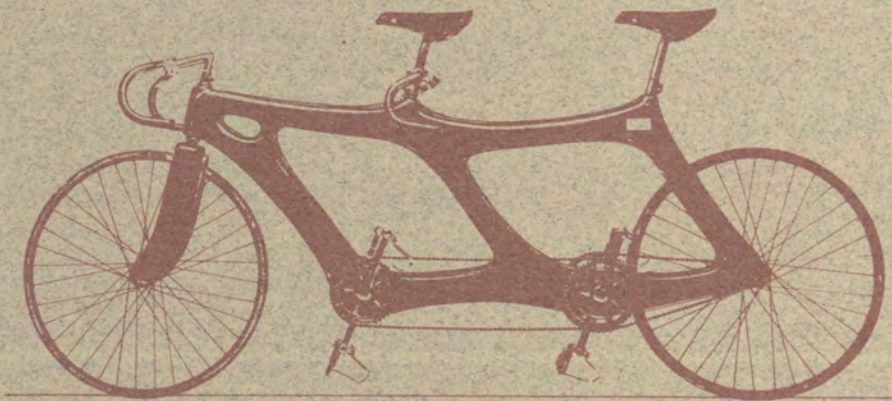


TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



MARCH - APRIL
1994

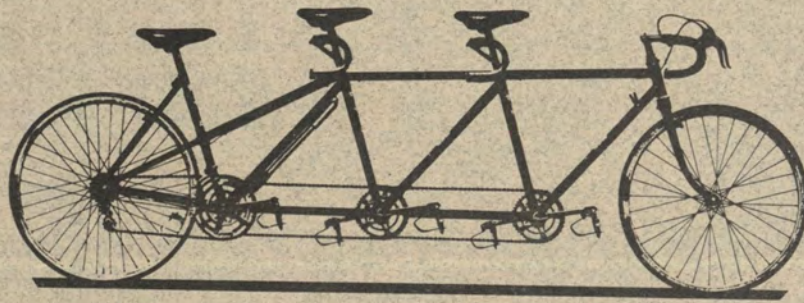
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE MAY-JUNE ISSUE OF DOUBLETALK IS APRIL 1, 1994

FROM THE EDITORS

This issue is a milestone for us, as it marks the beginning of our second decade as editors of DoubleTalk. The first issue that we edited was dated March, April, May, 1984. It was a whopping 16 pages long, and we printed the originals on a dot matrix printer. The TCA had less than 300 dues-paying members. We knew many of them by name. Dues were \$8/year, and we had agreed to publish 5 issues per year.

Now you're reading the April-May, 1994 issue of DoubleTalk. It's 44 pages long. Yes, dues have increased to \$15/year, but we now produce six 40+-page issues per year, plus a 7th issue that's our annual TCA membership list. And the TCA has nearly 3000 members! California alone has over 300 members. (Remember - a TCA "member" is usually a TCA couple, so we really consider the TANDEM CLUB OF AMERICA to be a 6000+ member organization). We still know many TCA members personally, and we feel like we're all family.

In that first issue, we talked about the three Tandems-only rallies - the Eastern Tandem Rally, the Midwest Tandem Rally, and the Southern Tandem Rally. That was the entire calendar! Look at the Calendar in this issue. We have over 55 tandem events to choose from, in every part of the country, and overseas, too!

As the TCA has grown, perhaps you've wondered about the relationships between the Tandem Club of America, local tandem clubs, and tandem riders.

TCA doesn't have meetings, TCA doesn't sponsor or host rides, but our members do. Through DoubleTalk, TCA provides a forum for our members to share their interests, share their knowledge, and to say 'come ride with me'.

We ask that local groups, be they formal or informal, let us know that you exist. Most of you like us to spread the word that you're there, so others can join you and share the fun. If your organization is formal (newsletter, actual membership list, the trimmings), we ask that you try to get word of rides to us far enough in advance so that we can publish them in the calendar. Our deadline is 30 days ahead of the publication date. If you're informal, but your group does schedule rides, we ask for a list of your rides, too.

You may have members in your club or tandem group that aren't aware of TCA. We ask that you mention the TCA, with our address, in your newsletter from time to time. We, in turn, spread the word about your organization by its mention in the calendar listings, and also in the yearly membership issue.

With your help, the TCA has become the best membership-driven organization we've ever been associated with, and you've made the TCA calendar into the most complete listing of tandem-specific rides throughout the United States.

That's enough for this time. We'll see you at one of those great rallies or on the road!

'Til next time!

As you reach the end of this issue you'll notice the absence of a route description and map. This is an often requested item. More and more traveling tandems ask for "good places to do a day ride" during their travels. But! Dennis doesn't know the "good places to ride" unless you send him your routes. From 30 to 300+ miles all rides are appreciated. Mail to:

Dennis Bell
7100 35th Ave NW
Seattle WA 98117



Letters to DoubleTalk

Dear DoubleTalk,

A few quick thoughts on subjects covered in the most recent TCA DoubleTalk issue:

1) Ves Lewis is looking for answers to reduce spoke breakage on his rear wheel. A good place to start is to use a non-dished rear hub, such as the Phil Wood model. This equalizes spoke tension on both sides of the wheel. Lace it with the thickest gauge straight or double-butted spokes you can find; I have used DT's quite reliably.

2) Although not necessarily directly related, eliminating a drum or disc brake from the rear wheel also improves reliability, as well as improves performance because of less friction and rotating weight. For moderate to light weight riders, we have found the Scott SE cantilever brakes by themselves to provide more-than-sufficient stopping power. My wife and I weigh a total of 285 pounds and have never had problems stopping, even with 75 pounds of touring gear.

Wishing everyone a marvelous spring riding season,

Bruce Sanchez
Auburn, WA

Dear DoubleTalk,

I've finally got an address on the Information Superhighway. Any TCA member who wishes to send me electronic mail may reach me on the Internet by sending your message to my Internet address. Of course, I can still be reached via US Mail or conventional telephone, too!

Malcolm Boyd, TCA Membership Mogul
rohvm1.mahmab@rohmmaas.com

Dear DoubleTalk,

Wheeler & Porter of Upland, CA (Jan-Feb 94 DoubleTalk) went to a lot of trouble to hook up their 3 brakes to 2 levers.

Just put a lever on the stokers bar for the hub brake, and the two of them could independently modulate all three brakes! With any 2 lever arrangement, you can't independently apply the 3 brakes. Give the stoker a brake.

D Olmstead
Portland, OR

Dear DoubleTalk,

As we read Chris and Jenny Davidsons' offer for assistance to those interested in touring England, we were reminded of our wonderful trip in June of '93. At this time last year we were in the planning stages of our first journey abroad. We saw Chris's ad and wrote to him. We were amazed at his quick and detailed responses which included several possible itineraries and maps. After an exchange of several letters, we chose a tour of the Cotswolds, ending with a stay at Penny Farthings with the Davidsons'.

We chose to ship our bike by Emery Worldwide (which was a mistake.) It was very expensive and we had difficulty with customs.

Our ride began from our hotel in London to Paddington Station. This was the most harrowing and dangerous part of the whole trip. We had no trouble booking our tandem on the trains. Kemble, Bath, Shaftesbury, Salisbury, and Swanage were our stopping points. The Bed and Breakfast selections recommended by Chris were excellent.

At Penny Farthings the Davidsons' treated us like family. We were also delighted to ride for a day in this area with Chris and the Cawdells





who were on holiday. Jeanie is the overseas membership officer of the tandem club. We could have spent a week just riding in this area of southern England! We concluded our tour by boarding a train in Wareham to London's Waterloo Station. We once again confronted with the London traffic on return to our hotel.

We realize this is a condensed version of a trip of a lifetime. We were so impressed with the beauty of the English countryside and the friendliness of English people. If we can be of help to anyone who might be planning a similar adventure, please contact us.

