "Boston 82 mi". Further investigation revealed Suz had been using the wrong scale for the map.

Sat p.m. - Overnight ferry to Yarmouth, with the bike. All clothing and supplies for 6 days in rear panniers only.

Sun - Arrived Yarmouth a.m. Breakfast, departed Rt. 3 South for Barrington. By noon, the headwinds were 20 - 25 mph. P.M. rolled into Barrington, really hurting. Distance: 55 mi, AS 16 mph.

Mon, Labor Day, awoke to rain, winds 40 + mph. Turns out the previous days headwind was the

leading edge of a Nor'wester. By Noon the winds were 60 - 65 mph. 5 " rain. Stayed over. Called future stops and moved reservations back a day.

Tue - Departed for Lockport in light drizzle. Arrived pm. Nice B&B, very biker friendly, with a workshop. Distance 45 mi. AS 17.5. Rolling hills. Wed - Lockeporte to Caledonia. Some long hills, real climbing. Rolled into Caledonia really whipped. Locals told us the Whitman Inn was another 10 miles, despite the Post Office address. Some headwinds last 40 miles.

Distance: 80 mi, AS 16 mph.

Thur - Caledonia (Kempt) to Digby. Some real climbs on Rt 8 prior to Rt. 101. Once on Rt. 101, in the open, we encountered climbs of 1/2 to 3/4 mile in

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ength, and headwinds in excess if 25 mph. On descents that should have coasted at 45 mph we worked to maintain 18. This was one of the toughest rides I have ever done, tandem, single, or otherwise. On the way into Digby a local kid threw a rock and nailed me in the chest. After dropping the bike, with Suz still clipped in, I chased him but couldn't catch with my cycling shoes on. Distance 65 mi, AS 14mph.

Fri - The last day. Departed Digby w/ approximately 70 miles to go to get back to Yarmouth. After the climb up out of the town, and 5 mile into the ride, we were both exhausted - no rest from previous rides. Somehow we made it into Yarmouth. It took all of the strength we could muster. I have never quit a ride, and have never walked a bike up a hill. But several times that day I

seriously considered quitting. Distance: 73 mi. AS: 13.5 mph.

Synopsis: 5 days, 300 miles. Rolling to real hills. Headwinds made this the equivalent of 500 miles by my estimation. Mechanicals: 4 broken spokes. Lesson learned: plan in rest time. Best part of the trip: the admiration I gained for my wife. I average over 200 mi/week of hard riding. She averaged 100 / month for the last 4 months. Never rode before that. Much thanks to Galen Evans for his help in planning the trip.

Charlie McMillion
Great Falls, VA

VISTALIGHT TECH TIP

Here's a neat way to mount the battery pack for those tandem owners with a Vistalight VL430 Dual Light system and a lateral tube on their steed.

The problem with the standard battery pack holder is that it does not fit in the space between the top tube, the lateral tube and the bottle cage. If you remove the bottle holder, the battery will fit nicely although a bit far to the rear. This also means that you will have to re-install the bottle cage to carry more water on extended day rides. This is no big deal - just a pain.

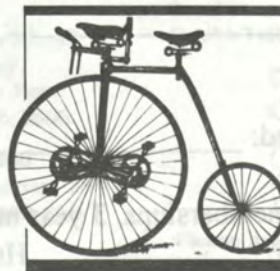
You will need to purchase two items; a Blackburn B-10 Bomber bottle cage and a 1 liter bottle of water. Check to make sure the bottle fits the cage snugly because all water bottles are not created equal.

First mount the bottle cage and make sure that the bottle fits between the tubes. You may have to

drill new holes in the cage to move it fore or aft. Everything o.k. up to this point? If not, try mounting it on the lower tube. Next, drink the bottle of water. Now, using a razor knife, cut the empty bottle around the middle and dry it off inside. Remove the battery from the canvas pack and feed the connectors up through the neck. Pull the wires and the battery up tight and tape the bottom half of the bottle back onto the top with clear packing tape. If this is done neatly, taking care to align the label and seams, then your friends will wonder how you got the battery inside. Just tell them it is done the same way that they build sips in bottles!

Jim & Deana Smallridge
Las Vegas, NV

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TANDEM CALENDAR 1995

June 30 - July 4, 1995. **T-Bone Kingfield, ME Weekend.** Hebert Inn, Ann & Emery Glass, 617-631-3239

July 1-4, 1995. **1st Annual MATES Rally,** Williamsburg, VA. Join the Mid-Atlantic Tandem Enthusiasts at historic Williamsburg for a fun-filled event. Information will be available in early 1995. SASE to TEAM FRIEDMAN, 5514 Callander Drive, Springfield, VA 22151-1402

July 2, 1995. **Colorado Tandem Club Independence Day ride.** Boulder, CO. A special BBQ version of the monthly Boulder ride. Andy & Kami White (303) 494-3092.

