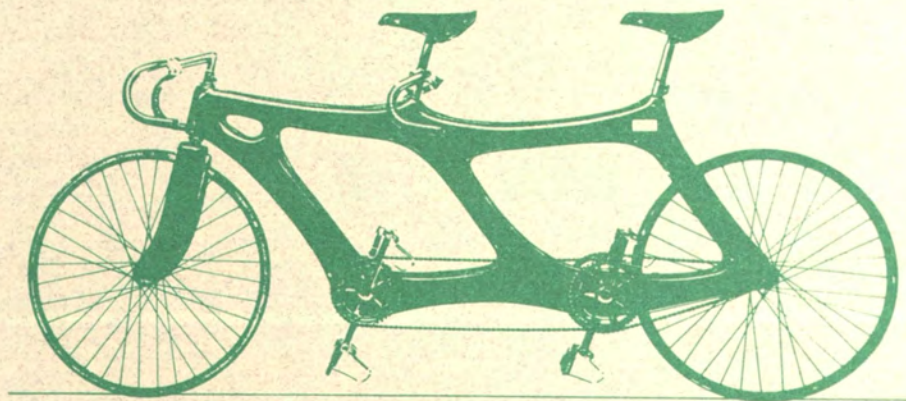


TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



NOVEMBER-DECEMBER
1993

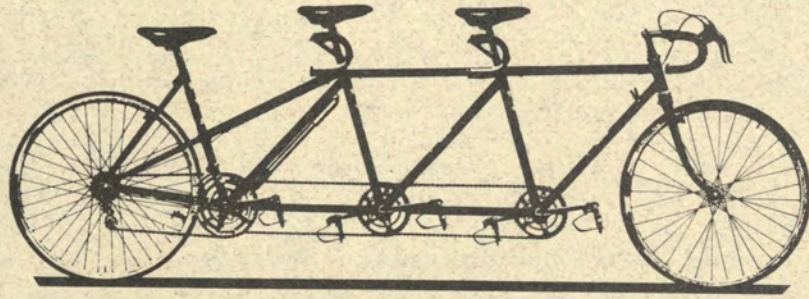
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

BULK RATE
U S POSTAGE
PAID
Birmingham, AL
Permit No. 387

Forwarding Postage Guaranteed
Address Correction Requested

151 16 ISSUES LEFT **3 DIGIT 352
JACK & SUSAN GOERTZ
2220 VANESSA DRIVE
BIRMINGHAM, AL 35242-4430

THIRD CLASS MAIL



This is
YOUR
Newsletter.
It is
as good
as YOU
make
it!

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

DOUBLETALK

Copyright © 1993 TANDEM CLUB OF AMERICA

<i>Editors:</i>	Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430	(205)-991-7766
<i>Secretary:</i>	Terri & Bob Gorman, P.O. Box 2176, Los Gatos, CA	(408)-356-7443
<i>Treasurers:</i>	Malcolm Boyd & Judy Allison, 35 East Centennial, Medford, NJ 08055	(609)-988-8211
<i>Merchandise:</i>	Stan & Marilyn Smith, 4100 Del Monte Place, Albany, OR 97321-6209	(503)-926-6415
<i>Graphic Designer:</i>	Steve Reker, 1636 Christy Court, St. Charles, MO 63303	(314)-928-7109



AREA REPRESENTATIVES

California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado

Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339

Washington, Oregon, Alaska, Idaho, Montana, Wyoming

Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 977330 (503)-753-0304

Iowa, Nebraska, South Dakota, North Dakota, Minnesota

Bruce & Becky Perry, 2652 West 34th St., Davenport, IA 52806 (319)-386-2919

Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas

Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109

Michigan, Wisconsin

Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876

Kentucky, Ohio, Indiana, Illinois

Dave & Valerie Northcutt, 109 East Madison Street, Villa Park, IL 60181 (708)-279-3753

Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi

Dick Bograd, 35229 State 54W, Zephyrhills, FL 33541-1941 (813)-783-6699

Virginia, Maryland, West Virginia, District of Columbia, Delaware

Bob & Willa Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937

New Jersey, New York, Pennsylvania

John & Pam Ruggini, 4 Victoria Street, Raritan, NJ 08869 (201)-526-7631

Massachusetts, Connecticut, Rhode Island

Emery & Anne Glass, 1 Dodge Road, Marblehead, MA 01945 (617)-631-3239

New Hampshire, Vermont, Maine

Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079 (603)-898-5285

British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories

Paul & Margie Shoepf, 46 Lakhota Crescent West, Lethbridge, AB T1K 6J2 (403)-381-6238

Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island

Dave & Brenda Vandavelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1 (416)-824-9364

Since 1976



DEADLINE FOR THE JANUARY-FEBRUARY, 1994 ISSUE
OF DOUBLETALK IS DECEMBER 1, 1993.

FROM THE EDITORS

Can this year really be over? Have we really published almost 250 pages -- not counting the annual Membership list? Our printer tells us that yes, we really have printed that many pages, and more! Our printers, Geff Bassett and his crew at Kwik Kopy of Hoover, AL, do an outstanding job for us. When D-T comes in, Geff gets to it immediately, and DoubleTalk almost takes over his shop. With over 30,000 pieces of paper to print, fold, collate, and staple for each issue, we thank Geff for the job he's done for us these past several years, and look forward to many more issues printed by his dedicated crew!

We attended two outstanding bicycling events in September. One, the Midwest Tandem Rally, was its usual fine event. And yes, MTR did regain its title as the largest Tandems-only event on record, with 439 tandem teams registered, plus a number of attached single bikers. Actual headcount was over 900 persons. The MUTS really laid down a great set of tracks to follow, too. The Lansing, MI, Holiday Inn was located where we could clear town in 5 minutes, and be riding in the country -- and in an area devoid of hills! We didn't know the Midwest could be that flat! Thanks, MUTS, for a great time!

The second event we attended was Interbike, the world's largest bicycle-only trade show for the bicycle industry. This year's event was held in the Las Vegas Convention Center, and it was huge! It took Susan and I three full days just to walk all the aisles and get a glance at each of the 2700+ booths. Most of the major tandem manufacturers were there, displaying their latest models. My quick assessment -- 1994 will be another terrific year for tandems, but there won't be any major changes. Rather, 1994 will be a year for refining the designs and

making minor changes to make the tandems even better. We did see a few suspension tandem frames, and we will be watching to see how they do in the future. The real show-stopper, at least in my mind, was the Cannondale CNC bike. This concept bike is unlike anything you've ever seen on two pedal-powered wheels, and should be in production by mid-year. Not a tandem, but it was a true innovation. Go to your nearby bicycle dealer and ask him about it. For the price of a good titanium tandem, you can be the owner of a truly innovative single!

This is our annual Christmas issue (even if we are putting it together in September and October, when the temps are in the 80's), and it's our one time to publicly thank all the people who contribute so much to making the Tandem Club of America the excellent organization it is today. Without the 2700+ members, many of whom love to write and share with others, all of whom like to ride tandems with others, TCA wouldn't be today. We can't begin to list all the names of the contributors, but we do thank you from the bottom of our hearts. We encourage all of you to take the time to write us an article in the future. We love to read and publish your works.

And it wouldn't be fair not to mention all the folks listed on the front page and our special project people. These people make TCA work! Those at the top of the page spend many hours each month, processing requests for information, checking your membership information, putting together graphics for future magazines, handling your merchandise requests, creating a map library and developing our hospitality home list. And our Area Reps work very hard to be the TCA's front line. Thanks!

Happy Holidays

Susan & Jack



LETTERS TO DOUBLETALK

Dear DoubleTalk,

After reading the last two issues of DoubleTalk regarding the reasons for poor hill climbing on a tandem, I had to write and relate my experience. My brother and I have been riding a tandem for the last couple of years. We are both big men. He is 6'4", 235 pounds, and I'm 6'2", 205 pounds. Needless to say, we both ride hard and fast.

This last July we rode in RAGBRAI. It is a wonderful ride to do on a tandem, as witnessed by the hundreds of tandems we saw. One day we were both feeling rather strong and the conditions were favorable, little wind, few riders and generally flat. We were moving along at about 29-30 mph. As we passed a young couple on a tandem my brother looked over and said "Horsepower!". A mile or so down the road we were climbing a hill when we were passed by the couple that we had flown by. They were standing in perfect synchrony and as they went by they looked over and said "Technique!".

Gene Pritchett
Lompoc, CA

Dear DoubleTalk,

I want to thank your for publishing Scott Sutton's insightful article on tandem driveline flex in the July/August DoubleTalk. Scott correctly points out that frame efficiency is more critical for tandems than singles, and realizes a lighter tandem will climb hills slower than a heavier tandem with less driveline flex.

Oops

We goofed and we owe a big apology to Bill Wheeler. In the Sept-Oct DoubleTalk, page 13 we printed a photo of Bill and Evie at the 1993 Ride around the Bear. Due to an error on our part the photo caption read Bill Walker & Evie Porter instead of Bill Wheeler & Evie Porter.

Because Santana built the world's only tandem frame-testing jig ten years ago

(a double-long version of Bicycling's infamous "Tarantula"), we've tested Scott's theories and can testify to their veracity. While larger tube diameters are important for the efficiency of all bikes, Scott's driveline analysis correctly predicts the advisability of designing tandems with an exceptionally large bottom tube and chainstays. In particular, because an ovalized tube can better withstand forces across its major axis, an oval bottom tube reduces the power-robbing phenomenon Scott calls "chain slack". Since "chain slack" is the visible result of pedal force bowing the bottom tube, our testing confirms that an oval bottom tube is an essential element for any well designed tandem.



Before someone reads this and orders a tandem with oval tubes everywhere, you should be aware that an oval tube's increase of strength across its major axis has a downside - not only a proportional decrease of strength across its minor axis, but, more importantly, a loss of up to two-thirds of its torsional rigidity. To demonstrate this for yourself (without building a \$20,000 frame fixture) simply take the cardboard cores from two rolls of paper towels, smash one into an oval, and twist both to observe the difference in torsional rigidity. Those double-length oval top and lateral types found on some tandems may look way-cool, but tandems built this way are necessarily heavier (plain gauge vs. double butted) and don't perform as well in our test jib.

Speaking of testing, here at Santana we resort to instrumented lab testing only after we carefully road test competing designs. Not only is a road test more instructive (a lab test can't tell you much about handling and comfort), we also don't want lab measurements to color subsequent evaluations from test riders. And while



Santana's ongoing test program involves a half-dozen employees, we occasionally invite knowledgeable outsiders to critique our program while helping us to evaluate our tandems against competing designs.

Who has helped in past tests? A young road racer showed up for an early Santana's comparison test back in 1980 - a few years later this individual started a company called Gary Fisher Bicycles. And the director of Santana's 1982 test, Mike Melton, was subsequently recruited by the USCF to design and build the bikes used by the 1984 U.S. Olympic Team (the year we won the medals).

Santana's upcoming test session will be our best and most comprehensive ever. We are now in the process of selecting and acquiring two dozen new tandems priced from \$1500-\$7500 for a mid-November "tandem shoot-out". We're again inviting magazine editors and other distinguished members of the cycling industry. This year, for the first time, we'd like to include three teams of enthusiasts who ride tandems strictly for fun.

If there are any TCA members who would



**RAILS
-TO-
TRAILS**
CONSERVANCY



SUITE 300 • 1400 SIXTEENTH STREET, N.W. • WASHINGTON, D.C. 20036

like to take part in what is certain to be the world's most comprehensive tandem comparison test (and can afford to spend a few days here in sunny Southern California), give me a call. Over a four day period our ten test teams will spend five hours each day riding and carefully evaluating the tandems (all participants will ride both the front and back of every tandem). Although twenty hours of testing will be hard work, our traffic-free test loops will allow for plenty of interaction between teams. While strength and gender of our testers is not important, the size of the test tandems suggest a height range of between 5'7" and 6'2".

Bill McCready
Founder/President; Santana Cycles, Inc
909/596-7570

P.S. Even if you can't join us this fall, I'm always happy to take phone calls from TCA members - especially to share ideas on tandem frame design.

Dear DoubleTalk,

We write as overseas liaison officers for the Tandem Club of the UK. For 1994 we are planning a tour of East Anglia - the flattest part of the UK, but with much to see - Cambridge, Norwich and many lovely villages. A repeat of our South of England tour in September and some other ideas. Anyone interested is welcome to write for more information. And of course we are always happy to help any TCA members who plan a trip to the UK.

Chris and Jenny Davison
Penny Farthings
124 Kings Road West
Swanage, Dorset BH19 1HS

Mile Markers

Congratulations to members Diane Liebe and Kyle Heisey on their marriage. We all know that two people that start life together with a tandem in hand will go far.



Dear DoubleTalk,

Is anyone else very tired of hassling the airlines every time you want to fly with a tandem? I am sick of fighting the airlines. I recently got off the phone after about 45 minutes of conversation with British Airlines; they finally agreed to take the tandem without further arguments. And this is after spending a few hours months ago at the airport discussing this with the agent and thinking that it was all settled. This incident only served to remind me of how many hours I have spent on the phone and in person discussing this subject with the airlines.

It is up to us, the airline customers, to lobby the airlines, one by one. I don't think that it is unreasonable for us to ask that a tandem be included in the airline bicycle regulations; not only will the staff then know what a tandem is (you'd be amazed how many think it is a motorized vehicle or something with a sidecar!), it would define our rights as paying passengers.

I am aware that once an airline simplifies the process of traveling with a tandem, the chances of flying with one without charge, especially overseas, would fall dramatically. (Currently, because of the lack of written rules regarding tandems, the choice of charging the customer or not is up the employee at the desk when you check in.) I personally would rather pay a little extra and eliminate the worry. Also, more than once, an airline has threatened to take the tandem by air freight or cargo, a process which would have cost more than the price of my ticket, and would have taken up to five days to get the tandem to my destination. I find the fact that an airline would even discuss this possibility with a ticket holder in these times of airline financial difficulties really insulting.

In reference to the above comment regarding boxing the tandem, I would also like to see the airlines allow the customer to decide (at their own risk) whether it is appropriate to box their bicycle or not. I personally feel that the increased risk of damage to the bike when it is in a box (and thrown on the bottom of a pile of other boxes) and the added hassle of storing or finding a box makes the issue of flying the tan-

dem unboxed almost as important as getting the tandem on the plane in the first place.

I would appreciate input on this issue from club members. I am currently trying to get together a list of the addresses of the major airline carriers. I plan on writing to as many of these companies as I can once I return from vacation. I will be identifying myself as a TCA member. If people do not want tandems listed in airline documents and want to continue taking their chances, they need to let me know. Perhaps only a small percent of us fly with our tandems and this is not an issue for the majority of the club. However, I suspect if club members enjoy riding their tandems at home and try them as their means of transportation on a trip, they'll be hooked.

Susan Maasch
1608 Terrace Ave
Snohomish, WA 98290

Dear DoubleTalk,

We are finally renewing our membership, Hope we don't miss an issue of DoubleTalk, which we have enjoyed very much. A few comments:

Short Burley owners take note! As a result of our letter to DoubleTalk last year requesting a closer road stem for our '91 Duet, Burley informed us that they make an inexpensive sleeve adaptor which accepts any 1-inch road stem. It works fine. We also appreciate the several other replies offering custom stems, etc.