Tom & Marty Cummins
3659 Green Cove Ct
Beavercreek, OH 45430

Dear DoubleTalk,

A solution to that ever present thorn-in-the-side, traveling on an airplane with your tandem. We purchased a BikePro shipping case and it has been a stellar performer. We've used it twice on flights to Europe, and the tandem arrived undamaged both times. Although pricey, we feel our \$3500 tandem is worth a \$500 case in the long term.

It particularly came in handy when, at the Rome airport, we were asked by security for an inspection of the contents of the case. We simply unzipped the full-length zipper, were inspected, and then went on our way. Compared to unpacking a box, this was obviously a great deal more convenient.

The only "gotcha" is that you have to find a place to store it. No helpful hints here...be resourceful. We usually stay one night at the airport hotel, and then ask to keep it in their luggage closet until our return. They are usually quite happy to do this without a fee.

As far as airline fees or refusal to carry tandems, I'm in full agreement with Bob and Terri Gorman...stop being so precise! Simply tell the airlines it's a bicycle, pay the extra fee for bicycle "luggage," (usually \$45 one-way), and get on the plane. The airlines don't have time to

measure whether your bike box is a foot longer than everyone else's, and it saves much hassle.

Bruce Sanchez
Auburn, WA

Editor's Note: Other case manufacturers are now "discovering" tandems, too. There are at least 3 tandem travel cases available, including a hardshell case. Check with your dealer.

Dear DoubleTalk,

My husband and I wanted to write a letter in response to an article in the Dec 93 issue of DoubleTalk by Brian Buck/Freeland, MI. We are the couple on the "85 yellow Santana".

TOSRV is a great tandem ride, no doubt about that. What was troubling was the constant reference to the deaf-center lined riders who refused to move out of the way.

We are experienced tandem riders. Having done many extended loaded tour including Maine, Nova Scotia, New Brunswick, the Pacific Coast Calgary, Salk Lake City, Multiple tours in Arizona, Ohio to Virginia Beach, Germany-Austria-France-Switzerland, Australia and New Zealand in Dec 93 Our 85 yellow Santana has well over 20,000 miles and many hours of fun, and sweat. TOSRV is a ride that is good for beginners because it is any easy, flat ride with one short 20 mile section of hills. TOSRV was not set up to be a race. Since we started riding TOSRV in 1983, we have seen various types of riders. The most irritating are the racers who ride, yelling, blowing horns or whatever, just skimming by these people. Luckily no one has been seriously hurt. Now, I can tell you a lot of times we are right in those pacelines at 26-28 mph, but there is a time for that - it's easy to get into the heat of battle and forget. WE know - we've been there! Like the time on the Chilli-Waverly section when we crested one hill, 3 tandems abreast, with us on the wrong side of the road. The other 2 tandems wouldn't move over so we could ride on the right side. No one died, so it was a successful ride - Right?

We have ridden TOSRV in various ways to make it more challenging - Last year we started



in Circleville - rode to Columbus (we counted 200 tandems) leaving Columbus as we rode north) then rode south to Portsmouth (135 miles) One year we rode the Waverly section 3 times on Saturday. You should see the look on people's face when we came screaming down those hills coming at them! One year we rode a 3 legged tandem (the 1st 3 legged TOSRV ride as far as we know) I had just had major reconstructive knee surgery 5 weeks before. We made a sling, took off a pedal, and went for a ride. You should've seen the solo's looks when we passed them! The biggest problem was how do you carry crutches on a tandem?



TOSRV is a very easy ride for experienced riders - We have seen people who don't usually ride, do it not just to see how fast - but to see if they can finish. For example my mom, riding with me on our tandem (She rode 50 miles without training at all), or my 10 year old nephew, or a 63 year old friend of ours who was so excited about earning her TOSRV patch!

By the way Brian - if you want to see a dumb look on a face, we were "cruising" down a mountain in Montana at 60 mph, rounded a curve and a herd of cattle were in the middle of the road. Talk about dumb looks. We didn't even have time to yell at them. But Mr Kamikaze (my captain's name) piloted our yel-

low 85 Santana safely through - I think - I had my eyes closed!

So when you are screaming along on your 50 mph pacelines remember, give the other people a break, they are trying their best - After all it might be someone's mom, nephew, or grandmother. Or it might be an 85 yellow Santana with Mr Kamikaze piloting it. See you in '95. We might be the ones going the wrong way!

Hap & Diane Seaton
Circleville, OH

Dear DoubleTalk,

I am writing in response to a letter written by James Dean of Maquoketa, IA. My name is Erich Ostrander. I am the stoker for Brian Buck, author of "Rookies on the Road".

Mr. Dean, we do understand that safety on the road is very important. However, we would like to point out the simple fact that "On your left" becomes a demand for space on rides with hundreds to thousands of people when groups of slow riders disregard the safety of the rest of us by riding two to (illegally) three abreast, hogging the entire road to the center line, not just temporarily, but riding like that for MILES. I personally have seen more discourteous single cyclists than tandem riders. You say that tandem riders should be MORE courteous to these riders. Would you have us line up behind them and cause a traffic jam while they figure out what we are suggesting they do? Sometimes a more assertive attitude is necessary and achieves quicker results. These cyclists never learn, whether you politely ask or assertively yell. After we pass, they hog the road again until the next group yells at them.

You say that you ride a tandem so you should realize they take a lot more skill to ride and require you to be more alert. You should think about that. Next time you have a meeting you should concentrate on the REAL cause of the problem: the danger caused by discourteous riders, instead of trying to concentrate on the victims of he problem: anyone traveling more that 16 miles an hour. This will not be



easy: There are a lot more of them than there are of us.

Erich Ostrander

Dear DoubleTalk,

There are a few corrections we would like to make to the story of our Alaskan trip, which was printed in the Nov-Dec, 1993, DoubleTalk. Our island-hopping in Puget Sound was not in the San Juans. It took the better part of three, not two days to reach Bellingham. Total bicycling mileage from the Seattle airport to Bellingham, WA via the islands was 136 as compared with 100 by direct routes. Mendenhall Glacier is located on the outskirts of Juneau, not Haines as stated. We ferried to Juneau, hiked beside the glacier, not on it, camped near it, ferried to Sitka, spent four days there, then returned to Juneau to see the city and fly home. In addition, our trip from Haines AK through BC into the Yukon, back through BC to Skagway AK, then back to Haines took us ten days, not two weeks.

If anyone is interested in doing this wonderful trip we can provide them with further details.

Al Shane
Marion Gorham
Amherst, MA

Dear DoubleTalk,

In response to the inquiry of "Just what do you do with all those patches?" from Ed Lifshitz

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& Ann Sinder of DC, here is our idea: I bought a large piece of quilting fabric, put binding all the way around, and sewed the collection of patches on both sides. We've collected patches both from rallies and trips and travels to different destinations. We then carry the quilt with us on our trips to use as an extra blanket or cover.

It is just as much fun to review the patches and remember the travels and experiences as to review old photos. It's also a great way for friends to see your collection.

Jim & Linda MacIver
6370 Windharp Way
Columbia, MD 21045

...we mounted them (our patches) on a piece of navy blue velvet and framed them in a simple picture frame. The frame is hanging in our living room. We have patches from the ten ETR's from 1982 to 1992.

The important thing is to keep going to events, making memories, and getting more patches. Our collections has started us on many wonderful trips down memory lane.

We've also seen skirts covered with patches. Jean Smith (former treasurer of TCA), when she was living, had sewn her patches on a long skirt. It was pretty, but very heavy.

Bonnie Hallman-Dye
Rochester, NY

...we store ours in a shoebox (actually, several shoe boxes) and take them out when friends come over and want to see our mementos of our bicycling travels. It's a great way to relive old memories.

Susan Goertz
Birmingham, AL



FATHER AND SON FINISH SECOND IN TANDEM CENTURY RALLYE

My 8-year-old son Casey had a great time on his first century last October 5, as we finished second in the Tandem Division of the 1993 Wright Wide Rallye near Dayton, Ohio.

