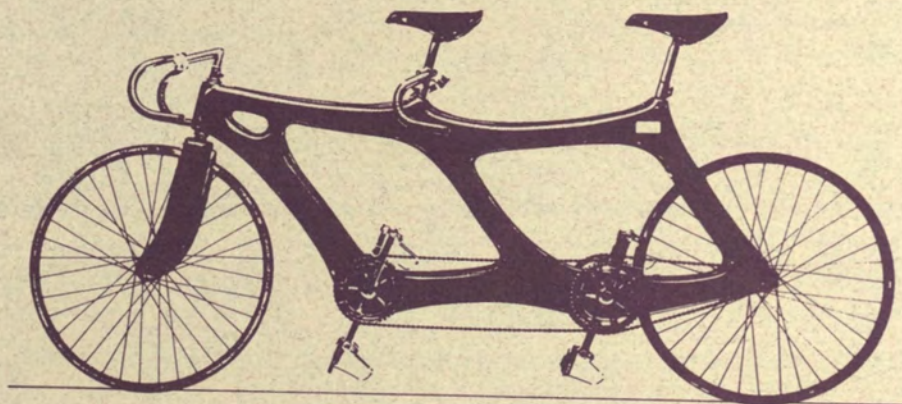


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DOUBLETALK



JANUARY - FEBRUARY
1993

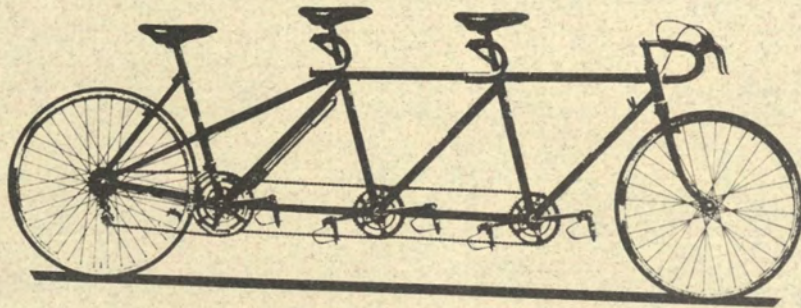
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE MARCH- APRIL, 1993, ISSUE OF DOUBLETALK IS FEBRUARY 1, 1993

FROM THE EDITOR

Welcome to the New Year! In the dead of winter, it's time to check over the old tandem and get it ready for a new cycling season, which will soon be here! It won't always be cold and wet. It's also time to check out the calendar, and get your long-term plans in order for the coming great season of cycling.

PLEASE, please, check your mailing label RIGHT NOW! If the address is incorrect, let us (Jack & Susan Goertz, your editors) know IMMEDIATELY! We are hard at work on the annual membership issue/list, and there may still be time to get your corrected address to us. No promises, though, that the correction will make it into the new directory, as we're be working off the January list. Our goal is to get the membership list in the mail by February 1st. That means we go to the printer about January 15, 1993. If your correction makes it to us in time, we'll make the change. We really would like to be 100% correct.

Susan and I are looking forward to our 12th year of tandeming together in 1993 (and our 9th -- or is it our 10th? -- year of editing DoubleTalk). We'll be taking in as many rallies as we can work into our schedule, and we hope to meet as many of you as possible. Watch this space for words of where we're heading.

If you've had the pleasure of attending a rally, you know what fun tandem rallies can be. If you've attended more rallies than just the one closest to you, you've probably noticed how

each rally has its own flavor, its own distinctive trademark. For example, the Eastern Tandem Rally, probably the oldest continuous tandem rally in the US (dating back to 1972, I think), is always held at a college campus in the summertime, which works because it's still (usually) cool in that part of the country. There is a corporation to keep the rally on track, and this corporation and its board of directors sets policy and guidelines for future rallies to follow. Quite like a business, but one run with volunteer managers. On the other end of the spectrum (of organization) there is the Southern Tandem Rally and the Northwest Tandem Rally. Both of these rallies isn't quite as formal, at least in the organization behind it. The Northwest Tandem Rally is based in small towns in WA or OR. The teams take over the entire town, with rally-goers lodging everywhere -- and anywhere -- they can find room. The main banquet is the only time the NWTR gets together, as I understand there's not a designated Headquarters Hotel, even. The Southern Rally has a little bit more apparent organization, in that the host/hostess always select a single hotel for all the teams to use as headquarters. Like the other rallies, there is a banquet on a Saturday or Sunday night where all the teams get together. Both the NWTR and the STR depend solely on volunteers who speak up at the banquet to keep the traditions going. NWTR is heading into its eighth season in '93, and STR will be celebrating its 15th!

I don't mean to short the Midwest Tandem Rally in this discussion. MTR uses yet another approach. It has a semi-formal board, a single



designated headquarters hotel, and a main banquet on Sunday night. MTR is always Labor Day, and for many tandem teams it's the last fling before school really starts. MTR is fortunate in that it's had volunteers for not just next year's rally, but the year after that! What a luxury!

If you've enjoyed your times at a rally, perhaps you'd like to host one in the future. It's really pretty easy to do. Just ask the hosts of the '93 Rally what it takes to be a host, and to see how you can help.

We continue to get ideas for new services that TCA can offer. The idea of a Tandem Hospitality Homes list is mentioned again, and we think it would be great! If someone is willing to tackle this, please call me and let's discuss what it would take, and how it work.

Another idea mentioned sometime back, and resurfacing again in this issue, is for the TCA to develop a route/map clearing house. The Tandem Club of the UK has such a service, and I understand that it works really well. We do have a volunteer who is willing to tackle this task. See the article titled **'NEW ROUTES'** for more information.

Both of these ideas will take some time to work into production, but if TCA members are willing to put some work into it, we can make our organization even better!

It's time to get back to it. The membership list beckons!

We'll see you on the road!

Letters to DoubleTalk

Dear DoubleTalk,

I'm writing regarding a photo on the last page of the September- October issue of a side-by-side tandem. Judy has an inexpensive version of this bike that she got in Canada. We ride it for short or recreational rides around the city, and we have a lot of fun watching the stares we get from passersby.

She has requested that I upgrade the bike with parts that will decrease the weight and increase our gear range. Considering the cheap, heavy stuff that is presently on the bike, upgrading is a simple proposition, except for the crankset.

The present cotterless cranks have two problems: they are heavy, solid steel, and they only have a single, non-removable chain ring.

Seeing the photo in DoubleTalk made me think that another member could help by telling me where I could purchase a better crankset that would accept two chain rings and

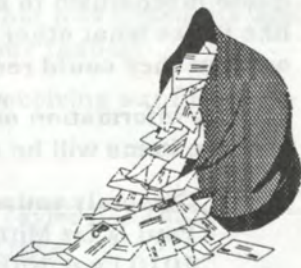
might be of a lighter metal. Thanks in advance, if anyone can help.

As an aside, the car that the side-by-side tandem was leaning up against in the photo is the same model as Judy's -- somewhat rare in itself these days. What a combination!

Greg May
P.O. Box 33031
Cleveland, OH 44133

Dear DoubleTalk,

My wife and I have been reading the various articles in DoubleTalk and are pleased with all the help other tandem riders give to one an-





other. Perhaps one of your readers would be able to help us locate two items for our tandem.

We are looking for a modified stoker's handlebar with arm rests. The easiest way to describe this set up would be an Aerobar facing to the rear. We saw what appeared to a custom built stoker's handlebar with armrests while we were on a ride this summer. Unfortunately we could not locate the owners at the rest stop and when we returned to put a note on the tandem to ask about the bar, it (the tandem) was gone. The handlebar had two short tubes braised onto a straight bar and mounted forearm rests on the short tubes. We are interested in locating either a custom builder or a company that may manufacture this type of stoker's handlebar.

The second item we are looking for is some type of kickstand or device that will hold the weight of the tandem and keep it upright unattended. We have looked in a number of local bike stores, but we have not yet found any adequate mechanism to meet our needs. I would like to see what other tandem riders are using, or what they could recommend.

Any information or suggestions about either of these items will be appreciated. Thank you.

Sincerely yours,
Paul & Liz Mittelstaedt
1010 East 30th St., Tacoma, WA 98404

Dear DoubleTalk,

In the January-February, 1991, issue was a letter from Phyllis Boone. Phyllis wrote about a rear rim failure with a Matrix ISO-C rim.

I read that letter at the time, but went ahead and built wheels for our tandem using a pair of ISO-CII rims, figuring that Matrix (Trek) would have solved the problem in a year. Unfortunately, they still haven't. At 2286 miles, my rims cracked, much like Phyllis'. The difference in my failure was that my rims didn't disinte-

grate like hers did. My spokes remained tensioned. This wheel was laced 4X with 14 gauge DT spokes to a Bullseye hub. My partner and I together weight around 290#.

I've built my new wheels with Mavic Module 3CD rims. Let's hope they work.

Very truly yours
Arthur Matthews
6613 Briarcreek Drive
Oklahoma City, OK 73162-7425

Dear DoubleTalk,

I read in the September-October issue the article on pages 22 and 23 concerning the Michelin tire failures that the McKays experienced. I want to advise the TCA that this is not an isolated occurrence. My new Cannondale tandem came with these same tires and at 500 miles the rear tire exploded when 3 inches of the casing (sidewall) separated from the bead. I also examined the front tire after this incident and found similar cracks all the way through the casing right at the bead sidewall joint. This tire was close to blowing out also. You would probably like to know that my wife and I have a combined weight of 275 pounds. We were carrying nothing extra on the bike. Accordingly, the tires were not overloaded. I have also been advised of another failure of this Michelin tire by another Double D.A.T.E. member (the Dallas Area Tandem Enthusiasts).

Fortunately, when my tire exploded we were only traveling about 10 mph. 10 minutes earlier we had been doing 35 mph down a curvy hill. Had the tire let go then we would have been in serious trouble. I feel these tires are unsafe and recommend that TCA members check their tires and alert other riders before someone is seriously injured on these tires.



Dear DoubleTalk,

I joined TCA with hopes to gain knowledge of tandems and tandem bike riding. I've been 100% satisfied with TCA and DoubleTalk. My wife and I have learned a lot about tandems, just as we hoped. We purchased a tandem through DoubleTalk and got it from Nevada to SD. Dealing with another club member was a great experience.

I hope to continue to learn new ideas and techniques through DoubleTalk, and to keep informed of what's happening. I say thanks to all of you.

Dean Gallagher
Sioux Falls, SD



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Dear DoubleTalk,

We have recently purchased a Santana Ar-riva tandem. We are now enjoying the advantages of tandem riding. We were given a back issue of DoubleTalk, and we have enjoyed it tremendously. I would be most interested in information regarding shipping tandems for vacation. We broke in our new tandem on a ride in the Canadian Rockies (Banff to Jasper) but our tandem box will probably not survive for our next trip, which we are already preparing for. Any information regarding sources from which to purchase tandem boxes or info regarding construction of an airline freight box would be great. Also, would it be possible to ask DoubleTalk readers for some comments about taking a tandem along on vacation via the airlines. We found that our airline would not accept the box, and they required us to ship the bike via air freight. Although this required more work, it turned out to be somewhat less expensive and it allowed us to insure our tandem.

We look forward to receiving our future issues of DoubleTalk.

Sincerely,
Jay, Cindy, and Taylor Johannigman
1811 Saxonhill Drive
San Antonio, TX 78253

Dear DoubleTalk,

As usual, I thoroughly enjoyed the latest issue of DoubleTalk. There is, however, one article I will take issue with: Being Prepared (page 27, November-December, 1992). My wife and I also rode with Cycle America this past summer. We did the first two weeks from Bellingham, WA, to Big Fork, MT, on our Santana Sovereign. We found Mr. Mark Ebner and his staff extremely helpful, courteous, and well-organized. I observed the two mechanics that accompa-



nied the group make every effort to keep every one of the 100+ riders in the saddle. Many nights they were up late repairing bottom brackets, rebuilding wheels, overhauling headsets, etcetera. On two occasions we received minor on-the-road assistance from the staff who did appear to be knowledgeable about the idiosyncrasies of tandems. One of the nice things about Cycle America is that they took all the work out of long distance cycling, and all we had to do was ride and enjoy the scenery. I would not hesitate to recommend Cycle America to anyone, and while I, in no way, doubt that the incident referred to by Tom and Mary Thalmann did occur, I would think that it was either an isolated incident or perhaps a misunderstanding. We have signed on for another section in 1993 with Cycle America.

Sincerely yours,
Geff and Lonnie Fisher
Annandale, VA

Dear DoubleTalk,

Many thanks for including details of our "Southern England" tandem tour in last issue of DoubleTalk. We haven't yet received our copy as I write this, but it is no doubt on the way. We have, however, had a number of enquiries from TCA members.

We offer a few more details now. The tour will be for 2 weeks starting from Gatwick Airport on Sunday, September 5th, although it will be possible for people to shorten this by use of the train to join us. The route will take us to historic cities such as Arundel, Winchester, Salisbury, Bath, and Oxford. We will also visit Roman and other ancient sites such as Stonehenge and the stately homes at Stourhead and Longleat. At the end of the tour there will be the option of a day's sightseeing in central London before flying out of Gatwick.

Daily distances will be about 45 miles and we will keep as far as possible to country lanes

and away from busy highways. Accommodations will be in high quality guest houses that we have discovered over the years, although in most towns there are alternative Youth Hostels for those on tight budgets.

The aim of our tour is to provide a well-organized but low-key holiday cycling through some of the most beautiful parts of southern England. Anyone wanting more details just needs to write or phone.

We are of course still very happy to help, with information and advice, any members wanting to visit the UK or Europe at other times.

