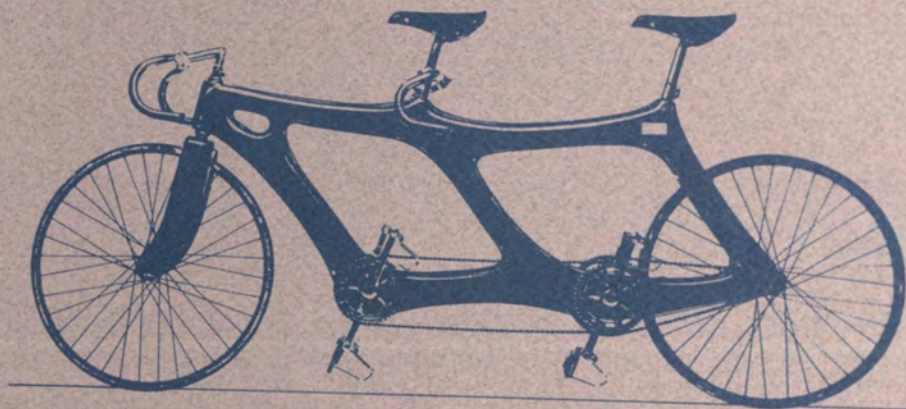


# TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

## DOUBLETALK



SEPTEMBER-OCTOBER  
1993

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

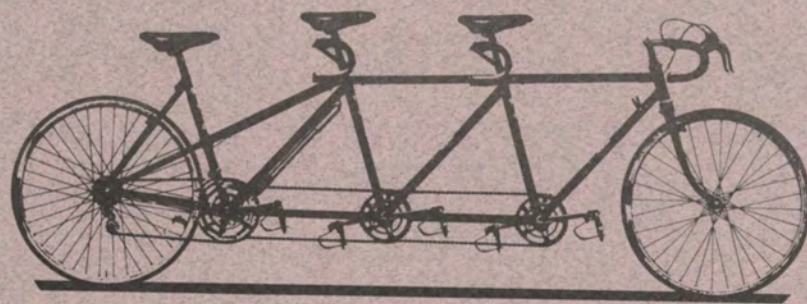
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Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430



# DOUBLETALK

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# DEADLINE FOR THE NOVEMBER- DECEMBER, 1993 ISSUE OF DOUBLETALK IS OCTOBER 1, 1993

## FROM THE EDITORS

What pleasure it is to sit back and reflect on the last few months of cycling. As we'd mentioned in the last issue of DoubleTalk, Susan and I attended the Eastern Tandem Rally in Williamsburg, VA (nearly 250 tandem teams in attendance), the LAW National Rally and Convention in Kutztown, PA (about 100 tandems in attendance, along with 900-1000 short bikes) and finally, we just returned from the Great Eastern Rally (GEAR'93) in Geneseo, NY. This could be fun, if work and the real world didn't get in the way.

It is fun comparing all the different rallies around the country. Each is different, with different thrusts and experiences, and each is great. Some strive to present a polished front while others just sort of happen, with a very laid-back attitude towards organization. Some rallies are based in universities and colleges, others are based at motels or convention centers. A few even take the option -- make your own accommodations, we'll provide the rides, just show up at the appointed time and place. Some have a formal organization to keep things consistent from year to year, and others just evolve, with some reinventing of the wheel each year, as newcomers to the sport jump in and want to be host. It all seems to work, and it always is an enjoyable occasion for us when we can find the time to attend.

The July issue of Bicycle Guide devoted a number of pages to Tandem Cycling, but with a few mistakes. They didn't list an address for the TCA, and they did list Susan and I as contacts for the Midwest Tandem Rally. How that hap-

pened, we couldn't begin to guess. We do hope that all the people who've called us have found the right 'phone number by now, and have talked to Alan and Kathy Hahn to get the materials heading their way. Confusion does reign!

Just as we were writing this column, the mailman brought the August issue of Bikecentennial's BikeReport. There, on page 9, is a picture of the best 9 year old stoker I've ridden with, Sara Clark. That's her mother and stepfather in the background, Donna and Glenn Boutelier. No, I'm really not that heavy, the wind was inflating my nylon jacket.

Economics is finally catching up to the Tandem Club of America. In the near future, the TCA will be raising its membership rates to match our increased costs. Don't despair, there is still time to renew at the the current rates, and Malcolm will accept extensions and renewals, even if you have several issues left. Just fill out the membership form in this issue, and send it, with an appropriate amount of money, to our TCA treasurers, Malcolm Boyd and Judy Allison.

We'll see you on the road!

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## MILE MARKERS

Married - May 25 TCA secretary Laura Mappin to Andy. Following an 'old Italian-Polish-Scottish-English custom', they will travel the globe to celebrate with far-flung friends & family.

Deceased - L.A.W. Board President and TCA member John Torosian. John had just returned home after participating in another Pedal For Power ride.





## LETTERS TO DOUBLETALK

Dear DoubleTalk,

Mark and I have been riding our tandem for over ten years, and have been taking pink plastic lawn flamingos along on our tandem or, now, in our Burley trailer for about nine years. They've been great conversation starters and folks remember us from year to year. They're perfect for a laugh on a cold, rainy TOSRV. Anyway, our matching outfits have also followed a distinctive tropical trend (Hawaiian shirts, leis, floral tights) So - in the tradition of COWS, CATS and other tandem creatures - we proclaim ourselves FLAMINGOS - Families Living Atop Multicycles In Numerous Gaudy Outfits. Any other folks out there willing to identify themselves with such silliness are welcome to join our family and call themselves FLAMINGOS too!

Mark & May Buchwalder  
Diane & Laura  
1781 Sunnymeade Rd  
Xenia, OH 45385

\*\*\*\*\*

Dear DoubleTalk,

In the May/June 1993 issue John Ruggini states 'unfortunately tandem rallies have become too expensive and...'

For a year or so I have looked forward to the rally in Williamsburg because Williamsburg is near us, we have never been to a rally, and we enjoy the Williamsburg area. However, when the info came we were amazed at the cost. We really wanted to give a rally a try, particularly this one, but try as we may, we just could not be at peace within as far as the cost went.

\$295 for two people for just a weekend's bike ride is so much. Even if we stayed with friends across the Rappahannock and reduced the cost to \$200 it is so much. \$200 for 4 breakfasts, 4 lunches, and 2 dinners (for the both of us) is very costly food. No matter how many snacks, how many maps, how much help

with flats, how grand the music (really rather talk) it just couldn't be worth \$200.

I really, really feel disappointed and rather left out, but it is just too costly to make sense. In the future isn't there some way that folks could join the rally and bring their own breakfast and lunch fixins (as we do all our other weekends), some way to reduce the great expense so that we could have the fun of riding without feeling had?

I had such fun responding to folks who contacted me about the Viewtrail 100 after the article. Several said 'see ya in Williamsburg', and we had to say, 'sorry, can't make it'. Seeing the article on page 34 let us know that we aren't the only ones.

Mike & Helen Sweeney  
Baltimore, MD

Dear Helen and Mike:

Eastern Tandem Rally, Inc, sponsors of Tandem Williamsburg 1993, is a non-profit corporation whose mission is to have an annual tandem rally. The Mission and Policies of ETR, Inc. state:

"The core of a Tandem Rally is the set of rides and events on Saturday and Sunday. ETR Inc. encourages organizers to have a single off-site picnic lunch location..."

"Organizers are encouraged to provide family entertainment after Saturday supper, and appropriate hospitality at convenient times, e.g. Friday evening, Saturday afternoon."







"Group dining rather than a la carte ordering by individuals. Tandem rally participants expect outstanding food, in abundance..."

Tandem Williamsburg 1993 observed these requirements.

The cost of the weekend, \$295 consists of three basic components: housing, food and the cost of putting on the Rally. Food and housing cost, determined by the College, is \$120 and \$95 respectively. The housing cost (\$47.50, per couple per night) is lower than a hotel room in Williamsburg. The food cost of \$60 per person includes five meals, an ice cream social, a snack stop along the road, and evening snacks. These meals are of the "all you can eat" variety, high quality food (not the food the students eat), and two picnics. This is also a competitive price for the Williamsburg area. The last cost, the cost of putting on the Rally is \$40 per person. This covers the printing and mailing of over 500 publicity brochures, printing of map packs and program books, insurance, ferry fare, rental of parks for picnics, cost of designing and checking out rides, entertainment, sag wagon costs, rental of equipment, souvenir polo shirts, mugs, patches, supplies, and numerous other costs.

Is the total cost "worth it"? That is a subjective question and each couple has to make their own evaluation. Is the total cost a fair cost? Yes. Williamsburg is a tourist town and prices are generally expensive. \$295 is fair value for a weekend vacation.

What about the couple who doesn't want the room and board? What about the couple who doesn't want the shirt but does want the mug? Or the couple that wants the mug, no shirt, lunch only, and one night at the College. With some variation we were asked about the above choices. By providing a uniform package we save money and it saves the organizers a lot of work. We have been working on this weekend with the Schaffers and Oberle/Ware for over a year. It is a lot of work, but we all enjoy it. The more options you provide, the more work it creates, more confusion, and you will still have

someone ask "Why can't I have this option without that option".

Also, we feel that the Rally is a three day vacation, not a weekend bike ride.

Lastly, ETR is one of many tandem rallies held in the U.S. These other rallies are organized in different formats and have different costs. Is there room for rallies that just provide rides? Yes. For example, there is the "Double or Nothing" Tandem Ride in Vineland, NJ. Two rides, lunch and a spaghetti dinner - inexpensive and a fun event. There is a weekend event, The Great Peanut Rides, not a tandem event, in Emporia, VA, that just provides for rides and food stops along the road. Room and food extra. It attracts 1500 riders each year.

Our suggestion is for you to organize a tandem rally that suits your needs. "If you do it, people will come."

Sincerely,  
Bob and Willa Friedman  
Chairteam  
Tandem Williamsburg 1993

\*\*\*\*\*



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Dear DoubleTalk,

After 12 years of riding and touring on singles we are now finishing up our second summer as tandemists. During the summer of 1992 we rode our Custom Rodriguez across the country following the Bikecentennial Northern Tier route, and this summer we spent three weeks touring in Nova Scotia

During both of these trips we have seen tandems utilizing trailers rather than panniers for carrying the team's equipment. We are very interested in this alternative.

We would appreciate any input from someone who has tried a trailer after having toured previously with panniers.

What effect does a trailer have on handling, braking, and starting? What about speed? Any restrictions? Any comments on the various brands available? We would love to hear from you.

We are more than willing to share information regarding our trans-America tour, Maine bicycling, or Nova Scotia where we have now toured three times.

Dennis Hayes & Karen McCann  
14 Belcher Rd  
Farmington, ME 04938

ed. please remember to send us copies of your comments.

\*\*\*\*\*

Dear DoubleTalk,

We write as overseas liaison officers for the Tandem Club of the UK.

This year quite a number of TCA members have come to cycle in Britain - we have enjoyed meeting some of them and hope that we have been able to provide worthwhile advice and assistance. One thing is becoming apparent - an increasing number of airlines are becoming difficult about carrying tandems across the atlantic.

A tandem team flying with British Airways were told that as their tandem exceeded 62" in length (ed note: a single shipping box in our basement measures 70", Jack's single measures 68") it could not be carried free of charge as would a single bicycle. A charge of over \$500 for the return trip was quoted. This charge was subsequently rescinded as a 'one time waiver'. Another team flying US Air found that the airline would not carry their tandem and had to send the bike ahead as freight. It seems that these restrictions arise from new US government regulations and may be more widely applied.

A considerable number of tandemists from both sides of the Atlantic have traveled with their machines in the past few years. The loss of this facility would be a real blow. It seems particularly absurd that a couple can take two solos without problem but may be prevented from taking a tandem which will take up less space and weighs less than the two solos.

The transport of tandems elsewhere in the world seems to offer few difficulties. We have recently been on a trip to Sweden and have had no problems at all. We flew with SAS and have nothing but praise for their service and their handling of our tandem. As with other European airlines SAS does not require cycles to be boxed. Instead they provide heavy duty polythene bags - two of which ideally covered our tandem. We have found that a tandem is far less likely to be damaged when it is not in a box.

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

Ed note: Does any one have the facts about the change in government regulations? Is a team or teams interested in finding out the facts and seeing what needs to be done to resolve this issue. Let's co-ordinate this through the Secretary, Team Gorman, P.O. Box 21766, Los Gatos, CA 95031 (408) 356-7443.





Dear DoubleTalk,

Just a couple more recommendations for traveling with a tandem on airplanes. Our honeymoon in New Zealand was almost ruined when our brand new Cannondale tandem had its rear triangle narrowed by 2.5 cm. Here are some precautions to take before traveling and what to do if your bicycle gets damaged:

1. GET INSURANCE to specifically cover the bicycle - enough to cover the cost of replacing the frame. Ask your travel agent for insurance companies or call Travelers Insurance for a policy that covers the bicycle during the trip (your homeowners' Policy probably won't). We paid an \$80.00 premium for \$2,000.00 coverage, no deductible.

2. Leave plenty of time between international flights. It took Air New Zealand 1 1/2 hours to unload our bike in Los Angeles. We then had to go through customs and recheck our bike for a domestic connecting flight on Alaska Airlines. Be prepared to claim and recheck your bicycle every time you change planes. The reservationist sometimes give out incorrect information about checking luggage through to the final destination.

3. Plan on a place to store the bike box, or a way to ship it to your final destination. Many hotels can do this for you if you have a couple of weeks between the first hotel and the last.

4. Find out before you go over seas where there are authorized dealers that carry or service your brand of bicycle.

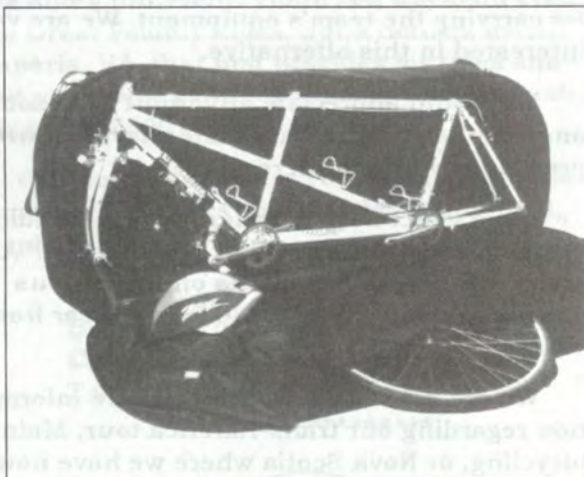
If your bicycle is damaged by the airlines:

1. Take photographs of the damage (just in case, you probably won't need them).

2. Let the airline know immediately if your bike has been damaged. Go in person to the baggage counter at the airport with damaged bicycle. Get everyone's name with whom you speak. Air New Zealand paid for our taxi to and from the airport with the damaged bicycle.