About airplane travel: Last summer we took our tandem to Ireland via Delta. Not only did they fly us directly from Atlanta to Shannon - a great place to begin touring - but their bike boxes were big enough to hold a tandem with both wheels removed. We packed our upside down on the saddles, seatposts extended, and taped everything to the frame: wheels, derailleur, handlebars, racks, etc. One useful hit learned from others was to place a threaded length of hardware bolt between the front and



rear forks (in place of the axle) to keep them from being compressed.

Things may have changed, but at the time, Delta's stated policy was that tandems had to go air freight -ie at extra cost = but no one questioned us once we showed up at the airport with the tandem in the single unmodified box. This requires getting the box a day early, which did call for some creative maneuvering, but it was well worth the extra trip to the airport, arguing with the baggagemaster, and so on.



English Friends

Incidentally, it is not necessary to have the latest, lightest, 21 speed bike to enjoy touring, even in Ireland. Our English friends (see photo) showed up on a 1940's relic with TWO functioning Sturmey-Archer gears, steel cranks and wheels, etc. Sure, they walked up the steeper hills, but so did we. Good times were had by all!

We would be glad to answer any questions about our trip in the Killarney/Dingle Peninsula area, and put up/transport to airport anyone flying out of Atlanta.

Devon Wilson and Jeff Rogers
Decatur, GA
404-378-4037

Dear DoubleTalk,

The Williamsburg town crier threatened to put my husband in the stockade as he observed our 20 month old daughter Eve "giving it her all". We honestly had to hold back on the bike as she pushed. We got a lot of comments from other tourists and Williamsburg personnel. I don't know how many pictures and videos will feature Eve. All we really were trying to do was to keep her out of the horse droppings.

Dennis, Barbara and Eve Dietrich
Hamburg, PA



Dear DoubleTalk

We are planning a tandem tour of the Loire Valley in France and hope some of you have some wise counsel for us!

First, we want to take our trip when the weather is nice and the roads are not busy. We think that may mean May or June before the national holidays. By September or October, the weather may not be as nice. Any one have cycling experience in this time frame?

Next, we hear mixed reviews on how difficult it is to transport a tandem through Paris to the start of the trip, and vice versa at the end of the trip. What is the best way to get our bicycle to our start point somewhere outside of Paris proper? What kind of packing - with minimal re-assembly required! do you recommend? Will airport taxies be able to carry a tandem in a box? Or how would we get to the train if they



will carry it? What do you do with the carrying case while you are riding for three weeks?

During the trip, what if we want to hop on a train and go to a different region without cycling to it? Do we need reservations for us and the bicycle or can we get on any train? Does it cost more to carry the bicycle with us on the train? How do we find out ahead of time?

Do you have favorite small inns, chateaux, or bed and breakfasts that will cater to cyclist's needs? We haven't finalized our itinerary and want to stay flexible enough to follow our curiosity or new found local knowledge, so any small towns along the way are candidates for spending the night. What about restaurants and dress code? We won't have a lot of variety since it will all have to fit in our saddle bags?

What are the roads like? Which roads on the Michelin maps should we choose - based on likely traffic, shoulders, road quality, etc? What tire size do you recommend? How much air pressure in the tires? Are there better maps to use than Michelin?

What is the best way to identify "SAG" support if and when needed? Is there a way to identify the local bicycle club?

What questions haven't we asked? Please write with any helpful hints on this tour.

John and Emma Morris
2791 Ridge Rd
Smyrna, GA 30080

ed please remember to copy DoubleTalk with your responses.

Dear DoubleTalk,

I recently had my tandem stolen. Please contact me if you have any information regarding this bike: Lippy Tandem, custom built pink over purple racing tandem with white handlebar tape and white rack. 22"/21" frame - 18 speed. This is a very distinct looking racing tandem - frame number L237. the word LIPPY is in cutout form on the front section of the bike.

When taken the bike had a wireless computer and a gray trunk rack attached.

Contact
Rob Ross
Los Angeles, CA area
(310) 306-0540

Dear DoubleTalk,

I have been a member of TCA for a couple of years. Would anyone have some experience with this situation. I do not have a tandem yet. I am a single person. If I showed up at a club ride or a rally with a tandem would I be able to find a stoker for the day?

Lee Stork
1005 Myers Park Lane #4
Tallahassee, FL 32301

Dear DoubleTalk,

There have been several comments on subscribing to DoubleTalk on the InterNet Tandem Mailing List, so it would seem appropriate that a note be included in DoubleTalk informing those subscribers with InterNet access and electronic mail that there is a forum devoted to discussing tandems and related topics. I've accessed the Mailing List with Microsoft Mail on both MSDOS and Mac computers. Several of the people on the mailing list met at the Midwest Tandem Rally in Lansing, Michigan for a double discussion of tandems and communications.

The Tandem Mailing List is accessible with electronic mail. The list address is:
tandem@hobbes.ucsd.edu

You can subscribe to the list by sending a message with the subject, subscribe to: list-serv@hobbes.ucsd.edu

If you have any questions, you can send an e-mail message to Wade Blomgren at: wade@hobbes.ucsd.edu or Bob Friedman at InterNet address: friedman@cap.gwu.edu .



STOP HOLDING YOUR BREATH!

(THE IBIS TANDEMS FOR 1994 ARE READY)



More models than ever before, from our flagship Titanium Tandem to the fun and affordable 700C wheeled Touché (pictured).

Plenty of paint and component options to choose from. Hope Disc Brakes available on every model. Hugi Hubs—the best tandem hub in the world—standard on many models, available on all. Call for a brochure on our complete line of tandems and accessories.



POB 275 ~ SEBASTOPOL CA 95473 ~ TEL 707-829-5615 ~ FAX 707-829-5687

An Adventure on a Tandem

Phoenix, Arizona to Wichita, Kansas

June 4 to July 5, 1992

[Editor's Note: When we last left Don & Lolores, in the Sep-Oct issue, they had just completed the Ride the Rockies and were more than ready to leave the mountains behind.]

Sunday, June 28, 1992 - Castle Rock to Limon, CO, 65 miles

For a classy breakfast this morning, we stopped at Safeway and bought some bagels, orange juice and blueberry muffins. We ate them at a park bench in downtown Castle Rock as we were moving slowly after the finish of the Ride the Rockies. We didn't leave town until 9:45 in the morning.

Today we are going to head due east trying to get away from those Rocky Mountains! We knew that the first few miles would be fine since there were three towns in the first twenty-three miles. We planned to take advantage of

that by filling up with water and make restroom stops. The scenery was starting to change and we were delighted that the mountains and hills were getting smaller. When we reached Kiowa, we were almost through the town and realized that we hadn't found a place to stop for water. We knew we needed water since there would be no water stops ahead for at least the next thirty-five miles and there wasn't even going to be a town until we reached Interstate 70. We saw some ladies out in their yard, asked them for some water and they gave us the water we needed.

We basically lumbered along at no great speed as the day went on and the skies started getting darker. Unfortunately, we started experiencing trouble with our bike as the gears were slipping at various times. It was becoming impossible to stand up on the pedals for fear that



the gears would slip and cause an accident. We couldn't even coast because if we didn't keep our feet moving, the gears would make a terrible sound and the chain would loosen and part of it would hit the ground. It was not exactly not the perfect biking situation. The irony of it was that this started happening the day after the Ride the Rockies where there were plenty of mechanics around to fix the problem.



As we approached our destination of Limon, it started to rain and once again, our Gortex jackets were a welcome sight. We debated sending them back home as we were finishing the Ride the Rockies and were very glad we decided to keep them. We stayed at the Safari Inn in Limon and went across the street for another mexican dinner. I have just about overdosed on mexican food and am most anxious for some good green beans and other vegetables. Dolores is happy with just popcorn and Diet Coke. She is easy to please! We walked around Limon which is a pretty little town with a nice little park in the middle of town. They also had one of the fanciest city hall buildings for any of the small towns we have seen.

Monday, June 29, 1992 - Limon, Co to Eads, CO, 82 miles

We started the morning with a wake up breakfast at 6:30 at BJ's Deli in the heart of Limon. This was definitely the local hot spot and they had homemade muffins and some de-

licious french toast with a little powered sugar sprinkled on top for color. It was a busy little place at that time of the morning, but there weren't that many choices in the town of Limon which supposedly had a population of 1,800. Incidentally, Limon was at an elevation of 5,280 so we had already started going down from Castle Rock at 6,200 feet. We expected our elevation to continue to go down as we moved into Kansas.

We had decided yesterday to conclude our trip in Wichita, Kansas. We made our flight reservations from Wichita to Dallas next Sunday so we have to see if we can make it to Wichita by then. As of now, we are still 400 miles away from Wichita.

Looking at the map, today's ride is going to be pretty dreary. We know that there is a town of Hucco in thirteen miles and after that, the stops are going to be few and far between. After we stopped there, we expected to stop in another thirty-four miles in the town of Wild Horse. The name sounded exciting but when we looked at the population index on the map, it didn't have enough people to be reported on the map. We were not optimistic, but the road signs still gave us the mileage to Wild Horse.

When we arrived in the town of Wild Horse, the one gas station and flea market had permanently closed. There was nothing else there except a church and a parked school bus with a lot of kids on some sort of peace march to "save the world". We passed a number of them walking on the highway as we were biking along. Since most of them looked a bit strange, we decided not to stop and talk to them. Finally after forty seven miles since our last water, we arrived at the town of Kit Carson. We had reached civilization again and found a delightful Stage Coach Cafe where we gorged ourselves on food and plenty of water. I had the meat loaf blue plate special for the day which included their salad bar and jello for dessert...all for \$4.50. I was in heaven.

The bike was still acting up and getting worse. We were definitely at the point of limping along and far away from the nearest town large



enough to have a bike store. Our planned destination for the night was Eads another twenty miles away which has a population of 780. Biking without being able to stand up on the pedals long enough to rest your seat gets old. Likewise, it gets pretty old having to keep the pedals moving even when you are going downhill. Equally bad, the pedals would sometimes go on their own because the back gear was clearly malfunctioning. We were glad when we finally made it to Eads.

We ate dinner at the Country Kitchen right next door to our hotel. Homemade vegetable soup and the most fantastic blueberry pie ever seen by man were the highlights of dinner. The cooks really knew how to cook which was pretty amazing given how isolated the towns our in the part of eastern Colorado.

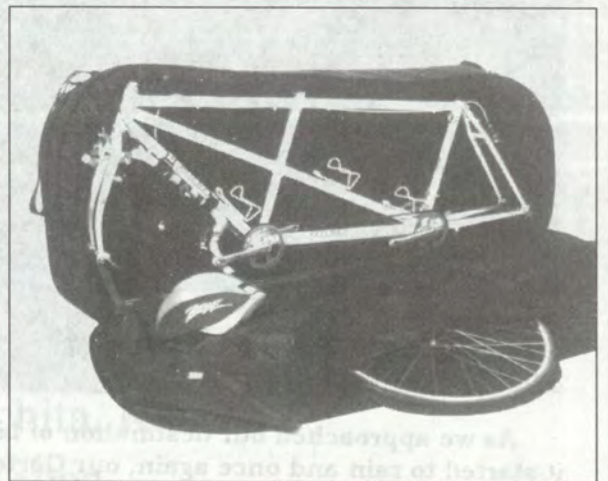
Given our bike problems, we started looking at the map to decide what the best course of action might be at this point. We are about forty miles west of the Kansas border so we were looking at our Kansas map and Colorado map to find out how close we were to the next major city where we could get our bike fixed. Looking at the maps, we decided we were probably two hundred miles away from a town in Kansas large enough to have a bike shop. We looked at a local phone book and found a Mr. Fix It, a bike store advertised in the town of Lamar which was just thirty six miles south of us in Eads. While Lamar was out of our way, we felt our bike couldn't wait for the luxury of the two hundred mile ride across Kansas. We had to go to Lamar tomorrow.

Tuesday, June 30, 1992 - Eads to Lamar, CO, 36 miles

Our plan was to get up at 5:30 in the morning, eat breakfast at the Country Kitchen and get on the road by 6:45. We anticipated the winds would be calm at that time in the morning and we ought to get into Lamar soon after the bike store opened at 9:00 or 10:00 in the morning. Boy were we wrong!

Is Travel In Your Future?

See why Tandem enthusiasts worldwide choose BikePro USA Tandem travel cases



★★★★ rating from "Bicycling"

- Available to fit any size frame
- Unique design absorbs maximum shock
- Folds down for easy storage
- Shippable by UPS
- 100% Warranty
- All products made in the USA

**CALL 1-800-338-7581
FOR A FREE CATALOG
& A RETAILER NEAREST YOU**

**BikePro
USA**

3701 West Roanoke
Suite A
Phoenix, AZ 85009



When we started out going east/southeast, the wind was strong and gusting from the southeast. It was real drudgery biking into the wind with the rear gear really acting up. It continued to get worse and the gear would slip at very inopportune times making it very difficult to restart the bike after we would have to stop.

After the town of Eads, the map made it appear like there wasn't another town until Lamar. The map didn't lie since we saw no place for water during our entire thirty six miles to Lamar. Between the problems with the head wind and the bike, it took us about four hours to get to Lamar. This was a very long morning...particularly without any extra water. e got to Lamar, we found out that Mr. Fix It was no longer in business. It appears that the phone book in the motel in Eads was several years old and Mr. Fix It was long gone. The only listing in the yellow pages for bike repairs was "Virgil's Locksmith and Repair". We called Virgil and, yes, he did repair bikes in addition to repairing locks and small appliances. We limped over to his shop.

When Virgil looked at our bike and turned the pedals on it, he asked us "how can you ride this bike?" The back gear wasn't catching at all and the rear "cluster" totally needed replacing. The cluster was the whole set of gears inside the rear wheel. He knew how to take the cluster off the rear axle but didn't have a replacement part. We told him that we would order it by Federal Express and get it to him in the morning. We called our Richardson Bike Mart in Dallas and asked that they send it to Virgil by Federal Express. We explained that we were very incapacitated in the town of Lamar and needed their help. Hopefully, Federal Express can find the town of Lamar.

With our bike out of action, this was a good day to take it easy. We had a two hour afternoon nap and the proceeded to check out the movie situation in town. While Lamar has a population of 8,000, we found out that it does not have a Dairy Queen, a Wal Mart or much entertainment. It had only two movies playing - one of which we had seen, and the other

showed no interest to us. We were out of luck for a movie. The entire town closed up by 5:30 p.m. We did find a BJ's Burgers Drive-In restaurant which advertised "burgers and a little bit more". There ice cream was great and a Diet Coke float hit the spot for Dolores as a homemade chocolate milk shake did for me. I even had two of their \$.69 cheeseburgers which were excellent.

Since we were hoofing it around town, we checked with the office of our "Elmar" motel as to how far places in town were from our motel. It is certainly different to get around when you don't have a bike or a car. Incidentally, the Elmar motel was much better than it sounds. Dolores was pleasantly surprised, just as she was with the K-Bobs Steak House across the street from our motel. Their vegetables and salad bar were a rare treat given the limited menu we had been on over the last few days. While we didn't like the movies playing at the movie house, we did like the popcorn there. Our entertainment for the evening was eating a big box of popcorn.

