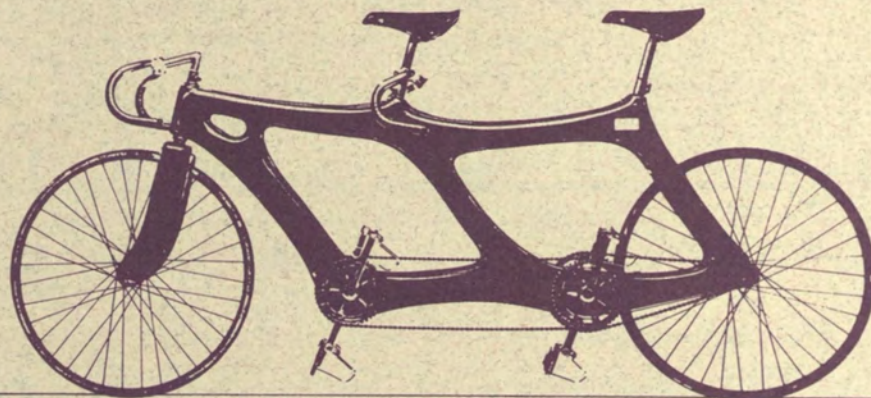


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MARCH - APRIL
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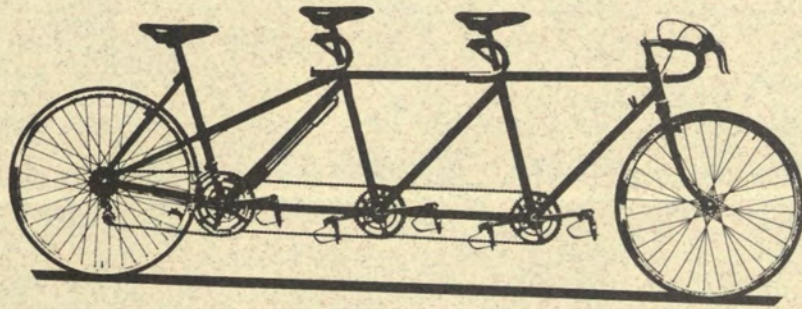
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the newsletter of the Tandem Club of America
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DOUBLETALK

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DEADLINE FOR THE MAY-JUNE, 1993, ISSUE OF DOUBLETALK IS APRIL 1, 1993

FROM THE EDITOR

Whew! This year has started in a rush! No sooner had we finished the January-February issue when we were faced with the daunting task of putting together the 1993 Membership List. We're proud to say that we made it, and in time to get the March-April issue together on time. The fact that you're reading it now says we were successful once more, thanks to all of you who keep sending us those great articles.

If you haven't yet looked at the membership list, take a moment and look at the map on the inside cover. Then drop back to your state and look at the names. Most states showed a significant increase in membership last year, but one state -- California -- actually decreased, and significantly. Take a look at your state roster and note who's not listed, then send them a TCA brochure and ask them to join (or re-join). You can take one of the TCA brochures bound in the middle of this issue and make copies of it to send to your friends. Keep the second one to renew your own membership. Help keep TCA the best club in the world.

We've recently been asked how to submit an article to DoubleTalk, and what to write about. This is really an oft-asked question, one that we're glad to answer again and again. Write about what you know. Maybe you've just taken a great tour. Tell us about it. Include a map of the route, and maybe a picture or two. If you've just figured out the best way to mount a widget on your tandem, one that none of us can live without, write about it, and, if possible, take a picture of the widget so the rest of us can see how you did. Did you say that your setup is the absolute best for you? We're interested. Show us your tandem, how it's equipped, and tell us about it. We'd like to know, too.

Our favorite way to receive your article is on diskette. We can read almost any IBM/MS-DOS compatible diskette (Sorry, we can't translate anything that's in Apple-Mac format), but we can translate all the popular word-processing formats. It's best to leave out the formatting marks -- bold-faced text, italics, underlines, and the like -- and let us add them with our page layout software. Include a printed copy of your article, too, just in case the postman folds your diskette in half to put it in the mailbox.

Don't have a PC-Compatible? Don't let that stop you. We always accept typed or hand-written submittals, too. Just make sure we can read your words. We try to return your diskettes and pictures, if you request. Remember, though, we only return pictures after we print your article, so it may be several months before you see your prints back. Black and white pictures work best, but color prints are acceptable if the contrast is high enough.

We've added a new feature in the Tandem Club. Tom Thalmann, of Appleton, WI, has agreed to begin the much-requested hospitality homes list. See the Hospitality Homes article for Tom's address and more information.

And last, don't forget about our New Routes feature. Dennis Bell, of Seattle, WA, is collecting maps and route sheets for the TCA. Please send Dennis a copy of your map, route sheets, and accompanying notes. We'll periodically run a featured ride in DoubleTalk. For more information, see the NEW ROUTES article in the January-February, 1993, issue of DoubleTalk. (Note: Dennis has moved. His new address and telephone number is listed with the New Routes Wanted article in this issue.)

Whoops! This has run a bit longer than we'd planned! Time to sign off and start pedaling. There are rallies to get in shape for, and we've got to be ready.



Letters to DoubleTalk

Dear DoubleTalk,

The Central Indiana Bicycle Club (CIBA) has been an important aspect of bicycling in the upper Midwest for many years. Now is the time for CIBA to seriously expand its horizons and place increased emphasis on tandem activities. I am the 1993 Vice-president, with one of my specific duties to develop a tandem contingent within CIBA.

The tandem riders of our club have been growing in the past two to three years. Janice and I attended our first real tandem event at the Midwest Tandem Rally in Des Moines. This has provided a lot of the motivation to become more active in Indiana. In fact, there is a grow-



ing interest in bidding for the 20th anniversary of MTR for Indiana.

In order to accomplish this objective, we are starting the process now to get some background information and help from every possible source. I would like some contacts at other clubs who are doing a good job with tandem programs, and contacts who have had experience in putting together successful past Midwest Tandem Rallies.

CIBA is a strong club with about 1800 members, but not much experience in tandem activities, so we will take all the help we can get. Look for MTR'95 in Indianapolis, IN.

Thanks.
Keith Conaway
2164 Golden Oaks North
Indianapolis, IN 46260
317/876-9663 (h)
317/273-6400 (w)

Dear DoubleTalk,

Psst! Have you heard the news? A new fledgling has hatched. Under the wings of the White Clay Bike Club, Newark, Delaware, the TWO CAN TOUCANS tandem group is alive and flourishing. Our small but dynamic group is growing. We welcome any tandem couple who lives within an easy ride of our area to join us. We are looking forward to a great season of riding, eating (of course), and many laughs with a super bunch of people. To join our group or for more information, call Jim or Michele Cooper @ (302)-994-1079

Jim & Michele Cooper
20 Alcott Drive, Heritage Park
Wilmington, DE 19808

OOPS!

Susan and Jack haven't spent enough time in Canada. Team DoubleVision (see their letter and picture in the January-February issue of DoubleTalk) pointed out that we had incorrectly captioned the picture they had sent us. Team DoubleVision is pictured in front of the CALGARY, AB, skyline, not the Montreal skyline, as noted in the caption.

Another error made in January as the inadvertent omission of the Toronto Tandem Co-op Tandem Club from the 1993 TCA membership list. Please add the Toronto Tandem Co-op to the Tandem Club section on Page 42 of the 1993 Membership list. Their full address is Toronto Tandem Co-op, c/o Bill & Lesley Chisolm, 499 Millwood Road, Toronto, ON M4S 1K6.



Dear DoubleTalk,

We took this photo of a three-speed tandem at a local flea market. The bike had been repainted, and there were no decals to give us a clue to the history. The one novel thing was the ability to unbolt the front end to store or transport it easier.

Regards!
Bambi & Ted Goodwin
Box 22771
Fort Lauderdale, FL 33335



Dear DoubleTalk,

Thanks to all who have written us, c/o my mother. We are back in Hungary because we had been stopped by the snow and cold weather in the Ukraine. In the CEI countries there is more or less nothing to eat. It is not possible to get money. Everybody wants to speak with you, and it is really dangerous for everybody now travelling in the CEI countries, especially by bike. If I explain to you how it is, you can't believe me. You would have to go and experience it yourself. Now we change our directions toward Romania and Turkey. From there we will make our way to Hong Kong. I can't tell you all

our life. There are too many things to say, and by letter it's difficult.

Anyway, this winter is hard for us because it's cold. Eastern countries are really hard to live in. Food is difficult to find, and it is hard to get money changed. But we wish the spring and the next country.

We can be reached via my mother (Lionel et Sandrive Poletti, c/o M. Poletti Lionel, 2 Rue Alfred de Musset 34760 Boujan sur Libron, France). I will find a place for my mother to send us mail. Thank you very much. We hope to see you in the USA.

Sandrive et Lionel

P.S. Our tandem (Trek T-100) is okay. It has only the back tire down with ice and snow, I think. We cycle down to -8 deg C, and we'll sleep outside to -15C, but from time to time we check in to a lodging. It is not expensive. We live one day at a time.

Ed: Shortly after I received this letter, I received a FAX from Bucharest. Sandrive & Lionel's rear wheel had given up the ghost. With the help of some good people at TREK USA, Lionel & Sandrive should now be back on the road.

Dear DoubleTalk,

The three of us, with our credit card and social security, are going to make a dream come true (see our poem in the November- December issue of DoubleTalk). Our Santana Rio is going to carry us on the new BikeCentennial route from San Diego, CA, to St. Augustine, FL.

Our plans are to fly to San Diego around the third or fourth week in March. "Inkie", our dog (and also a senior) will ride with us. She is a veteran cyclist with over 9,000 miles under her collar. In fact, she thinks the Santana belongs to her.



We will spend most of our nights in a motel. Complete camping gear will on board for those remote areas shown on the map. In our 60+ years we have never slept in a tent.

Would a tandem hospitality home be welcome? You bet your life! We are just two old geezers and a well-mannered small dog. We do hope to meet up with some TCA members along the route to swap stories and technical ideas (repairs?)

Our mail will be forwarded to us by our daughter. Anyone wishing to contact us while we're travelling may send it to us via Peggy Hill, 212 Glen Haven Court, League City, TX 77573. Peggy's telephone number is 713-538-3077.

Bill & Carol Flora & Inkie

Dear DoubleTalk,

My husband and I are planning a cross-country trip this spring on our tandem. Although we have touring experience on single bikes, this will be our first time travelling by tandem.

Since we are now retired, and we can take as long as we wish, we are planning to bike down the eastern seaboard from New York City, across the southern United States, then up the Pacific Coast to Astoria, OR. We have the maps from BikeCentennial.

We would appreciate any information and experience-sharing from any member. We would also appreciate any tips, advice, etcetera!

Thanks for your consideration.

Philip & Vivian Sherman
676-A Front Street
Hempstead, NY 11550
ph: (516)-485-3784

Dear DoubleTalk,

We are planning on taking our Burley Duet to France, Switzerland, and Italy this summer. We would appreciate correspondence from anyone on any and all aspects of tandeming there, including

- Getting the bike to Europe with us on the airplane: Container type?
- Shuttling the bike by train in Europe: Is it possible to carry it on without crating?
- What cost?
- Riding conditions, great spots not to be missed, routes to be avoided, etcetera
- Possible barge/bicycle travel in any country?
- Safety/security tips
- Money saving tips

Our aim is to do a series of day trips from base cities including Paris, Lucerne, Geneva, Florence, Rome, and Palermo.

Thank you, DoubleTalk is excellent!

