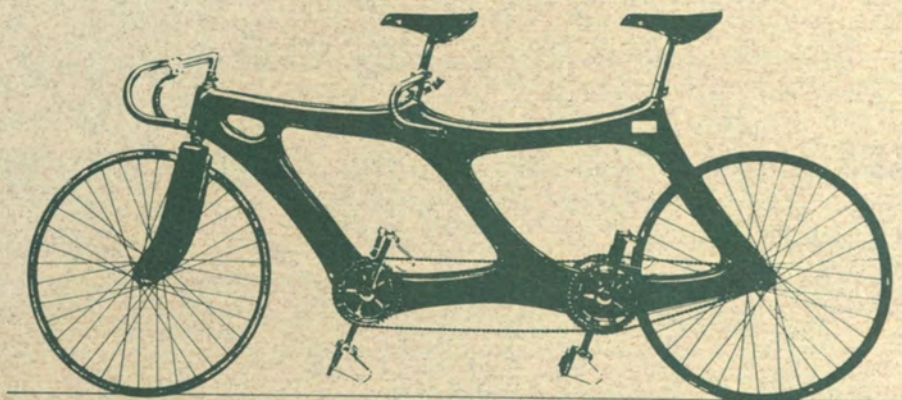


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## DOUBLETALK



NOVEMBER - DECEMBER

1992

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

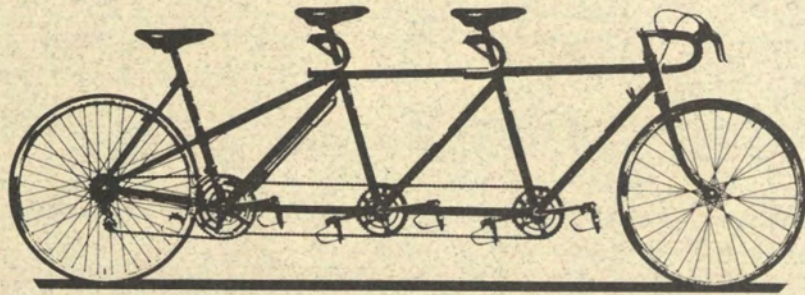
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# DOUBLETALK

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# DEADLINE FOR JANUARY-FEBRUARY, 1993, ISSUE OF DOUBLETALK IS DECEMBER 1, 1992

## FROM THE EDITOR

Wow, what a busy two months (since the last issue). Susan and I feel like we've been coast-to-coast, twice, with only a little time to ourselves (which we've been using to finish up this issue of DoubleTalk). The trips were mostly fun, with some work thrown in.

We saw a lot of our friends at the Midwest Tandem Rally -- and missed seeing more. With 359 teams at the rally, most staying at one hotel, it was impossible to see and speak with all our friends. If we missed seeing you, sorry!

Interbike, the dealers' show held this year in Anaheim, CA (next year's show will be in Las Vegas), was a working blast! We spoke with all the tandem manufacturers we found, some 22 of them at this show. We looked at the newest designs and the newest parts and accessories, and we were impressed with what we saw. Most manufacturers of tandems are taking the tandem boom very seriously, as are the component companies. Look for improved rims in '93, better freewheels, and more cassette hubs on the market. 8-speed freewheels/cassettes will be available from several manufacturers. We also saw many totally new models/designs from the big players. Titanium bikes -- mostly mountain bikes -- were in abundance, with at least two titanium tandem frames being shown. New 26-inch wheel tandems were shown by some of the manufacturers who've never ventured into this arena, at least not before this year. On singles, suspension systems were everywhere. Suspension forks haven't been big inroads into the tandem area, yet, but if trends continue, we may see several "suspended" tandems in the near future.

We finished this two-month whirlwind with a tour through the TVA lakes region south, west, and north of Knoxville, ending at the largest ever Southern Tandem Rally (Alcoa, TN). Our tour group was the best ever. We had teams from New England, Florida, the upper Midwest, the Southwest, and the Pacific Northwest. You were great. We'd go with you on a tour again in a second. Just let us tell our bosses that we'll be gone again.

Now to catch a few administrative items. Please check your membership information, and be sure it's correct on your label. Send any corrections to us at our Birmingham address. If your membership is expiring, renew immediately! We'll be using the January mailing list to print the 1993 TCA membership list. We want the list to be as accurate as possible!

If you're listed on page one of DoubleTalk, but no longer have the time to help out other TCA members, let us know that, too. We'll gladly help you find an enthusiastic member who may have more time to take your place in our ranks of volunteers.

Guess it's time to wrap up another column. We wish each and every one of you the Happiest Holidays and a great New Year!

See you on the road!

*Jack & Susan  
Best Wishes For  
The HOLIDAYS!*





# Letters to DoubleTalk

Dear DoubleTalk,

I bought this tandem from a customer at my barber shop... Only thing wrong, I am single. I got a fellow, we joined TCA, and away we went. Had a great summer. He lives in Minnesota & I live in Naples, FL. Now I need a new Captain for next summer. I work in the winter, play in the summer. Any one interested write Linda Bright 1821 Tamiami Tr. No., Naples, FL 33940

Linda Bright  
Naples, FL

P.S. I'm a long-distance runner, play tennis & golf, pilot a single engine plane, play piano & ride bicycles.



Dear DoubleTalk,

We are in the process of planning for a 6-12 month trip to Europe and we hope to learn from the experiences of others. Here is a description of our situation and questions we have:

We are not wealthy people, and this is going to be a non-paid holiday that we are choosing to take while we are still young, able, and childless. We must find inexpensive ways to travel,

sleep, and live, and we are hoping to work a bit to pay or barter for things we need.

Is there an organization of people like us that we should know about?

Where can we get a good deal on a tandem in Europe?

Is there a way to get health insurance?

Does anybody know of clean, cheap places for rent? (We already know about hostels but we are hoping for double-bed alternatives.)?

Do you have (or know of) a temporary part-time job for a: Voice teacher? Vocalist? Guitarist? Saxophonist? Music instrument technician/builder? Minister? Vegetarian chef? Organic gardener? Bicycle mechanic? Nanny? Psychotherapist? Music instrument retailer? Typist? computer graphics pro? Maid? Pianist? Keyboardist/Synthesist? Business Consultant? Masseuse?

Is there the opportunity for renting a travel trailer (caravan) to live in? Are facilities for this type of travel readily available? How practical (or impractical) is this alternative?

We would truly appreciate information about any of the above (or others we have not thought of).

We will be sure to keep a journal and write an article for DoubleTalk when we get home (ed, why not send installments). Thank you for your thoughts, time and consideration.

Evan & Sandra JP Prytherch  
115 Knoll Lane  
York, PA 17402

\*\*\*\*\*







Dear DoubleTalk

What I'm writing to you about is to add my words of praise for the Terry saddle! I was so happy after the first time I rode the tandem with this saddle and having done 50 miles, that I immediately purchased one for my solo! So, calling all captains - you want to keep your stoker happy and more willing to take on the long hauls with you - then give her a gift this Christmas of a Terry saddle.

I'd also like to make a comment about the 48-spoke rims with Expedition tires that we had made for the tandem. They were simply perfect for the pre-GEAR tour through the Adirondack and the Rally itself. They may be a little bit slower, but when you are traveling hilly unknown roads they are really super. Combine their increased traction, cushioning power, and my Terry saddle and even grinding out some of those Adirondack hills was virtually painless! We have left those wheels on as we meander around our home territory in Hunterdon County New Jersey. We have learned from past experiences that you can never quite predict the terrain or road surface, particularly when you like to experience new views and directions, and those tires give you a much better feeling when what you thought was old macadam turns into dirt or freshly graveled road!

Sue Mount  
Stockton, NJ 08559

\*\*\*\*\*

Dear DoubleTalk,

We have a '91 Burley Duet which came fitted with an ATB-style oversize (1.125") stem. We find that the reach to the brake hoods/brake levers is a bit long, especially for my wife who sometimes captain's our bike. We're looking for a standard, short-reach road-style stem.

We've found that the O/S headtube on the '91 Burley is making it hard to find such an an-

imal. Can anyone help us find a stem that has a reach less than 8 cm?

Thanks!

Jeff Rogers & Devon Wilson  
315 S McDonough Street  
Decatur, GA 30030

\*\*\*\*\*

Dear DoubleTalk,

This letter is about customer service and the nice people you meet in the world of bicycling. We just got back from our first week long tandem ride down the Natchez Trace. The trip will forever be etched in our memories. It had all the elements of a perfect vacation - quiet, away from the "real world", seven straight days of sunshine, wildlife within touching distance, friendly and helpful people at every stop, uninterrupted time together, one birthday and a wedding anniversary. And dome adventure!

About 350 miles into our trip, our rear rim broke. In three places, the spokes just seemed to lift out of the rim, We still don't know why, since we bought our bike new in March this year, and it only had about 2400 miles on it, but it happened. We limped along to the nearest park ranger station about eight miles down the road. There's not a lot of traffic on the Trace, so there are not many opportunities to flag down help!

When we got to the ranger station, we called our bike shop back home, Pedal Power in Stone Mountain, Georgia. Carl Joffre, the owner and our "tandem instructor", was as surprised as we were, but he checked our warranty and gave us the Santana number. We called Santana, who overnight air shipped a whole new rear wheel assembly to the nearest bike shop - 35 miles from us. (We still don't know how the wheel got there so fast since there are no big airports nearby!) The park ranger had radioed his colleagues up and down the Trace in the nearby area to identify the nearest bike shop, then loaded our crippled tandem onto a park truck and drove us to the next town where we would





spend the night and wait for the wheel to arrive. This was still 20 miles from the bike shop and we obviously had no wheels - literally! - to get the rest of the way. But once again, no problem. Mike Murphey, owner of The Bike Shop in Starkville, knew a college guy who liked to hang around the shop who would come pick us and the old wheel up, take us to the shop, wait for us to make the exchange and take us back to the front end of our bike. All it cost us was a few power bars as a thank you! (College guys have changed, haven't they?! Preferred payment used to be a case of beer, not power bars!)

We fell asleep that night in eager anticipation of all parts and parties being in the right place at the right time the next day. Lo and behold, it all worked out perfectly. The wheel from Santana in California arrived at The Bike Shop in Starkville, Mississippi, in less than 24 hours. We took the old wheel, put it into the box the new wheel had come in and shipped it back to Santana for full credit on the new wheel, took our new wheel back to our bike, popped it on, made the gear adjustments and were on our way with only one day downtime.

What cooperation! What responsiveness from everyone - the park ranger, the manufacturer, our bike shop at home, the local shop and the college guy bike enthusiast! As it turned out, our bodies were grateful for the day off. We had done 170+ miles the two days previous and the next two days held the same schedule. So our vacation had just the right amount of adventure to be fun, without being disastrous - thanks to a lot of people across the country!

As for interest in a central clearing house for touring information (suggested by Vincent Sikorski and Susan Maasch of Snohomish, Washington), we would love to participate! We've discovered not all the single bike routes are pleasant tandem rides!

John and Emma Morris  
Smyrna, GA

Ed: We've received a lot of positive feedback in

the last several months about some type of a national clearing house for touring information. Stan & Marilyn Smith -- our merchandise managers -- have expressed some interest in building and maintaining such a database, with your input. If they proceed with the idea -- or if any one else comes forth and volunteers to head up the project -- we'll spread the word the DoubleTalk. We too think it's a great ideal

\*\*\*\*\*

Dear DoubleTalk,

If anyone would like information on cycling near Toronto please give us a call.

Lorna & Martin Colman  
33 Cheryl Shepway  
Willowdale, ON M2J 4R5  
Canada  
Ph: (416)-496-2721

\*\*\*\*\*

Dear DoubleTalk,

We read, with much enthusiasm, Jeff Fleming's article on how to build a tandem for your kids. At last a way to use up many of the parts from the spare parts bin. We even started sorting. Then someone asked why we didn't use the 20" tandem we already had. How embarrassing!







The photo on the previous page shows Daniel (age 11) and Catherine (age 9) riding our Coppi original. We found it at a flea market and made it roadworthy for less than \$100. It has drum brakes and is wired internally. It's a one-speed, and is slow, but it's adequate for around town. The bike comes in 3 parts. When you take the middle out, the front and back form a single bike.

It's been a great way to get the neighbourhood children into helmets because our rule is "No helmet, No ride".

Thanks a lot, Jeff. Without you, the Coppi would probably still be in the basement.

Dave, Eleanor, Daniel, & Catherine  
Jolkowski  
70 Oak Street  
Cambridge, ON N1R 4L2  
Canada

\*\*\*\*\*

Dear DoubleTalk,

For the past few years you have kindly included in DoubleTalk a notice from ourselves offering advice and assistance to tandemists thinking of visiting the UK or Europe. This has brought us a steady stream of letters from the USA and Canada and quite a few visitors who have toured in the UK, including many who have visited us at our guest house in Swanage, and who have become firm friends. To all who have come over we hope that we have provided useful information concerning routes, airports, accommodations, weather, train travel, etcetera, and that we have helped them to enjoy their cycletouring vacations. We hope before long to come over to tandem in the USA, to see how you do things, and to renew some of the friendships we have made.

In view of the increase in the inquiries we are getting from many countries, the Tandem Club of the UK has decided to ask us to act as their Overseas Liaison Officers. Our first step has been to set up a list of Tandem Club members who would be willing to put up visiting

tandemists in their homes for a night or two during a tour. The response to our appeal has been good and we now have offers of accommodations in various parts of the country. Any of your members who would like to make use of this service are very welcome to write - they should include details of the areas they wish to visit.

We have found that many of TCA members who have not toured here before are undecided whether to join an organised tour or to tour independently. In our view, for most people, independent touring offers the best value and gives the flexibility to see the best of our country, and to meet local people. However, we thought that, as an experiment, in September, 1993, we would arrange a special tandem tour of the South of England with all accommodations, routes, etc., organized. The tour will be led by us, and will include meeting people at Gatwick Airport. The route of the tour will include some of the most historic and scenic locations in the south and west, including Winchester, Salisbury, Dorset, Longleaf, Bath, and the Cotswolds. We would like to hear from anyone in the USA who would like more information.

We also hope, next winter, to produce some information sheets on the best touring areas of the UK, and also a sheet answering the most regular queries that we receive. Incidentally, the most difficult question we are asked is "What can we do with the tandem bike box on arrival at the UK airport?" Perhaps someone could invent an inflatable bike box that can be reduced to matchbox size on arrival!

Best regards and Good cycling!

Chris & Jenny Davison  
124 Kings Road West  
Swanage, Dorset BH19 1HS  
United Kingdom

\*\*\*\*\*





Dear DoubleTalk,

The Eastern Tandem Rally in Williamsburg, June 25-28, 1993 should be a great one, from all we hear.