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3. This is not the time to brag about how lightweight your tandem is. Many airlines reimburse damaged goods by weight. Your 40 pound bike fully loaded may weigh 60 pound.

4. Keep all baggage claim checks, boarding passes, ticket stubs, and sales receipts for the bicycle. You will need these to file a claim with the airline and the insurance company.

Luckily, Air New Zealand paid for some of the damage (at \$10 per pound) and Travelers Insurance covered the difference. With some maneuvering, the honeymoon was saved and we can replace our damaged frame.

Best of luck to fellow tandem travelers

Amy & Brian Trubee  
Redmond, WA

\*\*\*\*\*

Dear DoubleTalk,

I read with great interest the two articles in the July/August magazine about the Allsop Softride beam. My co-captain, Sandy and I have the Softride installed on our Santana since May 1992 with excellent results. A Softride is also installed on my single bike and I really love it. I did notice a few points in the article that I felt needed clarification. The seat height adjustment range is noted as only 3 1/2"; that is incorrect; from low to high adjustment the range is 6". Another statement concerned bouncing on the beam while riding; while my wife and I have not experienced this it may occur if your riding style is incorrect. A smooth, circular, pedal motion is required for maximum power. However, the statement that the beam absorbs pedaling energy I find in error. I've always felt that I put more power down with the Softride because of my ignoring any bumps that might have formerly caused me to interrupt pedaling. Coors Light's Alexi Grewal won the Nevada City Classic criterium in June 20 by one minute on a Softride. Also, the July 1993 issue of Bicycle Guide has a review of the Softride which states "It may look weird now but almost anything

looks beautiful if it'll make you go faster and better."

One point the articles raised was that a smaller frame may be needed to retrofit the Softride; this is true. However, Allsop will provide you with a shoulder bolt to raise the nose of the beam, enabling the seat to be lowered. One fact not mentioned, is that the beam may be painted to match the bike as long as the flexible material is masked. Santana's 1993 catalog shows a stunning purple Arriva with a Softride on a Powercurve frame; they will now build any steel Santana with a Softride. It's nice to see there is finally a solution for the stoker's discomfort.

Jack & Sandy Finucan  
Indian Head Park, IL

\*\*\*\*\*

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Dear DoubleTalk:

While I am on the computer, I would like to see if I can stir some interest in some adventurous TCA couples to join us in next year's Ride Across the Andes Mountains.

This ride is the United Nation's Cycling Club's annual highlight. It involves 240 miles of riding from Chile's capital city of Santiago to the city of Mendoza, Argentine. It requires climbing





and crossing the Andes range at an elevation 10,000 ft, and we do it in three days. The ride is fully supported, and we stay in motels and hotels along the way. Return travel to Santiago is in the support vehicles.

The ride takes place at the end of February, which is our summer time here. Temperatures range from a minimum at night and in the mountain of about 55 to a maximum at noon time of around 100 F. Some rain might be expected. The ride is timed so that it coincides with the wine festival in Mendoza.

J. Roberto & Maria Teresa Jovel  
Napoleon 3000 - 105  
Santiago, Chile  
(562)-233-1907

\*\*\*\*\*

Dear DoubleTalk,

I'd like to make some corrections and additions to my article in the July-August issue of DoubleTalk.

The Q factor is the measurement between the outsides of the pedal holes on the crankarms, taken parallel to the bottom bracket spindle. The statements in the article are conceptually correct, but they aren't numerically correct, since the Q factor of a crankset (by convention) would be about double the distance from the crank to "the frame/point of rotation".

Grant Peterson is the modern inventor of the Q factor. His article on the Q factor (July 1990, also Corrections, Autumn 1990) and James Papadopoulos' letter on this subject (December 1990) in Bicycle Guide are vitally necessary reading for anyone considering a crankset or bottom bracket spindle purchase.

SOME TANDEM RELATED Q NOTES:

Low-Q cranksets of necessity have narrow chainring spacing. With 140mm (tandem) rear wheel dropout spacing and standard 68mm wide bottom bracket shell width, the chain may scrape on the middle or outer chainring when

using the outer cogs on the freewheel sooner than with other, higher-Q cranksets. I like my low Q enough to shift as necessary to get a quiet drivetrain.

Obtaining low Q on the left rear crankarm is a balancing act between chainring size and chainstay clearance. As your chainring gets larger, it gets closer to the chainstay unless you increase Q by using a longer bottom bracket spindle. I use fifty tooth chainrings on the transfer side to reduce lateral frame flex.

The T.A. Cyclotourist bolt circle diameter is less than the eccentric bottom bracket shell diameter. On the left front crankarm the limiting factor is the need for clearance between those bolts and the shell. I use T.A. crankarms for the low Q and the wide variety of crankarm lengths available. I use 185 mm crankarms to go with my 35 inch inseam.

The narrow chainring spacing on low-Q cranksets will probably require a low-Q front derailleur in order to keep the front derailleur from scraping on the crankarm when the chain is on the large chainring, and to provide for good shifting. Low Q front derailleurs are of course not listed as such, so the easiest way to find one is to get a front derailleur that is part of a grupo that has a low Q crankset. You will encounter a problem when you try to find a low Q front derailleur for a triple crankset. Apparently Campagnolo still offers a touring derailleur that will do the job, but since I wasn't previously aware of this, the last time I needed a low-Q front derailleur that would shift across a triple crankset, I carefully squashed the sides of a Shimano Deore XT front derailleur flat in a vise. That works pretty well.

Thank You,  
Scott Sutton  
Grand Prairie, TX

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## " WHY DOES IT GO SO FAST? "

I just received the July - August issue of DoubleTalk, and read Scott Sutton's article, "The Faster Tandem", with great interest.

My wife, Peggy, and I got our first tandem last August. We both have been active single cyclists for many years, and through our mutual experience of seeing tandems slowly grind up the hills and mountains of Arizona, fully expected our riding to take on a similar style.

Not so! Imagine our surprise to find we were actually faster on our new long bike, even in fairly steep terrain.

Before I get into the connection to Scott's article, I'll mention that I read on a few more pages and came across Jennifer Hamelman & Duane Smelser's article, "How It All Began - Oregon Style". In the article, they said that people were telling them, "Tandems aren't supposed to pass me on the hills"; a similar line is frequently thrown at Peggy and I... Then I backtracked and found they had a tandem by the same maker as ours: Co-Motion.

Scott Sutton's article emphasizes the importance of frame stiffness on a tandem for the captain's pedaling efficiency. The Co-Motion tandem has a unique (I think) tri-lateral frame design, which makes it very nearly whip-free. Peggy and I pedal out-of-sync, ninety degrees variable (I'll get to the reason it's variable in a moment), and when she stands on the pedals. I hardly even notice except for a little extra squirt of power every time she stomps. She used to say, "standing", every time she did, but we quickly learned it wasn't necessary.

Scott also says you can put the weaker rider front because that rider won't be able to flex the frames as much. In our case, that would be impractical. I'm 6'6" tall, and Peggy is only 5'2". Of course, our Co-Motion tandem, nicknamed "Jolly Green Giant", is a custom job. Well, so much for that.

Then Scott says to use bigger timing chainrings to shorten the effective lever arm of the cranks. This reduces their ability to flex the frame and winch the bottom brackets toward each other. This is where things get really interesting. I chose 48-tooth timing-side chainrings without any of what he talks about in mind. Why such comparatively giant rings on the timing side? Because for over thirteen years I have been happily riding with a Durham Elliptical chainring on each of my single bikes, and I wanted one on the tandem.

The Durham Elliptical is a radically elliptical chainring that looks a lot like a football with teeth. No, it's not the same as a Biopace ring. In fact, it's just the OPPOSITE concept. Compared to the Biopace, the Elliptical is rotated ninety degrees so you're pulling the large end of the ellipse around during the power part of the pedal stroke (when you're pushing down), and the small end during the dead part of the stroke (when the crank arms are straight up and down). So as a result, you spend more time in the power stroke and less time losing momentum in the dead stroke as compared to a round ring. The difference is even more pronounced when compared to a Biopace.

Why is an Elliptical better than a round ring or a Biopace? Because of the reduced time spent in the dead part of the stroke, it ends up being more efficient uphill or against a wind where your momentum doesn't carry through as well between power strokes. The steeper the hill or the stiffer the wind, where momentum is increasingly short-lived, the more exaggerated the advantage over the round ring... and even more over the Biopace.

Obviously, I like the Elliptical very much and I didn't want to give it up while tandem-ing... nor did Peggy want to give up here gear selection (since a front derailleur hasn't been invented to handle the extreme shape of the Elliptical, my singles are limited to seven speeds)...so the elliptical is up front with me





and round one is back with her. I get all the elliptical effect, and she stays 'round'. Yes, it really does work, as long as both rings have the same number of teeth and the Elliptical is symmetrical. The timing chain does move up and down up front, but the tension remains the same.

This is where the 'variable' part of our out-of-sync pedaling arrangement comes into play. Since I'm running the Elliptical, which varies the velocity of my pedals, the angle between our two sets of crank arms constantly changes...so much so that there are parts of the pedal revolution that we are both partially in the power stroke.

The elliptical ring I have in the front may apply to two points in Scott's article. The first is his discussion of frame flex, and how it can shorten the effective power stroke because part of the power is used to flex the frame instead of delivering power to the rear wheel. The elliptical can at least partially overcome this problem for the captain because the power stroke is lengthened, canceling out some of the dreaded frame flex. Not only that, because the large end of the ellipse is being used during the power part of the stroke, the effective lever arm is shortened even more than its large 48-tooth size would do if it was round, further reducing frame flex.

The second point Scott makes that I think the ellipse takes very good advantage is the CVT, or Continuously Variable Transmission, to better fit the equipment to the abilities of the athlete. In fact, the reason Roger Durham of Bullseye Bicycles made his Elliptical in the first place was to better fit the bicycle to the body. Actually, the Elliptical is a concept that has been around since the 1880's and Roger patented a new design with longer, tapered teeth to help prevent chain fall-off on derailleur equipped bikes.

Sure, you can't spin as fast, but once you get used to turning an elliptical, spinning at 100 rpm is comfortable, and bouncing doesn't occur until you approach 120 rpm. You won't be able to tell the difference from a round ring...

until you try going back to a round ring. And believe it or not, doing that feels awful.

To sum up, there are several factors that make our tandem such a surprisingly fast machine:

1. Probably the most important one is the stiff Co-Motion frame.
2. The large size of the timing chainrings.
3. The "Elliptical effect", including:
  - A. Hill and headwind efficiency.
  - B. Reduced frame flexing ability.
  - C. Better machine to body match.

The really funny thing is that what began as the ultimate in compromises ended up being easy to do and fantastically effective. As near as Peggy and I can tell, Scott Sutton knows of what he speaks.

Scott & Peggy Jacobsen  
Tucson, AZ

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## TANDEM AND CLIMBING

Why do tandems climb slower than singles? Here is my opinion, and some facts to back it up. I disagree with the article by Scott Sutton, DoubleTalk July 93, page 8.

Tandems have twice the weight and twice the power, so they should climb at the same speed. The aerodynamic advantage will allow a tandem to go faster on the gradual hills, but on steeper hills this is negligible. But as most of us have noted, tandems frequently climb slowly. I think there are two reasons for this. One is that it takes better technique to coordinate the riders efforts. The other is that we go so fast everywhere else that when we do slow down we think we are going real slow, hence it is partly an illusion of slowness.

Having ridden tandems for 15 years, including riding with novices, and entering races such as the Burley Stage race with a blind stoker, I have seen tandems climb just as fast as singles. In the Burley race, I had a very strong stoker, Ray Patterson (who appears in Cannondale's latest catalog in the tandem section), who had never learned the technique for standing while climbing. On the flats, we were competitive with some of the strongest teams in the race, but any sections where the other teams used a quick out of the saddle burst we were left bike lengths behind. Yet we were riding a Cannondale, which is probably the stiffest production tandem frame on the market. Frame stiffness didn't help us at all. Technique is everything. I did a tandem race in Virginia, where my stoker was a woman who had just started riding and racing. Over the 50 miles and 14 climbs and we out-climbed two very strong men with years of USCF cat 2 experience. Technique was the winner in that race: we dropped them on the last climb, on our way to victory. (My highest USCF category was 3). Another ride I did with a woman was a 112 mile club century (French Super Century) over the all steepest hills between Doylestown and Allentown PA. Our solo ride was 10 minutes off the course record which

was set by a group of strong riders. She was the only woman to ever finish the course, and ours was the only tandem to ever attempt it. Once again, good technique made the bike fast.

Scott Sutton's theory is that the main reason tandems are slow climbers is flex in the frame and drivetrain. I find his discussion interesting, but his conclusions incorrect. If frame flex were that much of a factor in efficiency, then pros like Sean Kelly, who raced for years on the most flexible Vitus frames, would not have been competitive. The amount that frame flex absorbs pedaling energy is minimal compared to how slow tandems are perceived to climb. When the frame flexes, the pedaling force is still transmitted to the rear wheel. The pedal stroke may be effectively shortened if the unflexing occurs after all tension is released from the chain, but usually the timing chain is under constant tension throughout the pedal revolution. If you stomp on the pedals, then perhaps some of this energy is wasted, but not more than a few percent. The perceived differences in climbing is probably more like 30%. There is no way that the minimal frame flex can account for that much slowing.

He suggests using bigger timing chainrings, to reduce the frame flex. The size of the chainring has no effect on the torque felt by the frame. That depends only on the force on the pedal and the length of the crank arm. Perhaps Scott would have us use shorter crankarms to reduce the frame flex? The size of the chainring only effects the tension on the chain, which doesn't stretch measurably under the small loads of bicycling. It does not affect the mechanical advantage of the crankarms. A simple look at the force vectors shows all of this. One thing we could try is to install a timing chain on both sides of the bike. This should reduce the flex, but i doubt it would make the bike any faster. Reducing the Q-factor would reduce the flex also, but if it makes the body less efficient





or less comfortable, the very small increase in efficiency would be negated.