Sincerely,
Jennifer Hamlin and Jim Pona
11915 Crystal Drive
St. Louis, MO 63131

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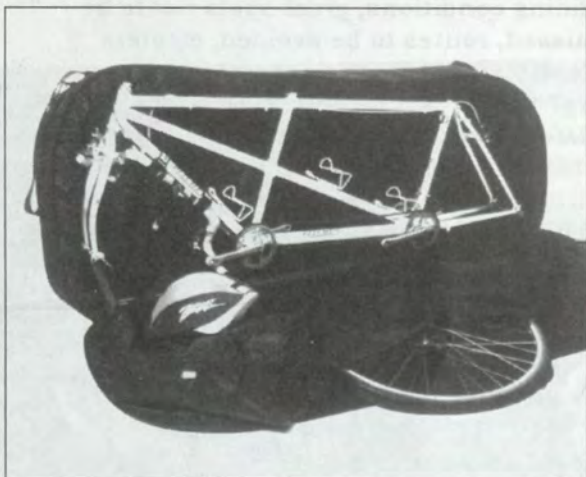
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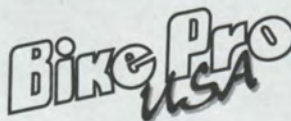
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3701 West Roanoke
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Dear DoubleTalk,

In the January-February issue of DoubleTalk, the Johannigman's asked for comments on how to ship a tandem via the airlines. We have twice taken our tandem on airlines from the East Coast to the West Coast via United Airlines. We have used the bicycle boxes supplied by United. What we do is take the box home before the flight so we can pack the tandem. Using parts from an old turbo trainer, we built a stand similar to the Yakima tandem rack so that the tandem is held off the ground without its wheels. With both wheels removed, we mount the tandem on the stand, tie the wheels to the side of the tandem, and slide everything into the box. We also use lots of padding between the wheels and the frame. We take the packed box to the airport and check it in as a bicycle. We know that some airlines specifically exclude tandems. (Editors' note: American Airlines and Northwest Airlines are two that specifically mention tandems as acceptable items). Therefore, we don't offer any information on the contents and the airline personnel never asked. As we said, we have taken two round trips using this method and have had no problems. The box, however, is only good for one round trip. One piece of advice: do not look out the terminal window when your bicycle is being loaded. It is not a pretty sight!

Willa & Bob Friedman
 Springfield, VA 22151-1402

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Dear DoubleTalk,

I thought you guys would like to see what we gave our grandkids for Christmas. We can't get them tandeming soon enough.

We look forward to every issue of DoubleTalk.

Joe & Sue Lippere
1738 Emerald Lane
Palatine, IL 60074



Dear DoubleTalk

Bravo to Jeff Fleming! After reading his article about building a kids' tandem, I got excited enough to build one myself. It's a regular neighborhood kid magnet! My parts supply was simply BMX

"Trick Bikes" and a cheap 10-speed that I picked up on trash night. My wife thought I was losing it when she saw the pile...ah, but to the eye of the beholder, it was beautiful. I located a scrap piece of 1.5" steel conduit for the boob tube and ovalized it in my low-tech vice. It went together fairly straight with just a little coercion. Forward chain tension was obtained by using the oldest 3/32" chain I could find, and

then using a dremel tool to thin the surfaces of the steel sprockets. This did take a little finesse, but it is working quite smoothly now. Plus if I ever need to tension the chain, I can simply install links from a new chain. The overall project was complete in less than one week in just my spare time. I tested the bike with a neighbor (our collective weight exceeded 400 pounds), going up against some bumpy offroad obstacles...BMX bikes are indeed the "choice" starters. My wife now sees the method of my madness and is happy with me again, but she wants a similar set of foot pegs (remember I used "trick" bikes) for our tandem! The biggest benefit of this bike is that it really teaches teamwork. I no longer worry about the little ones splitting off in different directions, and they are forced to rely on each other to have fun. That says a lot, when you are talking about a six and an eight year old. Again, thanks for running the article, and keep up the good work.

David Moynihan
Savannah, GA

Dear DoubleTalk,

As we were riding our Burley Samba through Foxboro, MA, we had no idea why this woman was blowing her horn at us. She just wanted to tell us about the Tandem Club of America and DoubleTalk! We now look forward to each issue, and we even try to read it at the same time. We have found many helpful items. We found Jurgen at Tandem Pro, who was most helpful in getting a roof rack to securely transport our tandem. We found the Tandem Touring Company (Rod & Julie Kramer) and had an exciting and wonderful experience with a small group on tandems crossing the CA wine country this past September. They said it was hilly, but here in the East we call that terrain "MOUNTAINS". After each exciting day we stayed in the nicest Bed and Breakfast, and we ate excellent food.

We also found some very useful information from other tandemists on things to try and what



to avoid. Now we have some information that might be of interest to others.

We replied to Paul & Liz Mittlestaedt of Tacoma, WA. They had written DoubleTalk about two items they were interested in adding to their tandem. They were looking for a modified stoker's handlebars with arm-rests. My wife, Gina, has straight handlebars with a loop. She keeps the bars in a vertical position most of the time, but they could be used horizontally, too. It gives her more hand positions to reduce fatigue.

The second item Paul & Liz were looking for was a kickstand. We use two items together. We have a "flick" stand to lock the front wheel in place, and a regular kickstand behind the stoker's crank. This works for us.

As we watch the snow fall for the third straight day (Ed: This letter was dated January 15, 1993), we are planning our trips on our tandem for this coming season.

Don & Gina Fisher
P.O. Box 38
Wrentham, MA 02093



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TCA Tandem Hospitality Homes

Having toured cross country on a bicycle I know the meaning and special importance of Hospitality Homes. The folks who shared their homes with me became special people in my eyes. I have a pleasant warm feeling toward them for the hospitality and friendship they shared with me. For this reason I'm thrilled to help develop the TCA hospitality list. The list will be available to TCA members and will be published annually. Specific requests will be handled when accompanied with an SASE.

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

Are you willing to become a TCA Hospitality Home? If so please fill out the form (below). If you would like to discuss this with me give me a call and we can talk about it.

Tom Thalmann

STATE _____ CITY _____

First Names _____

Last Name(s) _____

Street Address _____

City _____ State _____

Evening telephone _____

Daytime telephone (optional) _____

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mail to: Tom Thalmann
N1583 Skyline Dr
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Amtrak Changes Its Policy!

After many letters and complaints from TCA members and others, Amtrak has relented on its ban of tandem bicycles on all Amtrak trains that accept checked baggage.

Since October 25, 1992, tandem bicycles ("bicycles built for two") are being accepted in Amtrak's checked baggage service (only), subject to certain conditions, as follow.

The bicycle must be in a container designed for a tandem bike. Amtrak does not provide such containers, and the regular Amtrak bicycle box is too small. The owner usually can get a tandem container at bicycle stores that sell tandem bikes. These containers normally take the form of a large zip-up canvas or nylon bag, but can vary. Any such container must have handles. (A tandem container cannot be "made" at the Amtrak station by cutting up and piecing together two regular Amtrak bike boxes. The passenger must provide a tandem container as specified above.)

The weight limit (bicycle and container weighed together) is 75 pounds. This limit should not be a problem as most tandem bicycles are considerably lighter.

As with regular bicycles, nothing can be inside the container except the bicycle. Any extra items (such as helmets and saddlebags) must be checked separately in their own containers. The tandem bicycle must be broken down (including turning handlebars and removing pedals) in order to fit within the container without bulging, and with nothing protruding, and with all fastenings fully closed.

Tandem bicycles in checked baggage service are subject to the same \$5.00 service charge as regular bikes, even though Amtrak is not providing the "free" box. (This charge also still applies to a regular bicycle when the customer provides his or her own container.) Any tandem bicycles checked to cities served by Amtrak Thruway Bus Connections (such as San Fran-

cisco), rather than by Amtrak Rail, are subject to delay.

The new October 26, 1992, Amtrak timetables still list tandem bicycles as prohibited items. The policy change outlined above, which supersedes this timetable prohibition, was made after the timetables had gone to press. Future Amtrak timetables will reflect this change.

As information, tandem bicycles may also be accepted in Amtrak Express Service. Amtrak Express is a shipping service for which a fee is charged depending on the cubic dimensional weight of the item to be sent. However, there is no \$5.00 service charge for Amtrak Express, as there would be with checked baggage service.

Editors' Note: The above was sent to DoubleTalk by a number of TCA members. The Tandem Club thanks all members and manufacturers and everyone who worked extremely hard to get Amtrak to change its policy regarding tandems. You may wish to make a copy of this article to carry with you, as certain smaller stations may not be aware of the new ruling. I contacted Amtrak myself, asking for page and reference for the new ruling, and received another copy of the ruling, but no page reference. This should make it much easier to travel with your tandem!

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An Adventure on a Tandem

Phoenix, Arizona to Wichita, KS

June 4 to July 5, 1992

Thursday, June 4, 1992

Dolores and I are off on a five-week adventure - a bike trip from Phoenix up to the Grand Canyon, through the parks of Utah, across the Rockies to Denver, over the plains of Kansas and back to Dallas. It will be a five-week adventure living out of our saddle bags with our tandem bike.

We are both really ready for this trip! The last few days at the office has been an absolute zoo with a lot of problems in process and problems unresolved. Dolores just finished up at her school administration job today so she is looking forward to summer without teachers and students. Neither of us have ever been more ready for a vacation than we are right now.

Coincidentally, this happens to be the next to the last day of the quote "Great American Fare War". The phone lines and airline ticket offices have been madhouses with people rushing to get the last cheap seats before the prices increase on Saturday. I was really nervous before we got to the Dallas/Fort Worth airport as to whether we had allowed enough time. Would there be 100 people standing in line at the American Airlines ticket counter at the airport? Fortunately, there were not. All the folks were probably still on hold listening to the American recording telling them that the lines were all busy!

I thought we had the trip all planned with our tandem bike boxed in its original shipping box from the tandem factory. When I arrived at the ticket counter, they looked at this very long tandem bicycle box and told me - "This box will have to be sent air cargo. It is too big!" I visualized a massive delay in getting the box to air cargo with the possible result of the bicycle box or us missing the flight. After ordering a tape

measure, the ticket agent confirmed that the box was 110 inches long, just barely below the maximum length of 115 inches long for cargo taken on the plane. I never knew how important five inches could be - it saved our box from having to go air cargo. The box was checked in and lovingly taken to a cargo chute for oversized cargo. Hopefully, the bicycle box is on the plane with us.

Packing was a real adventure for this trip. Each of us was allocated one of the two saddle bags. Trying to put all your clothes, bicycle outfits and toiletries in a saddle bag that is about 6 inches wide, 15 inches deep and 15 inches long is no small task. Basically, we each decided what we needed for the five weeks and then we each left 75% of that at home! Both of



Don & Dolores Daseke



us have three biking outfits, two pairs of shorts, one pair of tights (in case it gets cold), two short sleeve shirts and toiletries. The clothing items are so packed into our saddlebags that Dolores has asked more than once whether or not we are bringing an iron. We both agreed that would be wishful thinking.

We also have three spare inner tubes, a bicycle pump, four water bottles, and an assortment of tools and lights for the bike. Since it will be incredibly hot in Arizona, we are planning to start very early some mornings - perhaps before sunrise.

Five weeks on a tandem bike will be a lot of togetherness. I definitely don't feel that we will get tired of one another. We have so much fun together just "laughing at the small stuff" in such a relaxed way. We really enjoy kidding each other and find plenty of time to put romance into our activities every day. We are really looking forward to this trip!

Fortunately, the bike did arrive on the same plane with Dolores and me! After checking in at the motel, it took me about two hours to assemble the bike, handle bars, seats, pedals and saddle bags. By the time I was finished, Dolores was already sound asleep.

