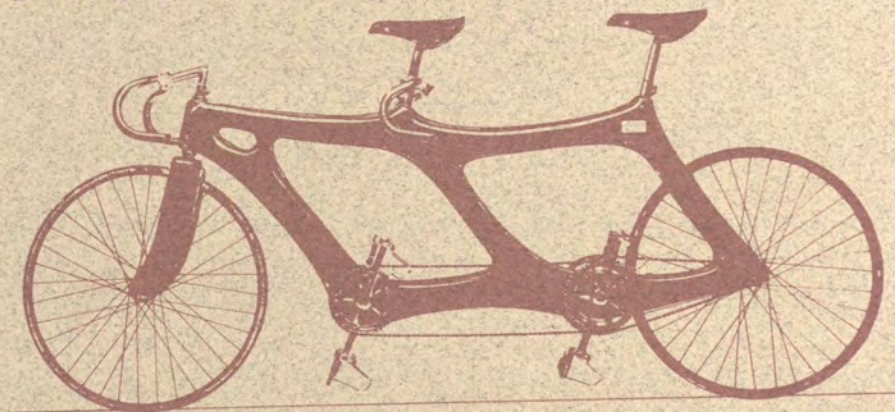


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



JANUARY-FEBRUARY
1994

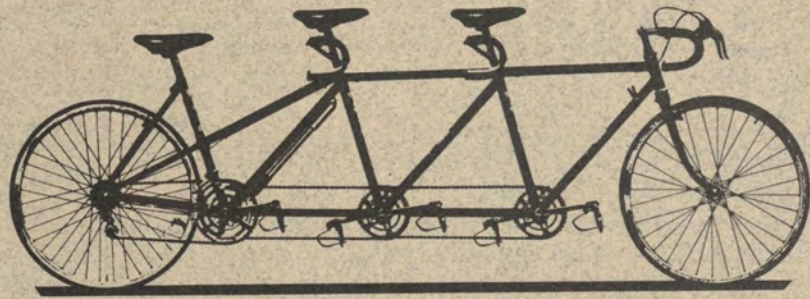
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE MARCH- APRIL ISSUE OF DOUBLETALK IS FEBRUARY 1, 1994.

FROM THE EDITORS

Happy New Year!

It's time to hit the roads. Remember all those New Year's Resolutions? Let's get started!

With this issue, we're finishing our ninth year as your Editors. We've really enjoyed these past nine years, and we look forward to more. It has been a blast, watching the Tandem Club Membership grow from the 265 teams we had in March, 1984, to the more than 3000 teams we'll have in 1994. For those who've been TCA members since the beginning, we're glad you're still with us. To those who've just joined us, Welcome! We look forward to meeting you on the road someday.

As we begin our tenth year, we want to share with you some guidelines for submitting articles, pictures, letters, and routes for publication. We love to read them all, but since our membership has grown so much, so has our stack of contributions, and the magazine, at 44 pages, has physically grown to the upper limit of manageable sizes.

What does it take to get your submission published, in a timely manner? That's fairly simple -- We favor articles that are no longer than 3-4 typewritten, single-spaced pages. 2-3 pages are even better! If you can submit your articles on an MS-DOS diskette, (we can read files from just about any word-processor), we love you! Please send us a printed copy, just in case you own the one wordprocessor that we've not heard of. You say you can't tell us about your experiences, tour, new bike in just 4 pages? Go ahead and submit it anyway, but be prepared to wait longer to see it in print, as it will take us longer to edit your article (and we may have to shorten it to fit our space). Of

course, some articles just have to be long, and we realize that.

We love pictures submitted with your articles. These pictures should be of good contrast and should relate directly to the article. We are not equipped to handle slides, and please tell us if you need the picture back. Captions are nice, if it's not obvious what the picture is about. It does take some time to get your pictures screened, so if we receive them right at deadline, we'll probably have to hold your article until the next available issue.

Product Reviews and Press Releases about tandems and tandem componentry are also welcomed and encouraged. Product Reviews and Press Releases should not exceed one type-written page. They will be run as space allows. We will make every attempt to identify a Press Release or Infotainment article as such, but there's no guarantee we'll always be successful at that.

After all that, we hope everyone will contribute at least one letter, article, etcetera. You, the TCA members, have made DoubleTalk the best magazine on the subject available, and we want to keep it that way!

In February, everyone who is a member of the Tandem Club will receive the annual membership list. Please take a minute and look at the address label on this issue. If your name and/or address listing is wrong, please don't wait! Write us, call us, or FAX us your corrections NOW! Once again, we intend to list telephone numbers for those members who have included them with their listing.

Whew, that's too much for one Editorial! It's time to quit and go for a ride! We'll see you on the road!



LETTERS TO DOUBLETALK

Dear DoubleTalk,

I am writing in response to the article in the Nov/Dec issue of DoubleTalk, written by Brian Buck, entitled "Rookes of the Road". I feel that as a rookie there is still time for him to learn to ride in a manner that will be more fun for all.

I am a member of the 'Ride Right' committee of RAGRAI. As a tandem rider on the committee I was asked to address the issue of tandems on RAGRAI and the danger they were creating. The problems on that ride are the same as those I saw in the article in DoubleTalk, namely, "On your left" is not a demand for space, but an announcement that you will be passing. Tandems, because of weight and speed, must take extra caution and be extra courteous.

James Dean
Maquoketa, IA

Dear DoubleTalk,

This letter is prompted by the letter from Susan Maasch in the Nov/Dec, 1993 issue concerning tandems and the airlines.

This year, the 15th annual Southern Tandem Rally was held at Greensboro, NC. As it turned out, Continental Airlines was promoting "Peanuts" fares and take a pal for a penny. Since the hotel for the rally was at the Greensboro airport, this seemed to be an opportune time to take the bike for its first airline adventure.

When I called the travel agency about the flight for my wife and me, I inquired about taking the bike and was told that there would be a fee for transporting the bicycle. It also had to be in a box. Continental would provide a box for \$10, but deciding to save money, I got two bicycle boxes from a local bike shop and proceeded to pack the tandem. It took about one and one-half hours to figure it all out and get it into the

box in such a way that hopefully it would arrive with no damage.

The next morning we left for Tampa to fly to Greensboro. The Continental baggage people were very courteous, and assisted me in taking the bike to the ticket counter. I purchased the ticket for the bike, (it went as excess checked baggage). The bike was removed to the baggage area and we went to the gate.

When we arrived in Greensboro, our luggage came out on the carousel and about five minutes later, two men appeared with the bike. They carried it outside for me, and they too, were very courteous.

Putting the bike back together in the hotel took about 15 minutes and we rode off to lunch. A few adjustments along the way were all that was needed to get the bike running smoothly again. On Sunday, we packed the bike for the return trip (this time it only took about 20 minutes), and just like the trip up, the airline folks were very nice and helpful.

Both flights were non-stop, so I cannot comment on connections and taking a bike. On this trip the flights were on-time and the bike was delivered in perfect shape. The only damage was a small tear on the outside of the box which did not go through to the inside. There was no mention of why bikes can't go as baggage; no hassle from anyone. The airline employees were courteous and treated the bike as if it were their own.

In the future, if a trip requires airline travel, I will see if Continental goes there first.

Jim & Karen Roberson
Sarasota, FL

OOPS

Please recheck your calendars. You'll find the International Tandem Rally is really being held at Gordon College, Cape Ann, MA.





Dear DoubleTalk,

I have recently come upon an old mixte tandem that I am going to try and put back on the road. The head badge is labeled:

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Any information that you can pass on about this tandem would be appreciated. It's definitely pre 1970's, steel cranks, 26 inch wheels, three speed Cyclo freewheel and frame hung rear derailleur. It also resembles the picture of the tandem ridden by the Colorado Govoner in the Nov/Dec DoubleTalk. Similar features are the rake of the front fork and rear rack which is braised on to the seat stays, the rims and fenders.

My stoker took one look at it and asked how she was going to keep the rust from flaking off when riding this beast. I'm convinced that with some elbow grease, a little Phil Wood grease, and let's say, \$100.00 I can get it rolling again. I'll admit it will take quite a bit more to restore

it to original. Handle bars and seats are missing and the cranks are quite rusty, but it appears to be a well made frame and it shows no signs that it will break any time soon.

Ted Brudzinski
409 Hillside Ave
Orange, NJ 07050

Dear DoubleTalk,

What do you do with your patches? We haven't found any good use for them yet. We would like your suggestions.

Ed Lifshitz
Ann Singer
1337 South Carolina Ave
Washington, DC 20003

ed - ours are in 2 shoe boxes under the TV. About once a year we haul them all out and have a memory evening.

Dear DoubleTalk,

Specifically picture takers. I hope you can help me. I need pictures from the following events to fill out my collection:

- 1991 Alabama tandem Weekend, Anniston, AL. Pictures and copies of any information.
- 1991 Southern Tandem Rally, Plant City, FL. Pictures and copies of any information
- 1992 Alabama tandem Weekend, Huntsville, AL. Saturday pictures and any information.
- 1993 Alabama tandem Weekend, Anniston, AL. Pictures and copies of any information.

Sandy Wallis
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Dear TCA Members,

Our first few months as secretary to TCA has found us mailing off several letters to the major airlines emphatically suggesting the airlines reduce their charges for shipping tandems since they already have two paid, ticketed passengers aboard. Since the airlines are in an economic crunch along with the rest of the United States, we feel they would rather keep our business than lose it.

In the past, Bob and I had shipped our tandem abroad and within the states, both on United Airlines. We have always used a bike box that we have bought from the Amtrak even though we were not traveling by train. The boxes cost \$5.00 each and easily carry one tandem. There is also a design of a bike on the outside of the box which seems to stress to airline personnel, "handle with care". Bob takes the pedals, seats and handlebars off the tandem and wraps them well in newspaper. Tapes newspapers or light weight foam around the tubing. On the trip to Illinois we placed the wheels in a large garbage bag and carried them on board. The stewardess placed the wheels in an area for oversized luggage. We put our name on the outside of the box, with our full address, phone number, flight number, departure point and destination. Within the United States, our tandem was shipped for \$45.00 one way. We were asked no questions and we supplied no suggestions as to what was in the box. It was a bike box and the airline assumed no differently.

Flying into Frankfurt, we used two Amtrak Bike Boxes. By this time, our second time shipping the tandem, we had learned that Amtrak discards their used bike boxes. We proceeded to search through three bins of boxes and found two perfectly good bike boxes, with only a little wear and tear on the ends. We took the tandem frame and packed it as we did for our first trip. For the second box, we put our panniers, camping gear and wheels. We carry one pannier each and our camera on the plane. We labeled each box as before. Our tandem flew for free to Frankfurt.

We have yet to have a bad experience shipping our tandem, but we do not announce to anyone at the airport that we have a tandem in our bike box. We have the box packaged ahead of time, heavily taped on all ends, etc.. No one should feel dishonest in not paying an additional fee to ship a tandem. If the airline personnel fail to ask what's in the box, it's not your problem. If they do ask, just tell them it's a bicycle. Definition of a tandem is: a bicycle with two seats and sets of pedals placed tandem. It is a bicycle.

From what I have been told in shipping a bike (tandem) per Amtrak, the bike has to be completely boxed and if you hold a ticket for Amtrak, the bike travels for \$5.00 one way. Amtrak suggests that you arrive at the train station early so you can pick up your bike box and package it at the station. However, I tell Amtrak, I am not very good at taking the bike apart to pack it so I need to pick up the box early so I can have someone help me package the bike at home. If Amtrak knows you are shipping a tandem bike, be prepared to pay a large cargo fee.



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Shipping a tandem, well boxed, per Greyhound is \$10.00, with an increase coming up in 1994. Once again, just say it's a 'bike' and you'll have no problems. If there is a layover between buses (like 24 hours), Greyhound stations have a large room where the bike box can be stored for an additional fee, and they have 24-hour security.

Also, on all our flights, upon arrival at our destination we always abandon our boxes. At most of the airports, lockers are available for storage, however, we find since we are usually on a bike trip for a month, the lockers are too expensive so we prefer to contact a bike shop within our departure airport and arrange to have either a tandem box or two single bike boxes ready upon our return. We always pay the shop owner for the boxes even though most

of them refuse any money. That's when I head to a bakery or a local market and give them a gift.

If you are a member of the American Youth Hostels, you might consider storing your boxes at a Youth Hostel. For a minimal fee, most hostels are willing to assist.

We'll keep you posted about our conversations with the airlines. If any of you have any suggestions or requests, send them to our address and we will be glad to research it for you.

Bob & Terri Gorman
TCA Secretary
P.O. Box 2176
Los Gatos, CA 95031

TANDEMOUNT RAMBLIN'

How does one feel when the rear wheel has been rebuilt twice and he still breaks spokes and interrupts his tour in progress? There's plenty of us out there who know.

You look in the local biking magazine, find an ad for a "tandem specialist" shop and hie off to talk to the resident wheelbuilder. More money. More delay. More frustration.

In spite of this being our third tandem (the first, a Gitane 10-speed with mixte rear and motorcycle spokes and still running just fine!), this problem was new to us and we had little choice but to appeal to the opinion and inventory of an unfamiliar shop owner who claimed qualifications.

A few hundred miles later and now back home, we again began to break spokes again. Errors were made by the "expert" shop but they don't explain why. Everyone says we should not have to tolerate broken spokes but no one can offer a viable remedy. What can one do to secure the confidence in his wheels before embarking on a long tour, a common problem that is increased with a tandem's extra stresses?