We are now 302 miles from our hopeful destination at Wichita, Kansas. Our plan is to try to get their over the next four or five days and still fly home early next week. The temperature was 98° today. We are really going to have to get going on our biking most mornings. Unfortunately, we can't do that tomorrow since Federal Express won't even be here until mid morning. We will just have to see how far we can go in the heat.

Wednesday, July 1, 1992 - Lamar, CO to Syracuse, KS, 50 miles

When we ordered the cluster part for our rear wheel to be sent Federal Express to us in Lamar, we assumed that it would arrive at Virgil's by 10:30 in the morning. We had heard all of the Federal Express advertisements saying that was the delivery time and we were very excited to get our bike fixed as we sat on the swing outside Virgil's shop this morning.

When the magic time of 10:30 passed without the spare part being delivered, we started to



panic and called both the bike store in Dallas and Federal Express. The store assured us that Federal Express had picked up the part but the Federal Express agent had told them that our delivery would not be by 10:30 a.m. since we were in such a rural area. When we called Federal Express, they confirmed that the part was on the van but that the delivery could be as late as 4:30 in the afternoon. While we were disappointed that the part wouldn't be at Virgil's as early as expected, there was hope that the bike would be fixed.

While we were waiting for the delivery, we went back to BJ's Burgers and Beverages (and a little bit more) for more cheeseburgers. Their \$.69 cheeseburgers were still very good and Dolores also got a chocolate dipped soft ice cream cone and I got one dipped in peanut butter. Actually, it wasn't dipped in peanut butter, but was simply a butter scotch coating. Just as I used to do when I ran a drive in restaurant during high school, the clerk dropped the ice cream from one of the cones into the dip and he had to fish it out before trying again to make the dipped cone again.



BIKE TIGHT
BICYCLE CARRIER



BIKE TIGHT — PROVEN TANDEM TOUGH ON PICK-UPS, VANS, RV'S, TRAILERS AND MORE! CAST ALUMINUM, POWDER COAT FINISH.



GLIDERBOARD — EXTRUDED ALUMINUM SYSTEM FOR VANS, WAGONS, SPORT UTILITIES AND PICK-UPS. ADJUSTABLE FOR HANDLEBAR WIDTHS. NO BOLTS OR CLAMPS FOR INSIDE USE. CAN BE BOLTED TO PICK-UPS. OPTIONAL WHEEL HOLDER.

★ MADE IN THE USA ★

BIKE TIGHT, INC., P.O. BOX 3242 / PASO ROBLES, CA 93447
CALL NOW FOR DEALER NEAR YOU: **800-247-3843**

The bike part finally arrived at about 2:45 p.m. and at 3:00 p.m. we were finally ready to leave Virgil. Virgil wished us well... "if this was our idea of fun". We assured him that this biking adventure was fun and proceeded to leave. For all of Virgil's trouble in taking apart our back axle, identifying our problem and providing us hospitality, his charge was \$5. I gave him \$10 and told him how much we really appreciated his help. Where do you get a service man to do anything for \$5.00.

A northeasterner was beginning to blow into eastern Colorado and we started riding due east against a strong northeast wind. We had originally expected to bike a lot more miles this day, but the later than expected delivery caused us to change our expectations. We did end up in a race with the setting sun and the last of our fifty miles into Syracuse, KS. We were delighted to be out of Colorado since that would mean most of our hills and mountains would be over. Once we arrived in Syracuse, we stopped at a gas station to ask where was the best motel was in town. The gas station attendant said the one we passed was the only motel so we hurried back to the Ramble-N Motel where I asked for a room with a queen size bed. They said they only had two rooms left and I said I would take one of them. With one motel in town and only two rooms, now was not the time to get picky!

We had only thirty minutes to get to the only restaurant in town (connected to the Ramble-N Motel). The motel was nothing special and certainly the restaurant followed in its footsteps. The salad bar at the restaurant looked like it had been out for the last week, the bean soup was short on beans and the mashed potatoes we only luke warm. Leaving a wake-up call for 5:00 a.m., we quickly got into bed.

Thursday, July 2, 1992

With our 5:00 a.m. wake-up call we had high expectations for today. Our objective was to do one hundred miles and to land into Dodge City, Kansas. Unfortunately, the wind forced us to modify our expectations.



We faced the same northeastern winds today as we did yesterday. The only difference was that it was even stronger today. Gusts were reported at up to fifty miles per hour and it was slow going heading due east against the wind. After six and a half hours of biking, we had made it the fifty miles to Garden City, lost an hour as we changed time to Central Standard Time and decided to call it quits for the day.

From our perspective, Garden City had the promise of better food than we had been experiencing over the last few days. First, Dolores said that the name Garden City meant that they must have garden vegetables. Second, Garden City had a population of 18,000 which was the largest city we have been in since Phoenix almost four weeks ago. Surely, a city this size ought to have some good food.

We stopped at the Red Barron Best Western Moter Inn and decided to eat at the Red Barron Restaurant for a late, mid-afternoon lunch/dinner. We were definitely not disappointed. They had fresh vegetables which we hadn't seen in a long time. Their bread pudding was outstanding and I even asked the waitress to heat some up so I could pour milk over it just like when I was growing up.

Another attraction of the Red Barron Moter Inn was that it had a laundromat. We hadn't cleaned our clothes for several days and Dolores was particularly excited to put all of our clothes into a washer and dryer again. I asked if there were any movies in town and the clerk explained that the only movie theater was about three miles away in downtown Garden City. I told her that was a bit far for us to walk.

We are now about 200 miles away from our final destination of Wichita. If the winds die down a little, we shouldn't have any problem making it within three more days. Since we started biking on June 5, it has almost been one month on the road. We are both starting to get a little anxious to get home, sleep in our own bed and get off of these bike seats.

Thursday, July 2, 1992 - Garden City to Greensburg, KS, 100 miles!

At Garden City, we still had 205 miles to go to Wichita. With just three days remaining through Sunday, we really needed to get some distance behind us so that we didn't leave a big chunk of biking for the last day. We needed a really good strong biking day and today was destined to be the day!

We had the lightest wind that we have had in several days. One of the breezes we did frequently smell was the breeze that blew across feed lots all along the highway. This was the second day of smelling feed lots and Dolores wasn't sure she liked the idea of the cattle eating their way to becoming hamburgers along the rode. She also disliked the smelly cattle trucks that frequently passed us along the road. She would say that they were her "favorite" trucks since she could smell them long before and after they passed us.

It has been a long time since we have had a lot of vegetables and a variety of food at a buffet. When we saw the sign outside of Dodge

BACK ISSUES AVAILABLE

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

Issues still available:

- September-October, 1993
- July-August, 1993
- May-June, 1993

- September-October, 1992
- July-August, 1992
- January-February, 1992

Complete set (6 issues) 1986, 87 & 88



City for a Golden Corral Restaurant with 100 items on their salad bar, we knew there was no other spot for us to stop for lunch. With the restaurant located on Wyatt Erp Boulevard in Dodge City, we gorged ourselves on a wide selection of vegetables and fruits. We were so stuffed that we definitely needed rest after our hour long lunch.

We found just the site for the restaurant at the Old Soldiers Home Park in Dodge City just three miles east of town. The park had one picnic table under the shade of a tree and we laid down on the top of the table for an hour long nap. After an hour at the restaurant and an hour nap, we were ready for the road again. We were then on Kansas Route 154 which was a fairly narrow road with a large amount of traffic (mainly cattle trucks) which wasn't the most delightful stretch. However, we were still motivated and nothing was going to stop us from having this big day.

We soon got on to Federal Highway 54 and started seeing signs for the town of Greensburg where they had a large hand-dug well. We later found out that this was a well that had been dug 109 feet down by the railroad back in the 1800's for their water supply for trains and it served as the town's water supply until the 1930's. We never did walk to the well, but sure do remember that Greensburg had this world famous well.

We stayed at the Best Western in Greensburg and walked three blocks to Dave's Pizza Oven for their spaghetti. A full plate of their spaghetti with their homemade sauce and toasted bread was \$3.50. We still were in small city prices. At the Best Western, we asked for a wake-up call and they handed us an alarm clock!

Saturday, July 4, 1992 - Greensburg, KS to Kingman, KS, 66 miles

Breakfast today was at the convenience store in Greensburg and it consisted of orange juice, fiber bar and one pop tart. We were saving ourselves hoping for better food when we got to the town of Pratt just thirty two miles away.

We didn't realize how windy the state of Kansas was going to be. We finally read that Kansas was one of the windiest states. I guess it is because of all the open spaces and relatively few mountains and hills to shield the ground from the wind. We had another very windy day and are looking forward to an outstanding brunch by the time we got to Pratt.

When we arrived in that town, we asked a convenience store clerk where she goes to eat for breakfast. She named one big motel where we just passed but said she always goes to the Country Grill on the other side of town. When we arrived at the Country Grill at about 10:00 a.m., the parking lot was full and we knew we had found the right spot.

We had been dreaming about blueberry pancakes and our dream was not to be disappointed. We ordered the pancakes and it took almost a half an hour for them to arrive but they were definitely worth the wait. These pancakes had more blueberries in them than any blueberry pancakes I had ever seen. They were light and juicy and very memorable. We were certainly not hungry until dinner.

With all of the wind, it had been a tough biking day. When we arrived in Kingman at about 2:00 p.m. I kidded Dolores and said that Wichita was only another forty miles and we might just keep on biking. She was exhausted and there was no reason for us to stretch ourselves and do the last mileage today. This was also the second hottest day we had been on the road and the temperature was probably in the mid to upper 90's by mid afternoon. The Copa Motel in Kingman looked good to us for an afternoon nap.

Next door to the motel was the Ranch House Restaurant. When we arrived at the restaurant at 5:00, this restaurant had the distinction of telling the patrons that you could only make one trip to the salad bar. They gave you very small plates so it was a test to see how much could be stacked on the plate without the food falling off and not violating the rules with a second trip to the salad bar. We never did figure out why a restaurant would make you feel so



unwanted and not allow a second trip to the salad bar.

Dolores had spaghetti and I had steak which was presumably cut from a cousin of the cows we saw along the road during our ride earlier. Most steaks in Dallas are better, but I guess the thought of a local steak made it okay.

Sunday, July 5, 1992 - Kingman to Wichita, KS, 40 miles

Today was definitely the home stretch! When we woke up at about 7:00 a.m. and looked outside, the flags at the motel and the trees definitely showed that it would be another very windy day. I had read that the winds were generally calmest in the morning and increased during the day. If that were true, we were in for a tough windy day.

We left the motel at 7:32 (exactly) and decided to skip breakfast. I told Dolores that there would be a fantastic brunch waiting for us in Wichita so we decided to snack along the way.

While I didn't know it at the time, that prophecy turned out to be true. In order to make the last day a challenge, they were tearing up the road to make a four-lane highway for the last seven miles into the Wichita Airport. The result was that the four-lane road was down to two lanes and we were riding on an eighteen inch shoulder next to all of the traffic going along the highway. This is our final test of the trip and we were not about to let this get us down. We were delighted to roll into the Hilton Hotel at the airport at 11:30 this morning. We had come eighteen hundred miles for this check-in across four states over the past four weeks and two and a half days. Our bike had persevered the trip as had we during the heat, biking problems, mountains and numerous small towns across these states. I promised Dolores an adventure and this had definitely been one for both of us.

As we were thinking back over some of the most noteworthy and memorable eating experiences during the trip, these were the winners:

1. Best Mexican Food - Navaho taco (made by

real Navajo Indians) at the Cameron Motel in Cameron, AZ

2. Best American Food - Jeff and Donna's Kitchen Spirits in Valle, AZ

3. Best Breakfast - Blueberry pancakes at the Country Grill in Pratt, KS

4. Best Dessert (tie) - Brownie sundae at the Bull Frog Lodges, Bull Frog, UT and the Apple Grande at the Grand Canyon Lodge in Arizona on the South Rim.

Our lessons from the road include:

1. Travel lightly! Select only the essential clothes for the trip...and then leave 80% of those home. Plan to wash your biking outfit daily.

2. Expect the Unexpected! Be flexible in your trip plans since unexpected surprises will happen.

3. Sleep in Motels! While camping out sounds great, there is no substitute for a hot shower and a soft bed after a hard day of biking. Staying in motels also avoids having to lug a tent and sleeping bags around with you.

4. Climbing Mountains with a Tandem is Tough! Don't underestimate the difference between riding a tandem on level terrain as compared to climbing mountain passes. Having ridden the Rockies before on an individual bike, riding the tandem was definitely more difficult.

5. Have Fun on Your Tandem Biking Adventure! We did!

Don & Dolores Daseke
Dallas, TX

HIGH PERFORMANCE TANDEMS



LIPPY CYCLES INC

Send for Free Brochure
60265 FAUGARWEE • BEND, OR 97702 • 503-389-2503



Our Fun Arizona Tour De Tandem

Flagstaff, Sedona, Camp Verde, Strawberry, Sunset Crater Loop

We arrived in our van, by way of Las Vegas, at the designated motel in Flagstaff the afternoon before our "Oregon Cycling Adventures" tour. That afternoon we cycled around the neighborhood to take a look at the town. Since our home is practically at sea level, it was a "get-acquainted-with 6900'-elevation-ride". We became winded on an easy hill and wondered if we had bitten off more than we could chew. The first event of the trip was a tasty pasta dinner and indoctrination at an Italian restaurant across from the motel. The organizer, Sandy Green (Richard Martin is the other half of the business team), and her assistant, a great sagger we called Bicycle Bill, headed up our group of 6 1/2 tandems. That's right - a single in our midst.

Ethel, the single from Los Angeles, earned the title of '20-miles-to-the-gallon-Ethyl'. Bill kept her well-supplied with extra water throughout the tour. Then there were Frank & Joyce from Salt Lake City (we had become friends with them on OCA's Oregon Coast Tour last fall), Sally & Karen from Boulder, CO, Jackie & Pat from Benicia, CA, Griff & Lin from Diamond Bar/San Marcos, CA, Joe & Marcia from Bellflower, CA and the two of us from Fresno, CA. Great bunch!

Day 1, Flagstaff to Sedona, 31 miles.

Mostly down hill. We were off at 8 with Frank & Joyce, and we promptly found ourselves on the wrong road. Oh, dear... Tandems on the men's shoulders, we gingerly made our way down a steep embankment to the right road and were merrily on our way down to Sedona. About 12 miles out, we turned into a picnic area/rest stop/overlook at Oak Creek Canyon. Tour Rule # 1: Never pass a potty stop. Wow - our first glimpse of canyon country. Awesome! And that's the road we're going down? There!? Exciting descent to a tree-shaded road along the bottom of the gorge. Picturesque

homes by the dozens were nestled among the trees by the river on the way to Slide Rock State Park - Mother Nature's version of wild water slides. After a relaxing tour around the park, we clipped in and pedaled on, eventually catching glimpses of the red rock formations that became more and more fantastic as we neared Sedona. A ride through the canyons via one of the jeep tours available is definitely recommended. We climbed through town, then turned left towards our motel, Sky Ranch. Well named! It sits on a mesa overlooking Sedona and all the breathtaking scenery. The climb up there is 500 feet in only a mile. Grunt! Lots of picture taking, rest, shower, then a shuttle down to Sedona to play tourist. Later, Sandy drove us to the Chapel of the Holy Cross which is built on solid rock. The architecture and setting are magnificent. Truly a must to see.