His analogies with moving a boulder with a lever and throwing a rock with a throwing stick (the atlatl) involve large forces which end abruptly. The pedaling forces change magnitude and direction smoothly throughout the pedal stroke, and thus are not similar to either of his examples. The only relevant analogy would be that one should learn to apply the forces to the pedals as nearly tangential to the pedal revolution path as possible, to minimize the unused forces that only contribute to frame and crank flex. (in other words, push forward, not down, at the top of the stroke, and pull back at the bottom of the stroke. Thus your force on the pedal would be in the direction of travel of the pedal, tangential to it's circle of travel; ('pedal in circles') The speed of rebound of the flex is probably much faster than the relaxation of forces near the end of the pedal

stroke, and thus most of the frame flex probably is returned to useful energy anyway.

As for putting the weaker rider in front, as he suggests, there are many good reasons to put the bigger rider in front. It is easier to fit a bigger rider up front: it allows a longer and stronger headtube, it allows more clearance for the front wheel, a smaller rider requires a shorter rear top tube which gives better handling. A stronger rider is better able to control the extra weight of a tandem. Aerodynamics could be the least significant reason to put a bigger rider up front.

My suggestion for to improving your climbing: work on technique and practice on climbs.

Bruce Frech  
Schwenksville, PA

(for details of the physics involved, see Whitt & Wilson : Bicycling Science, MIT.)

## RIDE AROUND THE BEAR

Oh to those naysayers... "It would be too difficult on a tandem. It would not be enjoyable. It would take too long." Jan Fleetwood and Thaddeus Wiatrowski, both from San Diego, proved them wrong on the Ninth Annual Ride Around the Bear; one of *Bicycling* magazine's ten toughest centuries in the country.

After only two hours of sleep - Jan didn't get any - we hit the road with tandem in tow on my little Miata. It was just after 4 am. There is just something odd about driving to a ride while it is still dark outside. Like, why weren't we still sleeping? Through the heavy fog we drove until we reached Redlands.

Yes, no one can believe that I can cart a tandem on my Miata convertible. I put a trailer hitch on with a rack attached to that. Both wheels are removed so the bike does not stick out too far. Since there is no place to put the

wheels in the car, they get attached to the rack, too.







We registered for the ride, took the tandem off the car, and collected our wits. The sun was just making its appearance. The air was a little crisp, but what could we expect at the top of the mountain? No one could give us an answer. Jan started out wearing a jacket. I tucked my arm warmers into a jersey pocket just in case. The jacket would come off quickly and the arm warmers were never used.

We took off just after 6:30 am. We said hello to Eric Axford, another San Diego Tandem Club member who thought this ride would be better on a single bike, as he was on his way to get registered. With him riding his single bike, we were sure we would see him again during all the climbing.

With the air warming up, Jan took off her jacket and we became a matched tandem pair, sporting our bright yellow jerseys with the San Diego Tandem Club logo silkscreened on our backs. Ten miles of gradual climbing that pretty much seemed flat, and the real uphill began. Wouldn't you know it, even with 18 gears to choose from, the ideal one was between two that we had. Oh well, we opted for the slightly easier gear. By the way, our gearing included 34T, 44T, 56T chainrings, and a 12-28T cassette. We had enough low gears for the climb. We could have used an 11T cog for the return down the mountain, though. (I just ordered an 11T titanium cog for my XTR cassette, so we should not be spinning out so quickly next time. Oh the need for speed!)

Ten miles of going what seemed like straight up, one of those college-age, racer types, passes us on his titanium bicycle. He looks at us and says, "A tandem, good luck", implying we would need it. Jan and I looked at each other and wondered why the tandem would be viewed as such a liability.

The scenery started to become spectacular. Everything was green around us. Flowers were blooming. You could see the valleys below, and the snow-capped peaks were in view around every turn. It was picture perfect, so were the temperatures at this point. The weekend before, we experienced a rare June storm that actually

brought snow to where we would soon be. It had melted rather quickly, so it was not a concern to us now.

Twenty-two miles into the ride and Eric passes us. We meet him at the first rest stop, 26 miles into the ride. The Orange County Wheelmen, sponsors of the ride, have all kinds of fresh fruit, cookies, peanut butter sandwiches, energy drinks, and water, spread out for us. The fresh pineapple is delicious. The second rest stop is just 10 miles further. We have been climbing the whole time. Two miles further and we get our first downhill. We now have 38 miles in and 7,000 feet of climbing. It is now rolling hills to Big Bear Lake where lunch



Bill Walker & Evie Porter riding the Bear - 1993





is waiting for us - all that fresh fruit, deli sandwiches made to order, and white chocolate, macadamia nut cookies.

Winding around the lake, we hook up with Rt. 38 for our return home. It has warmed up considerably, and it would get warmer as we start our last major climb, 56 miles into the ride. It was on to Onyx Summit, 2,500 feet of climbing in 5 1/2 miles to an elevation of 8,443 feet. The 28 T cog proved to be enough (with the help of a strong stoker). We now feel on top of the world - both mentally and physically. After all, we had about 40 miles of downhill to look forward to.

We start our downhill zooming along at over 50 mph for about the next 10 miles. Then the route finds us climbing again. It is a steep one that lasts for 1 1/2 miles. I hear "I thought all the climbing was done when we reached the summit", coming from my stoker. I neglected to tell her that even going downhill, we still had two good climbs.

The downhills were exhilarating. The curves were gentle enough to take at full speed. Several times we had to slow down just because of traffic. We could negotiate the curves better than the cars. After a very gentle curving switchback, the shoulder widens out to about 12 feet of smooth asphalt, and it is an 8 mile, straight shot back into Redlands. Even with a headwind we were cruising at 40 mph.

At the finish line, the Wheelmen were barbecuing chicken, served with baked beans, fresh vegetables, salad, rolls, dessert, and pop - all you could eat. After 100 miles and 10,000 feet of climbing, we could eat plenty! Our total time out, including rest stops, was 7 1/2 hours; our average speed was 15.2 mph. It was definitely a great ride. I would ask Jan to say a few words about how she liked the ride, but she is on her way to the post office to mail in our registrations for next year's ride.

Thaddeus Wiatrowski  
Jan Fleetwood  
San Diego, CA

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## ARE YOU A "Junk-A-Holic"?

Does anyone out there suffer from this disease? It's not very common right now but it is spreading fast.

The illness to which I refer starts as a minor disorder and progresses rapidly if not treated. It attacks both the novice and long-time tandem enthusiast, the virus is not fatal but is usually very expensive to treat.

The condition is known as "Junk-Aholism" and is defined as the uncontrollable urge to purchase and install every new item introduced to the tandem riders of the world. The people who suffer from this ailment must have everything they see that they don't already own. Where they see these items ranges from bicycle shops and mail order catalogs to other tandems observed at rallies and other riding events.

The ironic thing about this sickness is how it breaks down an individual's ability to remember why they spent so much of their hard earned cash for a tandem in the first place. Weight and components, that's why a tandem is do expensive. If you don't care about the weight or the quality of your components you can purchase a tandem for mere few hundred dollars. When you decide to go for the best, (Which of course is what people with this disease must have), the dollar figure can be astronomical. When it comes to components, the added expense for the best is not due only to quality but also weight, the best components are usually the lightest.

When a cyclist is stricken with this disease they usually follow a similar pattern. They add such things as aero bars for the captain and





arm rests for the stoker. Then they attach his and her's computers, an altimeter for him and a compass for her.

Next comes the disk brake, trunk rack and bag, (complete with every tool and spare part imaginable). They add a bag on the captain's aero bars, (they probably saw someone with one at a rally and thought it looked really awesome).

Let's not forget the tire pump, water bottles and cages, (the standard four plus a couple behind the captain's saddle should be sufficient). Once I saw a tandem at a rally in Monterey with ten water bottles.

Saddle bags for the long hauls is a must, (now we are talking serious). They make them for both the front and rear but, let's stick to the rear only for now. Load them up with foul weather gear just in case they get caught out in a blizzard or monsoon.

How about those little bags that fit between the top tube and seat tube, the one's that double as a shoulder pad? Never know when you'll have to carry your tandem. Better include one of them.

A full rear wheel cover and a partial for the front, they are a must for wind resistance.

Add a couple halogen headlights in the front and one in the rear, (may get caught out at night, so throw in a couple extra batteries just in case). Let's see, is there room for one of those pressurized water systems, (don't want to take your hands off the handlebars), there's surely room for it somewhere.

I once saw a tandem with a stereo system, I think most people could get by without one though. I can't see how it could really improve your performance.

Tire cleaners, now there's another "must-have", (there was a tandem at the last rally that had a pair of them, can't let anyone have something they don't have).

How about the company that turns your seatpost into a tire pump? Sounds good, junk-a-holics can never have too many tire pumps.

Speaking of pumps, better throw in a few CO<sub>2</sub> cartridges. RAD Seats and a programmable horn, why not, they're new aren't they?

Fenders, now there's an idea, better check them out as soon as possible. A person who has paid between two and five thousand dollars for a forty pound tandem that now weighs in excess of seventy pounds. The 'Junk-Aholic' spends hundreds, even thousands of dollars for top of the line components that are so heavily laden they perform like they were trying to move a Sherman Tank.

Do you know anyone afflicted with this ailment? If you do, stay far way from them, the disease is very contagious.

Lynn Webb  
Merced, CA

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## On Bicycles Built for Two

Webster began a "century" ago describing the word tandem as a carriage pulled by two horses harnessed in line, one behind the other. Fortunately for us, civilization leaped and pedaled ahead, and now Webster describes the word tandem as a bicycle with seats for two persons, one behind the other. Other descriptions of tandem include: Belonging to; Of the nature of the pronoun; At last; At length; Taken to mean "lengthwise."

"A bicycle built for two" comes from grandpa's day and the old song, "Daisy, Daisy, give me your answer true." Today the tandem is becoming more and more popular. On a rare occasion you might even see a triple. Many times this involves a custom-made seat, free wheel and pedals for a wee one.

The front person on a tandem is called the "Captain" and the back person the "Stoker," or sometimes "Stroker," as in a Freudian slip. Most times the man, usually the larger of the two, is designated as Captain, and the woman, or smaller man on occasion, takes on the role of Stroker. Er ... pardon me, ... Stoker. Contrary to quips from non-tandem people, the Stoker pedals just as hard as the Captain, except he/she cannot steer, brake and shift, although some Stokers do have brakes to help out on steep descents. Ordinarily, the only function required of the Stoker is to pedal and monitor traffic behind, although some may assume the role of back-seat driver, or rather Navigation-Cartographic Officer/Tour Guide, particularly on long rides.

Having to relegate the important stuff to the Captain can be difficult for the Stoker at first if he/she happens to have an independent nature. Soon, however, the Stoker comes to realize it's pretty good after all, for he/she can communicate to the Captain if the gearing is too easy or too difficult, if the route is not satisfactory, or if the speed is too slow or fast (either by voice or back-pounding). However, the ultimate responsibility lies squarely on the shoul-

ders of the Captain. Communication does work both ways, though. The Captain should announce, in advance, gear shifting, coasting, and bumps in the road, for this will keep the Stoker happy and secure as well as provide good teamwork between the two. But please, dear Captain ... no mumbling.

Now, the one perk the Captain does not have is the ability to play tourist. The Stoker has the happy freedom to enjoy the surrounding sights to his/her heart's content. Not a bad trade-off.

As of December 1992, the Fresno Cycling Club boasts 46 tandem couples out of a membership of 350. Shannon and I recently joined BART (Bay Area Roaming Tandems) and TCA (Tandem Club of America). We've gone on one great BART tour in Monterey and look forward to many other tandem tours, including Fresno's two-day Annual Central Valley Tandem Tour in March and a five-day Tour de Tandem in Northern Arizona put on by OCA in early May.

We've found tandem riding to be informally social, aside from the cycling. On the three-thousand miles we tandemmed in 1992, we've had a wonderful time and met some great people, both in Oregon and California. And all the relationships and marriages seem solid. Could be that couples who tandem together, stay together.... For heaven's sake, how can you divide up a tandem?

Lue Christian  
Fresno CA

CRIPPER TANDEM TRICYCLE







## BOOK REVIEW

**BIKE TRIP** by Betsy and Giulio Maestro,  
Harper Collins Publishers, ISBN 0-06-022731-  
1, 32 pages, \$15.00, @1992

This is a great book for kids! Josh and his family - Mom, Dad, and little sister Beth - go on a 16 mile bike trip into town. The story introduces and reinforces proper cycling techniques without being preachy. They do all the right things: they ride on the right, wear helmets, and take water bottles. The drawings accompanying the text are excellent; full of detail and fun to look at. The last page of the book has a quick list of cycling rules.

The book is available as a special order from most book stores. We bought several copies to give to a couple of school libraries and to a cycling family we know.

Bonnie Haldman-Dye  
Rochester, NY



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## An Adventure on a Tandem

Phoenix, Arizona to Wichita, Kansas

June 4 to July 5, 1992

[Editor's Note: When we last left Don & Dolores, in the May-June issue, they had just arrived in Durango, CO. We now continue.]

### Friday, June 19, 1992 - Durango, Colorado

The big event of this leisurely day in Durango was to find out if our Federal Express package had arrived from Dallas. During the next week on the Ride the Rockies bike tour, we anticipated having to camp out several nights. Accordingly, my office was sending us a box with our tent, sleeping bags and gear for that week. Our plan was to ship that box back to Dallas at the end of the week since we definitely couldn't carry all of that extra stuff on the

bicycle. Thanks to Federal Express and my efficient secretary, Melisa, the box arrived at the hotel and all was well.

Durango is a really neat town to explore and walk around. One of the big attractions here is a narrow gage Durango to Silverton railroad which runs the fifty miles between Durango and Silverton. It is a real hit with the tourists here, but it sure does spout a lot of pollution into the air.

We took the bike to the bike store here, Hassle Free Sports to get a new tire and the bike all cleaned up for our trip across the Rockies. I also visited the Outdoorsman and the





Durango Cyclery in our bike fix-up effort. Hassle Free ended up just that.

We ate again at Pronto's since Friday night was an all you could eat pasta buffet - meat-filled ravioli, cheese-filled ravioli, spaghetti with either meatless sauce, meat sauce or clam



sauce, the freshest green salad ever and garlic bread. We are definitely overdosing on pasta. In addition to their standard outstanding homemade spaghetti, they also had a homemade spinach spaghetti which was equally good. All for \$5.95 - you can't beat that!