Perhaps other TCA members could submit a list of their successful equipment combinations (wheels, gear changers, cassettes, brakes, etc.) that really are trusted by long use and dependability. This could result in a factual basis for recommendations to others. More than just the price one pays, the color of the anodized alloy, the fashionable sound of a brand name, what we want is reliability and function. Maybe even combinations that don't work; sometimes that is just as valuable.

Even here in the San Francisco Bay Area where tandem specialty shops are not rare, there is a plethora of opinion about equipment that cannot be proven. Preference aside, it's like trying to choose between opposing politicians. Who can you believe? Probably the users with longevity.

Ves Lewis
Fremont, CA



FAMILY CYCLING TOUR

The Family Cycling Club is a loosely organized group of families who ride singles, trailers, tandems, kid-backs, and kids on their own bikes. Each year someone in the group organizes a shoestring weekend tour. Most of these tours have been in the Pennsylvania, New Jersey, Maryland area.

The rides are easy, slow paced, not too long, and as far as possible with no significant hills. Lots of kid switching and captain/stoker switching goes on during the rides. Older kids in trailers get a chance to try out a kid-back tandem, and parents get to experiment with tandems and/or kid-backs before making a large investment. There is a sag wagon to 'rescue' tired children.

For the past three years Chuck, Charlie, Rachael, and I have gone on the Family Tour over Labor Day weekend. The first two years we went to a retreat camp near Lancaster, Pennsyl-

vania. In 1991 I proposed that we hold the tour in the Corning area, at Watson Homestead in Painted Post. Everybody thought it sounded great, so I got the nod to go ahead.

Watson Homestead is the birthplace of Thomas J. Watson, former Chairman of the Board of IBM. The United Methodist Church now runs the Homestead as a retreat center for non-profit groups. The Homestead has a variety of facilities ranging from hotel-like rooms to cabins with cooking facilities. We stayed at two of the retreat centers, buildings with eight bedrooms, sleeping four per room, bathrooms, and a large common living room with a piano and ping pong table. We ate breakfast and dinner in the dining hall. The staff at Watson packed us picnic lunches which we sagged to the lunch stops each day.

Friday night dinner was 'on your own'. We did have snacks available at the retreat centers

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for those checking in. The evening was for getting settled, informal conversation, and playing around.

After breakfast on Saturday morning, we had a quick meeting to discuss the day's plans. The ride on Saturday went to the elementary school in Bath. There were short, medium, and long rides to get there, leaving from Savona, Campbell, and Watson respectively. An optional loop went through Thurston. We did the medium ride with the optional Thurston loop. The best part of this loop was that a minimum investment in "up" produced a spectacular downhill run.

The weather was perfect; sunny, not too hot, with no wind. We arrived at the school in plenty of time for lunch. I had arranged with the district to have a custodian open the school so we could use the bathrooms. They didn't even charge us! Several of the parents were concerned about the quantity and type of food that would be available: "Do they really know how much cyclists eat?" Well, we didn't come close to finishing everything they packed for us!

The highlight of the rest stop for the kids was the playground - one of the big wooden ones the guy from Ithaca designs. It was difficult to get them to stop playing for a bite of lunch, and almost impossible to get them to leave for the return trip. The promise of swimming at Watson swayed some minds.

Relaxation was on the agenda for the rest of the day. We swam, some kids played on the playground equipment, and other kids took off on their bikes. We had a delicious chicken dinner, again with plenty to eat for all. At dusk we had a campfire with marshmallows to roast for s'mores. We sang goofy songs and told goofy stories around the campfire.

On Sunday our ride went to Cowanesque Lake, a reservoir just over the Pennsylvania border and west of Route 15. In addition to a playground, Cowanesque offered swimming. Again, riders had a choice of long, medium, and short rides. We did the short ride, which went around the reservoir. Charlie rode his own bike

the whole way. The weather on Sunday was not quite as nice as Saturday; cloudy with intermittent rain and drizzle. Fortunately, we had rented a shelter for our lunch stop. The kids played out in the rain. It didn't seem to bother them, but the adults appreciated being able to eat our lunch out of the elements.

We had mad arrangements with Watson to extend the check out time so that folks could return to the retreat centers and shower before they left for home. Those who stayed called Pizza Hut and ordered several pizzas for Sunday dinner.

Phone Bonnie Hallman-Dye at 716-743-8041 (evenings) if you're interested in the 1994 Family Tour.

Bonnie Hallman-Dye
Rochester, NY

WHO DOES WHAT

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

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

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

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

SECRETARY: Contact point between TCA and the outside world.

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

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



REMINISCING

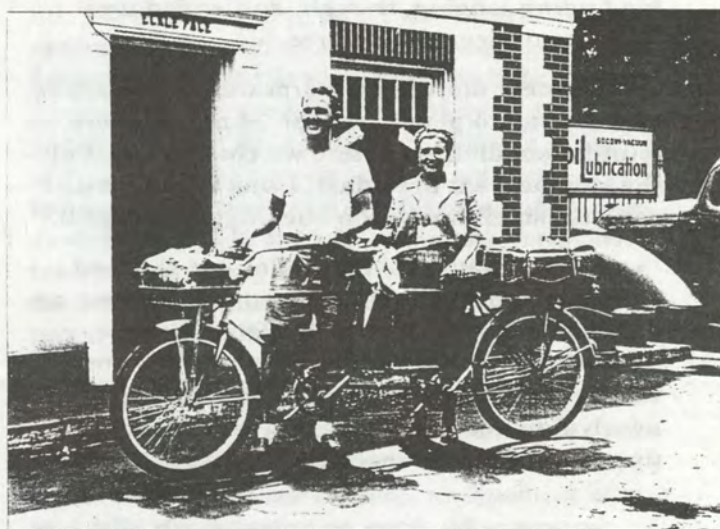
In spring of 1946, husband Sam and I decided we were due for a vacation. I was teaching school in Sterling, Kansas at the time, and he'd just returned from the Pacific, where he sailed for the U.S. Maritime Service.

When school let out for the year, we got ready for our "dream trip" - a long distance trek on a bicycle built for two. On June 3, we set off from Sterling, pedaling for Pittsburgh, Pennsylvania by way of the Great Lakes. By necessity, we traveled light. My overnight bag tied to the utility rack held all the clothes we carried. In the bicycle basket was our "gear" - one blanket and a Navy poncho.

We took no camping equipment at all. If we didn't find a cottage or hotel, we just slept on the ground along the road. Country schoolhouses were always nice places to stop and spend the night, since they usually had a pump and "outdoor facilities".

You might imagine all sorts of obstacles on a 1,200 mile bicycle trek, but the worst was my sunburn! (There were no "sunscreens" back then.) I started out dressed in stylish pedal pushers, but soon had to change to slacks.

Sam had worn shorts while working in the Pacific, and he continued to wear them on our trip. Since most American men didn't wear shorts in those days, that raised a lot of eyebrows!



"Pedal Pushers" Sam and Marcella Stitt posed at the outset of their cross country bike trip in the summer of 1946.

In fact, a local newspaper article reported: "Sam Stitt, who rode 1,200 miles on a tandem bicycle with his wife this summer, wore shorts. He said he did not mind the razzing so much, but was embarrassed when girls whistled at him."

Personally, I think he enjoyed all the attention!

After a few days on the road, we found a doctor to treat my sunburn. I'll never forget what he told me afterward: "What are you two trying to do anyway? You're not spring chickens anymore." (We were 35 and 30 at the time.)

At a crossroads town in Iowa, we ended up staying for 3 days because of heavy rain. All we had to eat were eggs at a little lunch counter. On our last night there, the owners invited us to eat dinner with their family.

That kind of friendliness is what we remember most about the trip. Many times, people

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would say, "We need teachers here. Why don't you just stay here with us?"

The longest stretch we pedaled in one day was 87 miles through Minnesota. We had trouble finding lodging, though, and ended up sleeping under a willow tree.

The next morning a storm was approaching, and we had to pedal another 14 miles before we found a small diner where we could get out of the rain and eat breakfast. I was so ravenous I can still smell the bacon cooking on that grill.

After 23 days and 925 miles, we reached Duluth. From there we enjoyed a 4-day rest on a steamer that took us to Buffalo. Then we headed south through New York and Pennsylvania. The Allegheny foothills in Pennsylvania nearly finished us off. We had to walk our bike up many of those steep grades, and on the way

down, our speedometer often hit 50 mph - the highest speed it could register. We couldn't have stopped if we'd wanted to!

Finally, on July 13, we reached Pittsburgh. Our trip, covering a total of 1,206 miles, had taken 6 weeks... and in spite of sun burn and sore muscles, we felt great about it.

During the following year, the rest of our postwar dreams came true. We got a new house, a dog, a Plymouth sedan and, best of all, a new baby girl.

Now, looking back on that trip and those times, I remember both Sam and I thinking we were on top of the world.

And you know what? I still think so!

reprinted with permission from August 1993, Reminisce Extra magazine.

PRESS RELEASE

November 1993 - Pedaling History - the Burgwardt Bicycle Museum unveiled it's new display - The Bicycle at the Pan American Exposition. Few people realize that Buffalo's 1901 Pan American Exposition had a bicycle police force, which was not surprising as the exposition took place on the heels of the great bicycle development and fad of the gay nineties. Few, if any automobiles were around at the time.

The museum has acquired and will display an original bicycle police uniform from the exposition. The Pierce Cycle Company of Buffalo manufactured and sold a "Pan American" model bicycle in 1901. One of these bicycles will also be on exhibit along with a bicycle race program for one of the bicycle races which took place in the Exposition's Stadium arena. Complementing the display will be a Pan American Flag which flew over the Stadium together with other memorabilia and Pan-American artifacts.

The Pedaling History museum is the first and largest ALL bicycle museum in America and one

of only a few such museums in the world. The museum was opened in November of 1991 and displays the Burgwardt's private collection, one of the world's largest collections of antique bicycles and memorabilia - over 250 bicycles are on display. The museum displays the complete development and social impact of the bicycle - man's first independent mechanical transportation - as it weaned man from the horse and paved the way for the automobile, airplane, and our modern transportation systems. The importance of this history is vividly displayed in many life sized dioramas as well as in exhibits making the visitor keenly aware of this much forgotten but important history.

Pedaling History- the Burgwardt Bicycle Museum is located at 3943 N Buffalo Rd, Orchard Park, NY 14127 (716) 662-3853 Open Friday, Sat, Sun & Monday.



MY FIRST CENTURY

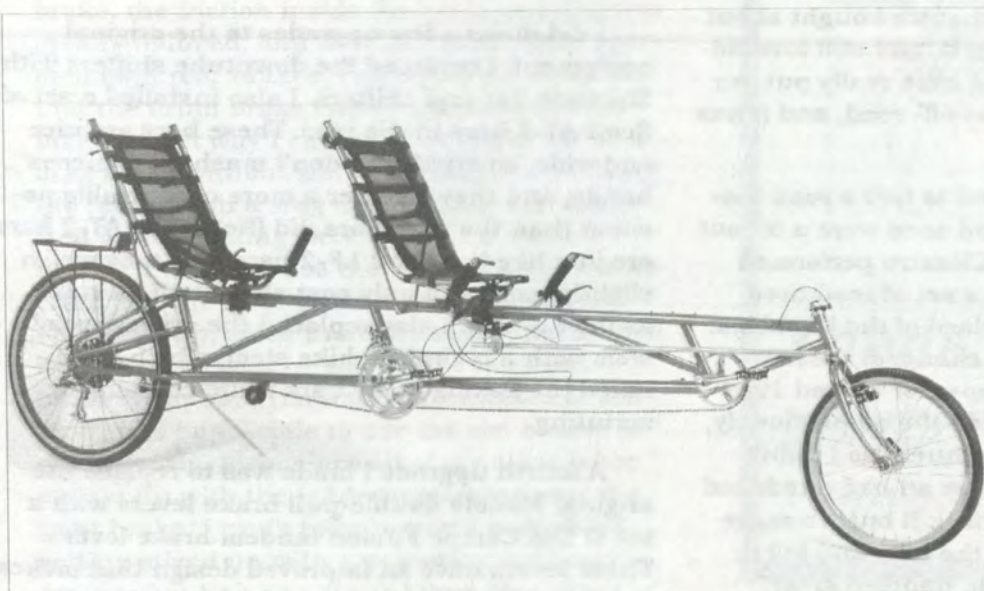
Having just recently completed my first century, with the help of my husband Josh, on our tandem, I felt compelled to write, and share my experience with others. The ride was organized by the Narragansett Bay Wheelmen in Rhode Island.

Since we live in Marstons Mills, on Cape Cod, MA we had to awaken very early in the morning, so we could meet the other people from our area, and travel to the start, about an hour's drive away. Not being a morning person, this was probably only the second time in my 37 years that I ever saw a sunrise!

We arrived in Tiverton at about 6:30 am, registered, received our T shirts, and got ready to roll. Our friends Doug & Donna, also tandem riders, are very strong and fast riders, and they promised to set a slow pace for us; a promise we had heard many times. I think we averaged 22 mph for the first 25 miles, before we managed to rein in our pacesetters, but it was an invigorating start, to be sure. The scenery in

Tiverton and Little Compton was quite beautiful. There were many lovely coves, and gorgeous homes, and several very busy dairy farms, along the first leg of our trip. The first checkpoint 25 miles into our trip came up rather quickly. We ate fruit, drank lots of liquids, and left to continue our adventure. Unfortunately, our chain broke soon thereafter, but Josh managed to fix it after a short delay. We took off, all happy and smiles, only to discover the chain skipping, rather badly, at irregular intervals. It made for quite an uncomfortable ride, but there seemed no way to stop it, until the 50 mile checkpoint, where Josh and Doug discovered it was a stiff link, and were able to fix it as good as new. While they worked on the chain, I perused the food concession, and peanut butter and jelly never tasted so good. After several sandwiches and banana's washed down with long swallows of Cytomax I was ready to roll. With the chain fixed the next leg of our trip proved to be much more comfortable, thankfully.