Day 2, Sedona to Camp Verde, 50 miles.

Lost more elevation. Lush high desert vegetation in rolling hills with lots of flora from recent rains. About 20 miles into the ride, we chose to make a side trip, via Cottonwood, to





the 1,000 year old Indian ruins of Tuzigoot. Well worth the extra miles. As we crossed a bridge back in Cottonwood, we spotted 3 sleek, blue-green peacocks perched side by side on the railing. Was this for real? We stopped and slowly approached them, camera in hand. They spooked and flew away before we could get it on film. We rode through beautiful downtown Cornville, then back into the hills. It was an enjoyable descent into Camp Verde and our motel, Cliff Castle, elevation 4500'. After shows, Sandy and Bill shuttled us to 'Montezuma's Castle', a beautifully preserved Indian cliff dwellings that date back 1,000 years. We took lots of pictures, then it was back to Cliff Castle for dinner in our own private banquet room.

Day 3 Camp Verde to Strawberry, 41 miles.

Now we faced the flip side of all the descents. From the scenic high country we could see for 100 miles. A cross wind came up from the south at 25 miles per hour, with gusts reaching 35 at times. Toughing it out, we climbed around a corner at 7100' into the lodgepole pines, then dropped 1100' to fight heavy crosswinds into Strawberry and its picturesque mountain resort called Strawberry Lodge. After settling in, several of us took a 2 mile walk to view the oldest schoolhouse in Arizona, a true log cabin. The owner of Strawberry Lodge, an energetic, captivating lady by the name of Turner, kept us entertained for over an hour after dinner, recounting the recent history of the lodge. Years ago, she and her late husband left the fast lane of corporate living in the east, and bought a ramshackle old hunting lodge. They restored and enlarged the lodge to what it is today, a comfortable, attractive retreat. She does a thriving business. Be sure to call well ahead of time for reservations.

Day 4 Strawberry to Flagstaff, 80 miles.

Lots of climbing. We traveled the Mogollon Rim (rolling terrain) through interesting places like Clint's Well (mid-morning pancake), Wolf Hole, past Poor Farm, Bottle Butte and Happy Jack. We reached the summit at 7650' and ate lunch out of Sandy's trailer at Stoneman Lake. We dropped down to Mormon Lake, then rode

past Upper and Lower Lake Mary in a cold wind. We kept our eyes on the threatening clouds as we hurried back to Flagstaff where some of us warmed our chilled bodies in a Jacuzzi. We were glad to be back, with one more day to ride! Some of us had our film developed, then we all headed back to our Italian restaurant for more pasta and picture sharing.

Day 5 Flagstaff to Sunset Crater Loop, 40 miles.

We climbed 15 miles north out of Flagstaff to 7300' at Sunset Crater Monument entrance. We then enjoyed an exhilarating 25 mile, 2300' descent past the 900 year old Sunset Crater. We hardier souls hiked one mile up to Lenox Crater. Our scenic descent included a view of Painted Desert before we ended at the Wupatki National Monument, established to preserve 2000 year old prehistoric Indian ruins. Sandy had set up lunch - at the end of the tour. None chose to climb back up, so we all shuttled back to Flagstaff very comfortably, thank you.

After lots of group pictures in the motel parking lot, we parted with, "See you all again". We all felt sorry this fun tour had ended. Each day had been like riding in a different world; each world boasting a fascinating beauty all its own.

From Flagstaff, on our own and by van, we toured Walnut Canyon, Meteor Crater, Petrified Forest, Canyon De Chelle (pronounced De Shay) and cycled the North Rim. Before heading for home via Phoenix and a visit with Shannon's mother near Palm Springs, we took in Grand Canyon, promising ourselves we would come back soon and do the canyon hike. We had an unforgettable 2 week vacation and we have pictures to prove it.

Shannon & Lue Christian
Fresno, CA





A TANDEM is a T A N D E M

So far we have enjoyed the contact through the club newsletter with the large number of tandem riders in the U.S. We are Tennesseans that came to Austria in 1987, bought a tandem here and have managed to ride a lot in the area around Vienna and to make several vacation rides in Holland, France and Hungary. In general, our experience has confirmed what your other readers have reported about the European attitude toward bicycling. We are always surprised when small Austrian children (4 years old) refer to a tandem as a "tandem", as if they learned the term when they began to talk.

Our favorite rides have been along the Danube. We managed in 1988 to go from our doorstep to the German city of Ulm, 500 miles (800 km) up river and to do it on dedicated bikeways without automobile traffic at least 90% of the way. The cities along the river are the old ones, and the development has been outward from the river. This means that one rides into the old historic section directly, usually through the river - front park. Unlike most of the mileage-eating tours we read about, we did about 30 miles per day for two weeks, only a little more on the ambitious days. The rest of the time was spent eating high cholesterol food and touring the historic spots. No reservations were made in advance and we never had a problem finding a place to stay.

Our bike, an Italian frame called Scarpa, was put together by a local bike shop, originally with drop-bars in front, but now with a much longer stem & straight bars. Since buying it we added fenders (because we ride in the rain) a generator (we ride often at night) and a kickstand (we park often to have a rest in a bike-way-side cafe). There's a bell on the handlebars (required by law and used often). The seatpost in the back is a spring-loaded shock-absorbing accessory that can be pre-set to a particular weight so it only compresses on bumps. It helps keep the bumps from being such a surprise.

When the odometer "rolled over" ten thousand kilometers this year, we took it off and stopped worrying about distances. The distance is marked on the bikeway signs anyway.

The snapshot shows the bike, a part of the Vienna Danube park (Donau Insel, a 20 km long island full of bikeways and recreation facilities), and Bette beside a statue of St John Nepomuk, a Czech saint, the patron of bridges and one you see often along the Danube.

George and Bette Thoeming
Vienna, Austria



George & Bette in Vienna Danube Park



Rookies on the Road

TOSRV '93

This is the first in a series of articles with a different point of view. Before I bought a tandem, (I think I was destined to own one the first time I stoked for someone else) I was a member of TCA for a year. I enjoyed all the articles, but most were written by couples that had been riding tandems since their invention. Which brings us to the title of the series. My name is Brian Buck and I am the proud owner of a Santana Visa, a 1992 model. I would have gotten something a little better if I were rich or had won the Lotto. My stoker is Erich Ostrander (he says hi), a teammate of mine and my best friend. Before I bought a tandem I had ridden a total of maybe 800 miles as a stoker for a few people. The extent of Erich's experience with tandems only goes as far as to say that he's drafted quite a few with me, but never really sat on one.

With only 500 miles of practice in the flat valley of Saginaw, Michigan, we decided to do

TOSRV as training for the Wolverine 200, the Miami Valley Stage Race and the Grand Rapids National 24 Hour. TOSRV is 105 miles each day, and the longest we had ever done on the tandem before was maybe 50 miles. With Coach (my Dad) in tow, we all piled into the team car and were off. Before every major event we always make a checklist to be sure we bring all that is necessary. Half way to Columbus, where the ride starts, I remembered one thing I had forgotten. It was the same thing I had forgotten last year when I had stoked for someone else . . . a pillow. In fact, it was the one item we had all forgotten.

Once at Columbus we checked in with the ride people and did the same thing at the Holiday Inn. Then it was off to carbo load at the Spaghetti Warehouse, a traditional hangout. Columbus is a great town, at least what we saw, and if you go by Ohio State University, there are lots of fine young women to gawk at. Hey, we're 21 years old, OK!!

RYAN RECUMBENTS, INC.

BICYCLES, TRICYCLES & TANDEMS

"The best recumbent value." - The Recumbent Cyclist



The Fleetwood

Enjoy the scenery, ride in comfort.

Call for brochure: 3910 Stewart Rd., Unit F, Eugene, OR 97402 ■ (503) 485-6674 (Phone/FAX)



Saturday morning saw us get a late start as we piled our bags into the vans. This would make the rest of the day a little frustrating for us, as we raced to catch up to the Coach, who had an hour head start. In story telling that last part there is what we call foreshadowing.

Next year they should add another 'T' to the name, for tandems. I've been to quite a few tours, but I've never seen so many tandems at an open ride. One of the tandem people we met along the way was a guy from Pennsylvania. Mr. Rattenborg told me, as we were speeding along, how I could go about turning my 7 speed tandem into an 8 speed without adjusting the frame. Erich started complaining about his butt and being parched, so we stopped at the next rest stop.

Of all of the tours I have ever done so far, no one has beaten the rest stops of TOSRV. The only dissatisfaction we had was the smell at Mead Park, which is located directly behind the Mead Paper Mill. After a rest, we were back on the road headed towards School House Hill. The night before, Erich had been talking to a few people and they had worried him needlessly with talk of School House Hill. When he mentioned it to me, I smiled, remembering how people talked about it last year. The year before, when I stoked for someone else, the only reason I knew it was School House Hill was because we had to hit the brakes at the top of the hill to keep from hitting all of the single bike oxygen-starved idiots that were taking a rest stop in the middle of the road, all 60 or so of them. Erich and I started on our descent before the hill in a 56 x 13, and by the time we slowed down at the top, we were in a 56 x 26. The only reason we had to downshift that much was because of stupid riders that don't understand when a tandem doing 40 mph with both of its occupants screaming at the top of their lungs in conjunction with a 110 db horn is behind you, it means that they'd like you to move over out of the middle of the road before their head tube becomes your seat post.

We found this problem only got bigger as we got into rolling terrain. Slower riders almost al-

ways refused to move over. Either that or they could not hear Erich and I shouting "On your left" or our honking horn. Some even looked back, but still didn't move over. Erich said he got the biggest kick out of watching people's shocked faces as we flew past them on the up-hills. I guess idiot drivers are not just confined to automobiles.

It was about this time we met a tandem couple from Circleville, Ohio on an '85 yellow Santana. We drafted each other until about 20 miles out of Portsmouth, when Erich began to suffer from the heat and the lack of fluids. Those last miles we slowed down and let a solo rider with Erich's same condition draft us in.

When we finally got to Portsmouth, we found Coach and began to head to our lodgings. After getting our gear out of the vans, we did what comes instinctively to us after just about every ride, look for the nearest Taco Bell. Portsmouth is a nice town, but I wouldn't want to live there; they don't have a Taco Bell. So, we went to the next best place, Subway. Having stuffed our faces, we returned to our lodging, took showers and fell asleep. We found out that the only reason we did not catch my Dad on his single bike was because he had a head start of an hour and he had been drafting four tandems early in the morning that were doing about 26 mph. Thus our egos were saved.

Sunday morning had Erich and I looking for a place that was open for breakfast (most Taco Bells are open 24 hours and have a breakfast menu). We inevitably found ourselves at Bob Evans. Just a note to nutritional freaks and vegetarians: Bob Evans has little in the way of breakfast for you. After eating a good sized helping of hash browns and an omelette, we made our way out of Portsmouth. It was at a four-way stop in town that we had an unusual encounter with a car. Except for the female driver and us, there was no one else for blocks. You couldn't even hear birds or animals, it was so quiet. The car was on the opposite side of the intersection and as we made our way across the street, we heard her electric locks go "click!" We must look really crazed on the tandem or she



might have confused us with those other "bikers".

By this time, dad had about an hour on us again and we were looking to finish at least WITH him today. Just before the hilly section of the tour, we spotted a group of Pavlat's riders. Pavlat's is a cycling shop in Michigan that sponsors a racing team. One of the owners is Sue Pavlat, who is the only grandmother to finish RAAM on a tandem. Her shop sells Santanas; she has good taste as well as business sense. Anyway, Erich and I know their racing team is very good. We thought it would be neat to see how we measured up in hill climbing ability against single racers. With the first hill in sight we came up behind the group, inching our way towards their lead rider, making our presence known along the way. We reached the rider in front, said "hi!" and pedaled casually until the base of the hill.

Erich and I were in sync, as we usually are, picking up the pace slowly as we ascended. Halfway up, the pace leader began to drift back until I couldn't see him. Still, we kept pushing until the weirdest thing happened at the summit; we reached the top first and there were rolling hills as far as I could see. Score one for the tandems.

Hearing a derailleur shift that was not mine snapped me out of my adrenaline delusions of winning a tandems only Tour de France. They were still behind us and not far back.

"Let's go for it!" I gasped to Erich, and we tucked our heads and plummeted down the other side of the hill. The more hills we did, the further back the group of racers fell. They were snaked out across the road in a paceline mounting a very good chase. Erich told me, between heaving gasps for air, that he couldn't keep up the pace much longer and I myself was preparing to collapse soon. To make matters worse, the top of the hill we had just crested had a long straight flat section and the line of riders was gaining steadily. So this is how it was to end?! After totally demoralizing them with our skillful teamwork and prowess in the hills, were we fated to blow up on a flat section

and be caught by a dozen or so revenge-seeking single bike weekend warriors, which by this time were only two tandem lengths behind? Not so!

Salvation came in the form of a yellow '85 Santana, the same one we had ridden with the day before. The captain saw our plight and immediately assessed the situation. With a nod that said "Jump on", they breezed by, inevitably sucking along two Pavlat riders in their draft. We slipped in behind the last rider and began to descend School House Hill. All six of us and our horns were screaming as we defied gravity and flew up the next incline, almost taking out three deaf slow-moving centerline riders.

After a ways, we lost the other tandem and the two racers seemed to be tiring, when we had a mechanical. Luckily it was at the top of a hill and there was a sag vehicle at the bottom. When we fixed our front derailleur and had a short break, we were off again but at a slightly reduced pace. OK, a greatly reduced pace, but don't tell Coach.

Our next stop was at the Mead Park, which was smelling better because of a change in the wind. Speaking of smells, it was here that we met a woman cyclist with a most unusual riding companion: a skunk. When riding she keeps it in an animal carrier for cats on her back rack, where it sleeps most of the time. I got to hold it while she took our picture with it. Either I looked real terrible or I smelled worse because it wouldn't hold still and tried desperately to get away. You wouldn't think skunks would have a keen sense of smell. As a side note, the owner used to live in DePue, New York.

Having had a restful stop and some food, we were off once again to catch Coach. With thirty miles left, we ran into the solo racer from Ohio again. This time when we let him draft we were feeling a little better than he was, so we made him work a little bit to keep up to us on the hills. Perhaps it was a little mean, but it was really fun to watch.

T**A****N**

With twenty miles left Erich and I had lost hope of catching my Dad when we almost ran into him in a pack of riders. We told the racer that we were going to slow down and stick with Coach, so if he wanted to, he could continue on ahead. He said "OK", but never passed us until we pulled in at the Taco Bell in Columbus that just happened to be on the route. How convenient!