The temperatures were in the upper 30s as we left the Greene County Fairgrounds in Xenia, Ohio at 7:30 a.m., but we had dressed for the weather. We faced stiff winds throughout the ride, as most farmers had already harvested their corn, eliminating windbreaks.

After the rallye, Casey said his greatest challenge was when he had to "hold it" for 23 minutes, waiting in line to use the toilet at the lunch stop.

The fun continued after the ride, as Casey was featured in our local newspaper and in the Wright-Patterson AFB Skywrighter. He also enjoyed showing the silver medal he had won to his third grade classmates.



The 100 miles gave Casey 500 Dayton Cycling Club miles for 1993, meaning that he will receive a plaque during the club's annual awards banquet. He will become one of the

youngest members ever to win the mileage plaque.

This year, we are looking forward to riding in the Miami Valley Tandem Rally to be sponsored by the Dayton Cycling Club on May 21. We also plan to participate in other rides with the new Greater Ohio Area Tandem Society (GOATS).

I imagine that next October will find us trying once again for a medal in the Wright Wide Rallye. Hopefully, there will be more toilets next time.

Chuck Smith
Vandalia, OH

BACK ISSUES AVAILABLE

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

Issues Available:

January-February, 1994

November-December, 1993

Sorry, but all other issues are sold out and are no longer available.



THIRD ANNUAL EASTERN OFF-ROAD TANDEM RALLY

We'd had so much fun at the 1992 Off-Road Tandem Rally in the Pine Barrens, that nothing could keep us from the 1993 rally - not even the Blizzard of the Century that hit the East Coast the weekend before. Although we were not completely dug out, surely "down South" things were much warmer and nearly back to normal, right?

The children and the dog were going to stay with my parents in Philly. My father called the night before our departure to see if we were coming. We had planned to call the organizers, Malcolm Boyd and Judy Allison to check out the conditions. I told Daddy that, as far as I knew, everything was still on. He snorted, but never actually questioned our sanity in so many words. A call to Malcolm confirmed that all systems were "GO". I think I remember him saying, "I'm sure I can find us somewhere to ride." That was Clue #1. I said to Chuck, "Even if we can't ride, we have reservations at a nice Bed and Breakfast. Maybe we can visit Atlantic City." Ha! Ha!

We arrived at the Main Stay B&B in Medford mid-afternoon on Friday. It is a beautiful B&B, elegantly and tastefully decorated. Our room was on the third floor, tucked into a dormer (remember this; it's important later). It was lovely with steeply sloping ceilings. We quickly got the hang of walking hunched to one side or the other to avoid smacking our heads. Four of the teams stayed at the Main Stay. Our hosts were alert to our every possible need. Brian Manigan, a friend of ours from Rochester, said later that he almost felt bad when he couldn't come up with anything that they could do for him.

Since Chuck and I had missed the Friday afternoon warm-up ride, we did a walking tour of Medford. The town is celebrating its bicentennial, and they have produced a pamphlet listing the historic homes and buildings in town.

Four teams gathered Friday night for dinner at a local Italian restaurant; Malcolm and Judy, Sue and Al Berzins, Karen Alling and Brian Manigan, and Chuck and me. At dinner Malcolm commented that there was water in the Barrens in places where he'd never seen it before. That was Clue #2.

The three other teams had been out for the afternoon warm-up ride. They described, amidst much laughter, riding on ice, and what happens when you get half way across a frozen puddle and the ice give way. According to them there was "not much snow", but lots of water. Another clue.

We returned to Malcolm and Judy's house for a reception which "officially" begins the rally. People arrived and left throughout the evening. By ten pm it was the same four couples who'd had dinner together, relaxing in front of the fire. It was then that I noticed eight cycling shoes steaming on the hearth. Clue #4. We joked about constructing a conveyer belt to ensure that each shoe dried evenly.

Saturday morning we met Brian and Karen, Ray and Kristie Foss, from Connecticut, and Bruce and Judy Bachelder, from North Carolina, down in the dining room for a pancake breakfast. I am convinced that cyclists lie just as much as anglers, just about different things. Everybody talked about how little they'd been out so far this season. In Chuck's and my case it was true - we'd been around the block once on the morning of the blizzard to see if we could shift into all the gears. I had my doubts about everybody else.

The other seven teams met at a little restaurant for breakfast. We joined them for the drive to the start of our ride. The last five miles of the drive was over washboard dirt roads. We left from the abandoned town of Friendship, NJ. We could still see ruins of foundations and base-



ments. Imagine being the last family left there after everybody else moved away.

We quickly encountered the conditions about which we had been told the previous day. "Water, water, everywhere!" The group fell into a routine. If there was room to ride around the puddle, we'd ride up on one side or the other to avoid the water. If there was no way to ride around the puddle (and some of them were the size of small ponds, with water up over the hubs), we'd stop before the puddle and consult. Then somebody would get up his courage and ride (often stokerless) through the water amid the lusty cheers of the rest of the group. One by one we'd cross the water. Chuck and I were the most conservative (chicken?) of the group. We often bushwacked through the underbrush instead of braving the water. After one off trail trek, we found that both the drive chain and the timing chain had been unshipped.

There was a bit of snow on the trails. We found this to be helpful however. We were often out of sight of the rest of our party, but the tire tracks in the snow let us know we were going the right way.

We stopped for a rest at the abandoned town of Washington. On one side of the trail there was a basement with a still standing dividing wall down the middle. Across the trail we saw a large depression which had been the foundation of the Washington Hotel, an important stage coach stop on the way from Philadelphia to Atlantic City.

Our lunch stop was at another abandoned town, Mount. We were at the intersection of two sand roads. We spread out pretty much all over the place, and relaxed while we had our lunch. Don't you know, somebody in a pickup truck comes by on one road wanting to turn right onto the other one? We had to move two or three bikes out of the way!

Although we didn't know it at the time, our ride Saturday was roughly a big figure 8, with Hawkins Bridge in the middle. Hawkins Bridge is not a town, it's just a wooden bridge. Some of our group had their brains so addled by the exertion of the ride that they didn't recognize the bridge when we crossed it the second time.

Upon our return to the cars at Friendship, we discovered that we had done 20 miles and

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taken all day. Those of you who've done some off roading know that 20 miles is a hefty chunk of change, especially for the first ride of the season. Not that we're complaining, Malcolm!

Chuck and I returned to the Main Stay to clean up both ourselves and the bike. Riding in wet sand certainly does a number on a tandem! Our hosts at the Main Stay ran a hose out the basement window. All four teams took turns rinsing our bikes down. It was a lot better than last year when we had to use water bottles to spray the sand off. After hot showers and a little rest, it was back to Malcolm's and Judy's for a pizza dinner.

Dinner was great. We got to catch up with old -oops, I mean long time -fiends and make new ones. We've found that over the years we're going to smaller and smaller gatherings _GEAR to ETR to Family Tour to the Off-Road Rally. We love to ride with a whole bunch of tandems, but it's nice to be able to really visit with a smaller group of people.

About 8:30 or so I decide that it would be a good idea to check in with my folks and the kids. I went upstairs to use the phone in the bedroom. Everybody was doing fine. "Good night. Be good. We'll see you tomorrow." On my way back downstairs I tried walking on the outside part of my ankle instead of the bottom of my foot. Take my advice - it doesn't work. They said that they could hear the crack in the living room.

I hobbled over to the couch and put my foot up on the coffee table. Somebody got an ice pack for me. After about a half hour of looking at it, we decided that my ankle was probably big enough to go to the hospital.

Malcolm went with us to help us find the West Jersey Medical Center. He said that he was just passing on the kindness of the person who accompanied him to the hospital when he broke his collarbone in the Catskills the previous fall.

The folks at WJMC couldn't have been nicer. I think they were a bit confused, however, by a woman accompanied by two such good looking and solicitous men! I was x-rayed,

diagnosed, and sent off with a splint and crutches, all within 45 minutes - and on a Saturday night!

After dropping Malcolm off at home, we returned to the Main Stay. Do you remember where our room was? I climbed up the stairs on my butt.