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Much of this part of the ride saw us in Massachusetts, touring through the towns of Fall River, Freetown, Lakeville and Dartmouth. I thought it was great to see so many youngsters in the road holding out cups of cold water for the riders. The encouragement of the bystanders was fantastic. The rest of the ride proved pretty uneventful, as far as mechanical problems were concerned, but Josh started getting "Charlie Horse" cramps in his legs, so we stopped a few times to enable him to walk them out. We came upon one poor fellow, who had been the victim of a crash involving a 'hit and ride' cyclist. Josh & I stopped to administer some minor first aid, and continued on our way. We did happen upon the same man, later in the ride, and he was doing okay, although he was quite upset over his ruined paint job, and a hole in his brand new biking shorts.

Finally, we passed a sign that said, "Don't give up, only 2 1/2 miles left to go". It was great

knowing we would make it. The last 5 to 10 miles were difficult, as they were mostly uphill, and I was starting to tire out, but lo and behold, up ahead was good old Tiverton High School. Many people lined the road, cheering and shouting "Congratulations". What a great feeling knowing all those people cared. We checked in, received our patches, and ended our day with a mini tailgate party, complete with celebratory champagne, fruit, sandwiches, etc. All my friends, and of course my husband, Josh, made my first century a memorable event. They provided great support and encouragement for me. I can't wait for my next century next month, though it will mean that once again I get to see the sun rise! That will make 3.

Sharon Hart
Marstons Mills, MA

TWO TANDEMS!

Hello! I wanted to pass along to you the exciting news that my fiancée and I are now a two tandem family! Our original tandem is a Santana Cilantro mountain tandem that we bought about 3 1/2 years ago. We still own it, and still love riding it, especially off-road. We have really put our Cilantro through some abuse off-road, and it has held up very well.

We had not really planned to buy a road tandem. Most of the ones we had seen were a bit out of our price range, and our Cilantro performed pretty well on the road with a set of road tires mounted on the wheels in place of the knobbies. Several months ago that all changed! We happened to see an ad in the paper for a used 1989 Santana Sovereign. I had seen the ad previously, but the asking price was too much, so I didn't think anything about it. A later ad had a reduced price, so we decided to go check it out. To make the story brief, we test rode the bike and fell in love with it. It fit us very well, handled great, came with lots of accessories already installed, it

was a Santana, and it had only 1300 miles on it. So we bought it! (Well, I just couldn't let my income tax refund check go to waste, could I?!).

I did make a few upgrades to the original equipment. I replaced the downtube shifters with Shimano bar-end shifters. I also installed a set of Scott AT-2 bars in the rear. These bars are nice and wide, so my thighs don't mash my fiancée's hands, and they give her a more comfortable position than the drop bars did (Note: The AT-2 bars are just like the Scott LF-2 bars, but they weigh slightly more and only cost about half as much as the LF-2's). I also replaced the original road stem with a mountain bike stem, which eliminated the flexing of my bars while climbing or sprinting.

A fourth upgrade I made was to replace the original Modolo double-pull brake levers with a set of Dia Compe Fusion tandem brake levers. These levers have an improved design that makes them work better with cantilever brakes than



standard road bike levers. The bike originally was set up with the right lever operating both rim brakes, while the left lever worked the drum brake. I prefer to have the left lever operate the front brake, so I connected the rear rim brake and the drum brake to the right lever's double-pull fittings. The friction of the two long cables in their housings resulted in the lever not smoothly releasing after braking. I decided to try replacing the drum brake cable with a gearshift cable and see if the thinner gear cable would reduce the friction enough to eliminate the problem. This presented another problem. The right-hand Fusion lever has two holes where the cables thread through. One hole is small, and one is larger, with a recess for the head of the cable swage to fit into. The routing of the cable housing to the drum brake necessitated me to use the larger, recessed hole for the drum brake cable. The problem was that the small swage on the gear cable would pass through the recessed hole in the lever. After pondering the problem for a while, I figured out a simple solution: I slid a short spoke nipple along the gear cable all the way up to the swage. The short nipple perfectly fit into the recess in the brake lever, while the nipple's center hole was small enough to prevent the gear cable swage from pulling through the hole. As a result of using the gear cable for the drum brake, the friction inside the cable housing was greatly reduced, and the right lever easily operated both rear brakes. I adjusted the brakes so that the drum brake engages prior to the rim brakes. That way I can use just the drum as a drag brake without worrying about overheating the rear rim on a long descent, but can easily feed in the braking force of the rim brake if I need it. I can now use the left brake lever to operate just the front brake. I feel that this is a better set-up, since there are many times when it may not be wise or safe to use the front brake. With both rim brakes connected to one lever, it is impossible to use the rim brakes independently. Also, since all of my other bikes are set up with the left lever working only the front brake, I won't have to worry now about getting mixed up with a non-standard braking arrangement on one of our bikes. One other

thing I did was to use my soldering iron to coat several inches of the gear cable with solder where it would be clamped into the pinch bolt on the drum brake quick-release fitting. This prevents the pinch-bolt from cutting or fraying the cable. I did the soldering after I had the cable threaded through the brake lever and the cable housings.

We have used the brakes on several very steep descents without any problems.

I hope that this information may be of use to other club members who may want to upgrade their brake systems, and/or set up their brakes up so that a double-pull lever operates both rear brakes.

Willard Wheeler & Evie Porter
Upland, CA



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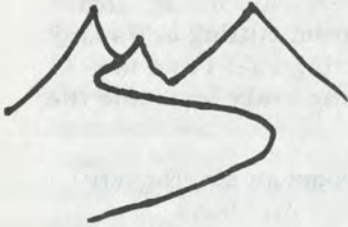
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A SKY-HIGH ADVENTURE



"O.K., so I am not in the greatest shape, but I don't deserve this!", This thought as well as an aversion to lights and sounds are throbbing around in my head as I try to fall asleep. I

have altitude sickness, along with envy toward my nephews: Jeff and Dan who, along with my brother-in-law Dave, accompanied me as we rode to the top of Trail Ridge Road in Rocky Mountain National Park in Colorado.

It all started when my wife's parents rented two cabins at the Shadowcliff Resort and Lodge near Grand Lake Colorado for their 40th anniversary. As spring progressed I accumulated miles on both my single bike and our Burley tandem (with kid seat and trailer - 5 souls in all... but that's a different story). I was determined that I would ride over the aforementioned Trail Ridge Road which peaks out at over 12,000 feet. I hoped that my brother-in-law Dave would accompany me on our individual bikes, as we had ridden DOWN that road before. At this point I had not thought of the disgusting energy of youth.

Three weeks before the big event, which was to happen in late June, I realized that due to work-related travel and the domestic requirements of a late and rainy Ohio spring; I was in no shape to attempt the high-altitude adventure. Anyway, how can you get in shape for that 12,000 foot pass when the terrain around here is so flat that you can see clear to Missouri (if you lean down and look through the rows of corn)! That's why we took the tandem instead of my bike.

I had decided to do recreational - not respiratory - riding with Pam, the Rear Admiral, plus offspring.

Well, Missouri turned out to be our first stop since relatives of various ilk live there (or in Kansas...did I mention something about a flat State?). This is where those two worthies; my nephews, loaded THEIR bikes on MY vehicle and directed me west.

We lounged around the two cabins at the foot of Trail Ridge Road doing the tourist thing for a few days, and managed to put in a couple of 10 mile rides of a recreational nature. This is about where it turns ugly. All went well until one night the subject of a bicycle assault on Trail Ridge Road was suggested. My brother-in-law Dave was willing. The nephews Jeff and Dan spent the better part (believe me, it was) of that evening convincing their father and mother: David (disbelief) and Becky (discretion) that all would be well. >this is a different David<

At this point things are remembered as if through a haze... and from a distance. I refuse to believe that I was actually supporting the idea, but I have been reminded of the same, several times.

The next morning was beautiful day for riding. So starting out with a high energy breakfast we began. Again the haze...I remember the rest stops and overlooks, the drinking of massive amounts of Gatorade and the breathing; always the breathing (I am informed that there is some air in Colorado that I haven't breathed, but I doubt it).

Oh, the energy of YOUTH, oh the betrayal of AGE!! I do remember tid-bits from the ride. Dan was the stoker, opting for the 21 speed Burley rather than his 10 speed. At one point we were rolling along fairly easily so I started upshifting to take advantage of the much-needed downhill. We were actually being propelled uphill by that youth, a fact to which I was happily oblivious until, much to my consternation, I heard him sucking air past my left ear in great gasps (I did not know how much of that rarefied air he



was processing until we reached the station at the top and found their wind gauge had broken that day).

Jeff, meanwhile decided to entertain us in song much like he did at the lodge. Only this time he did not play the piano (which I'm sure he would have taken along if he had thought of it) and also we were about 3500 feet higher. While I was gasping along being propelled up this mountain, above timberline; Jeff was giving us his rendition of "Past the first bend in the river". Dave the brother-in-law (not David the doubter) seemed to be unaffected by all this, (please do not mention that Dave is older than I). We did reach the top (no John, those aren't Angels) at the same time as our support van.

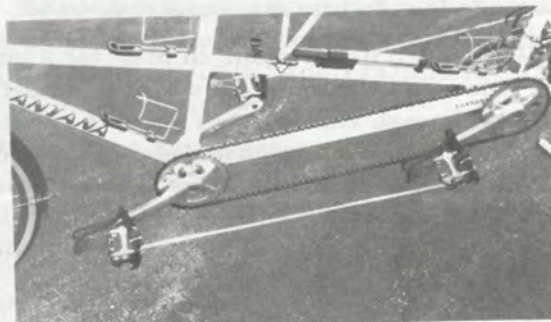
This all may seem bad enough to you, kind reader, but it was devastating later that same afternoon to watch Dan do something called a 'Human Maze' and a 'Gyromania' (at this point I don't want to speculate on how that felt) and generally hang-out with Jeff in the BRIGHT sunshine at Grand Lake, while yours truly became more lethargic and more hazy and more distant.

So this evening while my three companions are consuming vast portions of Beverly's chili and who knows what other unmentionable edibles, I, like that first primordial troglodyte that stumbled from its cave, have slunk back into the darkness away from humanity. I am trying to contemplate (between throbs) a ride that I could over-power them on... Possibly I could find an old one-speed tandem.. for them! and...

John Cool
Tipp City, OH

MILE MARKERS

Under the name "Tandem Twosome Plus One Pulling Two" Sara/Donna, the tandem team, & Glenn Boutilier pulling Emily announce that Joanna has joined Emily in the trailer. Born October 1, 1993 Joanna was in the trailer by the end of October.



Technical Tip

This article goes under the heading of things I thought everyone knew. But, since 3 people asked me at the Midwest Tandem Rally (a great time, by the way. Thanks MUTTS) what are those cords on your pedals? I've put a piece of 3/8" shock cord between the pedals to hold the toe clips upright. Just cut it unstretched to fit and then tie a stopper know in each end after running it through a hole in each pedal. Simple, cheap, and effective: just like all ideas should be.

John Finucan
Indian Head Park, IL



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IN SEARCH OF MOOSE!

It started in February when, while driving to Canada to ski, we saw the signs up north saying CAUTION: 126 moose/car collisions this year. Obviously, if cars and moose are colliding, there must be loose moose. The search was on. With bloodshot eyes we strained to see into every shadow; but no moose were spotted.

We headed north again, in May, for a tandem ride in New Hampshire's White Mountain National Forest. Bus loads of tourists passed on the highly promoted "moose watch" tours. We rode the Kancamagus Highway, followed the Swift River, up and over Bear Notch, down into the Saco River Valley - all loose moose country. No sign of wiggling ears or flashing tail.

In June, we twice tried to find the elusive moose. The first time, during a tandem weekend at the Rabbit Hill Inn in northern Vermont, we bicycled the Connecticut River Valley and hill country in both Vermont and New Hamp-

shire. Again we saw no moose but, then, we were distracted. A painted picture setting, exceptional meals, service designed to enhance a romantic mood: well, we weren't exactly thinking of moose (loose or otherwise). I mean, would YOU think of MOOSE after enjoying a 5-course gourmet meal (oh - the desserts) followed by a room prepared for 'sleep' with candles lit and soft music playing, and a heart shaped "do not disturb" sign hanging on the door? And that was Friday night with Saturday yet to come.

The second trip was another Vermont weekend, also on the Connecticut River but further south. The moose/car collision signs now show 179 vehicles have found a moose. Deciding to try some unpaved roads in the moose search, we found roads that went straight up and straight down; roads that twisted and turned in forests until we were hours from civilization. We followed brooks, streams, rivers, and ended up in a couple of swamps. The only 'animals' found (actually they found us) were mosquitoes.

Determined to find a moose, it was north again in July. The collision signs now read 229: YES - - they're out there! Saturday we rode 90+ miles followed the Ammonoosuc, Androscoggin, and Mohawk Rivers through Dixville Notch, as well as the Connecticut River. With names like these, there have to be moose. Right! Wrong! Foot prints. Hundreds of muddy foot prints. But no feet. (Dave and Pat, and Buzz and Joan all swore they saw a "head" swimming way out in a wide spot - "it was too big to be a log.")