Good Cycling,
Chris and Jenny Davison
International Liaison Officers
Tandem Club of the UK
Penny Farthings
123 Kings Road West
Swanage, Dorset BH19 1HS
Phone (0929)422256

Dear DoubleTalk,

We are "Senior Citizens" with young hearts (we hope) who, on June 23, 1993, will join BIKE VA for an organized 5-day ride from Bristol, VA (literally on the VA-TN state line) to near Roanoke, VA. We will then continue on by ourselves, generally following the Bike-Centennial course on to Yorktown, which adjoins our home.

The Appalachian/Blue Ridge Mountains portion of the ride will be challenging. We find 40-60 miles a day is enough "fun." The comforts of a motel or inn are delightful. Campy6 is an option with Bike VA, and can be arranged by you for the balance of the trip. The countryside is truly beautiful and historic. About two weeks should be enough for the whole trip.

If you'd like to join us, perhaps we can work out leaving your car here and shuttling people



and bikes down to Bristol. Come see Virginia by the seat of your pants!!!

Sincerely,
Anne & Bill Millner
1209 Mallicotte Lane
Newport News, VA 23606
804/596-5380

We are proud of our tandem and our logo, and we are looking forward to years of riding!!

Happy Riding,
Terry Harvey
Dianna Van Mierlo
2708 Cochrane Road, NW
Calgary, AB, Canada T2M 4H9



Team DoubleVision and the Montreal Skyline

Dear DoubleTalk,

We are relatively new to the sport of tandem cycling, and are specifically interested in implementing a program for the visually impaired. To our knowledge there is no other tandem cycling program for the visually impaired in operation in North America, BUT we are not positive. We have just purchased 24 tandems and are currently in the process of recruiting captains and planning the program. We hope to get the bikes on the road sometime in April.

Several back issues of DoubleTalk were found in the office and we recognized what an invaluable resource the TCA and DoubleTalk could be! We are a non-profit organization that works to make sports, especially at the competitive level, accessible to the visually impaired. We would appreciate any information that DoubleTalk readers could provide us with -- any suggestions, tips, or resource addresses would be welcome. Thanks for your cooperation.

Pictures with this one

Dear DoubleTalk,

We thought you might like a picture of two new club members from Calgary, Alberta, Canada. We recently purchased a Santana Noventa hoping to try tandem racing and touring in the future. We have decided to call ourselves "Team Double Vision".

We hope to tour throughout the USA and we will look to the TCA for help each time we plan a trip. If there are any members planning a trip to Canada, western Canada in particular, we would be glad to give any advice on routes, accommodations, etcetera, that we can provide.



Sincerely,
 British Columbia Blind Sports & Recreation Association
 Tandem Cycling Program
 ATTN: Erica Desjardins-Meinter
 #317 1367 West Broadway
 Vancouver, BC V6H 4A9

Dear DoubleTalk,

I want to publicly express my sincere thanks to the following people who helped make our Third BART Fall Tandem Rally such a success. As in tandeming, one person can not do it all, and coordinating a tandem rally is indeed a team effort. This year we welcomed 134 tandem from CA, NV, WA, and OR. Our Saturday ride began with a mass start led by a single biker, that is a volunteer from the Monterey Police Department on a motorcycle. Saturday's ride was rolling hills through farmlands. Sunday's ride was 25 miles along the coast of Carmel.

Thanks to Annette and Colin Gough, who designed all the routes. Also, Annette & Colin coordinated the t-shirts, design and sales. Richard Krebs, a professional bicycle map designer, designed all the maps for the rally, plus donated sets of his own Bicycle Maps as prizes. Sandy Dardenelle coordinated the BARTIFACTS award show. Phil Wood & Company donated the BARTIFACTS award, a tandem hub. Sandy Dardenelle and John Bracklow coordinated the first ever BART Jersey, and Bill Ney developed the design for the jersey. The Calistoga Water Company donated 14 cases of drinks, and Viki & Chuck Regeski loaded these cases in their truck, then drove 200 miles to the rally. I'm still not sure where loaded his tandem.

My captain, Bob, deserves thanks for the many hours spent packaging the Gourmet bags with food.

I'd also like to give a special thanks to all the tandem bike shops in the Bay Area and Cal Bicycles of Fremont, who donated many, many prizes for our BARTIFACTS award.

For those of you who have never used Krebs Cycling Maps, I would highly recommend them. The maps list elevations, eating facilities, types of roads, and more. Give Richard Krebs a call at 408- 685-BIKE, or write him at P.O. Box 7337, Santa Cruz, CA 95061.

And last, a sincere thanks go to all the participants who joined us and spent a great weekend on the Monterey peninsula

Terri Gorman
 Bay Area Roaming Tandems (BART)

Dear DoubleTalk,

A tip of the helmets to TCA members in the Arlington and Alexandria, VA area:

We were planning an early October trip to Arlington National Cemetery for an interment, and saw it as an opportunity to combine duty with tandem-cycling pleasure. "We'll take the Cannondale along, and see what the Virginia countryside is like!"

Not knowing much about riding in the area, nor any cyclists who live there, we decided to do a little research. A message posted in the Cycling Forum of CompuServe brought only a couple of responses and not much useful information, so we sent a letter to 8 or 10 TCA members whose addresses in the membership directory were listed as Alexandria or Arlington.

Wow! Seven people responded with letters or phone calls. "Wanna use our tandem roof rack?" "Wanna leave your bike home and borrow ours?" "Wanna ride from the airport?" "Wanna stay at our house?" We got a stack of maps of local roads and bike routes that took a



weekend to go through. Copies of local ride schedules. One set of five road maps had all cycle-able roads and routes marked with a hi-liter.

All we can say is **THANK YOU!** Steve Black; Walt Earley; Bob & Vicki Futscher; Bruce Gilley; Lauri & Brent Gross; Keith Krombel, and Barbara and Randy Swart. We had a great time, a couple of great rides, we thank you very much for your assistance!

And hey, if anyone out there needs some help in Arizona, don't hesitate to call!

Marni & Doug Hutter
4006 South 23 Street #4
Phoenix, Arizona 85040
602/276-0586

Dear DoubleTalk,

My wife Nancy and I have been doing a lot of long distance touring on our Assenmacher tandem. 5 years ago we went to LA, up the coast to WA, then across the northern route to MI, into Canada at the Soo (Saulte St. Marie), over to Toronto, and back home through Sarnia. A total of over 8000 miles. Last year we went to FL, back up the east coast to VA, going northwest back to our home. This time it was 3500 miles.

I you wonder now why I am writing this? The reason is that we like to meet people. We find that the hospitality list from the LAW is a wonderful tool. When we stayed with people who had a tandem, it was the most wonderful time possible. We would really like to see the TCA develop a hospitality list, just for the TCA.

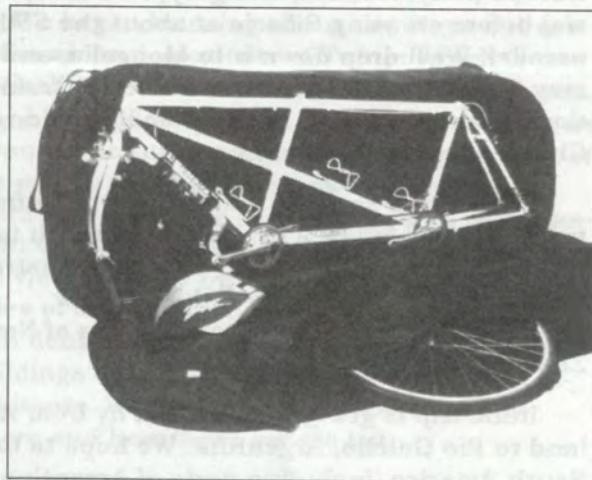
Nancy & Jochen Ditterich

Rockford, MI

P.S. - Our plans for '93 are to go west again to

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Dear DoubleTalk,

My sister and I are French tandemists about to embark on a trip around the world with a TREK T100. We are leaving our village on November 24 on our way to Hong Kong via Siberia/Russia. We estimate our total journey to take 2 or 3 years. Our motivation for this trip is simply "l'envie".

Our first leg of our trip will take us through Europe (Italy, Austria, Hungary, Romania, Russia) before crossing Siberia at about the 55th parallel. We'll drop down into Mongolia, and we may travel some on the Trans-Siberian train if time becomes critical. We'll enter Hong Kong via China, of course.

From Hong Kong we will fly to Perth, Australia. We will follow a coastal route south towards Sydney. After touring southern Australia, we will fly from Sydney to Auckland, New Zealand. We hope to tour both islands of New Zealand.

If the trip is going well, we will fly from Auckland to Rio Galello, Argentina. We hope to tour South America, including parts of Argentina, Chile, Peru, Equador, Columbia on our way to Caracas.

Our last leg of our journey will take us North America. If we make it to South America, we will fly from Caracas to Miami, then travel across the southern USA to Los Angeles, up the west coast to Vancouver, cross Canada to Montreal, then south into the USA for our return to France from New York City.

If our plans change, and we must bypass South America, then we will fly from Auckland to Los Angeles, bike north to Vancouver, west to Montreal, then south to New York for our flight home.

Anyone who cares to write us may reach us through our mother's address, following. We hope to meet many new tandem friends around the world.

Lionel & Sandrive Poletti
c/o M. POLETTI Lionel
2 rue Alfred de Musset
34760 BOUJAN sur LIBRON
FRANCE
Telephone: 67.30.03.68

[Editor: The above letter was translated from Lionel's & Sandrive's original French. I hope it's a reasonable translation/interpretation!]

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.



MEXICO with Bill & Glo

Question: Where can you ride in 80 degree weather in the middle of January? On flat scenic roads with primarily tailwinds?

Answer: The Yucatan, Mexico.

My partner and I decided to get out of rainy and cold Seattle and on our tandem for some sunshine. We wanted a trip that combined a number of things, a different culture to learn about, beautiful countryside to pedal through, and warm water to swim in.

Enter Bonnie Wong, owner of the Touring Exchange of Port Townsend.

Bill and I have ridden the Baja peninsula in Mexico for years with Bonnie's outstanding support. We asked her to think of a mid-winter ride that would be relatively flat (ideal for tandems) and offer a variety of activities.

"How about the Yucatan?" she replied.

The peninsula offers many amazing Mayan ruins, the second largest corral reef in the world, and beautiful tropical islands with warm, clear water for snorkeling.

Jungle, pyramids, toucans, kahlua, and iguanas.

Let's go!

Transporting the tandem wasn't much different than a single bike. We packed it well in an airline box, turning the handlebars and taking off the wheels. It fit. We were not charged an additional fee. We flew into Cancun and started our two week big adventure with twelve others. Our riding days were 40-60 miles with options for more.

Bonnie could be counted on for route information, water and a good ear for hearing about our daily discoveries. And what discoveries they

were! The first few days in our clockwise loop took us down the coast of the Caribbean sea. We spent a day on the island of Cozumel, sightseeing, snorkeling and trying to improve our biker tan lines.

We began learning about the Maya culture at the archeological site of Tulum which is majestically located on a bluff overlooking the sea. Our hired guide spent over two hours taking us through the ruins with a fascinating account of the people that lived here over one thousand years ago. Next, our pedaling took us to the ancient city of Coba. One can only stand in awe at the view from the top of a pyramid and see the miles of unexcavated protrusions overgrown with dense vegetation. It's estimated over 7000 buildings once housed this city of 500,000 inhabitants. It is still a mystery as to exactly where and how these people left.

One of the treats of this trip was the location of our lodging near the sites of interest. Usually we would finish riding by early afternoon giving us the remainder of the day to explore. For us it was a nice blend of active exercise, with riding, swimming, and walking.

The food was more than good! Delicious seafood, many types of tropical fruit and of course fresh tortillas. Cold beer was never too far away. Most of the natural water had a salty or limestone taste to it, so we bought bottled water which was readily available.

From the coast our route turned inland. It felt like we were in a National Geographic magazine. Mayan villages with thatched huts and small friendly people. No Spanish spoken here. No Santana tandems here. No tandems period. We were quite a spectacle. My fondest memories are of the children in small towns that would immediately surround us, staring and



laughing as we would stop for a break, Bicycle double! They all wanted their picture taken.

The terrain seemed to change and become more interesting daily. We shot many roles of film. We kept getting up earlier and earlier to make the days last longer. Evenings were often spent at the plaza, a parklike area in the center of town where everyone goes to socialize and enjoy the warm air. Three wheel bicycle taxis abound. Often there is music, food carts, and feeling of festivity. This is a family oriented culture.

Rolling hills took us past the Loltun Caves, extensive caverns used by the Maya. The tour was time well spent. On, we continued, to the Puuc road which is named for the architectural style of the ruins. Uxmal was a highlight destination. Our hotel was a luxury hacienda and a plant lovers haven. We saw the night Light and Sound performance at these spectacular ruins telling the tale of the people and the rain god Chaac.