The next morning we met the other three teams at breakfast downstairs. We talked about how hard the ride had been the day before. Chuck said that if it had been too hard, and if I didn't want to do the second day's ride, I should have just said so, instead of breaking my ankle! There was much ambivalence expressed about riding that day, and that was before it started to snow!

After breakfast we drove to the little restaurant and met up with the rest of the group. Self-sacrificing little woman that I am, I told Chuck that if he wanted to ride that day, either teaming with somebody else (sniff! sniff!), or borrowing a bike from Malcolm, it would be OK with me. He proved his loyalty by declining the offer. We chatted with folks in the parking lot, picked up our trail lunch, and waved everybody off on their ride. We heard rumors later of just as much water and a full dunk by someone who shall remain nameless.

Would we go again? YES! It's the most fun Chuck and I have had together on a bike. We'll do it a little differently next time. I'll let him make the phone call!

My father had the last word. The dog stayed with them again when we went down to Williamsburg for ETR '93. "If you're on crutches this time, don't come back!"

Bonnie Hallman-Dye
Rochester, NY

Thanks!

The Tandem Club of America thanks the hosts of the 1993 Eastern Tandem Rally for their generous donation. We appreciate your thinking of the TCA!



P A R I S - B R E S T - P A R I S

Sound interesting? Sound challenging? it's both and well worth the effort to qualify and participate in one of cycling's oldest and most exciting semi-competitive events. It is not a race, but a challenge.

The next PBP. will be held in August of 1995. In order to participate, each rider must complete a series of qualifying rides (brevets). These rides are held at various sanctioned locations throughout the US and Canada, in cooperation with the International Randonneurs, the coordinating body for US riders. P.B.P. is a 1200+ km ride which must be completed in 90 hours or less. That is about 760 miles in less than 4 days.

Qualification rides must be done in a specific order. There are four of them: 200K, 300K, 400K and 600K. They must be completed in less than 14, 20, 27 and 40 hours respectively. These rides must be completed in both 1994 and 1995, unless a rider has already ridden a PBP.

The ride is fantastic. You travel west from Paris across the southern part of Normandy, right through the heart of Brittany to Brest, a port city on the Atlantic coast of France. If you wanted, you could dip your tire into the Atlantic. From Brest you retrace your path and return to Paris. You do this along with thousands of fellow cyclists. In 1991, the last PBP., there were over 3500 riders from 17 countries. Over 40 tandems participated. To put into words the atmosphere and camaraderie of the riders dur-

ing PBP., is just about impossible. If anything can be called a happening, it is PBP. It is not a race. Each rider travels at his or her own pace and each official finisher receives the same commemorative medal as all the other riders.

PBP is held every four years and if the next one in 1995 is anything like those in 1987 and 1991 there will be lots of US riders. In 1991 there were 11 US tandems and 376 other US riders. Most of these riders went in conjunction with the International Randonneurs as a group and stayed in accommodations arranged by them. I think it is safe to say that similar arrangements will be available in 1995.

If this sort of an adventure catches your interest, you should begin planning now to participate. Should you want to join the ranks of those US tandem riders who have already left their mark on PBP, (US tandems were the first tandems to finish in both 1987 and 1991, and were the first mixed tandems to finish in 1991, and have been the only all female tandem to ever finish PBP, in 1987), then I urge you to contact me at home (216) 734-0459 or work (216) 356-4424.

By the way, did I mention that all bikes in PBP must have lights and fenders? I told you it wasn't a race.

William Curran
Cleveland, OH

TRANSPORTING A TANDEM TO AND WITHIN FRANCE

In the summer of '93 Jane and I took our tandem to France. Since joining TCA I have noted numerous requests for information about how one can take their tandem to Europe and now can offer some first-hand observations. The experiences of one couple on one trip cannot be considered the definitive guide to taking a tan-

dem to Europe, however, the following description of how we handled the transportation of the tandem may allay some of the apprehension others may have. We had a marvelous trip. Any aggravation over getting there and back was outweighed by the enjoyment of the actual touring.



Our basic plan was to visit a friend who had a house in the Loire Valley. In planning our trip one rationalization led to more rationalizations.

First we rationalized renting a car. As neither of us is fluent in French, as rail baggage often travels a day behind passenger traffic, and as other friends had a bike stolen while in the railroad's custody, we chose to rent a car for the 4 hour drive from Paris to the Loire Valley. The cost of renting the car for the full two weeks was less than the cost of renting for a day to drive down, dropping off the car at Angers, and renting again for the trip back. We also decided that after the proverbial 3 days as houseguests both our hosts and ourselves could take a break; we would drive to a distant venue, take a bed and breakfast, and make cloverleaf tours from there. For convenience and flexibility, we rented the car for the 2 weeks.

What we needed to accommodate our plan was a tandem package that would fly as checked baggage at no extra cost, survive a car-top drive of several hours, possibly in pouring rain, and repeat this in reverse order for the return trip. It would also be desirable to have a car-top carrier for the tandem while in the Loire Valley.

When booking our flight in late winter I anonymously called several airlines inquiring about baggage allowances. Most major airlines allow a person to take a bicycle on a transatlantic flight as one of two checked pieces of luggage at no charge, however, airlines differ on how big the bicycle may be and whether or not it must be boxed.

The cynic in me is sure that some airlines make their money charging outrageous fees for excess, oversized, or overweight baggage. Our tandem was too long to pass as a bicycle on Air France, however, they were quite willing to transport it as airfreight for \$140.00 each way. Northwest, the airline we used, accepted boxed bicycles as "free" luggage, and for \$15.00 would provide a 69" x 40" x 9" box. Further, Northwest specified no weight limit for the bicycle box.

My local shop, The Cycle Lodge, helped me investigate commercial tandem cases. Even with an "Old Friend and Good Customer" dis-

count these would have cost from \$500.00 up. Rentals for the 2 week trip plus extra days to secure and return the case would have cost around \$100. While the monetary cost was not exorbitant, I viewed the hassle of reserving the case, driving to pick it up, and driving to return it not worth the trouble. Lo, I had rationalized making my own case.

Obviously, the smaller the package the easier it is to transport, both in handling it through airport doors, etc. and in convincing the airlines to accept it. The amount our tandem could be reduced was a factor of its actual size, my mechanical ability, and my willingness to assemble and reassemble it. As a practical matter, the minimum length of a tandem is approximately the length of the wheelbase; width and height are comparable to single bikes. Belmont Wheelworks had given us a Santana carton when we bought the bike. At 10" x 40" x 100" it would have been the "Ultimate Behemoth" and much longer than the 66" wheelbase of our bike.

Reducing the tandem was another of those rationalizing exercises; having done so much, one can do a little more. The process went like this:

- Wheel removal necessary to achieve dimensional goal.
- Chain removal necessary once rear wheel removed.
- Chainwheel removal equivalent to pedal removal (4 bolts/spindles requiring moderately large force), helps reduce height, and safeguards cranks and chainwheels from damage.
- Stems and seatposts loosening required for dimensional goals.
- Removal of stoker's stem and bar easily accomplished.
- Rack removal reduces dimensions, only involves 6 bolts

The basic box was two single-bike cartons that telescoped to accommodate the tandem's length. The key feature was a baseboard about as long as the tandem's wheelbase. This baseboard provided a platform to which to secure the disassembled bike and its parts while in the



box and to which to secure the assembled bike on the roof rack of the car.

On the day of our flight, armed with my knowledge, and firm in my resolve to refer to the tandem as a "boxed bicycle" we approached the counter. When the clerk asked about the large box, I identified the package as a boxed bicycle. The clerk accepted the box without further comment; I made no further comment. We watched until our case disappeared behind the swinging doors for oversized luggage and hoped it would arrive with us in Paris.

Reunited with the box in Paris, we set out to find the Hertz counter. In the terminal we saw several boxed bicycles. Some, fabric covered commercial models with casters, appeared in good condition. Others, naked corrugated cardboard cartons, were torn, partially crushed or otherwise appeared distressed.