July 3-5, 1995. **Santana's Rocky Mountain Tandem Rally,** Durango,

CO. America's first rally catering to both road and off-road tandems. Come enjoy 5 days of fantastic routes in and around Durango, CO, the "Mountain Bike Capital of the World". Ride with Durango sports specialists Ed & Patti Zink (promoters of the Iron Horse Classic and the World Mountain Bike Championships) and John Kukoda, equipment tester for Bike magazine. Choose each day from road or off-road routes through some of the most scenic countryside in all of Colorado. Limited to the first 150 teams. SASE to Roger Haga, Blue Sky Events, 1718 Bonita Avenue, La Verne, CA 91750. ph: (909)-593-3277 or call Santana Cycles @ (909)-756-7570

July 8, 1995. **Chile Peddlers Jemez Mountains Ride.** 9 am Harold & Lynn Trease for information and start location. (505) 662-1429 or (505) 667-0140.

July 8, 1995. **GOATS Ride.** Dowling Green, OH. Ron & Jean Duning, 671 Garret Dr, Bowling Green, OH 43402. (419) 352-8558.

July 8, 1995. **T-Bone Ride.** Seabrook, NH. Linda & Bob Harvey, 603-898-5285.

July 8-9, 1995. **Chester Tandem Ride.** Belleville, IL. weekend tandem ride from Belleville, IL to Chester IL, home of Popeye. Pre-registration only, space very limited. SASE to Gateway Council/Hostelling International,

TANDEM RACES -- 1995



July 1-4, 1995. **Burley Duet Classic.** 4 days of spectacular racing, 6 stages (3 road races, 1 criterium, 1 time trial, and the prologue). For more information and race application, contact Patricia Le Caux, Burley Duet Race Director, Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

July 15, 1995. **West Virginia State Time Trial.** Weston, WV. 16 mile hilly course, tandem category, Mike McWhorter, 194 State Route 1, Jacksons Mill, WV 26452. (304) 269-7980

July 26-31, 1995. **USCF Masters National Championships.** Nashville, TN. Road race and time trial for the USAVA and USCF National Championships. Nashville Sports Council, 161 Fourth Ave N, Nashville, TN 37219 (615) 259-4792.

July 30, 1995. **Tour of Lititz, PA.** 22 mile tandem road race. Rodney Moseman, Bicycle World, P.O. Box 362, Lititz, PA 17543. 717-626-0650.

Aug 12, 1995. **Bethel Industrial Strength Crit, CT.** Susan Bannay, 25 Bart Rd, Monroe, CT 06468. 203 268-2671

Aug 20, 1995. **Wells Ave, MA tandem training series.** Fran Castano, Boston Road Club. 617 926-3462

Aug 31-Sept 4, 1995. **Killington, VT Stage Race.** First ever tandem category during Pro stage race. Still in the planning stage. Call to show your support. Breakaway Promotions 617-244-1577

Sept 10, 1995. **Race for the Rock.** Plymouth, MA. Downtown criterium Contact Kathy Carmickle, Mass Bay Road Club. (617) 545-0095

Sept 17, 1995. **Tour de Carroll.** Massachusetts. Criterium and Corporate challenge time trial. 3 hour time trial for individuals and teams - ride benefits Carroll Center for the Blind, 770 Time St, Newton, MA 02158. (617) 969-6200.

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



7187 Manchester Rd, St Louis, MO 63143

July 9, 1995. **T-Bone Ride.** Hanscom Field, MA. Paul & MaryAnne Cronk, 603-437-9035.

July 9, 1995. **PIGS (Paired Iowans Going Somewhere) Red, White & Blue Ride.** Meet at the Art Center, 4900 Grand Ave, Des Moines, IA. Need more info. Call Pat Fisher, 324 29th St, West Des Moines, IA 50265 (515) 226-0172.

July 15, 1995. **Colorado Tandem Club Northglenn ride.** Northglenn, CO. Ken & Iris Goldman 303-254-4173.

July 15-16, 1995. **Heart of Dixie Tandem Gathering.** Birmingham, AL. Spend the weekend riding, eating and socializing. Ride Saturday and Sunday, go out to eat Saturday night. Saturday night eat goes rain or shine!. Call George or Judy Bacon for more information (205) 655-2808 evenings before 9 pm CST

July 16, 1995. **Twin Cities Tandems, Maple Grove, MN.** Contact Terry & Joan Osell, 1003 27th Ave, SE, Minneapolis, MN 55414. (612) 331-2723

July 21-23, 1995. **T-Bone Lancaster, NH Weekend.** Four Dorrs Motel, JeanMarie & George Lambert, 603-673-5975.