Friday, June 5, 1992 - Phoenix to Mayer, 75 miles

This was an incredibly tough day. After finishing the buffet breakfast with our employees in Phoenix, we headed off through the city of Phoenix. We promptly had a flat tire just four miles later. It wasn't exactly a great way to start. In the process of changing the tube, I realized that the "Mr. Tuffy" liner for the tire had not been put in by the bike shop before I left. This meant that even little things could penetrate the tire and the tube, thereby causing a flat. I was not a happy camper.

Then, we started looking for a bike shop. The first one we went to did not have the right size tube and tire we needed so we had to proceed another couple of miles into Phoenix to find another bike shop. They were able to change our tire and tube, put in the Mr. Tuffy

liner and we were finally on our way...or were we?

From southeast Phoenix where we arrived at the airport to northern Phoenix crosses at least forty stop lights and a lot of traffic. Going through Phoenix was slow.

The route north of Phoenix was Interstate 17. Until we reached the northern outskirts of Phoenix, we had to use the access roads. Then, the access road disappeared and we were on the shoulder of the Interstate for the next fifty miles. Joining us on the Interstate were a lot of trucks and generally heavy traffic. When we left Dallas it was about 80°. By the time we went through the Phoenix traffic and visited the two bike shops, it was noon at the northern edge of Phoenix. It was also over 100°. We later learned that the high temperature for the afternoon was 107°_ at the weather station. I am convinced that the temperature on the pavement was at least another 20 degrees higher!

By mid-afternoon, the heat had really gotten to Dolores. Biking through all of the traffic in Phoenix, we had not had enough water earlier in the morning and she was dehydrating. We did not notice it at the time, but by mid afternoon, it became very apparent. The heat was dragging us both down so by about 2:00 p.m. we stopped at a rest stop along the Interstate and promptly went to sleep on top of one of the picnic tables, shaded from the sun. We slept for an hour and then proceeded on our way.

Within another hour, Dolores was almost delirious. From having seen the symptoms before, she was definitely having a sun stroke. I really felt sorry for her when she was lying on the side of the road as I was dousing her face with water trying to cool her down. We were almost to the exit for Marble Canyon City where there would be help. It was a real struggle to get her on the bike to get that far. We finally made it to a cafe in Marble Canyon City. The cafe offered a lot of ice cold water and air conditioning which was really appreciated. They also offered Penny's Pies but we weren't in the mood for one of her pies. We did find out that there



really was a Penny and she made the pies in the back room.

Our afternoon lunch consisted of three baked potatoes and two orders of green beans and carrots. The waitress looked at us with a strange look wondering when we were going to order the main course. She also wondered who was having the extra baked potato. Nevertheless, we did manage to enjoy the food, Dolores fell asleep on a bench outside the restaurant. and slept for another and a hour and a half. By this time, it was a little past six o'clock.

We really did not know what we had ahead of us at that time. Once we got back on the Interstate we saw a sign that there was a five mile mountain incline and that all trucks were instructed to turn off their air conditioning for fear of overheating. It was a very steep grade and the going was slow - very slow.

We were still twenty miles away from our destination in Mayer when we had to bring out the light to attach to the bike. We had a lot of trouble attaching the light since it was new and didn't fit well on the handle bar. We finally improvised and got it attached using a paper clip to hold it on. Things had not been going well!

By 11:00 p.m. we were at Cordes Junction, our destination was still eight miles away. However, there was enough light at the intersection there to put new batteries in the light to get us to Mayer. It was eight more tough miles as we found out. There was a quarter moon out and the sky was very dark and our light on the front of the bike wasn't giving out much light. At one point, Dolores said she really couldn't see much on the road. I assured her that that made two of us since I couldn't see much either. I am not sure that made her feel much better.

We finally rolled into Mayer about midnight and spent a few minutes trying to find the motel where we had reservations.

We found it, only to find the door locked and no number to call at the office. After banging on the door, we went to a nearby Circle K con-

venience store and tried to get the number of the motel manager. The clerk didn't know the manager, and we found out that the only other place in town was a bar. We called the bar and they knew the manager of the motel. Unfortunately, the manager's number was not listed. We made our destination, but had nowhere to sleep!

There were no other motels in this small town and I asked the clerk if she knew of anyone in town who would take in guests. She didn't know of anyone. We asked if we could sleep on the floor or in their back room and she said it was against company regulations. Out of desperation, we saw a few tables for customers eating food at the convenience store. I asked her if we bought some food, could we sit at the tables and she said that was fine. While I got some food, Dolores went to the table and laid her head down falling asleep instantly. She was a tired camper!

It was about 1:30 a.m. when another customer, Wil Taylor, came into the store and asked what we were doing. I told him our sad story and that we couldn't get into our room. Wil asked whether or not we would go back to the motel in Cordes Junction. We called and they had a room left. Wil took us with our bicycle in his pick-up truck back to Cordes Junction and we collapsed in bed at 2:15 a.m. We had been up for about twenty hours which made for a very long and tiring day. The good news was that we finally had a great bed to fall asleep.

Saturday, June 6, 1992 - Cordes Junction to Chino Valley, 60 miles

Today was definitely going to be a better day...since there was no way it could be worse than yesterday. We rolled out of bed at about 8:00 a.m. and headed out for breakfast at the Hub Cafe near the hotel. This motel had the distinction of being almost invisible from the road. Why anyone would want to put a motel back where it can't be seen from the Interstate is anybody's guess.

We were up and going after breakfast, but we were still noticeably tired from the day be-



fore. We ended up stopping in Mayer once again and watched the Mayer parade during their "Mayer Daze". Old cars, fire engines and "toe-stomping" kids were all having a good time. We were both drinking a whole lot more water today as we had clearly found out how important water was after yesterday. We were still a little sluggish and by noon decided to stop and have a very substantive lunch. We had the best turkey sandwiches in the world at the Blue Hills Cafe in Humboldt. I also had a lemonade which really hit the spot!

We felt better after a good lunch and we stopped in Prescott Valley at a bike shop for some minor repairs to the drum brake on the bike. We were finding that people along the way regularly ask us where we are going and where we came from. After we would tell them the plan, they generally would shake their heads in disbelief and then were quite helpful in giving us directions or telling us about local stores.

We managed to take a scenic route on Robert's Road west of Prescott which was really

pretty. We then got on 89A and headed southwest into the wind which was a tough five miles. We were delighted to turn onto 89 North and sail the next ten miles with the wind to our back on a delightfully big road to Chino Valley.

When we got to the motel, we found the same problem we had the day before. We found the little motel, but the office was closed. Fortunately, this time the clerk appeared within a few minutes and we were settled in our room by 4:00 p.m.

We finished off our day at Jeff & Donna's Kitchen Spirits. We asked the motel clerk which was the best restaurant...within walking distance from our room. She mentioned the pizza place across the street and Kitchen Spirits next door. Dinner was great! We started off with homemade Italian vegetable soup, enjoyed some of the best baked and mashed potatoes around and finished the dinner with their homemade blueberry pie. Things were looking up!

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Sunday, June 7, 1992 - Chino Valley to Valle, AZ, 81 miles

We started off the day sailing along on Route 89 - a terrific road with wide shoulders and little traffic. The route from Chino Valley to Ash Fork was thirty-five miles. The only negative was that there was no place to refill water bottles between Chino Valley and Ash Fork. We were totally out of water and very dry by the time we got to Ash Fork.

We ate lunch at Tad's Bullpin Restaurant on Interstate 40. The Bullpin was a little decrepit truck stop but the ice water and lunch sure tasted good. Unfortunately, we lingered a bit too long. We were still in a state of jubilation over the easy ride from Chino Valley to Ash Fork.

Once we got on the Interstate, things rapidly went downhill...or should we say uphill? Ash Fork has an elevation of 5,140 feet and the next major town, Williams, has an elevation of 6,700 feet. The Interstate goes even higher than Williams, and we were climbing for virtually all twenty miles from Ash Fork to Williams.

The other difficulty of this stretch is that it was an extremely busy Interstate. We focused on the semi-trucks and there was an average of twenty to twenty-five semi-trucks per minute passing us or 1,200 per hour on both sides of this Interstate. While we were riding on the shoulder, that type of traffic didn't make for the most enjoyable ride.

Besides the traffic and the uphill climb, the road was full of liter. Consequently, we had two flat tires in the twenty mile stretch from Ash Fork to Williams. The second finally caused me to curse and Dolores clearly knew that I was unhappy since I so rarely swear. The second flat also split part of the tire on the side and I ended up patching not only the tube but the tire as well. Once you start patching the tire, the tire generally does not have a long life. While we had left Ash Fork by 12:45 p.m. we did not pass Williams to our turn off the Interstate until 5:30 p.m.

I broke the news to Dolores at lunch that this was going to be a long day. I had misread the map earlier and thought that Ash Fork was more than half way. When I found out that it wasn't going to be that short of a day, I decided to give her the bad news at lunch.

When we made the turnoff at Interstate 40 (good riddance) we were on Route 64 with twenty-eight miles still to go to our destination of Valle. The weather was getting cold and it was starting to rain. We ducked into a small general store which obviously needed more customers and put on our tights, Gortex jackets and got some new batteries for our light. We also refilled our water bottles which hadn't had fresh water since Ash Fork. Unfortunately, Dolores didn't think the water tasted any better than the store looked. We rested in the store for twenty minutes while we warmed up and ate a snack.

The Gods must have been listening because the rain stopped and we had another delightful ride of twenty-eight miles to our motel in Valle. We really sailed, the skies cleared up and there was very little traffic on the road. The sunset was beautiful and made us both feel romantic. We arrived at the Grand Canyon Inn in Valle with our seats sore and anxious for both dinner and bed.

Monday, June 8, 1992 - Valle to Grand Canyon South Rim, 30 miles

The Grand Canyon South Rim is at 6,700 feet so it seems like we did a lot of climbing this morning coming up from Valle. Perhaps the reason we sailed the twenty-eight miles late yesterday was that we were going downhill part of the time. Today we didn't seem to have any downhill.

We ate lunch in Moqui at a McDonalds. This McDonalds probably has the distinction of having the highest prices of any McDonalds in the United States because that it is so out of the way. Everything must have to be shipped in from a long distance. Their hot fudge sundaes were \$1.79 and large french fries were \$1.59. Anyway, they sure tasted great, and they hit the spot. We also stopped at a mini market here



and bought some fiber bars and fig bars to take on our Grand Canyon hiking trip tomorrow.

After lunch, we pedaled the last nine miles from Moqui into Bright Angel Lodge at the Grand Canyon. I was still worrying about the tire that looked like it would be short lived. Upon our arrival, I started calling tire shops in Dallas and Flagstaff, looking for a Continental tire in the size I prefer. I finally found a bike store in Flagstaff with the right tire, and I persuaded them to Federal Express that tire and some extra tubes to us to arrive in Moqui tomorrow. We were counting on the clerk, Taylor, at the Absolute Biking Shop to follow through and get that tire out tonight.

While Flagstaff is only 77 miles from me, that tire will go down to Phoenix and then to Memphis to the Federal Express sorting headquarters before it arrives in Moqui tomorrow. We went for a short walk looking at the Grand Canyon. It sure looks awesome...and a long way to the bottom. We later found out that it is 18 1/2 miles round trip on the Bright Angel Trail to the Phantom Ranch at the bottom. We are going to pack tonight so we can have a great hike tomorrow.

Tuesday, June 9, 1992 - Bright Angel Lodge to Moqui, 7 miles plus a serious fifteen mile hike!