Hating to leave we pressed on to the lovely city of Merida. We had the fortune to ride with a small group of Mexican racers out for a Sunday training ride. The miles ticked off quickly as we

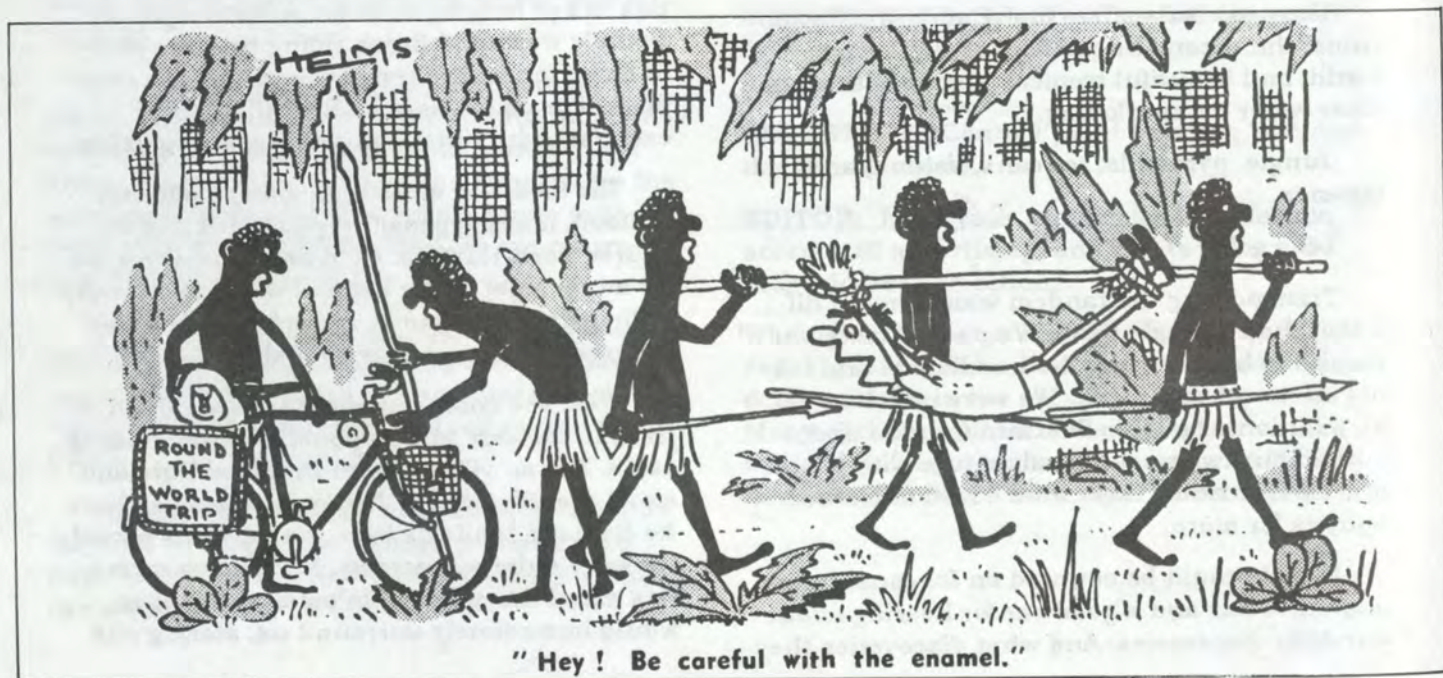
pacelined along. We managed to win the last sprint into town on our long bike with them cheering us afterwards. Drinks on us.

Merida teaches us about the bustling marketplace of the Yucatan, the history of Spanish influence, and the past wealth of henequen plantations. A charming city. A shopper's paradise. Our accommodations at El Grande Hotel built in 1903 were delightful, complete with hooks in each room for your hammock.

Discovering the Yucatan would not be complete without discovering one of the finest achievements of the Maya culture, Chichen Itza. This city was quite advanced with many palaces, temples, ball courts and cenotes. Days could and should be spent here. Another place to definitely visit again.

We finished this two week adventure in Cancun. It was a fine group celebration of dinner and dancing, including line dancing out the door and around the block! Arriba's and adios.

Gloria Kimball & Bill
Seattle, WA





Vermont-New Hampshire Bike Trip

My wife and I bought our tandem bicycle in 1990. A year later we took our first touring trip (August 1991). We bicycled 460 miles through Vermont, New Hampshire, and Maine over a period of seven days. We learned a lot about touring with a tandem bike during that week (such as the importance of carrying two spare tire tubes, a spare tire, and a spare set of brake pads).

Even with the three days of rain, two flat tires, and the destruction of both bottom brackets, we had a great time. Most of our time was spent just bicycling. We rode in busy traffic on shoulderless roads, rode for miles in rain, and enjoyed mile after mile of beautiful scenery with farms, covered bridges, and pastoral views. We managed to pedal up route 18 to Franconia Notch (a grueling experience), and wore out a set of brakes coming down a three mile hill into Gorham, New Hampshire.

We camped out one night, but quickly concluded that hotels and Bed & Breakfasts were far more pleasant. We also enjoyed searching out cafes, bakeries, and restaurants (such as the Rainbow Sweets Bakery and Cafe in Marchfield, New Hampshire - a dessert lover's paradise). Bicycling gives us the appetite needed to enjoy all the good food we find.

The low light of the trip came on our second day, when we experienced a flat tire in a rain storm. Changing the tube in the rain was pretty miserable. I didn't notice the 1/4" cut in the side of the tire. If I had, we probably wouldn't have bicycled another 43 miles that day. I am amazed we didn't blow out our only replacement tire. We also started carrying two spare tubes and a spare tire after that.

The highlight of the trip was riding into Danbury, NH at the end of a seventy mile ride. We needed a place to stay for the night, and the bearings on both bottom brackets were shot. We realized that the bike could not make the last 80 miles back to the car the next day with

the condition of the bottom bracket bearings. We didn't expect much in Danbury, a small town that was not much more than a cross roads. To our surprise and delight, we came upon the "Inn at Danbury and Bike Ship"! The Inn had excellent accommodations, an indoor swimming pool, and a complete bike shop. The owner replaced the bottom bracket bearings, allowing us to complete the trip.

Incidentally, the replacement bearings only lasted another 150 miles. I decided to upgrade the bottom brackets and found that the cause of the bearing failures was a cracked fixed cup. The defect was evidently there since the bike was new. During the first 1000 miles we put on the bike, a groove was worn by the bearings, so the next set of bearings wore out quickly.

In spite of the problems, we had a great time. For anyone interested the route we took was one recommended by the new Hampshire offices of Vacation Travel and Recreation Services. Maps and route descriptions are available for four, seven, ten, and fourteen day trips by writing to them at Box 856 Concord, NH 03301

Ken & Andrea Chartier
Lyons Falls, NY



Try Northeast Tennessee For a Beautiful Tour by Tandem

We were joined by Chris and Ed Cook of Laxahatchee, FL for a six day tour (Oct 4-9, 1992) through Northeast Tennessee as a preliminary to the 1992 Southern Tandem Rally in Alcoa, TN. We were eager to take this tour because we knew so little about this part of our country, and Vicki and Ken Adams (the chief organizers of the 1992 STR) were willing to help us plan the tour. This was a "self-contained" tour, which means that we carried our own clothes and necessities on our tandems (there was no sag wagon), and we stayed in inns or motels each night.

On the first morning, we woke up in our motel room in Alcoa to the sound of rain. This

ally wanted to go on this trip. About 10 am the rain stopped and we hurried to fasten our packed panniers onto our tandems and set off on our trip. However, as soon as we started down the road it began to rain again, and this rain continued the rest of the day.

After about 15 miles of riding with our heads down in the rain, we stopped at a gas station for a rest. A car came up and a man all dressed up in a suit and tie jumped out and began asking about our tandems. He explained that he saw us ride by as he was leaving church, and that he had grabbed his wife and followed us so that he could find out more about tandems. This person left us with the impression that he was going to purchase a tandem in spite of seeing us, and our tandems, drenched by the rain.

A few more miles down the road we took a lunch break inside a mini-market associated with a gas station, and left behind four pools of water under the chairs that we had sat on while we ate our trail food.

We arrived soaking wet at our day's destination, the Mountain Harbor Inn in Dandridge. We had packed our clothes inside plastic garbage bags that fit inside our panniers, so the clothes that we were carrying were all nice and dry. After a warm shower and changing into dry clothes, we were feeling great and ready for dinner.

Dinner was special because Vicki and Ken Adams picked us up and took us to their home in Dandridge for supper and an evening of bicycle talk. We got back to our room that night to find the wet cycling clothes for our day's journey all dried and folded on our beds: The innkeeper had volunteered this generous service, and we were extremely grateful.



Ed & Chris Cook - Gary & Irene Sanderson

day's ride was scheduled to be 42 miles from Alcoa to Dandridge. The four of us gathered for breakfast as planned, and it was clear that everyone was wondering whether or not they re-



The second day was to be 57 miles from Dandridge to Greeneville. The day started with wet roads and an occasional sprinkle. The innkeeper gave Chris and Irene some baggies to put over their shoes which helped keep their feet dry and their spirits up. By noon the weather had cleared, and we could concentrate on enjoying the scenery. Our lunch stop was at a gas station with a mini-market and a hot dog service. The hot dogs tasted so good that some of us ate two, and as a result had to cycle with slightly overfilled tummies for awhile. Discovery of the Bible Branch Covered Bridge after descending down into a small valley beside the Little Chucky Creek was one of the special treats on this day's ride.

Day three was cool but sunny. Our ride was 47 miles out to Davy Crockett's Birthplace State Park and back to Greeneville. The roads we took went through typically hilly country covered with a patchwork of small farms (tobacco, corn, beef cattle, etc.) interspersed with groves of trees clothed in the reds, yellows and greens of autumn, and the Smoky Mountains were always in the background. Seeing the log cabin (replica) that Davy Crockett was born in made us think about the difficult conditions that the early settlers contended with in their daily lives.

After a beautiful but taxing ride, we got back to Greeneville in time to visit the last home of Andrew Johnson (17th President of the USA), and to learn many interesting things about this person and his family from the US Park Service attendant. There was also time to enjoy part of the walking tour of Greeneville's historic district that takes you past many grand old homes from the late 18th and early 19th centuries.

Day four was another cool and sunny day that found us crossing a small mountain range on our way from Greeneville to Rogersville (37

miles). This trip included a stop at an old general store in the hills, and a chat with the lady owner who told us stories about the area including a civil war battle that took place in one of the nearby valleys.

Rogersville itself is like a living museum of a town from the early 19th century. We stayed at the Hale Springs Inn which had been in continuous use as an inn since 1824. Irene and Gary slept in a room where President Andrew Johnson had slept over 100 years ago. Our tandems slept out of sight on the 2nd floor porch locked to the porch railing.

Day five was a long 62 mile trip back through Morristown and Dandridge to Sevierville. As we entered beautiful Grassy Valley the Cook's tandem had a flat tire, and it started to rain lightly. It took three tubes and almost two hours to get the tire fixed, during which time we all got a little bit wet. We limped into Morristown looking for a bicycle shop where we could buy some tubes and borrow a floor pump so that we could pump up the newly repaired tire to a respectable pressure.



A Tennessee Hollow



A stop at the Adam's home in Dandridge produced some refreshing cold drinks from Vicki, and a chance to use Ken's truing stand to take a small flat spot out of my front wheel. We left Dandridge in pouring rain for a very wet 12 mile ride to our motel for the night.

Day six (the last day of our tour) was a 32 mile ride from Sevierville back to our starting point in Alcoa to join in the 1992 STR. The day was cool and dry even though the sky was threatening. Our route took us back over the road that we had ridden the first day out, but this time we could see the river and the bluffs since it wasn't pouring down rain. We stopped to visit the Governor John Sevier Home and eat a trail lunch. John Sevier was the first governor of the state of Tennessee (1796-1809), and his prosperous pioneer farmstead on the edge of

Knoxville has been restored for viewing by the public.

We arrived back at the Alcoa Ramada Inn in time to clean up ourselves, and our tandems, for the start of the 1992 STR. The four of us had ridden 277 miles together over some of the most beautiful (and most hilly) country in the USA. Our trip had been completed without an incident more serious than a flat tire (tar), and we truly enjoyed each others company during our six days together. We don't know about the others, but we are already looking forward to the next tandem tour (oh, where and when will it be?)

Irene and Gary Sanderson
Milwaukee, WI

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 _____





Siamese Cyclo-Computers

A tandem has two riders and two handlebars, so why not have two cycle computers? It allows each partner to monitor the ride pace and forever ends the ruse of claiming a lower speed to eke out that extra effort from the other engine. One method is to install two complete units with two pickups, one on the front wheel and one on the rear. This has the advantage of allowing each rider to select the computer model that s/he prefers, but may require the purchase of a special rear wheel pickup. A potential problem is that, on a tandem, even a rear mount may not have sufficient wire to run from the chainstay all the way to the rear handlebars. An alternative that worked in our initial installation was to mount the pickup on the seat stay and run the cable up and along the top tube.

An alternative is to connect two computer displays to one pickup. This makes for a nice, custom installation and minimizes wire clutter. I chose to use two identical models to eliminate any compatibility problems. There are certain considerations to be aware of in this project. Since some splicing and soldering of the wires leading from the pickup to the computer mount is required, wire composition is of importance. Some computers (i.e. Cateye) have leads made of Litz wire, which is composed of very fine metal strands woven in cloth fibers. This improves lead flexibility but the thin wire is easily broken once the insulation is removed. Also the cloth must be burned off prior to soldering. Other makes (i.e. Avocet) use a much thicker lead wire that is easier to work with. Check your personal favorite before cutting wires to valuable computer mounts.

We connected both our computers to the front-wheel pickup unit. (Editors Note: See the accompanying article submitted by Henry Cutlery, Avocet Technical Services, for wiring diagrams for wiring two Avocets to a single pickup unit). One can be creative with the color of the extension wire to match or contrast with your

paint scheme. Placement of the rear computer mount is important. Before finalizing the length of the extension wire, check computer placement with both riders on the bike. It is not uncommon to need to shift the rear mount outboard to prevent blockage by the front rider's gluteus maximus.

Of course, if every instance of communication within a tandem team is a delight, by all means continue using one computer to give another reason for discourse. If, on the other hand, the steady whirring of your chain and rush of wind are pristine moments not to be polluted by human chatter, or your riding style involves the preoccupation of your tongues by having them hang out of your mouth, consider the Siamese cycle computer.