Our adventure started at the car rental counter. Before we left I had called Hertz's 800 number, and they confirmed we had requested a car with a luggage rack. We arrived to find Hertz had no cars with luggage racks at the airport. The clerk announced that getting a luggage rack was impossible. As we discussed our alternatives, we asked the clerk if another location near Paris had such a car. The Hertz office near the Arc d' Triumph did have one, and we set out for that location. The Air France bus that ran from the airport to downtown Paris had cargo compartments that easily accepted the box and our bags.

Once at the Arc d' Triumph we set the box on its dolly, opened our garment bag like a saddlebag, and threw it over the box. We hefted our other bags and set off. Poor directions and misunderstanding made a 200-yard trip at least twice that far. I was very glad I had opted to make the dolly with 6" wheels rather than 1 1/2" casters. The ensemble handled pavement irregularities, manhole covers, and curb cuts with handicap ramps well but not the occasional 8" curb.

Hertz had a same size, different make car with a roof luggage rack. After adjusting the rack to accept the tandem box and lashing the

box to the rack with rope we had brought, we left Paris in a rain shower.

At our friends' house I reassembled the bike. I stored the bag, carton, and other packing material in a shed loft. My original intent had been to purchase U-bolts and bolt the baseboard to the luggage rack, however, the local hardware store did not have any hardware that looked adequate, simple, and cheap. I lashed the baseboard to the luggage rack using the rope.

There was some torsional and vertical flex in the plywood baseboard. I used the second piece of rope to stabilize the bike from side to side. I suspect that the bike may have swayed excitingly to an external observer, however, Jane and I were inside the car and blissfully unaware of how stable or unstable it may have appeared. The rack did perform well; we had no problem with the bike coming loose or causing any failure to itself or the rack.

Disassembly and re-boxing was without incident. The trip back to Paris with a side trip to Giverny included more rain showers and an overnight stay in a walk-up, two-star hotel. The desk clerk was helpful. He confirmed we should not leave the box on the car on the street and allowed us to store the box in a second floor closet. Jane and I were again glad that we had opted for minimum dimensions as we carried the box up a flight of winding stairs.

We turned the car in at the airport having arranged to do so when we picked up the car. Turn-in of the car and check-in for the flight was uneventful. Security did ask why two of us had only one bicycle. I answered correctly but disingenuously that I was fussier about my machinery than my wife.

The box arrived back in Boston intact. When I unpacked and reassembled the bike at home, I had no problem. We discarded the cardboard boxes and used tape, and we saved the boards, cushioning, and cover in anticipation of another trip.

Phil and Jane Shute
Hingham, MA



HEART O' DIXIE TANDEMS

It was a cold day for a warm group. Early in January a group of the Birmingham area tandemists got together for a little bit of riding, (a very little bit of riding as it was 24 degrees that day, and yes, a more tandemists decided not to ride to the restaurant than actually rode) and a lot of talking, even some eating. The purpose was to see if there was enough interest for a formal name for an informal group. There was interest, names flew, (and some fell splat). Hicks on Tandems (HOT),

Birmingham Area Tandems (BAT) and many unmentionable names were offered. Finally, by common consent, we became **HEART O' DIXIE TANDEMS**. Rides will be publicized in the local club newsletter and in DoubleTalk. Shirts/Jersey's will be designed and all who live in the Heart o' Dixie are invited to join us. Look for our first ride April 10 in the TCA Calendar. For more information contact Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL, 35242. (205) 991-7766

AN EASTERN SHORE TOUR

Sunday morning we woke up to pouring rain, thunder and lightning. By 9 the rain had ceased temporarily. Bob and I packed the Honda and put the Cannondale tandem on the roof rack. Before leaving I called the Great Oak Manor inn keepers to let him know we would be arriving early, with hopes of beating the rain. If the long bike chain gets wet it rusts fast..

Enjoying success, we were pleased to be met by Dianne and Don Cantor. They showed us to our Victorian room, THE MARMADUKE, on the 2nd floor. Peering out of the window we enjoyed a panoramic view of Chesapeake Bay and an expansive, manicured lawn. By now it was warm and sunny. In 1/2 hour we were already outdoors riding our tandem on roads with names like Fish Hatchery, Meliota and Still Pond. Our two hour ride took us past a golf course, hunting clubs, a yacht club and marina, farms and a HUGE pond in the middle of a plowed cornfield inhabited by hundred's of Canadian geese. Two signs were posted by the pond that read PLEASE STAY IN YOUR CAR. After our 20 mile ride we arrived back at the Great Oak Manor where more of our cycling partners were arriving from all over the country. Seventeen others joined the Four Seasons Cycling tour coming from NY, PA, NJ, Alberta, OH,

VA, MN, DC and TX. That evening we became acquainted with our fellow riding companions and our guides, Elizabeth and Hunter.

The first day of riding we selected the longer, 56 mile, ride. Most of the cyclists chose the 30 mile route. All 5 days of the trip we were the only people to complete all of the long ride options. Actually we tried to complete Monday's ride but violent acts of nature prevented us from going anywhere before the day was out.

We woke to an ugly gray sky. We left Great Oak Manor after partaking of a wonderful pancake with real maple syrup breakfast. By 10 we were soaked by heavy rain. Cold and wet we continued cycling until 11 when the clouds burst out again with pelting rain, thunder, lightning, and strong wind gusts. Simultaneously our front tire flattened out like a pancake. About 10 miles earlier we had ridden over a beer bottle. We were only 1 mile from our lunch pavilion. Shivering, we both stood away from the trees near the road, hoping the VCC van would come by and rescue us. 20 minutes later the yellow van with the Holstein cow wearing sunglasses found us. I rode in the van. Bob continued 1 mile farther to the picnic area on the tandem after putting some air in the flat, front tire (slow leak). Fortunately our luggage



was in the van so we dug out dry clothes, rain suits and booties. To get to the gas station's clean bathrooms we had to walk 20 feet in the rain. Our water-logged fellow riders arrived between 10:30 and 12:30. By 1 the sun was partially shining, but the wind was fierce. Now I was in my neon blue, water resistant rain suit, determined to complete the last 25 miles. Bob had changed the front tire on the bike. We rode off towards our destination. By 2:50 the sky was looking real ugly. Dark, blue clouds were moving fast over the horizon. I knew this was a tornado sky from our Indiana days in 1974-77. At 2:55 we stopped at a small outdoor market and used Mac's Shack outhouse. We had thought about waiting in a red barn to be protected from the approaching storm. Instead we kept on going. At 3:05 we were practically knocked off our tandem by vicious winds at our backs. Avoiding trees I laid down on top of the tandem to keep myself and the bike from being blown away. Now Bob decided to put on his rain suit. Well, he faced the storm and watched the tornado approach us. His rain suit was on by the time the pelting raindrops and winds pounded our bodies. Later we found out these were up to 100 mph winds. We have never been this

scared in our lives. After 10 minutes we started up riding again. Soon the VCC van came by and rescued us. In the awful rain Elizabeth and Bob put the tandem on the roof rack on top of the van. Eight wet bikes, 9 soaked people, and luggage for 19 people were crammed inside of the van. In blinding rain the van continued down Little Bohemian road looking for more cyclists. After two-tenths of a mile we had to turn around because two huge trees had fallen over the road blocking all traffic. The police were directing vehicles back in the opposite direction. These fallen trees were a mere 5 minute ride from where we were on the ground with our bike. Our stop at Mac's Shack saved our necks. On our long drive to the next inn we saw countless fallen trees, branches, leaves, and destroyed farms and homes. The barn we had considered using for shelter had been collapsed by the tornado. By now I was shivering more and was genuinely frightened. As we arrived at the Inn at the Canal there wasn't a light on in Chesapeake City. I was the first person to pile out of the van. Gazing at the darkened Inn all I could think of was no power, no hot showers. At that point an old wise guy waked by and said that all of our reservations had been canceled

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because of storm damage. I was ready to burst into tears. Fortunately the innkeepers greeted us. There was no power but "limited" hot water was available. I decided to save the hot shower for the morning because we did not know when the power would come back on. Thankfully this 100-year-old 2-story, white Victorian house on the canal was equipped with kerosene lanterns for emergencies.