What I'd like to encourage people to do is to consider combining the ETR with the League of American Wheelmen's National Rally in Kutztown, PA. The LAW Rally is July 2-6, 1993, and hosted by the Lehigh Wheelmen. Maybe some entrepreneurs will put together a "between the rallies" touring package. (Editor's Note: Any TCA members who may be interested in leading such a tour should contact Pete & Mindy Sessler, 3450 Mountain View Circle, Bethlehem, PA 18017, now!)

There are many activities planned for the LAW Rally, with other activities going on in the area the same weekend. For example, you can visit the 44th Kutztown Folk Festival, try your hand at circling the track at the Lehigh County Velodrome, tour the Rodale Research Center, or ride one of two operating steam trains.

Kutztown is about an hour northwest of Philadelphia, and is just east of Harrisburg off I-78. Many people might think of the area around Kutztown as hill. Although you can find good climbs, there are many rides that are flat or rolling -- just choose one that stays in the valley.

We have an active group of tandem teams in the Lehigh Valley with monthly rides and socializing. Maybe we'll get more organized and post notices of our bigger rides in DoubleTalk. Anyway, several of the tandem teams are involved in organizing and running the National Rally.

The rally will be capped at 1500 people. Some dorms at Kutztown University are air-conditioned and will go to the early registrants. We are arranging for the tandem teams who register to get ground floor rooms, but don't dawdle! We are also negotiating for some special tandem activities. Remember the LAW Rally at Salisbury? More details later.

Anyone who is not a member of the League of American Wheelmen (\$30/year for a family) can contact me for an application. Anyone desiring more info about the Rally can contact us.

Sincerely,  
Bob & Mary Fletcher  
2100 Schroettner Circle  
Nazareth, PA 18064

\*\*\*\*\*

Dear DoubleTalk,

I thought people might be interested in how we utilized the TCA membership just this September. We volunteered to lead our first tandem ride for BART (the Bay Area Roaming Tandems), but unfortunately our ride fell on the calendar on a morning when there were two other rides scheduled. As we feared, only one other tandem appeared as a result of seeing it in the BART newsletter.

However, I had gone through the 1992 TCA membership list and had sent an announcement to each address within 20 miles of the starting point. Voila! We had 10 tandems (plus 4 kids and 1 dog), a nice peloton for a 20-mile tour of northern Contra Costa County.

Warm personal regards,  
Rich & Jane Bartke  
El Cerrito, CA

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Dear DoubleTalk,

Although riding a tandem is a wonderful experience, it is not always the ride itself which provides the most memorable experiences. Often it is the characters one encounters along the highways and byways that add the colour. Here in England, tandem captains and their stokers are respected for being just a little bit different.

Larry Vogel, who is the owner of the Bike Shoppe in Fairmont, MN, would be an ideal tandem man. Howard, my stoker, and I encountered Larry and his shop during our recent charity ride across the USA. We had set out from Astoria, OR, on April 6th, and, following numerous problems (punctures, weather, and a change of route), we found ourselves in southern MN, heading east to Waukesha, WI. A split rear tyre had forced us to use our spare, so we needed a replacement. The two ladies who ran the restaurant in Lewisville, MN, where we had our lunch that day assured us that we would find a bicycle shop in Fairmont.

If the US government gave prizes to the city with the worst roads, Fairmont, MN, would win hands down. Having successfully negotiated the potholes, and with flurries of snow beginning to fall, we presented ourselves outside the Bike Shoppe. Larry, somewhat bemused, thought that Howard and I were in fancy dress. I mean to say, who would, in their right state of mind, be cycling across the northern USA on a tandem in early spring. With the tandem safely inside the shop, Larry assures us "that we are staying at his house that night." A telephone call to his mother to arrange supper for us, and then a call to the local press for a reporter to come down and interview us.

Larry's shop is a place of culture and simple practicality. Hanging from the ceiling on hooks are about 20 bicycles of varying ages and qualities. There are shelves all around the shop displaying model cars, trucks, busses, motorcycles, and trains. The radio is tuned into a classical music station, and taking pride of place in the middle of the shop is a ping-pong table. A young lady reporter arrives and the

three of us are seated on a small bench covered with a towel. Larry provides cans of soda and a very large bag of peanuts to shell. So the interview begins. Larry meanwhile is changing the tyre and generally adjusting the chains, gears, brakes, etcetera. After a few minutes a young fellow in his twenties on crutches comes into the shop. He has only one leg. Five minutes later his friend comes in, and having cleared the ping-pong table of various tools and cycle spares, they proceed to play table tennis for the next 20 minutes. With the interview concluded, and several photographs taken, Larry locks up and we are off to his mother's for a wonderful supper. We stayed at Larry's house for two nights, and we were thoroughly spoiled.

This is but one example of the kindness, hospitality, and interest we experienced during our ride. Yes, we did have Howard's tandem stolen in Bowling Green, OH (ED: See the letter from the Stan and Marilyn Smith in the September-October issue of DoubleTalk.), but due to the kindness of Dr. James Kettinger, we were able to finish at Bar Harbor, ME. Dr. Kettinger, the only way I can fully repay your kindness is for you to come to Sudbury.

Many, many thanks again, particularly to Stan and Marilyn Smith of Albany, OR.

Andy Rogers  
Sudbury, UK

PS. The tandem has been recovered. It should be on it's way to Howard now. The man who was honest enough to return it to the police in Bowling Green lives in Luckie, OH.

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Dear DoubleTalk,

We would like to thank all of our friends who made our just-completed 4-week holiday in the US such a success. We thoroughly enjoyed the kindness and hospitality shown us at the Midwest Tandem Rally in Des Moines, IA. We wish to especially thank Emery and Anne Glass of Marblehead, MA, who made our trip to the Midwest possible.

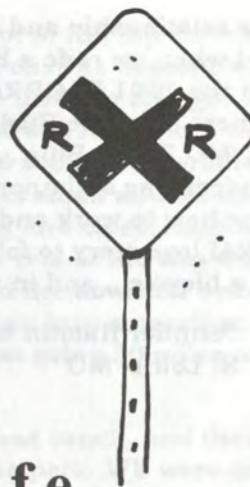




If anyone wishes to come over to England, please do not hesitate to drop us a line.

Best Regards,  
Sue & Miles Tatham  
Rockery House  
Priest Hutton  
Carnforth  
Lancashire  
LA6 1JP

\*\*\*\*\*



## Tandeming For Life

On July 11, 1992 we were married in a gazebo in Augusta, Missouri near the KATY Trail. We began the ceremony by riding up to each other on single bikes and rode off on a tandem afterwards. The guests sang along to the tune of "Bicycle Built For Two". Here is the poem we wrote that was read in our ceremony.

### "In Tandem - Keeping Things Balanced"

On a tandem, the pedals must always move in unison - it's the only way to go. We both look ahead and navigate, a team ready for challenges and enjoying scenes ahead.

In marriage, we've decided to move in unison too - it's the only way to go. We will navigate by the same set of values, a joined force of love ready for the challenges and enjoyment ahead.

At times, though, we do different things: one looks back for passing traffic, signaling, sharing a drink and snacks, while the other looks ahead, around and down for hazards and cracks.

In marriage we will also divide the labor, each doing what has been mutually agreed upon in sharing the various requirements of life.

Pedal cadence, rhythmic breathing, talking and trusting; balance on a tuned machine.

When married, we will be in step with each other, talking and feeling, moving down the path in a loving, trusting way - a tuned relationship.

The work of climbing hills on a ride, produces exhilaration on the other side.

What is required in a lifelong marriage, also yields the thrill and exhilaration of accomplishment;

And harmony, always harmony, to keep things balanced.

Tandeming - in cycling and in marriage.

After the reception we changed into our biking clothes (guests wore theirs!), complete with veiled helmet, bow tie and t-shirts reading "Just Tandem'd". Bike bottles which had decorated the picnic tables were handed out to the guests as we led them on a group ride heading off to our first honeymoon night at Gramma's House, a bed and breakfast in Marhasville eleven miles away on the KATY trail. Our entourage of thirty guests included a side-by-side canopied three-wheeler piloted by two adventurous grandmothers and a trailer carrying a seven month old infant.

We continued our honeymoon, renting a Santana from Brick Wheels and rode Michigan's lovely northern peninsula.





Our relationship and love for tandeming developed when we rode a Burley Duet across Iowa in the 1991 RAGBRAI. Before long we were the owners of a blue Burley Duet which we named 'MO Better Blue'. As our poem indicates, the tandem was an important element in our learning how to work and play together (our RAGBRAI love story to follow). We love tandeming on a bicycle... and in marriage!

Jennifer Hamlin & Jim Pona  
St Louis, MO



## Ride The Rockies '92

I got interested in tandeming when my parents did Ride the Rockies for the first time (they did it on their tandem). After they had done Ride the Rockies a few more times I wanted to do it too. We had to get a child adapter. I wasn't ready for the whole thing, but I did do 3 days (in 1990 when I was 9). This year I really wanted to do the whole thing.

When my parents heard I wanted to do Ride the Rockies they started training with me (I was too big for the child adapter so I had to use pedal adapters). My dad and I started by doing a longer ride on the tandem each weekend. Then I started riding to school every day (it's about one mile each way). After school was out I started riding every day with my mom or dad (not on the tandem). Some of the places I rode were, up to the Sandia mountain tram, on mountain bike trails, and just riding on the road. When Ride the Rockies finally came, I hoped I was ready.

We went with a lot of people. Their names were Steve, Tom, Kate, Vincent, Marcie, Ron, and Doug. Since there were so many people we had to take a motor home (Steve's father Mr.

Kurtz was nice enough to drive the motor home from place to place). Some nights we had some people sleep in a hotel and the other people sleep in the motor home, other nights we had some people sleep in the motor home and some people sleep in the tents. I wrote a diary while on Ride the Rockies. Here are some of the entries.

### Saturday - Driving from Albuquerque to Durango

Ride the Rockies has finally come. Right now I'm sitting in the motor home riding up to Colorado. I'm pretty nervous about tomorrow (the hardest day of the ride). I'm worried because my dad (and tandem partner) just came down with bronchitis.

Well here it goes.

### Sunday - Durango to Silverton 57 miles

We woke up really early today. We ate muffins for breakfast. After breakfast we went right out on the road. The first half was a long sort of steep hill. The second half was very steep and had two passes (Coal Bank and Molas Di-





vide). The first pass was the hardest, longest, and steepest of the two. It was five miles long! We had a hard time coming up but we made it.



*Aimee, Dad, and Uncle Doug on top of Molas Divide*

The downhill felt great, wonderful, awesome, and any other things that describe good. After the descent we had to do the second pass. I was already tired so it felt ten miles long. I was really happy when we got to the top (by the way, my dad was having trouble breathing the whole time because he was sick!) The rest of the way was all down hill. When we finally finished, I was sore but happy.

**Monday - Silverton to Montrose 59 miles**

Today we went up a hard pass (Red Mountain) for the first eleven miles. It was hard, but the views were really great! We got to look down and see trees, streams, and old mining

buildings. When we got to the top we rested for awhile. Then we went on. The descent was really neat! We got to go fast. We also got to go through a tunnel, that was fun. There was one place where you could see two waterfalls at one time. One waterfall was small and far away. The other waterfall was big and close. After we got down off the pass, the rest of the way was slight downhill or flat (I liked the downhill better). For the last ten miles we got into a paceline, that was a lot of fun! We got going 30 miles an hour on the flat!

After the ride we had lunch, and then went to find the motor home park. WE were driving around with all of us in the motor home plus all the bikes, it was funny. After we had driven around for about fifteen minutes and still hadn't found it we called the park. After another fifteen minutes we stopped at a gas station; they gave us directions. After that we found a motor home park, the wrong one, but a motor home park. After that we went to pick up my dad and Steve (we were going to drop everyone off, then come get them). after we found them we drove along a main street, and my dad saw a sign for the park. The park was behind Gibson's!

After dinner we went and played miniature golf (there was a course at the park). It was a scream. There were windmills that actually



*Home away from home in Silverton, Colorado RV Park*





moved ( and other stuff like that). We were punting the balls off the course. Once Tom hit the ball so hard it went off the course we were playing and rolled to the next course. Once Kate hit the ball it bounded out of the course, rolled over a rock and behind, my dad had to pick up the rock and move it out of the way (this wasn't easy because it was a heavy rock).

Well it was fun but I'm tired,

Good Night

#### **Tuesday - Montrose to Gunnison 66 miles**

Today was a hard day. We started out with a head wind. Today was almost all uphill. We had a headwind for the whole first hill (Cerro Summit). The second hill (Blue Mesa) was pretty big and hard, luckily there was no wind. It was a hard day. In the middle of the day, my dad got tired and had to switch off with my uncle for a while. When we were finished, we got drinks and collapsed on the grass. After a few minutes the rest of the party met up with us. Well, almost the whole party, Tom and Kate were missing. My uncle said Tom and Kate were at the hospital. When we went down to the hospital we found out Kate had fractured her elbow when she crashed by herself. Kate would have to get her elbow pinned. Her operation is tomorrow. That night there was a neat food fair with lots of neat food like steak sandwiches and spaghetti and lots of desserts.

#### **Wednesday - Gunnison to Salida 65 miles**

Today was a really hard day -- we had to climb Monarch Pass. It is over ten miles long! On the way up we saw a woman and man riding together, the woman had a veil on over her helmet. We asked if they had just gotten married. They said they were getting married at the top. At the top we got our picture taken as we were doing the last 20 meters of Monarch Pass. When we stopped the reporter that had taken our picture asked if he could interview us, of course we said yes. This was the second time this week! After we were finished getting interviewed, we went to the store on the top of the pass. I bought some stuff for my brother, then

we came outside to watch the wedding. Everyone get non- alcoholic wine, even me! It was a lot of fun. The rest of the way was downhill. We got going really fast! Today was a lot of fun even though it was hard. I AM SORE! In Salida we went to a pool that was fed by a hot springs, one side was cool and the other was hot, We started playing a volleyball game between the hot and cool sides, there was three balls going at one time, I was on my dad's shoulder because it was too deep to stand. That night there was the Great Salida Duck Race. They floated more than 2500 ducks down the Arkansas river and we entered three ducks. We didn't win anything. Kate had her operation.

#### **Thursday - Salida to Canyon City 67 miles**

Today was easy for 45 miles until we started the uphill. We had two miles of 10% grade climb, 2 miles felt like 200 miles. We rode the whole thing, didn't even walk. We were whizzing past people at 3 miles an hour. We ended up at the Royal Gorge Bridge. We walked across the bridge and saw train tracks and people on little rafts on the Arkansas River. They looked small, but were really big, but a long way down. At the top we had a big slice of pizza. Then we started up the hill on the way out. After we went a few yards one of our party pointed out that we had a flat tire. We went to one of the repair vans. There were some other people in line, so we sat down and waited. After about half an hour of waiting a guy from another van said he would fix the bike. Finally, we were actually going to get our bike fixed! It took another half hour to get the bike fixed. The whole time this was going on I was bored out of my mind and I could see a rain storm coming, so we wanted to get going and not wet. When the bike was finally finished we started out again. The rest of the way was downhill (yea). After today I am really sore. When we got to Canyon City we got drinks and sat down in the park to rest. After the drinks we put our bikes away and went to the city pool across from the park. The pool had a big slide, we got there and went down the slide a couple of times and the lifeguards called adult swim. The adults in our party acted like little kids and went down the slide every which





way, breaking all the roles, while I had to watch. After adult swim was over we swam for another 20 minutes when dad said it's time to go. He said, we had been there 30 minutes. But I said I had only been there 20. There was a big community steak dinner. We heard Kate's operation went OK, but with some complications.