I didn't sleep real well that night since I was starting to get excited about the ride across the Rockies. We looked in the Denver Post to see if there was an article about the trip but we will just have to wait until tomorrow's newspaper.

**Saturday, June 20, 1992 - Durango, Colorado**

The big day has arrived. I got our things packed early in order that we could change hotels to be close to the high school where we will register for the Ride the Rockies ride. We were there at the registration desk by 10:30

a.m. when they were just getting things set up. They gave us wristbands to wear during the ride in order that we could legitimately claim our bikes from the "bike parking lot" each evening during the ride. My big problem was that I put the wristband on too tightly and had to ask the hospitality desk for a new number and new wristband (they were pre-numbered) in order that I could put on a wristband not so tightly on my wrist. The problem was solved.

We checked out the shirts and shorts and found some teal colored t-shirts with the Ride the Rockies emblems on them and some great looking shirts and shorts. We also picked up a few of the Ride the Rockies water bottles so our bike would feel right at home over the next week.

**Sunday, June 21, 1992 - Durango to Silverton, 51 miles**

**Day 1 of the Ride the Rockies!**

I had been so excited over the last few days that I have not slept well. Dolores was also getting excited and we were ready to go at 7:45 in the morning.

The tour director of the Ride the Rockies ride stated in the paper that Day 1 was the toughest of all seven days when he personally rode the route three months ago. Maybe he wasn't prepared as we were having spent the last two weeks in Arizona and Utah. Certainly our adrenalin would be a big help to us this day.

We found the mileage of fifty-one miles was somewhat deceiving. Durango is at an altitude of 6,500 feet and over the first forty four miles of the route that day, we biked almost continuously uphill to 10,800 feet. We first passed the Purgatory ski area which was almost 9,000 feet; then Cold Bank Pass at 10,500 feet and finally Molas Divide at 10,800 feet. We actually climbed almost 6,000 feet since there was a three-mile descent after Cold Bank Pass and another seven-mile descent after Molas Divide into Silverton.





Dolores and I had never climbed 6,000 feet on a tandem before. It was an exhausting experience! We found that riding a tandem up mountain passes is even more difficult than riding individual bikes up a mountain. One evidence of the difficulty of this day was the fact that we finally rolled into Silverton at 4:00 p.m. after eight hours and fifteen minutes biking just fifty one miles.

The town of Silverton is an old mining town and the smallest town ever to host the Ride the Rockies bikers on an evening of the ride. With only has 600 year round residents, the two thousand bikers and another several hundred family members and support staff easily overwhelmed the town.

When we arrived in Silverton, we knew we didn't have a room so we pitched our tent. After getting out our tent and sleeping bags and seeing how long the lines were for restrooms and dinner, we decided to walk down the main street to see if my some slim chance of fate we could find a room. We desperately needed a room and a real bed to soothe our very tired bodies.

At the far end of town (just before we were about to totally give up on a room), we spotted the Avon Hotel about two blocks off the main drag. The vacancy sign was on and the manager, Tom Evans, told us he still had two rooms left and he had just turned on the vacancy sign. We happily took one of those rooms.

Tom was a psychology major in college now in the hotel business having just returned to Silverton in the last month. The Avon Hotel had been in existence for eighty years, but apparently needed some major rehabilitation before it opened its doors. The room certainly served its purpose and we were quite happy to tear down our tent, repack our sleeping bags and move to the room.

We ate a "community dinner" that evening which consisted of barbecue chicken and some wallpaper paste type pasta. The dinner was

marginally sufficient since Silverton was not equipped to handle 2,000 very hungry bikers.

### **Monday, June 22, 1992 - Silverton to Montrose, 59 miles**

#### **Day 2 Ride the Rockies**

After having a medium experience with the community dinner last night, we decided to pass up the community breakfast. Instead, we took our chances at the buffet offered at the Grand Imperial Hotel. Isn't that an impressive name for a hotel which probably has all of fifteen or twenty rooms? Anyway, the "all you could eat" breakfast was fantastic!

Day two of the ride was definitely different than Day 1. The mileage was longer at fifty-nine miles versus fifty-one. However, the number of miles climbing was shorter since we climbed the first eleven miles from 9,000 feet at Silverton to 11,000 feet at Red Mountain Pass. After that, the route was basically downhill all the way to Montrose. There was a sharp decline for the next thirteen miles of the route to Ouray at the twenty-four mile mark and thereafter a gradual decline.

We left at 7:30 in the morning and it took us until 10:30 a.m. to do the eleven miles to top of Red Mountain Pass. We were averaging a fantastic speed of almost 4 miles per hour. The temperature was reasonably cool and the eleven mile climb was definitely bearable as compared to the almost thirty mile climb of Day 1.

When we got to the top of Red Mountain Pass at 10:30 after eleven miles, I told Dolores we would be in Montrose between 1:45 p.m. and 2:00 p.m. She didn't say anything, but I don't think she thought it was possible since it was forty-eight miles away from where we were standing at that point in time. She also knew we would have to stop frequently which uses up time as well.

Our first major stop on the descent was at Ouray where we found the most delicious ice cream that we had ever had. I had custard pudding ice cream and Dolores had miner's tin





roof which consisted of vanilla, caramel, chocolate and nuts. The ice cream was definitely homemade and the shop was in front of a small hotel in town. Since the store had been discovered by a number of other bikers, the wait for the restrooms was longer than the wait for the ice cream. The town of Ouray had a lot of charm and we will definitely want to go back and see again sometime.

The next rest stop at Ridgeway at thirty-four miles was not particularly memorable. We did pick up water and bananas at each rest stop and we are just having a delightful day on this long, gradual descent to Montrose.

We set a record speed for us in tandem, in that we did the forty-eight miles from Red Mountain Pass to Montrose in just three and a half hours (including stops) and ended up in Montrose at precisely 2:00 p.m. We passed dozens of single bikes on the route to Montrose and we were feeling pretty powerful as our dynamic duo on our tandem.

Since the hotels in Montrose were all full, we had put out a request to stay with a local family if space was available. When we checked in at the hospitality desk, they told us we could stay with Chip and Kathy Marlowe. Chip is a recreational planner with the Bureau of Land Management (part of our US Government), Kathy has worked for twenty-one years at the Red Barn Restaurant in Montrose. Their home was about a mile from the Columbine Middle School which was the Ride the Rockies headquarters for the day.

We picnicked at the school in some food booths that the town had set up before we asked Kathy to pick us up and take us to their home. After a much needed shower, we collapsed for an hour and a half nap before proceeding out to have dinner. We walked to the Red Barn Restaurant for dinner and enjoyed a great salad bar, homemade spaghetti, baked potatoes that were scrumptious and fresh strawberry pie. It was easy to see why the Red Barn had been a successful local restaurant for many years. When we tried to find our way back to the Marlowe's house after

dinner in the dark, we managed to get lost in Montrose. It took us about a three mile walk to go the one mile from the Red Barn to their home. Nevertheless, we did find it and they were most gracious and most welcome hosts for us that night.

### **Tuesday, June 23, 1992 - Montrose to Gunnison, 61 miles**

#### **Day 3 Ride the Rockies Tour**

When we looked at the itinerary for the day, we expected day three to be reasonably easy. We only had to climb about 3,500 feet (compared to 6,000 on Day 1). After the long climbs in the early miles of the route, the route was basically flat for the last thirty miles into Gunnison.

What was deceiving about the day was that there was a fourteen mile climb to Cerro Summit. When we climbed from 5,800 feet at Montrose to 8,000 feet at Cerro Summit. We then had a six mile descent followed by an eight mile climb to the Blue Mesa Summit at the twenty-eight mile mark. We spent twenty two miles climbing out of the first twenty eight miles of the day.

The other thing that the map didn't show was that we would have horrendous head wind for the first twenty miles of the trip. We started off at 7:30 and it was 10:30 by the time we had completed our first fourteen miles at the Cerro Summit. We were rolling along at the rapid pace of four and a half miles per hour.

The head wind really zaps our energy and it is particularly difficult when you start a day that way. It is one thing to get a head wind when you are well along into the day and you can see the home stretch. However, when you start out with a terrible head wind climbing a mountain, it's tough mentally knowing that you still have sixty miles to go.

We found out how isolated how some sections of Colorado are. For the entire sixty-six miles from Montrose to Gunnison, we didn't pass many towns worth mentioning. While we both had a sandwich at a rest stop during the





day, men and women do not live on bananas and power bars very well all day. We were starving after an exhausting day when we finally rolled into Gunnison after 5:00 p.m. We had spent nine and a half hours biking sixty-six miles since we had the head wind for the first twenty miles and then again for the last fifteen miles.

In Gunnison, we had reserved a dorm room at Western State University. Even a room without a toilet or shower sounds much better to a tired biker that camping out or sleeping on a hard gym floor.

Gunnison has had the reputation of the "ice box" of the country since it has set weather bureau records for the number of days annually it is the coldest city in the country among the forty eight states. Last night was no exception at 31° and the weathermen expect it to be chilly again tonight. After being tagged with that title, Gunnison has been trying to get people to focus on other things since it is not particularly attractive for the Chamber of Commerce to attract business to a town with that nickname.

We had dinner at the "W Cafe", one of the two restaurants in walking distance from the college. You get an interesting reaction when you ask local folks where any good restaurants are...within walking distance. Our country is so mobile and oriented to automobiles that most travelers aren't walking or on bikes. Since our bike was already in our room at the dorm, we were hoofing it around town for dinner. We could definitely tell that we were in a small town since the dinner special at the W Cafe consisted of an eight ounce ground sirloin steak, potatoes, vegetable and super salad for just \$4.50. We were certainly away from big city prices.

Dolores was super exhausted and was in the sack at 8:30 in the evening.

**Wednesday, June 24, 1992 - Gunnison to Salida, 65 miles**

**Day 4 Ride the Rockies Tour**

Looking at the schedule for this day, we were climbing the first forty-two miles of the route - 6,700 feet at Gunnison to 11,300 feet at Monarch Pass! While this sounds like a terrible beginning, we were grateful for a big favor. Unlike yesterday with the terrible head wind, we had almost no wind at all. As a result, we were sailing along and hit the thirty-two mile mark in just two and a half hours. Then, we began the severe ten-mile climb from 8,500 feet to 11,300 feet at Monarch Pass.

We were slowly going up this ascent when about five miles through the process, we were hit with a "mosquito attack". Swarms of mosquitoes were eating us while we were slowly biking and even more so when we stopped to go to the bathroom or to rest. It was not much fun trying to bike slowly up a steep mountain swatting mosquitoes on your legs at the same time. Dolores even had them bite her through her tights and biking shorts! We later learned that mosquitoes get in an eating frenzy just before a rain. We didn't know that at the time, but it did start raining shortly thereafter. The initial rain turned cold and then we started feeling hail as we were about 10,500 feet high. When the hail and cold rain came, we decided that we needed to pause from biking and welcomed a friendly camper who stopped to invite some cold, wet bikers inside until the storm passed. Dolores and I accepted the offer and sat out the storm inside the camper eating potato chips and keeping very warm. When the storm was over, it was amazing that there were no mosquitoes afterwards. We had lost so much time during the storm that when we reached the top of Monarch Pass, the aid station was closing down and the other bikers were well ahead of us. We did have our picture taken with the Monarch Pass sign since we had biked up to 11,300 feet! We were proud!

The rest of the ride was a real joy. There was a twenty-three mile downhill ride from Monarch Pass to Salida which was at an elevation of 7,000 feet. We probably pedaled on two or three miles of that twenty-three mile stretch. It was a welcome change from the long climb up the mountain.





We stayed at the home of Linda and Bill Gunter. Bill was a retired air-traffic controller and Linda was now operating a clothing store in Salida. They had both come from the large metropolitan area of Cleveland, Ohio and the change to the 5,000 population of Salida was a dramatic change for both of them. They now enjoy Salida very much and are only concerned that some national magazines had identified Salida as the best kept secret for a retirement city in this country. They were hoping that the secret didn't attract too many more people to Salida too quickly.

They were also hosting another rider, John Lily, who was going to start riding at 5:00 a.m. the next morning. Since we did not have a room in Canon City, we asked John to put us on a list when he arrived to see if we could stay with a family there also. We knew that John would be arriving in Canon City long before us.

We ate the community dinner in Salida - delicious chicken tetrazzini, baked potato, cook your own steak, salad and fresh fruit.

**Thursday, June 25, 1992 - Salida to Canon City, 67 miles**

#### **Day 5 Ride the Rockies**

The ride was largely downhill from the 7,000 foot elevation at Salida to 5,300 at Canon City. This day turned out to be a real joy.

Most of the route for the first forty-five miles followed the Arkansas River to our left. There were people in rafts and kayaks all along the way as they were paddling through the still sections and going down the rapids. We stopped for a barbecue sandwich at the TC Cafe (at Texas Creek). They cook their barbecue in the back of the cafe and it was delicious!

The route had a turnoff to the Royal Gorge Bridge. We had left the camera in the baggage on the truck and since we didn't have a camera to take pictures, we questioned taking that

# INNOVATION.



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turnoff. We had also heard that the extra mileage for the scenic Royal Gorge Bridge included a very steep uphill which didn't interest us too much since we had already proven that we could handle long steep upward ascents.

We stopped at a little store at the turnoff and met a 79 year old gentleman who gave us directions to stay on the same road and avoid Royal Gorge Bridge. He also told us about a book he had authored "The Hilarious View of Canon City History". He was a convincing salesman and so for \$2 we purchased his twenty-page booklet which he autographed for us. Later that evening, some of the bikers were calling the Royal Gorge Bridge the "Royal Gouge Bridge" since there was a lot of places around the bridge which were selling things for high prices. The regular entry fee to cross the bridge was \$8.50. The bridge itself must be pretty amazing since it was built in 1929 and the bridge is 1,000 feet above the waters of the

Arkansas River. We will just have to see it another time.

When we got to Canon City, we found out that John Lily had put our name on the list and we ended up staying with Sharon Kimmick. Sharon was an unemployed single parent living in a \$150 per month rental trailer about five miles out of town. We really felt sorry for her but she really showed what a good Samaritan she was by taking us in for the night in addition to some other bikers from Golden, Colorado. Sharon ended up sleeping in the living room of the small trailer along with her daughter Diana.