Our dreams of throwing our wet clothes in a dryer were canceled with the power outage. Wet clothes were hung on the shower bar to dry. By the time we had changed into dry clothing, the sun was peeking its way through the clouds so we went on a brief walking tour of small Chesapeake City. We observed more Victorian homes and many stray kittens and adult cats. A one eyed black cat gave me bad feelings.

Gas stoves made it possible for the Bayard Restaurant to serve our dinners. Our candlelit view looked out onto the water of the canal. We exchanged storm experiences. Other cyclists waited in farmhouses, a barn, a restaurant, a firehouse, a ditch and a marina until the van came to get them. By 5:30 everyone had been retrieved. Our dinners of chicken, salmon, and chocolate torte were scrumptious.

The remainder of the week made for a memorable vacation in other ways. Exploring the rural towns of the area, highlighted by visits to a 1700's plantation that overlooked the Chesapeake Bay, with a wonderful garden, just right for a big Dagwood sandwich lunch, a visit to a stallion farm to observe colts, mares and stallions. The weather continued to surprise us, warm with light winds one day, stronger winds combined with hills on others.

The East River Bird Refuge was an interesting stop on another day. At the end of a narrow peninsula in the Chesapeake Bay we walked through a wood to an observation deck out in the salt water marsh. We did not have the good fortune to see an eagle or an osprey, however, we observed sailboats, seagulls, turkey vultures, Canadian geese, and a few gray egrets. The harbor view was scenic. The ride was notable for the 20 mph headwinds and one lane roads. Rain showers motivated us that day. We

were rewarded too, ice cream sodas from Stam Drugs old fashioned soda fountain.

Riding, sometimes with others and sometimes alone, allowed us to really enjoy the meals. Meals were wonderful, dinners of luscious foods with deserts that couldn't be refused each evening. Breakfasts like you don't often have at home, and picnic lunches on most days.

We finished our tour at Great Oak Manor where we had left our Honda. We enjoyed a last meal, once again overlooking the bay, with our group, took photos and said goodbyes. As we look back we remember some frustrating and hair raising moments and a memorable vacation with lots of humor and chatter.

Donna & Bob Lian
Westampton, NJ





ODE TO BIKING

Vacation time, says he, let's decide on what we'll do
What did you have in mind? say I, now something different, something new?

How about a bike trip? We'll have exercise, scenery and more
And VCC offers a trip to Maryland, down the Eastern Shore.

Sounds good, I say but wait!
The terrain, the hills, how do they rate?

Moderate claims the brochure,
So the ride should be a comfortable tour.

Summer days pass so fast & it's time to pack the car.
Long Island to Maryland in four hours - hmmm, that wasn't very far.

We arrive at the Great Oak Manor, the grounds, the view a delight.
A place for us bikers to gather and then to spend the night.

Introductions all around, our leaders have much to tell.
Biking rules and information to keep us safe and well.

On Monday we cautiously leave, maps marked with colored pen.
Out on our own to pedal - WILL WE EVER SEE EACH OTHER AGAIN?

The roads are marked and clear, lunch will be the first stop.
The groups are pedaling onward, but something's amiss - DRIP DROP

Under a tree we gather, rain gear is pulled from our packs,
Now it's pouring, the raindrops are belting us, not gently, but giving us whacks.

Thunder means lightning may follow so now the conferences begin
A consensus decides - LET'S GET OUT OF HERE, BEFORE A BOLT DOES US IN.

Out to the road we scramble, the raindrops come down helter- skelter,
Oh, Oh, the skies open wide, we decide we've got to get shelter.

In a barn where we're totally soggy, someone is squirting his shoes
We're wringing out gloves and T-Shirts, but at least no one's singing the blues.

The van becomes our salvation, we're waiting for Liz to appear
Groups are stranded in all different places.
Surely she'll come, have no fear.

Somehow we crowd in together, Oh, excuse me, am I on your lap?
Even the bikes are tired and soaked, they too would like a dry nap.

If this isn't enough to weather, a tornado is rearing its head,
The winds are fierce, the roads are sleek, all we want is a warm bed.

The Inn's in sight but there's no electricity. Say, did all of you get to bathe?
Dinner in the dark tasted delicious, but do you know which guys didn't shave?

Monday was quite an adventure, Tuesday we lunched at Hunter's summer place
Wednesday we got to see stallions and colts who'll eventually race.

Now supper was quite an event, fish shells flying aloft in the yard
Hammers held at ready, for fish thieves, one was on guard.

By Thursday we were laughing hard at each other, the fun was contagious to all
Dinner, then games by our leaders and more laughter and noise filled the hall.

Friday we had sun, warm and beautiful, we biked slowly and chatted away
Then lunch, photos and farewells, each of us to go on our way.



Thank You Elizabeth and Hunter, we all thought you both were just great, Kind and supportive and caring, as leaders we vote you FIRST RATE.

Bob & Donna Lian
Westhampton, NJ

Can any reader help us locate the following lost members, members who've moved and left us no forwarding address?

Steve Robins, previous address was 130 Pleasant St., Brookline, MA 02146

Tim & Kim Hunter, previous address 1151 Charles Albanel, Ste Foy, PQ Canada

If you know the current address for either of these individuals, please send the information to the editor or to Malcolm Boyd/Membership Mogul.

VIEW FROM THE BASKET

My name is Inkie. I am a typical 10 year old adorable little dog.

I love to ride in the basket of our tandem bicycle. In fact, I now have about 15,000 miles under my collar. I also love camping, hiking and people. I don't like other dogs, cats and swimming.

Captain Bill and first mate Carol told stories about our ride along the BikeCentennial route from San Diego CA to FL. Now, let me give you my story.

On March 21, 1993, the three of us with our tandem flew to San Diego. I even had my own ticket that cost \$50.00. I also had my own cage and was very comfortable sleeping under Bill's seat.

We dipped the rear wheel in the Pacific Ocean on dog beach. This is the only public beach in California where your dog can run free.

As we were heading east, I heard the usual comments from friendly motorists, like, "What a cute little dog". "The old one in back isn't pedaling". We climbed over some 4,000 to 8,000 foot passes, but it wasn't without some walking and pushing. Many pictures were taken with me in the basket. It was scary for a little dog like me.

Did they tell you about all the comfort stops they made in the brush? If only dogs could laugh. And I know that they didn't tell you

about the thefts. One night while we were sleeping in our tent, raccoons got a full box of fig newtons. Did you know that a raccoon can unzip a pannier without doing any damage to it? At another campsite, Bill had everything ready for our evening meal. He said, we don't have to worry about raccoons in the daytime so lets take a walk before we eat. This time, raccoons got our 3 muffins. Did Bill learn a lesson? At another camp ground, Bill hung our food up out of reach. Raccoons were all over the place, but Bill just laughed at them.

We took a short walk keeping our table in sight. As Bill was setting up camp, Carol asked, where is the instant tea jar you left on the table? You guessed it. Ha, Ha, I am glad that the old ones have a good sense of humor. It wouldn't be funny if the raccoons got any of my doggie treats.

June 2. We stopped at the Fountain of Youth in St Augustine. Would you believe that the old ones never entered the gate?

June 5. We were met by over 15 members of our local bike club to ride the last 20 miles to Lakeland. "Hi, Bill and Carol. Where's that cute little Inkie. How did she do? Such a nice cute little doggie." Boy, I love my friends.

Inkie
with help from Bill & Carol Flora
Lakeland, FL



TANDEMING WITH TYLER

After almost 11 years of Linda and I as a tandem team, October 7, 1992, saw the addition of Tyler Jay to our cycling family. We planned ahead, talked to other parent's at rallies, read DoubleTalk and hoped for the best. We have noticed letters asking about riding with children, and after some prompting from Jack and Susan, here are some of the things we have learned in our first year of tandeming for three.