This morning we started our hike down the Grand Canyon. We were fresh and had lots of energy and we were going down the Canyon. It was really easy going and seemed like such a snap. We barely got underway and saw a sign that said "Do not hike down without water and food". Another sign told us not to attempt the hike round trip to the bottom and back in one day. Were we listen to signs? There was a water stop every mile and a half until you get to Indian Gardens five and a half miles down the Canyon. After the Indian Gardens, though, there is no water until you reach Phantom Ranch at the bottom. We quickly saw why there were so many water stops. Since it was very hot, you really needed to drink a lot of water.

We first planned to go to Phantom Ranch, an 18 1/2 mile round trip. We passed Indian

Garden at 12:00 noon and were halfway to Phantom Ranch by 2:00, when we decided to turn around and head back to the top. We added up the hours to get to this point and knew that it will take longer to climb out of the Canyon. It was a wise choice to turn back! The trip back up the Canyon was a lot harder and we needed to drink a lot more water. I poured water on Dolores to keep her cool. We finally got out at about 4:00 p.m. and we were relieved that we had decided not to go to Phantom Ranch since it would have been past dark if we made it out. We enjoyed a giant ice cream cone and headed off the canyon rim to Moqui to our motel room.

For dinner we went to a pizza parlor and had spaghetti and meatballs and cheese pizza. Soon afterwards, we collapsed in the room. All in all, it was a very hard day. We spent a total of about eight hours and fifteen minutes on our fifteen mile hike down and back up the Grand Canyon. The temperature near the bottom was close to 100° and the temperature at the top was probably 75°. I would guess that we each drank four gallons of water during the day.

Dolores was a little skeptical when we made the decision to turn back. She was still feeling energetic and said "Oh, we can keep going to the bottom". Once we started taking our first few steps back up the Canyon, she quickly decided that it was a good decision. Climbing back up the Canyon was definitely harder than going down. We also found muscles we didn't know we had.

When we got back to our motel, we expected to have a package delivered from Federal Express containing our tire and tubes but it wasn't there. We were not happy about that at all. Our front tire was split and bulging, and we were not optimistic that the tire could make to our next town of Cameron. Therefore, the new tire and tubes were not a luxury but a necessity for the survival of the bike to the next town.

This was a very frustrating experience since I had ordered the Federal Express shipment of the tire and tubes from the Flagstaff bike store. I told them very specifically how we wanted



them shipped. They said it would be no problem and it would be done. Since Federal Express is usually very reliable in delivering things the next day, I was very concerned that the tire and tubes had not arrived. I spent a long time talking with Federal Express to try and track down the package...to no avail. Lacking the document number on the shipping form, Federal Express couldn't track it down. I also ended up calling all of the other motels in Moqui just to see, if by some mistake, the package had been delivered elsewhere. Again, no luck. Since the Federal Express office in Flagstaff had already closed, I ended up talking about my missing package with the Federal Express operators in Memphis, Tennessee. Unfortunately, they did not have my package. We were frustrated and worried about the next day.

Wednesday, June 10, 1992 - Moqui to Cameron, AZ, 65 miles

We started out the morning having breakfast at the restaurant at the motel. Dolores had a breakfast burrito while Don had some blueberry pancakes. We had to wait for the Federal Express office to open at 9:00 a.m. to figure out where this package was that we needed so badly. While waiting for our package to arrive, we had dessert before lunch. Then, we finally found out that our Federal Express package hadn't been sent by Federal Express after all - the package had been sent UPS! We were trying to track the package that didn't exit at Federal Express! UPS said that they could put a tracer on the package but that it could take one or two days. That was a big help to us...planning to leave Moqui in an hour!

We had to check out of our room by 12:30 p.m. so we sat out in front of the hotel at a picnic table looking for a UPS truck coming down the highway...and hoping the new tire was on the truck. We saw the UPS truck pull in at a hotel down the street and decided to walk down there and see if we could get the package a little quicker. We were very excited to have the tire and new tubes before we started our trip to Cameron.

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We finally left for Cameron at about 1:45 p.m. It was uphill for about seven miles back to the Grand Canyon to get on the road to Cameron. We then had to travel about twenty-eight miles out of the Grand Canyon park. When we finally got out of the park and onto the road, we had the best ride we have had since we started this trip. It was a lot of downhill and was fantastic scenery. The trip into Cameron was a pure delight!

We found our Cameron Motel nestled behind an Indian trading post. Surprisingly, the room was nice and the bathroom was nice. We started getting cleaned up for dinner. For several days, we have been unable to find a laundromat to do our laundry and we don't have very many clothes with us so I started bathing with the dirty laundry. Dolores finally into the spirit of things and started throwing the dirty clothes into the bathtub with me. So, as I was sloshing around washing myself I was also washing the clothes. For the dryer, we wrung out the clothes and we hung them over chairs



in front of the air conditioner for the "over night drying service".

We had a pleasant surprise in store for dinner tonight. The restaurant in back of the Indian trading post appeared to be a "dinky" place but it turned out to be a very nice, large restaurant with great food. We both enjoyed a new dish, a Navaho taco. Our ride today was lighter (probably seven pounds lighter) since we decided to ship "non-essential" clothes back to Dallas. Part of these clothes are dirty since we haven't found a laundromat so we are shipping dirty clothes back home rather than with us. Dolores says now we have some clothes to bathe with once we get home. She thinks that washing the clothes in the bathtub along with me is a real "hoot"! She sure looks cute these days!

We had ridden past a number of little Navaho shacks and stands along the road as we neared Cameron, each stand selling sterling silver jewelry. Otherwise, the road was desolate with no houses, electricity, or telephones along the road. Putting those things along the road wouldn't make any difference since the land was so barren. It is hard to imagine anyone wanting to live there. Cameron didn't look much better, although it did have electricity. The next motel north of Cameron is eighty-five miles away and the next motel south of Cameron is nine miles. We found out that we were fortunate to have already paid for our room since there weren't any rooms left.

We are planning to leave real early in the morning since the miles tomorrow are going to be hot and dry with infrequent towns along the way. From the map, it looks like the nearest town (actually probably more of a trading post) is twenty-eight miles north and then about every fifteen or twenty miles there may be some water. Hopefully, tomorrow will be our last really hot day of the trip so it is essential that we start early and avoid the afternoon heat to the extent possible.

Dolores has gotten quite used to finding bathroom stops along the road behind bushes big enough to cover her rear end. She is very

concerned that in this dry desert there won't be many bushes for her to hide behind!

Thursday, June 11, 1992 - Cameron to Marble Canyon, 81 miles

From looking at the map, we knew that today was going to be a bit of a challenge. The first part of this ride from Cameron to Marble Canyon comprised seventy miles with only two towns shown on the map. We talked to the clerk at the store in Cameron and she said there was only one small grocery store between Cameron and Marble Canyon. We were going to have to manage our water carefully. In order to make that happen, we started at 6:00 a.m. It was a delightful morning although the first thirty miles of the ride was gradually uphill as we averaged only ten miles per hour for the first four hours of the day. We also skipped breakfast in order to get an earlier start which was probably a mistake. When we arrived at the thirty mile mark (and the only town between Cameron and Marble Canyon), we were famished! Between us, we had three sandwiches, one bean burrito and one quart of orange juice. We each drank another quart of water there since there would not be any more water stops for the next forty-three miles. We also purchased a 1.5 liter bottle of water which we put in our bag on the back rack in case we used up all of our four water bottles.

As it turns out, the extra water wasn't necessary. Once we had our long lunch break at the Gap Deli and Express Store, we were off and rolling. We were refueled and ready to go! While we had climbed to an altitude from Cameron at 4,200 feet to about 6,000 feet at the Gap over the preceding thirty miles, we started gradually going downhill at the Gap. With our new-found energy from the food and the change in the terrain, we moved along at a record speed through this wasteland in northern Arizona. In fact, we set a record of covering sixteen miles in one hour...which was a pretty fast clip for us considering there was no major declines during that hour. We arrived at Marble Canyon at about 1:00 p.m.



Before getting to the Marble Canyon store (many towns out here consist of nothing more than a single store), we crossed the Navaho Bridge, an old bridge over a magnificent river gorge. Apparently Marble Canyon is where a lot of rafting groups start trips down the river through the Grand Canyon. The bridge prohibited walking across the bridge, but it didn't stop us from parking the bike six inches from the bridge to take some pictures. Since all four of our water bottles were totally gone, the Marble Canyon Store provided a much appreciated water and real restrooms again. After stopping on these trips every ten miles for bathroom breaks behind bushes, it was always a treat to visit a restroom with a toilet.

The next nine miles to the Cliff Dwellers Lodge were the toughest of the day by far. The temperature was about 100°, the headwind was horrendous, and it took us an hour and fifteen minutes to cover the nine miles. We still rolled into the Cliff Dwellers Lodge at 2:15 p.m. which made us feel real good. We had gone eighty-one miles over a variety of terrain and finished with a very difficult nine miles. We had plenty of time to clean up and relax in the afternoon before sitting down to dinner at the Cliff Dwellers Cafe at 5:00 p.m. We were definitely ready to eat since the only food for the day had been a mid morning brunch break and some assorted snack foods during the day. Dinner was nothing special at the cafe but the scenery was incredible around the Lodge. We walked around the magnificent cliffs with different colored rock formations in every direction from where we were staying. This lodge was clearly in the middle of nowhere but the room was the nicest we had been in since we left Phoenix.

Tonight is the last night we will spend in Arizona. We have ahead of us tomorrow a seventy mile ride including a major climb from 4,500 feet now to 7,900 feet at Jacob Lake and then what will undoubtedly be a rewarding finale, riding from the 7,900 foot elevation at Jacob Lake down to 3,500 feet at Fredonia, Arizona. Once in Fredonia, we just have another ten miles to go until our motel in Kanab, Utah. Kanab also has another distinction in that it

hopefully has our first laundry since the beginning of the trip. Dolores is getting very tired of seeing the dirty clothes washed in the bathtub with me every night. She would feel much better having them washed in detergent than in my dirty water! That's definitely a "girl thing".

We are in great spirits and are looking forward to getting out of the heat of Arizona. The ride today was the most desolate country we have ridden in thus far. Every once in a while we see an isolated trailer which is someone's home. It is hard to imagine how someone would want to live in such isolated, hot country. While much of the land is beautiful from the tourist's perspective, it looks very lonely.

Friday, June 12, 1992 - Marble Canyon to Kanab, Utah, 81 miles

We expected today to be a very tough day in the morning and an easy day in the afternoon. In the morning we knew we had to climb from a 4,000 foot elevation at Cliff Dwellers to an elevation of 7,900 feet at Jacob Lake. This was going to be a tough, long climb! We also expected the afternoon to be a snap. We knew that there was going to be a decline from the 7,900 elevation to 3,900 feet at Fredonia and then an easy level ride into Kanab.

Boy, were we surprised! The climb in the morning was as advertised...only harder. We started out at 7:30 in the morning after the longest wait in history for pancakes - thirty minutes. The pancakes turned out to be worth the wait since they were the fluffiest, lightest pancakes we had ever tasted. With three people in the kitchen and only one other customer at the Cliff Dwellers Cafe, we just couldn't understand how it took them so long to make pancakes. After this late start, the going was slow, even in the beginning, as we were starting a gradual ascent. About eight miles from Jacob Lake, the ascent really became steep. This forty-five mile climb from Cliff Dwellers to Jacob Lake took us from 7:30 in the morning to 1:30 in the afternoon. We were not exactly long on water, since we only had three quarts for each of us over that six-hour period. The country was again desolate, and there was no place to



get water or food along this entire forty-five mile stretch. In our state of exhaustion, we drank heavily and were delighted to see a bathroom again at Jacob Lake. We never did see a lake! In fact, the map doesn't even show one so I am not sure where the name came from.