The other two bikers were unusual in that they were a father and son - the father, Frank, was white and the son, Luke, was black. When they initially introduced themselves to me and told me they were from the same town, the father said that Luke was his son. Later, I was grateful that my reaction was just a "great" instead of some other comment. In their state of relative poverty, the Kimicks shared their

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trailer, some limeade and hospitality with us that evening.

**Friday, June 26, 1992 - Canon City to Manitou Springs, 57 miles**

**Day 6 Ride the Rockies Tour**

Day 6 turned out to be our second easy day in a row! We started late at about 8:30 a.m. in Canon City after an awful community breakfast since almost everyone had left before us. The route for the day started us out at 5,500 feet and ended at about 6,300 feet in Manitou Springs.

We passed Fort Carson, then stopped at an aide station at the forty-four mile mark and had some chicken breast sandwiches which were made by two entrepreneurs from Breckenridge. They were delicious and made for a great lunch along with their homemade brownies.

As we were entering Colorado Springs/Manitou Springs, we came just a couple blocks from the Broadmoor Hotel which has been around for a long time. We got to our motel, San Ayers Court, at about 2:00 p.m. after a stop at a grocery store and a bank to reload the wallet. The owner, Bonni, was kind enough to take us to the Manitou Springs High School for our baggage and bring us back to our hotel.

It was then that we decided to finalize our plans for the rest of the trip and ship all of our unnecessary clothes and baggage home along with our sleeping bags and camping equipment which it turned out that we didn't need since we found homes or motels each night. Our motel was just phenomenally well located in that just two blocks away, we could drip off all of our stuff to be shipped UPS back to the office at a Mail Box store, a laundromat to do the laundry and a drug store to replenish our toiletries. When you are without a car, you realize the little necessities of life do make a difference.

We ate dinner at the Mason Jar restaurant just four blocks away and conveniently located across the street from a Basking Robbins ice cream store. The Mason Jar had a large mason

jar on display in the entrance which was date 1858. A gentleman who was walking around looking like the owner also looked like a large mason jar.

**Saturday, June 27, 1992 - Manitou Springs to Castle Rock, 65 miles**

**Day 7 (the End!) Ride the Rockies**

Day 7 at sixty-five miles looked, from the map, as more than "moderately difficult" day. It was a rather choppy elevation day as we would start at 6,200 feet, go up to 7,000 feet, down to 6,200 feet, up to 7,500 feet, down to 7,000 feet, up to 7,300 feet, down and up, down and up. We are hoping to get to Castle Rock very early so we left the restaurant in Manitou Springs at about 7:30 in the morning. What we didn't realize was the tremendous number of hills we would have to climb up and down in the Manitou Springs and Colorado Springs area. We started out by going through the Garden of the Gods, which I suppose in a car on a pretty day would be reasonably attractive. Today was cold and then it started to rain.

With one hill after the other, you had to be careful on each descents due to the wet pavement. It was not a particularly fun time of the day to be riding. We then passed through the US Air Force Academy which was a rather attractive area just east of Colorado Springs. We tried to ride on Interstate 25 for four miles to eliminate a section of a route today but they clearly put a "no bicycle" sign at the entrance. I am sure they expected several people to have that idea after the tremendous number of hills we had already climbed up and down.

We were trying to avoid a road marked on our map as "Roller Coaster Road". That was literally the name of the road and was quite appropriate for this five mile section of the road. It was just one steep ascent followed by one steep decline, on and on and on. By the time we got to our lunch stop at the town of Monument, we were famished and very weary from the climbing. It had taken us from 7:30 in the morning to noon to go just thirty five miles! I replenished my carbohydrates with some





blueberry pancakes which were delicious. In lieu of replenishing her carbohydrates, Dolores had a Mexican salad. She regretted being short on carbohydrates later that afternoon.

After lunch, we continued the up and down climbing until we got to the town of Palmer Lake. We had lost so much time in the morning and at our one-hour lunch break that a sag driver passed us and said we were next to the last of the 2,000 riders on the road that day. I don't know whether or not that comments gave us motivation or if my blueberry pancakes were kicking into action, but the rest of the day went much better. We did have a lot of nice descents after Palmer Lake and arrived in Castle Rock at about 3:15 p.m. We had made the last thirty two miles in just two hours whereas it took us five hours to do the first thirty five miles.

When we arrive in Castle Rock, the crowd cheered each rider as we went across the finish line. It was quite a thrill to know that we had truly ridden the Rockies - 430 miles over the past seven days. We were now just forty miles south of Denver, having come from the Utah boarder just a week

ago. Even more impressively, we had climbed 25,000 feet over the past seven days at various times and had an equal amount of descents. Our elevation at Castle Rock was almost identical to the elevation in Durango where we started at 6,200 feet.

The only reward for all of this week of biking was a little pin which

they gave us along with a certificate for each of us. We passed up the free Coors beer and instead got a cup of free pasta salad. We stayed at the Castle Rock motel which was just four blocks away from downtown where everyone was celebrating the end of the ride. We walked across the street to a local italian restaurant, Nicolo's where we enjoyed pineapple pizza and some homemade lasagna. Dolores couldn't quite adjust to pineapple being on a pizza which, admittedly, was different, but a welcome change from the standard ingredients on pizza. We appropriately celebrated the finish of the ride by cutting our wrist bands and having a hot fudge sundae at the Dairy Queen and then we bought a Kansas map to help us start our trip across Kansas.

To be continued

Don & Dolores Daseke  
Dallas, TX

# THE ROCKIES

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FINISH







## WARNING: Article May Result In Missing Page

### From DoubleTalk!!!!

As the captains of the tandem world read this article I ask simply that you keep an open mind and that you don't hold me personally responsible for your stokes new attitude. For you see, my husband and I have started numerous discussions between fellow captains and stokers, some of which we didn't want to stick around for. Maybe you have seen us along our way in the last eight years of taking to the road together. We've set discussions a blaze while living in Texas, Missouri, and Kansas and during several years of RAGBRAI, Ride the Rockies and Midwest Tandem Rally.

It is not that we don't have a great custom bike with an excellent paint job designed and painted by Jeffrey Bock of Ames Iowa to keep fellow riders talking. AS the same talk was initiated by our Gitane which was old enough to vote. For you see, I am a a lucky Stoker with a very smart Captain. Our tandem, unlike most tandems, has automatic transmission. What means this??? In technical terms our tandem shift levers are located in the stoker's control. Tuned in to the cycle computer I monitor the rpm's and adjust for a very smooth ride both up and down the road as my Captain is tuned to the road and other riders. The shifts are cleaner and accurate as I am able to check them visually if necessary.

Beside giving the stoker something to do besides play social director, we have found great benefits in climbing, riding out the flats and the descents. This was especially evident in the 1992 Ride the Rockies which took us up the breath-taking (in more than one way) Trail Ridge Road of the Rocky Mountain National Park. A twenty-seven mile gradual climb of 4,750 feet and its ensuing descent.

Positioning the shifters with the stoker also relieves the cable problems associated with the stretch tot he captain. A word of warning for

those interested in placing the shifters in the stoker's hands, you may be pressed to find a bike mechanic or builder willing to set a tandem up in this fashion...our builder is still mumbling it is against bike religion as he continues to recover at Bike Builders Anonymous.

INVINCIBLE TANDEM SAFETY



## International Tandem Rally - USA August 1994

John & Sandra Weisgerber provide the following details. The dates will be August 5-13, 1994, and the first weekend will include the Eastern Tandem Rally. About 200 tandems are expected at the Eastern Tandem Rally, and it is expected that around 100 tandems will stay on for the International Week. The location will be the campus of Gordon College, Cape Ann, about 30 miles north of Boston. Accommodation will be in residence halls. Board and lodging for the full week is likely to cost about \$300, and \$200 for children under 6 years (no charge for age 3 and under). At the moment, there are no arrangements for camping (it's not allowed on the campus) but John and Sandra are investigating the possibilities. The Tandem Club of the UK is trying to arrange special flights so they can have a large turn out and make this a truly international rally. If you can help contact John & Sandra Weisgerber.





## BICYCLING THE C & O CANAL

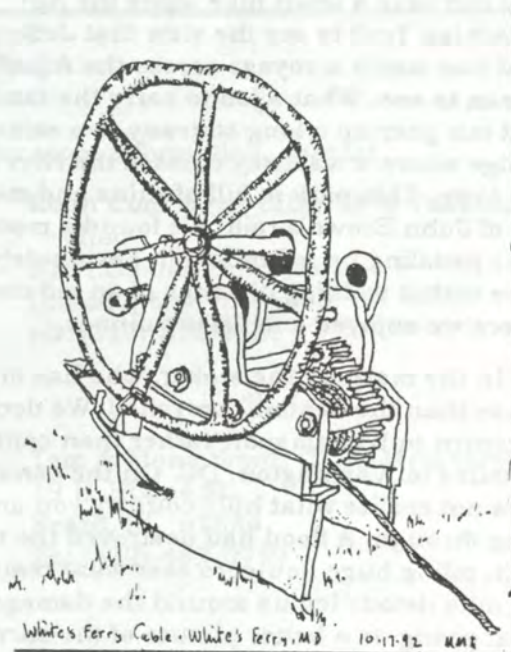
After 55 years of cycling I often find that each new ride is the greatest ride that I have ever experienced. This is fairly easy to do in the beautiful Arizona desert sunshine, but come springtime Dorothy and I were looking for a change. When we discovered the Chesapeake and Ohio Canal Historic Trail, a 184 mile ride that is flat, winding through shady forests along a beautiful river, we were once again off on the most wonderful ride that we have ever taken.

On July 4, 1828, President John Q. Adams turned the first spadeful of dirt in Georgetown. Twenty-two years later, in 1850, the canal finally reached Cumberland Maryland. It cost 22 million dollars (in 1850!) to build the 184 miles of waterway and towpath from sea level to 605 feet into the Allegheny Mountains. 75 locks lifted the boats to this elevation also creating 75 ten foot hills for the cyclist to climb. The Paw Paw tunnel bypasses 6 miles of the river in its nearly one mile length. The river was dammed in several places, and water was brought into the canal from inlet locks. Gate houses were built over the canal with gates that could be lowered to shut off the water and allow repairs to be made to the canal. Where the cliffs along the river were too close to allow the canal to be constructed they simply built a towpath on the river's edge and pulled the boats through the river.

We started our ride in Williamsport, Md, at the 210 ft Conococheague Creek Aqueduct, near the midpoint of the canal. Streams running into the river were crossed by aqueducts with towpaths on them. The most beautiful structure on the canal is the Monocacy River Aqueduct built of white granite. Its 560 foot length is divided into seven 54 foot spans or arches. As we passed McCoys Ferry we were quiet so as not to disturb the ghosts of J.E.B. Stuart's Confederate Cavalry who crossed here on a raid into Pennsylvania in 1862. Major armies of both sides crossed the canal and Potomac River 18 times during the Civil War. A couple of miles

later, we stopped at Fort Frederick. The fort was built after the defeat of General Braddock. Hessian prisoners were kept here during the Revolution, and it was the site of a Civil War battle. We spent the night in Hancock, Md, home of a museum filled with interesting pictures and information about the canal. As you approach the Paw Paw Tunnel there is a cemetery along the canal. A cholera epidemic killed many workers and the local people were so afraid of catching the disease that they would not allow workers to be buried in local cemeteries. We walked the steep 2 mile trail over the top of the tunnel, and then rode back through the tunnel, which was delightfully cool and had no bugs or mosquitoes in it.

In many places the towpath is in poor condition, especially for a touring tandem. After 6 flat tires and a broken rear spoke in 40 miles, we were rescued by a group of women cyclists







from Washington, DC, who guided us over some back roads, bypassing the worst part of the trail. We arrived back in Williamsport without further mishap. In the future we'll be sure to carry extra tubes, etc. as there are not many bike shops along the trail.

The third day found us on our fat tire tandem heading east to Harper's Ferry. An old abandoned railroad lift bridge over the canal was still intact, and we wondered how it worked. There was an iron superstructure over the bridge with a large counter weight at each end. The machinery for raising the bridge was enclosed within the super structure. As we continued on, we found a road leading to Antietam Battlefield. We spent half a day touring this National Park. The short steep hills were a welcome change from the flat towpath. Back once again on the canal, we crossed Antietam Creek Aqueduct where the water flowed red on the day of the battle. There were several caves in the cliffs where civilians sought shelter during the battle. Then came Pack Horse Ford where General Lee crossed the Potomac to return to Virginia after the battle. It was good to see Harper's Ferry National Park in the distance. Here the Potomac and Shenandoah rivers join. You can take a short hike along the Appalachian Trail to see the view that Jefferson said was worth a voyage across the Atlantic Ocean to see. What a job to carry the tandem and our gear up a long stairway to a railroad bridge where a walkway crosses the river into the town. This park is full of ruins and mementos of John Brown's raid. We found a motel after pedaling up a 2 mile hill. Fortunately we were within walking distance of an old tavern where we enjoyed a delicious dinner.

In the morning the stoker, who has more sense than the captain, prevailed. We decided to return to Williamsport rather than continue 60 miles to Washington, DC. On the canal one does not realize what hilly country you are traveling through. A flood had destroyed the towpath, piling huge boulders over what remained. A 6 mile detour led us around the damaged area, giving us a better picture of the surrounding country. We crossed the river to Shepherd-

stown, the oldest settlement in West Virginia. On the bluff above the river is a monument to James Rumsey who on Dec 3, 1787, gave the first steamboat demonstration in America. Next came Antietam Furnace, a forge where Rumsey made parts for his boat. During the revolution, 500 workers made cannon balls for Washington's army, but now little remains.

We met 4 cyclists who were looking for a place to stay, and we directed them to the motel in Harper's Ferry. However, the best place to spend a night are the camp grounds located every few miles on the trail. These "kids" informed us that they were taking two days to ride the entire 184 miles, and we were giving up after 4 days, 160 miles and 6 flat tires. Perhaps that wasn't so bad for a couple of old "geezers" just out for a little fun.

Dorothy & Jack Beiler  
Tucson, AZ



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## THE ADMIRAL STRIKES BACK

We have been meaning to write to DoubleTalk for sometime and a column in the July-August issue finally spurred us to do it. We are the proud owners of what we believe to be the original device used variously to motivate this Captain, inspire other Captains (the Admirals never need it) riding alongside us, jest with 'singletons' daring to steal our draft, and keep the troops in line at the office. With apologies to Mrs. Wigglesworth, a dish mop just won't do when it comes to managing this Captain.