Josh Feingold
240 Galen Drive
Apartment 303
Key Biscayne, FL 33149

Tandem Avocet Cyclometer Mounting

Equipping a tandem with captain and stoker cyclometers is a fairly easy and straightforward procedure. With a little parts mixing and wire splicing, two computers can be installed in parallel. Shown in the diagrams are four of the most likely setups. Use these as guidelines for other custom wiring setups.

The Avocet accessories shown in the diagrams are available at dealers. If more wire is needed, any very light gauge speaker wire may be used. Soldering the wire splices is recommended, but not necessary. Use heat-shrink tubing over the connections to make them weather resistant, and to impart a professional look. (Remember to slip it on the wire before making the splice.) A strip of color matched tape to cover the wires will eliminate most of the clutter.



Any Avocet cyclometer can be used, but some early 20's and 30's may be less sensitive at low speeds (below 5 mph). Different cyclometer models may be used together with now adverse affect. The parallel mounts should not compromise the function of the cyclometers.

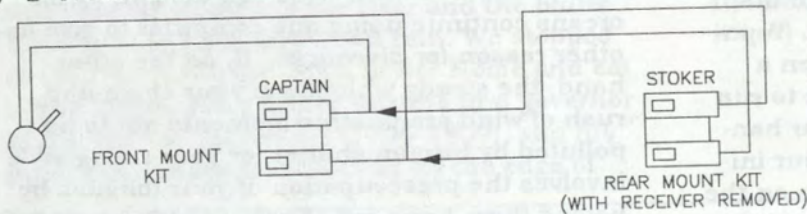
However, as the pulse is being divided by two, it is important that the transmitter ring and the receiver be aligned as closely as possible.

If you need more information or assistance, feel free to call Avocet Technical Services at 1-800-227-8346

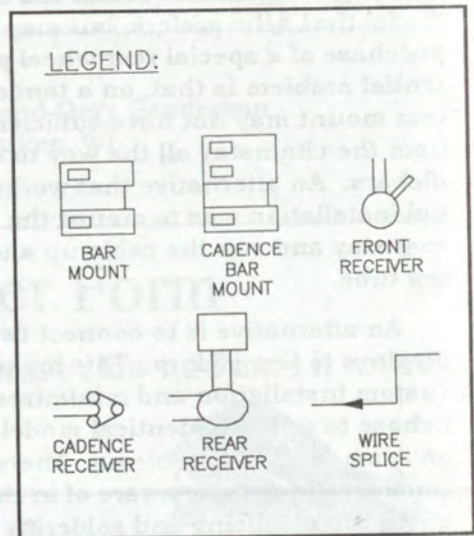
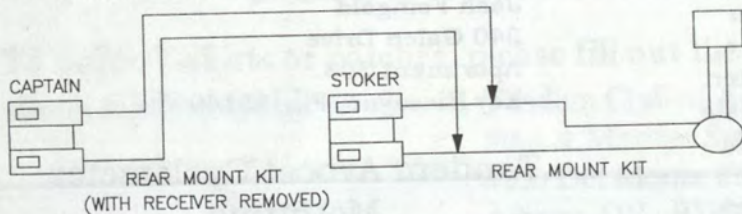
Henry Cutler
Technical Services
Avocet Inc.

TANDEM CYCLOMETER WIRING DIAGRAMS

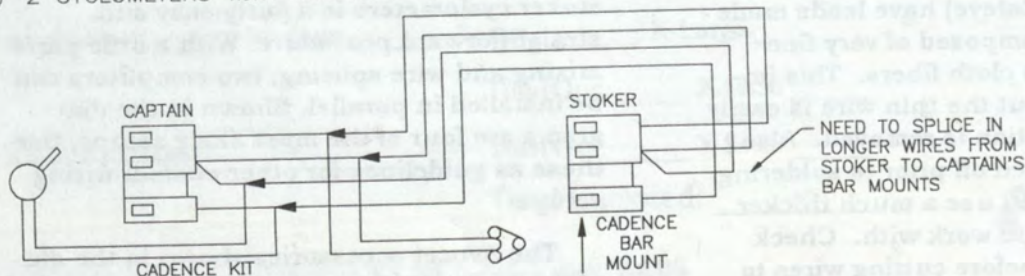
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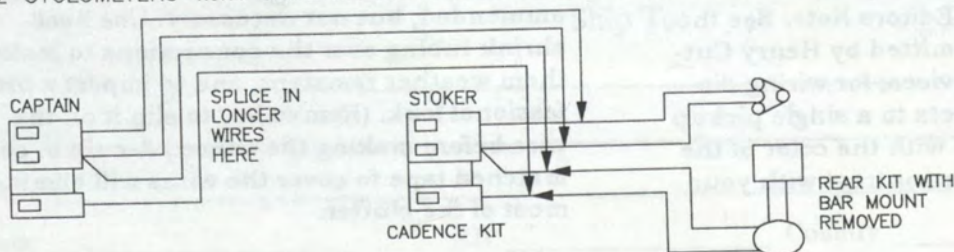
② 2 CYCLOMETERS FROM REAR RECEIVER:



③ 2 CYCLOMETERS WITH CADENCE FROM FRONT RECEIVER WITH FRONT CADENCE SENSOR:



④ 2 CYCLOMETERS WITH CADENCE FROM REAR RECEIVER WITH REAR CADENCE SENSOR:





"Double Biking" Across the Niagara Escarpment, Ontario, Canada

Stretching 450 miles from Niagara Falls to Tobermory, the Niagara Escarpment is the biggest ridge of hills west of Toronto. At the northern end, the escarpment forms spectacular coastal scenery as the western shore of Georgian Bay, an appendage to Lake Huron. It was to this northern end that we went cycling.

Look Ma! A double-bike! Wow! Neat-Ho! I want one of those! The group of kids pointed in wonderment at us as we cruised past the park in Owen Sound. We've grown used to hearing such comments over the past three years of cycling on our Burley Duet tandem, but we still chuckle to ourselves, and we waved to the group.

My wife, Lorna, and I had decided to spend our two week summer vacation touring on the bike and staying at bed & breakfast (B&B's) overnight. We thought this a good idea as our weekend rides had gone well this year despite the poor summer weather. We enjoy B&B's, having done a cycling vacation this way two years ago. But where to go? Our previous trip had taken us to the villages of Peterborough and Cobourg, and to Prince Edward County. We wanted scenery but not too much elevation. A recent long weekend was spent cycling out of Collingwood and we wanted to return to see more of the escarpment bluffs west of there. I thought that being a cartographer I could select the easiest roads to cross the escarpment. (oh-yeah!) "Sounds good to me" my trusty stoker (rear driver) Lorna said, "Let's do it!" What a girl, so trusting and enthusiastic! The maps were checked, places to visit were picked and a route selected. Yes, contours were looked at closely. "Doesn't look too bad", I tried to casually remark as Lorna flipped through the B&B accommodation books. Our excitement was starting to grow. I tried to visualize the climbs. "How far can we go in one day?" Lorna asked. "Difficult to say with the bike fully loaded" I responded, "Depends on the terrain and winds, I think, we'd better do the hard part of the trip at the beginning!" We decided to visit Meaford, Owen Sound, Wiarton, Lions Head and then head south and easterly to Southampton, Kincardine, Goderich across to Stratford and Guelph. A distance of about 550 kilometers. This should put the biggest hills and strongest headwinds at the beginning. (should!)

Now that we have a third driver in the family, we asked our son Douglas to give us a head start by taking us out of the Toronto area, dropping us off at Angus, near

Barrie. He returned home with the car. If we ran into trouble he could come and rescue us. (Good idea!" said Doug. "House and car for myself for two weeks!" -- What's a parent to do?) Lorna was hoping we'd make it all the way to Stratford, she loves the theatre. And Doug could come and collect us if we ran out of time to get closer to home.

So evolved the two week adventure. We had decided 60km a day would be the ideal distance to ride. But the first night's top was in Meaford, about 100km from Angus! "What the heck!" said Lorna, "we'll only be doing 30km the second day into Owen Sound. We'll also be fresh and strong!" Right. A word -- if you look closely at country road 9, heading west from Creemore, a topo map will show a mass of contour lines indicating the Niagara Escarpment, crossing the road as it heads up a valley. This could be difficult on a loaded tandem!

The road from Angus is flat all the way to Creemore, where we stopped for lunch. The threatening clouds were breaking up as we headed out towards the Escarpment, still on a gentle grade. Going through Dunedin, we criss-crossed the Mad River, which quickly was turning into a rushing mountain stream. This was nice! Quaint retirement cottages and newer homes were dotted amongst the trees on every level patch bordering the stream. My trusty stoker behind me was spinning easily with me up the grade as we enjoyed the scenery. The riding was easy, where was the climb? A bend ahead came closer, round we went! Oh, oh! Up went the road! Down on the pedals we pushed, but this was becoming a serious hill! "I guess we've found the Escarpment" I panted. "Keep going!" urged Lorna. But at the front of the bike I have a clear view ahead! Even the bike's lowest granny gear isn't enough for this one! "Have to stop!" I exclaim. Lorna protests as we safely alight onto the shoulder. "Why stop now?" she asks. "Look ahead!" I urge, as we start pushing the bike steadily up the ever increasing grade. Around the next bend the hill soars upward! Lorna starts to pant and is now thankful we quit when we did! Welcome to bike touring on a tandem! These bikes are wonderfully swift on the flat and on downhills. They can be awfully hard work when climbing hills. Especially when loaded!

This was a long climb! We mounted and dismounted several times before reaching the top. The rest of this day's ride was much easier, and we recorded a new record high



speed of 74kph when we descended back down the Escarpment into Thornbury. Wow, what a ride! We took five hours to reach Meaford that day and we were tired. Our relief was doubled when it started to rain heavily 30 minutes after our arrival!

Heading west for Owen Sound the next day, we were again faced with climbing the Escarpment. But the topo map showed a more undulating series of hills, providing the benefit of downhill runs mixed with the climbs. This usually makes for fun riding. Usually. We both felt a little sluggish at first, and the long first climb looked intimidating. Surprise! We made it up, no problem. We coasted down the other side and started to really enjoy the day. We had no choice but to ride on Highway 26. Traffic was a concern, but as we rode, we noticed traffic was light. We must touch a soft spot in drivers coming up behind us. We had already noticed how much room vehicles gave us as they passed. On several occasions trucks would slow down when approaching us and on-coming traffic narrowed the passing space. Once in the clear, these trucks would pass at a reasonable speed, pulling out around us. I tried to always remember to wave into their rearview mirrors. We really appreciated their thoughtfulness.

We stayed an extra day in Owen Sound. It was raining, and we needed a day off. What a great spot! Lorna found the Tom Thompson Museum, and our wonderful B&B hosts directed us to the best restaurants in town. We were burning off energy, so we took care to eat well.

Warton was our next target, and we took the lakeshore scenic drive around the base of the Escarpment. Our lunch stop was at the Colpoys Bay lookout. A pretty nice view across the bay to the high escarpment cliffs at the beginning of the Bruce Peninsula. As we ate lunch in the glorious sunshine, (weren't we lucky!) we noticed very large birds soaring on the updraft above the Escarpment cliff above us. It was a magical moment. Such warm, sunny days were to be few and far between this July! Further down the road we did have to climb up our friend again, but the view back across Colpoys Day was worth it. And at the top this time we visited Bruces Caves Conservation Area. A short dirt track along the bluff took us within walking distance of the caves. This was a pleasant break from riding and the wave washed caves are interesting to see.

Our B&B was the first of several to follow that are renovated Victorian homes. We thoroughly enjoyed the cut glass windows, pine floors, and period furnishings. We

contacted skiing friends at Lions Head and took a day trip ride to visit with them. Threatening skies saw us mount the bike on our friends roofrack for the return to Warton. The sun stayed out long enough to enjoy a picnic supper on a quiet sandy beach and a stroll around downtown Lions Head. What a gem of a place, we promise not to tell anyone! We will be back.

And so we saw the end of the Niagara Escarpment. Leaving Warton heading south, we were now on the fairly flat reverse side slope ending at Lake Huron. We were now benefiting from increased fitness on the bike, and our goal of reaching Stratford started to look possible. Four days of riding did indeed put us within reach of the Festival. We made it to Southampton, Kincardine, Goderich and Mitchell. The weather stayed cool, but mostly dry. Unfortunately, headwinds also stayed with us! We met many nice people, found good restaurants, light traffic on the highways, and we enjoyed relaxing evening strolls around picturesque harbours. We encountered our only mechanical problem, a broken gear cable, as we neared Stratford. Fortunately, the road is flat here, and the remaining gear took us easily into town where repairs were made.

We had made it to Stratford! Lorna was delighted! After checking into our B&B, we headed straight for the theatre box office. Yes! We got good tickets for the next two nights' performances. And again it only rained at night! We enjoyed our stay here, the theatre was great.

The final day's ride took us to Guelph as planned(!). Going through the middle of downtown Kitchener was a treat and riding on Highway 7 east to Guelph was suicidal! But we made it, and our final B&B was incredible. Absolute luxury greeted us at our final destination. This B&B is rated in the top three in Ontario, we were to be told!

Doug came out the following day. Loading the bike onto our roofrack felt strange. The drive into Toronto was even stranger. What a change had occurred to us! Our bodies were expecting to work! Where were the smells of the countryside? The feel of the wind? The hill to be climbed? Look how fast we're going! Oh boy, civilization! The adventure was over, but Lorna and I still felt as one on our "double-bike"

Lorna & Martin Colman
Willowdale, Ontario

See map, page 42



MY TANDEM TEAM DREAM

PART 1: THE DREAM

This is the story of two brothers; an East Coast brother, a West Coast brother, and a bike for them to ride in a race. That's right, "a" bike for two brothers to ride. The bike was a gloss-black Bossa Nova tandem, loaned by the generous people at Burley Design Cooperative, of Eugene, Oregon. They also organized the race, the 4th Annual Duet Cycling Classic. We were the only East Coast/West Coast brother team entered.