TOSRV is a wonderful ride and I would recommend it to just about anyone. Car traffic is low and the rest stops and volunteers are great. Just remember, if you plan to go fast, make sure your brakes work and pack an extra set of vocal chords. Oh yeah, if you do it in 1994, please pack an extra pillow for me. I'm learning fast

Brian Buck
 Captain of Team SPIF
 Freeland, Michigan

Tech Tip - Valve Caps

I found out what those funny little black plastic caps are for on presta valves. It took me a couple of years, but it finally came to me. We'd had a real string of luck, with no flats in several months of riding, when finally the rear tire gave out (its always the rear, right?). Not to worry. Our trusty spare tube had been bouncing along lo these many miles with us in the pack. We whip it out, stick it on, pump it up -- -- and it deflates. Pull it off and take a look at it. Funny looking hole - it looks worn through, rather than punctured, and on the inside of the tube to boot! Turns out we hadn't had a spare cap, and when we rolled the tube up around the stem, the top of the stem wore a hole in the tube. All those miles in the pack came back to haunt us. So it turns out the caps are pretty useful on a spare tube.

INNOVATION.



© 1993 BURLEY DESIGN COOPERATIVE



GETTING TO AND TOURING IN NEW ZEALAND

We bought a new superb Nashbar "Tandem 10000" before a three-month sabbatical trip to New Zealand that was to end with a bike tour around the Southern Alps. We felt that our double-recumbent Wold-Delaire tandem might give us difficulties particularly in the nonstandard tires and tubes. However, United Airlines told us, after it was too late to change air lines, that it would charge a minimum of \$1230 extra for taking a tandem, however packaged and shipped. Later we found ourselves in university housing living next to a visiting California couple and their daughter who had taken a tandem and two singles via Air New Zealand at no extra cost. My brother Tom took his single from Britain to Christchurch via Singapore Airlines also at no additional cost. Hence the first message for fellow bikers is, alas, clear: avoid United Airlines.

We bought a second-hand locally made Healing tandem soon after arriving in Christchurch. It did not look or feel as if it would survive a single pass over the ranges, even after I had spent much time and money beefing it up. We were resigned to traveling with trepidation. Then, two days before the start of our ride, the NZ Human-Power Club held a race meeting (hospitably using our visit as an excuse). During the meeting, two different people offered to lend us their mountain-bike tandems! We were bowled over. We accepted that of Dave Kelly, a colleague at the university who also won most of that day's events on his Moulton. It was a beautiful aluminum-alloy Gary Fisher with great gearing and brakes and 26x2.25" tires. It probably saved us from either serious injury or a great deal of walking had we tried to use the flimsy Healing. Most NZ mountain

The Softride® equipped
Rock 'n Roll Allsop offers
exceptional stoker comfort
on or off road.

As a tandem specialist, Burley offers
seven innovative, high quality tandems
for environments from city streets to
rugged single track. For more
information, call or write us today.



The Bike Is Just The Beginning

BURLEY DESIGN COOPERATIVE
4080 Stewart Rd. Dept. 3 • Eugene, OR 97402 USA
(503) 687-1644 FAX 687-0436
MADE IN THE USA

BURLEY



roads have no guard rails, sometimes long stretches of gravel, narrow soft shoulders sometimes with local subsidence, often precipitous drops on one side to rocky gorges or lakes, and grades that required our lowest granny gear (about 24") for long periods on the upgrade and white-knuckled full braking on the down-grade. The brakes were Shimano cantilevers, and I as captain was scared of the rim heating causing a sudden blowout of the front tire which could have had very bad consequences if we were near one of the near- precipices. In fact the high temperature did de-vulcanize part of the rear tube during a long steep descent. So the second message is that a mountain-bike configuration is highly desirable with regard to the tires - but we would have liked the disk brakes of our "home" tandems to feel safer in descending long hills. (We also missed our recumbent seats and sitting position. Straight bars produced hand numbness in twenty minutes; our crotches were numb in 30 minutes; and not long after that our neck muscles were painful. Even my brother, who brought over the bike he has been riding for decades, had to get off to walk frequently to bring feeling back to contact points. So maybe a third message is to Steve Delaire and Dick Ryan to wish them strong sales for their recumbent tandems so that they can bring the prices down to allow more tandem enthusiasts to enjoy the outstanding benefits of recumbency).

The last message is that New Zealand is a very bicycle-friendly country, with possibly the only exception being heavy-truck drivers. Christchurch is possibly even more logically

laid out for bicycles than cities in the Netherlands. Our first stop on the way to Queenstown was at Pudding Hill Chalets. The young proprietor, Don, was so concerned in the morning that we were heading into a headwind coupled with a cold downpour that he wanted to drive us to our next stopover in his pickup. We assured him that we were tough. But ten miles on we saw a farm truck waiting at an intersection. The driver lowered his window and yelled out "You stayed with Don last night? He's told me to get you in to warm you with hot coffee in front of our fire!"

After Queenstown we turned north over the mountains and ended up at Greymouth on the west coast. The mountain and lake scenery is unbelievably magnificent and unspoiled. Ellen and I took the so-called TranzAlpine Express train back to Christchurch with our tandem, and Tom packed up his bike in a box and took a series of buses, a ferry and a train to Auckland. We all experienced no hassles and nothing but helpfulness. For a great vacation tour, go Kiwi!

Ellen and Dave Wilson
Winchester, MA



BICYCLE METAL SCULPTURE

TANDEM DESIGNS

SEND OR CALL FOR A FREE BROCHURE

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

(812) 988-7876



GOATS Organize

Organizational meeting for new Ohio tandem group

All tandem riders in Ohio are invited to a meeting on November 13, 1993 at Black Lick Woods Lodge near Reynoldsburg, OH. The meeting will be from 1 to 4 pm. The purpose of the meeting is to organize the tandem bicycle riders in Ohio into a group called the G.O.A.T.S. (Greater Ohioans Advocating Tandems, but the official title will be decided at this meeting. A startup group of GOATS were the sponsors of the Miami Valley Tandem Rally 93 held near Eaton, OH in May, and will sponsor another rally at Eaton on May 21, 1994. The goal of the GOATS is to promote rides, rallies and social activities for tandems. Other states and areas have loosely organized tandem groups many with animal names. We picked the goat as our mascot. These groups have selected matching jerseys which provides for identification at tandem rallies. The goal of the organizational meeting will be to set a membership fee, recruit

members, select a member communication method, select a jersey, and locate volunteers to develop tandem rides in all areas of Ohio. We will also discuss the need for insurance to cover rides we sponsor.

If you have enthusiasm for developing a tandem group, please join us to help get the GOATS going. Send a SASE to Norm Bernhardt, 2639 Morning Sun Dr, Fairborn, OH 453224, if you plan to attend, this will enable us to send update information about the meeting. If you are unable to attend, but would like information about joining the GOATS, send a business size SASE, to receive information after the meeting.

Henry & Pat Powers
350 Hillhaven Dr
West Carrollton, OH 45449

Norm & Rosemary Bernhardt
2639 Morning Sun Dr
Fairborn, OH 45324

Tandemming: The First 16 months

We are writing in response to Michael & Lesley's child carrying questions in DoubleTalk. We have a 16 month old daughter, Jordan born 2-29-92. She had logged over 1700 miles by the time she was 1 year old. Her first trip in the trailer was when she was 27 days old. The delay in getting her in the trailer was in research; finding what we felt was best.

We chose a Burley D'Lite. The biggest reason was the way it folded. Second, it had large screen windows in the cover that keeps her and her 'things' enclosed (the enclosed part comes in real handy at about 10 months). We also purchased the extra rain cover. This item has come in very handy. It always stays folded in the back of the trailer. We have arrived soaking wet, while she rode perfectly dry. Third, the hitch that attaches to the bike will allow the bike to fall but the trailer will stay up.

The first problem you will face is how to carry your infant in the trailer set up with a sling seat. The infant can't sit up and the seat doesn't provide enough support. Our solution was to take the sling seat back off the top bar and just let it lay in the bottom of the trailer. Then we could install her car type infant seat inside the trailer. We used a Century infant carrier/car seat with a separate base that can stay in the car and carrier can be taken out. We used the straps in the bottom of the Burley and strapped in the base. We then simply, snapped the carrier in the base and were off.

Unfortunately our daughter grew very quickly and at 5 months she weighed 10 lbs, outgrowing the car seat. We tried everything we could think of to use her new car seat (the toddler one that she will stay in until 4-5 years old), but it just would not fit. Either her head or feet touched the screen and it

T

A

N



At this time, we started having her wear a helmet (it finally fit). We felt this was the best time for her to learn. If she took it off we stopped and immediately put it back on (crying and all). We had one 10 mile ride that took over 2 hours to complete after all the stopping and 'time out' for her and Robert.

We now occasionally use a seat on the back of the bike. She no longer attempts to take her helmet off. If she tried to pull it off while in the bike seat and throw it down, it probably would damage the helmet and be a lot harder to retrieve. When we mention riding she goes and gets her helmet and runs over to the trailer.

We still use the trailer rather than the seat for most trips. She has things to play with, a tape recorder with Wee Sing tapes, water bottles in the side pockets in the trailer all at her disposal without us having to stop and give it to her.

We made the decision a long time ago we wanted her to enjoy riding, not cry every time we head for the bike. When she needed us to stop and give her a bottle, put her pacifier in, even if we were one mile from home, we stopped. We are moving on the bike and we have to remember she is confined in the trailer so she needs exercise stops, too.

was so big that we just could not secure it well enough.

My husband is also a runner and uses a baby jogger with her. I thought the jogger seat was what we needed inside the trailer. At 5 months she could sit up but the seat in the Burley was not supportive enough, even with big Teddy bears stuffed in around her. So... Robert made a seat frame with aluminum and oak using the jogger concept. We then took the canvas seat off the jogger (velcro holds it on the frame), and put it on the new frame mounted in the Burley. Perfect solution.





I have enclosed the pictures because words cannot always explain. If you are interested in the frame for the jogger concept, let us know. Actually if we had thought of it earlier, it probably would have worked right from the beginning.

Good luck and congratulations. We really enjoy our daughter and so far she is enjoying an activity with us that is real important to us. I was inspired by the article in the May-June 1993 DoubleTalk written by Lynn, Chuck, and Philip Ejzak of West Mifflin, PA. They wrote about the Great Ohio Bike Adventure. It sounds

perfect for families. We plan on obtaining information about the ride from somewhere and planning for it in 1994.

Looking forward to seeing you on the road.

Robert, Rose, and Jordan Memmel
Dunedin, FL

Kids and Bikes

My wife and I bought our tandem seven years ago and have enjoyed it immensely. With the addition of two very active boys to our family we have continued to enjoy the tandem together by trying to be flexible and modifying the bicycle as necessary.

The first alteration was the addition of a child's seat to the back of our Santana Arriva. After looking at the various seats available and the mounting hardware supplied with them, we elected to use a mountain bike rack rather than the flimsy steel brackets included with the seat. By cutting small sections out of the plastic seat we could slip the leg holders over the rack and then attach it to the rack at points near the rack crossbars. After riding like this for more than three years, the seat remains strong and tight. The next modifications was a Burley stoker kit for the children. My wife was reluctant to lose her honored position as backseat driver, but realized that the boys would be more enthusiastic about riding if they could help pedal. The stoker kit has been perfect. Because our children are close in size, (17 months apart, and yes, that's the way she wanted it) they can exchange their stoker seat for the undignified rear-end position when they become tired. This arrangement has proven to be ideal. They both want to pedal and this requires application of that oh-so-difficult concept of 'sharing'. Good behavior buys additional stoker time and poor behavior results in more 'dogmeat' (kid seat) time. Herein lies another benefit of having both kids on the bike at once. As is typical of brothers, whoever is banished to the dog-

meat seat has to bear unmerciful ribbing from his sibling who has attained the stoker's throne through good behavior. And naturally, words of admonition sting much more when uttered by a brother than by dad.

We also have a Burley trailer that we hook to the tandem when the neighbor children want to come along to the park. Because of the drum brake, the trailer hitch does not fit on the normal location near the rear axle. However, the mountain bike rack with the child's seat allows the hitch to be wedged between the frame and the rack by rotating the hitch upwards about thirty degrees. This increases the CCC (Child Carrying Capacity) to four or five kids and one mule up front. A word of advice when using such a set-up. Remember the wheelbase is very long with the trailer hooked to the tandem. Also, avoid steep hills like the plague.

We also use the trailer for shopping and carrying the dog on short trips. One other piece of advice. Make sure all of the tires, tandem and trailer, are inflated to maximum rating as the rolling resistance of this much mass is high.

Another modification that helps is having wide handlebars up front. The additional control gained by the wider bars really helps in controlling the tandem.

Riding the tandem together has been a joy. The boys and I can sing songs together and I can explain for the umpteenth time why the sky is blue and that



there really isn't a group of pizza-eating, sewer-dwelling turtles under the street.

Kids and bikes seem to go together well. They get excited about new flashy-colored handlebar tape and water bottles. And they learn that traveling to the park or store requires work instead of merely sitting in a car. Variety seems to be the key to maintaining their interest. Change routes, stop often at playgrounds, and reward them with small treats and they will be always willing to hop on the bike and go.

My wife now rides her single bike along with us when we go on family rides. She keeps up well except for the downhills, and she usually passes us on the steep grades. I would heartily

recommend those of you with children to consider some of the modifications we have made. They have worked well for us and added much pleasure to our cycling.

Mike, Cheryl, Jeff and Mark Patzer
San Diego, CA



Governor Gets Set for Auto Rationing

The enclosed photograph is a copy of one that Nona and I found at a flea market. On the back was the following caption:

Governor Gets Set For Auto Rationing - Denver, CO

Gov. Ralph L. Carr of Colorado, preparing for the possibility that rationing of the defense materials may take away his auto, makes a test run on tandem bike in Denver, the state capitol. Colorado law provides that State Highway Patrol furnish driver so Patrolmen Floyd Christiansen, Governor's chauffeur takes the front seat. 1-4-'42

The above is verbatim. Note the front and rear drum brakes, the derailleur pulley by the Gov.'s heel, and the shifter on the top tube. I can not identify the brand of bike except that it is not a Raleigh. Maybe a reader can.

Lee Blauvelt
3214 Riverside Dr
Port Huron, MI 48060





Trailers

Earlier this year Dennis Hayes & Karen McCann asked TCA members for information on trailer usage. Several have responded & we share the highlights below.

Three years ago I wrote a letter similar to yours asking info on biking in Iceland. I received three very helpful replies from TCA members, so now it is payback time for me.

My wife and I have used our Burley camper trailer on trips to Iceland, Baja and the Blue Ridge Parkway and loaned it once to a couple who went shore to shore and recently to a couple who toured Colorado. The trailer has over 5000 miles and is still holding up well. It works well on both pavement and dirt roads as experienced in both Baja and Iceland.