Sunday, we put bikes in vehicles and drove north to Pittsburg, New Hampshire, 25 miles south of the border. On Route 3, we followed the Connecticut River and rode right out the top of New Hampshire into Canada. Being a designated Scenic Highway, this section of road goes by five lakes, several ponds and lots of bogs. Prime moose country. (An elderly man out walking said he saw a dozen moose "just up the road".) At mile 5, there were a few prints in the

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Coming Soon . . . "Crankarm" - by Brian Buck



muddy roadside; at mile 10, there were hundreds of muddy foot prints. At mile 15, the road edge was completely chewed up from walking loose moose. In fact, the recently re-paved road contained thousands of muddy moose hoof prints on the very black surface. From the prints, the road should be renumbered M-1 (for Moose Highway #1). So, where are the moose?

In August we tried again with predictable results. So, we begin to wonder - is this a plot by the State? (Put up moose caution signs and change the numbers every couple of months, pay college kids minimum wages to pound foot prints in the mud, pay old guys minimum wages to talk about all the moose they see, and ADVERTISE moose watches. Hey, lots of folks

will come up and SPEND THEIR MONEY to look for MOOSE.)

September 1, we pack the tandem and head for England. Two days later, we spot it. A moose, hanging from the wall in a pub. Complete with hat cocked at a jaunty angle, cigarette dangling, and expression that asked "What took you so long to find me?" We smiled, and raised our pints in a toast.

(Note: the search continues in 1994 for a 'live' one. If anyone wants to come along, please call or write for details. Address/phone number on inside cover.)

Bob and Linda Harvey
Salem, New Hampshire

SOME TANDEM CHOICES FOR 1994

We had the opportunity to attend the Inter-bike trade show in Las Vegas last September. After four days of checking out what's new in cycling for 1994, and walking 32 hours visiting, visiting over 2,500 exhibitors spread over one million square feet of the convention hall, we have narrowed things down, to what is new on the 1994 tandem scene.

We are listing manufacturers and builders in alphabetical order, with production models listed first, followed by custom and smaller volume production twicers.

So you folks looking for a new two-seater to replace those two single bikes you're riding, here is a thumbnail sketch of some of the 1994 tandems being offered... from lower priced to upper priced models, from production to custom dream machines

PRODUCTION TANDEM

Burley's woven truss design will no longer be used on their mid-priced and top-of-the-line tandems; These a more standard oval boom tube and rear triangle arrangement will be featured;

their entry-level twicers will still feature the distinctive frame design. Their Rock 'n Roll Allsop Softride line has been expanded to three sizes for 1994. Prices for the Burley range from \$950 to \$2300.

Cannondale continues with its heat-treated oversized aluminum machines, with two 26-inch wheel and one 700c wheel model, which now include a fully adjustable stoker stem as standard equipment; a move which other brands will likely follow.

IronHorse offers an A-frame 46 pound entry level ATB, with QR wheels, front and rear; adjustable stokers stem; and a neat fade paint job, all for under \$1,000.

KHS now gets onto the tandem bandwagon with their Tandemania ATB style line-up; the Pro model offers QR front and rear; bar ends for the flat bar of the captain; a suspension seatpost for the rear admiral; all for about \$1,200, with a fade paint job to boot! Montague, of Cambridge, MA, gets our "innovation award" for their full-size folding tandem; it folds into a compact 3'x3'x1' size



without use of any tools and a claimed folding time of two minutes! It will fit in the trunk of most small cars, airplanes or even in your closet if space is a problem at home. It has a projected price of \$2,000, with an optional hardcase. It should be available by spring of 1994.

Roland, of Houston, TX, does most of its business in Canada but now comes to the USA market with several chromoly long bikes; off-rovers and on-rovers, all selling for less than \$1,000. A good price for your single-bikie friends who question your sanity for spending big bucks on your go-fast machine. At these kind of prices, they, too, can afford a two-seater!

Santana, the oldest production tandem builder in the country, does not sit on its laurels. They showed bikes in several tubing choices; chromoly, Nivacrom, aluminum and titanium! Prices range from \$2295 to \$6995 with custom work and sizing available, as well as triples and quads to keep that growing family riding on one bike!

Trek has 3 model to choose from, all with 700c tires. Two models have upright bars and the road model features drop bars. Prices range from \$1299 to \$2999.

Yokota was the only mass producer showing a polished aluminum, 24-speed ATB bike with Girvin suspension fork, Flexstems and suspension seatpost for the daredevil off-road stoker, all for a real off-road experience. Two non-suspension 26-inch wheel tandems complete their line-up.

Bilenky/Sterling of Philadelphia offers 9 different size combinations on their Sterling Custom and Signature series with 30 color choices, plus multi color paint jobs too. The full custom Bikenky featured front and rear Girvin Flexstems and shock absorbing rear seatpost for the stoker, or anything else your heart, stoker, and pocketbook desires.

The Sterling Eco Sport tandem is fillet brazed and prices on this model are just under \$2500.

Boulder Bicycles of Colorado offer a full-suspension (front and rear) model, the Defiant TSL (Tandem Stokers Love) for real off- roading at \$2999 for the frameset without the fork.

Co-Motion, of Eugene, OR showed off their in-house built titanium frameset, as well as a new model chromoly TIG welded machine called the Speedster. Their size-model line-up and be purchased as framesets, and fully equipped tandems start at \$2300. A Suntour or Shimano component package is offered with a list of optional equipment that is sure to satisfy the most discriminate; TIG or fillet brazing and custom paint jobs are the buyers choice too. And for good measure those three guys at Co-Motion now offer three-seaters...guess that idea started when the three of them wanted to go riding together.

Ibis also showed off their titanium expertise with their Touche model that fully equipped weighted in at a feathery 30 pounds! Ibis has always featured 26-inch wheels but has caved in to consumer demand for 700c wheels for us roadies. Their Ibis headtube ornament adds a classic touch too.

CUSTOM AND LIMITED PRODUCTION TANDEMS

Landshark of Medford, OR still offers their trademark splashy paint job on their framesets, with prices starting at \$1875.

Mikkelsen, of Oakland, CA gets our vote for great tube configuration on his 16x14 off-road long bike... short ridders, take note! Otis Guy Cycles, Fairfax, CA hand builds road, ATB and Softride equipped tandem framesets, starting at \$1300.

Stevenson Design Group, Olympia, WA has 23 years of tandem building and designing experience in his Interface tandem, the only two-seater at Interbike offering curved rear seat tube, front derailleur braze-on and multi-hued sunrise paint. TIG welded from heat treated and butted True Temper tandem tubing and featuring an over-sized 1 1/4 inch headset. The frameset, built in Taiwan, retails for just over \$800. Custom framesets start at \$2,500.

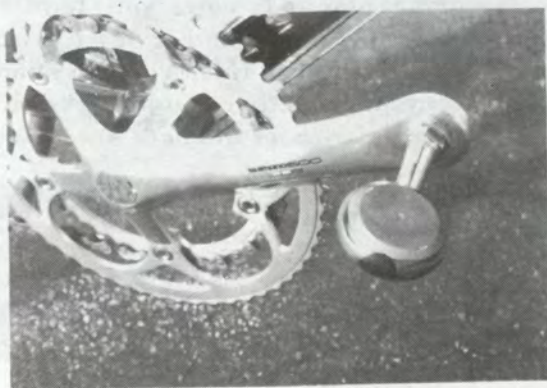


Ventana, Ranch Cordova, CA showed off its suspended El Conquistador de Montana (English translation: Conqueror of the Mountains) frameset. For \$3200, you too can now conquer the next tandem you are contemplating, there are still others out there, especially small number production and custom frame builders. Let your fingers do the walking and check your yellow pages or at your local bike shop.

On a lighter (???) note you may want to look into purchasing the ultimate 3-wheeled cruiser/recumbent tandem. It weighs in at only 105 pounds, with spring-loaded seats, 3 speeds and hydraulic brakes. Perfect for cruising the neighborhood or the boardwalk. The Original Surry Co of Galveston, TX has this available for only \$1995.

More price choices, styles and tubing materials will make 1994 a great year for folks who want to do some riding TWOgether.

Kay & Rudy Van Renterghem
Oro Valley, AZ



THANKS

The Tandem Club of America sends a big thank-you to the 3rd Annual Southwest Tandem Rally. We are pleased to accept your donation and we appreciate your thinking of the Tandem Club of America.

Speedplay Pedals

When I ordered my new single bike, I was given my choice of pedals, and after some research, I chose Speedplay X2s. These pedals were introduced in February 1992, designed by Richard Bryne while in the hospital after blowing out his knee when his Time pedal released by accident. These pedals, which resemble a lollipop, have an astonishing 37 degrees of rotation, which eliminates any concerns about knee problems from using a fixed pedal system. They are double sided and very easy to use; one just puts their foot over the pedal and pushes down and cleat snaps in. To release, just swing your heel out and cleat releases very easily. Their light weight, 309 grams for the X2 and 266 grams for the titanium X1, is felt when sprinting; you accelerate very quickly. Their cost is a little more than other clipless: \$165 for the X2 and \$290 for the titanium X1. And, to anyone concerned about loss of power with floating pedals, a UCLA Biomechanical Laboratory study (Bicycling, May 1993) proved nowpower loss with floating pedals. As a footnote, I discovered a solution to walking with cleated shoes; I don't! I carry a pair of Nike Reef Walkers folded up in my seat pack and just slip these on. Works great!

John Finucan
Indian Head Park, IL



A Champion Stoker

Laura Oftedahl, a TCA member from the Boston, MA area, sent us a note the other day telling us she'd be in Tucson in mid-August for a convention and inquired if it would be possible to get in some tandem riding. Well, I've ridden with Laura before and she is really quite the stoker!

She is a unique lady, about 41 years old, very athletic and works for Boston's WGHB-TV. She's been a tandem owner and rider for over seven years and is now on her third l-o-n-g bike, a Santana Sovereign. She's is always on the lookout for a good tandem ride and although she owns her own twicer, she is in need of a pilot.

You see, Laura is blind.

Now, let's not hear you say, oh well, yes, that must be a real problem. Not so with Laura. She is a better rider than most of us would ever hope to be. In her seven years of being a blind stoker she's had the distinction of winning the U.S. National blind stoker championship. Not just once; not just twice, but three times! And, she also has been the alternate for the Para Olympics in Barcelona, Spain. The reason she only qualified as an alternate was a bit tragic. After hard training with her regular sighted pilot and just before the qualifying race for the Para Olympics U.S. National Team, her pilot was killed in a bicycle accident. A new pilot was found on short notice, but during the qualifying race they flatted, which resulted in being selected as an alternate for the team. Still quite the honor for anyone!

Well, Laura knew how warm it can get in Tucson in mid-summer, and she had never ridden in 103 degree temperature before, but she was ready to ride just the same.

We fitted her on a tandem and off we went; only one mile later a loud KABOOM! let us know that we had blown the back tire. We cyclocrossed back to the house for the repairs and

took off again into all that famous and scorching Arizona sunshine.

Riding with a blind stoker can be an interesting and very rewarding experience. The pilot not only has to use the regular tandem commands, such as shifting, braking, etc., but you must tell your unsighted partner about the terrain, whether it is up or downhill, curves and traffic lights. It is also nice to explain to your stoker about the scenery, the wildlife you encounter, such as that coyote crossing the road or the roadrunner trying to make up its mind on whether to race you or duck back into the brush.

Describe the length and grade of the coming uphill, and Laura was ready to kick in the afterburners; of course she also enjoys barreling full tilt down that hill on the return trip!

When Laura is not riding in tandem, she is out race walking, with her trusty seeing eye dog, Echo. When the weather does not permit outdoor activity, she has a rowing machine, a treadmill and a stationary bicycle in her garage, which is of course devoid of cars.

Laura is also a computer whiz and does lecturing and promoting public broadcasting for the vision impaired, organizes rides for blind stokers and in general enjoys her somewhat hectic schedule and lifestyle.

Laura Oftedahl is a real doer!

So why not plan to broaden your tandeming experience by inviting a blind or other impaired person out for a tandem ride? You can share the joys of cycling together and it will be most rewarding experience for the both of you.

Rudy Van Renterghem
Oro Valley, AZ



Santana West Coast Tandem Rally

This past Labor Day Weekend I attended the 1993 Santana West Coast Tandem Rally with my wife and infant daughter. This is the third tandem rally my wife and I have attended and first for Danielle (6 month old). Before I write about the activities at this event let me explain the nature of this rally. The Santana West Coast Tandem Rally is an event that is sponsored by Santana Cycles, however the rally is co-ordinated by the Orange County Wheelmen's Teamwork Tandem group. The idea was to put on a rally that the organizers could attend without having to devote all available time to work. We like to play, too! I like to compare this rally to a cruise or resort type weekend. And a first class event it is, from lodging at a resort hotel in the beautiful Santa Ynez Valley of central California's coast (Solvang area) to catered bar-b-que lunches mid-ride, pasta dinner, desert tasting (Solvang is well known for pastries and deserts) to a fabulous brunch served in Solvang as the final get-together. This is an event not to be missed! Attendees plan their vacations around our rally.

The weekend starts on Friday with registration and a ride to Solvang for ice cream and to loosen those legs up after a long drive or flight to Buelton, CA. The route is a rolling terrain on lightly traveled country roads, the pace is fairly relaxed, but some teams like a faster pace and all are encouraged to ride at a speed that is comfortable to them. Later in the evening Santana Cycles hosted a reception at the hotel. We enjoyed an excellent buffet and music provided by our sponsor.

Saturday morning started early for those who wished, 7 am was the Pastry Patrol. This is a 6 mile ride to Solvang for authentic Danish pastries. Our main ride, Villages & Vineyards had several mileage options with lunch at Fess Parker Winery (yes, he played Davey Crockett and Daniel Boone on TV, and was there to greet our hungry riders). This was an excellent ride for families and many child stokers and trailers were present. That afternoon Santana provided some new aluminum and titanium tandems for test rides. Fun and an excellent marketing move on their part.