After reading an article in the summer of 1991 in a cycling magazine about a multi-day stage tandem race in Eugene, OR, I thought, "Gee, this is awesome! I've never ridden a (real) tandem before -- and to do it in a race? Who would I ride with? And where do I get a bike? And it's 2,000 miles away! It's impossible!"

I called my brother, Richard, who lives in Eugene, and got him excited about this tandem team dream that I had. After many, many, many long-distance phone conversations and letters, we decided to do it.

Let the Training Begin!

But Richard didn't even have a bike. I tuned up my old Ross ATB and shipped it to him so he could get some miles in his legs. It was old and heavy, but it was a bike. By October, we began to train and to prepare -- both physically and mentally for this race. On opposite ends of the country.

The Planning

Weeks passed -- the date was approaching -- more training; long-distance phone calls and letters crossed and recrossed the country. But what could we do for a tandem? I wrote a letter to the folks at Burley, asking if they could lend us a tandem for the race; I was even willing to rent a tandem from them, if necessary. As a backup plan, I tell Richard to see if he can get a

tour of the Burley plant, meet some people there, and ask if they could lend us a tandem. He gets a tour of the facilities and meets Ms. Rene Kane of Burley, who is this year's race director. Rene tells him that she received a letter from this guy in New York who calls himself "Piston Legs." "That's my brother!", exclaims Richard. They talk some more. He calls me and tells me who he met today at Burley. Things start to click -- looks like we'll have a bike.

Training continues throughout the winter months. Richard calls me in April with good news - our race tandem will be loaned to us from the people at Burley! I tell my family and friends. I design a logo for our jerseys. We call ourselves "Team of Steel -- Two." Years ago Richard and I competed with another brother, Danny, and had called ourselves "Team of Steel."

Gimme a Ticket for an Aeroplane

The race is scheduled for the first five days of July. I arrive five days early to ride each of the six race courses before race day, and to overcome jet-lag. I visit the Burley Design Cooperative with my brother. I meet Rene, Russell Morton (another race director), Steve Lange (he assembles, packs, and ships the tandems), and get a tour of the facilities. As an extra treat, I meet Alan & Hans Scholz of Advanced Training Products (ATP), who makes the frames for Burley. They are the only other brother team in the race that I know; however, we are the brother team where East meets West.

Alan greets me with his cycling legs peeking from under his gray lab coat. Alan describes the process of building tandems -- from tubes to complete frames. All the techno-talk I have read in cycling magazines comes to life as Alan shows me different tubing and the weird-looking jigs and devices in his shop that help construct, bend, and hold the frames.

T

A

N

Back at Richard's house, we ride a few miles on our tandem. A very responsive, sturdy, and light tandem, it has a glossy black paint job with yellow front & rear handlebar tape. I find its handling superb -- it has a nice "spring" or "pep" to the frame. But before we check out the courses, a matter of grooming has to be taken care of: shaving my legs for the race. I start with a double-edged blue plastic razor and quickly become frustrated because it clogs up with my hair too fast. Richard smiles and suggests I use "this razor" which he is holding in his hand. "It worked for me, and it'll save you time!" he says. The razor is a four-inch, single-edge machete. You know the kind. The ones that barbers use in those movies where the person in the chair willingly exposes their vulnerable, shaving cream-coated neck to the mercy of the man standing over them.

"I don't want that thing near me!" I say. Richard says he'll show me -- on my leg! I refuse, but he says, "C'mon. You gotta trust me. After all, I'm going to trust you with my life on

that tandem. You'll be up front with all the controls -- my life will be in your hands at over 45 mph!" Well, it seemed fair -- so reluctantly I let him touch the menacing blade to my left thigh. Standing in the bathtub, both legs covered with white creamy shaving cream, I am balancing with one hand against the wall, while the other holds and protects that part of me which is always closest to the front of my bike seat. I immediately begin to think of our relationship, and whether or not there is anything left unresolved between us. In five minutes, he expertly finishes the thigh, I sigh with relief, and take over to complete the job. One thigh and two calves take me 1 hour and 10 minutes.

After that ordeal, we hop on the bike to become familiar with the courses prior to the race. The courses are scenic and we enjoy cycling together, getting to know each other's idiosyncrasies. We make up our own lingo to communicate so that when we are racing, all will go smoothly, and we will become a unified force powering this bike. Motorists are generally

INNOVATION.



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friendly, except for an incident one afternoon on a quiet, uncrowded, two-lane country road. We are cycling about 25 mph on a training ride when a pickup truck with two men, a boy, and a gun rack in back pulls along side of us. The driver of the vehicle looks at me angrily and shouts, "Get your a----- out of the road!" We just stare at him with our helmets and blue-tinted mirrored glasses on. I think for a moment that the driver is going to crack a smile and say, "Just kidding -- have a nice day!" and pull away. But he maintains his speed next to us and continues his hateful stare. Is he waiting for us to curse back at him so he can run us off the road and beat us up?

But we give him no joy, as we are cool as ice in our mirrored glasses. I continue to ride with one eye on the road and one eye on the truck, assessing our situation for an emergency action plan, when he slowly increases his speed and drives away. I say to Richard, "Do you believe that guy?? Maybe he was just jealous of us being in better shape than him. I bet his girl-

friend left him for a svelte cyclist!" We both laugh at the tension-breaking thought!

PART 2: THE REALITY

Race day. The first race is 67 miles long. We arrive in the parking lot and staging area to see many beautiful tandems and multicolored spandex covered bodies, warming-up and riding around the lot, like nervous thoroughbreds before their start. After a nine-mile warm-up, we assemble with the other teams for the last minute instructions. We are told that if we are seen answering Nature's Call, we will be penalized five minutes on our time. The race official reminds us that "the local folk seem to remember these things about the race."

The race courses are open to vehicular traffic, but at the start the course marshals block traffic for us. "Ready, Set, Go!" the official says. All those months of training and planning are over, and the race is now! As we all take off, riders' shoes click into their pedals, sounding like

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a giant hoard of metal crickets. We're off, fast and furious in the pack. Jockeying for position, I want to make sure I'm not boxed in the middle of this herd of speeding muscle mass and spinning wheels. Everyone is pumped up with excitement and adrenaline.

As Richard and I are ... WHAM! ... All of a sudden, two tandems get tangled and collide right in front of us. My instinctive maneuvers take over, and I muscle and guide our tandem through a clear escape hole just now opening up on the left side of the pack. We pass the ac-



cident, leaving the scraping metal, popping tires, and cursing voices behind us. No time to look back at the crash or say anything to Richard, just go-go-go! We have to catch up to

those lucky riders who were ahead of the crash in the breakaway. Too much adrenaline and lactic acid too early in the race for me. We need to be with the breakaway riders to work in the pace line and draft, otherwise we'll never catch them and we'll be doomed to ride alone. Is this any way to start a race?

Luckily, Richard answers my telepathic call and puts the power to the pedals. Riding a tandem with a good stoker is like having a secret weapon or an extra set of legs to use when I am tired. It's like having money in the bank for a rainy day, and right now, it's raining.

We bridge the gap to the front pack and work the pace line with two other teams -- they happen to be two of the blind or visually impaired stokers who are in the race.

Emotions swim through my mind during those milliseconds when I am not concentrating on the pace line and keeping us alive. Visions of speed, power, excitement, crashes, and blurs of color race through my mind. Random thoughts: "I can't wait 'till this is over." "What am I going to have for dinner?" "Oregon countryside is so beautiful!" "This isn't fun, it's pain!" I groan to Richard, silent as usual, "Who's idea was this, anyway?"

By now, we have done a total of 38 miles, and have two nine-mile laps remaining. We had been working together in a pace line drafting with two or three teams, but one particular hill stole our "survival draft." We're getting tired, and if we are to finish this race in a respectable time, we'll need to save our energy by working with other tandems. But now, we find ourselves riding alone, our speed decreased dramatically without the benefit of the draft!

As we approach the start/finish line with the final lap of a nine-mile loop to go, Richard sees the leaders fast approaching us from behind. He yells, frantically, "Hurry up! We can't be lapped by the leaders!" In a spectacular show of strength, bravado, and ego, we zoom past the crowd in a blur and prevent the leaders from passing us. Only now, we have nine lonely miles to do.



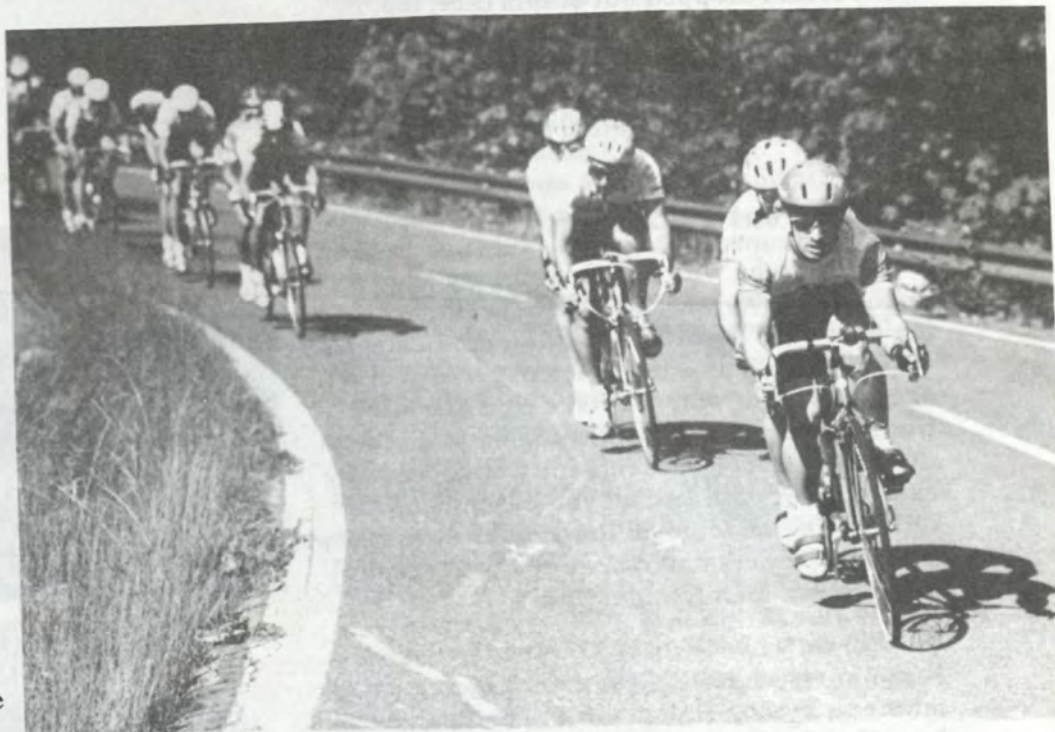
Get the Massage?

Food, a sense of completion, and relief about not crashing is ours as we finish and coast into the parking lot. After some two and one-half hours of powering up unforgiving hills at top speed, we are both extremely spent and sore. Wonderfully, someone has had the foresight to have four massage therapists available for the racer's muscles, well worth the ten bucks for approximately 20 minutes. It's amazing how nothing feels as good as and matters as much as a good massage after a hard race.

Get Up and Do It Again.

The next day brings us another race course of 67 miles. This time we are the last ones in, but we beat the setting sun. Burley race officials and volunteers cheer and marshal the course 'till the last riders come in. Their encouragement and cheering makes a difference.

The third day's race is four laps of 14 miles, up a small mountain. It is on a road called McBeth, but because of the tortuous climb riders face each lap, it was known as "McDeath." I agree. As we all start in the race pack, I hear a loud, sarcastic voice say, "My! Don't *we* feel fresh today!" It sounded like Hans or Alan summing up how all the racers probably felt after two days of intense racing. Richard and I laugh, glad our team wasn't the only one hurting.



Should We Stay, or Should We Go?

It's a hot day and the sun is shining. We just cycled two laps of McDeath. My energy level is approaching empty, and my transparent leg muscles are being fueled only by the few liq-

uids remaining and the Powerbars that I have in my jersey's back pockets. Our power output is not what it used to be two days ago. We need more for what remains of the race course. The warning lights go off in my brain.

Passing the start/finish line after our second lap, I ask Richard how he is feeling, and if he has it in him to finish, and if we should drop out. I keep asking for a simple "Yes" or "No" to my question, but he doesn't give me a straight answer. I know he's tough and he doesn't want to be the first to give up and quit. He tells me the race isn't really fun, right now and *maybe* we should stop. He is stubborn, but I can see we are getting more miserable by the minute. I don't think we can finish the race, but I don't want to color his decision on whether to drop out. (I don't want to be the one to quit, and pos-

sibly spoil his fun; nor do I want to appear to be the quitter). His noncommittal answers to my simple question annoys me.

Finally, after some heated discussion we have because he can't give me just a "Yes" or "No" answer, Richard says that we should turn



around. Wasting no time, I agree with him. I slow down and prepare to turn around. As we make the U-turn back to the finish line to turn in our numbers, I fight mixed emotions. I had never quit or dropped out of a race before. It was odd, knowing that for the next three races we would be spectators. I believed we had made the right choice. We felt the physical, mental, and logistical pressure on us from race to race was untenable. I comforted myself with the thought that I could relax and enjoy being with my brother and his daughter, Melissa. I began to feel a burden being lifted off my shoulders. Now I could enjoy the Oregon countryside. I could cheer the other racers that we made friends with.