July 22, 1995. **GOATS Buck Creek State Park Weekend.** West Central Ohio. Campout planned. Norm Bernhardt, 2639 Morning Sun Drive, Beavercreek, OH 45324. (513) 426-2796.

July 22, 1995. **MUTS - Middleville, MI.** Host: Charles & Mary Robertson or Tom & Corrine Strumberger (616) 795-2179. RSVP

July 29, 1995. **T-Bone Ride.** Wrentham, MA. Lakeside cookout. Don & Regina Fisher, 508-384-6328.

July 29-30, 1995. **COWS Fox Point/Bayside & North Ride & Barbecue.** 10 am at Doctor's Park in Bayside, WI (north of Milwaukee) 50 miles. Barbecue at Doctor's Park after the ride. Gary & Irene Sanderson, 5005 Palisades Rd, Milwaukee, WI 53217. (414) 964- 5026.

July 30, 1995. **COWS Holy Hill to Oconomowoc.** 9 am Glacier Hills County Park. 35 to 100 mile routes. Picnic at Oconomowoc Lake Park. Gary & Irene Sanderson, 5005 Palisades Rd, Milwaukee, WI 53217. (414) 964-5026

July 30-Aug 5, 1995. **Tandem Club of the UK, International Tandem Rally.** Helsingburg, Sweden. Contact David & Carolyn McHale, 3 Eriboll Close, Linslade, Leighton Buzzard, BEDS LU7 7XW, England. phone: country code+0525-381505

August 5, 1995. **Third Annual Southern Tier Tandem Rally Elmira,** NY. Rides from 17 miles to metric centuries. BBQ and swim following the rides. SASE to Rich Shapiro/Lindy Ellis, 850 W. Clinton St., Elmira, NY 14905. (607)-734-2372 E-Mail: RLtweiseat@aol.com

August 5, 1995. **T-Bone Pot Luck.** Lexington, MA. Bring the Kids, Gail & Harry Spatz. 617-862-8290.

August 6, 1995. **Colorado Tandem Club 1st Sunday of the Month Ride.** 9 am. From the Safeway parking lot in Boulder at 28th and Arapahoe. 30 to 40 mile options. Plan on lunch. Andy & Kami White 303-494-3092.

August 6, 1995. **Tandems Only Century/Metric Century.** Elmira, NY. Rolling to moderate terrain, tandem friendly. BBQ and swim following the rides. SASE to Rich Shapiro/Lindy Ellis, 850 W. Clin ton St., Elmira, NY 14905. (607)-734-2372 E-Mail: RLtweiseat@aol.com

August 6, 1995. **Twin Cities Tandems, Country Pub Brunch.** Minneapolis, MN area. Ride to Kasota hosted by Mike Ruedy, 255 W 96th St, Bloomington, MN 55420. (612) 881-8736

August 11-13, 1995. **Eastern Tandem Rally.** Hobart & William Smith Colleges. Come tandem through New York's scenic Finger Lakes. Limited space available. SASE to Chuck & Bonnie Dye, 288 Mulberry Street, Rochester, NY 14620. (716)-473-8041

August 11-13, 1995. **Karen & Greg's Midsummer Tandem Get Together.** Kansas City, KS. Come join us for a

weekend of tandem riding and socializing. Rides from 50-75 miles plus a short ice cream ride Friday. Rides will be unsagged but there will be places to stop. Small fee for refreshments, etc. SASE to Karen Winterhalter, 13001 W 79th St, Lenexa, KS 66215. 913-599-0430.

August 12, 1995. **Chile Peddlers Tour de Estancia.** 9 am Contact Mitch & Linda Stucker for info. (505) 268-8968

August 12-13, 1995. **COWS Lake Winnebago Camp Around.** This leisurely self-contained tour around Lake Winnebago will start in Neenah, south to Fond du Lac, then north to Pipe for overnight camping. Next day we ride north through High Cliff Park and west to Neenah. About 90 miles. Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561.

August 12, 1995. **MUTS - Hillsdale, MI.** Host: Chuck & Nancy Garber (517) 439-5136. RSVP

August 12-13, 1995. **1st PIGS (Paired Iowans Going Somewhere) Rally.** Depart from Keokuk County Fairgrounds, Sigourney, IA. Register at 8 am, depart at 9 am. Pre register required. Pat Fisher, 324 29th St, West Des Moines, IA 50265. (515) 226-0172.

August 13, 1995. **Colorado Tandem Club ride.** Aurora, CO. Moderate ride starting near Cherry Creek reservoir. Werner & Tina Dorau, 303-745-7084.

August 18-21, 1995. **T-Bone Rockland, ME Weekend.** Dave & Pat Berliner, 603-746-4822.