The trailer improves handling over loaded rear panniers as my wife (stoker) can attest. The rear is definitely more stable. The Burley trailer is not compatible with a drum brake on our Santana (without some minor modifications, at least.) Anyway, I do not believe a drum brake is necessary. The best test was coming down the Blue Ridge Parkway at about 50 mph towing the trailer and feeling very secure. My own feeling is that if you have a drum break, get rid of it, the extra weight and hassle of changing a rear flat are not worth it. Only once in my life have I wished for a drum and that was descending the Going to the Sun highway in Glacier National Park (long downhills with many curves). In that situation we stopped regularly to let the rims cool down. Towing the trailer on the flats you don't even know it's back there and on the climbs you feel it but no more than you would with the load in the panniers. It is definitely easier to stand while climbing, towing the load than having it contribute to the sway when the load is on the rear wheel.

We normally put the heavy camping items in the trailer, i.e., stove, fuel, tent & tarp, spare

tools, and sleeping bags. In the rear panniers we put only clothes. Food goes in the front panniers. At night the trailer is a handy place to store items that you don't want in the tent yet, you do want to remain dry.

For air travel the wheels come off (quick release) and the tongue unbolts. Wheels and tongue can be stored inside the trailer so that the item looks almost like a back pack.

Geff Fisher
Annandale, VA

About traveling with a Burley trailer:

On the plus side, the trailer is an easy way to travel. It is big and roomy; the bike handles well; the trailer tracks well and being low does not act like a wind sail. You don't know it's there till you go up a hill. Another big plus point is that the trailer is highly visible to motorists. I have practiced panic stops from 35 mph and can report that the trailer never tried to pass me. Hitching to the bike is easy if you don't have a drum brake.

On the negative side, the trailer is big and roomy. The tendency is to use all the space and carry more gear meaning more weight. A mental allowance must be made when it comes to dodging potholes and other road debris due to the increased bike width. I wished we had a trailer with brakes because we did not have enough braking capacity. This was due to the long and steep descents and the weight we were carrying. A drawback to tandeming with a Burley trailer is that the trailer hitch attaches to the left chainstay and interferes with the drum-brake pac-man fitting.

Our tandem has hydraulic brakes which are very strong, but we are a heavy team, which when combined with trailer weight and front panniers, makes long steep slopes frightening. The brakes we have are rim brakes which do nothing to negate rim heating and possible



blowout. There is another trailer on the market that has brakes. If your tours include long steep descents, then I recommend investigating that trailer.

Using a trailer take the load off the bike. The weight of the trailer is 15 pounds, to this add 50 of gear for a total of 65 pounds. The weight placed on the bike for flat riding is 1/10 of the total weight. I have proven this with a scale.

Our trailer has been inspected inside and out by a squirrel and a raccoon and cuffed by a black bear with no apparent damage. The trailer has accompanied us on several 500 mile plus journeys. It has hauled bags of fertilizer, bird seed and coolers full of beer and is ready to go again.

Tom Thalmann
Greenville, WI

We have just completed a great 500 mile tour of southern England lead by Chris and Jenny Davison of the Tandem Club of the UK. We pulled a Burley D'Lite trailer with a modified hitch loaded with nearly 60 pounds of cargo.

The Burley trailer has a carrying capacity of 100 pounds, more than what four panniers and a tent, sleeping bags and other camping equipment would weigh. We found that, when compared to a tandem loaded with the same aforementioned equipment, our bicycle handled significantly better with the trailer than with panniers.

Our Igleheart tandem is equipped with front and rear disk brakes as well as a rear cantilever brake. On steep descents we had to control our speed in order to have full control for an emergency stop. I would consider trying to outfit the trailer with its own brake system to overcome this one feature.

The trailer handled well over all kinds of terrain that we encountered, such as a grassy meadow with a single cow track, muddy and wet pothole-riddled dirt paths, and as high speed paved roads.

We like the way the trailer performed and look forward to our next loaded trip with it.

Dave & Pat Berliner
Concord, NH

I have owned and used a Cannondale Bugger II trailer for five years. Most recently I used it on a tandem weekend trip that Karen, Dane, and I went on. Our Santana tandem is equipped with a child conversion kit, so Dane and I rode the tandem while Karen rode her single bike. We towed the trailer behind the tandem. I noticed no ill effects on the braking of the handling. On this trip, our trailer came in particularly useful. After about 6 hours on the road, Dane started to fall asleep. We stopped, rearranged the load in the trailer, and put Dane in so that he could nap while Karen and I rode on to our scheduled rest stop. The trailer allowed us to travel 'heavier' than we could ever have using panniers.

I chose the Bugger II for several reasons. First, it has a hard body compared to others that have an aluminum frame with a nylon body. Karen and I felt that this would make it more durable for traveling. Second and perhaps most important, the Bugger II has the child facing backwards. This allowed Karen to talk with Dane while we were riding, thus keeping him occupied and allowing us to cycle longer before we had to return home. The one draw back of the Bugger II is that it does not fold for travel. It does, however, easily fit in our mini-van or on the roof rack next to our bikes.

Dale, Dane & Karen Krueger
Chester, VA





Miami Valley Tandem Rally

First Annual GOATS Rally.

The Seventh Annual Miami Valley Tandem Rally was held on May 22nd starting from Fort St Clair Park west of Eaton Ohio. This was the first year for participation of the Greater Ohioans Advocating Tandem (G.O.A.T.S.). The GOATS are a start-up group of Ohio tandem riders who are trying to promote and enjoy riding tandems. If you ride a tandem, this was the place to be on May 22nd. A total of 72 tandem teams signed up for this ride which had excellent weather and pleasant routes. All routes were marked with yellow or orange paint with maps provided for a safe ride. Three Florida and six Indiana tandem couples joined our Ohio tandem teams for the two state ride from Eaton Ohio to Richmond Indiana. In addition there were six children in kid back seats and bike trailers who enjoyed the ride.

The ride started on a pleasant, sunny Saturday morning. After registration and a serving of hot coffee, tea, chocolate and donuts, bananas, apples and pears were provided at the shelter house at Fort St. Clair to carry along and eat to prior to the snack stop. Most couples rode the 44 or 50 mile routes through scenic countryside to Richmond, Indiana for a fruit and cookie snack stop at Glenn Miller Park. As they returned the long riders joined the 24 and 20 mile rides. This allowed all the riders to ride together to finish the rally. After returning to Fort St Clair the riders were treated to a Grand Buffet lunch consisting of homemade bean and vegetarian vegetable soups along with ham, turkey, and roast beef sandwiches, with cole slaw and potato chips. The meal was topped off with homemade cherry dump cakes, German chocolate special cakes, along with cherry, apple, blueberry, raisin and rhubarb pies. Varieties of homemade cookies were available throughout the day to prevent anyone from even thinking about being hungry. The finale was socializing with friends from other rides and a door prize drawing. The four, \$25 gift certificates were pro-

vided by the following local bike shops, International Pro Bike Shop, K&G Bike Shop, Oxford Bike Center and Whitman Bike and Fitness. A helmet mirror with a GOATS design was provided by Ultra Light Touring Company as an additional door prize.

Thanks to the volunteers who helped with road marking, sag service, ham radio service, and food preparation and serving. Without our volunteers the rally could not have been the success it was. With a crowd of one hundred sixty persons to feed and expectations of two hundred next year we will need more help next year. Please volunteer.

And thanks to all you tandem riders who attended and made this a great rally.

The Powers and the Bernhardt's
Fairborn, OH



WORLD'S
BEST
CARRIER

Great Gift!
Super Value!
Money-Back
Guarantee!

For Free Info, Contact:

Tandemover, Inc.

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

1-800-484-9781
(1212)





3rd Southwest Tandem Rally



3rd Annual Southwest Tandem Rally

The 3rd Annual Southwest Tandem Rally brochure promised more - more rides, more food, more opportunities to make and renew acquaintances and more

opportunities for non-cycling activities. NO ONE MENTIONED MORE RAIN! Well, there certainly was more than anyone wanted on Saturday. But, surprisingly, the rain didn't seem to dampen the enthusiasm of the participants.

The rally started on Friday afternoon, May 31, in Nacogdoches - The Oldest Town In Texas. As the 124 teams arrived (from 13 states) they were given several opportunities to partake in 15 mile rides around both the historic and the modern parts of the city. Upon returning from the rides, most teams took advantage of the indoor VIP Tandem Parking, better known to the Fredonia Hotel and Convention center as the Banita Ballroom. Eighty tandems lined up on racks in a 50x50 foot ballroom with hardwood floors is quite a sight. (More on this later.)

Tandem rallies, as most TCA readers know, are social events. A pool-side happy hour and "cook out" on Friday evening provided a great setting for renewing old and making new acquaintances. The weather was perfect ("Little did we know what was in store."), the setting beautiful and the food fantastic. The hotel staff introduced us to their culinary expertise which we would enjoy for the next three days.

We were awakened on Saturday morning not by the alarm clock, but by thunder. And rain. And more rain. In Texas talk, it was a "gully washer". A few foolish pairs went riding. The sensible ones found alternatives. The Banita Ballroom became the focal point for many. We set up shop so to speak -- and talked shop in the ballroom. Just walking around and examining the variety of bikes and accessories

was entertaining and educational. Like the one from Michigan with 11 water bottles and 5 brakes. Or Rear Admiral Cathie Barrington's reading light. Or Mike and Judy Pluto's brand-new-ridden-only-once Team Santana with braze-on's. Of course everyone is not enamored with equipment. Some played Uno, others just visited. The picnic lunch, originally scheduled to be served 20 miles away in Cold Springs, was served in Convention Center Ballroom "B" -- 20 yards from the tandem storage. By 1:30 the rain stopped and most teams got in 30 to 50 miles; nice and cool. And lush. (East Texas has had more rain this spring than it usually gets in a year.)

Saturday's banquet was another excellent meal -- in variety, in quantity, in quality, and in presentation. After dinner over 80 of the rally couples then attended the Ballroom Dance (with 12 piece orchestra) as guests of the music department of Sam Houston State University.

Sunday's weather was cooperative, still cool and pleasant, even if somewhat humid. Most teams got in sufficient miles to satisfy them. One more meal and it was over. Sunday's brunch included fresh fruit, bagels and other pastries, smoked salmon, carved beef and turkey, omelets, etc. We may not have ridden the miles to justify this food but no one complained.

A lot of planning went into the rally. But it is hard to plan for the weather. Particularly Texas weather. Everyone made the best of it and no complaints were heard. In fact, several teams reportedly said that they didn't mind an excuse for riding a little less. Particularly if they could visit more. And eat more. Ah! - the "true" tandem rider comes out of the closet!

The Southwest Tandem Rally has grown from 50 in 1991 to 125 in 1993. The first and third rallies were sponsored by DOUBLE DATES, the Dallas Area Tandem Enthusiasts. The second and fourth (1994) are sponsored by



HATS, the Houston Area Tandem Society. And in 1995, the 5th Annual Southwest Tandem Rally will be sponsored by Oklahoma tandem enthusiasts in their home state. But we will never forget the 3rd Southwest Tandem Rally rally, the one in which the rain forced the "true" tandem riders out of the closet.

SWTR Staff
Houston, TX

Three Seniors Ride From Sea To Sea Part 2

Was it Inkie, our one-eyed dog so proudly greeting people from her basket? Was it two seniors on a tandem? or our loaded tandem with a sign "California to Florida?" What ever the reasons, we loved all the attention we were getting from so many friendly people. Questions like, Why? How long? And comments like, "She's not pedaling". "Wish we could do that." "Good luck." We did not encounter any irate motorists, automobiles or 18 wheelers. Many of them gave us a toot of the horn and a wave or a thumbs up. This is what gave us the energy to push on.

March 30. After leaving a campground north of Phoenix AZ, we experienced a real traffic mess. BikeCentennial had routed us on 30 miles of a one lane road NE around the city. Most of this was a very heavily traveled truck route. The time, 11 am to 1 pm, lunchtime.

April 3. The only tunnel on our route was between Superior and Globe, AZ. It was only .3 mile long. Poor lighting, heavy traffic and only a 12 inch edge for us, made it a little scary. Coming out of the tunnel we rode directly into a strong head wind.

April 4. We camped at a primitive site on an Indian Reservation near the Coolidge Dame. We had an interesting talk with some Apache Indians. They mine and manufacture Peridot Jewelry.

April 5. Heading east from the Coolidge Dam, we experienced 30 miles of the worst road conditions that we have ever been on. Even



down hills had to be done under 10 mph. POP! What was that? We broke a spoke on the rear wheel. Made a 'quick fix' with duct tape. After four hours of dodging hundreds of pot holes we reached US 70. A highway sign warns west bound traffic; ROAD NOT MAINTAINED:TRAVEL AT YOUR OWN RISK: A good bike shop in Safford, called Cycle Path took care of our badly out of line wheels and replaced the broken spoke.

April 7. After several rest stops, eating fig newtons and some walking, we made the summit, Needle's Eye at 6295 feet. Enter New Mexico

April 8. Cross the Continental Divide, 6330 ft. Some snow was at the side of the road.

April 9. We followed the Bike Centennial alternate route. Went 10 miles north near Mimbres to a nice Lodge with sleeping rooms and a restaurant.

April 10. Ride over the Emory Pass at 8230 ft. More snow in areas. This was an easier climb than most others. We were proud of ourselves because we didn't have to do any walking.

This was also Carol's 62nd birthday. Hillsboro had a nice motel with a restaurant and bar. As I paid for our room, I instructed the waitress that I wanted to surprise Carol with a birthday cake. After an excellent meal, much to Carol's surprise the waitress brought out a birthday cake, complete with candle and a song.

We spent 5 days in New Mexico. Evening temperatures were in the 30's and day temperatures in the 60's. Also had very high winds that



would change directions within hours and almost blow us off the road.

April 12. Crossed the Rio Grande River to El Paso, TX.

April 13. We followed the historic "Mission Trail", the oldest road in the US. A mission in San Elizario is 300 years old and is well restored.

April 16. This was the longest and hardest day of our ride. It took us 12 hours to do 84 miles. We had 30 miles of rolling hills and strong head winds. Pulling into the Prude Ranch near Fort Davis just before dark was a little strain on our 43 year relationship. Carol was a very unhappy stoker. The dining hall was closed except for a bus tour group. Lucky for us, the bus was late, so we were able to have a buffet dinner. We also got a FREE camping site.

April 21 & 22. Our first mechanical problems. Can't shift all gears; chain coming off; flat tire: We got a ride for 20 miles to the Schwinn Bike shop in Del Rio. The mechanic replaced a broken rear derailleur, worn chains, shifter, cable and freewheel. The mechanic also installed a set of tires just for insurance.

Our second day in Del Rio gave us some needed rest. This was our first full day off in 32 days. We took a short ride to the Mexican border. A friendly officer allowed us free crossing on the toll bridge and allowed Inkie to ride with us. We took pictures of us and the bike in front of the "Welcome to Mexico" sign. We got to ride to Mexico even if it was only 1000 feet.

April 23 & 24. This was the first of four week-ends of camping with our daughter & son-in-law in their 31 ft trailer. They are both employed by NASA and live in League City, TX. Our daughter was worried about our adventure and our sanity, so this gave her an excuse to 'take care of the old folks'. Camping and pampering was at the historic Fort Clark in Brackerville.