Later, I heard that nearly half of the original 60 teams did not finish the last race, and that some teams dropped out of this race, too. I could feel pride in our effort, realizing we had only ridden together for the first time only four days before the event! Other teams had been training and riding together for months or years.

What About 1993?

For anyone who may be thinking about doing the 1993 race, my advice is to start training with your partner NOW. Communicate, coordinate, work as a team. Try to get a sponsor or even a friend who will take care of you by transporting you and your tandem to and from the races. A cook or mechanic would certainly ease your burden and let you concentrate on racing. We had to do all this on our own, except for a few dinners and race lunch packets supplied by our friend, Nadine.

Will we be back in 1993? Good question. Now I know what it takes: time, training, commitment, money, and planning, to name a few. I hear that Burley might have three race categories next year. This would keep the Category 4 and 5 racers from directly competing with the Category 1, 2,, and 3 racers. Richard and I were in Category 5 and 4, respectively, and we were competing with the stronger 1, 2, and 3 racers. It sounds tempting to do if Burley adds these

category distinctions. I think it would make for an even better race, and we would have a better chance among the other riders.

So, if after reading this, you and your tandem partner find yourself at the starting line in Eugene in July, look around for Piston Legs and Captain Steel wearing cycling jerseys reading "Team of Steel 3." We'd love to have you draft with us.

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Touring Mackinac Island

After receiving our new tandem bicycle this past May, my wife, Sandy and I decided to take the inaugural trip to somewhere we could ride the tandem. Upon examining many choices, we decided the best place for a bicycle is a place where there are no cars. Mackinac Island, Michigan (pronounced mac-eh-naw) is just such a place. Situated in Lake Huron between the upper and lower Peninsula of Michigan, this tiny island (2 miles x 3 miles) banned automobiles in 1899 and still has no cars today. Most of the island is a national park (the second one created after Yellowstone) with a small town at the southeast end and an old fort on the hills overlooking the bay. The island was first settled

serve daytrippers visiting the island. Three ferry companies serve the island. We chose Arnold's for the chance to ride the high speed catamaran. Traditional "slow" ferries still ply the waters as well as the exciting Shepler jet hydrofoil that throws a rooster tail high in the air. The charge from Arnold's was \$29, for 2 adults, 1 bicycle, and 2 nights car storage. The crew handled the bike quite gingerly and the trip took only 15 minutes. Roaring along at 40+ knots, we were rewarded with magnificent views of the Mackinac Bay Bridge and then the island itself.

Disembarking from the boat, one is quickly aware that the island moves by horse or bike. Mountains of luggage and supplies rolled by us on large wagons (called drays) pulled by large draft horses. We told one of the dock boys where we were staying, Haan's 1830 Inn, and he said, pointing to a church steeple in the distance, "Right next to that church." He then piled our bags into an oversized bicycle basket and pedaled off down the street. We hopped aboard our bike and headed toward the Inn.

The first impression of the island is that you're at Main Street USA at Disney World. Everything is immaculate, the place is full of vacationers, and there are no cars. Then you suddenly realize that this place has not been "manufactured", that it's all real. It's all quite breathtaking and you feel a bit like a child again. We arrived at Haan's 1830 Inn in a few minutes and were greeted by the proprietors, Vernon and Joy Haan. A beautiful Greek Revival home from 1830, the central part is a log cabin from 1791. We were shown to a lovely room overlooking the church garden but were so excited we just dropped our bags and headed out to explore the island.

Riding a bicycle on Mackinac requires a slight adjustment in riding skills:

1. There are no cars and the streets are wide (FUN!)
2. Without cars, pedestrians step into the street without looking (Heads Up!)



Jack & Sandy on East Bluf

in 1671 by fur traders including John Jacob Astor. It changed into a Victorian Resort in the 1880's when many wealthy families built "cottages". Soon steamships began depositing passengers all summer long.

Mackinac City is a small tourist town at the top of the Lower peninsula that serves as a jumping off point to get to the island. Many motels and campgrounds dot the shoreline to



3. In the downtown area, it gets a bit crowded with all the wagons, buggies, bikes and people (Go Slow!)
4. Despite the efforts of a determined group of street cleaners, the solid emissions of all the horses is in evidence (Yuck!)
5. All three ferry docks rent bicycles and tandems (old Schwinn Twins and Mini-Twins) but some of the renters appear to have neglected their riding skills over the years (Look out!)

I also decided that fenders or water bottle covers will be in order for the next trip as the bike and the bottle tops became dirty riding in the island environment.

The first morning, after a delicious breakfast at Haan's, we headed out for a ride around the island. Lake Shore Boulevard heads out of town and meanders along the coastline for 8 miles. There are numerous stopping places along the way to picnic and enjoy the view. Occasionally, secluded houses are visible through the trees along the road. We stopped for a while at a small rest area known as British Landing, site of the English invasion during the War of 1812. After the morning ride, we went to lunch at the Grand Hotel. No trip to the island would be



The Grand Hotel

complete without a visit to this magnificent structure. Built in 1887, it was and still is the largest summer hotel in the world. Several movies have been filmed there, including

"Somewhere In Time" starring Christopher Reeve and Jane Seymour. Two things are impressive about the Grand; its size and its history. The front porch itself, billed as the longest in the world, is fronted by 48 three story columns. The dining room is enormous and the hallways endless. The history museums have photos and memorabilia from over 100 years ago and chronicle the celebrities and dignitaries who have visited. Breakfast and dinner are included in the overnight accommodations which are quite expensive. Because of the thousands of day visitors (called fudgies because of all the fudge shops) the Grand now has a \$5 charge to visit the hotel. Since we were there for lunch (\$25 per person) we avoided this tariff. An informant advised us to eat a light breakfast and to plan on skipping dinner. Our informant was correct. The buffet table was about 100 feet long followed by a dessert table about 15 feet long. We arrived with an appetite after our morning ride and agreed to "pace" ourselves. Two hours later, we rolled out of the dining room, stuffed to the gills. A post-feast rest seemed in order, so we treated ourselves to a carriage ride and spent the afternoon on a delightful tour of the west side of the island. The hours' respite didn't alleviate the still-stuffed feeling so we jumped aboard the bike to tackle the hilly roads on the inside of the island. These deserted roads led us to the airport, the two island cemeteries (Protestants on the left, Catholics on the right) and several scenic overlooks. The woods were dark, deep and very quiet. The view from the Arch Rook lookout is quite spectacular. We returned to Haan's and spent the evening listening to the magical "clip-clop" of the horses and carriages moving up and down the avenue. The nicest thing about staying on the island is that the day-trippers all depart around 6. Afterwards the island gets very quiet.

The next morning dawned sunny and clear with a light breeze. A note about the island's weather: The reason the island was so popular in the 1880s is twofold; people wore a lot of clothing and a day in the upper 70s is regarded as a scorcher. There is always a light breeze



blowing and we were always very comfortable.

we ended up on the 4 pm ferry. As the ferry pulled away from the dock, we took in one more enchanting view of Mackinac Island and assured ourselves that one day we would return.

John Finucan
Indian Head Park, IL



A Rest Stop Along the Shore of Mackinac Island

We had planned on leaving early but were having such a great time exploring and riding that

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The Tri-Island Trek

A Breath of Life

"Here are your clothes for today, Dear", I said, to my husband as I handed him his bike shirt, pants, and jacket. This conversation took place at 5 am - 15 minutes before we were to leave the house for a three day biking extravaganza!! It was my year to plan the anniversary surprise and I decided we were going to ride the Tri- Island International Bike Trek.

The Tri-Island Trek is sponsored by the Washington State Lung Association and covers 135 miles of the beautiful Pacific Northwest in three days. Each of the 300 riders is responsible to raise a minimum of \$300 in pledges for the Lung Association.

To ensure that this would be a surprise for my husband, all preparation for the trip had to be completed in secret as my goal was not to let Paul know about the trip until the morning of the adventure. In addition to raising the money and organizing the gear, I wanted to encourage Paul, so that we would maintain a riding schedule of approximately 60-80 miles a week.

After loading the tandem and driving to Seattle, our trek adventure officially began at the ferry terminal in Seattle. Checking- in, turning in baggage, picking up incentive prizes, and meeting some of our fellow trekkers occupied our time while waiting for the ferry to take us to Bainbridge Island. That first day we rode across Agate Passage and Hood Canal, through Port Gamble, Port Ludlow, and Hadlock. Approximately 8 miles of the adventure, somewhere along the Port Gamble road before the Hood Canal Bridge, we encountered heavy rains - just enough to test out the new rain gear. Prior to reaching Port Townsend, we traveled through "Bananaland" where we were treated to bananas, topped with chocolate sauce and nuts. YUMMMM!! It was a wonderful "trekker treat", but alas! We could not stay forever. Soon we were back on our Rodriguez for the final 7 miles of the day.

We spent the evening wandering around the town and re-organizing our packs. I let Paul read some of the numerous letters we had received from friends and relatives, wishing us luck on the trip (these letters also had contained the pledges for our trek!!).

Day Two found us taking the ferry from Port Townsend to Keystone, Whidbey Island. Once again the scenery was gorgeous as we rode through such towns as Coupeville and Oak Harbor. We were treated to breathtaking scenery and a snack of potatoes at "Potato(e)" Bay. Taking a picture with the infamous walking potatoes was a must before pedaling off for Deception Pass.



Paul & Liz Mittelstaedt at Deception Pass

That afternoon we took the Anacortes ferry for the ferry ride to Orcas Island and Camp Orkila, our destination for the night. We, the Mittelstaedt's, were proud to be some of the trekkers who did not take the bus to camp that night.



We rode the final 10 miles to the camp, and we were delighted when we actually beat the bus containing fellow trekkers to camp!!!

Our last day of our trek also included a ferry ride, this day to Sidney, British Canada. We cycled along Victoria's beautiful coast on our way to Victoria. After a few hours of sightseeing in Victoria, we were ready for our evening cruise back to Seattle on the Victoria Clipper.

Our only mechanical problem of the trip occurred on the first day, on while crossing the Hood Canal Bridge (in the pouring rain). We "blew a bead" on our rear tire. Not having a spare tire with us, we walked about 4-5 miles before a support vehicle came along. Unfortunately, the first day was the busiest day for the support/bike repair vehicles in the 10-year history of the trek!!! We had a nice walk and even picked up a baseball cap in the ditch to add to my husband's collection of caps!

This was a fantastic trip complete with great trekkers, great staff and support, great food and beautiful scenery.

Liz & Paul Mittelstaedt
Tacoma, WA

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OFF ROAD TWONESS

What has two wheels, three brakes, four colors, five chainrings, twenty some feet of steel tubing, seventy two spokes, costs more than most used cars, and not only smiles, but laughs and screams? An off road tandem built by Mark Zeh Cycles in Excelsior, Minnesota and ridden by two certifiably insane, yet still consenting adults.

My wife and I decided that the next logical step in our cycling lives would be to seek out and obtain the slickest and trickiest off-road tandem that we could afford. We started by writing lots of letters to lots of people who built tandems but couldn't reply to our letters (that's a hint to everyone except for Santana, Ibis, and Mark Zeh). And we waited. Around Christmas, 1991, we got a couple of promising replies but were a little shy of the \$5K plus pricetags that the big builders were asking. Then we got a price sheet and order form from Mark; our response to him was almost instant. I told Mark what we wanted as far as components and our riding types, styles and current single sizes, and the wheels of progress started to turn.

I'm pretty forward thinking in what I like in bicycle design, and I could tell that Mark was not just a framebuilder, but an artisan, so I gave him pretty free reign on the design. From the start I knew that we wanted a very stiff bike built for suspension, with a lot of the current trends in mountain bike design being followed; short chainstays, top tube cable routing, disk brakes, and function specific tubing. We also wanted braze ons for everything up to, and including, the kitchen sink. On our frame alone, I'll bet there are more than forty separate braze-ons! Luckily, Mark charges for the frame alone and nothing extra for braze-ons. We've got seven water bottle braze-ons, rack and fender mounts, Pro-Stop brakes, cantilevers, and all top-tube cable routing. All the brazing was done to a very high standard. The frame itself was built of a mix of specially drawn tandem gauge True Temper ovalized Cro-Mo in the main

frame, True Temper OX Ultra stays, and oversized Tange Ultimate Ultrastrong (the ribbed stuff) in both seat tubes and the down tube. The design itself is a basic uptube, yielding good lateral stiffness (depending on the acrobatics we're performing at the time) and a long top tube for the stoker. The fillet brazing of the main tubes was just right, with the joints being big enough to make everything flow together, but not so big that I felt that it added unnecessary weight. The paint job was my wife's selection, and was done in a great cranberry/metallic plum/grape three way fade.