**Friday - Canyon City to Manitou Springs 57 miles**

We started out going up hill, then went down hill. The first two rest stops were 17 miles apart. After the little hill we had ten miles of downhill. After the downhill there were a lot of uppy downy stuff. After that we got into town. The traffic was bad. We would ride around town for a while. The last hill to the high school was really steep and we got cheered when we got to the top. After we went to the motor home we went in and there was Kate! She and Tom had rented a car and drove up to meet us. Our motor home park had a pool and a hot tub. We went swimming while Tom and Kate watched. It's nice to have Kate back. We all had a big Chinese dinner and ordered 10 dishes and everyone shared. We slept in a tent next to the motor home and it leaked that night.

**Saturday - Manitou Springs to Castle Rock 65 miles**

Today is the last day. It is a really hard day. It rained almost all day. Today was a lot of steep up, short down. The rain was on and off, mostly on. We almost quit in Palmer Lake because it was so cloudy, cold and rainy. I decided we would go on, rather than use the rest stop and not get going again. For the last few miles there was a strong tail wind and we really flew and passed a purple tandem with two men on it. The last hill was really hard and long. After the hill it was all a short downhill. We were going really fast and when we got into town there was a traffic jam. When we got to the end there was band playing and Tom (he rode today) and Kate were there. We put our bike down and went toward the drink booth. We all celebrated, ate lunch and packed up to go home. Well it was fun. I made some new friends, had a good time

and never want to see a banana again. I want to do this again next year.

BYE!!

Aimee Ginley, Age 11  
Evergreen, CO



The 1st annual Central Valley Tandem Rally was held on March 28- 29 1992 in Fresno, CA. The rally was sponsored by the Fresno Cycling Club. 68 tandem from all parts of California came for two great days of riding.

Springtime in the San Joaquin Valley and the foothills of the Sierra Nevada Mountains is the ideal time of the year for bicycling. Valley orchards are in bloom and the foothills are covered with wild flowers.

Saturday's rides started from Woodward Park in North Fresno. We offered four routes from 35-85 miles. Every one from the fast-paced racing tandems to tandems pulling trailers had a route just for them. Fresh fruit, muffins and juices were available before the ride. Soft drinks and snacks were there when the riders returned.

Saturday evening the tandem riders were invited to a pasta dinner hosted by Fresno Cycling Club president Jim Hix and his wife Carol.





An informal survey of those present at the dinner showed that a majority of the folks were members of Tandem Club of America, Bay Area Roaming Tandems (BART), and the Fresno Cycling Club. Brochures were available for TCA. After dinner a raffle was held for merchandise donated by local bike shops.

Sunday's ride was a 20-miler from the town of Sanger along the Kings River to the Wonder Valley Ranch for brunch. Sanger is a small town located about 20 minutes southeast of Fresno and Wonder Valley is the oldest dude ranch in California.

This was the first time the Fresno Cycling Club had held a multi-day event specifically for tandems -- and just for tandems. Singles were not invited. It was such a success because all of the club members, not just the tandem riders in the club, helped out.

I want to thank the club members who helped with registration, rest stops, and sagging. A "tandem thank you" goes to;

Wellington Marsh for design of the patch and t-shirt logo.

Harry Houck who designed our announcement/entry forms.

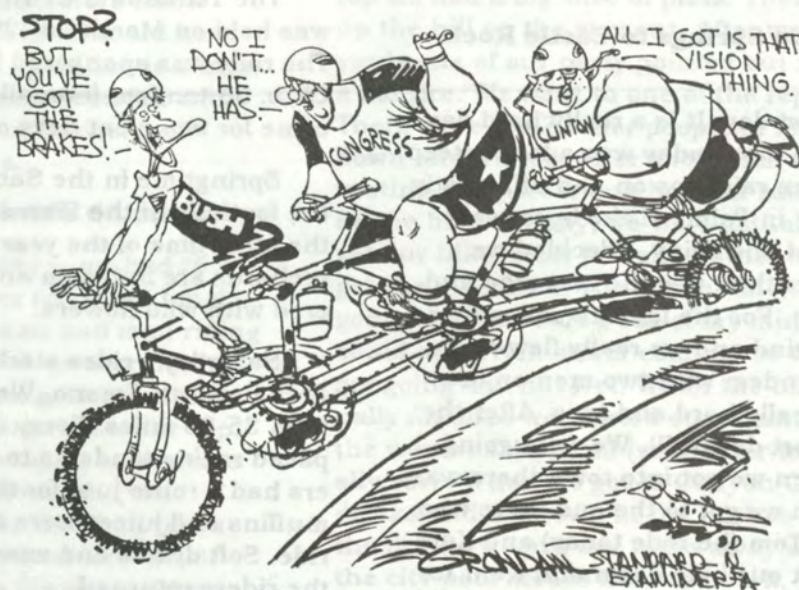
Tim Morkin for the route maps for Sunday's ride.

Lou Christian for her computer lists of riders entered.

And finally a special thanks to club president and treasurer Jim and Carol Hix for all the work they did.

The 2nd annual Central Valley Tandem Rally will be held March 20- 21, 1993. Hope we see you there!

Dave Smith  
Fresno, CA



DEFICIT CANYON

8-18-92

Calvin Grondahl, reprinted by permission of NEA, Inc.

Permission obtained by & Submitted by Phil Swartz





## Eastern Tandem Rally

### Mount Poultney, VT

The Eastern Tandem Rally was wonderful and beautifully organized, as usual. We arrived in plenty of time Friday for a training ride. We got directions for a Rails to Trails path that was beautiful, but it would have been more enjoyable with fat, knobby tires. Needless to say, I just sat there and pedaled. I let Ken concentrate on keeping us upright, not letting the bike slide out from under us. The cinder path was quite squishy, but the wildflowers were worth it. Green Mountain College was charming, comfortable, and a perfect site for the rally. Saturday was a wonderful day of riding and eating. The long ride made us feel good: it was a challenging 50+ ride with some hard, but do-able hills with the accompanying great vistas at the top and awesome downhill. We especially admired all of the charming slate roofs we saw on modest, little houses and barns and all kinds of buildings.

Saturday's tag sale crowd was eager to get a bargain. I brought all of our old (translate: too small) ETR tee shirts, as well as bike clothes my

children had outgrown. They moved fast - as there were lots of families with kids of all ages and sizes. Saturday's evening entertainment was the best I have ever attended at one of these Rallies. There was a contemporary Folk singer who was talented, funny, and who sized up his audience well. In addition to performing classic tunes, his own work was funny. He was certainly a talented musician, too. He ended with a medley of 60's hits that had everyone singing along.

Sunday was threatening rain. The Rally organizers decided to reschedule lunch at the Dining Hall on campus, just in case. That necessitated everyone rearranging their rides. Ken and I decided to take a short ride from the remote start, since we would have to get all of our miles in before lunch. We didn't get wet, and we had an uneventful ride. We also managed to avoid the HILL (mentioned as a 0.2 mile walk). Everyone game enough to do it, loved it, naturally.

Candy Anker-Roehl  
Cleveland Heights, OH

### *Do Dreams Come True*

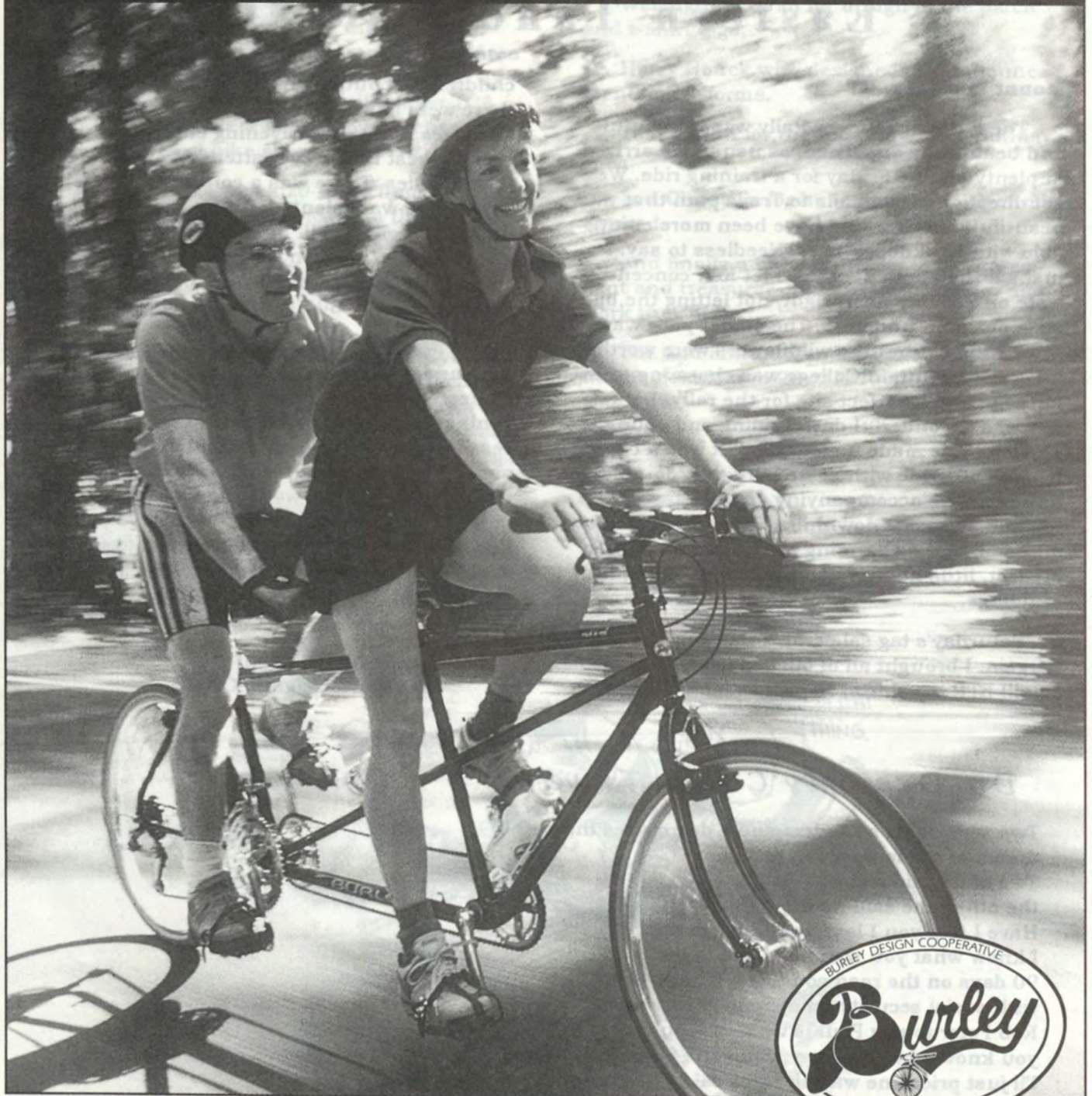
Two seniors on a tandem and a dog makes three,  
dream of a ride from sea to sea.  
Two of us said lets go go go,  
the other one said no no no.  
Have I told you I love you said I to she,  
I know what you want said she to me.  
90 days on the road could leave us so poor,  
with social security on a credit card tour.  
Rob Peter to pay Paul is what we could do,  
you know what they say, you can't take it with you.  
I'll just price one way air fares said I to she,  
Ha, I know you so well said she to me.  
After 43 years together I know what may be,  
the three of us on our tandem from sea to sea.

Bill & Carol Flora and Inkie  
Lakeland, FL





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## Yellow Brick Ride

We ate well, laughed often, relaxed perfectly. But, we're going to lynch that Wizard of Oz guy. He talked to the Weather person and really mucked things up.

The Kansas weather for two weeks prior to our "tandem only" weekend August 8-9 was mid-70's and nice rains. On Thursday, it was the same. On Friday, a bit warmer and a forecast for a warm, but livable Saturday.

Liars.

By the first SAG into our Saturday Century, five bikes took an 18-mile-saving short-cut. By the 52-mile lunch stop, about half of the 24 bikes had had enough. By 65 miles, the white flag was up. Probably only five or six bikes finished the whole route.

When it sneaks past 90 degrees with high humidity, riding a rolling century just isn't a lot of fun. Those who came back in the vans made good decisions.

So, the four dozen riders from Kansas, Missouri, Minnesota, Nebraska, and Oklahoma hunkered down for some serious re-hydration to prepare for Sunday's 42 miler.

When, of course, it rained and was chilly.

So, breakfast was extended and we all went home.

It was the first semi-serious tandem event in Kansas City area in recent history, and all seemed to go well, except for the weather, of course.

The ride(s?) and meals were staged at our home (TCAers Bill and Janette Sheldon) in Lenexa, Kansas, about 20 miles southwest of downtown Kansas City.

Janette's zucchini bread and other down home cook'n received high praise, but some of the flatlanders thought our route was a little too lumpy. Apparently they don't remember the movie -- The Wizard's castle was on a hilltop, wasn't it?

Well, we had a good time. We'll do something next year, and do it even better.

Bill & Janette Sheldon  
Lenexa, KS

## MOVING?

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

Send your address corrections to:

DoubleTalk  
c/o Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242-4430



24 Tandems Ride Kansas Speed bumps (there not being any hills in KS, of course)





## Midwest Tandem Rally, 1992

A trip to Des Moines, Iowa was never on my list of priorities. On a scale of one to ten, with one being "Can't wait to go -- Quit work and do it now!" visiting Des Moines was probably about a 15, but when the Midwest Tandem Rally was scheduled in Des Moines, that made it a little better. Friday night when we FINALLY found the hotel, in spite of the map that tried to throw us off, I dismayed to see that it was downtown, in the heart of the traffic - big bummer!. To explain my churlish attitude, it was late, I was hungry, I was tired, a dog show was scheduled in town at the same time as the rally (this last was really disconcerting as I had recently had my right bun defaced by a 'friendly' black lab) and I was CRABBY. Early Saturday morning, after a good night's sleep, I began revising my 'nothing' opinion of Des Moines. My editor (Susan Goertz whom I had met in person only once before) stopped to chat with us at breakfast. The easy camaraderie between people who see each other once or twice each year never ceases to amaze me. It makes the tandem rallies so very special - That figures, very special people attend them. We all have one BIG thing in common.

Friday's "ice-breaker" ride (for those who arrived and unpacked by 5:00 p.m.) was a fairly short ride to a frozen custard stand. Even without a full complement of riders -- many people, like us, didn't arrive 'til late. George & Eileen Dudley said that it was just right to work the kinks out from driving in.