August 18-21, 1995. **Tandem Club of the UK, National Rally.** Canterbury, England. Contact Julie & Robert Young, Lenwood Cottage, Lenham Heath, Maidstone, Kent ME17 2BS. phone: country code + 01622-859359.

August 19, 1995. **Chile Peddlers ride Colorado Century.** John Ormohundro & Cuba Wilmarth (505) 747-1145.

August 19-20, 1995. **Colorado Tandem Club Rockies Overnighter.** Start about 4 hours west of Denver. Last year's trip was great. Plan on hotels, not camping. Andy & Kami, Boulder, CO 303-494- 3092.



August 20, 1995. **GOATS Central Ohio Goats.**

August 20, 1995. **T-Bone Ride.** Londonderry, NH. Paul & MaryAnne Cronk. 603-437-9035

August 20, 1995. **Twin Cities Tandems, Scott County Ride.** Scott County, MN hosted by Jeff & Shari Roberts, (612) 440-5576 and Steve & Pollie Luther, (507) 931-1710.

August 20, 1995. **PIGS (Paired Iowans Going Somewhere) Homemade Ice Cream Ride.** Meet at the Art Center, 4900 Grand Ave, Des Moines, 2 pm. Contact Pat Fisher, 324 29th St, West Des Moines, IA 50265. (515) 226-0172.

August 25-27, 1995. **Team Northwest Tandemium Lane County Tour.** Eugene, OR. Call engine and scenic tour. Sag service for your gear. Camping for your lodging. \$20 per person. Kim Rittenhouse, P.O. Box 69262, Portland, OR 97201. (503) 635-2993

August 26, 1995. **Colorado Tandem Club Spaghetti Ride.** Fort Collins Family ride and spaghetti lunch. Some of the rides this year have a particular bent toward a focus on food. This will be one of them. Randy & Edie Stout, Fort Collins, CO. 303-482-2268

August 26, 1995. **T-Bone Pot Luck.** Warren, CT, Nan & Dave Scofield, 203-868-7067.

August 27, 1995 **TanDemO Day in Maryland.** Rides, antique bike & tandem show, rodeo & more. Tent & RV space, Free Admission BUT MUST register. Larry & Linda Black, 15780 Bushy Park Rd, Woodbine, MD 21797 (301) 854-6876

September 1-3, 1995. **CARATS Tandem Rally.** Carson City, NV. Enjoy a great weekend of riding in Kit Carson country and the historic Comstock. SASE to Tom Fronapfel, 1855 Panaca Dr, Carson City, NV 89701. (702) 883-6410.

September 1-4, 1995. **Midwest Tandem Rally,** Indianapolis, IN. The host hotel will be the RADISSON Plaza and Suite Hotel, 8787 Keystone Crossing, Indianapolis, IN 46240. 1-800-333-3333 for reservations. SASE



to Keith Conaway, 2164 Golden Oaks North, Indianapolis, IN 46260. 317-876-9663.

September 1-4, 1995. **Family Bicycling Weekend.** Southern New Jersey. Enjoy a weekend of bicycling fun geared to children and families. Rides with lunch and sag service will be scheduled both days. Other activities include swimming, a train ride, etc. Alan Yockey, 610-408-9029 or Compuserv 73024,3331.

September 1-4, 1995. **T-Bone Simsbury, CT Weekend.** Stay at 1820 House, \$\$, make your own reservations 800-879-1820, mention special T-Bone rate. Day rides. Alice & Bob Sawyer, 203-673-1181.

September 4, 1995. **183rd Annual Labor Day Tandem Rally and Ratherdrum Lion's Club Pancake Feed.** Spokane, WA. 9 am East Valley High School, 15711 East Wellesley, Spokane, WA. Ride is free, breakfast is cheap. Contact Ian Ledlin (509) 747-4352 evenings.

September 5-9, 1995. **MTR Post Tour** Tour scenic, yes it really is, southern Indiana. Stay in country B&Bs, enjoy a country breakfast each day and a wine tasting one day. Preregistration required. Ken Gindling, RR4, Box 318, Nashville, IN 47448. (812) 988-6232.

September 7-10, 1995. **T-Bone Bar Harbor, ME Weekend.** Joan Gillis & Buzz Buzzell, 603-669-3381.

September 9, 1995. **Chile Peddlers September Ride.** 9 am. Jimmie and Mary Akins, 505-867-3967

September 9-10, 1995. **Colorado Tandem Club Summit County weekend.** We'll ride over Vail pass and down into Vail for lunch. Sunday we'll climb to Hoosier Pass. We hope you can stay the night for after ride activities and dinner. Tom or Kay, Evergreen, CO. 303-567-2111.