The component pick can only be described as eclectic. There's Pro-Stop brakes (front and rear) on Bullseye hubs, with XT skewers, WheelSmith 14 GA straight (36 front and rear) spokes, Mavic PSP 261 rims (the silver ones), Air-B tubes and Panaracer Smoke tires (Magnum up front and standard in the rear). The drivetrain has Cook's RSR tandem cranks (stiff, cool, and worth every penny) with Cook's sealed Cro-Mo bottom brackets front and rear; drive rings are Mavic 38 and 48, with an Onza 24 for a granny, and Onza 34 synchronizing rings. Derailleurs are Suntour XC Pro Rear, Shimano Deore XT top pull front, and XC Pro thumb-shifters. Synchronizing chain is a Sedisport, drive chain is a Suntour AP with a Maillard 12-28 freewheel. Pedals are Shimano PD-M525 SPD's (a must if you want BIG air on a tandem). Pilot and Copilot controls and comforts are Oury grips (Not only purple, but the most comfortable grips I've ever used. PLUG, PLUG), Dia Compe SS-7 brake levers with grab on lever grips (the mechanical advantage of these levers and also Shimano DX/XT/rapidfire brake levers is a must for the Pro-Stop brakes to live up to their full potential), and Onza bar ends (Cro-mo for reliability for the captain, and short alloys for the stoker. Red and white polka dot Mickey Mouse handlebar tape is a must for pose factor). Handlebars are where I learned a lesson. The bike originally came with Zoom 155 gram alloys; I noticed that the handling was very



vague on singletrack but attributed it to the Suspenders forks. After putting in the stiffest elastomers possible in the forks (all reds) and still having close to the same feeling, I changed the captain's bars over to True Temper Cro-Mo's. The change was phenomenal! It's amazing how much easier it is to control a tandem off-road when it goes in the direction you point it! Our personal preference of saddle was supported by Kalloy oversized seatposts, and fastened by an allen bolt and collar. Captain's stem was a Control Stem, with a custom Cro-Mo built by Mark for the stoker. The Mountain Cycles Suspenders System II suspension forks spun on a Campagnolo Centaur evolution sized headset. The stoker has full and solitary control of a "ding" bell, which I believe is used, at times, to communicate with aliens. Either that, or Mary Beth uses it to voice dissent towards the captain's latest death-defying actions. On board computing functions are handled by a hot-pink Avocet model 30.

Fortunately for you, gentle reader and future purchaser of a mountain tandem, I made some mistakes and learned some lessons during component selection. First and foremost was prepping the Pro-Stop disk brakes. You need to follow the directions on how to "Stage and Bleed" the calipers. This gets rid of any air in the system and tightens brake response right up. You'll need the brake bleed kit that Mountain Cycles sells for this. Even after the calipers are bled and set up properly, and the cables lubed and stretched, brake lever selection is critical. I started off with Dia Compe 183's and found the braking to be very mushy, with very little feel. I realized that I needed a lever with more mechanical advantage so that I would get

more cable travel with the same lever travel. The two types of levers I found to suit these needs best were the Dia Compe SS-7's mentioned above, and Shimano Deore DX and XT, as well as the brake levers incorporated with the all-alloy Shimano Rapidfire Levers (DX, XT, and XTR). A lever with good travel and a firm feel is a must. Properly set up, the Pro Stop brakes probably outperform almost anything on the market, with the added attraction of not being affected by out of true rims, water, or mud. Be warned, however, that the brakes need to be staged and bled monthly, more frequently with greater use. With the performance of these brakes, the fifteen minutes or so a month are worth it.

Gearing selection is also critical. You can't easily run a 56t big ring, because you need extra ground clearance off-road. Fortunately, you probably won't need a huge top gear for use off road; if you do, you should slow down to smell the flowers anyway. Our bike originally came with 52/38/24 rings and a 13-26 Durac freewheel with the 26t cog replaced with a

28t from a 600 freewheel. Until Maillard recently came out with a splined body and remover for their freewheels, the DA was the only option, and it wasted a lot of gears. Also, I don't know of many front derailleurs that are currently available that can handle the 28t spread up front; most are rated for 24t. So I replaced the freewheel with a Maillard ARIS 12-28 (with good steps between gears, and a nice lip seal on the back of the body) and the big ring was replaced with a 48t. Now we had a front derailleur that would actually shift, more and better spaced gears, better ground clearance with the smaller ring, and still had the same



Mark Zeh Tandem, with "Boone"



low and topgear. Using a straight top pull front derailleur (though they are hard to find with an oversized clamp) also helped shifting up front; the original front derailleur was operated by a cable that came down to a pulley and then back up to a standard pull front derailleur. Shifting like this was rather vague and it didn't like to drop onto the granny under load.

Handlebars, though often overlooked, are important. Use a Cro-Mo bar up front for control and a light alloy bar in the rear for comfort. We also use bar ends; I used the Cro-Mo Onza's up front because the chances of them ever failing is probably slim to none. The Mountain Cycles Suspenders forks are probably the only forks out there that are strong enough for real off road tandeming (that I know of) and are really nice. They're simple in design and easy to change elastomers and maintain. The only two problems that I really found were that they "pogoed" under heavy acceleration and braking (that's with over 400 lbs combined weight and the stiffest elastomers in place), and they were nearly impossible to fit a front rack to. I ended up doing a passable Rube Goldberg with a Specialized front Rock Rack, some strips of inner tube, and four large radiator hose clamps. If anyone out there is a machinist who can design a rack mount to mount various types of front racks onto various types of suspension forks, let me know, I'll give you some business. While on the subject of home tandem remedies, does anyone know if there exists an adapter that will allow me to mount two brake cables onto one mountain bike lever? Also, it is possible to overcome some of the fork's performance drawbacks. What I did was cut a spare elastomer in half and stuff it into the stack, then screw on the cap. It's a little tricky, but it helps prevent your front tire from rubbing on the underside of the fork crown. (This method was recommended to me by Mountain Cycles).

Sneakers for your bike are pretty critical, too. We've got two sets of tires, one set for road, and one set for off road. It's cheaper than two sets of wheels, and forces me to check the wheels frequently for trueness and spoke tension. We're using 26 x 1.5 Avocet Cross K for

the road because of the nice combination tread and Kevlar belt for puncture resistance. Off road, we're using the Smoke Magnums up front to provide good grip and impact protection, and the standard Smoke in the rear for traction and mud clearance (which there is never enough of). The Air-B tubes are light, supple, hold pressure reasonably well, and seem to offer better pinch and puncture resistance. Whatever tires you choose, make your choice based on traction and handling characteristics that you like; you don't want a front tire that's going to wash out in loose turns.

Okay, you can tell by now that I'm a techno-weenie. But we really do ride the bike! Mary Beth and I are fortunate to have some great singletrack only minutes from our door, and we take full advantage of it. After riding these trails for two years on our singles, I was slightly dubious of our ability to stay alive. Riding a tandem in a true off-road situation does take a lot of practice, and things that don't even require a second thought on a single require large amounts of thought and planning on a tandem (braking and shifting come to mind first). However, thanks to the well thought out geometry, things weren't all that hairy for long. The bike was well balanced, and easily controlled in most situations. It did have the unsavory trait of being a little squirrely at high speeds, but I guess sane people aren't supposed to go as fast as we do off-road. I had plenty of room to shift my weight, as did Mary Beth, and we rarely got in each other's way. With practice, we found that 100% of non-technical situations could be ridden, and 75% of technical riding that we can clean on our singles can be accomplished. In fact, while out for a ride with a friend of ours who normally smokes us on hills, we made it up a really technical uphill bit that he was having lots of trouble with. I feel that the weight of the tandem improved our traction and also made wheelies while climbing impossible; there was also a not inconsiderable mental determination factor. Singletracking on a tandem is a real blast! Just remember, you've got more bike to steer and another life at risk if you do anything really stupid. We found that we could



easily go as fast on the tandem as we did on our singles, and a lot of times went even faster. We don't need a watch to tell us when it's hammer time!

Please remember a few rules off-road that you won't really come across when tandeming on the road. First is "whipback"; this is when the captain brushes a branch and it whips the stoker in the face. Take turns a little safer and take brush little further away and you shouldn't have too much of a problem. Second is "stoker chop"; this is when you knock the stoker off by taking a tree a little too close (more serious than # 1, but the solution is the same). The outcome to both of these can be a "Julius Caesar"; that is, when a loved and trusted one stabs you in the back for being too confident. And if you do come up to one of these situations, a little warning will allow the stoker to take on the obstacle helmet-first. On the subject of teamwork, there are quite a few ways to pleasantly surprise yourselves if you practice. First, we found it possible to climb hills out of the saddle. We also are pretty good at taking drop offs, and downhills are faster than ever, especially when you coordinate some backward weight shifts. With courage and practice (and a little plastic surgery afterwards), tandeming off-road can be one of the most rewarding cycling experiences there is. So what's keeping you? Go out there and get dirty!

Pete & Mary Ruckleshaus
FPO, AE

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:


- Complete set, 1992
- November - December, 1991
- March - April, 1991
- 1 complete set, 1987-1990
- November-December, 1986
- September-October, 1986

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Single



Tandem



NEW ROUTES

With this issue, we introduce a new feature, called "NEW ROUTES." We hope to describe your favorite tour, whether half-day, full-day, or multiple day. If space permits, we'll include the following information

1. A MAP
2. DESCRIPTION OF THE ROUTE, INCLUDING
 - a. INTERSECTIONS
 - b. POINTS OF INTEREST
 - c. ELEVATION GAINS
 - d. HAZARDS
 - e. FOOD/WATER STOPS
(CAFE, STORE, BAKERY, TAVERN, ETC)
 - f. MILEAGE (BOTH TOTAL AND INTERMEDIATE)
3. ACCOMMODATIONS (MOTEL, GUEST HOUSE, HOSTEL, CAMPING)
 - A. AT THE STARTING AND ENDING POINT
 - B. AT INTERMEDIATE POINTS FOR MULTI-DAY TOURS
4. DESCRIPTION OF ROAD SURFACE AND TRAFFIC FLOW
5. SUGGESTED ORIENTATION (WHICH WAY TO DO A LOOP, AND WHY)
6. A SUBJECTIVE RATING OF DIFFICULTY
7. CLIMATE
 - A. WHAT WEATHER TO EXPECT IN DIFFERENT SEASONS
 - B. WHEN WOULD BE BEST TIME OF YEAR (ELABORATE)
8. THE DATE(S) THE ROUTE WAS LAST RIDDEN (for purposes of the map)

So often people are at a loss for routes, especially in areas away from where they live. Many people would be more likely to go on a ride if they knew someone else had ridden it. This would give some idea of what to expect. The unknown aspect of a new ride, in a new area, is daunting to many folks.

DoubleTalk already publishes much narrative about tours TCA members take, but the actual routes are usually omitted.

To support this feature, send the information about your route to Dennis Bell, 7316 20th Ave NE, Seattle, WA 98115. Dennis has agreed to try his hand at collecting and cataloging this information, as listed above. You can call Dennis @ 206-525-3089 (his home number) or @ 206-441-7752 (his work number) to discuss your tour/trip sheet. A sample of the type of information Dennis expects follows. Dennis can accept some computer formats, but call Dennis first.

DoubleTalk will include these tour information sheets as space is available.

THREE RIVERS TOUR.

The following ride was a dry side of Washington (State) alternative to the Northwest Tandem Rally, Memorial Day Weekend, 1991

LENGTH: 87 Miles, Full Day tour

RATING: Moderately hilly, perhaps a 1500' elevation gain

ACCOMMODATIONS: Inn at White Salmon, White Salmon, WA
Hood River, OR is windsurfing heaven. There are lots of motels of all prices there.

CLIMATE: Spring and Fall temps are in the 50-80°F range. Summer can be very hot, reaching 100°, but dry. Certainly not humid. Winter is cold and unsuitable for riding. The chance of good weather is better on this side (the east side) of the Cascades.

The reason the Columbia River Gorge is Washington's windsurfing heaven is because there is lots of wind, and it's almost always blowing from the west. It is very strong at the



river's level. You can almost always count on a 20-35 knot westerly wind blowing all day. It usually diminishes at night. Any cycling along the river should be done upriver (towards the east). If you must cycle downriver, do it early in the day, or be prepared for it in your face all day long.

ROAD SURFACE: 100% paved mostly on state Highways. Route 14 along the Columbia River is busy, but there is a wide shoulder, and you have a 30-knot tailwind.

Route 141 from B-Z Corner to White Salmon is somewhat narrow, without a shoulder, but traffic is not usually heavy.

The remaining 60 miles are on very quiet roads with few cars.

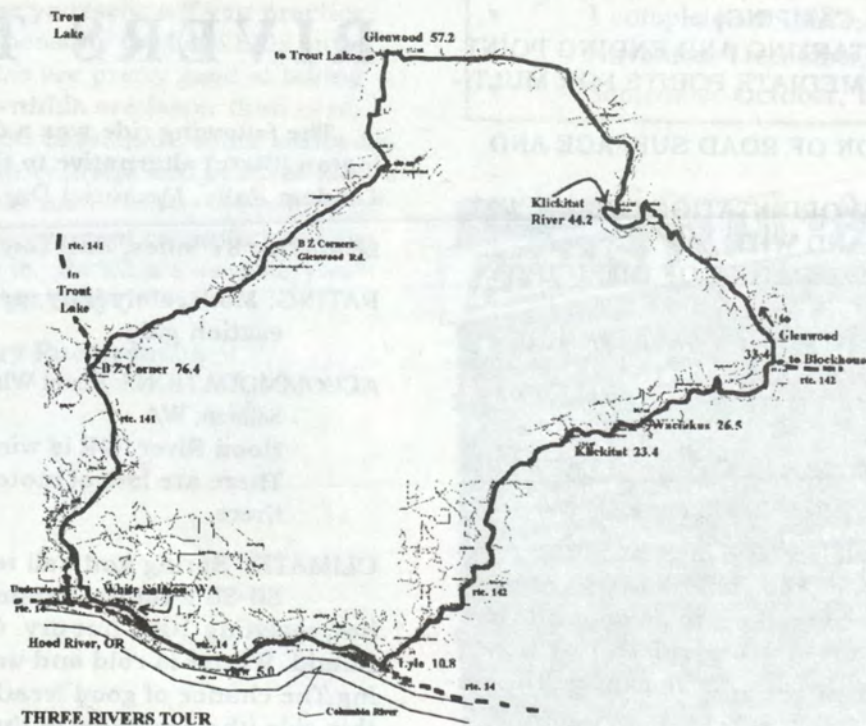
MISCELL. INFO: This is a wonderful ride up the Columbia River, then up the Klickitat river,

then down the White Salmon River. It is moderately hilly, and there is a long stretch (45 miles) between Lyle and Glenwood where you may not find food or drinking water. A sag wagon is not necessary, but if you have one, a nice stopping point is mile 44.2, where you cross the Klickitat River.