Lunch stop at the Santana West Coast Rally



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It seems the one food all bike riders agree on is PASTA and Saturday night the pasta was all you can eat, and eat we did.

Sunday, 7 am Pastry Patrol again. (Some people don't need much sleep, or they love Danish pastry). This year our rally organizers thought the kids might want a break from their parents so we arranged an event for them, a Kid's Camp. Supervised by licensed child care providers, the kids had a great time with games, arcade visit, Nintendo, McDonalds' lunch, ice cream, movie and more. I didn't hear one complaint from any of the children who attended. In fact many applauded this addition to the rally.

While the kids played, so did the adults. With 2 mileage options and beautiful rolling hills, this ride was a blast for this writer. (New Santana triple with a very strong midship and stoker, I was on a rocket. The fast tandems hanging on for all they were worth, but that's another story). Lunch was catered in Ocean Park near the restored Mission La Purisma Concepcion, one of California's 21 Spanish missions. The return ride to the hotel on rolling terrain with a health tailwind, which is greatly appreciated by all. That afternoon was the Rodeo, this test of captain skill and stoker trust is great fun for participant and spectator alike. This year the kids really got involved and showed the adults a thing or two.

This year we were approached by Bill McCready, Santana Cycles head honcho and husband of the Boss, Jan, and asked if we would like to have Union Light Mfg. of Germany host a night ride. We thought why not? So for an additional charge, rally attendees could purchase a deluxe 16 watt halogen rechargeable light set, dinner and T-shirt and participate in possibly

UNFOLDING THE F



That night was the desert tasting (my wife lobbied hard last year to have this and keep it this year) and everyone enjoyed everything. Authentic Danish deserts from the resort's pastry chef.

All good things must come to an end and this year's rally was no exception. Monday morning our teams started out on a 7.5 mile ride up to Nojoqui (nuh-HO-wee) falls southeast of Solvang. With the climb comes one of the best downhills in California and a brunch at Solvang's famous Royal Scandinavian Inn. This was a cruise ship buffet with everything you could ask for including prime rib and of course Danish pastries and deserts. Bill and Jan McCready then hosted Bill's Wild Ride. A 38 mile hill-fest which includes hard pack dirt road and a hair raising trip through a tunnel on Hwy 101. Sounds like fun? Most opted for the 4 mile return to the hotel where we said our farewells and made plans to meet again next year.

Anyone interested in attending next year can send a SASE to Tandem Rally 25812 Ever-

green Rd, Laguna Hills, CA 92653. Don't delay however, this event has limited attendance and sells out fast. We will be changing location for 1994, but the central California coast is the most likely location due to the great climate and excellent roads. Hope to see you there. Teams cam from all the U.S. this year to attend and next year should be no exception.

See you on the road and "keep the rubber side down"

Dane Clark
Laguna Hills, CA



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TOUCANS

This year has been a busy one for the TWO CAN TOUCANS of the White Clay Bike Club, Newark, DE. Tandem teams were seen flying everywhere within the U.S. with their new shirts proudly displayed. They were seen from coast to coast with the Pedal for Power across America, the Eastern Tandem Rally, the Midwest Rally, the Double or Nothing, the Southern Rally and even tacking the hills (or mountains) of Vermont. We continue to grow and presently have 27 couples in our group. Monthly tandem rides are held; there is a group riding in every organized ride of White Clay and in many of the rides in our area a group of Toucans can be seen flying by. Delaware is in the unique position that we are small enough to be



Toucans flaunt their colors

able to know everyone within our group and close enough to have tams from other close tandem clubs join ours. Out in the East we pride ourselves in having and wearing other tandem shirts. You may see the "FRUIT LOOPS" but then again we may be CRABS that day, that's the fun of being a small and lively group. We all look forward to the yearly tandem pot luck dinner to be held in January. This will be the second one and is

sure to become a tradition. A great time was had by all and some of the dishes that were brought received a five star rating. If you live in the Delaware area and want to join or need more information, call Jim & Michele Cooper, (302) 994-1079

GOATS ORGANIZE

Organizational Meeting for Ohio tandem group

All tandem riders in the Ohio area are invited to a meeting to be held during February 1994 in the Columbus Ohio area. This will be the second meeting of the GOATS (Greater Ohio Area Tandem Society). The meeting will be held at a facility where we can eat and stay overnight, providing a chance to socialize with other tandem riders.

The purpose of the meeting is to plan rides, rallies and social activities for tandem bicycle

riders for the 1994 year. We need to locate volunteers to develop tandem rides in all areas of Ohio. If you have enthusiasm for developing a tandem group, please join us to help get the GOATS going. SASE to Norm Bernhardt, 2639 Morning Sun Dr, Fairborn, OH 45324. If you are unable to attend but would like to join the GOATS, please send six business size SASE plus \$8 per team payable to Norm Bernhardt. This will be for 1994 membership and allow us to send information about other GOATS activities.

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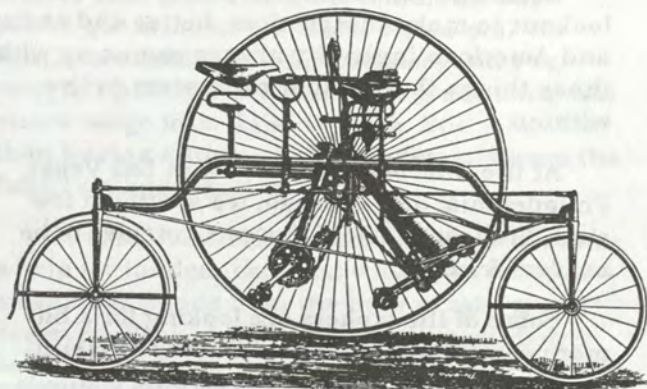
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SANTA FE CENTURY

This is to announce the first annual Southwestern Blind Tandem Riders Bicycle Rally to take place in Santa Fe, NM on Sunday, May 15th, as part of the Santa Fe Century bicycle event. This blind tandem riders bicycle event is being organized by the Santa Fe Century Committee in conjunction with New Mexico Commission for the Blind and New Vistas, and is endorsed by the United States Association of Blind Athletes (USABA) and other agencies for the blind.

This event is not a fund raiser, but is organized solely for the benefit and enjoyment of the cyclists. The usual Santa Fe Century registration fee will be waived for the blind tandem rider teams. Each team's regular stoker will be asked to give up their seat to a visually impaired rider only for the distance selected by the captain and the blind stoker. Blind stokers will be paired in advance with pilots based upon tele-



phone interviews. It is anticipated that the United States Association of Blind Athletes will conduct a clinic for the tandem teams in Santa Fe on Saturday, May 14, 1994.

see the calendar for more information.

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TANDEM FRIENDLY GIZMOS & GADGETS

Seems us tandemers are always on the lookout to make things nicer, better and easier and American ingenuity always comes up with those things that we just can't seem to live without.

At the Interbike trade show in Las Vegas, Philadelphia, and Chicago, we spotted a few such "indispensables" that we consider to be tandem friendly.

Some of the stokers are looking for a bit more comfortable ride, and thanks to mountainbike riders, the shock absorbing seatpost has arrived on the tandem scene. Several 94 tandem lines will feature a variety of shock absorbing seatpost systems. Not all of us can go the Softride Allsop way and retrofitting a shock-killing seatpost is not a big project; the stoker will reward you with a smile instead of an ouch when you hit that unavoidable pothole.



Original Surrey Co - Tandem Tricycle

US Flyer's shock absorbing bicycle seatpost is in 9 customer adjustable weight classes. It has 3" up and down movement and is made of lightweight aluminum (under 2 lbs) with a 1 year workmanship warranty.

American Classic, the ultra-light component folks, also have one in the works for 1994, as do Tamer Components, USE, and KEI (makers of

the original Hydra-post) Which one will be the prevalent shock-absorbing seatpost? The marketplace will decide this one, we're sure. Consult with your local bike shop and see what they have in stock to reduce your stokers "ouch-quotient".

Some of us do quite a bit of air travel to rallies with our long bikes and there have not been too many tandem bicycle cases available. That seems to be changing, as several manufacturers are entering the marketplace.

Bike Buddy has a tandem transport case made to special order; it rolls easily, has a pull strap and the case also folds up so it will fit in your car trunk. The case also features a wheel pad and rear derailleur guard.

Pedal-Pak, the manufacturers of the original hard-shell case, continue to improve their offering. It won't fit in your trunk (but it will fit in a mid-size hatchback, or even in a Ford Probe, if the captain & stoker have short legs), but it will give your tandem excellent protection.

North Sails showed their interesting Tandem Flyer. This case, made of sail cloth and reinforced with sailboards, offers good protection in a bag that can fold into a trunk-sized bundle when your tandem isn't in it. This case has been around for a number of years, and North Sails' Alan Johnson listens to comments and suggestions from tandemists. (Editors' Note: North Sails is best known for making sails for the America's Cup races. They do know how to make a quality product!)

Bike Pro was the fourth manufacturer with a tandem flight bag. Their Tandem Case is soft-sided, but it has about 2" of padding between the layers of cordura. The aluminum plate on the bottom allows much protection for your tandem. When empty, it can be folded into a package that just meets UPS minimum dimensions.

A gadget that we have been using on our own tandem for over two years, with great re-



sults, is the Third Eye Chain-watcher. This little gizmo guides your chain onto the small chainring when your captain over-zealously shifts to granny. With those triple chainrings even the best adjusted front derailleur will cause the chain to drop below the 28T chainring occasionally and then jam near the chainstay and bottom bracket; it always seems to happen on that big long hill that you don't like. The Third Eye Chain Watcher fits all size seat tubes and keeps that chain from dropping below that granny chainring.

Cross-Country Pedal with Powergrips will be appearing on the market by 1994. The alternative between clips and straps traps or the clip-in pedals weigh in at 350 grams per pair and should cost just less than \$100/pair. The pedal is specifically designed for the Powergrips.

Another alternative for folks who like neither their mini-pump or CO₂ inflators, is Superpump by Velo Research. Their unique system uses the mechanical advantage of your two-wheeler to drive their air supply system. Hook your chain over the Superpump sprocket (much like that Vetta Chain cleaner system) and clamp it onto the chainstay, attach the air hose and spin the cranks backwards. One hundred revs pumped up a deflated mountain bike tire to 60 lbs. Superpump weighs in at 6 oz. and fits in your seatpack, jersey or its optional special pouch with velcro straps. The hose is 3 ft long, but to be tandem friendly a long hose will soon be available, says the manufacturer. It has a schraeder fitting with a presta adapter.

Trail-A-Bike is the answer for many growing tandem families. After the kids have outgrown the trailer that you haled behind your long bike for several years, what do you do with them now? a kiddie crankset of course could be the answer but that will displace mom from her stoker seat, a fact she may not appreciate too well! Adams Cycle Works of Kingston, Ontario, may have the solution to your dilemma. Trail-A-Bike consists of a long hitch that attaches to the rear seatpost to a single-wheeled bike that allows a child (ages 4 to 10) to ride, or coast,

behind mom and dad on their tandem. Trail-A-Bike has a set of handlebars, but no active steering, a seat and crankset with the adjustability for kid's heights just like a single bike so Trail-A-Bike grows with the child. Ah, but you've got twins or a 5 and a 6 year old? No fear, a two-seater is available also, and yes, even a triple! In steel or aircraft grade chromoly, prices range from \$199 to \$416. Still a lot less than buying a triple or two tandems to keep the family cycling together.

Tri-tech Jetstream drinking system could be a help for tandem captains who don't like to remove their hands from the bars to take a well deserved drink. A lightweight (20 gram) bottle holder mounts on standard and most aero bars, a 28 oz. bottle is held on the bottle holder with velcro straps., The bottle does not have a cap but a one-way surgical foam cell (removable for cleaning) and a wide mouth so that ice cubes can be loaded into the bottle. if desired. Water can be poured into the bottle without removing the foam cell. A plastic tube/mouthpiece allows you to drink without having to remove a bottle from the cage. It is an improvement over a handlebar mounted bottle/cage with a plastic tube protruding where the pushup/in plug used to be in the center of the bottle cap.

Taya Chain has been making bicycle chains for 20 years. So what can be done to improve the part with the most moving pieces on your tandem? A Sigma connector link (remember the masterlink on your first single-speed bicycle?) allows you to assemble and disassemble the chain quickly and without any tools. Their Turbo 900 chain is compatible with most shifting systems and the manufacturer recommends a new Sigma connector is used after each disassembling of the chain. Two connectors are included with each new Taya Chain. The pins on this chain are of a new star-punch design which resists side force failures. And yes, you can use a chain punch if you so desire.

Out Rack is a no-hassle rack that can be used on your bike and then switched to any other bike you've got, without the use of tools.



The rack is "suspended in motion" over the rear wheel

There are no attachments to screw into your rack braze-ons. A Quick mounting system lets you mount two tabs on the rack under your saddle to the saddle rails, an open clamp and quick release clip around the stoker's seatpost and voila . The rack is made in the USA from Dupont Zytel and it can easily carry up to 10 lbs in weight. An optional stretch strap will let you carry a six pack of your favorite beverage, a basketball, tennis racket, etc. An extra water bottle can be mounted underneath the rack and the rack itself acts as a mudguard, too. Available in basic black. A bungee cord over the rack to the rear drop-out area did make things a bit more stable.