Riding with Tyler - During the Pregnancy

We got off to good start with cycling and Tyler by biking all throughout Linda's pregnancy. Linda watched her heart rate, made sure she didn't get too tired, drank a lot (and stopped a lot more). As the pregnancy progressed, the real challenge was making sure a wash room was available every 8-10 miles, since we don't grow as much corn in Washington as in Indiana. We learned to bring a lot more food on the bike, since Linda's appetite became ravenous. The longest ride was 50 miles at about 5 months during the 92 NWTR, where we could still beat lots of other tandems on the hills near New Albany, OR. After the fifth month of pregnancy, the distances began to shorten, and we stayed away from hills. The last ride was 7 days before delivery, an easy ten mile spin. Linda totaled over 1,000 miles on the tandem and another 300-400 on her single bikes during the pregnancy.

Setting up the trailer to work with an Arai

We had hoped to start riding with Tyler at 2 weeks of age. But an unplanned C-section and 5 days in the hospital changed that. But it really didn't matter with Tyler at home, all 9 lbs. of him! We had quite enough on our hands, and Linda's recovery progressed rapidly once home, with longer and longer walks, pushing Tyler in his stroller.

In the meantime, I managed to figure a way to connect our Burley Collapsible trailer to our 1985 Santana Sovereign with an Arai Drum Brake. Burley's suggestion to pull the drum

didn't sit well with me, since now 3 people were depending on our tandem's brakes. I scrounged up the last version of the "Bolt" hitch that Burley used prior to the current molded plastic hitch. Then using 6 seat stay clamps (used for attaching rear racks to bikes without braze-ons), I attached a triangular piece of 1/8" Aluminum plate, roughly 3" on a side, to the left chainstay and seat stay just above the dropout on the tandem (and each of our trailer pulling bikes). In the center of each triangle is 3/8" in hole, to which the trailer "bolts" using a wing nut and carriage bolt. I had considered some more elegant solutions with a groove or slot, but the hole works fine and is fail-safe. In looking over the 3 trailer connections available, and the amount of finish mauling they all do, it would be nice to see a trailer maker refine this method, and sell extra hitch plates.

In the Trailer at 6 Weeks

Now once the trailer was attached to our Sovereign, it was time to attach Tyler to the

me two!



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trailer! The Burley sling seat is not adequate for an infant, so we collapsed it. Next we took a Gerry infant car seat, and some bungee cords, and "suspended" the infant seat from the frame of the trailer, drilling a few extra holes in the car seat for hooking the bungee cords to the infant seat. The Burley is great for this because of its fabric and tubing construction. I am sure that something similar can be done with the Winchester trailer, but haven't looked at how you would do it with the new Cannondale. (I am not taking credit for this idea; we had originally seen Lon and Susan Haldeman using this arrangement in Indiana in 1987 with their newborn daughter. If anyone else had done this earlier, why didn't you write the article?!)

We started with Tyler fully reclined and facing forward. For added security, we put the car seat carry handle in the up position. Tyler was basically sitting in the bottom of the trailer, the car seat tightly suspended by bungee cords. In this position, even if the trailer completely turned turtle, the child seat straps and handle trailer side walls and bungee cords would keep Tyler from coming in contact with pavement. We figured the trailer rolling was the worse

case. Since 1980, I have never heard of a Trailer with child in a collision with an automobile. I don't know what would happen, but I ride defensively and on the alert. For good measure, the trailer has a bike flag and a Cue-Lite red flashing light for questionable weather and twilight.

The First Rides

Our first rides were short and level, and it usually took longer to prepare for them than the ride itself. This does improve with time. We started in early December, and with temperatures in the mid 30s and 40s, we dressed Tyler, already at 13 lbs, in pajamas and a one-piece winter coverall. Mittens and hat finished his attire. Some times a blanket was over him, but we learned that if the back of neck was warm, and hands covered, he was all set. The wind protection comes from the vinyl window of the Burley'srain/winter cover. If the first rides were any time after a feeding, sleep was almost instantaneous with movement. But sometimes it took 20 minutes of settling in, and numerous binky stops before continuous riding could begin.

The First Long Rides

A hard Northwest winter kept Tyler off the trailer for 6 weeks in January and February, but once we hit the road again, our mileage and experience increased. Though his favorite past time in the trailer was sleeping, he would start to look around during the ride, and would play with hanging toys or things he could reach. At about 5 months we started with the seat more upright, and this seemed more comfortable, and we could lower the seat if it bothered him. The biggest challenge was learning when to stop for fussing or when we could go until he went to sleep. And it was also learning that when he needed a stop, we stopped! Meal time meant meal time, so it was off the bike at a park or road side feeding. But once Tyler's tummy was full and he had his fill of swinging, it was back into the trailer and down the road we would go. Once Tyler was asleep, it was keep moving until he stirred. (We had added SPD's to the front this year also, and they are great for the constant on and off the bike that a child entails.)

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Our first long ride of the early summer was a 50-miler, which we did on our own and found perfect timing -- get up together, have breakfast and get chores out of the way, set up the bike and trailer and give Tyler a bottle just before we hit the road (letting him finish it on the road worked well also). After about 5 miles, Tyler was out, and even stayed asleep through a grocery stop. He finally woke at about the half-way point, where we stopped for lunch, his and ours, and about an hour of play time. Back on the road, Tyler was out for another non-stop 25 miles, and didn't wake until we leaned the bike against the garage. (Note: Be prepared; usually after the most perfect ride, your child may scream the last 1/4 mile home past every neighbor doing yard work.)

At the Northwest Tandem Rally '93, Tyler had 3 days of riding totaling 120 miles, with a little bit of everything. Tyler helped with front and rear flats, a shredded rear tire, and Tyler then needed a change! Despite all that and the extra weight of the trailer we even managed to beat a few teams up some of the hills. On the last day, a steady rain fell on the 26 mile ride, and Tyler was one of the few dry riders, sleeping away without a drop on him!

Growing and Growing

Tyler is now over a year old. We have the Gerry Seat almost fully upright, and had to extend the straps to accommodate him. We had tried to remove the car seat, but until he is walking and can pull himself upright in the trailer, we are leaving the seat in place. He will still nap during his rides, but once awake is happy looking around, talking and playing. Even strapped in, his reach is incredible, so don't put anything in the pockets that is not kid proof. We can leave a bottle for him in a side pocket, and he will help himself. Crackers are okay too, but just a few at a time.

The Helmet Game

Tyler does not like to wear hats, and considers his Li'l Bell shell just one more hat to take off. We have tried what we call the Helmet Game, where all we sit in his room and put our helmets on. Tyler's usual response is to try to remove our helmets! At least he is playing with

it, and getting used to the idea, so hopefully soon he will merrily keep his helmet on his head (and not in his mouth!)

Packing Stuff Along

Along with Tyler, we always pack a bag with baby food, a couple of cans/boxes of juice and some crackers. We also have a diaper bag with both baby wipes and hand towelettes, since not all changes will be near running water. Infant sunscreen is a must, because it does not take much time at all to sunburn an infant. During the summer months, we used a screen cover, and added a sun cover that can be adjusted for the time of the day and direction. We also include a binky, (or two), and a binky leash. Plenty of toys go in, and sometimes a tape player for kiddy songs if it looks like a fussy day!

The Next Step

By the time he is walking, we hope to have Tyler wearing his helmet and riding in the standard Burley seat. We haven't tried an overnight ride yet, but if the weather stays nice this fall, we are going to try a motel and/or camping overnight trip. Next summer may see an extended trip, if Tyler seems to like it. So we will keep you posted!

Jay Linda and Tyler Hardcastle
Bellingham, WA

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Josie & The Doc

[Editor's note: Josie and the Doc, from Birmingham, Al, rode the Hotter 'n Hell Hundred in Texas last summer. On return, Doc prepared a critique of the ride for the Birmingham Bicycle Club. Josie prepared this critique of the Doc's critique].