Don't miss the Full Sail Brew/pub in Hood River, OR. Great Ales, Great Food on their Great Patio.

Detailed Cue Sheet and more information available from

Dennis Bell
7316 20th Avenue NE
Seattle, WA 98115
ph: (206)-525-3089 (h)
ph: (206)-441-7752 (w)





TANDEM CALENDAR 1993-1994

January 10, 1992. **BART (Bay Area Roaming Tandems) Coastal Cruise.** Meet at Ralph Lauren "Polo Store", Stanford Shopping Center, Palo Alto, CA. 10:00 A.M. 55 Miles, Hilly, but a moderate pace. For more information, call Enrique or Maria at 415-325-8561

February 14, 1992. **BART (Bay Area Roaming Tandems) Valentine Ride.** 10:00 a.m. from Ralph Lauren "Polo Store", Stanford Shopping Center, Palo Alto, CA. 55 miles. Hilly. Bring lunch money and your "Valentine" and cruise over to the coast. For more info, call Enrique or Maria at 415-325-8561

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 walk-ins, 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. Or phone (205)-991-5519. Information will be mailed upon request only!

April 24-25, 1993. **C.O.W. (Couples on Wheels) Tandem Overnight.** Greenbay, WI Area. This is a self-supported camping tour, with pedaling distances of 30-40 miles each day. No sag, unless someone volunteers. Itinerary/Route will be provided. Much to see and do in the area. Information/Confirmation deadline is April 10,

1993. SASE to Pam & Mike Gerke, 1970 River Street, De Pere, WI 54115. Ph: (414)-336-7410

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

May 14-16, 1993. **COWS (Couples on Wheels) Spring Rally** Port Washington, WI. The weekend begins with an Ice Cream ride on Friday and ends with Sunday morning rides through the beautiful WI countryside through rural Ozaukee County. For more information, write (SASE, please) or call Irene & Gary Sanderson, 5005 North Palisades Road, Milwaukee, WI 53217. Ph: (414)-964-5026

May 28-31, 1993. **11th Annual Kent County Spring Fling** Chestertown, MD. Hosted by the Baltimore Bicycle Club. Be one of the many tandem teams among the 600 friendly cyclists who enjoy this very popular event. Many rides expressly for tandems each day. \$152 per person, which includes lodging, 6 meals/person, and more. For info and an application, send an SASE to BBC KCSF, c/o Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (410)-484-0306 (h) or (410)-444-6153 (o)

May 29-31, 1993. **8th Annual Northwest Tandem Rally** Bellingham, WA (near Seattle). SASE to Jay & Linda Hardcastle, 296 Sudden Valley, Bellingham, WA 98226-4803

May 29-June 5, 1993. **International Tandem Rally.** Belgium. Routes and campsites are now being researched. More information to follow.

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. For an application, send a SASE to TEAM FRIEDMAN, 5514 Callander Drive, Springfield, VA 22151-1402.



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.

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

October, 1993. **1st Annual Make-A-Wish Tandem Rally.** This rally is to benefit the Make-A-Wish foundation of NJ. The Make-A-Wish Foundation is a non-profit organization whose goal is to grant wishes to terminally ill children. Com on out to Monmouth County, NJ, and help support a worth cause! For more information (including the actual dates, when they are finalized), send a SASE to Joe & Joy Rutch, 231 Brookside Avenue, Laurence Harbor, NJ 08879

October 29-31, 1993. **15th Annual Southern Tandem Rally,** Greensboro, NC. For more information, please send SASE to Bruce and Judy Bachelder, 306 West Union Street, Morganton, NC 28655-3729. Applications/Information will be ready in early '93.

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

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

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

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

TANDEM RACES -- 1993

Every Sunday, January 4-March 7, 1993. **UVAS Time Trial Series "The Great Muffin Rides.** Registration from 7:30-7:45 a.m. 8:00 Start at UVAS Dam, Morgan Hill, CA. Info from South Valley Tri-Sports Club, P.O. Box 1927, Morgan Hill, CA 95038. Ph: (408)-779-5656 or (408)-779-2054. Helmets Required. Small fee.

May 29-31, 1993. **Miami Valley Stage Race,** SASE to MVSR, 6351 Adams Circle, Dayton, OH 45459

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

Send your race listings to the DoubleTalk Editors Now!



CLASSIFIEDS

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)-239-1751 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 lign 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, Scaled 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 Simms (MI) (517)-339-0700 03/93

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 conditions. 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: 1991 Burley Bossa Nova, purchased new in July, 1992. 24x21. Black. Like new condition. Suntour XC-Pro derailleurs/brakes/barcons. 700c wheels/48 spokes. Many extras, including Look pedals, Aria drum, Zefal pump, ZOOM captain stem, more. Asking \$1650 (will ship). Roy Fraser, (205)-833-7630 03/93

FOR SALE: 25x23 Cannondale, Red. Shimano 21-speed (SIS Bar-end shifters). Sanshin 48-hole rear hub/ Wolber rims, Specialized 48-hole front hub, Avocet gel saddles, Look pedals, adjustable stoker stem. Must sell! Will sell complete bike or just frameset. Tony Rothbrust, (216)-337-0536 03/93

FOR SALE: 22.5x22.5 Sterling Tandem. Metallic mint green paint. 48-hole Specialized hubs/rims. N.S. Shimano 7-speed drive train. Excellent condition. Asking \$1700. Dan Hanusey, (215)-725-8592 evenings 03/93

FOR SALE: 24.5x22 Santana Arriva. Radiant Red. Excellent condition. Bike is an '87 model, but has only 500 miles. Accessories include Grab-ons, pump, 2 water bottles/cages, and rear rack. Of course it's in excellent mechanical condition, too! \$1500 (firm) + shipping. If interested, contact Jane Wilshusen, 4601 Oxford Road, Harrisburg, PA 17109. Ph: (717)-545-8367 03/93

FOR SALE: 1991 Burley Duet, well maintained, adjustable stoker stem, Avocet gel seats, drum brake, Kevlar belted tires, twin cyclometers, many other extras. \$1275.00. Call J. Cooper, (302)-994-1079 03/93

FOR SALE: Triplet, 20x19x18. Mid-stoker child conversion only. Chrom-moly tubes. 48-hole Phil Wood hubs. Rear hub brake. Kids have finally outgrown it. Asking \$550.00. Ken Schoenike. (414)-766-2306. Kaukauna, WI. 03/93

FOR SALE: Santana Arriva, 21x19 Red. Touring tandem/Columbus tubing, Cinelli lugs, sealed bearing bottom brackets and hubs. 48-spoke wheels, Arai drum brake, Bar-cons. \$1400.00. Brad Rogers, 29358 Tamarack Drive, Flat Rock, MI 48134. Ph: (313)-783-0776 03/93

FOR SALE: Santana Sovereign, 20.5x19.5, metallic silver, Deore XT brakes, Suntour barcon shifters, two sets wheels (36-hole light-weight for racing, 48-hole w/drum brake for touring), clipless pedals, f/r Blackburn racks, Yakima tandem mount for car rack, low miles and excellent condition. Many more extras (chainrings, bottles, etcetera). \$2750 or best offer. Call Laurie @ (303)-666-0500 (Colorado). 03/93

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 Ardley 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 Jery 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 handling 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

FOR SALE: Thule tandem rack, \$160; Thule 50" Aero roof rack system w/locks and two bike mounts w/front wheel forks and extras. \$190.00. Will ship UPS. Call Ken Vogel @ (608)-244-3417. Please leave a message. 03/93

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 Voegele, 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

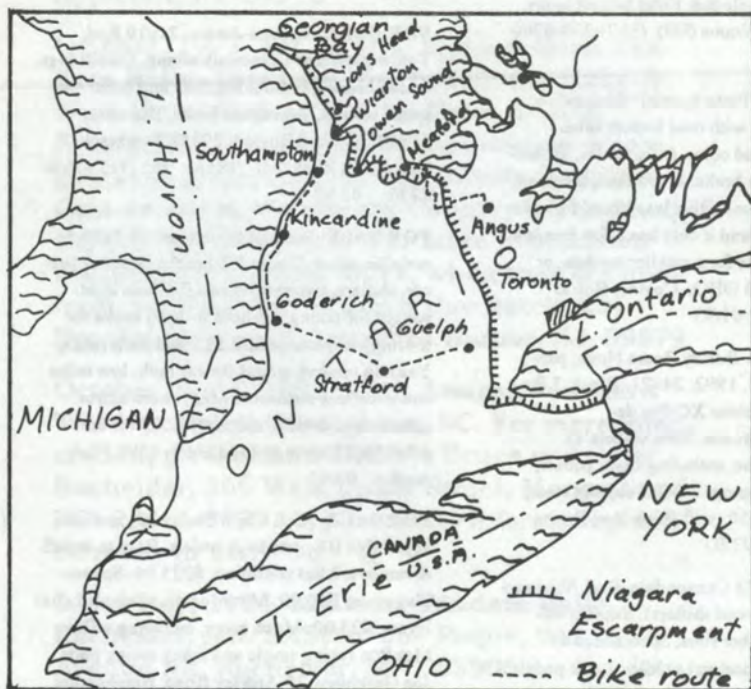
HELP OFFERED: Touring England in 1993? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England

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



The Niagara Escarpment

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



"And stop singing 'I'll walk beside you!'"

Dues

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

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

Multiple-year memberships are encouraged

Membership

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

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

TCA MEMBERSHIP APPLICATION

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

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style: _____

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



TCA DEALER MEMBERS

Tandem Dealers

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

TANDEM 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

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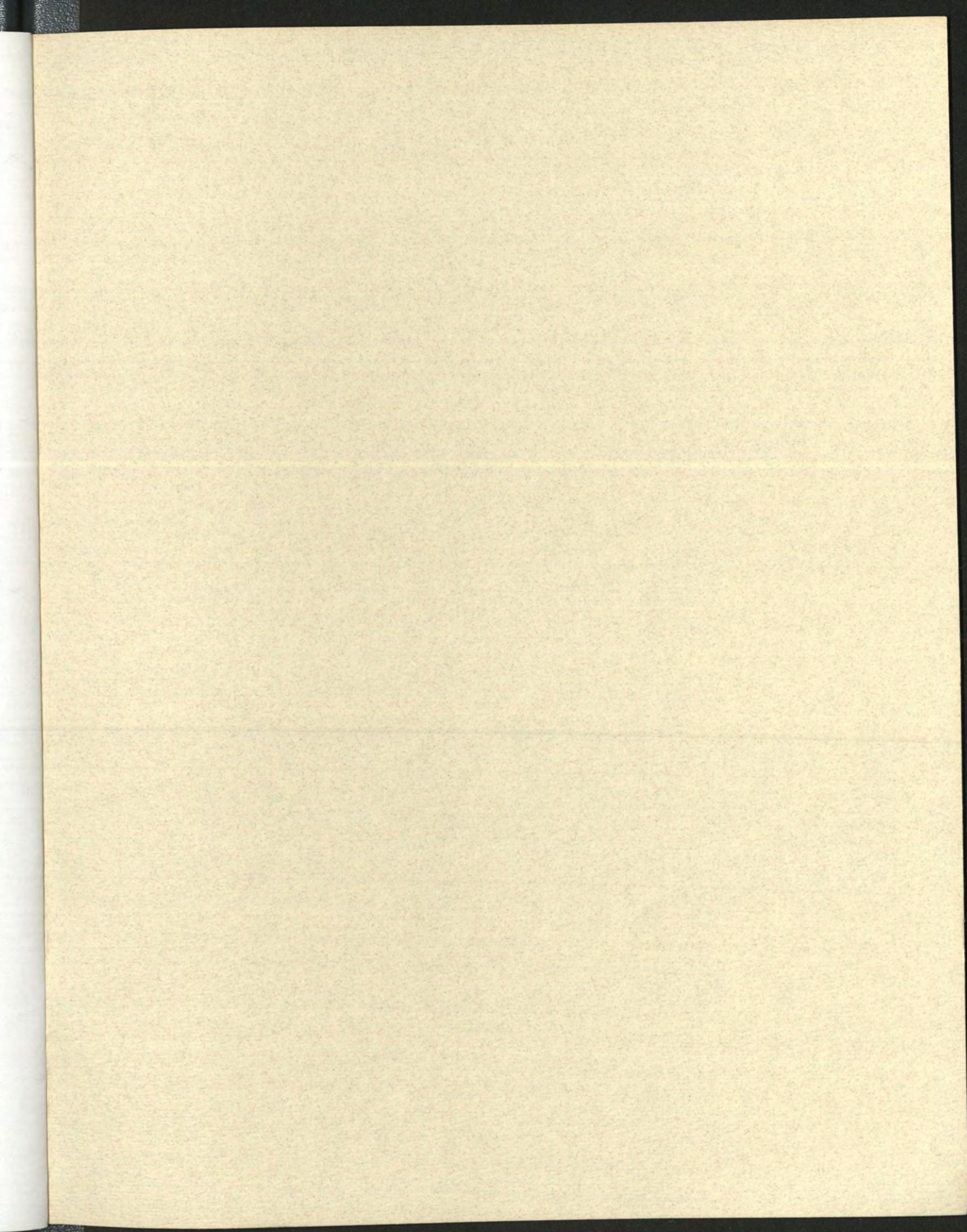
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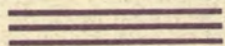

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Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.





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

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

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