Another long time TCA couple at the Interbike show was Chuck and Alma Harris, of Gambier, OH. Chuck is a real magician with wire and he has been making rear view mirrors that attach to your helmet or eyeglasses since 1970! That's longer than most of us have been riding tandems!! His Ultra-Light mirrors are made from mostly recycled materials. It is a simple hand-made, lo-tech mirror that works extremely well and will outlast most of those plastic jobs. He is also well known for his metal sculptures and jewelry of anything to do with bicycles, whether unicycles, singles, tandems or what have you. If you've ever attended some of the rallies, you'll also remember Chuck and Alma's unique (but not yet antique) Oilecta tandem.

Goretex is a well known name to cyclists...rainwear, right?? How about Ultra-light and ultra-smooth derailleur cables impregnated with that material? SLICK! Brake cables are in the works also.

Icon produces a bottle/cage that will interest riders who ride rough roads or single track on a tandem. The plastic bottle has a large screw on top and the bottle opening is large enough to drop in full size ice cubes. An indentation around the bottle mates up with the bottle cage like an automatic snap ring, defying you to try and loose the bottle. A twist-up motion releases the bottle instantly. Several differ-

ent choices in bottle art make this a useful and colorful product.

Icon also has introduced handlebar wrap which is a bit wider than what is standard, allowing you to do the tedious job of rewinding your bars in less time. The material has a cushioned rubberized stretchability to it, allowing you to pull rather hard when taping up the bars. in places where you like a bit more cushioning , you just don't pull as hard, like in the drop position or by the hoods, and it will make a noticeable difference in hand comfort. Several color choices are available.

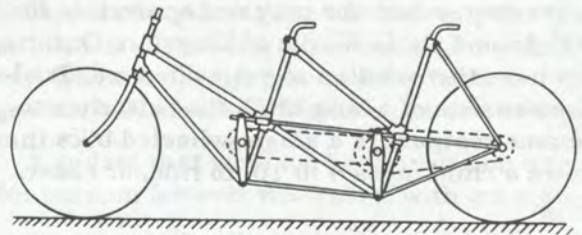
Gita/Giordana of Italy had a new Mickey & Minnie Mouse on a tandem jersey hidden deep in their booth. This design is extremely cute (how many remember, or better yet, have, Giordana's original?). Look for it at the '94 tandem rallies.

While not yet available for tandems, two manufacturers were displaying new disk brakes/brake hubs. We hope that Sachs and/or DiaCompe soon realize the size of the tandem market and offer their products to interested tandemists? Sachs was also showing a very interesting hub - an internal 3-speed hub with a 7-speed cluster on the outside! Think of the possibilities with that. Tractor-trailers wouldn't have a thing on tandems then. If you could figure out how to get the right gear, it must be like riding a manually shifting, infinitely variable transmission.

Check with your favorite tandem shop for more information on any of these products.

It looks like 1994 will be a very interesting year for tandemists!

--Thanks to all who attended the trade shows and sent us their reports!





EYECYCLE

Tandems today offer far more than just opportunities for courtship. They're also making the sport of bicycling accessible to persons who are visually impaired. All that's needed is a tandem and a willing sighted and trained tandem captain. Fortunately there's a person on the west coast who's putting these pieces together. She's Claudia Folkska, founder of EYECYCLE, a very successful and rapidly expanding nonprofit organization that's providing visually impaired people with opportunities to enjoy the sport of bicycling on a tandem. Claudia, who is legally blind herself, says that she started EYECYCLE "because visually impaired persons have a right to expect that accessible recreation will be available to them. And, I want to help facilitate the integration of disabled persons into mainstream recreational activities." The EYECYCLE program provides tandem bicycles for riders, trains volunteer captains in guide techniques and how to interact appropriately with a visually impaired person. EYECYCLE gets its funds to purchase tandems from grants, bike-a thons, and donations. Buoyed by the success of the original EYECYCLE program in Santa Monica, CA, Claudia has established additional branches in La Jolla, Palm Springs, and San Luis Obispo, CA, Scottsdale, AZ and Eugene, OR.

To learn how you can support EYECYCLE or to find out about starting a branch in your own community Contact: Claudia Folska, Executive Director, EYECYCLE 1714 Armacost Ave, Suite 2, Los Angeles, CA 90025 (31) 207-4154

from WCN Fall 93

Northwest Tandem Rally

The 1994 Northwest Tandem Rally will be held in Portland, Oregon on Memorial Day Weekend, 1994. There will be three days of scenic bicycle rides, great food, exhibitors displaying tandem related and other bicycle products, and lots of fun for all participants.

Rides will take cyclists around the most historic and scenic parts of Portland, and the city promises to roll out the red carpet. Day two will feature a ride through the beautiful farmland of Washington County, just west of Portland. And, although day three has not been finalized yet, we hope to ride the historic Columbia River Scenic Highway, and include a visit to the world-famous Multnomah Falls.

There are other surprises in store also: Like lunch at one of the widely-renowned Tualatin Valley wineries; and a visit to an historic pub which socks a mind-boggling assortment of excellent micro-brew beers and ales.

Accommodations and most of the off-the-bike festivities will be at the University of Portland, at a very economical cost.

For additional information, or to get put on our mailing list, contact Phillip and Allyson Brown of team Northwest Tandemonium, at (503) 4923-4621. The 1993 Northwest Tandems rally was the largest Northwest rally to date with 419 tandem teams, we expect more for '94 so make your plans early.

(Ed note: For those who are counting the Northwest rally and the Midwest rally have been playing one upmanship for attendance for the last few years. With 440 tandem teams and 50 singles in attendance the 1993 Midwest tandem rally currently holds the record for the largest tandem rally.)



Ride News

(an update from the Texas Double Daters)

Well all of you Double Daters (everyone except Janna and I) who missed the Wednesday night ride from Food Lion to Lake Ray Hubbard missed an exciting ride. We left Food Lion at 7pm and while it was cloudy, the forecast was for no rain until late that night or early the next day. By the time we reached the turn around point at the lake it looked ominous. On the return leg about one mile from the lake it started to rain lightly. Two miles from the lake at the top of the hill we called "Big Momma", we rode into a "black hole" of rain. And as you probably know nothing escapes a "black hole".

With every flash of lightning and clap of thunder my stoker would do funny things like scream, jump, jerk, or state, "We're going to be killed!". It was now 8pm and if we stopped until the storm quit it would be completely dark, and

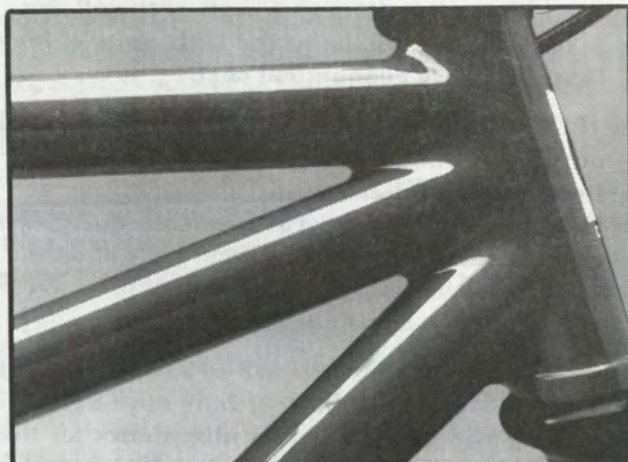
still 6 miles from home. Our choices were to either ride home in the storm and wet, or, wait and ride home in the dark and wet. We pushed on.

Now the rain drops were so hard they stung when they hit us. The water was very deep and over the curb in many places. Looking down (the rain drops stung to much to look forward) I noticed the front wheel cut a trough through the deep water and it looked just like the wake behind a water ski. Neat stuff! The water was now deeper than the pedal height so the pedals would splash and go underwater with each stroke. Our progress down the street was splash right, splash left, splash right and so on. If you have ever seen those nature films of the big goose running on the water to get to take off speed, we looked just like that, except we never lifted off.

As I wear glasses about this time Janna asked, "How can you see!". I replied, "I can't, but you always drive from back there anyway, so I'm just waiting for your instructions!" (I've always wanted to tell her that.)

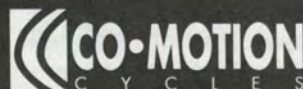
When we arrived home we had recorded 2 inches of rain in our rain gauge in the 1 1/2 hours we had been gone and it wasn't raining when we left. A frog strangler! Now all I have to do is clean out all those twigs, branches and styrofoam cups from the high water mark on the spokes.

Larry & Janna James
Garland, TX



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A TOUR OF WISCONSIN

As we strapped on the last of our gear, sleeping bags, tents, and other equipment we were ready to go. Said good-bye to our mom, applied sunscreen and we were off! My dad, my sister Lynn, and I were off to Milwaukee from La Crosse on our bikes. On Friday night my family drove to La Crosse so my mom could drop us off at the beginning of the La Crosse River Trail.



Lynn, Julie and Ken Schoenike

We were ready to go at 10. We took rest breaks every 10 miles or so, and arrived at our destination around 3. We set up camp, and we biked about 26 miles.

The next day was my favorite because of the tunnels. The tunnels were once used by the Chicago-Northwestern Railroad. As you bike closer you can feel the air getting cooler and hazier. One tunnel is 3/4 of a mile long, and the other two are 1/4 of a mile. Most of the time you can't see from one end of the tunnel to the other. We went 36 miles that day.

Monday was a long 42 miles to Devil's Lake State Park. We camped again and by 9:30 we were all sleeping.

Tuesday we encountered a major problem. At the town of Merrimac you had to have a ferry to cross the Wisconsin River, but as we reached

the river there was a sign that said "ferry closed". That was no big deal if you were in a car, but 30 miles to the next bridge on bike would take you half a day. In the end we got across on a pontoon boat. After that, we met my mom in Madison, at a hotel. For two more days we biked to my grandma's house in Oconomowac, and then on to my aunt's house in New Berlin.

As we biked into Milwaukee the next day, it ended our trip that took us across Wisconsin, a total of 238 miles. It was a great experience, and we are planning something new for next year.

Julie Schoenike, age 13
Kaukauna, WI

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Into the Yukon

Summer is adventure time for us, and summer, 1993, was no exception! We returned to the Pacific Northwest to see more of what we had missed on our past adventures in Alaska. We wanted to see the Yukon, British Columbia, and more. We spent the entire month of June in the area, and it was not long enough.

Seattle was our jumping off point. At the Sea-Tac airport we picked up a bicycle map and cue sheet from the Visitor's Information Center. This was more than adequate to get us out of the airport region and down to the ferry to Bainbridge Island. It was our plan to island-hop through the San Juan's, thus avoiding Seattle's urban sprawl. We also felt that this would be the most scenic route to Bellingham, where we planned to catch an Alaska-bound ferry.

It took us two days to reach Bellingham, some 100+ miles (by the direct route) north of Seattle. We camped on Bainbridge Island (Fay Bainbridge State Park) and on Whidby Island at Deception State Park, two beautiful state parks with excellent facilities, including hot showers.

We reached Bellingham the third day, where we boarded the Columbia, Alaska's largest ferry. We were on our way, headed up the Inland Passage to Alaska and Canada's Yukon Territory. The trip to Ketchikan was an adventure. We set up our tent on the upper deck and joined the throngs. The deck was wall to tents, and every recliner in the open-air solarium was taken when we arrived. We used the two days to visit with our neighbors, watch the scenery, and looked for whales, porpoises, and eagles. We were successful on all accounts.

Ketchikan was an intermediate stop on our journey, where we were to catch another ferry to Haines. We took advantage of our layover to tour this interesting town by tandem. We must have visited every totem pole park and museum in town, before returning to the docks and boarding our overnight ferry. This time we knew the routine, and I headed for the solarium to

claim two recliners while Al parked the tandem below deck.

Haines, AK, was where we began the Yukon portion of our trip. We spent two days here, catching up on our laundry, shopping for groceries, visiting the local bicycle shop, and sight-seeing, of course. Haines is comparatively unspoiled, with a spectacular backdrop of snow covered mountains.

Our really serious cycling began when we left Haines and headed up the Haines Highway towards the Canadian border and the Yukon. Up the highway was the right word, as we began climbing immediately. The scenery diverted us from the task at hand -- craggy, snow-covered peaks were in all directions.



When we reached the Canadian customs station, I was near heat exhaustion, as the cool and windy weather had turned hot. Fortunately the kind customs officer invited us into his station and allowed us to fill our water bottles, use the facilities, and rest our weary legs before en-



tering British Columbia. Our route through British Columbia didn't pass by any commercial campgrounds, so we camped in a gravel pit. The view was spectacular, and melted snow provided us with water.

Finally! Yukon Territory! Wilderness everywhere. It had been uphill all the way from Haines, which was at sea level. We crested Chilkat Pass at 3,493 feet (earlier we had crested Three Guardsman Pass at only 3,038 feet) on our way to Million Dollars Campground. We were really in the wilds. We did not see a house, restaurant, or store all day.

Yukon was our major destination on this trip, and we spent over a week here. We camped mostly, but we did spend two days in the Chilcoot Trail Inn in Whitehorse. We found all the Yukon campgrounds to be clean, well-kept, and very adequate, at least by our standards. We alternated our biking days with day hikes from some of the campgrounds we visited. On one day hike in Kluane National Park - home of Canada's highest peak -- we tried our hand at mountain climbing. No, we didn't tackle Mt Logan, choosing instead a less challenging peak to tackle.

The Yukon territories are truly wilderness. Our only brushes with civilization were in the small communities along our route-- Haines Junction, Champagne (partially abandoned, partially inhabited by Indians -- and us for one night), the small city of Whitehorse, and Carcross. On our way from Champagne to Whitehorse, we did happen across an oasis, a small trailer with a tarp stretched over the door. This welcome stop had a homemade sign out front, advertising that they had coffee and pop available for the weary traveler. The Indian proprietress also had some delicious baked goods, too. We had four!