Our "Whomper" is a brightly colored plastic toy hammer about 20" long. It has a piercing whistle at the end of the handle and a 6" wide hammerhead that squeaks loudly and obnoxiously when you hit someone's helmet or back. The "Whomper" dates to July, 1989, when we had the great fortune to go to France and watch Greg LeMond win the Tour de France bicycle race. Street vendors sold all kinds of silly wares near the finish of each day's stage. In Aix-les-Bains we spotted a vendor wearing a necklace of toy hammers and bargained to buy three of them. When we got back to Denver we each

took a "Whomper" to our respective offices, to startle and amuse our co-workers. We kept one at home to delight our friends.

In 1990 we decided that the perfect anniversary gift to ourselves was a tandem. The soon-to-be Captain searched all over the country to find the right tandem in the right size and, of course, the right color. Now we ride our beautiful metallic plum Santana Sovereign all the time.

It didn't take the new Rear Admiral long to discover that the "Whomper" was the perfect stoker's tool.

We have named our tandem "Yahoo! Plum Crazy" for the exhilarating feeling we get when we hurtle down Colorado's mountain passes. Tandems can climb well, and climbing is the only way we know to get to top and our favorite road sign - a truck on a wedge. Yahoo!!!

Candace Wolhart & Jim Thomas  
Denver, CO

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## T.O.I.S.

Tandemonium is alive and well in Indiana. Club activity originated through the efforts of Tom & Mona Smith of Brazil, IN. In order to put the power of a large club, resources and more emphasis on Indiana, T.O.I.S. (Tandem Of Indiana Society), merged with the Indianapolis Bicycling Club, Central Indiana Bicycling Association (CIBA). CIBA is one of the oldest and largest bicycling clubs in North America. TOIS is moving ahead and now numbers 82 registered teams.

A steering committee is being formed to develop a presentation in anticipation of making at bid for MTR'95. This would be the 20th anniversary of MTR, and we would like to bring it back home to where it all began.

For more information, contact

Keith Conaway - CIBA VP & Tandem  
chair  
2164 Golden Oaks North  
Indianapolis, IN 46260  
ph: (317)-876-9663

or

Tom & Mona Smith (TOIS Membership)  
19 E. Blaine St.  
Brazil, IN 47834  
Ph: (812)-442-0959





## SAVE THE BUTTS

"O.K. let's try standing." On three we stood and nearly lost control of the tandem as it weaved, shook, and twisted under us. That's enough, it isn't possible to stand on a tandem, we agreed. For the next few years we rode the tandem without ever leaving our seats.

Eventually the fun of tandem riding subsided along with our sore posteriors. Dust and rust gathered on our bike. Riding a bike where you are stuck in one position was no fun.

There were no tandem clubs, or newsletters around in the seventies (that I knew of anyway) to tell me what could, or could not be done on a tandem. It wasn't until I saw the Burley ad showing two people standing that I started questioning the possibility. A knowledgeable tandem rider (well she sounded knowledgeable!) from a well respected bike shop told us that only one person should stand at a time on a tandem. I don't know how they managed this, one person sitting while the other stands and pedals. Whenever I try this all energy goes into fighting the bike.

Luckily Dale was as interested in learning to stand as I was. There is a lot of incentive to standing, as short steep hills become easier, your saddle becomes more friendly, and you get a feeling of accomplishment that increases your enjoyment. Finally there is the old adage, "A change is as good as a rest." If you ever watch a road race of single bikes, the people racing are constantly standing for sprints, corners, hills, etc. Standing increases power and speed for short bursts as well as giving your muscles a break. Yet articles in major bike magazines continually note that tandemists that stand are in the minority.

Our first step in learning how to stand involved leaving our seat over all railroad tracks and other bumps in the road. We would stop pedaling, stand, and let the bike move beneath us. We were learning to feel comfortable without the steadying force of the butt on the seat.

Our next step was to learn to pedal while standing. We chose a high gear on a flat road, stood up, and on the count of three started pedaling. We sat down immediately as the bike was not behaving. We kept at it with the knowledge that eventually our riding would smooth out as we learned to work together. Eventually it did.

We knew that stopping pedaling in order to stand was not efficient. We had to learn to stand while pedaling. We decided to stand while the left foot was about to descend. I would call out, ready....next time....stand, as my left foot hit the top of the stroke. It worked! We started trying this on hills and everywhere we could. Short steep hills became much easier. We were still fighting each other, but we were also improving.

As the captain, I had to modify my standing technique, while Dale, the stoker had to learn to relax and let the bike move slightly. I was used to rocking my bike quite a bit while standing, thereby using my arm and back muscles as well as legs while overcoming short steep hills. I could feel Dale fighting me if I rocked the bike too much. She thought we were losing control when the bike rocked. I learned to keep the bike relatively still while moving my body from left to right. Dale learned to relax and let the bike move a bit. Sometimes when all is right, we will get the bike rocking in perfect unison. That feeling is worth all the effort.

We have stayed with the "Ready ..... Next time ..... Now." signal as this give us maximum communication. Sometimes when the hill comes up faster and steeper than I anticipate, the call becomes, "Ready next time ..now." Sometimes traffic has gone by at the most inopportune moment and Dale has not heard me. I have started to stand without warning at these times. Sometimes I am forced to sit immediately, sometimes Dale has caught up to my movements. I am always told afterwards though. I get the bell.





## THE BELL

Whenever I do something without proper notice, such as turning, standing, etc. Dale rings her bell as a friendly note to communicate that she can't read my mind. It's a nice way of letting me know when I slip up without letting feelings come in the way.

I used to get a lot of bells because when spinning faster I could not keep up with my own count! I would call out "Now" as my left foot would be at the top of the stroke, but I couldn't react until the next stroke. This led to confusion. The solution I found was to call out the strokes when my right foot was at the top dead center even though we did not act until the left foot started down. Since I started doing this, no confusion, no bells! (Well, fewer bells.)

We have found that when we start from a stop sign, the above procedure takes too long. When we are pedaling slowly we have found that we can stand on any part of the pedal stroke with no negative consequences. In this situation we now just say 1,2,3 .... and then we stand. It's best to let your stoker know that you plan to stand as you are slowing down for the stop sign, etc. Minimize the surprises.

## SPRINTING

I thought about not mentioning this wrinkle in our standing. Last year when we were riding friends who were stronger than us, we would, in good fun, sprint for the town limit signs. In order for us to get a surprise jump on the competition and have a chance at winning the sprint, we couldn't call out our stand. I would reach back and squeeze Dale's left arm. When I let go we would stand and sprint as our left feet started down.

## ENERGY

We have noticed that standing on a tandem uses up more energy than standing on a single. This really became apparent to me when I stood and rode our tandem up the steep hill by our house. I was not getting as tired!

Measurements have shown that when pedaling we waste energy by pushing our left leg up as we press down on the pedals with our right. On a tandem we are sometimes pushing our partner's legs around. I can feel this at times when Dale decides to sprint without warning. She is pushing my feet.

The trick is to work in unison. If the hill has a number of steep and shallow pitches that we are negotiating while in our stand, I will yell easy, relax or hard to keep us together in the amount of energy we are putting out. The relax command has been especially helpful as it allows us to stand longer and arrive at the top much less fatigued while at the same time gaining the benefits of placing all our weight on the pedals.

It seems the more we analyze standing, the more there is to learn.

Lee & Dale Norton  
St. Catharines, ONT

## 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.





## "THE COWS MOO AROUND PORT WASHINGTON AT THEIR SPRING RALLY"

(MAY 14-16, 1993)

The herd gathered in Port Washington, WI, this year for their Spring Rally (the COWS are the "Couples on Wheels", the Wisconsin Tandem Cycling Club). Port Washington is a picturesque town on the shore of Lake Michigan about 25 miles north of the metropolis of Milwaukee, and there is good cycling in every direction except to the East (this direction is too wet for cycling).

This year, the herd consisted of sixty-two tandeming couples. Most of the couples came from points in Wisconsin, but Gary and Beverly Mohnkern came all the way from Oregon. Also, about eight CATS (Chicago Area Tandemists) couples and one MUTS (Michigan United Tandem Society) couple traveled all the way to Port Washington to join the COWS for this weekend of riding, eating, and visiting.

The Rally started on Friday afternoon with an ice cream ride (7 miles). Not much to talk about, but everyone did learn where to find the ice cream store.

Cycling started in earnest on Saturday. Beginning with a mass start at 9:00 a.m., all riders followed an eleven mile course to Harrington Beach State Park on the shores of Lake Michigan where stomachs were filled with peanut butter and jelly on "Honey Wheat" until the bread ran out. From here, the riders separated to go their own distance for the day. Seven tandem couples left the sag stop to tackle the 104 mile route (see the photo): This was a demanding ride through the Northern Kettle Moraine State Park with hilly terrain created by the glaciers of the last ice age, but the countryside is also exceptionally beautiful. Most couples rode the fifty-three mile route to Boltonville where lunch could be obtained at the "brat cookout behind the tavern" or at the small gro-

cery store on the highway: In either case, no one went hungry.

The Saturday night Banquet was held in the Unitarian Church in Mequon, WI. This church was built as a replica of the Klausing Octagon Barns that were so characteristic of early Ozaukee County farms. A delicious pasta dinner was followed by some old time singing by the Ozaukee Barbershoppers. The main item of business discussed at the COW's Annual Meeting was plans for "an activity at the MTR". The CATS, and the MUTS, and other non-bovines, were sworn to secrecy, and we know that they will keep their word.

Sunday's rides started with a mass start at 9:00 a.m. These rides took the herd first through some beautiful rural countryside (dairy



*The COWS ready to moo've on out!*

farms and the Cedarburg Swamp), past the last covered bridge in Wisconsin, and then through the major villages of Ozaukee County (Saukville, Grafton, Cedarburg, Thiensville,





Mequon, and back to Port Washington). These are all pleasant rural villages in which the traffic goes slowly and bicycles are common. The route crossed the Milwaukee River about six times going south, and then followed the Lake Michigan shoreline going north back to the starting point. Importantly, this 54 mile route took riders past numerous eating places including some ice cream parlors and a few bakeries, and there were shortcuts for those that wanted to finish early.

The Rally Organizing Committee managed to arrange good weather (sunny, temperatures in the 50's, and wind below hurricane force). In fact, this Rally was sandwiched in between some rainy days (before the Rally) and some

late Wisconsin spring cold days (immediately after the Rally). With the wind, riders did get a good workout, but the reward was everyone experienced the beautiful Wisconsin countryside near its early Springtime best, and they got red noses from the sun (a very welcome change from winter's pallor).

At the end of the ride on Sunday afternoon, the herd split up and each couple traveled to their own home. There will be a lot of good riding during the rest of the year, but we will keep happy memories of the 1993 COWS Spring Rally for a long time to come.

Gary and Irene Sanderson  
COWS from Milwaukee, Wisconsin.

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## Gullible's Travels

Tandeming is new to me and my girlfriend E.J.. On a trip to Washington D.C. last spring, we had planned to spend a few days riding along the old C&O canal on our mountain bikes. As luck would have it, it rained for three days. But as the saying goes, "When the going gets tough, the tough go shopping!" This also meant an obligatory stop at every bike shop in town.

As we browsed through one bike shop we came upon a Yokota Twin Peaks mountain tandem. This was the first Mountain Tandem I had ever seen outside of a magazine picture. The bar ends and slicks made it one cool looking machine. The shop keeper, noticing my drooling offered to let us take it out for a while.

We had discussed tandems in the past, as a possible way to balance out our disproportionate riding abilities. E.J. was never enthused with the idea of staring at my wide side all day. But she was willing to at least try this one out. As we rode away from the shop I was surprised at how well the bike rode and handled. The long rear top tube and stem gave E.J. the space she needed. We both were surprised at how well we were working together. Two blocks later E.J. ex-

citedly waved a credit card and said "Let's buy it!!". The trip back to Upstate New York was interesting, since our Subaru had us, two mountain bikes and a tandem stuffed inside it. I drove peering between the forks of the tandem,

Over the next few weeks we rode more and more. We were definitely hooked on tandeming. Though E.J. had little cycling experience, her strong legs and natural spin took to tandeming quickly. Once we worked out the communication part we felt ready for an "EPIC" ride. Our chance soon came when our touring club sponsored a weekend of tours from a ski lodge in Stowe, VT. E.J. was wary at first, but she finally agreed to go.

Our odyssey began on Saturday morning, with everyone gathered outside the lodge discussing where to go. Our choice of rides ended up being; 80 miles quick, a tour over Appalachian Gap or a mountain bike ride. For neophyte

Tandemers" like us this equated to: too fast, too steep and too muddy. We decided to ride the dirt roads with the mountain bike group, and then strike out on our own when the group





turned onto the single track. About 3 steep hills later, as we rode through Stowe Village, we discussed our choice and quickly decided this may not be such a great idea after all. This decision was finalized when we got to Branch Hill Road. After one look at the 12% grade awaiting us we said 'NOT!'. We decided to follow the valley on Rt 100 instead.

Rt 100 north from Stowe was great, it was fairly flat with a good shoulder and though heavily traveled the motorists left us alone. When you are riding cycling's equivalent of a semi-truck this is heaven for sure. A short time later we arrived in Morrisville. We stopped at a little cafe to map out a route, and to have coffee and muffins (ain't we cute!). The map showed a series of covered bridges on this one road (about 10 in all) that didn't seem too far away. My stoker unwittingly went along with this idea, and soon we were headed out of town.

Prior to this trip, E.J. had questioned me about riding in Vermont, she was concerned about having to climb a lot of hills. I assured her that if we stayed on roads that followed rivers or railroads, then it would not be hilly. I had also promised her that we would ride no more than 45 miles in one trip and it wouldn't rain.

As we climbed the umpteenth rolling hill on a road that followed both a river and a railroad, it began to rain. Also about the same time I looked at the trip odometer for the first time since we left the lodge. OOPS! 28 miles out, better look for a way home. Looking at the map it seemed that Smugglers Notch was the shortest way to go, without backtracking, and, it didn't look that steep on the map. After conferring with E.J. who recalls my description of Smugglers Notch as being, quote, "A slight hill." we continued on.

Shortly thereafter we reached US 15 to begin the 11 mile ride to Jeffersonville which lies at the beginning of the Smugglers Notch climb. It was at this moment the sky opened up and began pouring rain down upon us. It was raining so hard that cars were pulling off the side of the road to wait out the storm. Since

there was no shelter to be found, I, being bred of stubborn and whimsical stock, figured the best thing to do was to squint my eyes and put the heel to the steel. Needless to say we were getting drenched. E.J. had some mighty descriptive words about my ancestry, which I won't repeat. I just kept pedaling, laughing like a mad man. God, I love this sport!