To start Saturday's ride, we had a marvelous send-off led by our police escort. The city was very warm and welcoming in spite of the way we tied up traffic for miles. 'Officer Friendly' escorted us through the city, past the dogs, out to the country where we saw him really shaking his finger at several tandem teams. I think they were being naughty, judging by his gestures. I understand that we had to be classified as a 'parade' in order to get the police escort and the people on the route took that

literally. There they were - complete with lawn chairs and snacks, watching us roll on by. Maybe the motorists who were blocked by our escort while we were bunched up on the outbound ride were less than thrilled, but it's probably the only time they'll ever see 350 tandems



359 Tandems Ahead

riding in one town. We heard encouraging, good natured remarks all along the way. Stokers, you know the kind of remarks 'Hey, that guy on the back isn't pedaling.' We've heard them all, haven't we? I sure would like it if we could have equal time so we could tell them that the guy in the back does all the work, you see, there are two chains to his pedals and only one to the front, and the guy in the front just steers. The route went right through the fair grounds (dog show) but nary a bite or a bark. The weather was beautiful, the route well planned. If you thought Iowa was just a lot of corn and flat roads - NOT! There definitely were hills, but nice rolling hills. Our lunch stop was a delicious pork barbeque during which it started to thunder and lightning. The locals told us several times that was not lightning we were see-





ing, it was a radio tower. If they want to think that was a radio tower, all right, but a radio tour that was accompanied by thunder and pouring down rain? We rode 17 miles in rain - but did that dampen our spirits? - It did not! Besides, the wind was blowing such that only the right shoes developed a definite squish! Five miles from the end of the ride the sun came out, the ride was mostly downhill and the wind to our backs (we had it made) and then we broke a chain - but did that dampen our spirits? - it did not! Well, almost, but we were saved quickly. We had an extra chain and chain tool with us, but, do you believe, back in the tool box in the truck. We walked no more than ten yards when one of the much renowned Trek Wrench Force (our saviours were Pam Linke and Scott Mc Callum) rescued us. Scott put the chain back on, but we had lost a good six inches of it and had to ride home in granny. That was fine with us - better than walking or having to go uphill in a higher gear. I must say, here and now, that this Trek Wrench Force couple is a remarkable rescue source. They were pleasant, capable and we were so happy to see them. Trek provides this service to some rides free of charge and it is an outstanding service.



*CATS, COWS, & Loons at a RITZY Affair*

Once back to our room and the Wisconsin COWs met to prepare for the rehearsal of their COW dance. 25 people in one room, singing

their little hearts out - how much fun can a person have? It was noticed that the official Wisconsin COW was sitting at the piano all evening and all night playing her little hooves off.

Other couples took off into town for their "on their own" supper. Many dined on Italian at Marsala's, very good, but very slow. Or maybe it just seemed that way, as back at the hotel there were some interesting, low-key commercial exhibits and some workshops. Or maybe it just seemed slow, as the workshops were nearly over by the time we returned. Jack Goertz gave a workshop entitled "The Past and Future of Tandem Componentry" or something similar to that. It was very well attended.

Sunday morning dawned clear and beautiful. When I remarked on this, I was reminded that Saturday started out the same way. On Sunday, though, the weather stayed nice and it was a good thing, as the route home on Sunday followed the Saylorville-Des Moines River Trail, a bike path along the Des Moines River. A lovely path, but hairpin curves that tested the very mettle of each and every stoker. I found it was very difficult to keep my mouth shut (at one point I failed, miserably) - one phrase kept running through my mind "hurtling completely out of control." That was only one problem. There were bridges that went over chasms, gullies, crevasses and at one point I glimpsed the Grand Canyon. The rattling of the boards (which we could hear long before we saw them) on the bridges gave me ample time to work up to a real panic. I have terrible acrophobia and these dizzying heights really struck fear to my heart. I tried to keep my eyes closed (thank goodness I am not a captain) but this side of my nature was at war with the other side of my nature which demands that I see everything there is to see. I compromised by closing one eye which helped somewhat. Nevertheless, I was extremely happy when we went over the last bridge. Quite an experience and quite beautiful. On to the hot tub, swimming pool and then to prepare for the banquet and the evening performance of Don Moo and his Moola Dancers, the act recently from the COW COW Cabana in New Holstein, Wisconsin. Can you imagine a





group of about 40 COWs wearing black and white hula skirts, singing "Tandem Cycling" to the tune of "Tiny Bubbles." My guess is that there were about 34 heifers, 4 calves and one bull. The trophy for the best costume went to the COWs for that performance, although, I have to admit that the MUTS came in an impressive second. The CATS even got into the act - Class Act, that is.



ChiefMUT, also known as "The Big DAWG"

Lon Haldeman and Susan Notorangelo rode their Burley with us on Sunday. I just can't understand it, they ride the same kind of tandem I ride, but mine doesn't go nearly as fast as theirs. The grand finale of the weekend for us was an interesting commentary by Lon Haldeman and Bob Breedlove. Lon & Bob won the tandem division of this year's Race Across AMerica (RAAM). Their time was a very impressive 8 days, 8 hours, and 8 minutes. They talked of some of the physical difficulties they had on some of their rides across the country. One thing was "hot foot" and how it can be dangerous. I think I had that yesterday (the power

of suggestion.) They mentioned several other maladies I am likely to have in the future which I shall duly report in future issues.

Thank you Des Moines and all those who worked so hard to make our weekend so wonderful. I apologize for my preconceived opinion of Des Moines. It truly is a beautiful place, the routes were expertly laid out and the whole weekend was exceptional. I won't hesitate one minute to come back if I am ever invited again.

Compiled from articles submitted by Betty Panek, Wisconsin COWs, George & Eileen Dudley, Peoria, IL, & other eye-witness reports.

## WHO DOES WHAT

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

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

**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk.

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

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

**SECRETARY:** Contact point between TCA and the outside world.

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

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





## Santana West Coast Tandem Rally

My wife and I recently attended the Santana West Coast Tandem Rally. This four day event over Labor Day weekend turned out to be one of the best times we have had with our friends and fellow tandem riders!

The weekend started Friday night as riders began arriving at the headquarters, Fredericks Resort in Beulton, CA. By 6 pm most of the resort was ours, and many took the short Ice Cream Social Ride. It was thrilling to see our group of 80 tandems roll into Solvang and consume 160 scoops of ice cream at the two local parlors!

Earlier in the morning a surprisingly large group of 50 tandems made the 7 am pastries ride, and Mrs. Olsen found pastries for everyone in her bakery. By 9 am all 234 riders -- that's 115 tandems and 4 trailers -- had arrived for the main ride. For the first 5 miles our tandem group owned the roads in Beulton's small town. As the flyer promised, the ride had beautiful scenery, perfect weather and even colts to race our tandems from their white fenced pasture. Today included a stop at Ocean Park with a couple dare devil tandems in the sand and Purisma Mission tours. A generous lunch at the

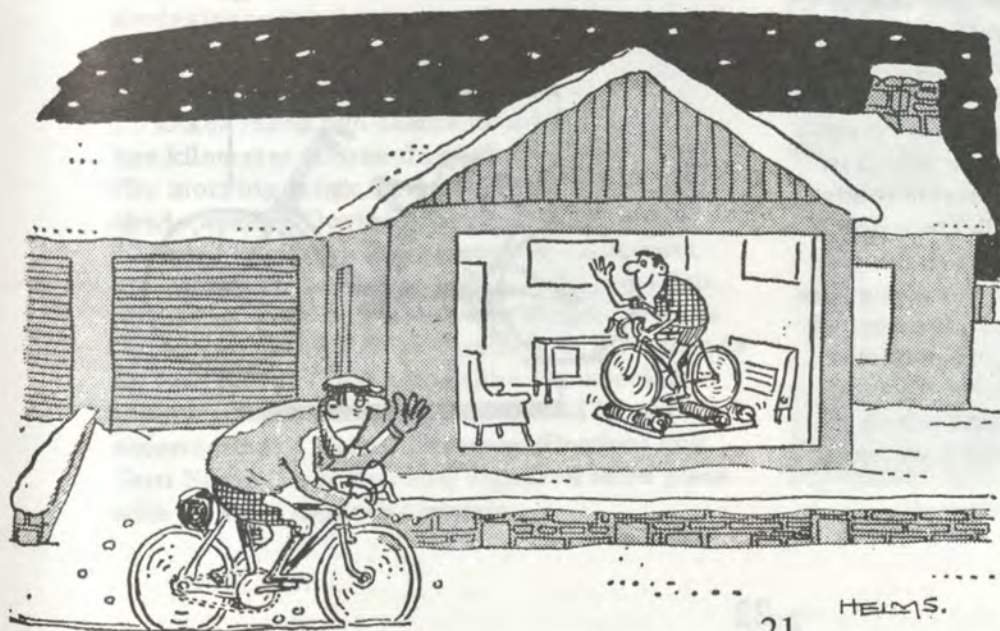
50 miles point in River Park hit the spot, just enough to fuel us for the 15 mile return. In the evening a buffet dinner gave us an opportunity to chat with everyone, including another couple from Colorado.

On Sunday we actually lead the whole group for the first couple miles. Well, it started as a courtesy since Kami and I were part of the group who organized the weekend; and then we made a well timed light. Ahh, but soon the tandems started flying by us. There were riders stronger than we have ever seen, and there were families with child stokers and trailers. All found route options to fit their desires. We chose the hilly option for a 60 mile 3000 foot day. The wineries along our route were charming, and the mountains challenging, but by lunch we had met up with the rest of the riders at Gainey Winery. After a short ride back to the headquarters and a little cool down, 20 teams tried out our "Tandem Rodeo". The real winners of this event spontaneously showed their abilities at track standing, a "Boob Tube Slalom" (no two wheels on the same side of the paper cups), a tight U-turn and straight line test. At the dessert tasting, awards for all 20 teams and the winners. The team from Germany won the

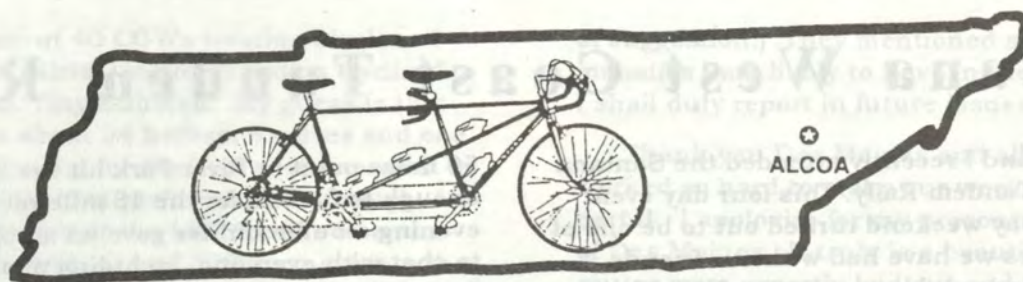
award for traveling the greatest distance to the rally. Lots of talk and videos of the rodeo topped the evening.

Monday had a short but hilly ride before a buffet lunch. We watched slides of the weekend, talked over brunch and wished everyone a safe return and hoped to see them next year. Everyone was very satisfied with their weekend and we certainly had a great time!

Andy & Kami White





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

## SOUTHERN TANDEM RALLY 1992

We were some of the lucky ones, our 'tars' didn't go flat during either Saturday's or Sunday's rides. We also, somehow managed to follow the maps, cue sheets and our noses and didn't have to ask for any east Tennessee directions. Sam Venable provided the east Tennessee translations during a lecture Saturday evening. He was also ready with directions, 'head on down the road a piece, past Uncle Jake's barn then turn right. Continue on that road until you pass the big tree, the one they sold for timber 3 years ago.'

He went on and on until we were all rolling on the floor, for though we only spent 3 short days in Alcoa, TN it was long enough to know that the language is indeed spoken in its own special way in that part of the world.

The rally was a popular one, 100+ teams arrived from the corners of the U.S. New Hampshire, Florida, Washington, California and Texas were all represented, as well as a strong showing from the southern states and the Midwest. Saturday's ride to Townsend had us all wondering how much better it could be, crossing ridges and traveling from hollow to hollow without any real effort. Aren't river side roads wonderful. Especially ones parallel to a new road just for cars so the bicycles have the old, scenic road all to themselves. It was along this road that I found my dream home. It's nestled in a bend in the river. The deck projects over the water. Grass mowing looked like it would take maybe 20 minutes a week, and it had a three car garage so the bikes could have space all to themselves.

A group from Greensboro, NC volunteered to host next year's rally. After the vote someone asked me if the election was serious. I explained that STR has no board of directors. The tradition is carried on simply because of the wonderful responsible people who enjoy riding tandems and who enjoy the rallies. Each year someone volunteers to host the next one. If there is completion the group votes. Once committed, the hosts do indeed put together a rally, with the old hands passing on advice and paraphernalia to the new hosts. It's worked for 14 years now. We're looking forward to the 15th in Greensboro, NC, and the first information is already on the Tandem Calendar.

Susan Goertz  
Birmingham, AL

INVINCIBLE TANDEM SAFETY







# Miami Valley Stage Race Report

The biggest, fastest, scariest bikes competed in the 1992 Miami Valley Stage Race (MVSR) tandem division in Dayton, Ohio on May 23-25, 1992. After three days, four events, and ninety miles of racing, only 37 seconds separated the top of the podium from the next step down. The winning team of John Lefelholz and Steve Mikola (Athens Velo) used aggressive sprinting and a hot time trial to take home jerseys, medals, plaques, and the biggest chunk of cash in the \$1000 prize list. Tim Goesbeck and Jodi Goesbeck (Worcester Road Club/BART) captured the top mixed gender team bonus prize.

Tandem teams representing ten different states and both coasts sprinted out-of-saddle, squealed through corners bar-to-bar and wheel-to-wheel at 30 mph, and stomped up hills in the big ring. Eight male teams competed alongside ten mixed gender teams. Many 1991 MVSR veterans returned, and Starved Rock Stage Race tandem champs Mark and Jon Royer (ORI) made their first MVSR appearance. U.S. Association of Blind Athletes team member Greg Evangehatos and captain Steven Gettys raced the MVSR as preparation for international competition at the Paralympics in Barcelona. Power-2, a team of tandems lead by John and Ruth Long, fielded four bikes and added team strategies to the weekend.

## STAGE 1, Prologue Time Trial.

Bikes raced two-teams-at-a-time on a flat one kilometer course through DeWeese Park. The morning mists, spring blooms and lush shade trees of Dayton's riverside park made a pleasant backdrop for registration and warm up. Hammer-hard acceleration and precision teamwork were critical for this stage. Royer & Royer nailed the ride at 1 minute and 7 seconds for first place -- that's 33 mph! Goesbeck & Goesbeck rode only one half second longer for second place. Martin Rossman (Berrien) and Kent Sante (Indy Express) captured third place with an even narrower margin.