We found the small city of Whitehorse to be something of a culture shock. After several days without seeing much civilization, the little Inn there, with its private rooms, private baths, real beds, and even a washer and dryer for its guests was real luxury! Maybe not by Hilton



standards (or even Days Inn), but very welcome after tent camping in a gravel pit!

Leaving the Yukon territories, we crossed back into beautiful British Columbia. Coming into BC, the sunshine disappeared and the rain began. We climbed. When we reached White Pass (3,292) we were above the treeline. The weather closed in on us, and we sensed more than saw the scenery. It was a cold ride for the last fourteen steep, curving miles to Skagway, AK. We only stopped for a brief visit at American customs.

Skagway, AK, is Alaska's gateway to the Yukon fields and the Klondike Gold Rush. It is a bit touristy today, but still very interesting. We visited the National Park Service Headquarters in Skagway, which answered many of our questions about the history of the area, and of the area we had just cycled through. Skagway also marked the end of our Golden Circle loop through BC and the Yukon, and we were satisfied that we had experienced a small, but very enjoyable portion of northwestern Canada.

We opted to return to Haines, AK, via a local water taxi. The Portage Cove Campground, where we had begun our Yukon adventure some weeks before, was like returning home! We rented some sea kayaks from the bicycle



shop in Haines and exercised our upper bodies for a change. It was fun!

When we returned the kayaks that evening, we bumped into TCA members Jerry and Marilee Tande, from Anchorage, AK. We had met Jerry and Marilee last summer, when we were on our first Alaskan tandem adventure. Jerry and Marilee had tandemed down to Haines as part of the first leg of their six-month cross-country trip. What a coincidence to meet friends a on a chance. We spent the evening together, exchanging stories and listening to their plans for their journey. I'm sure they'll submit a DoubleTalk article about their trip when they finish.

We spent a day hiking on the Mendenhall Glacier, near Haines. We had planned to spend several days here, but our plans were changed when Al rechecked the ferry schedule and realized that he'd misread the schedule information. If we really wanted to visit Sitka, we needed to be on the ferry early the next morning or not at all! The ferry only runs twice a week, and if we missed this one, we wouldn't have time to visit on the next one. So, with this revelation, we cut our Mendenhall Glacier visit short and headed for the early morning ferry to Sitka.

Sitka is a formerly Russian community, located on an island off the coast of Alaska. Our five-day/four-night stay allowed us to become very well versed in its history. We walked, biked, and, in general, played the part of interested tourist. To say we enjoyed our stay in Sitka cannot begin to express our feelings.

Tempis Fugit! Our stay on Sitka was over, and it was time to ferry to Juneau and catch a flight back to MA. We had only one day to see the capital, but that proved to be adequate.

Our adventures weren't quite over. We had two nights in Juneau, and an early morning flight to MA. On our first night, we met some friends from MA who just happened to choose the same hostel. They were starting their trip, we were ending ours. What a surprise! We also became reacquainted with persons we'd met on

the ferries. A fitting farewell for us, with old friends and new.

This really was a trip of coincidences. We met several people twice during our trip. This wasn't too surprising, considering the limited towns and roads in this area, but we also crossed paths with a woman whom we'd met last year, on our trip through Denali in AK. She was one of those whom we crossed paths with not once, but twice. As one woman said, "Coincidences are more likely to happen than not to happen."

Our last full day in AK was spent "seeing" Juneau. Juneau is situated against the mountains, which zoom right up from the city limits. Its excellent State Museum tells a lot of the history of the region, with emphasis on it's Indian and Eskimo cultures. There was also much about the early gold rushes, too.



We spent our final night at the Super 8 motel next to the airport. We biked to the airport, packed our tandem and checked it the night before our flight (using boxes supplied free of charge by Delta -- absolutely no hassles!), then walked backed to the hotel. The staff at Delta was friendly and helpful. And the people at the Super 8 provided the transportation back to the airport for our early morning flight.



Looking back over our notes, I can say that the ferries were great fun. Camping out on the decks allowed us to meet a lot of nice people. We kept seeing them over and over. We bicycled a total of 749 miles, with daily mileage ranging from 32 to 75. We had several days off the bike, which gave us much variety. The roads in the area were good, except for 12 miles of gravel on the Klondike Highway. Though even this was bicyclable with no problem. Traffic was very light, and there were long stretches of wilderness with no signs of habitation. At times we

felt very alone. If you are a camper who can do without the amenities of a KOA, we can highly recommend our trip. (If you want a sagwagon and catered food, contact Sockeye Cycles in Haines, AK). We learned much about Native American culture, and much about the regions history. It was a very, very interesting trip (but 4 weeks is not long enough).

Al Shane
Marion Gorham
Amherst, MA

AROUND THE WORLD

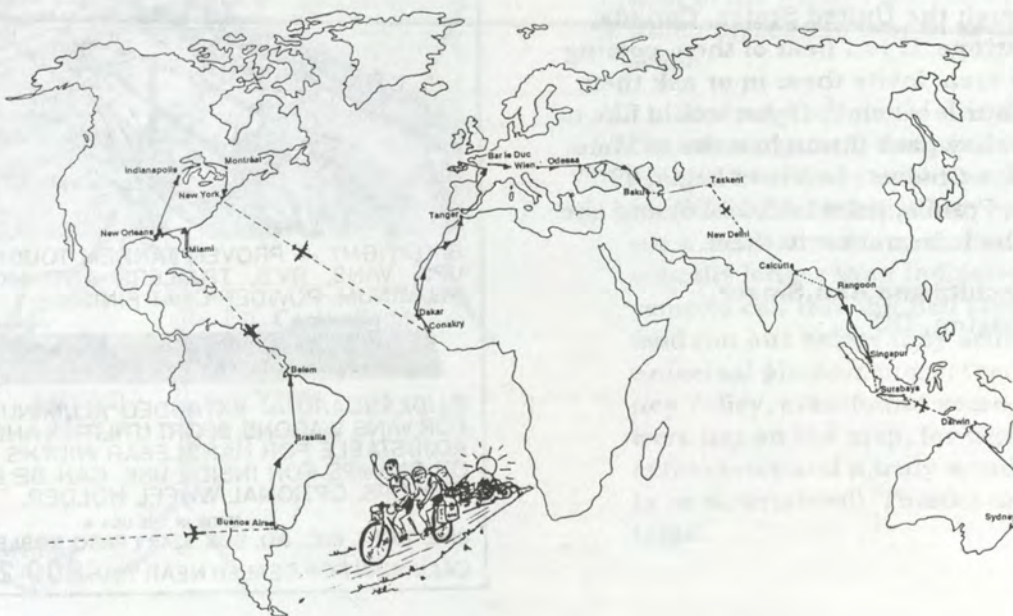
(BY TANDEM) IN 540 DAYS

In August, 1992, Ann and I were in Poitiers, France, in a hotel across from the train station when we met Francois Pec. In the midst of a tour through western France, we were spending two days in the city to rest and see the sights. We had left our unloaded tandem in the hotel lobby, secure across from the registration desk while we went to dinner. Francois, having spotted the bike, waited for us to return so that he could talk with us about the bike and about his planned trip around the world on a tandem.

Francois was a steward on the national high-speed train, the TGV; his friend Antoine Namy managed a Quick fast food chain store where both of them lived, near

Nancy, France. Antoine would captain, Francois would stoke, and they planned to begin their tour in early April, 1993. We talked - in broken French and English - in the hotel brasserie late into the evening about frames, gearing, panniers, maps and camping gear, and about their planned route. I told Francois about the U.S. organizations I thought would be interested in knowing about their tour: BikeCentennial, L.A.W., Tandem Club of America, and some others.

Their trip would take them in an eastward direction around the world. In Europe, they would travel through Germany, Austria, Czechoslovakia, and Russia. Continuing into Asia, they would travel through India, Burma,





Malaysia, Singapore, and Indonesia, and then fly to Australia. From Sydney, they would continue their journey by flying to Argentina and cycling north through Brazil. They would fly from Belem, Brazil, to Miami, FL.

As I write this, I know from bulletins and postcards I have regularly received that Antoine and Francois are alive and well and pedaling through Australia. They are a slight bit behind their original schedule, but photographs suggest that they are slimmer, more muscular, and doing well.

How can these young men support such a trip? Although assisted by contributions from friends and neighbors, Antoine and Francois have also enlisted support of funds and donations of equipment from local ministries and industries, including the French Ministry of Youth and Sports, the tire producer company, Huchinson, sports clothing producer O2, and the Rapide del la Meuse bus company. They plan to write a book about their "tandem adventure" when they return.

Francois and Antoine may be coming through your area. Despite the support they have received, they seek shelter, food, and companionship as they travel. Their goal is to learn about other countries' cultures and religions. I have listed below the balance of their projected itinerary through the United States, Canada, Africa, and Europe. If you hear of them coming through your area, invite them in or ask them to ride with your local club. If you would like to host them as they pass through, write to Mme. Marie-Christine Chalvet, Le Vieux Logis, 4900 Murs, Erigne, France, (tel:41.45.92.76) and she will forward the information to them.

Ed Lifschitz and Ann Singer
Washington, DC

ITINERARY

- March 28 - Miami, FL
- April 2 - Jacksonville, FL
- April 16 - Indianapolis, IN
- April 24 - Niagara Falls, Canada
- April 30 - Montreal Canada
- May 3 - New York, NY
- May 6 - Conakry, Guinea (Africa)

After touring through the African countries of Guinea, Guinea Bissau, Gambia, Senegal, Mauritania and Morocco, the intrepid duo returns to France through Spain.



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KERRVILLE ROUNDUP

I met Virgil Fruth at the Northwest Tandem Rally in Mount Vernon, Washington last May and I asked him if Texas was a good venue for cycling. Seldom have I heard such a glowing recommendation, followed up by copious maps and details. If you have ever known anyone from Texas, you know that they have a huge enthusiasm for their state. I think it behooves us to investigate.

The town of Kerrville is northwest of San Antonio and east of Austin, near the LBJ Ranch. I have identified two basic loops, one going south from Kerrville to Medina on rural state highways, and the other to the north going to Fredrickstown mostly on county roads. The basic routes are between 40-50 miles and the terrain is rolling hills. Each of the loops has

optional loops which can be used to increase the distances, for those looking for more miles. In addition there seem to be more options to the north of Fredrickstown.

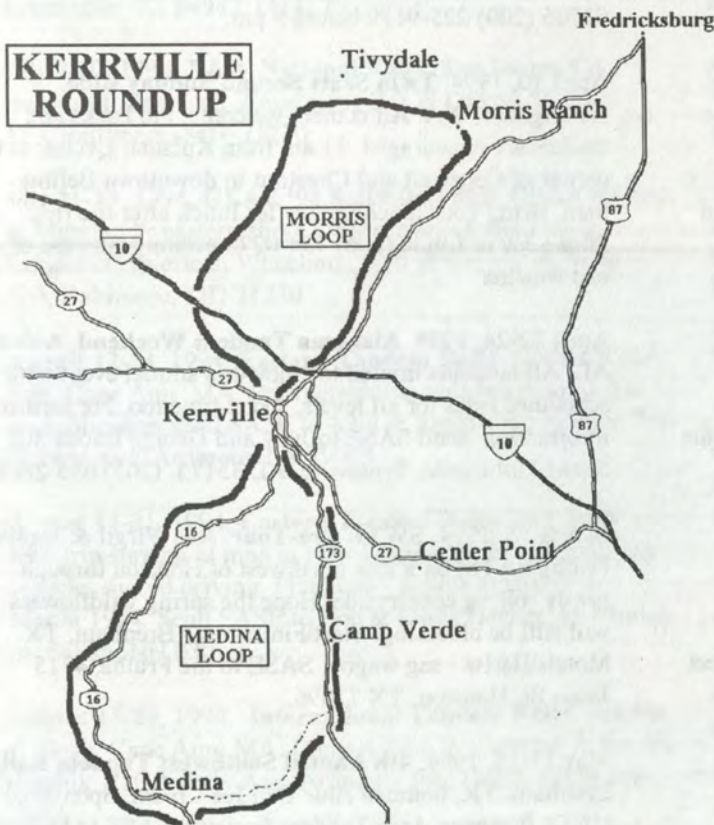
Virgil described profusions of bluebonnets blooming in the early spring, indicating that march is a good month to visit. Of course, summer will be very hot in southern Texas, but spring and fall should be quite comfortable.

If you want more info, send me a SASE.

Dennis Bell
7100 35Th Ave NW
Seattle WA 98117

For those who were puzzled by the route to the North Pole in the last issue, let me elaborate. The east-west U.S. Highways are numbered 24 and 50 and the north-south highway is numbered Interstate 25 and U.S. 85 And 87. The town on the spur road off of U.S. 24 is Cripple Creek; there is an institution of higher learning in the north-east corner of the map called the U.S. Air Force Academy. There is a large hill southwest of the North Pole, called Pike's Peak which places the tour in south-central Colorado.

We had a winner of this first annual Christmas puzzle, someone who actually did the tour and said it was fun, except that there were more hills than expected (hills are a subjective feature), the mileage was actually longer than indicated (we have come to call this the Bell factor), and the food ran out before they arrived (this is a universal phenomenon). Our winner, Rodney Tolley, even found some places that were not on the map, for which he will get extra credit and a truly wonderful prize (yet to be determined). Thanks to all who entered.