As we were starting the downhill from Jacob Lake, the wind from the west/southwest really started getting strong. The first few miles off the mountain was due west and then the final twenty mile stretch into Fredonia was almost due west. We have never experienced a head wind like this. When we heard the weather on the news later that evening, "wind" was the headline in the weather report. The wind was consistently blowing at twenty- three to twenty-five miles per hour from the west in southern Utah with gusts reported at up to fifty-five miles per hour. This head wind and gusts were what we were trying to pedal our fully laden bicycle through into Fredonia. We were averaging four to six miles per hour in an area with a gradual descent as compared to a normal biking speed for this descent of fifteen to eighteen miles per hour. The wind was certainly taking its toll on us.

We could see Fredonia about eight miles before we got there. Covering that eight miles seemed like forever. When we finally got into town, we sat down at a service station, drained a tropical juice drink, and almost collapsed. The last nine miles north into Kanab seemed like a picnic compared to the climb that morning and the head wind that afternoon.

Dolores is still excited about Kanab since it had the prospects of having a much-awaited laundromat. We have been out of the road now one week and have yet to see a real laundry. She just didn't count my washing clothes in the bathtub as a real laundry.

When we got into Kanab, we went looking for a Utah state map. We found one at the Shell station and I was very surprised it was free! We didn't know that road maps were free anywhere anymore.

With this detailed Utah map, we looked at the route for the next several days. While we had reservations each night which we had made from a road atlas, we weren't real sure of the distances between towns. When we looked at that Utah map, we found out that the distances were so great that it would have been physically impossible for us to bike two of the days in Utah. On the road map, it looked like one day would be 107 mile ride followed by the next day at about 140 miles. Those rides were impossible...especially considering some of the mountains we were going to have to cross. Our objectives for the next day was to figure out how to change the schedule to make Utah fun. Dolores went to sleep exhausted while I heard the weather report about the wind and wondered how we were going to fix the Utah travel schedule for our biking.

To be continued. . .

Don & Dolores Daseke
Dallas, TX



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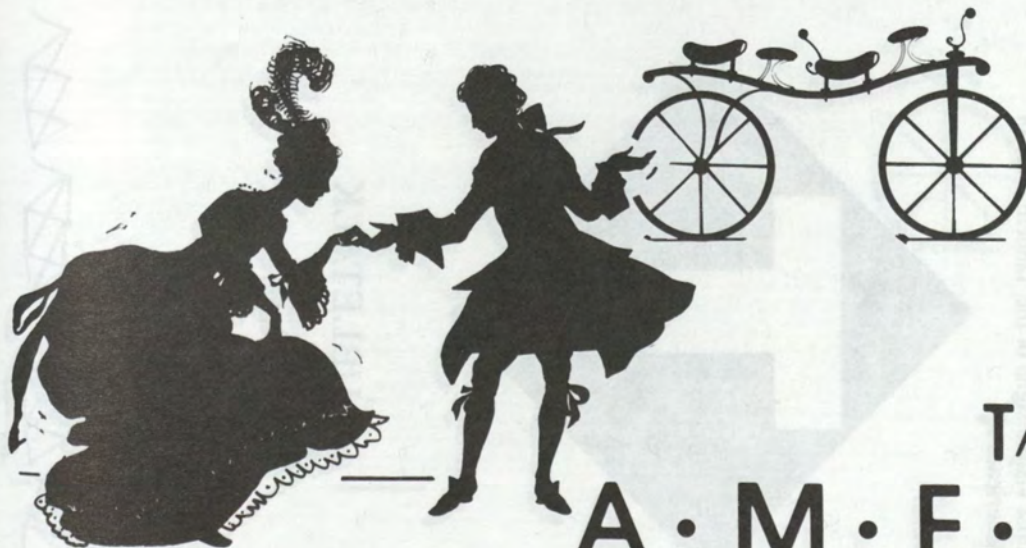
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TANDEM CLUB OF A · M · E · R · I · C · A

"An International Organization of Tandem Enthusiasts"

Introducing the Tandem Club of America...

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!

If you want to join with other tandem enthusiasts throughout the world, just fill out the attached membership application form, and you will soon be receiving your own copy of Doubletalk in your mailbox!



DOUBLETALK
for Tandem
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AERO BARS ON A TANDEM?

I first thought aero bars were silly, especially when I saw young riders crouched over in an extremely low position behind a set of funny bars and only going 12 MPH. What difference will aerodynamics make at 12 MPH? Will these people need a chiropractor?

We all make mistakes and close our mind to new ideas at one time or another. I started considering using aero bars for comfort instead of speed. I reasoned that placing the pressure points unto your arms as well as your hands should be more comfortable on long rides than having all your weight on your hands. This thought came to me when I was traveling on the road with my mountain bike which has bar ends. I notice that by distributing the pressure on my hands and my wrists on these bars, I was more comfortable than when I used road-type drop bars. Numbness and sore spots could become a thing of the past. After all, all RAAM riders seem to use aero bars now.

I purchased Profile bars as they are advertised as being the most adjustable for reach as well as the placement of the armrests. I placed the armrests at their widest possible position and the reach at the nearest position. The height of my standard bar is one inch below my seat height. As I had previously increased the stem length on my bike, the shortest extension of the aero bars was far enough ahead of me.

The bars were not comfortable on my first ride. I felt that my breathing was constricted with my arms so close together. The lack of stability of the bike was unnerving as I had to concentrate on keeping the tandem going in a straight line. Dale mentioned that we seemed to be moving all over the road when I was using the aero bars. Luckily she knows the stoker can steer by leaning. The bars did not seem to be a success.

A couple of rides later and the stability improved as my subconscious was starting to understand how to move my body to keep the bike

stable. I was not ready for 40+ mph downhill screamers in the aero position, but normal riding was no longer a problem.

My breathing, which first felt constricted, now felt normal. Maybe it was just nervousness causing me the constricted feeling.

Our speed increased with the bars, especially in a headwind. I can easily feel the difference tucked in on the bars instead of resting my hands on the brake hoods. With my hands on the normal bars, the whole front of my body feels like a sail, slowing us down.

However although speed increased, and the position felt good going against the wind, normal easy riding felt awkward. My body was a too low forcing my neck to be held up at an awkward angle. Luckily I'm flexible enough or the extra bend in my torso could have caused back problems.

I decided that the setup would be a lot more comfortable if the armrests were raised. However I did not want to raise my bars. Performance Bicycle Catalog sells a kit to raise the armrests for Profile bars, but raising them yourself is a relatively simple procedure. The screw used to hold the armrests is a non-metric fine thread. I found a longer machine screw in my jar of assorted screws and then I took a dowel, cut it to 3/4" length and drilled a hole in it. My new screw now goes through the armrest, then through the length of the dowel, and into the threaded base. A wrap of black electricians tape (3/4" wide) over the wood dowel finishes the job. My armrest were now situated 3/4" higher on the bars.

After every change I made, I sat on the bike with the aero bars loose and tilted the whole assembly up and down until I found the most comfortable spot. For the best aerodynamics, 30 degrees from the horizontal is considered optimum; for me about 15-20 degrees was the most comfortable at this point. My head, while I am



resting on the armrests, is now just a touch lower than when my hands are on the brake hoods, but it is now higher than when I have my hands on the drops.

If 3/4" is good, could 1-1/4" be better. I made up some longer armrest heighteners to find out. Yes, they're better. I don't think I can go higher as the armrests will be too high to comfortably grab the aero bar. The armrests are now approximately two inches higher than the top of my seat.

After a few rides I notice that the armrests were not supporting me with even pressure over the forearm. I took the wooden dowels off and sawed them at a 15 degree angle where they contact the armrests. Now the armrest were pointed down towards the bars instead of being parallel to them. This change made it necessary for me to

extend the bars out almost two inches and to increase the angle of the bars from the horizontal. My comfort increased again.

The installation of aero bars is not a five minute process if you are particular about finding your best position. Your optimum location may be different.

I have finally attained the comfort that I was seeking, and we have better aerodynamics as a bonus. The only negative comment that I have regarding the bars is that the tandem is less stable when I'm using them. If you're not comfortable with your tandem's handling, installing an aero bar could be a mistake.

Lee & Dale Norton
St. Catharines, ON

AND FOR THE STOKER . . .

Late last year Jack and Susan asked if we could put something together on the Rear Admirals bars that we are using, and in the Jan-Feb issue there is a request for info on stoker bars with arm rests.

Shelley's comments: The last couple of years I was experiencing some discomfort in my wrists during riding; then in the fall of '91 I developed tendonitis in one wrist, and I felt that my handlebars were a factor. I had long admired Aero bars, but obviously they would not work for the rear admiral of a tandem team! Two years ago, I had seen someone (on a tandem) with a set of mountain bike bar ends (L bend) mounted at the stem giving the effect of a double handlebar, which raised the rider's hands (thus reducing the weight on the hands and wrists). This particular set up did not include a set of arm rest and the bar ends were made out of chromed steel.

Rick found this adaptation for me and it works pretty well. I rode with these rests almost all of last year, and while it did take some

getting used to, I find them comfortable. There are also some variations of hand position, such as holding the rests themselves, or holding the



bar on either side of the rests. I do, however,



miss my drops! I used them more than I realized, but sometimes you have to give up something good to avoid pain.

Rick's comments: When the rear admiral developed tendonitis it was up to me to come up with something. I didn't particularly care for the method that Shelley described above, as the bar ends could act like a sissy bar, and I have an aversion to them. Also there would be no practical way of mounting arm rests.

The letter in DoubleTalk describes the use of aero bars and rests. I did get to talk to somebody at the Holland Hundred who was using something similar. I seem to remember that they were using a clip-on bar like the Scott/LeMond. This allowed the stoker to use the drops and have arm rests. The aero bars did have to be spaced out far enough that they would clear the captain's legs.

Shelley also wanted to sit upright more and the above method would not allow this unless you used a custom stoker stem mates to a standard handle bar stem, then you are limited to a distance of 40mm to 120mm (2.5" to 4.75").

What I finally came up with was a set of Scott AT-3 (23" wide), Profile Deluxe armrests, and a custom stoker stem from Osell Custom Frames (dare I say that I put it on an Assenmacher), and an SR stem with a 60mm extension. The bars ended up being installed almost vertically (tipped slightly forward) and the armrests are installed on the top. With the wide width I can still move back on the seat without hitting the bars.

I did notice some differences in the way the bike handled after this installation. Because Shelley is sitting more upright there is a change in the center of gravity, and if she leans its effects are more noticeable. There was not an appreciable difference in how fast we pedal or average speeds; actually, by the end of the riding season we were averaging faster times for some of our standard training routes. With the armrests, she is still able to get into a tuck position.

Rick & Shelley Pulliam
Bellevue, MI 49021

A Stoker Wireless Computer

I was not interested in the clutter and complexity of running wires to a stoker-mounted computer wire from the sensor hook-up. When Vetta and Cateye both came out with wireless computers, I began thinking. If the computer's radio waves could be sent straight up from the front fork, then why not straight forward from the rear triangle?