April 26. All the big climbs are behind us, right? Wrong! The route instructs us to follow RD 337 to Leakey, then RD 187 to the Lost

Maples State Park. Only 43 miles. However, there are three very long hills with greater grades than any mountains we have climbed. While walking what looked like 5 miles straight up, a man in a very worn and rusted out old truck offered us a ride. While setting on the flat bed with holes large enough to see the tires on the road and with over half of the windshield gone, we weren't sure the old truck was going to make it. He was only going as far as Leakey. Just as we started our long assault on hill #2, a county Utility worker stopped and said, "I think you should let me take you over the next two hills because very few bikes can make them." So it's Bill and bike in the rear of the truck while Carol and Inkie got to ride in the cab. The driver, a part time minister, and Carol hit it off well. Several times, he said, "Are you sure your husband won't get mad if I take you all the way to the State Park?" Of course, Carol wasn't about to tell me, after all, she was in control now. Without the assistance, we doubt we would have made it before dark.

April 27. Bicycles Inc, in Kerville is a shop well worth a visit. Not only will you get excellent service, they will guide you to a motel the local bike clubs use. Also, to one of the best restaurants in Texas, in an historic home.

April 28 & 29. Ride in the rain all day, both days.

April 30 & May 1. Arrive in Wimberley for our second week-end of camping and pampering with our kids. This is the middle of the Texas hill country with quaint towns and many historic buildings.

May 2. Had a Bar-B-Q dinner in Lockhart, called the Bar-B-Q capital of Texas.

May 5. Heavy rain all day as we ride thru historic towns of Independence, William Penn and Washington.

May 7 & 8. This was the third week-end of camping and pampering with our kids in the Huntsville State Park.



We left the BikeCentennial route and followed US 190 from Huntsville, TX to De Ridder, LA.

May 11. Jasper, TX home of the famous Texas Charlie's restaurant. Here, we found out that a reporter was out looking for us. Interview done ok. Charlie gave us a free breakfast the following morning.

May 12. We left Texas, after 30 days and 1180 miles of lots and lots of hills.

May 13. Ride from De Ridder, LA to Monroe. Interview by a local paper. Lodging was in an old but clean hotel above a bar.

May 14. We were picked up by our kids in Monroe. This was our last week-end for camping and pampering near Bossier, LA.

May 16. Dropped off by our kids at a motel in Simmesport, LA.

May 17. We followed SR1 and SR 420. Cross the Mississippi River on a toll ferry. Let us cross free. We got a \$90 motel room for \$37.50 in historic St Francisville.

May 18. We left the BikeCentennial route in Baton Rouge and followed US 190, Sr 441, SR 42, SR22 and US 90 thru Mississippi into Alabama. This was a good route.

May 19 thru 23. We camped at four of the best parks on our ride; Containebleau State Park in LA, Buccaneer State Park in Mississippi, National Seashore in Mississippi and Gulf Shores State Park in Alabama.

May 21. We decide to try some high stakes gambling at one of the new casinos on the gulf in Mississippi. Played \$1.00 won \$1.75, Lost \$2.75. Time to quit before we 'got the fever'.

May 22. Cross the Mobile Bay on a toll ferry. Cost \$2.00. takes 30 minutes and holds about 50 cars. One car and our tandem made up the load on this crossing.

May 24. Arrived in Florida. After enjoying all flat land from Baton Rouge, LA, we were not looking forward to any more hills. However,

from Pensacola to Monticello the road is all rolling hills with some steep climbs. Who said Florida is flat?

We followed mostly US 90 all the way to Lake City. Then SR 100 to Stark and SR 16 to St Augustine.

June 2 Completed our ride from Sea to Sea. We got pictures of our front wheel in the Atlantic Ocean near St Augustine Beach.

June 5. Arrived in Polk city for lunch where we were met by about 15 members (some have done cross US rides) of our local bike club. We then all rode together to Lakeland.

We were met by the Lakeland Ledger for picture and interview.

Details And Trivia

3270 miles, 68 days on bike. Average 48 miles a day.

49 miles: Ridden on Interstate

14 miles: Walked & pushed the loaded tandem.

Expenses: Total \$3,523.59. \$46.98 a day average.

Lodging: 43 motel, 32 camping

Weights: Bill 140, Carol 116, Inkie 11. Bike & Accessories 54. Panniers and camping gear 49. Total 370 pounds.

Breakdowns: one flat, one broken spoke, one rear derailleur.

Quotes

"I wouldn't do it again"

"You promised me a trip to Scotland"

"Not on a bike"

"That's not carved in stone"

"Not on a bike"

"We'll see"

Bill and Carol Flora & Inkie
Lakeland, FL

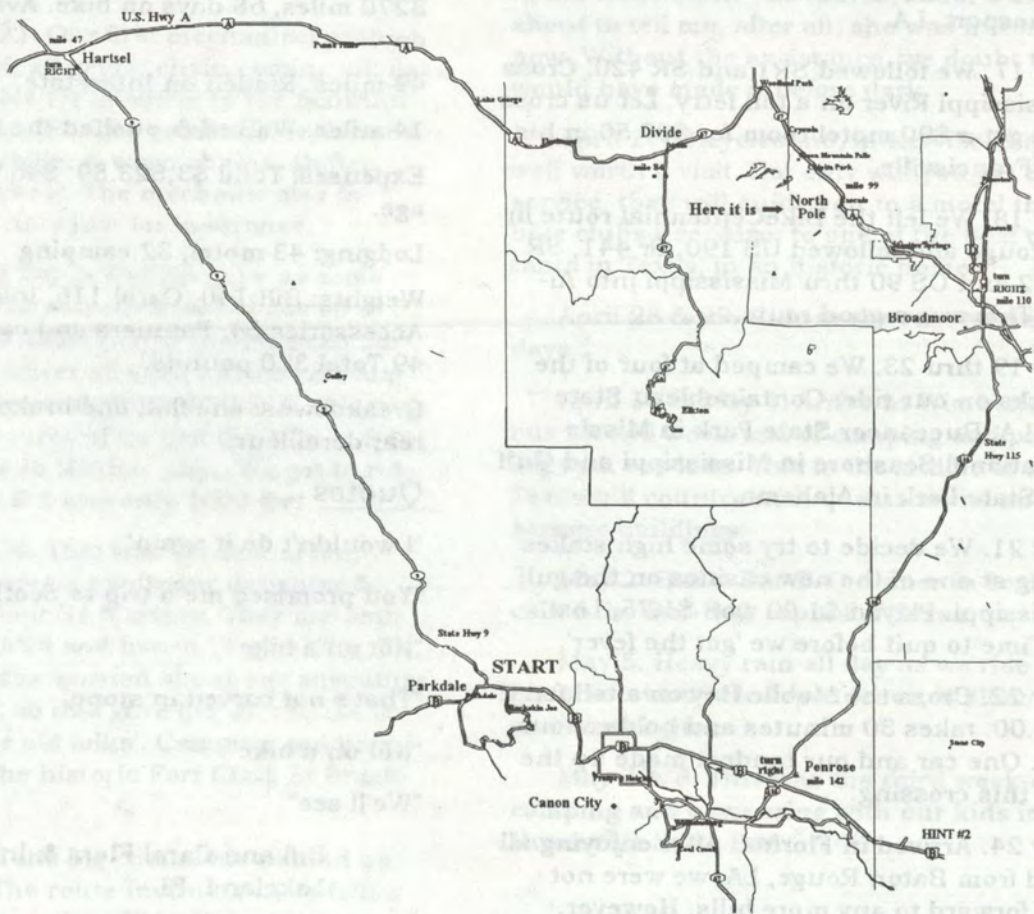


BIKING AT THE NORTH POLE

Where in the blazes can we find North Pole? It was brought to my attention that there is indeed a place called North Pole and it was requested that I write up a route description to it (and back). Here you are! However, I am not telling where in the U.S. this route is found. Your task is to figure out where it is. The distances are correct, the towns and locations are also correct, but the most familiar locations are erased. In their place I have labelled some of them with hints. If you still can't figure it out, I'll give you the answer in the next issue. Happy hunting!!

Miles	town	action	description
0.0	Parkdale	start	north on state route 9
36.0	Hartsel	right	east on US "A"
84.0	Divide	straight	east on US "A"
99.0	North Pole	overnight accommodations	in elf dormitory
110.0	near Broadmoor	right	south on state Hwy 115
142.0	Penrose	right	west on US Hwy "B"
163.0	Parkdale	end	

Dennis Bell
Seattle, WA





TANDEM CALENDAR 1993-94

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).

November 6-7, 1993. **SWTR 93 rain date.** Nacogdoches, TX. The Fredonia is offering the rally rates, ride start time will be posted in the lobby. No fee, just a good time. John McManus and Anne Leon can answer questions though they may not be responsible for this (214) 301-6085.

November 7, 1993. **Colorado Tandem Club 1st Sunday ride.** Leave from Safeway parking lot in Boulder at 28th and Arapahoe at 9am if the weather co-operates, ie dry roads.

November 14, 1993. **Twin Seats Second Sunday Ride.** Bellingham, WA. All comers ride, with kid backs and trailers welcomed and encouraged. 11 am from Kulshan Cycles, at the corner of Cornwall & Chestnut in downtown Bellingham. Phone Jay or Linda (206) 734-0275 evenings

November 21, 1993. **ABC's Phoenix Tandem Chapter Ride.** 3rd Sunday Ride. Phone Lonnie Frederick (602) 839-1794 during the second week for the starting time and place.

November 28, 1993. **Twin Seats 4th Sunday Ride.** Bellingham, WA. Show-n-go (this means fast) ride for sport. Meet at 11 am, Kulshan Cycles, at the corner of Cornwall & Chestnut in downtown Bellingham. Phone Jay or Linda (206) 734-0275 evenings

December 4, 1993. **Colorado Tandem Club 1st Sunday Ride.** Better call someone, the weather

may be more suited for cross country skiing. Andy & Kami White (303) 494-2513.

December 12, 1993. **Twin Seats Second Sunday Ride.** Bellingham, WA. All comers welcome, kid backs and trailers are encouraged. 11 am from Kulshan Cycles, at the corner of Cornwall and Chestnut in downtown Bellingham. Bring your lunch money for lunch after the ride. Phone Jay or Linda (206) 734-0275 evenings.

December 19, 1993. **ABC's Phoenix Tandem Chapter Ride.** 3rd Sunday Ride. Phone Lonnie Frederick (602) 839-1794 during the second week for the starting time and place.

January 8, 1994. **T-Bones (Tandem Bicyclists of New England) Pot Luck lunch.** Plan 1994 schedule. Share pictures of 1993 rides. SASE to Bob & Linda Harvey for details, or phone evenings. 16 Clinton St, Salem, NH 03079 (603) 898-5285.

January 9, 1994. **Twin Seats Second Sunday Ride.** Bellingham, WA. All comers welcome, kid backs and trailers are encouraged. 11 am from Kulshan Cycles, at the corner of Cornwall and Chestnut in downtown Bellingham. Bring your lunch money for lunch after the ride. Phone Jay or Linda (206) 734-0275 evenings.

March 19-20, 1994. **Central Valley Tandem Rally.** Fresno, CA. Pre- registration only, NO same day registration. 40, 70 & 100 miles, \$15 per tandem. SASE Fresno Cycling Club, Dave Smith, 4816 N Delno, Fresno, CA 93705 (209) 225-9179 before 8 pm.

April 22-24, 1994. **Alabama Tandem Weekend.** Auburn, AL. All tandems invited to enjoy this annual event with scheduled rides for all levels and social time. For further information send SASE to Judy and George Bacon 305 Snake Hill Circle, Trussville, AL 35173. (205) 655-2808.

May 8-13, 1994. **SWTR Pre-Tour.** Join Virgil & Jeanie Fruth (HATS) on a tour northwest of Houston through gently rolling countryside.



Hope the spring wildflowers will still be blooming. Start\Finish near Brenham, TX. Motels\B&Bs - sag wagon. SASE to the Fruths, 4715 Jason St, Houston, TX 77096.

May 13-15, 1994. **4th Annual Southwest Tandem Rally.** Brenham, TX, home of Blue Bell Ice Cream. Sponsored by HATS (Houston Area Tandem Society). SASE to Malcolm and Carole Gibson, 8102 Pella, Houston, TX 77036. Applications will be mailed early in January 1994.

May 21, 1994. **Miami Valley Tandem Rally.** Sponsored by the GOATS (Greater Ohioans Advocating TandemS). SASE to Norm & Rosemary Bernhardt, 2639 Morning Sun Dr, Fairborn, OH 45324.

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.

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

early August, 1994. **International Tandem Rally,** Baltimore, MD. Contact John Weisgerber & Sandra Stashik, 710 Aubrey Ave, Ardmore, PA, 19003. (215)-649-4667.

August 5-7, 1994. **Eastern Tandem Rally.** Gordon College, Cape Ann, MA. Pre-registration will be required. For an application send SASE to John & Sandra Weisgerber, 710 Aubrey Ave, Ardmore, PA 19003.

Labor Day, Sept 2-5, 1994. **Midwest Tandem Rally.** Rochester, MN. SASE to Joe Roque, 917 19th Street NE, Rochester, MN 55906-4243

Labor Day, Sept 2-5, 1994. **Santana West Coast Rally** Central CA. Send SASE to Tandem

Rally, 25812 Evergreen Rd, Laguna Hills, CA 92653.

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

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

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

THINK IT'S TOO COLD TO RIDE?

THEN YOU AREN'T WEARING OUR CLOTHES!

Custom clothing does NOT have to cost more! Well-fitting, practical, high-quality cycling wear. Jerseys, tights, shorts, jackets: WOOL, Polartec, Coolmax, lycra. men, women, kids. **ASK ABOUT OUR TANDEM DISCOUNT.**



Send \$1 for catalog:
Marthe Hess Custom Clothing
 P.O. Box 118
 Haydenville, MA 01039
 (413) 268-7882 8am-6pm
Ride in Style!





TANDEM RACES -- 1994

June 30-July 1, 1994. **Burley Duet Cycling Classic** Eugene, OR. The "biggest and baddest" tandems-only stage race in North America. Time trial, criterium, and four road races. Two fields with cash prizes. Contact Patricia Ellis at Burley Design 4080 Stewart Road, Eugene, OR 97402. (503) 687-1644 or Fax (503) 687-0436.

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.