TANDEM CALENDAR 1994

January 2, 1994. **Colorado Tandem Club 1st Sunday of the month ride.** Boulder, CO. Start from the Safeway parking lot in Boulder at 28th and Arapahoe. 10am distance to be suited to rider condition and the weather. Call Kami or Andy if you intend to ride (303) 494-2513

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.

January 17, 1994. **TNT (Team Northwest Tandemium) Meeting.** Portland, OR. Moreland Presbyterian Church, 1814 SE Bybee Blvd, Portland. Call Alan Zimmerman (503) 777-9053 for more info & to confirm date.

February 6, 1994. **Colorado Tandem Club 1st Sunday Ride.** Boulder, CO. 10am, Safeway parking lot, 28th and Arapahoe. Snow tires may be required for this one but give Andy & Kami White a call and come on out. (303) 494-2513

February 13, 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 in case of bad weather.

March 6, 1994. **Colorado Tandem Club 1st Sunday Ride.** Surely by now the weather is starting to break. Meet at 10am, Safeway parking lot corner of 28th and Arapahoe. Phone Andy & Kami White if you intend to ride, or just to discuss good intentions. (303) 494-2513

March 13, 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 in case of bad weather.

March 18-20, 1994. **FEETORR RETURNS!** Medford, NJ. The **Fourth Ever Eastern Tandem OffRoad Rally** returns to the New Jersey Pine Barrens. Flat, sandy off-road tandeming you'll love to talk about. Stay in local motels, party after we ride. SASE to Malcolm Boyd & Judy Allison, 35 East Centennial, Medford, NJ 08055.

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 10, 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 in case of bad weather.

April 22-24, 1994. **Alabama Tandem Weekend.** Auburn, AL. All tandems invited to enjoy this annual event with scheduled rides for all levels, social time too. 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 14-15, 1994. **Southwestern Blind Tandem Riders Bicycle Rally** Santa Fe, NM. Willard Chilcott, Santa Fe Century Committee, 885 Camino Del Este, Santa Fe, NM 87501 V&F (505) 982-1282.

May 21, 1994. **Miami Valley Tandem Rally**. Sponsored by Dayton Cycling Club with volunteer assistance by the GOATS (Greater Ohioans Area Tandem Society). Pre-registration only, deadline May 1, 1994. Ride limit 100 teams, distances from 15 - 62 miles 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. SASE to David Rittenhouse, P.O. Box 69262, Portland, OR 97201. (503) 635-2993

June 4-5, 1994. Self contained **COW** (Couples on Wheels) tour from Appleton to Hartman's Creek State Park and return. The route is basically flat along quiet bicycle roads, 50 miles one way. SASE to Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561

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

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

August 12-14, 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.

August 14-21, 1994. **Eastern Tandem Rally Post-Tour**. A loop trip staying at inns in New Hampshire and Maine. Sag vehicle, shared driving. Plan now - details available in March 1994. Send SASE to Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079.

August 15-20, 1994. **International Tandem Rally**, Gordon College, Cape Ann, MA. Contact John Weisgerber & Sandra Stashik, 710 Aubrey Ave, Ardmore, PA, 19003. (215) 649-4667.



September, 1994. **Tandem Tour of Southern England**. Details from Emery and Anne Glass, 1 Dodge Rd, Marblehead, MA 01945 (617) 631- 3239. Tour leaders; Chris & Jenny Davison, 124 Kings Rd, Swanage, England

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.

September 17, 1994. **Tandem only Metric Centry** Menasha, WI. No frills, no fees, friendly tandem ride through rural Wisconsin. Lunch stop in DePere. Rural roads. SASE to Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561

September 30 - Oct 2, 1994. **Southern Tandem Rally**, Alexandria, LA. Exciting plans for Cajun food & fun, riding along Bayous & much more! Pre-registration is required. Space limited so register early. SASE to David & Beverly Drummond, 110 Myrtlewood Dr, Pineville, LA 71360. Information will be mailed in March/April.

April 28-30, 1995. **Fifth Southwest Tandem Rally**, Lake Murray State Park and Lodge, OK. Someone please send us a contact name for this one.

September 1-4, 1995. **Midwest Tandem Rally**, Indianapolis, IN. The host hotel will be the RADISSON Plaza and Suite Hotel, 8787 Keystone Crossing, Indianapolis, IN 46240. 1-800-333-3333 for reservations. SASE to Keith Conaway, 2164 Golden Oaks North, Indianapolis, IN 46260. 317-876-9663 but info won't be out until after Labor Day 1994.

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



TANDEM RACES -- 1994

July 1-4, 1994. **7th Annual 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 LeCeaux, Event Coordinator 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

CLASSIFIEDS

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 boobtube. Hand-made 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 Campagnolo/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 h²0 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 weekend. (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 clipless 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

FOR SALE: 1990 Paterek Custom tandem. 20x19, double marathon. Fully equipped for expedition touring. 48 spoke, Phil Wood hubs. Suntour XC derailleurs & barcons. Shimano 600 cranks, Phil BB's & disc brake. More. Ron Titterington, 1075 Tyler St, Eugene, OR 97402. (503) 344-7006. 01/94

FOR SALE: 1993 Gary Fisher Gemini. 20x18 flat black oversized oval cro-mo tandem tubing, all Suntour XC comp components, microdrive. Fisher sealed cassette BBs, fat tires for fast off-road flying \$1,300 OBO. Call Doug at (505) 438-3365 03/94

FOR SALE: 1993 Santana Visa. 56x53, 48 spoke, 700c Wolber Mod58 wheels, Avocet gel seats, arai drum brake, Shimano DX components. Avocet computer mount. Great for touring or racing. Accessories and spare parts included. Mint condition - \$1,800. David O'Neil (508) 740-3401 03/94

FOR SALE: Schwinn Triplet about 22x21x19.5. has been ridden happily by 5'10 and 5'3 couple with child for 8 years; beautiful purplish Imron, Phil Wood hubs and BB, Shimano "E" disc brake, TA cranks. Fits inside van! Asking \$2300. Harvey Sachs, Cranbury, NJ (609) 655-1642 03/94



FOR SALE: 1991 Burley Bossa Nova, 20.5x18.5 Excellent condition. Racks & panniers included, Arai drum brake. Aero bars, front & rear computers. Look pedals (frt) standard pedals (rear). All for \$1250. Terry & Judy Mayfield, Oklahoma City, OK (405) 722-2973 03/94

FOR SALE: 1896 yes 1896 Remington Arms Co Tandem Model 25. Ladies front man to the rear combination frame, both positions steer the front wheel. Fully restored from good original includes carbide lamp, four matching pedals with "Remington" engraved, new nickle plating and new leather on seats. This is a rideable show piece. \$2,500. Steve Carter, 559 Gibbs St, Plainfield, IN 46168. (317) 839-1621 03/94

FOR SALE: Brand new, never ridden 1992 Cannondale 25x23. Blue to black fade. Shimano cranks, derailleur. Campy shifters, Scott SE- XT brakes & Arai drum. American Classic seatposts and more. Asking \$2500. Will consider selling frame alone. Todd Polderman, Jacksonville, NC (910) 353-4704. 03/94

FOR SALE: Triple Bargain! I've gone recumbent. Franklin 3 seat (\$1600) and Atala 2 seat (\$900). Both in good shaape with lots of extras. For photo and details send SASE. James Siemens, 1975 Pierce St, Eugene, OR, 97405. (503) 485-4122. 03/94

FOR SALE: 53x50 Santana Classic, Double-diamond frame. Red Imron. Less than 400 miles. Excellent condition. This bike has been in storage for 9 1/2 years. \$1050. Paul Moskovitz. (314)-862-4041 (MO).

WANTED: Small-frame triplet. Please call Jeanmarie and/or Michael Klitzner @ (703)-255-7504 between 9 a.m. & 10 p.m. Eastern time. 03/94

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

WANTED: Genuine Skid-Lid "helmet" and Kucharik, Cinelli, or other leather "hairnet", for collection. Will not be used except in safety demonstrations. Must be cheap. Harvey Sachs, (609) 655- 1642 (NJ) 03/94

FOR SALE: Tandem carrier w/Yakima roof rack. T-bolt BB mount. 54- inch crossbars for cars with raingutters. 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 Friedman @(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

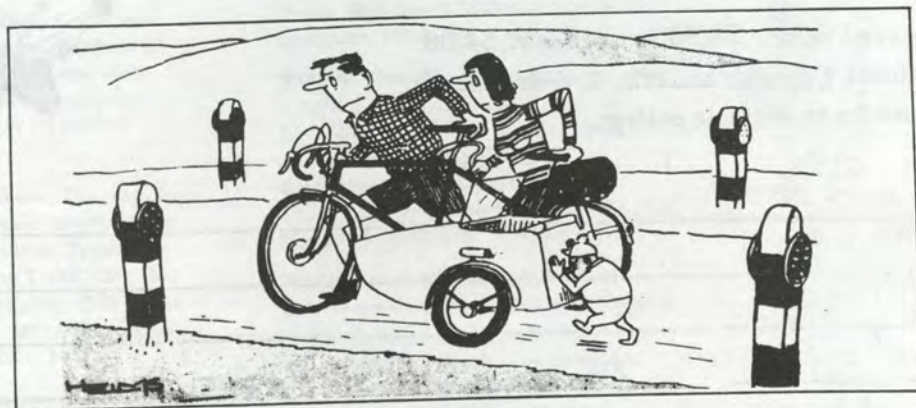
FOR SALE: A vintage B607 Deluxe Schwinn Boyx Autocycle. Original green & cream enamel with built-in horn tank & headlight. Featuring front Hub brake, rear coaster brake, tail light & rear rack. \$950. Send SASE & \$1.00 for color pictures. Steve Reker, 1636 Christy Ct., St Charles, MO 63303 03/94

HELP OFFERED: Touring England in 1994? 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.





TCA DEALER MEMBERS

Tandem Dealers

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 Jeffer-

son 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 lightweight tandems, custom & stock designs. Fillet-brazed and tig-welded

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

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

Quality Tandems in stock -- Santana, Cannondale, Schwinn, & Trek. Acces-

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 _____





sories 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. Large stock of quality tandems. Call to discuss wheels, kidbacks, upgrades or tour support. 1994 catalog available February. Test rides by appointment. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 09/94 (431)

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

Bent's Schwinn Cyclery. Clearance sale, Trek 100 (Deore LX-XT) \$1299; Trek 200 (Deore XT, Look) \$1659; Schwinn Duo-Sport or Roland \$939. Santana, Cannondale. Steve & Vicki Bent - active tandemists since 1977. Lakeland, FL (813) 688-3013. 11/94 (585)

Bike Haus. California's Largest Tandem Selection. Home of "Bilenky" the "Mercedes of Tandems" also Cannondale, Colnago, Erickson, CoMotion. Custom tandem accessories. 1343 W 18th St, Merced, CA 95340. Ring (209) 383-4251. Fax (209) 726-6102. 11/94
New tandems and single bicycles. Also tandem framesets and some demo and used tandems. **Co-Motion Cycles.** (503) 342-4583. See display ad in this issue. 11/94

Richardson Bike Mart. Come test ride the 1994 Santanas, Treks and Burleys at the home of high tech bikes and old fashion service in Richardson, TX (214) 231-3993 11/94

Tandem Matchmakers: Touring, Racing, Family, Mountain, Track - New, Used - over 50. Tandem, Triplet, Quad. Rentals, Long Tests. One-day Service. Wheels, Brazing. Odd parts shipped worldwide. Mt. Airy Bicycles. (301) 831-5151 (MD) 11/94

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

Other Dealer Members

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

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

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

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

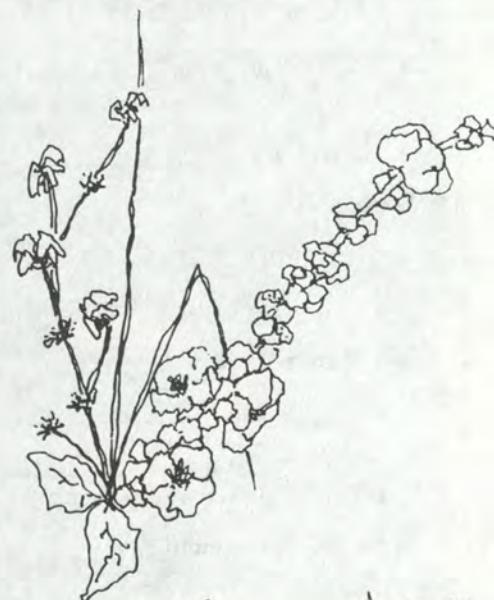
Professional Frame Painting and repair. Nine years of experience. Dupont or P.P.G. paint systems for the toughest, smoothest finish. For price list; P.E.C. (407) 328-8018, 290 Almyra Dr, Lake Mary, FL 32746 11/94

BACKROADS! Bike, walk, run or cross-country ski year-round and around the world; all ages and abilities, including tandem-only trips. Catalogs: 1-800-GO-ACTIVE or Backroads, 1516 5th Street, Suite A701, Berkeley, CA 94710-1704. 11/94

Bicycle Boutique presents cycling jewelry gifts collectables 14K- Gold tandem charm \$49.95. Tandem models red, black, blue \$24.95. Send SASE for brochure; B.B. 5901 Warner Ave #421, Huntington Beach, CA 92649. (714) 533-5392 11/94

Two for the Road Tandem Touring - Deluxe All-inclusive tandem vacations. Weekend and five day tours. Routes designed for beginner, intermediate, or advanced levels. Fully supported. Santana rentals. Call 1-800-2BIKE42. 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.



Wildflowers by Tandem

Aug. 22, 1993

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



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

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

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

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



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