September 16, 1995. **COWS Fox River Metric Century.** This is the third year this ride has been offered. Total distance will be about 70 miles, (I thought they said METRIC), with a half route option. Meet in Appleton, WI. Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561.



September 16, 1995. **RATS (Richmond, VA Area Tandem Society Blue Ridge Parkway ride.** Start at Mabry Mill and head south. 50 miles. Contact Tom & Mary Breeden, 326 Lakeside Blvd, Richmond, VA 23227. (804) 261-1231.

September 16, 1995. **Toronto Tandem Co-op Ride.** Contact Doug & Joanne Barlow, 2 Timberlane CT, Courtice, ON L1E 2H1, (905) 728-8424 for the details on this ride.

September 16-17, 1995. **Colorado Tandem Club Off-Road ride.** The last two years we had spectacular fall colors, not to be missed. Andy & Kami White, Boulder, CO 303-494-3092.

September 17, 1995. **Twin Cities Tandem Club, Wild River Rendezvous Revisited.** Minneapolis, MN area. Bill & Mary Mobeck, 6340 437th St, Box 154, Harris, MN 55032. (612) 674-4498

September 22-24, 1995. **17th Southern Tandem Rally.** Asheville, NC. A great weekend of riding in the beautiful mountains of NC. A few rolling hills with great views. Don't like hills? Choose the mostly flat ride along the French Broad River. Preregistration only -- limited space. SASE to Ron & Nancy Johnson, 16 Beaverdam Heights, Canton, NC 28716.

September 23, 1995. **T-Bone Ride.** Lenox, MA. Al & Sue Berzins, 413-637-1718.

September 24, 1995. **Colorado Tandem Club Peak to Peak Highway.** Boulder, CO. Rendezvous at RTD bus depot downtown Boulder at 7:45 AM for the bus ride to Nederland. We ride from Nederland (8200) to Ward (9300) via Peak to Peak Scenic Highway. then to Lyons and return to Boulder. Must sign up with host! Esther Parson & Stephen Strand, Jamestown, CO, 303-444-2025 before 9pm.

September 24, 1995. **PIGS (Paired Iowans Going Somewhere) Apple Cider Ride.** 2 pm, Depart from the Art Center, 4900 Grand Ave, Des Moines. Contact Pat Fisher, 324 29th Street, West Des Moines, IA 50265. (515) 226-0172.



September 29-October 1, 1995. **Shelter Island Tandem Weekend.** Shelter Island, NY. Join the LITES (Long Island Tandem Enthusiasts) on the quiet Eastern end of Long Island. Explore beaches and quiet fishing villages. Waterfront accommodations. Limited to 50 teams. SASE to LITES c/o Team Forker, 122 Buttercup Lane, Huntington, NY 11743. (516) 271-0208.

September 29-October 1, 1995 **T-Bone Martha's Vineyard, MA Weekend.** George & Rosemary Milewski, 508-693-0798.

September 29-October 1, 1995. **BART 6th Fall Tandem Rally.** Redding, CA. Looking for a fantastic Fall tandem Ride; beautiful scenery, too. Come to Shasta Country. Prizes, Tee Shirts, Rest Stops, Food and Fun. SASE to Ron Mino, 3609 Bechelli Lane, #C, Redding, CA, 96002 or contact Lori at 916-246-4487.

October 1, 1995. **Colorado Tandem Club 1st Sunday ride.** Boulder, CO. Depart from the Safeway parking lot at 28th and Arapahoe at 9 am. 30 to 40 mile options. Plan on Lunch. Andy & Kami White, Boulder, CO 303-494-3092.

October 1, 1995. **Toronto Tandem Co-op October ride.** David & Brenda Vandeveld, 2964 Keynes Crescent, Mississauga, ON L5N 3A1. (904) 824-9364.

October 7, 1995. **T-Bone Ride, Fall Tandemonium** Lexington, MA. Bob & Ruth Sawyer, 617-862-6517.

October 8, 1995. **Tandem Tour For Wishes III.** South Belmar, NJ. Fundraiser for Make-A-Wish Foundation. 50 mile ride in beautiful Monmouth County, NJ. Fee includes marked route, sag, meals & door prizes. SASE to Team Rutch, 231 Brookside Ave, Laurence Harbor, NJ, 08879. (908)-566-9526

October 8, 1995. **Twin Cities Tandems Chili Ride.** St Paul, MN area. Close out the year with a cool ride, a Potluck Chili Feast and warm camaraderie. Contact Chris & Rachael Gilchrist for details. (612) 731-8714

October 14, 1995. **Chile Peddlers Chama Valley - Espanola Ride.** 11

am. Contact John Omohundro & Cuba Wilmarth for information and meeting place (505) 266-3627.