I put my tandem on my work stand and borrowed a Vetta and a Cateye wireless computer from a friend who runs bicycle shop. I attached the sensor to the rear diagonal tube on my marathon designed custom Borthwick frame. A straight line forward was approximately the captain's seat binder bolt. I spun the rear wheel and took the Vetta computer head and moved it

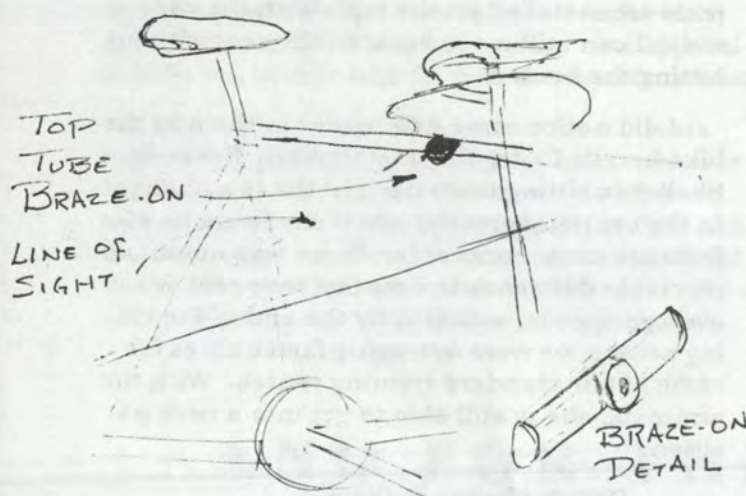
through the air toward the front, from the rear pickup area.

It recorded for a moment and quit! I felt that might possibly happen since the Vetta had a pickup tube on the bottom of the head that made me feel that the aim needed to be very precise.

I next attached the Cateye sensor, using 2 extra rubber strips around the small diameter mid-stay tubes. This increased the diameter enough so the clamp attaching the sensor would fully tighten. I spun the rear wheel and held the head and watched the speed reading and associated flashing dot. I moved it forward and was pleased at the continued operation. Beneath the captain's seat I began to move up-



ward. At the top tube it still worked, at the handlebars it still worked! I attached it to the handlebars and we set out on a road test. We quickly came back, as it was not giving us consistent speed readings. They were going up and down rapidly.



I then had the idea to take a piece of bent handlebar and attach it to the top tube, just below the stoker handlebars. I hack-sawed a section from the drop end of an old bent handlebar, allowing for about 1/2" overhang on the left side and 1 1/2" overhang on the right. I cut out a "V," then used a round file to curve the V to match the shape of the top tube. Next I took a small slice of old inner tube and placed it under the smoothed cutout curve and used two clear tie-wraps in a X pattern to hold it in place. I attached the Cateye computer head on the right side and slipped a chrome handlebar end plug in each side for pleasing looks. Our second test ride was successful indeed. We were only a day away from leaving for Vermont, so we departed with calibrated Cateye computers, a Solar in front, and a Wireless in the rear.

After our tour, we took the Wireless back to the bike shop and showed the owner the data from our tour. I said, as I presented the mileage reading, "We felt that since this computer now

has 849 miles since I borrowed this from you three weeks ago, we probably should buy it!"

The readings on both computers after a 60-mile ride are within hundredths of one another. Often we would leave one on all day and turn the Captain's off at rest stops. That way we would get two trip averages and be still accurate on daily mileage if I forgot to turn mine back on right away, which I did do a few times.

If you have a third tube (mid-stays) in your rear triangle on your tandem, like you find with a marathon or mixte design, or another with that center diagonal tube in the rear triangle, allow me to strongly suggest you try the Cateye Wireless. We love ours.

Ernie and Pat Fisher
West Des Moines, IA

P.S. -- We since have had Gordon Borthwick braze on a tube that protrudes to the side of the stoker top tube. This tube now proudly holds the wireless.

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:

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Beginning and Ending Points — Eugene, voted one of the nation's top 10 bicycling communities by Bicycling Magazine, returning to Eugene (conveniently located on Int. 5.) Seven days cycling.

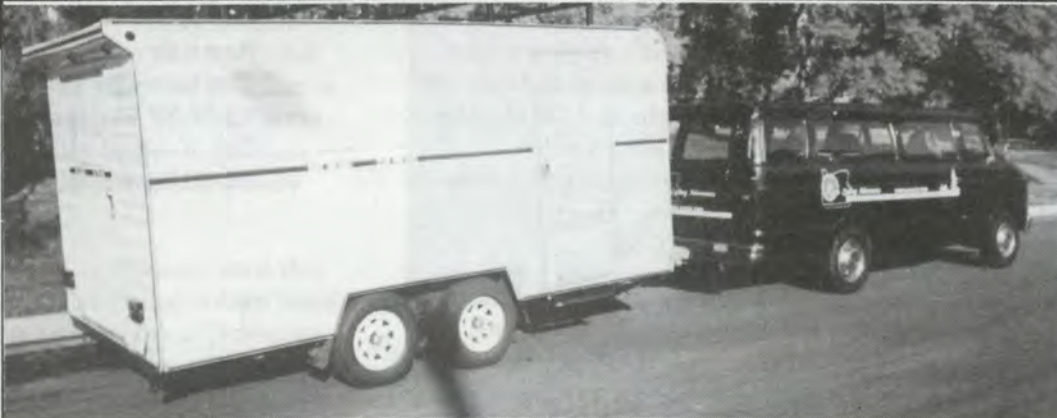
Tour de Tandem - September 26-October 2 - **\$599** includes all lodging, breakfasts, lunches, three dinners, support van, detailed route slips. Single occupancy, add \$150.

In addition, we offer tours of the California Coast in April, additional Arizona trips in May and October, the Canadian Rockies in July, and the Oregon Coast and Cascades in August and September.

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The Oliebollen Ride

December 27 - Amsterdam, The Netherlands

What is an oliebol? An oliebol is a fried, powder sugar covered ball of dough filled with raisins or currants. Oliebollen are especially popular around the Christmas holiday here in the Netherlands. Of course, it is appropriate to have a tandem ride centered around this delicacy.

December 27 was a cold day for cycling with the temperature reaching only 2° C not including the windchill factor. Before the ride began, introductions were made, and oliebollen and maps were distributed. Eleven tandem pairs braved the cold to take part in this festive ride. It was our first ride with the Tandem Club of the Netherlands since our arrival in September.

We left the southeastern part of Amsterdam from Station Bijlmer and headed north through the suburb of Diemaen. The city of Amsterdam is situated on the shores of the Ijsselmeer, the inner sea. Most of Diemen is very modern with high rise apartment buildings, but this ride took us to the older part along the Diemen dike where charming 18th century houses line the bike path. Here we had to make an emergency stop to allow a family of geese access to the canal.

After a struggle with the wind we crossed the IJ inlet and made our way to the quaint fishing village of Durgerdam. Although we had only cycled 15 miles, we made a stop to thaw off with tea, coffee, or hot chocolate at a local cafe. Everyone always told me how easy cycling would be in Holland because it is so flat; these people neglected to tell me about the fierce wind that blows off the North Sea.

Leaving our first rest stop, we headed across the dike following the bicycle path. This path goes along the top of the dike, leaving you exposed to the wind. It was quite an exhilarating experience for me, the only American in the group. (True Dutchmen grow tired of fighting

the wind at an early age.) Looking to your right, you see the waters of the Ijsselmeer rippling with the wind. On your left are flat stretches of green farmland with thatched roofed farmhouses dotting each square of land. This dike extends for about 6 or 7 miles. Crossing the dike, we entered the village of Uitdam and regrouped. After another struggle with the wind, oliebollen were offered to console frozen bodies.

If the weather had been milder, we would have continued the ride north to the part of Holland you see in picture books - Monnickendam, Volendam, and Edam. Instead, we headed west to the famous town of Broek in Waterland - home of the storybook character, Hans Brinker. After a short rest stop in another picturesque town, Ransdorp, we headed to Amsterdam, with the wind at our back. Although we cycled only 45 kilometers, the wind and cold made it seem quite a bit longer.

The Tandem Club of the Netherlands is a very friendly group of tandemists. We have a ride the last Sunday of every month in a different part of Holland. Rides are usually 80, 100 or more kilometers long depending on the season. The club also arranges family rides for couples with small children. If you care to join us for a ride, let us know.

Anne Bradley & Leo Dieleman
Crailoswege 117
1272 ET Huizen
The Netherlands
31-2152-53849



Tandem Touring -- France In High Style

Last summer, we had the wonderful opportunity to join the Tandem Touring Co. (Rod & Julie Kramer, Boulder, CO), in their first Burgundy/Beaujolais Tandem Tour. They were ably assisted by Will James, the former operator of Chateau Bike Tours. Will is very familiar with this part of France.

Our Memorable Trip began July 17, 1992. Rod and Julie met us at the Charles DeGaulle Airport in Paris, where they also picked up our trusty Burley Duet, which was still safely encased in its "Tandem Pack" case after our transatlantic crossing. We arrived two days before our tour started, so that we would be able to spend two days in Paris sightseeing prior to the start of the tour in Dijon.

On July 19th, we left Paris for Dijon, arriving 117 minutes later on the fabulous TGV from Paris. We met the rest of our tour group in the parking lot of the Dijon train station.

Having practiced packing and unpacking the bike and assembling and re-assembling it a couple of times at home, we felt like old pros, getting the bike ready to ride from the train station starting point. While Rod, Julie and Will helped the other members of the group get fitted to their rental bikes, we quickly went about the task of getting our Burley ready for the road. The new model Tandem Pack by Pedal Pack case makes traveling with the tandem a very easy task. In less than an hour all members of the tour were ready to get onto their bikes and head for the beautiful Burgundy countryside.

This was our first trip to France, and the beauty and character of the Burgundian landscape held us spell-bound as the kilometers passed by. We were fascinated by the geometry of the vineyard rows, the vastness of the wheat fields, and the amount of land producing corn or sunflowers (which were in the height of their

bloom during our week of riding) that we passed by on our way to Gevry-Chamberin for our first night in a wonderful French small town hotel. Dining out at Les Millisime was as good as eating can get!

Our second day on the road took us along wonderful narrow, well paved, and nearly carless lanes through the vineyards and small towns best known by their names appearing on fine bottles of wine. Will James had scouted this area for years, and he knew all the good roads to ride on, where to find some challenging hills, and where there were spectacular descents. Best of all, he had us on great roads for tandem touring where we did not have to shout "bump" a million times a day! All stokers take note! We ended day two in the ancient city of Beaune, with its fantastic Hostel Dieu, constructed to take care of the poor. Today it is the site of the world's largest wine auction, held annually to raise money to help the poor. We



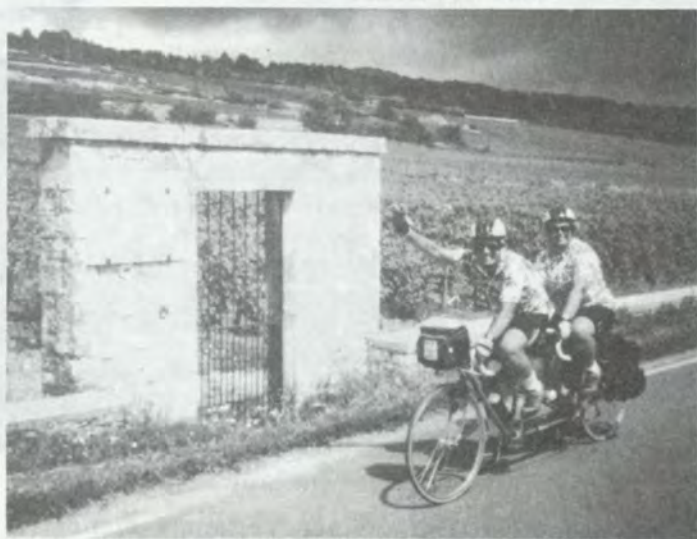
toured the Patriarche Winery cellars, a phenomenal series of wine caves that stretch out under the streets and buildings of the city of Beaune.



These cellars house over ten million bottles of wine being aged for market. There were 21 wines available for tasting, and it was impossible to leave without having purchased some of the fine wine that we sampled.

Day three was scheduled as a loop ride from Beaune out into the countryside to visit more vineyards and sample their wares. The only rain of the week fell while we were stopped for lunch at a small cafe in La Rochepot. We sat out the rain storm, then returned to Beaune for some local touring, shopping and dinner.