The rain stopped just as we entered the village of Jeffersonville. I, fearing for my safety, since E.J. had easy access to the tire pump, stopped the bike at a cafe. The place was fairly busy as we walked in with water pouring off us. We chose a table as far out of the way as possible. The waitress noting our condition constructed a levee around us with towels. We then rebuilt our morale with hot tea and soup.

The climb up Smugglers Notch isn't that steep, except for the last mile or so. The problem is that it's 8 miles uphill. Regardless, we managed to get the tandem up to the top. There we both agreed that the scenery on top made the climb worthwhile. The high rocky cliffs mingled with the fog from the rain storm and the whole scene was set off by a spectacular waterfall. AS we prepared for the 7 mile descent, two members of our group showed up (IN a car) astonished to find us up there. Heck! I was astonished to find us up there!

During our descent we discovered two things about tandems. The good thing about tandems is that they go downhill fast! The bad thing about tandems is that they go downhill fast! We stopped twice to cool the brakes and to write our wills.

Back in Stowe we turned south on Rt 100 for the final leg back to the lodge. To the annoyance of E.J. I took two laps around the lodge to get the trip odometer to read an even 62 miles. Once inside the lodge we found the gang had already heard of our adventure, and an outpouring of sympathy went out to E.J. for having endured yet another "Rick Trip".

Rick Crowe & E.J. Hanley  
Waterford, NY





# THE TENNESSEE WALTZ

In September 1992 the Southern Tandem Rally was held in eastern Tennessee, based in the town of Alcoa. Ken and Vicky Adams have kindly sent me lots of information, including the routes that they rode last year.

Blount county is enclosed on three sides by the Tennessee River and on the east by the Great Smoky Mountains. It is a quiet, rural area with lots of backroads to investigate, and a variety of terrain suitable for all levels of riding.

The area is ideal for cycling, especially in the fall and spring, but during fall foliage season (late October) automobile traffic is quite heavy on the area's backroads, especially near the National Park. Summer is also great, but it can be quite hot and muggy.

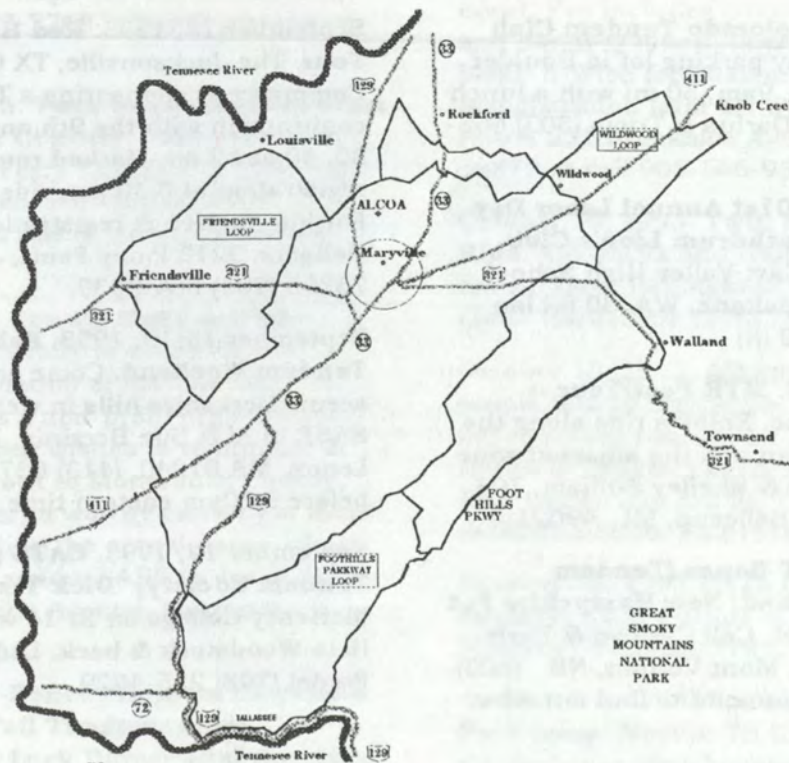
I have identified three loops, but many others are possible. The Friendsville loop is one of gentle hills and quiet roads in the area west of

Alcoa. The second loop covers the area to the east of Alcoa, through the town of Wildwood. This route takes you to the foothills of the Great Smoky Mountains. Finally, the loop to the south travels the scenic length of the Foothills Parkway.

This route involves very long, strenuous climbs and fast descents and is suitable only for the fittest and most experienced cyclists. Good brakes and low gears are a must! The Adams's call this the "Dog Days Route"; the story behind that name is left to your imagination.

If you are interested in receiving maps and more information, send me a SASE.

Dennis Bell  
7100 35th Avenue N.W.  
Seattle WA 98117







## TANDEM CALENDAR 1993-1994

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 3-6, 1993 **Fourth Annual Southern CA Tandem Rally.** First class Resort Hotel, Tours, Meals, Social Hours included. Rides for all levels and families. For futher info and to get on mailing list send as SASE to : OCW, P.O. Box 219, Tustin, CA 92680 ATTN: Dane Clark.

September 5, 1993. **Colorado Tandem Club Boulder Ride.** Safeway parking lot in Boulder at 28th and Arapahoe, 9am, 50 mi with a lunch stop and a short cut. Darius & Tricia (303) 665-3485.

September 6, 1993. **101st Annual Labor Day Tandem Rally and Rathdrum Lion's Club Pancake Feed.** 9am East Valley High School 15711 E. Wellesley, Spokane, WA. 30 mi Ian Ledlin, (509) 747-4352 (h)

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 12, 1993. **Toronto Tandem Co-op Chisholm Ride.** Plan on a lunch stop in Bradford. Meet 9:45 am at King City High School, on the south side of King Side Rd, E of Keele st. Lesley & Bill Chisholm (416) 488-0274.

September 12, 1993. **Twin Seats All Comers Ride.** Bellingham, WA. kid backs and trailers welcomed, 11 am from Kulshan Cycles, at the corner of Cornwall and Chestnut in downtown Bellingham. Jay & Linda Hardcastle (206) 734-0275 (h).

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

September 18, 1993. **Red Hot Tomato Tandem Tour.** The Jacksonville, TX Chamber of Commerce is sponsoring a Tandem only Tour in conjunction with the 9th annual Tomato Fest. 30, 40 or 62 mi. Marked routes. Free registration at 8:30 am, rides start at 9:30 am. For information & registration contact Bobby Hellams, 3213 Piney Point, Jacksonville, TX 75766 (903) 586-3039.

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

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





September 19, 1993. **Twin Cities Tandems, MN** Goose Creek Wild River Rondevous, Harris, MN a new ride hosted by Bill & Mary Mobeck.

September 19, 1993. **Colorado Tandem Club Fort Collins Ride.** 10 am starts at Together Tandems 1 1/2 blocks east of College on Jefferson, Fort Collins, CO. (303) 224-0330.

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

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

September 26, 1993. **Twin Seats Tandem Start Chuckanut Metric Century.** Fairhaven, WA. 9am at the Alaska Ferry Terminal in Fairhaven. Registration required. For tandem start information contact Jay & Linda Hardcastle (206) 734-0275 (h)

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

October 2, 1993. **T-Bones (Tandem Bicyclists of New England) Fall Tandemonium.** Lexington, MA. Pot Luck Dinner after the rides.

Please CALL to find out what to bring. After dinner, enjoy Bob's collection of antique bicycles. Bob & Ruth Sawyer, 3 Flintlock Road, Lexington, MA 02173 Ph: (617)-862-6517

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

October 3, 1993. **Toronto Tandem Co-op Vandevelde/Temple Ride.** A progressive meal (with dessert, of course!) ride followed by the annual General Meeting. Meet at the Vandevelde's (for food), then ride to the Temple's (for more food), and back to the Vandevelde's (for dessert)! Call Brenda or Dave (416) 824-9364.

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

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

October 10, 1993. **Twin Seats All Comers Ride.** Kid-backs and trailers welcomed and encouraged. Bellingham, WA Contact Jay & Linda Hardcastle (206) 734-0275

October 10, 1993. **Albany, NY Tandem Ride.** A scenic tour of area apple orchards. 50 mi over flat to rolling terrain. 14-16 mph avg. Shorter routes available. Lunch along the way. SASE to Rick Crowe 238 3rd St, Troy, NY 12180-4463 (518) 271-8956. FAX (518) 270-9189. No fee.

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

October 17, 1993. **Teamwork Tandem Tri City Park Loop.** Meet at Tri City Park in Placentia, CA (Kraemer Blvd between Bastanchury Rd &





Imperial Hwy). Start at 9 am. Three courses: 32, 40 or 50 miles of rollies and several great downhills. Meet at a local restaurant after the ride for lunch. For futher info SASE to P.O. Box 2, Placentia, CA 92670 or call Andy after 6 pm (714) 524-1946

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

October 24, 1993. **Twin Seats Show-n-Go.** Bellingham, WA. This is a fast paced ride. Contact Jay & Linda Hardcastle (206) 734-0275

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

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

November 5-7, 1993. **Fourth Annual BBC/PP joint Chincoteague, VA Weekend.** Join the CRABS (Couples Riding A Bicycle Simultaneously) and the WABBITS (Washington Area Bicyclists in Tandem Society). Rides from 5 to 100 miles. Helmets required. Registration fee of \$35/person includes dinner, ice cream social, maps, welcome party, etc. Registration deadline is Oct 22. SASE to Al/Ruth Schaffer, 3212 Midfield Rd, Baltimore, MD 21208 (410) 484-0306 (h) (410) 444-6153 (w).

May 28-30, 1994. **1994 Northwest Tandem Rally.** Portland, OR. Hosted by TNT (Team Northwest Tandemonium). 4 rides varying mileage. To register contact co-chair persons: Phillip & Allyson Brown, 3388 NE 29th, Gresham, OR 97030 (503) 492-4621 OR Duane Smelser & Jennifer Hamelman, 16405 SW

Estruary Dr. # 101, Beaverton, OR 97006 (503) 690-8464.

July 7-10, 1994. **LAW National Rally, SAN Diego, CA.** League of AMERICAN Wheelmen, 190 W Ostend St, Suite 120, Baltimore, MD, 21230

July 21-24, 1994. **GEAR '94 Salisbury, MD.** GEAR returns to Maryland's eastern shore for some wonderful riding. League of American Wheelmen, 190 W Ostend St, Suite 120, Baltimore, MD 21230

August 5 - 13, 1994. **Eastern Tandem Rally and International Tandem Rally.** Gordon College, Cape Ann, MA.

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

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

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

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

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## TANDEM RACES -- 1993

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

Send your race listings to the Doubletalk Editors Now!

**DoubleTalk Race Calendar**  
**Jack & Susan Goertz**  
**2220 Vanessa Drive**  
**Birmingham, AL 35242**

Please limit your race listings to those events with distinct Tandem Classes. Thanks -- the Editors

## 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:

July-August, 1993  
May-June, 1993  
March-April, 1993  
January-February, 1993

September-October, 1992  
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## CLASSIFIEDS

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

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

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

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

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

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

**FOR SALE:** Lighting T-38 recumbent tandem, 21-speeds, SIS barcons. fits captains 5'6" & up & stokers from

5'2" and up. Incredibly comfortable! Photo has appeared in DoubleTalk, or will send copies to serious inquiries. \$2700.00 (Negotiable). Fred Ungewitter, (904)-767-5768 & leave message or call between 6-9pm EDT. 09/93

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

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

**FOR SALE:** 1992 Santana Visa Tandem, 56x53, with all the standard equipment plus Cateye computer, Yakima tandem adapter, and ladies' seat at the rear. \$1250 for all. Call (617)-947-3593 (Powell, TN). 09/93

**FOR SALE:** Nishiki Road Tandem, 22x20. Tig-welded, butted tandem-gauge Ishawata Chrome-moly tubing. Sealed bearings throughout, 48-spoke wheels, 18-speeds, Arai drum brake, 4 bottle mounts. Excellent condition, \$995 and it's yours. Call Fred in CT @ (203)-444-1097. 09/93

**FOR SALE:** Cannondale tandem. Red w/white decals. 25x23. Specialized triple crankset with Look pedals. Sountour Superbe Pro DT shifters. Shimano Deore frt. derailleur/Sountour XC Pro rear der. Mavic Open 3D rims on Specialized 40-hole hubs. Arae drum & Scott SE canti's. Less than 3000 miles. Racks & H20 bottles included. Asking \$2000. Call Jeff @ (210)-696-1020. 11/93

**FOR SALE:** Rodriguez Hybrid Tandem, 23x19 w/26" wheels. Chromoly frame. Red w/black accents. Road/Off-road wheels, bars, stems, & shifters. Sountour Accushift derailleurs. Phil Wood hubs, SR

cranks, Blackburn racks front & rear. Asking \$2500. John or Lisa Sharp, (215)-432-5846. 11/93

**FOR SALE:** 1990 Cannondale custom. 21x19, Black. Shimao Deore XT der, cranks, bb's, headset, and brakes. Arai drum. Phil Wood hubs/Wolber 48-spoke rims/Specialized tires. Randonneur bars, adjustable stoker stem, Avocet gel saddles, cual Cyclomaster computers. Less than 50 miles. \$2300.00. Gene Cappelletti, 52 Curtis Street, Fulton, NY 13069 (315)-593-6186. 11/93

**FOR SALE:** 1991 Santana Sovereign, 62x56 with full touring package, including 48-spoke wheels, Arai drum, Scott SE canti's with Mathauser pads, Blackburn racks, fenders, adjustable stoker stem, custom "Salsa" captain's stem, Cateye Microcomputers, wired front & rear. Shimano Deore XT SIS-equipped. Shimano/Look-compatible pedals. Excellent condition/low miles. New tandem purchase forces sale. Asking \$3000. Chuck Schaefer (510)-228-1185 Pacific. 11/93