## STAGE 2, West Carrollton Criterium.

The criterium took place in a friendly neighborhood in suburban West Carrollton. The race was 24 laps on a flat 9/10 mile circuit with 7 sharp turns, punctuated by sprints every other lap for bonus seconds. The lead pack of eight bikes streaked around the corners and exhibited their sprinting power before a cheering crowd. Rich Corfman & Cary Wenger (Orrville Cycling) won the criterium event, with Lefelholz & Mikola in second place, and Goesbeck & Goesbeck in third. Out of 144 bonus seconds, Lefelholz & Mikola nabbed 51, Corfman & Wenger took 30, and Royer & Royer took 25.



John Lefelholz & Steve Mikola Win Road Race at MVSR





### STAGE 3, Wilberforce Road Race.

Clouds, fog, and chilly temperatures greeted racers the next morning. The road race consisted of four laps around a 13 mile circuit with two steep hills. Undaunted by conditions, the lead pack of eight bikes maintained a 24 mph average. On the last lap, three bikes managed to build and keep a breakaway. Lefelholz & Mikola powered up the final hill to claim the three-bike sprint; Royer & Royer captured second, and Corfman & Wenger were third. The remains of the field straggled in one-by-one, working hard against the weather and the clock.

### STAGE 4, Jamestown Time Trial.

The weather gods were still unappeased on the morning of the final event, so once again, the racers layered on polypro and wool. The course was a pancake-flat fifteen mile loop with two turns and good pavement. Lefelholz & Mikola turned the fastest time of the day with 33:40, with Royer & Royer close behind at 33:49. Nick and Eileen Crone turned heads with a strong third place showing of 34:38.

In its second year, the MVSR saw positive and interesting changes. There were more big bikes racing in 1992, and the equipment got even fancier (and faster). The 1992 racers had more tandem racing experience than last year's inaugural crew. And eight teams extended their tandem season by competing in the very excellent tandems-only Duet Cycling Classic held in July in Eugene, Oregon.

And some very nice things stayed the same, such as the enthusiastic support of Burley Design Cooperative and International Pro Bikeshop. Single bike racers, spectators, volunteers, and race officials remained in complete awe of the big bikes. The racers were fast and tough, great sports, and nice folks. And the rubber side stayed down.

To get the first available information on the 1993 Miami Valley Stage Race (May 29-31) send an SASE to: MVSR, 6351 Adams Circle, Dayton OH 45459.

### OVERALL RESULTS

1. Lefelholz & Mikola
  2. Royer & Royer
  3. Corfman & Wenger
  4. Gettys & Evangehatos
  5. Goesbeck & Goesbeck
  6. Scott Campbell & Kym Life
  7. Crone & Crone
  8. Rossman & Sante
  9. David Troop & Becky Troop
  10. Michael DeForrest & Linda Wood
- Linda Clemens/Doug Barker  
Centerville, OH

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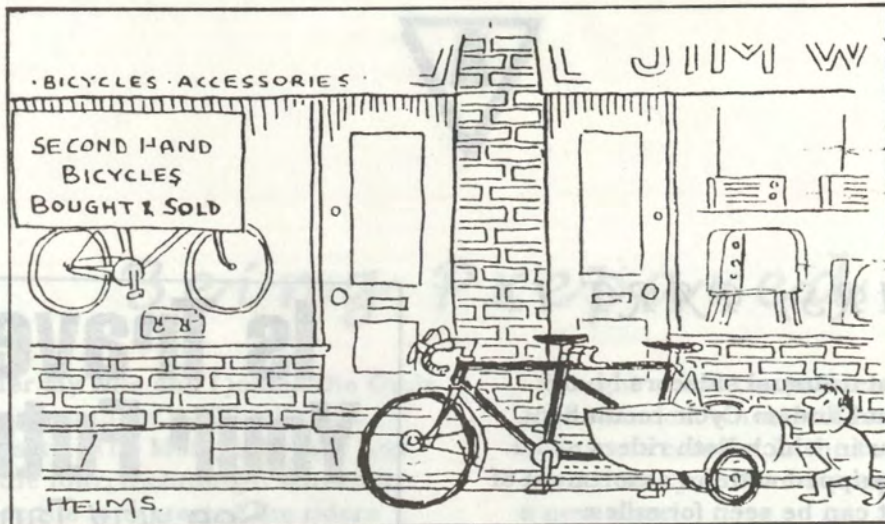
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If your label says that you have "0 ISSUES REMAINING", pick up your checkbook and immediately send your dues to **Malcolm Boyd and Judy Allison, 35 East Centennial Drive, Medford, NJ 08055**. There is a membership form in each issue. Sending your renewal to the editors instead of the treasurers will only slow down the processing of the forms, and may cause you to miss an issue.

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Amount enclosed: \_\_\_\_\_ for \_\_\_\_\_ Years

(Multiple-year memberships are accepted at Dues Rate X Number of Years)





## SIDECARS, PART II

One of the most unusual sidecars I have ever seen is the Bat Tandem Cycle recumbent bicycle with sidecar in which both riders pedal. This machine is equipped with an assortment of flashing lights that can be seen for miles. Robin has a cellular phone that can be used to call ahead for reservations.

The first time I met Batman and Robin was at the 1990 international Human Power Speed Championships in Portland, Oregon. They spent the whole weekend there without removing their masks.

My second encounter with the Bat Cycle was on a lonely back road in Missouri. Just at twilight on an autumn evening last year, I was on my single when I was passed by a flash of lights. I tried to catch them, and I was in hot pursuit but to no avail, all I could see was the flashing lights fading in the distance. It was as though they rode upon the wings of the wind.

I have since been obsessed with finding out the true identity of these guys. I checked all my sources to find out who made the bike and if anyone had seen them on the roads and experienced the close encounter that I had.

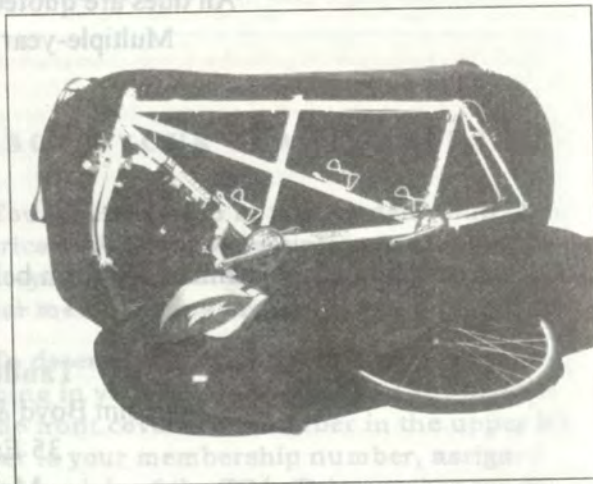
This is what I learned. The bike has been mostly spotted in the Midwest. Nobody has been able to keep up with them. Perhaps they have an electrical boost of some type, which could explain all the lights. Someone did see them loading their bike in a black van with Missouri license plates. Rumor has it that Batman plays with the St. Louis Symphony Orchestra when he is not playing Batman. I had just about given up on my quest when I received a postcard in the mail postmarked in Missoula, Montana (see the Last Page).

I think these guys may be for real. They are sure having a great time and they obviously enjoy their anonymity.

Steve Reker  
St Charles, MO

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## Being Prepared

This summer my wife and I joined the Cycle America Touring group for a 500 mile ride through Minnesota. The Minnesota tour had 150 riders on the tour, including 3 tandems. The night before the tour started the riders were assembled for a pretour briefing where we were told, among other things, that should a mechanical problem occur, Cycle America had two bicycle mechanics traveling with us. If the mechanics couldn't fix a problem or didn't have a part, we were told they knew the local bike shops in the area and would make all the arrangements for quick repair, so we could get back on the road.

For two and a half days my wife and I had a wonderful time until we managed to "potato chip" our rear wheel. While waiting for the SAG

I thought about the problem before me, a 48 spoke tandem wheel will not be easy to find. I took some comfort in the tour leader's statement that Cycle America would help me locate a new wheel.

The SAG picked us up and delivered us to that night's camp. The tour mechanic inspected the wheel and said that it was beyond hope, a fact I already knew. When I asked him where we could find a replacement wheel, the mechanic paused in thought, and then excused himself, saying he would have to discuss this with the tour leader. A short time later the bicycle mechanic returned and told me of the tour leader's decision. "The best thing you can do," he said, "is get on the telephone and start calling." "Call who?," I asked him.

"I don't know," he answered as he walked away.

Gee, thanks for all the support guys, I'm underwhelmed. What happened to your promises of support? Apparently if my wife and I were to resolve the crisis, we would have to do it ourselves.

This was day three of a seven day tour, and we were 180 miles north of Minneapolis.

### Options:

Locate a new wheel, or  
SAG till the end of the tour, four days from now.

I walked to the local library and sat down with the Minneapolis Yellow pages and started calling bike shops. I was lucky. I found a shop that had a rim and hub. AS this was late afternoon they would build the wheel the next morning and ship it to me UPS Next Day. I gave the shop the address of the town we would be in two days later. We lost another two days riding, which was better than losing the final four days of the tour.







When all was said and done, a trashed rear 48-spoke tandem wheel is difficult to find; local (small) shops cannot be expected to stock tandem wheels; nor is it reasonable to expect Cycle America to carry a spare wheel. Therefore, I feel we would have encountered the same difficulty no matter what tour we were on.

Where do we start? That is still the most difficult question to be answered. Going to the library (stokers suggestion) was an excellent choice. But perhaps the smartest move would have been to carry a list of telephone numbers of suppliers of tandem parts. Having a list would not have prevented all of the downtime, but would have saved us at least one day and would have helped my ulcer.

Tom & Marilyn Thalmann  
Appleton, WI

Ed: Taking along the telephone numbers of tandem part suppliers would definitely help. Many TCA dealer members will do their utmost to get you back on the road quickly. But you may not have even needed to call anyone, if your "on-board" bike mechanic was a competent wheel-builder. Why not? If you were riding a matched pair of rims, that is, wheels with the same number of spokes in front and rear, you were carrying a spare rim with you. When you destroyed the rear rim, it may have been possible to salvage your ride by unlacing the front rim and relacing the (former front) rim to the rear hub. You could then have procured another front wheel, either from the spares carried by your tour leaders or from the local K-Mart/Walmart. Tandems will work with almost any wheel you can find in front, as long as the rim is compatible- size to your cantilevers. Of course, this switch assumes that there is a competent wheel-builder in the area/on the tour, and that either you can remove the drum and freewheel, or that the rear spokes have not been overstressed by the failure of the rim.

## Murphy's Law

### As they pertain to Bicycling

Murphy's Law: High adventure or "Tour de Angst"? That depends on whether or not you can improvise, adapt and overcome!

11. Where there are two or more tandems gathered together, someone will ask "Is this a tandem rally, or somethin'?"
12. Prestigious equipment speaks louder than performance.
13. Some cyclists, even though physically fit and visually stimulating; lack personalities that would complement the previous two.
14. A light that appears a good value in the store, can hardly be seen on the open road.
15. Others will make a big issue of something you never have any trouble with.
16. Stokers captain tandems in ways you never imagined.
17. You'll never be able to tell if your Rohloff chain is worn.
18. Your Ni-cads will have an excellent memory.
19. When entering a cloverleaf, most of the riders ahead of you don't know how to pace themselves to merge safely.
20. Experts will always come forward after the fact.

Robert May  
Alameda, CA





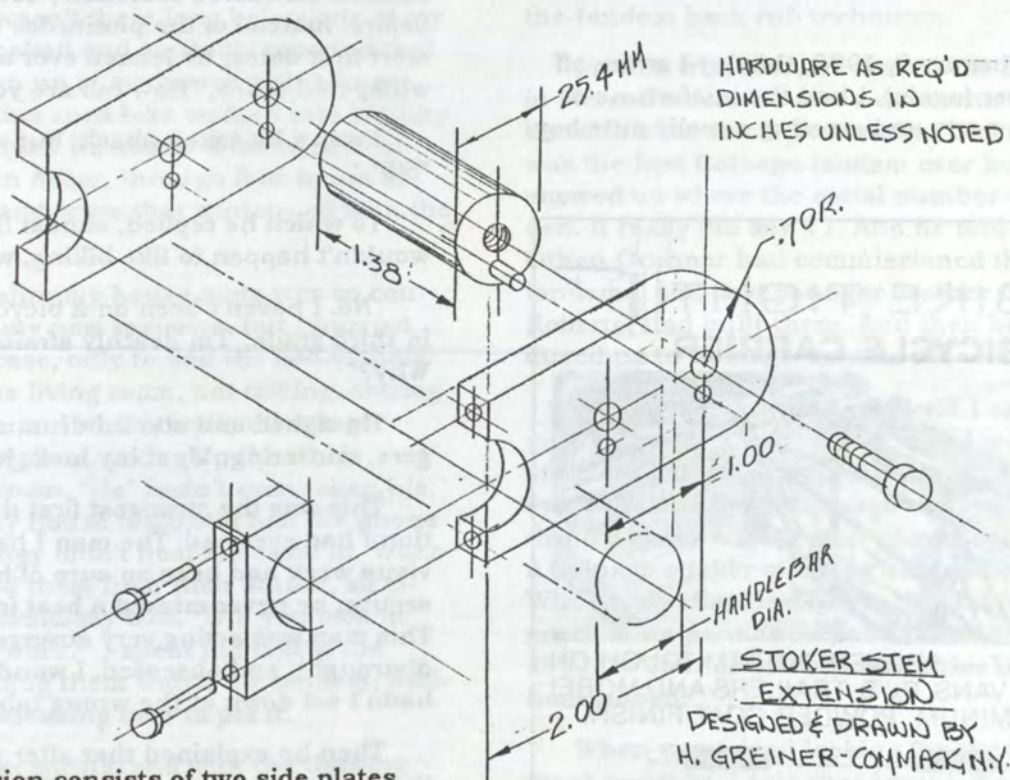
## A Stoker Stem Extension

When we purchased our Duosport several years ago, one of the problems we had to deal with was the location of the stoker handlebar - The SR stoker stem, supplied with the tandem, was too short. Kathy was stretched out and uncomfortable and I didn't have any hip clearance. We could have purchased one of the adjustable stems but that would have meant an additional expense, plus - do we throw away a perfectly good stem that is adequate in all other respects. We decided to see what we could do to improve the situation and the included sketch is the end result and it works.

extension. Naturally, these numbers can be changed to anybody's preferences. Additional features are that the stoker handlebar can easily be removed for boxing or for whatever reason, without disturbing the position of the stem. Also, the extension allows for some vertical movement which can be desirable.

We have been using the extension for over a year now without a problem.