Day 4 dawned bright and sunny, and we were off for the city of Dracy Le Fort via the Meursault winery. We stopped for lunch in the village of Santaney where Will James had arranged a fantastic picnic lunch for us. Imagine taking over a park bench, spreading a brightly covered table cloth over it, and then laying out some of the most beautiful food and fruits that the local markets could provide -- that was our picnic setting. After this wonderful lunch stop, it was back on the bikes for the afternoon's ride which led us through the towns of Nion, Dunnevy, Aluze, Mercurey to our destination, the Hotel Dracy Le Fort.



Dave & Pat Berliner

Day 5 of the tour covered the area from Dracy Le Fort to the city of Tournous on the Saone River. We visited an ancient church in Chapaize, an old Chateau in Brancion, and traveled for miles through beautiful farmland with sheep, cattle, goats, wheat, corn and sunflowers in abundance. Upon our arrival in Tournous we toured the ancient abbey of Tournous. This abbey dates to the 12th century. After living in the USA, where something old may date back to 1620, it's impressive to see things standing that were built nearly 1000 years ago.

Day 6 of the trip took us to the city of Cluny. En route we encountered some fine hills, a lovely open air market in Lugny, and wonderful weather. In Cluny we toured the ruins of the abbey of Cluny which dates back almost to Roman times. Of special interest to us was the French National Stud facility. The National Stud is home to 59 beautiful stallions, used for breeding mares all over France. They have Thoroughbreds, Standardbreds, Saddlebreds, and draft horses all residing at the facility.

The 7th Day of the trip was a picture post card day. We started with a long 4-mile climb, heading for our destination of Pizay. En route we entered into the area of Beaujolais. We passed through the towns of Pouilly and Fuisse which together lend their names to some famous wines. We ended the day at the Chateau de Pizay, an old Chateau with some new refinements, like spacious rooms and a swimming pool. A lovely dinner was served to us out doors in the courtyard of the Chateaus. The chateau is graced with beautiful gardens complete with some lovely topiary.

The last day of the tour was fantastic. No cue sheets, just a map and a destination in the ancient city of Perouges. The riding was terrific. It was mostly flat to rolling with many tree-lined roads for shade as we worked our way closer to the end of a magnificent eight days of tandem touring.

The last night was spent in the medieval Cite' de Perouges. We were whisked back in



time to stone covered streets, hotel rooms in castle-like buildings built 1000 years ago, but with modern conveniences added! Each night of the tour our French meals were complimented by wines local to the area we were in. Our education in fine French wine continued for the entire duration of the trip. And our last night's meal was a special treat, starting with an egg omelette done with mushrooms and truffles. It ended with fresh raspberries with cream and a French version of short bread. All in all a gourmands delight! Our trip ended with a TGV ride from Bourg en Bresse back to Paris, one more day of sight-seeing in Paris, and then our flight back to the USA.

For those of you who know Rod and Julie Kramer, you know what a great team they are. For those of you who would like an exceptional opportunity to tour with some real tandem professionals, we recommend them highly.

Dave and Pat Berliner
Concord, NH



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NEW ROUTES NEEDED

I know there are lots of you across the USA and throughout the world who have many favorite routes that you could share with all the TCA. I have volunteered to collate and catalog any submitted ride descriptions, but I need your help to make this happen.

Please send me a description of your favorite ride, and a sketch of the route. A map would be great, but I can do with just a sketch (and a description of the route). Send me what you have, and I'll make the map part with my computer. Together we'll work up the cue sheet. A sample of what I'm looking for, and what I can produce, was printed in the January-February issue of DoubleTalk.

Jack and Susan have promised to print these maps/ride descriptions in DoubleTalk on a space available basis. As I accumulate these rides, a tremendous resource for the TCA can be developed. At first, I'll send out an index of what I have cataloged and the requested route to those sending an SASE. As the list grows, we'll determine the best way to make it available to TCA members.

I'd really like this collection to include routes all over the US (world?), but it can't grow without you!

Please send your submissions to me at my new address, listed below.

Dennis Bell
7100 35th Avenue NW
Seattle, WA 98117
(206)-784-8446



Tandem in Leisure

Maryland's Lower Eastern Shore is flat and very lightly traveled, just perfect for folks celebrating their 25th wedding anniversary. Worcester County has marked out the Viewtrail 100 (write for brochure), a loop running from Berlin to Pocomoke City and back, using quiet country roads, and it is delightful.

Though it was mid-October, we started out from Snow Hill wearing only shorts and tee shirts. The road was smooth and level, and we rolled along effortlessly alternately going through dark, dank woodsy places, and then out into the brilliance of sun-soaked, copper-colored soybean fields. The barking dogs were all penned, and overhead V's of geese honked as they came in from the North to winter on the Chesapeake.

We reached the B&B in Berlin with plenty of time to ride the extra twenty mile loop to the ocean beach at Assateague National Park. Removing our shoes, we dug our toes down into the warm sand and watched the frothy white breakers come rolling in. Smooth, white seagulls floated overhead hoping for food and a flock of sanderlings raced back and forth with the ceaseless waves, hunting for dinner. As we left, the low, autumn sun reflected silvery on the waters of the marsh, and we were surrounded with soft, mellow greys and browns of the grasses. Here and there were bright yellow stands of goldenrod, and in the distance a little

herd of wild ponies was grazing. A marvelous first day.



The second day we didn't get a particularly early start because it is fun to visit with the folks at the B&B's. The sky was a high, leaden gray so typical of fall on the Shore. We passed down endless aisles of rustling reeds which towered overhead nodding their windblown plumes at us. Just the rustling reeds and our swishing wheels. Occasionally a great blue heron would silently lift up and ghost on ahead of us trailing his long, long legs, neck curled back in a "S".

At lunch time we found a long pier extending way out over the water and enjoyed our little feast under the solitude of the gray skies, with only the music of the slapping waves below. Much nicer





than a fastfood stop. Riding off into the afternoon, we passed chicken houses - great long affairs covering acres and acres of ground, emitting a slightly acidic odor if we happened to be down wind. Many were the weathered, not-quite-upright clapboard homes, and twice we surprised muddy hogs the fled, squealing to the far corner of their pens. There were a multitude of little bridges across tidal creeks where folks would be fishing. All of the kids exclaimed, "Wow! A two seater!", and all the men said "She ain't pedaling back there".



When we reached Pocomoke City we met a father taking his daughter for her very first tandem ride; she'd just grown tall enough. We dallyed around at the end of a little fair and dusk was coming. Hurrying down the road, we swooped around a trim little lady who was walking along, then stopped abruptly. Buffalo! A herd of buffalo! The trim little lady caught up with us and told us all about her "pets". So happy that we weren't riding in a car.

Pocomoke had no B&B, but a quiet motel where we could pull the bike inside, get some supper, and just laze around for a bit. The next morning gray skies were gone, the bright blue sky back. For miles, and miles, and miles we

kept company with fields of dry, rattly corn, each bordered by a rearguard of tall, green pines. Immense combines were at work, and seen at close range they were awesome. Great dinosaurs chewing up six rows of tall corn at a time, spewing out a steady, golden stream of kernels into the trucks pulled along side. Fantastic operation!

We often lunch on the lawn or steps of little, wooden, white country churches because they are clean, quiet, mowed, and peaceful. Many times we stop to read the gravestones, frequently seeing one that reads something like this: "Born July 7, 1936, Died August 15, 1936. On the in land side of our loop, away from the marshes of the ocean and the bay behind the ocean, the chicken houses decreased and the cattle farms increased. Often we saw snowy cattle egrets riding on the backs of the cows and wandering unconcernedly between their legs. And so we road, on and on, past fields and through woods. We stopped to watch a logging operation and were greatly impressed by the skill with which the operator placed the heavy, long tree trunks on the truck as though they were only so many pencils. It was interesting to be slowed down enough to see more closely and clearly the jobs that others do.

On our last day, having spent another comfortable night at a B&B, we were full of gratitude to the county commissioners for marking out such a special ride for our anniversary. We'd only seen one other biking group, so indeed they must have done it especially for us??!! The day was back to gray skies and eventually a little, light rain began to fall. We rooted through all of our unused cool weather gear and put on rainsuits and galoshes. Suddenly along came BIKERS on narrow-wheeled, individual bikes and they were soaked; hair plastered against their cheeks, hands cold; traveling light. They held something called a "cue sheet" and were feeling a bit out of sorts because it neglected to mention that a bridge was out. As they hurriedly spoke to us, we discovered why there had been an absence of bikers on the Viewtrail. Just north of us there had been a century ride the day before and ev-



everyone told us, "I completed it in 5..6..9 hours". This day they were winding up with another, shorter ride when the rain commenced and the bridge was found to be out. They were rather disgruntled, wet and chilly. We encouraged them to come back one day with some raingear and a proper set of maps to ride the Viewtrail 100 and to simply enjoy the beauty and tranquility of the Shore. We then got out our "heavy" book of maps and found a nearby detour around the missing bridge. Warm and dry,, we went on our way happily "sniffing the flowers". Cold and wet, and limited by their little cue sheet, they set off sadly backtracking. . . . Seems to me like they missed a lot. 'AND IT WAS GOOD.' (Gen. 1:12)

Helen Sweeney
Baltimore, MD

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.

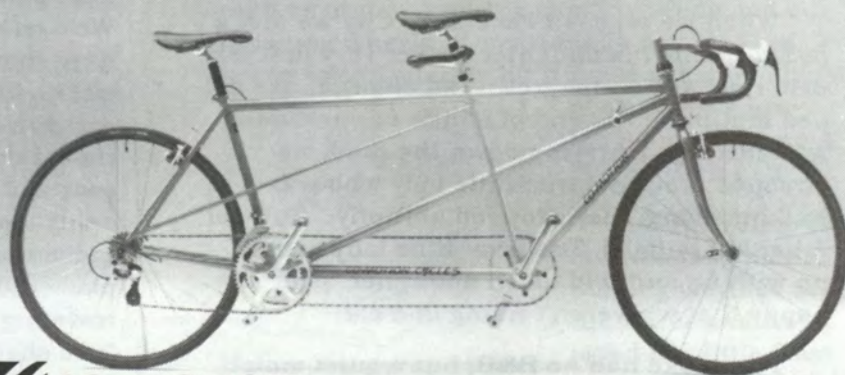
MERCHANDISE: Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

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.

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- Joe Kita, *Bicycling Magazine*



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TANDEM CALENDAR 1993-1994

March 14, 1993. **BART (Bay Area Roaming Tandems) West Coast Ride.** Meet at Ralph Lauren's "Polo Store" at the Stanford Shopping Center, Palo Alto, CA, at 10:00 a.m. 55 hilly miles with a steep climb. Call Enrique or Maria, (415)-325-8561.

March 14, 1993. **Double DATES (Dallas Area Tandem Enthusiasts) 4th Annual St. Patrick's Day Ride.** Ferris, TX (South of Dallas). For information, contact John McManus or Anne Leon @ (214)-321-6085

March 20, 1993. **Marblehead to Nahant, MA.** Join the Tandem Bicyclists of New England (T-Bones) for a 25-30 mile ride. Bring a dish for a pot luck meal afterwards. Ride leaves at 9:30 a.m. from the Glass'. (Rain date is Sunday, 3/20/93). For directions, call Anne & Emery Glass, 1 Dodge Road, Marblehead, MA 01945, ph: (617)-631-3239

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)-991-7766. Information will be mailed upon request only!

April 17-18, 1993. **BART's (Bay Area Roaming Tandems) 3rd Annual Calistoga to Carmichael, CA Ride.** 200 total miles/2 days. Contact Bob and Lois Weast at 916-961-5193 for complete details.