November 11, 1995. **Chile Peddlers November Ride.** 11 am. Paul & Alisabeth Thurston-Hicks (505) 266-3627

November 11, 1995. **T-Bone Ride.** Boxford, MA. Ann & Emery Glass, 617-631-3239.

December 9, 1995. **Chile Peddlers December Ride & Party.** 11 am. Dennis & Lyndsey Morris (505) 343-8721.

December, 1995. **Colorado Tandem Club Island Hopping Cruise.** Who said we had to spend all our time on bikes? We are planning on taking them along. Carribean cruise with island riding. Contact Jerry & Christy about this 7 day cruise. 303-427-3916.

January 1, 1996. **RATS, Richmond, VA Area Tandem Society 1st annual FYBO morning ride.** Short ride in the Richmond, VA area followed by some hot cider, wine, cheese, etc. Tom & Mary Breeden, 326 Lakeside Blvd, Richmond, VA 23227. (804) 261-1231.

April 26-28, 1996. **Southwest Tandem Rally 96.** Nacogdoches, TX. More details as they become available.

August 30-Sept 2, 1996. **Midwest Tandem Rally 96.** Appleton, WI. Paper Valley Hotel & Conference Center 800-242-3499, mention MTR96.

October 10-13, 1996. **18th Annual Southern Tandem Rally.** Sebring, FL. More details as they become available.

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


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\$15.00 US
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CLASSIFIEDS

FOR SALE: 1989 Santana Arriva, 56x50 Red, 48-spoke wheels with Q/R, 4 bottle cages, 2 computers, adjustable stoker stem. \$1800. Call Ralph or Denise @ (703)-779-8107 7a.m - 7pm Eastern. (VA) 07/95

FOR SALE: Cannondale 23x21, XTR and XT components, STI shifters. Scott SE brakes, Control Tech adjustable stoker stem \$2300. Call Thaddeus at (303) 750-5402. (Denver, CO) 07/95

FOR SALE: Trek, 58x53 Road tandem, excellent condition. \$1400. Jim Allan (404) 872-4489 (Atlanta, GA) 07/95

FOR SALE: Cannondale 21x19, built for speed, Shimano Dura Ace drive train, custom wheels, low mileage, excellent condition. \$2000. Jim Allan (404) 872-4489 (Atlanta, GA) 07/95

FOR SALE: 92/93 Santana Rio, 22x20, bright red, in perfect condition. Shimano Deore DX & LX, gelflex saddles, Scott L type bar ends, Avocet cyclometer, new tires, rear rack & bottle cages. \$1600. Tandem box. Brent Berlin (805) 499-5422 Southern CA 07/95

FOR SALE: Santana Marathon tandem, Large. Phil front and rear 48 hole hubs. Phil rear drag disc brake. Scott front brake. 600 Bar ends, XT derailleurs, Diacompe levers, New factory blue and white paint, excellent condition. \$1550 Curt Simon, San Rafael, CA (415) 456-4668 07/95

FOR SALE: 1992 Miyata Duplicrose - this tandem was converted from a mountain to a road bike. It includes over \$500 in upgrades. Looks very similar to a Santana Vision. \$1200 Richard Human, Ingleside, IL (708) 587-6234 07/95

FOR SALE: 1978 Black 24x24 Schwinn Paramount. Phil Wood Ft & Rr disc brakes, Phil Wood 48 hole hubs, bar end indexed shifting, Shimano clipless pedals, Campy triple. Excellent condition. \$1800. Mark Allen, St Louis, MO (800) 925-5051 or (314) 367-2238 07/95

FOR SALE: Co-Motion Double Espresso Tandem 23x21. Hand made in the USA fillet brazed frame, emerald green, two sets of 700c wheels, full SunTour XC Pro Grease Guard Groupo. Only used for 700 miles. Yakima Tandem II Mount, \$2100 Kevin Lee, Chartsworth, CA (818) 716-1461 07/95

FOR SALE: 1992 Cannondale 25x21, Blue black fade, grip shift bar ends, drop bars front, bull horn bars rear. Cateye Mity, 4 water bottle cages, 48 spoke wheels with Avocet K20 tires. Yakima tandem adapter included. Excellent condition. \$2000. Phil (502) 254-9012 (Louisville, KY) 07/95

FOR SALE: 1993 Santana Cilantro, 18x16 gloss black, Chris King headset, specialized cranks, ft & rr racks, Cateye computers, lighting system, bar ends, 2 sets of wheels, 48 spoke specialized off-road, 40 spoke Sansin road. Excellent on or off road. Scott (403) 251-4360 (Calgary, AB) 07/95

FOR SALE: Ritchey classic marathon, 21x19, gloss black, specialized cranks, deore XT pedals, brakes, shifters and derailleurs. 2 sets of 26" wheels with Arai drum brake, ft & rr racks, cateye computers, BLT lighting system, bar ends. Scott (403) 251-4360 (Calgary, AB) 07/95