Herb & Kathy Greiner  
Commack, NY



The extension consists of two side plates (3/8 in thick aluminum) connected with a round bar (also aluminum) whose diameter matches the clamp diameter of the stem (25.4 mm for SR). We provided two mounting positions for the side plates providing 1.00 inch and 2.00 inch extensions, but we use the 2.00 inch





## Daisy #2

### or "How I Was Tricked into Marriage by a Colnago Tandem.

The argument always begins, "You met me first!" But that gains me no ground, for he always replies, "But I fell in love with the tandem first. You never would have lasted if you had been 5'1". Who knew then that those two first encounters, less than 48 hours apart, would end up as torturously intertwined as they have become? It's been harder than competing against any redhead. Nevertheless, you know how men are about their mothers. And he introduced me to his after 10 months, whereas she still doesn't know that the tandem even exists. I win.

On February 9, 1990, the day I swore off men forever (again), I had the misfortune of going to a party and meeting a really cute boy.

He was suave, and he was handsome, well dressed and articulate, an academic like me, but a hip and trendy one (a very rare species, trust me). He laughed at all my jokes and offered to walk me home. As we said our good-byes on my front doorstep and set up a date for the following weekend, I wondered if the desert that had been my grad school social life might finally be coming to an end.

The following Sunday evening I walked into the Cafe Espresso on State Street and was pleased to find as handsome a man as I had remembered waiting there for me. He smiled and stood up when he saw me come in, but he seemed distracted somehow, not so smooth as before. Instead of the platitudes that usually start first dates, he leaned over and asked in whispered tones, "How tall are you?"

I was a bit taken aback, but answered him, "5'5".

To which he replied, almost frantically, "You wouldn't happen to like biking, would you?"

"No. I haven't been on a bicycle since I was in third grade. I'm deathly afraid of them. Why?"

He sighed and started drumming his fingers, muttering, "Just my luck, just my luck."

This was the strangest first date conversation I had ever had. The man I had met the previous week had been so sure of himself, so secure; he never missed a beat in conversation. This man was acting very strangely - frantic, distraught, and obsessed. I wondered if maybe I hadn't sat down at the wrong table.

Then he explained that after we had parted the previous weekend, he had gone to Chicago to visit a friend. And in the course of trying to fix this friend's mountain bike, he had come across the most beautiful, wondrous, perfect, all Campy Super Record, mixte, chromed fork, Colnago road racing tandem, one of maybe 12



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ever built, the bike he's always dreamed of, on sale, for only \$2000 - and it was just our size. I didn't understand any of the words he was using, but I recognized the fog that came over his eyes as he spoke about it, and I didn't like it one bit. I told him to go find himself some other 5'5" woman to fit on the back of this tandem.

A few weeks passed, and we settled into a regular once a week Friday or Saturday dating schedule. No more talk about bicycles, and I quickly regained my first impression of him - cute, academic. No macho athletes for me, thank you.

One day he was late, about four hours late, and I panicked. It was over. I knew it. He was never coming back. I went to a friend's house for dinner so as not to be home on a Saturday night simply waiting for him to show up when it suited him. I wasn't there long before one of my house mates called and excitedly reported that "he" had shown up at my house with a huge, long sexy, Italian road bike wedged into his tiny convertible, which he had to drive back from Chicago to Ann Arbor, through four hours of the worst fog and snow that winter - all with the top down.

I didn't realize my house mate was so concerned about my new romance, but I hurried home in any case, only to find the two of them standing in the living room, not talking, staring at a royal blue and white tandem leaning against the fireplace, taking up the whole length of the room. "He" hadn't even taken his coat off yet. My house mate still had the phone in his hand. They didn't hear me come in. When I finally roused them from their stupor, all either of them could say was, "Will you look at this great lug work?" I spent the rest of the evening watching them watch the tandem, each occasionally sneaking over to pet it.

Soon it was spring, and with the thawing snow and sprouting tulips, "he" and my house mate began riding the tandem every clear, sunny weekend, and he started badgering me to do the same. I resisted for 5 months. Then he asked me to marry him. I said no to marriage, but as a compromise move, I did agree to ride

the tandem - once. We found out I was indeed the perfect stoker size, and it wasn't long before the tandem had moved into my basement.

He took the tandem on vacation, and invited me along, to Michigan's Upper Peninsula and around Lake Superior, where we took pictures of the tandem on the beach, on a boat, in the lobby of fancy hotels, in front of the famous WaWa Goose in Canada. I learned to close my eyes going down steep hills and to stop pedaling when he was being a jerk.

I took him to California to meet my parents, but he was so nervous that he had to bring the tandem along for extra security. We tandemmed around Yosemite and I took a series of "tandem action shots" of El Capitan, Half Dome, Mirror Lake, etc. with the back of his bike helmet in every shot. It was here I perfected my back-of-the-tandem back rub technique.

On this trip, also, we visited the Bike Haus in Merced where we met a man who said, "Oh, I know this tandem - personally." He told us ours was the first Colnago tandem ever built, and he showed us where the serial number was hidden. It really did say #1. And he told us how Othon Ocshner had commissioned the Colnago tandems, and that younger brother Ernesto, not Roberto, had built them. And then he introduced us to Colnago tandem #3.

Well, at this point, how could I say "No!" any more? I had to marry them..him. I mean, how often are you going to come across a man who owns the number 1 Colnago tandem? He was thrilled at my answer and immediately slapped a Colnago sticker onto the back of my truck. Who need's diamond rings, he said. This is much more permanent, and he started talking about a "Tour of the Bike Factories of Italy" honeymoon.

When we started looking for our first apartment together, I said that I wanted one where I could have my own room, my own space. But as soon as he saw the one with a long, room-length, fourteen-foot(!) walk-in closet that opened (and locked) at both ends, he was decided. This can be the tandem's room! We ratio-





nalized that maybe we could share the second bedroom as a joint study. But that room became the guest biker bedroom where all his out-of-town bike friends stayed during races. I moved my study materials with a huff into the dining room. But then his two road bikes and those (always two each - one for time trials and one for criteriums) of his friends followed. I began having dreams about Phil grease.

But invitations had been mailed and the photographer paid, so what could we do but go ahead and get married as planned in August of 1991. From my parents, we received a Yakima roof rack that fit on the top of my truck with two road bike mounts and a tandem mount (Who's side were they on, anyway?). From his mother, we received a biking honeymoon in Durango, Colorado although, of course, she didn't know it was to be a biking honeymoon, not knowing about the existence of the tandem nor that Durango was the site of the 1990 NORBA mountain bike championships). She also offered to buy us a purple Mercian road tandem (again, not knowing about the Colnago we already had), and he almost said yes. My housemate who had ridden stoker with him in the Michigan State tandem time trial (they won at least), signed the marriage certificate.

Now we're living in a one-room stone and mud hut outside of Kathmandu. No running water, but a bike tire is hanging on the wall. Did I mention that he is an anthropologist? I knew he had to go to Nepal soon after the wedding, but I didn't fully realize what that would mean. I have my own mountain bike now, which I have learned to ride every day down a 2-mile dirt (often mud) path, and 3 more miles into the city where I have to dodge trucks and cows and taxis and dogs and pedestrians and the little bits of pavement between the potholes - all in a long dress, too.

One day my bicycle was broken and he gave me a ride into town, sitting sidesaddle on the back rack of his bicycle. It brought back so many great tandem memories- I didn't have to steer and didn't have to shift and could close my eyes when it got too scary... not to mention

that I didn't have to pedal when I didn't want to. And we could talk the whole time (since I was right there instead of panting and wheezing two blocks back). I, of course, talked about the tandem (which is hidden in Ohio around the corner from his mother's house at a friend's). It wasn't at all hard to get him started fantasizing about maybe getting a Rodriguez aluminum or an Ibis mountain bike tandem that we can take trekking up into the Himalayas, as well as do laps around the Ring Road which runs round the perimeter of Kathmandu city (which really is much funnier than it sounds here, if you could only see the road... and the trucks and the cows and the huge billows of black exhaust coming out of both of them - and me in a long dress, too, of course).

In any case, we're fast approaching a first wedding anniversary (for which he's bought me a suspension mountain bike fork - isn't he romantic?), so it's still too early to tell how this story will end, really. But in case of divorce, I tell you, I'm getting the tandem. Because I was tricked!

Francis K. Wang (with Dennis Pontius)  
Kathmandu, Nepal



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## ALASKA BY TANDEM, TRAIN AND FERRY

It was our greatest trip ever - and we've taken a few! Alaska is big and it's beautiful! You can feel its bigness when you're bicycling; that point in the distance stays distant longer. The scenery is spectacular with snow-covered mountains and glaciers everywhere, wildflowers in abundance, and beautiful rivers, lakes and bays. We suffered sensory overload from day one; our second day was almost too much, and there was more to come. To top it off, the weather was great and the roads were excellent.

We flew into Anchorage June 4. Jerry Tande and Marilee Clack Tande met us at the airport on their tandem and at 10:30 PM in daylight we bicycled home with them. We had obtained Jerry's name from the TCA Membership List and consulted him about our proposed route. He had suggested a better route and invited us to stay overnight. We were grateful.

We are also grateful to TCA members Peter McKay and Sarina Ochoa of Juneau, whom we had contacted earlier when we were considering Southeast rather than South Central Alaska and the Interior. Peter had advised us to bring our tandem rather than our individual mountain bikes and that June was likely to have the best weather.

Right on both counts! We bicycled 770 miles during our nearly four week trip, averaging 50 miles per day, not counting layover days for hiking and other activities. We camped at state campgrounds and found them clean and attractive, equipped with picnic tables and out-houses, usually a water pump but if not, a lake or stream, and frequently both. Since there were no showers we bathed and did our laundry in the lakes and streams.

Our Alaskan Tandem Tour began as we bicycled south from Anchorage to Portage, along Turnagain Arm, a long tidal bore, with the snow-covered Kenais on our right and the snow-covered Chugach on our left. It blew our minds! Leaving Portage the next day, we loaded



*Al Shane in Whittier*

the bike on the train to Whittier which can only be reached by train or boat. Here we caught the ferry to Valdez - a spectacular 6 1/2 hour trip which wends its way across Prince William Sound among islands, glaciers and icebergs and as near the gigantic Columbia Glacier as it dares to go. It was awesome!

We bicycled from sea level at Valdez up Thompson Pass to over 2700 feet. Spectacular is the only word to describe it! Waterfalls, wild flowers, snow-covered mountains, rivers, lakes, glaciers! It was breathtaking in more ways than one. We stopped several times to rest, reapply sunscreen and admire the scenery. At the top a cannery worker from Valdez shared a chocolate bar and fruit with us. He was just one of many nice people we met along the way, and Thompson Pass was just one of several climbs.

That night, no campground nearby, we pulled off the highway on an abandoned road, pushed our tandem through a brook, jumped across and set up camp along an underground portion of the TransAlaska oil pipeline. We had the spot all to ourselves. A pipeline worker making his rounds the next morning merely waved to us. Two nights later we stayed in-



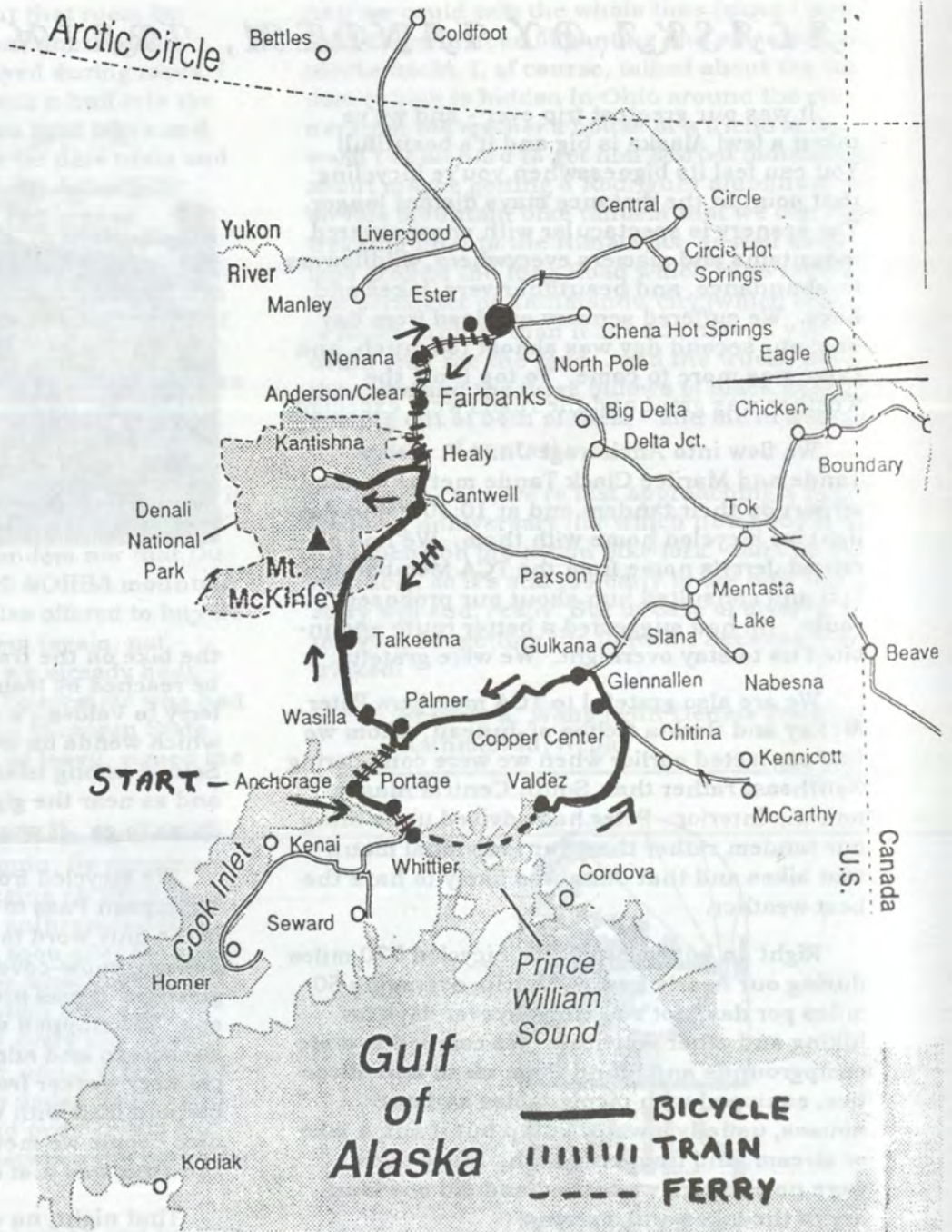


in the TransAlaska Workers Camp at the Caribou Hotel in Glennallen. The sparsely furnished room was small, the bathroom was down the hall, but it was clean, the bed had a good mattress and, best of all, there were showers - plus the price was right, less than half that of a hotel room.

There are long stretches of road without roadhouses, stores or habitation. We looked forward to the roadhouses for refreshments, restrooms, and water. Also, we enjoyed talking with the proprietors. We found Alaskans incredibly friendly. Stores were even further apart so we found it necessary to carry food for at least three days. However, we never lacked for beautiful scenery.