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 _____





CLASSIFIEDS

FOR SALE: Cannondale tandem. Red w/white decals. 25x23. Specialized triple crankset with Look pedals. Suntour Superbe Pro DT shifters. Shimano Deore frt. derailleur/Suntour XC Pro rear der. Mavic Open 3D rims on Specialized 40-hole hubs. Arai drum & Scott SE canti's. Less than 3000 miles. Racks & H2O 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. Suntour 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. Shimano 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, dual 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 & H₂O 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: 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

FOR SALE: 1991 Nashbar road tandem, 22.5x19. 21-speed, Suntour equipped. Computer, water bottle cages, rear rack. Better than new. \$600. Dave Burgess, 205-492-3454 (AL). 01/94

FOR SALE: Custom Colian tandem, 21x19, Men's/Mixte. Ideal for the petite stoker (5' 2" or under). Excellent components and condition. Frame is 531 Racing tubing (downtube is tandem-gauge), oval boottube. Handmade chromed lugs (a real work of art), chromed wishbone rear triangle, internal cable runs. A very light bike, under 40 lbs. \$2250. Call Rudy/Kay van Renterghem, Tucson, AZ, @ (602)-742-2518 for more details. 01/94

FOR SALE: 1977 Schwinn Paramount Tandem, 22x19, Scarlet paint. Like-new condition. All Campagnol/Cinelli except for the derailleurs and cantilever brakes. Asking \$1000. Child crank adapter, stem & bar also available. Call Steve @ (708)-377-3907. 01/94

FOR SALE: Burley Duet, 22x20, Blue. Drum brake, adjustable stoker stem, stoker's original timetrial bars and dropbars, Blackburn rear rack, 4 H₂O bottle cages, Suntour barcons. Very low mileage. Bike is in excellent condition. Need to make room for a new custom tandem. Call Team Bock @ (708)-279-0638 evenings before 10:00 p.m. CST or any time on week-ends. (Chicago suburb). 01/94

FOR SALE: 2 Santana tandems. Sovereign, 22x21, Blue metallic. Complete w/child stoker attachment (quick disconnect). \$2400. Arriva, 20x18, Red. \$2000.00. Both are in excellent condition. Call Jim McAlister @ (214)-233-2829 (Dallas). 01/94

FOR SALE: 1989 Burley Duet, 24x21. Drum brake, bar-end shifters. Blue color. Only 1500 miles. \$1100. Steve



Lahey @ (515)-588-3331 (Iowa).
01/94

FOR SALE: Schwinn Paramount tandem, 24x24. Black. New Schwinn-built front fork (1992). Shimano clip-less pedals. New Phil Wood 48-spoke hubs/wheels. Phil Wood disc brakes, fr & rr, plus rear cantilever for stoker. Indexed shifting with bar-cons. 15-speed Campy triple cranks & more!. Lots of extras. Asking \$1950. Mark & Nancy Allen. Call (314)-367-2238 evenings or (800)-925-5051 days. 01/94.

FOR SALE: Terry Prism, 17-inch frame w/Shimano components. Perfect for the small lady or a youth. Only ridden a few times. Must sell so we can afford a new Santana. \$300 plus shipping. Also have a portable wind trainer, only \$50.00. Call Carl @ (601)-392-6317 (MS). 01/94

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

WANTED: Gently used late model road tandem w/small frame. Kelly Iniguez @ (719)-336-3534. 01/94

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

FOR SALE: Tandem carrier w/Yakima roof rack. T-bolt BB mount. 54-inch crossbars for cars with rain gutters. Tower locks. \$250.00. Humphrey Moynihan @ (703)-962-6773 (VA). 01/94

FOR SALE: 4 Performance Prolight water bottle cages, anodized blue. Originally \$5.95 each, will sell all four for \$14.00. Jack Finucan, @ (708)-246-0188 (IL). 01/94

FOR SALE: Burley trailer with alloy rims and rain cover. Good condition.

\$250.00. Also complete child stoker's kit for tandem. \$150.00. J. Finney @ (919)-292-9974 (NC). 01/94

FOR SALE: Tandem wheelset, like new. 27" rims/6-speed Suzue sealed-bearing hubset w/bolt-on hubs. Wolber M-58 rims/Schrader tubes/Specialized K-II tires. 36-spoke Q/R 27" wheel w/presta valve on Maillard sealed bearing hub w/black Matrix rim. All 3 wheels for \$140.00 plus shipping. New Men's Avocet T-II leather saddle, \$15.00. John/Bonnie Friedmann @ (217)-344-8532. (IL) 01/94

FOR SALE: Santana Child Stoker Kit (Adjustable BB & short cranks only). Used only a few times -- it's nearly new! \$140.00 gets it to your doorstep. Louis & Julie Melini, 3348 Louise Avenue, Salt Lake City, UT 84109-4267. 01/94

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.

TANDEM MIRRORS*
 FITS ALL HELMETS (EVEN SOFTSHELLS)
 ALSO GLASSES MODELS
 NO GLUE
 NO VELLRO®
 NO BREAK
 RECYCLED

FOR CATALOG OF STERLING SILVER, TANTALUM, JEWELRY & MIRRORS. SALE 1/94

STABLE!

\$11.00 2 for \$18.00 + \$1.50 SHIPPING

ULTRA LIGHT
 BOX 363 GAMBIER OH 43022
 614 427 3904

*A MIRROR WITH A TANDEM PICTURE ON ITS BACK



TCA DEALER MEMBERS

Tandem Dealers

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

FRANKLIN CUSTOM FRAMES

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 TANDEM 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

TANDEM 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 lightweig 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 Appoint-

ment. **BICYCLE WORLD**, 747 South Broad Street, Lititz, PA 17543. (717)-626-0650 05/94

Quality Tandems in stock -- Santana, Cannondale, Schwinn, & Trek. Accessories and expert service. **Palm Beach Schwinn Cycling & Fitness**, 4108 PGA Blvd, Palm Beach Gardens, FL 33410. (407)-775-1995 ph., 407-775-1997 fax. 05/94

TANDEM, LIMITED. Quality tandems from across the USA. Many tandems in stock. Large parts inventory, too! By appointment only. 1994 pricelist available February. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 09/94

High Gear Cyclery. Central & Northern New Jersey's PREMIER tandem shop. We stock a HUGE selection of tandems by Santana, Trek, Cannondale, Specialized. Call us! (908)-647-2010. 1153 Valley Road. Stirling, NJ 07980. 09/94

Other Dealer Members

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

Tom's Custom Frame Painting. 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. Ari-

zona, 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

CycleTote, the trailer you've been looking for. Children or touring. Seat post hitch, or we'll make it fit. Optional braking system. Lifetime warranty. Buy direct from factory. Free brochure. (800)-747-2407. 09/94

Hand Tie-dyed Rainbow Swirl short sleeve tee. 3 rear pockets. 100% Pre-shrunk cotton, \$23.00. Tee 4 Two, \$43.00. S-M-L-XL. Visa/MC. (800)-522-2640. **Tandem Center**, Box 3494, Frederick, MD 21701. 09/94

BYCUE: Cue sheet holder. Never miss a turn again. Easily clips on & off handlebar or stem. For pilots and navigators. Functional and lightweight. \$8.95. **BYCUE**, Box 14152, Silver Spring MD 20911-4152. Ph: (800)-522-2640 09/94

Professional Frame Painting and repair. Nine years of experience. Dupont or P.P.G. paint systems for the toughest, smoothest finish. For price list; P.E.C. (407) 328-8018, 290 Almyra Dr, Lake Mary, FL 32746 11/94

Become a TCA Dealer Member! A \$45.00 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.

TCA Tandem Hospitality Homes

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

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy,, a spare bedroom or even a tent site will do. The cyclist will need shower facilities and 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

Dues

United States \$15.00/yr Canada \$20.00/yr Other International \$25.00/yr

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

Multiple-year memberships are encouraged

Membership

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

Tandem Club of America

Malcolm Boyd & Judy Allison, TCA Treasurers

35 East Centennial Drive

Medford, NJ 08055

TCA MEMBERSHIP APPLICATION/RENEWAL

Membership No. (Upper left corner of your address 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: _____

Color: _____ Style or Model: _____

Amount enclosed: _____ for _____ years

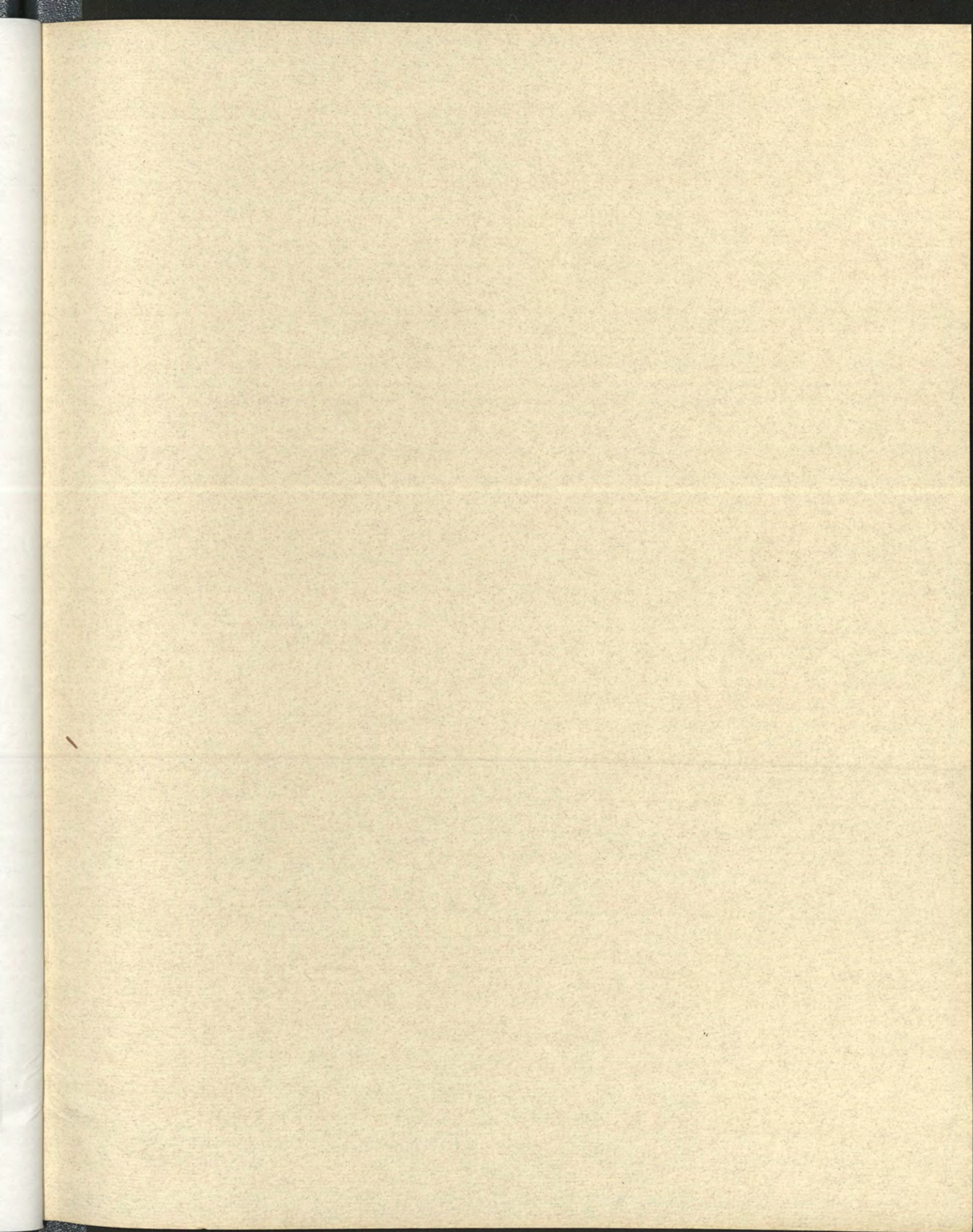
(Multiple-year memberships are accepted at Dues Rate X Number of Years)

Is this a renewal? _____ Have you made all necessary corrections? _____

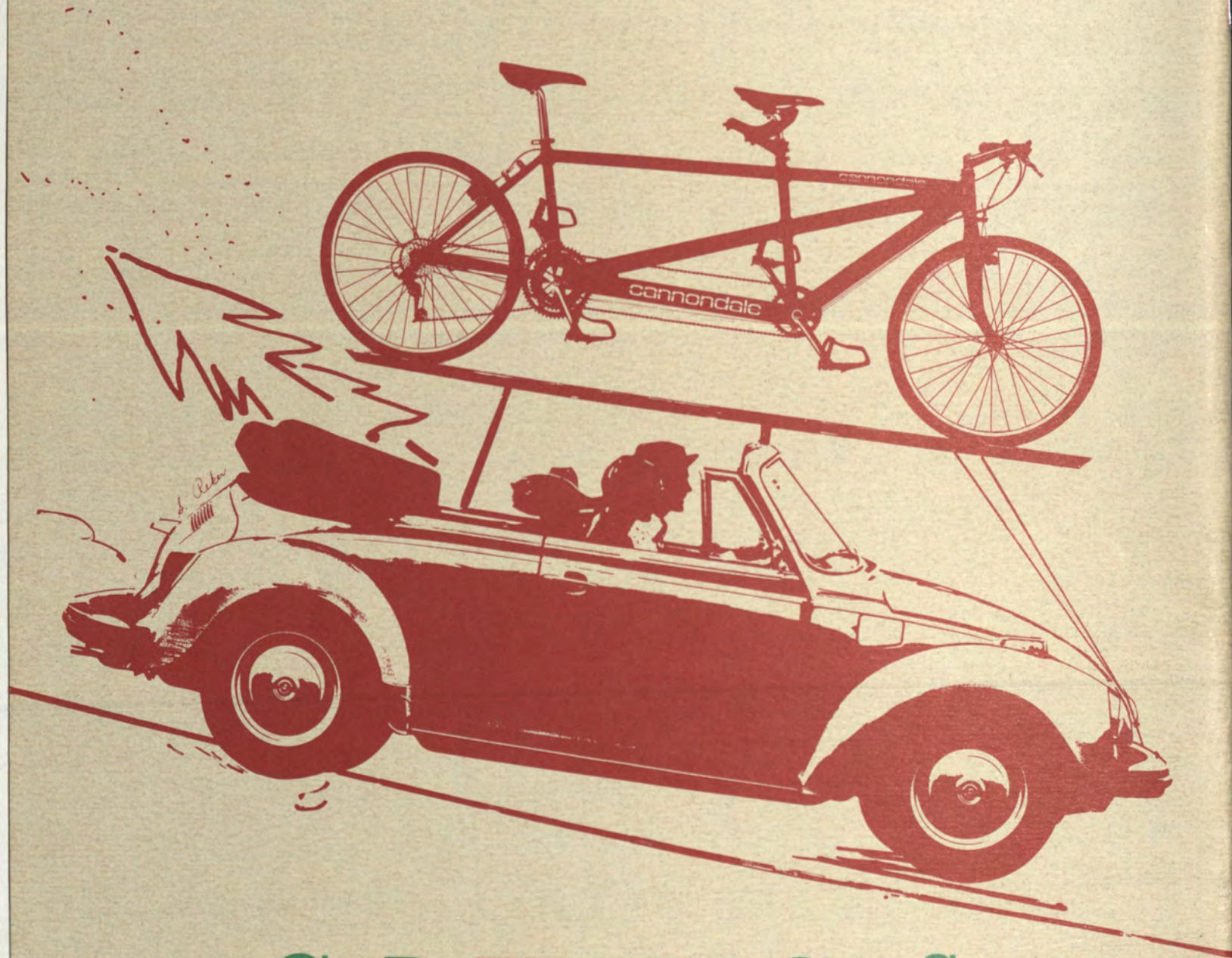
THE LAST PAGE



EA 47



SEASON'S



GREENINGS

YOU
AT
THE
RALLIES

A RALLY- A MASS MEETING INTENDED TO AROUSE GROUP ENTHUSIASM.