FOR SALE: 1994 Trek, T50 tandem, 62x56. Road and hybrid tires, rear rack, bottle cages, cateye Astrale computer, only 200 miles. Tons of fun! \$1000. Tom Miles, West Bend WI (414) 334-7200 07/95

FOR SALE: Santana Classic, 24x 21 1/2, red metallic imron, Phil Wood BB and hubs, 48 spokes, TA cranks, stoker shock seat post, rear rack, computer with cadence, excellent condition. \$1450. Fred Kennerly (815) 398-6861 (Illinois) 07/95

FOR SALE: 1989 Santana Rio, 21x19, blue imron, perfect condition, less than 250 miles. Includes Yakima rack with tandem carrier. \$1600. Al Hauch, 1693 Alice Court, Annapolis, MD 21401. (410) 849-3034. 09/95

FOR SALE: Santana Team - 50/48cm, Beautiful pearl white, Columbus fillet-brazed frame, with high performance components. A real cherry! Must sell. (908) 774-8426 (NJ) 09/95

FOR SALE: Santana Sovereign, 1983, Blue, Shimano bar-cons, Deore XT rear derailleur, Deore DX front. TA crankset 54/44/32 Phil Wood hubs, 48 spoke wheels, with Arai drum brake, Blackburn bottle cages and rear rack. Mafac cantilever brakes. 23.5/22.5 Asking \$1800. John Caldwell (717) 299-3501 (PA) 09/95

FOR SALE: Custom Jeffrey Richman Tandem. Fillet-brazed, work of art. Ibis Long-fade paint job. 51x54 cm. 26" wheels built for on- road or off. XTR, Mavic, Hugi, Specialized. Lots of braze-ons, 7 bottle cages. \$2,500. (707) 576-7266 (CA) 09/95

FOR SALE: 1991 Santana Sovereign, 56x53, pre production specs, better than stock, Black forest metallic, 4 cages, rear rack, new Conti GP tires, 2 computers, excellent condition, \$2350. Brent Davis (812) 883-6463 w, (812) 883-1762 e. (IN) 09/95

FOR SALE: 1994 Cannondale Road tandem, 21x19, dark metallic blue, Shimano DX, XT equipped, barcons. Adjustable stoker stem, gel saddles, computer, rear rack 4 cages, pump. \$2,500. Felix Gallo (305) 255-4526 (FL) 09/95

FOR SALE: Ibis Cousin It, 20x18, Black splatter, excellent condition, asking \$2,000. Call Gary, (405) 943-3512. (OK) 09/95

FOR SALE: 1993 Santana triplet - top of the line components, campy and Shimano, Call Steve (707) 263-8714 (CA) 09/95

FOR SALE: 1991 Burley Duet, 22x19.5, dark blue, Stoker shockpost, Blackburn rack, adjustable stoker stem with drop bars, water bottle cages. Geat shape but we are switching to a Ryan recumbent tandem and this bike will be one too many. \$1175. Bob Krzewinski (313) 487-9085 (MI) 09/95



FOR SALE: 1993 Ibis Cousin It. 22/20 Pink/Black short fade, adj stoker stem & 2 captain stems. Currently configured as all-terrain but is an excellent road bike. 26" wheels, Hope disc brake, rear rack, pump, computers. \$2,500 and I will pay U.S. shipping! Tom (703) 359-0830 (VA) 09/95

WANTED: Santana Team, Nivacrom frame, 56x53 or 59x53 preferably 90's model. Toby (360) 425-7937 after 5 PST. Longview, WA 09/95

FOR SALE: Yakima Tandem Carrier \$150. Will include fork mount. Towers and cross bars also available to make complete system. Call Joe (607) 723-9765. 07/95

FOR SALE: Complete Santana Child conversion kit. Used one year \$250. Ronnie Lee (404) 834-R-LEE (Carrollton, GA) 07/95

FOR SALE: Wheels and accessories, new Phil Wood 48h FSA tandem hubs, CRT 16II 700c, \$225 set. New Sansin 40h hubs, CRT 16II rims 700c \$175 set. New Sansin 40h CRT 16II rims

26", \$175 set. New Cannondale rear rack bag, black \$25. New DiaComp tandem levers for dual cable, aero \$25/pair. ATB \$20/pair. Tom (703) 359-0830 (VA) 09/95

FOR SALE: Partial Santana Child Stoker conversion kit, includes bolt-on shell, short-arm crankset and chainring). used one year, \$125, also, purple "Tandem Power" Coolmax jerseys. Set of 2 for \$70. Eileen Crone (717) 627-4258 (PA) 09/95

HELP OFFERED: Touring England in 1995? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England

HELP OFFERED: Touring Italy? Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano Al Lambro, Italy

HELP OFFERED: No room at the inn or on a budget? Our hospitality home is available for MTR 95 in Indianapolis. We are 11 highway miles from the host hotel. We have sleeping bag space in bedrooms indoors and tent space in the yard. Fritz & Kara Krueger (317) 867-1824.