Since in June it is light all night you can bicycle as long as you like. However, we pulled in early to the popular Matanuska Glacier Recreation Site and secured the best tent site. We even had a moose as a neighbor. Most campgrounds seem to cater to recreational vehicles but Matanuska had a separate area for tents in a grove of trees.

Our route so far had been the Seward Highway to Portage, the train and ferry to Valdez, the Richardson Highway north to Glennallen, the



Glenn Highway west to civilized Wasilla and here we headed north on the busy Parks Highway. We digressed to spend a couple of days in the log cabin town of Talkeetna, takeoff point for





climbing Mt. McKinley. No, we didn't climb it but we saw it and the surrounding peaks in all their glory and one of us took a flight over the Ruth Glacier but could not land as planned because clouds set in. However, it was a spectacular flight, and we enjoyed our stay in Talkeetna.

We stayed indoors at the K2 Climbers Bunkhouse for two nights and got to know this small town pretty well. A Spanish expedition just off the mountain stayed there also. K2 Aviation had flown them to the start of their successful climb and picked them up afterwards. We met another climber just off the mountain in the barroom of the Fairview Inn and enjoyed chatting with him over a couple of beers. He ravenously ate almost an entire pizza.

Back on the Parks Highway, mainly boreal forest and except for occasional views of Mt. McKinley less scenic than the other highways, we arrived in Denali State Park, which has a

extensive hiking trail system. Here we stayed at Byers Lake Campground for two nights, went hiking and were rewarded with views of Mt. McKinley from the opposite side of the lake. After leaving the State Park we spent one night at an impromptu campsite at Summit Lake, since there would be nothing until Denali National Park and we didn't feel like pushing. After all, this was a vacation. It rained during the night but that didn't bother us. The next day we biked on to the National Park. A German biker passed us along the way, then we passed him, then he caught up to us at the park entrance. We were to get to know him well and two other German cyclists whom we met at the park store, which has showers! However, we had to go outside the park for a laundromat.

We spent six nights in Denali National Park, four at a walk-in campground for bicyclists and hikers near the park entrance, no reservations

necessary, and two deeper into the park, reservations required. We biked the gravel road to the second campground with no difficulty. We took a guided bus tour; saw bear, moose, caribou and Dall sheep; hiked, biked, attended two evening programs and a dog sled demonstration, visited with our German friends, shopped, showered, laundered, and enjoyed the amenities near the park entrance as well as the wilderness within.



*Al & Marion at Denali National Park*

After Denali we took the scenic train ride to Fairbanks and toured that city and surrounding area by bicycle and on foot, including the University Museum and Alaskaland. We camped at Tanana Valley Campground which had both showers and a laundry. We were back in civilization.

We concluded our trip with a scenic train ride back to Anchorage. Jerry and Marilee met us at the train station and we biked back to their house with them. The next day we visited the Anchorage Museum of History and Art and bicycled the Coastal Route of the city's extensive bike path system. That evening we biked to the airport, purchased two bike boxes, packed our bike and put it in storage for our early morning flight. Jerry picked us up and drove us back to the house for the night and then back to the airport in the morning. What a friend!

We met many nice people on our trip - the flagperson at one of the road construction areas who gave me her lip moisturizer with sunblock because I'd used mine up and was unable to find another, the campers who gave us water, the young men who pulled up beside us one day

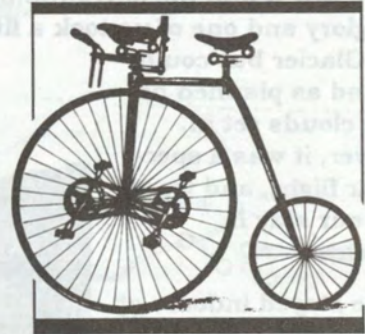




and handed us two cold sodas, the campground hosts who invited us into their trailer for coffee one evening, and many more. The scenery, the bicycling, the camping and weather were all great, but its the people we met who made the trip.

Marion Gorham  
Albert Shane

RUCKER "KANGAROO" TANDEM



## TCA Merchandise Order Form

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

Tandem Club of America  
Stan & Marilyn Smith  
4100 Del Monte Place SE  
Albany, OR 97321-6209

T-Shirts: Child: Small (6-8) \_\_\_\_\_ Medium (10-12) \_\_\_\_\_

Adult: Small \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ X-Large \_\_\_\_\_

Total Qty: \_\_\_\_\_ X \$8.50 \_\_\_\_\_

TCA Patches:

Total Qty: \_\_\_\_\_ X \$4.00 \_\_\_\_\_

Total Enclosed: \_\_\_\_\_

Indicate quantities and include **\$8.50** for each shirt, **\$4.00** for each patch ordered. Canadian and other foreign orders should include extra for appropriate postage.

Ship To:

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

Address: \_\_\_\_\_

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

State: \_\_\_\_\_ ZIP \_\_\_\_\_ Country \_\_\_\_\_







## TANDEM CALENDAR 1992-1993

November 6-8, 1992. **Third Annual Baltimore Bicycling Club/Potomac Pedalers' Chincoteague, VA Weekend.**

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

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

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

March 20-21, 1993. **3rd Annual Spring Offroad Tandem Rally.** Sponsored by the Eastern Tandem Rally Association. Come ride the Pine Barrens of New Jersey (but please leave your road tandem at home -- we really mean this!!!). For more information, write Malcolm Boyd, 35 East Centennial Drive, Medford, NJ 08055, or phone (609)-988-8211

March 20-21, 1993. **Central Valley (CA) Tandem Rally.** Fresno, CA. Pre-registration only, no walkins, no singles (this IS a tandem rally). \$15.00/team. For more information, send SASE to Fresno Cycling Club, c/o Dave Smith, 4816 North Delno, Fresno, CA 93705. Ph: (209)-225-9179, please, no calls after 8:30 p.m. Pacific.

April 17-18, 1993. **4th Annual Alabama Tandem Weekend.** Send SASE to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242 for more information.

April 30-May 2, 1993. **3rd Annual Southwest Tandem Rally** Sponsored by the Dallas (TX) Area Tandem Enthusiasts (DATES), Nacogdoches, TX. SASE to Anne Leon & John McManus, P.O. Box 50069, Dallas, TX 75250

June 25-28, 1993. **Tandem Williamsburg.** For 1993, the ETR goes to Williamsburg, VA, site of GEAR'91. Stay on Campus at the College of William and Mary. Hosted by Team Friedman (VA) and Team Schaffer (MD). More information as it becomes available.

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

September 3-6, 1993. **Midwest Tandem Rally,** Lansing, MI. Join the M.U.T.S. in this great annual event! Make your reservations now at the Holiday Inn South/Convention Center, 6820 South Cedar Street, Lansing, MI 48911. (Phone 1-800-333-8123 or 1-517-694-8123). More information will be published in DoubleTalk as it becomes available.

October 29-31, 1992. **15th Annual Southern Tandem Rally,** Greensboro, NC. For more information, please send SASE to Bruce and Judy Bachelder, 306 West Union Street, Morganton, NC 28655-3729. Applications/Information will be sent as soon as it's available.

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

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





## CLASSIFIEDS

**FOR SALE:** 1989 Burley Duet Tandem. 20.5x18.5. Blue. Very Good Condition. Asking \$1200. Equipped with Indexed bar-cons, stoker rests, and optional drum brake w/quick release. Interested? I'll also include a car roof rack that fits Thule and other systems. Call Tom Foster, Hockessin, DE, (302)-239-1751 11/92

**FOR SALE:** Santana Elan, 21x19. Blue with all the extras. Computer, Look pedals, rack, rack-pack, etcetera, etcetera. Call and make me an offer. Scott Hoffman, (717)-245-7546 (PA), EST. 11/92

**FOR SALE:** 1989 Santana Arriva, 56x53. Mega-white. Columbus premium tandem tubeset, fillet-brazed frame. 48-spoke Wheelsmith-built wheels. Sealed-bearing hubs and bottom brackets. Shimano Deore XT cantilevers w/aero levers. Aria drum brake. SunTour XCE derailleurs (indexed, of course). Four water bottle cages and a rear Blackburn mountain rack. Ridden about 2000 miles. New tires (<200 miles). Need to sell this one and get one small enough for my wife and kid to ride (53x??). Asking \$1700. Nolan and Mary Randall, Redding, CA. Ph: (916)-244-3558 11/92

**FOR SALE:** 1987 Santana Elan, 53x50, 15-speed. SunTour derailleurs and indexed shifters. Low miles, excellent condition. \$850.00. Gerry or Katharin Smith, Portsmouth, NH. Ph: (603)-431-5406 11/92

**FOR SALE:** 1991 Burley Bossa Nova. 20.5x18.5. 1000 actual miles. Loads of extras including drum brake, front and rear computers, and mountain bike rack. Top bag and side panniers (rear). Stoker extensions and stoker drops w/brake hoods. \$1800.00. Mint condition. Contact Terry or Judy Mayfield. 5828 Hefner Village Circle, Oklahoma City, OK 73162. Ph: (405)-722-2973 11/92

**FOR SALE:** Top of the line Santana touring tandem. 22x21 frame. Phil

Wood hubs, Ishiwata chrome-moly DB tubes. SunTour 18-speed drive train. 4 bottle cages. Bike is in excellent condition/very low miles. \$2700 new in '83. Asking \$1100.00. Includes Santana shipping carton. Tom Dover, 16 Preston Hills Circle, Prosper, TX 75078 (214)-347-2949 11/92

**FOR SALE:** 1991 Rodriguez American, 19x17 brushed aluminum frame. Excellent condition, with less than 1000 miles. We're asking \$2000. Call Carolyn or Gary (405)-943-3512 01/93

**FOR SALE:** Counterpoint Opus III Tandem, Excellent Condition. Black with child adapter boom. \$2500 plus shipping. Call Tom Foster (302)-238-1751 01/93

**FOR SALE:** Jim Redcay custom racing tandem. 23x21. Mostly Campy equipped. Excellent condition. \$1600. Call Bob (303)-440-4410. 01/93

**FOR SALE:** 1985 Santana Elan, 53x50. Arai Drum Brake, excellent condition. \$950.00. Delivery negotiable. Doug or Janet Plzak. (313)-373-7564 01/93

**FOR SALE:** 1991 Cannondale, 23x19 black metallic. Shimano Deore XT bootom brackets, triple crankset 54x44x32. Sanshin 48-spoke tandem hubs, Sun rims, new Michelin Hi-Lite Tour 700x35c tires. SunTour XC Pro cantilevers with aero levers. New SunTour XC Pro AccuShift rear derailleur, AccuShift BarCons, & 7-speed 13/30. Shimano Dura Ace platforms with toe clips. \$1950. Jeff Roberts. 5524 150th St, Prior Lake, MN 55372 Ph: (612)-440-5576 01/93

**FOR SALE:** Used Jack Taylor tandem in good condition. Original with the J-T box lincn and J-T decals in place. Double-diamond with open rear triangle. 22.5x21. 8" headtube raises the handlebars. \$1600. Mike Thompson, 304 K Street, Monroe, LA 71201. (504)-387-7490 01/93

**FOR SALE:** 1990 Rodriguez Aluminum, custom 22x20. 26" wheels with road conversion package. Anodized & polished frame, Suntour XC Comp derailleurs, XC-SE brakes, Sealed hubs, Specialized cranks and pedals & more. Less than 500 miles! Call (216)-371-9133 for more information 01/93

**FOR SALE:** 20.5x19.5 Colin Laing custom tandem. Hours of pleasure and years of fun, but finally we're going to get a new one. Twin lateral design. Campy crankset. Suntour derailleurs. Call, write, or see Ken Roehl, 3554 Fenley Road, Cleveland Heights, OH 44121, (216)-291-5032 01/93

**FOR SALE:** Jack Taylor touring tandem. 22.5x20.5. Gray with red pin-striping. Built with Reynolds 531 butted tubes. Tandem has all the requisite braze-ons. Extra stoker stem and Brooks saddles. 27" Super Champion rims with 48 spokes laced 3X. Phil Wood hubs and bottom brackets. Tandem has only been ridden a few miles and is in new condition. Sugino Cranks, 172.5x170. Asking \$2800. Robert Swain, Glendora, CA (818)-914-2498 01/93

**FOR SALE:** 1991 Cannondale Tandem, 23x21. Blue Pearl with extras, water bottle cages, Ciclomaster computer, extra rear wheel, rear rack, Scott SE rear brake, Arai brake drum. In super shape. Asking \$2200.00. Tom Thalmann, N1583 Skyline Drive, Appleton, WI 54166. Ph: (414)-757-6561 01/93

**FOR SALE:** 1988 Santana Arriva, 53X50. Jade w/white rack and water bottle cages. Superb condition. New in '89, used only for day trips, never loaded touring. Indexed Shifting and King headset (installed in '91). 48-spoke wheels trued each year. Adj. Stoker Stem, cables, chains & brakepads new in '92. D-T shifters, but new barcons included. Fillet brazed joints. \$1550. Call Rob Sims (MI) (517)-339-7000 01/93





**FOR SALE:** Mel Pinto Special "Riviera" men's/mixte frame with oval bottom tube. 24"x22.5", rusty red color. Only 42 lbs, including the Atom drum brake. Good equipment, all in excellent conditons. Bike was stored for carefully for 10 years, and it only has a few hundred miles on it. I'll trade for a smaller tandem, or will sell it for \$800 OBO. Contact Bob at (908)-996-7024 01/93

**FOR SALE** R&E Child Stoker kit, includes adjustable BB, cranks & pedals. Easy to install & remove. Mint condition, \$225.00. Spenco seat cover, \$10.00. Mavic cantis w/single&dual levers, \$25.00. Much more, including a Dave Moulton racing single and many racing parts. Joe Galloway, 30 Ardsley Road, Binghamton, NY 13904 Ph: (607)-723-9765. 01/93

**FOR SALE:** Time Sport pedals and shoes. Two pair, like new. We only wore them twice. Shoe sizes are 43 & 47. Asking \$150/set (shoes & pedals). Lynn Ramsey, Route 3, Box 3515, Bumpass, VA 23024. (703)-872-5240 evenings 01/93

**FOR SALE:** Complete Campagnolo Tool Kit in immaculate wooden Campy case. Contact Jerry Yermovsky (305)-846-1729 01/93

**FOR SALE:** T-shirts. Hanes Beefy-T's. 100% cotton. Purple with neon Red & White logo that says "Tandem Power". \$15.00 each/2 for \$28.00. Add \$1.00 for each shirt ordered to cover han-

dling and shipping. All sizes available from Small to XLarge. Eileen Crone, 656 Owl Hill Road, Lititz, PA 17543. Ph: (717)-627-4258 01/93

**FOR SALE:** Back issues of DoubleTalk, '82-87. Make offer for set. Back issues of the Tandem Club (of the UK) Journal, '86-87. Make offer. Also used TA tandem crankset, \$40. Used roof rack, gutter-mount, sold by Schwinn about '83 (made by Graber?), modified to fit one single and one tandem, best offer. Gig Meredith, P.O. Box 195, Tigerville, SC 29688. Ph: (803)-895-4688 evenings or (803)-294-3031 days. 01/93