April 18, 1993. **12th Annual Folks on Spokes Easter Ride, Homewood, IL** Many distances to choose from, all great for tandems. Contact Folks on Spokes, c/o Barb Burns, P.O. Box 824, Homewood, IL 60430. Ph: (708)-957-2664. Small fee, which goes up after 4/1/93.

April 24, 1993. **T-BONES (Tandem Bicyclists of New England) Ride From Marblehead to Ipswich, MA** Pizza after the ride. Meet at the Glass' 9:30 a.m. For information, contact Anne & Emery Glass, 1 Dodge Road, Marblehead, MA 01945, ph: (617)-631-3239

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 27-29, 1993. **SWTR Pre-Tour.** Houston, Texas. Join Gene and Dina Stucker of the HATS (Houston Area Tandem Society) on a tour from northeast Houston to Nacadoches, TX, for the 3rd Annual Southwest Tandem Rally. After the rally, ride back to Houston on the SWTR Post-Tour. For information, SASE to the Stuckers, 1710 Nogalus, Crosby, TX 77532. Ph: (713)-324-4001

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

May 3-5, 1993. **SWTR Post-Tour.** Nacadoches, TX. After the SWTR, you've got to get back to



Houston where you parked your car ... or flew in ... or ... Combined with the SWTR Pre-Tour and SWTR itself, you now have a 9-day event. For information on the Pre/Post Tour, SASE to Gene & Dina Stucker, 1710 Nogalus, Crosby, TX 77532. Ph: (713)-324-4001

May 7-9, 1993. **T-Bones (Tandem Bicyclists of New England) Weekend at the Beach** Harwich, Cape Cod, MA. Contact Jean-Marie & George Lambert, P.O. Box 81, Milford, NH, for directions and information about the lodging. Phone (603)-673-5975 (7-9pm EST)

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 14-16, 1993. **Sun Coast Tandem Rally**, Apollo Beach, FL. Send SASE to Tim & Ann Newby, 5807 22nd Avenue Dr. East, Palmetto, FL 34221 for more information. Registration closes April 15, 1993.

May 15, 1993. **T-Bones (Tandem Bicyclists of New England) North Conway, NH Ride**. 10:00 a.m. from Shaw's Plaza on Rte 16 in North Conway, NH. More info from Nate & Mary Ellen Carmen, RR Box 639, Bethlehem, NH 03574. Ph: (603)-444-6887

May 22, 1993. **T-Bones (Tandem Bicyclists of New England), Cape Ann, MA Ride**. 30-35 mi. & 55-65 mi. options from the Montserrat Railroad Station, Beverly, MA. For information, contact Anne & Emery Glass, 1 Dodge Road, Marblehead, MA 01945, ph: (617)-631-3239

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**, Mt. Vernon, WA. Sponsored by the Skagit Valley BC. \$32.00/team, tax included. optional meals available. Applications now available with SASE to NWTR'93, P.O. Box 803, Conway, WA 98238. or phone Ron & Debra Sprague @ (206)-445-3306 or Jay & Linda Hardcastle @ (206)-734-0275

May 29-June 5, 1993. **International Tandem Rally**. Chateau L'Hirondell campsite near Oteppe, Belgium. 200 tandems expected from all over the world. Oteppe is a small village between Liege and Namur, about 120 miles from Ostend. Booking forms are available with a SASE to ITR, c/o Jack Goertz, 2220 Vanessa Drive, Birmingham, AL 35242. Routes and campsites are now being researched. Information that's not on the booking forms can be obtained from Martin & Jay Halls, 106 Aylestone Hill, Hereford HR1 1JJ, England. Telephone number is 0432 354938.

June 11-13, 1993. **T-Bones' (Tandem Bicycles of New England) Weekend in VT**. Headquarters is Rabbit Hill Inn, Lower Waterford, VT. It's pricy, but worth it! For full information, contact Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079. Ph: (603)-898-5285. Rabbit Hill books early, so call soon!

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.

June 26-27, 1993. **TRINA (Tandem Rally In Northern Arizona)**, Flagstaff, AZ. A fun ride (on Saturday) and race (on Sunday) in the high country (7000' elevation) near Flagstaff. For information, send SASE to John or Rebekah, c/o Loose Spokes Bicycle Shop, 1529 So. Milton Road, Flagstaff, AZ 86001 Ph: (602)-774-7428



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

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

July 24, 1993. **T-Bones Saturday in Andover.** More information will be available from Lida & Scott Jenny, 6 Shore Rd, N. Reading, MA 01864. Ph: (508)-664-0625

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

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

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

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

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

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

September 11, 1993. **T-Bones (Tandem Bicycles of New England) New Hampshire Pot Luck** Mont Vernon, NH. Call Carolyn & Earle Rich, 19 Horton Road, Mont Vernon, NH (603)-673-8695 for information and to find out what to bring!

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

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

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



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

October 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

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TANDEM RACES -- 1993

April 11, 1993. **Long Beach, CA, Criterium Series** USCF only. Contact Marilyn Sonye at MTS Cycling, P.O. Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-3954

April 28-May 2, 1993. **USDST Development Camp**. Dates pending. Rider development, bike handling skills, training programs, bike maintenance, weight training, nutrition, exercise physiology offered by USCF coaches. 5-day camp at the Olympic Training Center. Apply in writing to Peter Paulding at 49 River Street, Plymouth, MA 02360. Ph: (508)-747-2923

May 1, 1993. **1st Annual Pepin Hills, WI, Gran Prix**. USCF Permit pending. Very beautiful hill country with 660 feet climbing per lap. Twisty 50mph descent. Tandem race is 40 miles (4 laps). Cash prizes, hill climbing primes, other prizes. Contact Bob Benedum at 2319 Afton Drive, Menomonie, WI 54751. Ph: (715)-235-4343

May 8-9, 1993, **Cedar Valley, IA, Tandem Race**. Road race and criterium. USCF & citizen classes. All start together, but results will be by class for prizes. Contact Cindy Dod at 122 Parkgate, Cedar Falls, IA 50613. Ph: (319)-233-2150

May 15, 1993. **Discover Columbus Challenge Duathlon**. Columbus, IN. Yes, this event now has a tandem class. Run-Bike-Run. Registration forms from The Bicycle Station, 1005 25th St, Columbus, IN 47201. Call Charlie Zaharako or Scott Hunter, (812)-379-9005

May 23, 1993. **Long Beach, CA, Criterium Series**. USCF only. Contact Marilyn Sonye, MTS Cycling, PO Box 3213, Anaheim, CA 92803-3213. Ph: (714)-738-5954

May 29-31, 1993. **Miami Valley Stage Race**. Road race, criterium, and time trial. USCF only. Organizer will assist with housing. SASE to MVSR, 6351 Adams Circle, Dayton, OH 45459. Ph: (513)-436-9045

June 13, 1993. **Century Bicycling Racing Club 20K Time Trial** Beltsville, MD, Agricultural Research Center. For application, send SASE to CBRC, 1121 Spotswood Drive, Colesville, MD 20905 or call Jay Bozievich at (301)-384-0837

June 19-20, 1993. **National 24-Hour Challenge**, 2212 College SE, Grand Rapids, MI 49507. Ph: (616)-241-1969. Tandem Class available. Entry forms now available. Send SASE to the above address.

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

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

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

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

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

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



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

September 12, 1993. **Lake Country, TX, Classic** 25-mile road race in Ft. Belknap, TX, for mixed tandems. Citizens race, no USCF license required. Trophies to top 3 teams. Contact Randy Stephens, Route 2, Box 268, Red Top Road, Graham, TX 76450. Ph: (817)-549-3918

Send your race listings to the Doubletalk Editors Now!

Doubletalk Race Calendar
Jack & Susan Goertz
2220 Vanessa Drive
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Please limit your race listings to those events with distinct Tandem Classes. Thanks -- the Editors



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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: 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. 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, 20.5x18.5, 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 lightweight 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: 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 \$2000.00. Tom Thalmann, N1583 Skyline Drive, Appleton, WI 54166. Ph: (414)-757-6561 05/93

FOR SALE: 1976 Follis tandem, 22x21. Men's/Men's. A very rare find! A quality tandem from Lyon, France. Never crashed. Light blue Imron paint, TA Triple Crank, Barcon's. 38-spoke wheels w/Phil Wood hubs, spare rear wheel. \$700.00 Call Cindy Rollins, (205)-592-9220 days or (205)-625-4302 evenings. 05/93

FOR SALE: 23x21 Gitane Tandem. Excellent condition and low miles. Includes child conversion crank and chain. Asking \$525.00 Call Mark @ (717)-560-9294 05/93

FOR SALE: 1989 Santana Team, 62x54.5, Pearl White. This ultimate tandem is Dura-Ace equipped for the serious touring/racing couple. Perfectly maintained by master mechanic. Dura-Ace SIS bar-end shifters, derailleurs, cranks, and clipless pedals. Many extras. All for \$2900. Call John & Ruth Long for more information. Work (314)-469-4167. Home (314)-625-4802 05/93

FOR SALE: 1991 Cannondale Tandem. 23x21, Black. Shimano Deore 21-speed. Like new, spotless, only ridden three times. Must sell! Will accept first reasonable offer. Please call Todd at (505)-983-4342 05/93

FOR SALE: Santana Sovereign, 24x22. \$3100 value for \$2000. Less than 300 miles. Ernie Fisher is handling sale for lady who lost her captain. Call Ernie @ (515)-226-0172 for more information 05/93

FOR SALE: 1990 Schwinn Duo Tandem. Low mileage. 23x21 frame in prime condition. Rear rack and speedo included. Will accept

best offer. Call Shannon or Lue at (209)-226-1801 05/93

FOR SALE: Schwinn DeLuxe Twinn tandem with rear seat post shortened and 4" cranks installed to fit child stoker. We've had many hours of enjoyment. Only 4-speeds (the fifth doesn't work), and a pink paint job. \$175 and you transport. Charles McCarty, 704 E. Vine, Ft. Branch, IN 47648. (812)-753-4898 (home) or (812)-464-3694 (work). 05/93

FOR SALE: 1991 Santana Arriva, 53x50. Like new, very few miles. Fully equipped for touring, with 48-spoke wheels, hub brake, racks and many accessories. \$1995 OBO. Call Tom @ (413)-596-9643 before 9 p.m. EST. 05/93

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

FOR SALE: R&E Child stoker kit, includes adjustable BB, cranks, and pedals. Mint condition, \$195. Women's Frolite touring Saddle, \$15. Mafac cantilever brake set w/dual control lever and Mathauser pads, \$25. New 27x1.25 tires, \$10 each. Joe Galloway, (607)-723-9765 05/93

WANTED: Stoker to fit 53cm/20" tandem for TOSRV weekend (Mother's Day, 1993). 210 miles/2 days. Must have own registration. My wife refuses to ride 2 centuries in two days. If interested, please call Jack Goertz, (205)-991-7766 evenings after 5:30 p.m. or on weekends. 05/93

WANTED: Companions for tour around Lake Ontario. We are a father/daughter tandem team (39 & 13) with touring experience. We are planning to circle Lake Ontario in 7-10 days this summer, beginning in late July. Approximately 550 miles beginning/ending in Rochester, NY. Self-contained (no sag), prepared for light camping. We intend to buy meals on the road. Anyone interested or willing to share information/accommodations, please contact us. Bob & Melissa Fuss, 4 Parkwood Lane, Spencerport, NY 14559 ph: (716)-352-1906 05/93



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

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

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

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

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 _____

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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.

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Tandem Dealers

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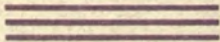

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Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan 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!