**FOR SALE:** Mark Zeh custom off-road tandem as featured in JAN-FEB issue of DoubleTalk. 18.5x16.5, with long top tubes. Low mileage. Front suspension (MC Suspenders), Uptube frame design. Pro-Stop brakes F&R, XC Pro/Comp/Deore XT drivetrain. Cook Bros. cranks & BB's., Bullseye hubs & pulleys. Braze-ons out the wazoo. SPD's & pannier's extra. Will sell for \$3000, or will consider trade (in full or in part) for a good 700c road tandem, 59x50 with long toptubes. Call or write Pete & mary Beth Ruckelshaus, 41 Pearl Street, Mystic, CT 06355. (203)-572-8099. 11/93

**FOR SALE:** 1986 Santana Arriva, Red, 23x21. Great touring tandem. 31x49x52 cranks, 13-34 freewheel. Recently overhauled. \$1000.00. Kim (503)-671-3179. 11/93





**FOR SALE:** Santana Triplet, as featured in the November, 1992, *Bicycling* magazine. 23x22x21. TA cranks, Suntour components, 48-spoke Phil Wood hubs. Cantilevers and Arai drum brake, with child stoker conversion. \$2999. Bob, (802)-254-5834. 11/93

**FOR SALE:** Burley Duet, 24x21. Cool Blue. Arai Drum Brake, Adjustable stoker stem, Blackburn rack, Cateye Vectra computer, Q/R seatpost binders, bottle cages, bar-end shifters. Less than 1500 miles. Purchased new in October, 1990. Many other extras. Keith Conaway, (317)-876-9663 evenings. 11/93

**FOR SALE:** 1991 Santana Cilantro, 20x18. Raspberry Imron, Deore XT & LX equipment. Blackburn rear rack & H<sub>2</sub>O cages. Odometer. Both slicks & knobbies, but never ridden off-road. Less than 1000 miles, all with child stoker. Must sell to make room for custom. Will ship anywhere. \$1900. Call Jeffrey Johnson @ 313-583-1907, ext. 2331, or write to: 31586 Mayfair Lane, Beverly Hills, MI 48025. 11/93

**FOR SALE:** 1991 Nashbar road tandem, 22.5x19. 21-speed, Suntour equipped. Computer, water bottle cages, rear rack. Better than new. \$600. Dave Burgess, 205-492-3434 (AL). 11/93

**FOR SALE:** Burley Duet, 22x20. True-Temper chromoly frame with ovalized crosstube. Pump & rack braze-ons. Suntour XCE components, Arai drum brake, dual computers,

Blackburn bottle cages. Like new condition. \$1200. Call Joe @615-539-4836. 11/93

**FOR SALE:** Rodriguez AL 21x17. Brushed Aluminum finish. Bought new in October, 1992. Less than 2500 miles, excellent condition. Road components, includes water bottle cages, rear rack, computer. \$2000.00. Call John Willcox @ (405)-947-7617 or (405)-5823. OKC, OK. 11/93

**WANTED:** Small-frame triplet. Please call Jeanmarie and/or Michael Klitzner @ (203)-255-7504 between 9 a.m. & 10 p.m. Eastern time. 11/93

**FOR SALE:** Dia Compe BRS-400T Aero Tandem Brake levers. \$25.00. Bill Kier, 5101 Foxlair Road, Chapel Hill, NC 27516, (919)-942-6864 09/93

**FOR SALE:** New, unused Deore XT 165mm crankarms (no rings). \$100 or will trade even for used 175mm arms in new condition. Marv Rubenstein, 2815 Sweetbriar Drive, Tallahassee, FL 32312. (904)-385-0534 evenings or weekends. 11/93

**FOR SALE:** Superack SR. Carries up to 4 bicycles of any wheelbase on a car roof. Can mix singles & tandems! \$200 firm. Call Ginger Wolnick @ 408-739-3995 (Sunnyvale, CA). 11/93

**WANTED:** Good used tandem carrier. Thule is preferred. Call Don Schmidt at (204)-254-8742 before 10:00 p.m. CST. (Winnipeg, CA) 11/93

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

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

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

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

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



## BICYCLE METAL SCULPTURE

### TANDEM DESIGNS

SEND OR CALL FOR A FREE BROCHURE

BICYCLE METAL SCULPTURE P.O. BOX 897 NASHVILLE, IN. 47448

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# TCA Tandem Hospitality Homes

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

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

STATE \_\_\_\_\_ TOWN \_\_\_\_\_  
 First Names \_\_\_\_\_  
 Last Name(s) \_\_\_\_\_  
 Street Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_ Evening telephone \_\_\_\_\_  
 Daytime Telephone (optional) \_\_\_\_\_  
 Bedroom or tent site \_\_\_\_\_

mail to: Tom Thalmann  
 N1583 Skyline Dr  
 Appleton, WI 54915  
 telephone (414) 757-6561

## TCA Merchandise Order Form

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

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

T-Shirts: Child: Small (6-8) \_\_\_\_\_ Medium (10-12) \_\_\_\_\_  
 Adult: Small \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ X-Large \_\_\_\_\_  
 Total Qty: \_\_\_\_\_ X \$8.50 \_\_\_\_\_  
 TCA Patches: Total Qty: \_\_\_\_\_ X \$4.00 \_\_\_\_\_  
 Total Enclosed: \_\_\_\_\_

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

Ship To:

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_  
 State: \_\_\_\_\_ ZIP \_\_\_\_\_ Country \_\_\_\_\_







## TCA DEALER MEMBERS

### Tandem Dealers

**TANDEMS, LIMITED.** Quality tandems from across the USA. Many tandems in stock. Large parts inventory, too! By appointment only. 1993 pricelist available February. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 09/93

### **ROCKFISH GAP OUTFITTER.**

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

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Tandems and triples of distinction. Flawlessly fillet brazed. Custom to your specifications. Direct Lateral, marathon, and ATB designs. Custom stems. Repainting & Repair services. Phone/Fax (614)-763-3838 11/93

**TANDEM PRO.** Santana, Rodriguez, Moots. BikePro tandem cases. Bruce Gordon Racks. Parts, friendly advice, knowledgeable service. Only the BEST. We ship. Call Jürgen, (806)-792-8573, 4921 63rd Street, Lubbock, TX 79414 01/94

**TOGETHER TANDEMS** We sell, repair, and rent exclusively tandems and tandem accessories. Huge in-stock selection: Santana, Cannondale, Ibis, Burley, Rodriguez, Sterling, Yokota, Fisher, and more. 410 Jefferson Street, Fort Collins, CO 80521. (303)-224-0330, (800)-747-2719 01/94

**TANDEMS EAST** Demonstration rides by appointment. Sales, Service, Parts, Child Adapters & Wheel Building. Burley-Rodriguez- Sterling-Cannondale. Free '93 catalog. Fax: (609)-453-8626, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 03/94

**Davidson Cycles** - Builders of lightweight tandems, custom & stock designs. Fillet-brazed and tig-welded

construction. Call for the location of your nearest dealer. (800)-292-5374, 2116 Western Avenue, Seattle, WA 98121 03/94

Your tandem connection since 1976! Santana, Cannondale, Trek, and Burley. "Probikefit" Computer Bike fit. Custom Wheel Building, Frame Painting. Test Rides Available by Appointment. **BICYCLE WORLD**, 747 South Broad Street, Lititz, PA 17543. (717)-626-0650 05/94

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### Other Dealer Members

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Historic 1843 Inn in Beautiful central Vermont. Great Biking! Elegant rooms/suites, A/C, private baths, breakfast buffet. Bike/Canoe rentals. Restaurants nearby. Groups welcome! (802)-265-8039 in VT; (800)-253-7729 outside VT 07/93

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05058. Ph: (802)-333-9607 6-9pm Eastern 09/93

Tandem Vacations: Various levels and terrain. Includes meals, van support, deluxe accommodations, unique guest services, nightly entertainment. Santana rentals. **Two For The Road Tandem Touring**, Route 3, Box 552, Greenville, NC 27858. Ph: (919)-756-4885 11/93

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Candies, Pearls, & MetalFlake. All shades and densities in both opaque or transparent colors. Call Tom Prezioso, Plantation, FL Ph: (305)-584-7930 01/94

#### **ACORN INN** Bed and Breakfast:

Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (804)-361-9357 03/94

#### **OREGON CYCLING ADVENTURES**

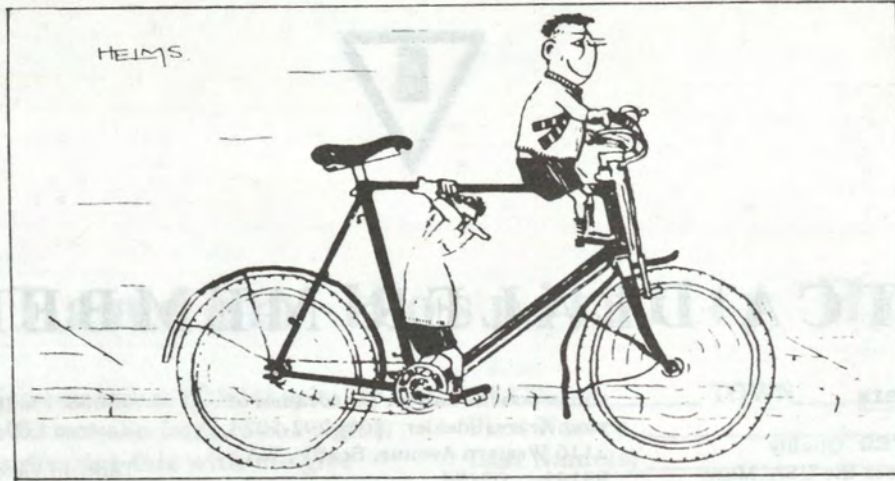
offers first class affordable tours. Arizona, Oregon, California, Canada. Tandem-only tours available. Lodging, camping, most meals. Catalog: Oregon Cycling Adventures, 1324 NW Vicksburg, Bend, OR 97701 or (503)-388-0064 03/94

#### **The Recumbent Cyclist Magazine,**

the world's #1 recumbent source. Tandems, too! Sample issue \$3.95. 1993 Double issue Recumbent Buyers Guide issue \$7.95. Subscription \$22.95US to Recumbent Cyclist, P.O. Box 58755, Renton, WA 98058-1755 05/94

**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.





### Dues

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

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

Multiple-year memberships are encouraged

### Membership

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

#### Tandem Club of America

Malcolm Boyd & Judy Allison, TCA Treasurers

35 East Centennial Drive

Medford, NJ 08055

## TCA MEMBERSHIP APPLICATION

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

Please Print your name or Paste Your Label below. Make any necessary corrections.

Name(s): \_\_\_\_\_

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

City, State, ZIP: \_\_\_\_\_

Phone (Including Area Code): \_\_\_\_\_

Tandem Make: \_\_\_\_\_ Year: \_\_\_\_\_

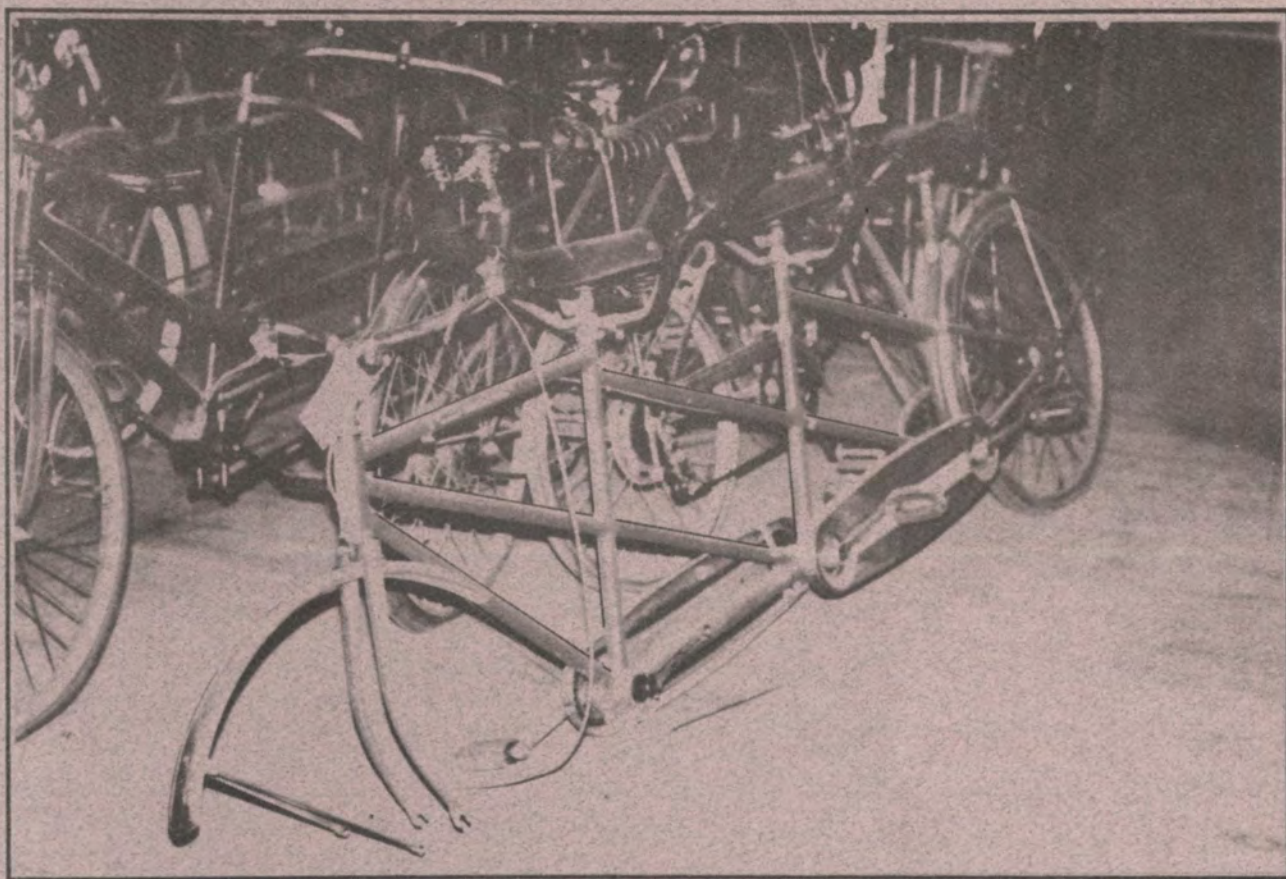
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Amount enclosed: \_\_\_\_\_ for \_\_\_\_\_ Years  
 (Multiple-year memberships are accepted at Dues Rate X Number of Years)

Is this a renewal? \_\_\_\_\_ Have you made any necessary corrections? \_\_\_\_\_



THE LAST PAGE





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

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

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