**FOR SALE:** TA Specialities Tandem Triple Crankset (made in France). 53x42x32, 170mm cranks. \$50.00. Rob & Marty Frear. Ph: (310)-429-8243. 01/93

**WANTED:** Triplet. Preferred size approximately 23x22x20. Condition not important if pricing is fair. Call Tom Poulton 913-295-8149 (days). Topeka, KS. 11/92

**WANTED:** Santana Triplet in very good to excellent condition. Short captain (5'7") and shorter wife (5'5") who will also be captain would need small frame size, 50cm/18". I would prefer a triplet with 26" wheels for additional clearance. Would like a triplet compatible with two child stokers, ages 5 & 7. Contact Tim Voegelé, 5635 Roseberry Ridge, Lafayette, IN 47905. Ph: (317)-449-4449. 01/93

**WANTED:** Tips and helpful information on tandeming across the US, Canada, Europe, and the former Soviet Union. Please send any information to Jennifer & Duane, 16405 SW Estuary Dr, #W1, Beaverton, OR 97006, or you can call us at (503)-690-8464 01/93

**HELP OFFERED:** Touring England in 1993? 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

**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.

## BACK ISSUES AVAILABLE

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

Issues still available:

September-October, 1992  
July-August, 1992  
May-June, 1992  
March-April, 1992  
January-February, 1992

November - December, 1991  
March - April, 1991





## TCA DEALER MEMBERS

### Tandem Dealers

**THE TANDEM SPECIALISTS!** Rodriguez custom steel, aluminum stock tandems, parts, hard to find accessories. New, large, complete catalog. Send \$2.00. **R+E CYCLES**, 5627 University Way NE, Seattle, WA 98105 (206)-527-4822. 09/92

**TANDEMS, LIMITED.** Quality tandems from the USA and England. Over 25 tandems in stock. Parts, too! By appointment only. Write for 1992 pricelist. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 11/92

**DISCOVER THE DIFFERENCE** Professionals make. 28 years of distinguished service and sales in north Texas. We buy, sell, trade new/used tandems. Burley, Santana, Specialized, Schwinn, Rodriguez, Fisher. **RICHARDSON BIKE MART**. #84 Dal-Rich Village. Richardson, TX 75080. Ph: (214)-231-3993 11/92

**MARYLAND'S PREMIER TANDEM MATCHMAKERS.** 8 brands, always over 30 in stock—new, used, trades. Touring, vintage, triplets, family and racing. Instant repairs, friendly, personal attention. All kinds of parts. **MT. AIRY BICYCLES**, MD Ph: (301)-795-2929 11/92

**DOUBLE THE FUN;** Rodriguez and Ironhorse tandems. Single Fun: Merlin, SR-Prism, Basso, and Ironhorse. **SOUTHAMPTON BICYCLE CENTER**, 122 Brickyard Road, Southampton, MA 01073. Ph: (413)-527-9784 11/92

**TANDEMS EAST** Demonstration rides by appointment. Sales-Service-Parts & More. Burley-Rodriguez-Sterling-Cannondale. Write for catalog. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 03/93

**CALL 1-800-BIKEMAN** for prompt, honest service on all your tandem requirements. Visit our shop on the Coast of Maine. We also custom build tandems and triplets. **SINGLE TRACK/BATH CYCLE**, Rt. 1, Woolwich, ME 04579. 03/93

Your tandem connection since 1976! Santana, Cannondale, Trek, and Burley. "Probikefit" Computer Bike fit. Custom Wheel Building, Frame Painting. Test Rides Available by Appointment. **BICYCLE WORLD**, 747 South Broad Street, Lititz, PA 17543. 717/626-0650 05/93

**VILLAGE CYCLES** in Elk Grove, Illinois, has a complete selection of tandems in stock! Santana, Burley, Trek, Miyata, and Cannondale. We also rent tandems! Call Vince or Joe for more information and mention the TCA. (708)-439-3340 05/93

**CYCLES, ETC.** Tandems are our specialty. Erickson, Bob Jackson, Colnago, Orbit, and Burley. 23854 SE Kent Kangley Road, Maple Valley, WA 98038 07/93

**BIKE HAUS** California's largest tandem selection in stock. Bilenky/Sterling, Erickson, Colnago, Bob Jackson, and Orbit 5-3-1. Custom cranksets by CQP and Magic Motorcycle to your specifications. We ship UPS and FEDEX. 1343 West 18th St., Merced, CA 95340. Voice: (209)-383-4251 Fax: (209)-726-6102 07/93

Santana & Schwinn Tandems in stock at the **KICKSTAND SCHWINN CYCLERY**, 1303 East Chicago Road, Sturgis, MI 49091. Ph: (616)-651-5088. Midway between Detroit and Chicago, 5 miles north of the IN Tollway. 07/93

**NOBILETTE CYCLES.** Custom tandem frames starting at \$1200. Complete tandems available starting at \$2200.00. Custom stoker stems and child adapters. Repairs and repainting available. 220 Felch, Ann Arbor, MI 48103. Ph: (313)-769-1115 07/93

**WILLIAMSON BICYCLE WORKS.** We know tandems! Featuring quality tandems from Rodriguez, Ibis, Burley, Miyata, Iron Horse, Cannondale, and Gary Fisher. Accessories and expert service, too! 1201 Williamson St., Madison, WI (608)-255-5292 07/93

**ROCKFISH GAP OUTFITTER.** Stocking Santana, Burley, Cannondale & Schwinn Tandems. Parts & Accessories. Owners Matt & Dorothy have been tandemists for 15 years. Route 250, Waynesboro, VA 22980 ph: (703)-943-1461 09/93

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8573, 4921 63rd Street, Lubbock, TX 79414 01/94

### Other Dealer Members

**ALUMINUM** Shipping cases for tandems or two singles. 1.25 mm thick, welded, riveted, and reinforced. Removeable wheels, padded, lockable, 38 pounds. David Fisk, **DIRT ROAD DESIGN**, P.O. Box 166, Post Mills, VT 05058. Ph: (802)-333-9607 6-9 p.m. Eastern. 01/93

**BIKEFLYER AIRLINE CARRIER**, insert panels into pockets for a rigid carrier, remove for storage. Protection of a hardcase, case of storage of a soft bag. **BIKEFLYER** by North Sails. 1-714-898-1234, 1-800-394-3191 01/93

**MAPS BY MAIL** Detailed European maps are available to you by mail. Michelin, Bartholomew Ordinance Survey, Touring Club Italia are in stock. Call or Write. **THE TOURING FRAME**, 870 Collier Drive, San Leandro, CA 94577. Ph: (415)-483-8911 01/93

**ACORN INN** Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. 804/361-9357 03/93

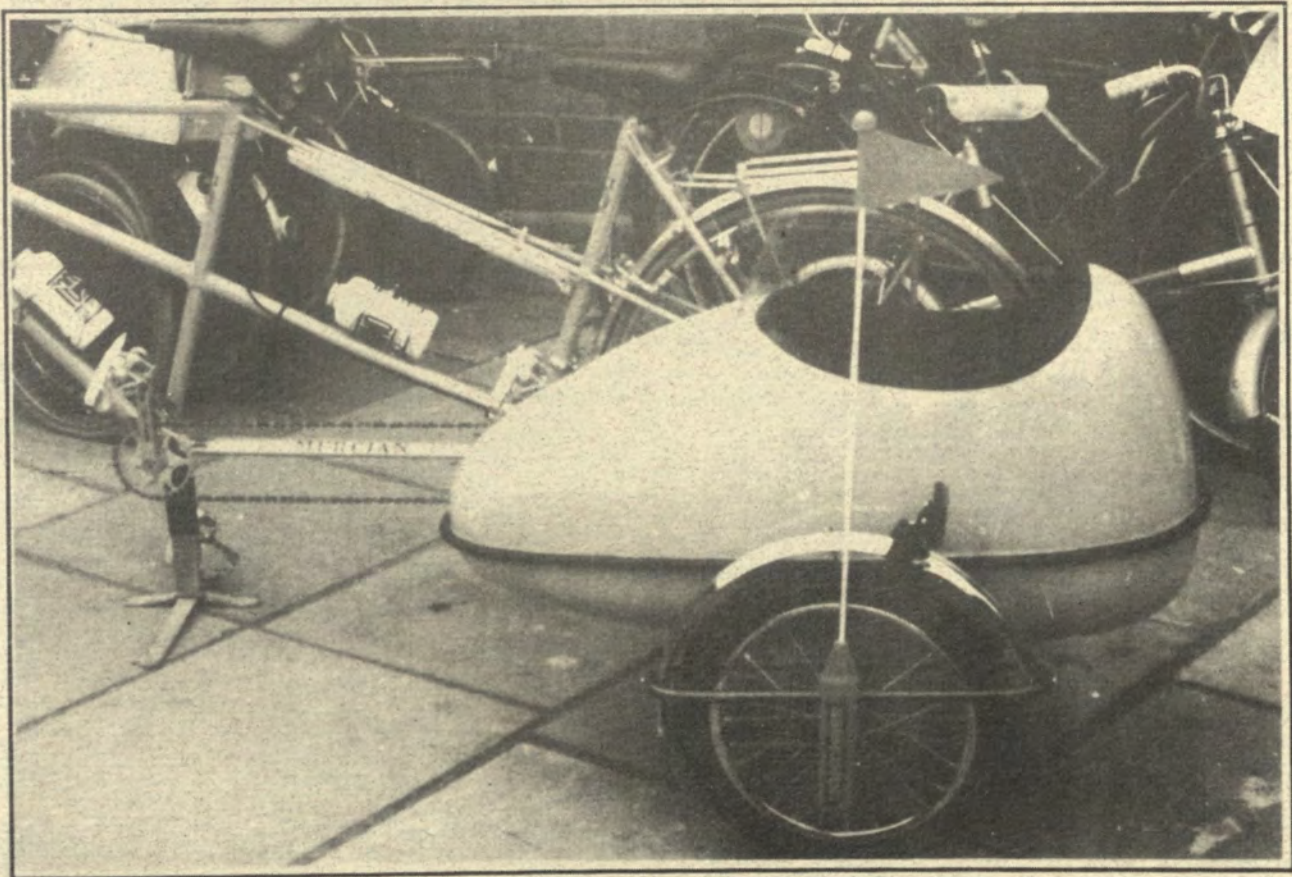
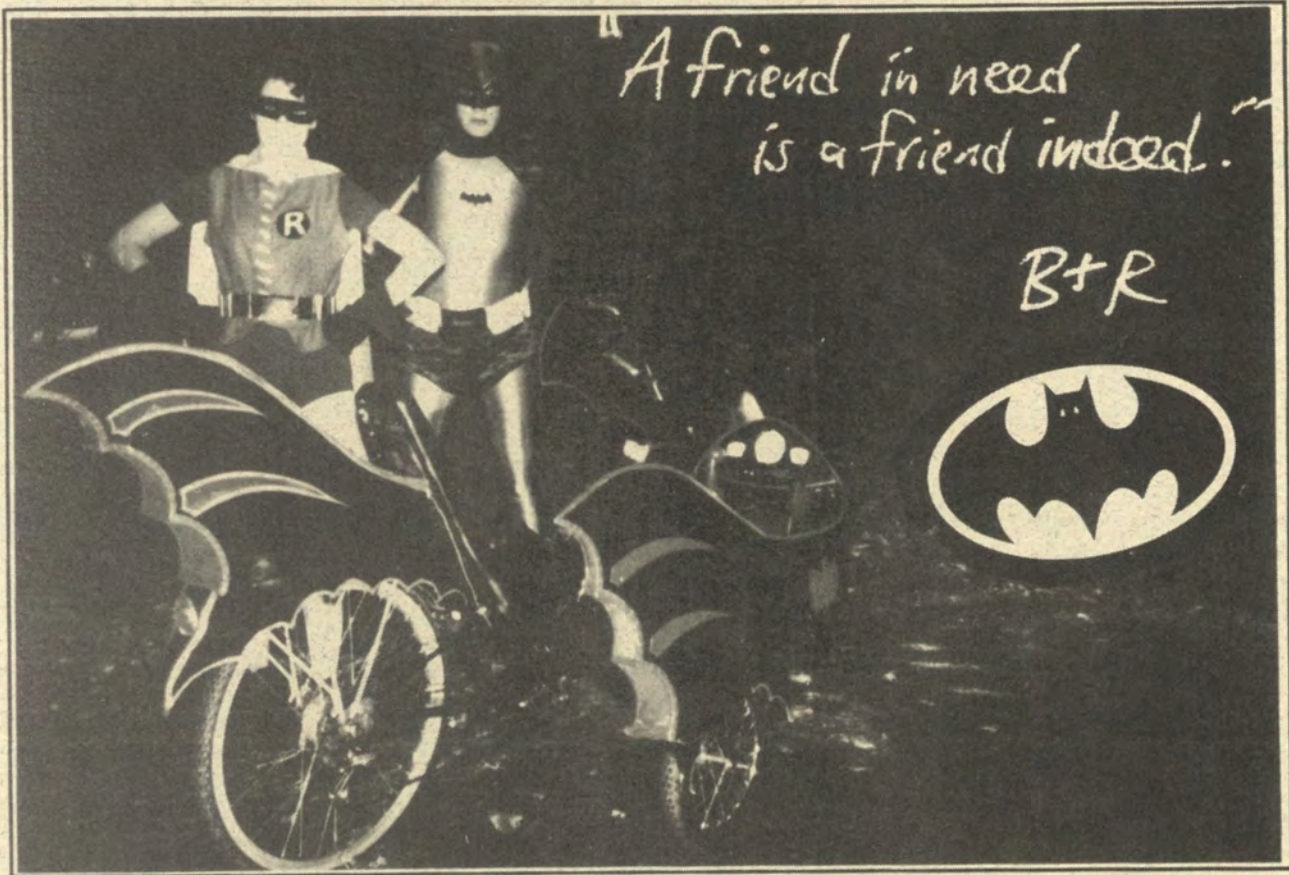
**Tandem Enthusiasts: Bike Tight** can solve your tandem transportation needs for pick-ups, vans, trailers, and more. For a dealer near you, call 800-247-3843. **BIKE TIGHT, INC.**, P.O. Box 3242, Paso Robles, CA 93447 05/93

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**BYCUE:** Cue sheet holder. Never miss a turn again. Easily clips on & off handlebar or stem. For pilots and navigators. Functional and lightweight. \$8.95. **BYCUE**, Box 4152, Silver Spring MD 20911-4152. Ph: (800)-522-2640 07/93

**CYCLO-PEDIA, Inc.** Stonglight & TA tandem cranksets and parts. Phil Wood bottom brackets, hubs, & brakes. 48-hole rims. Expert wheel building. Kidback equipment. Free catalog. P.O. Box 884, Adrian, MI 49221. Ph: (800)-678-1021 09/93





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## *Tandem Club of America*

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Medford, NJ 08055

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