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

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

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



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Bicycle Boutique presents cycling jewelry gifts collectables 14K- Gold tandem charm \$49.95. Tandem models red, black, blue \$24.95. Send SASE for brochure; B.B. 5901 Warner Ave #421, Huntington Beach, CA 92649. (714) 533-5392 11/95 (3715)

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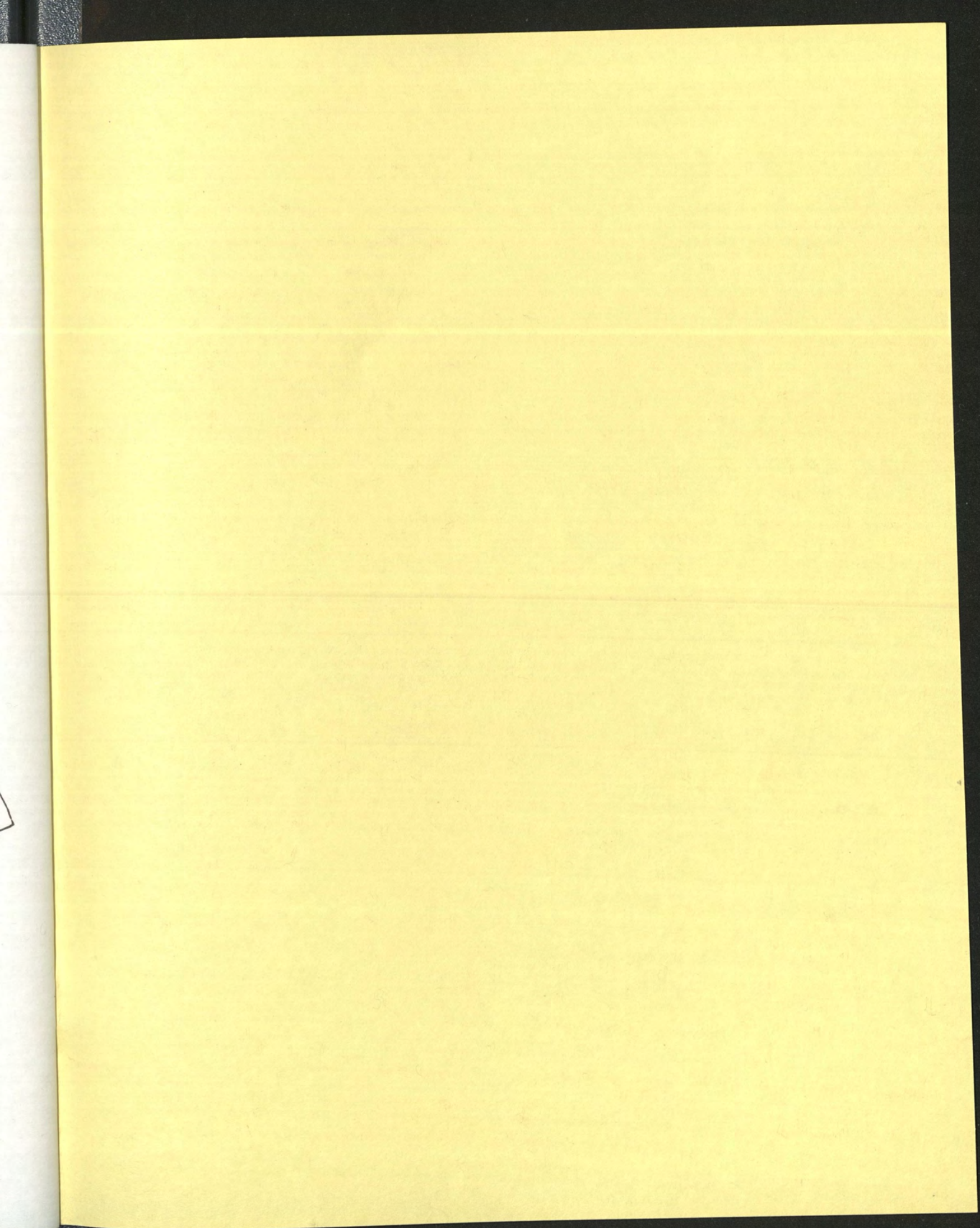
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WHAT
IS *the*
 TCA ?



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

 you will soon be receiving your own copy of Doubletalk in your mailbox! 