Post-Mortem - (oops... I mean Post Script) to Doc's thoughts on the Hotter 'n Hell Hundred, from a stoker's point of view - which might or might not be a pretty sight - depending.

Six months ago I could not begin to, in my wildest dreams, imagine that me, myself, I, would be capable of riding 100 miles on a bicycle; me, who when riding 100 miles in a car found it difficult to tolerate not stopping at an occasional oasis, snacking on favorite fast food cuisine, luxuriantly enjoying the nice cool air conditioning, and otherwise taking it nice and leisurely. Nonetheless, I was intrigued by the thought of how impressed I would be with my-

self if I were to do this. After all, I had been able to go 50 miles, (much to my surprise, but with a lot of suffering, which I verbalize quite easily, and which, by the way, seems to help my stamina - (thank you Doc, for being so tolerant). We did so in this Alabama heat and humidity. So where had I heard that low humidity and dry heat would not be as bad?

Optimistic, I set out on this adventure with Doc. He's a strong rider, a good captain, and I feared not. I began to think of it as five 20 mile rides, (like Tuesday night or Thursday night club rides), with rest stops every 10 miles or so, and an entire day to do it in with few hills. After all, this is Texas we're talking about!

Friday night should have been an omen. The only thing harder than the ground I slept on were the decisions made in past travels over whether to stop at Ramada or Sheraton. However, the camaraderie of those other bicyclists

UNFOLDING THE FU



setting up around us, their friendliness, enthusiasm and eagerness, made me feel like one of "them" - I was ready! And at 3:30 A.M. I was still ready as I battled the war of the mercury vapor light illuminating the stadium where we were camping. How I longed for one of those Batman type masks. How I longed for the motorcyclist who came roaring through the stadium about that time to run out of gas, and the cars on the main highway next to us to blow the fuse that supplies their horns. But this town was fired up and by golly, who was I not to be fired up too? I must admit, my fervor was dampened that night a slight bit when I scooted off to the showers (minus blow dryer or curling iron - after all, I'm roughing it) only to discover **...THERE ARE NO SEPARATE STALLS, NO SHOWER CURTAINS, NO PRIVACY**, only a huge wall with little shower heads sticking out every few feet or so and a lot of naked people. Thank God for small favors - they had deemed a separate men's and women's showers. By the time I had fiddled around getting my stuff together and procrastinated a little, there were a minimum of people left. However, at 5:30 that

morning, I waged another challenge. A vast number of women were trying to use the three sinks and three mirrors in the stadium rest room to do all those things we women do in the morning before we dare face a civilized society - and this before coffee! Growing up in a home with four girls sharing one bathroom didn't prepare me adequately enough. And heaven only knows if Doc was prepared to face me, minus makeup, minus fixed hair, and un-caffeined. Still, he was upbeat, even as we stood in the pancake line with about 20 people ahead of us and about 20 minutes until ride time.

As a novice rider, I can tell you that the atmosphere and excitement 10,000 bicyclists can incur was contagious for me. I really was excited and eager and ready to go (on a few hours sleep, even) as I looked around and saw only helmets as far as the eye could see and television cameras and radio crews and people lining the sides of the road as far as you could see, cheering and shouting and counting all those dollars we were bringing into this small town. And then a cannon fired and we were off! I felt

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like I was on a mission of sorts and all those bicyclists around me were my friends on the same mission. No one was a stranger.

Doc, being the precise and exacting individual he is, had already determined that we would spend a minimum amount of time at each rest stop - no lollygagging or excessive socializing, just the 3 requirements for sustaining life, Hydra Fuel, bananas and oranges, (and my mother will tell you, I've always hated bananas) and we would be off. He did not calculate for the extra time I took to take a nap at one of the rest stops, or was it two?

By the time we reached "Hell's Gate" rest stop, (about 60 miles), Doc was looking a little peaked and we got one of the medical folks to take his blood pressure, which was pretty low for him. Looking around and seeing nothing but bananas and oranges, we had to ask if they had something salty like chips, and they did, (their own private stash, I think) which revived him to some degree. I did not see any pasta or fettucini or baked potatoes with butter and sour cream or... (stop fantasizing, Josie), or BREAD, which I would have gladly sacrificed double portions of bananas and oranges for. At this point, being more than halfway through and it only being 5 hrs since beginning, I was hopeful. Doc was determined. I could tell by the look on his face.

At the next rest stop, I received some sad, sad news. I knew it was sad news by the look on Doc's face. Also, by the way he was saying "damn, damn, damn". It seems we took a route that was confusingly marked and one on which, if we continued as mapped out, would leave us short the 100 miles. (I knew it was too good to be true when they told us at that rest stop that it was less than 20 miles to finish.) And I knew in Doc's mind he was thinking he didn't come to the Hotter n Hell Hundred to ride less than a hundred miles. And after working with him for 8 years I can say he can be depended on to be consistent - consistently stubborn included. So, in order to make up the difference in miles, we backtracked. Imagine, if you will, hundreds of riders on the last leg of a 100 mile ride, 105 degree heat, at last the end is in sight, and here comes a tandem, - - going the opposite way! After the first 50 shouts of, "Hey, you're going

the wrong way!", we got pretty sick of explaining. Toward the last of that backtracking, Doc finally started responding with something like, we were having so much fun we decided to do some extra. And if any of those riders saw the look on my face - well, you know the story about buying beachfront property real cheap in... Nebraska is it?

So, we're at the last rest stop with probably only 10 miles to go and there are emergency room doctors and nurses all around and not a gynecologist to be found - which is what I felt would do me the most good. I love that saddle Doc has with the gel and all but I think I got all the good out of it in the first 50 miles. And Doc is looking like he needs a salt transfusion and there are people on cots all around us being eliminated from finishing. The thought crossed my mind to see if one of them would take his blood pressure and I swear, sometimes Doc can read your mind, so you all be careful out there. Anyway, from the look on his face, I quickly let that thought leave my mind. Later I did ask what would have happened if they had checked him out and decided he shouldn't finish? Well, let's just say it wouldn't have mattered what they said.

All kidding aside, Doc is in great shape and his stamina is to be envied. I'm not sure I would have finished the 100 miles if I had been riding solo - I'm pretty wimpy. So I really have to give him a great deal of the credit for being able to say - I've done a century!!!.

Josie Casey, stoker
Wally (DOC) Retan, captain
Birmingham, AL





A TOUR OF SOUTHERN ENGLAND

Seven couples from the USA and Canada joined forces on September 5, 1993 with Chris and Jenny Davison of the Tandem Club of the UK, for a memorable two week journey on fully loaded tandems. The participants included: Bob & Linda Harvey, Bob McIntosh & Elinor Ader-ton, Emery and Anne Glass, Steve and Shelley Cassagrande, Doug and Marni Nutter, Murray and Magaret Treloar and Dave and Pat Berliner.

For some of the couples the ride began in Reading, and for the rest it began at Gatwick Airport. Our first night as a group was spent in Arundel at the Bridge House Hotel. Our first day included a traditional English pub lunch and our first exposure to thatched roof covered homes which would continue throughout the trip.

We covered 45 miles on our first day. Not too bad, considering we didn't get much sleep on the flight over to Gatwick, assembled the tandem on the sidewalk outside the terminal building, and rode away from the airport!

The next morning we ride through the picturesque towns of Bury and Petworth, where we stopped for morning refreshments. The English riders call this 11's. Then it was on to Midhurst for a walking tour of the remnants of Cowdrey Castle and a stop for lunch in town. We had our choice of pubs, cafes and sandwich shops that did carryout. After lunch we followed the 'lanes' to our evening destination of East Meon. Dinner was at the George Inn, where we all ordered typical English pub-type dinners and sampled the local beer. The trip was off to a great start!

There was plenty of hill climbing to go from East Meon to Salisbury via Winchester. The snack stop was in Winchester, and we included a tour of the historic Winchester Cathedral. Lunch was in the town of Kings Samborne at the Crown Inn. Our destination was the Glen Lyn House in Salisbury. Most of us dined at the New Inn for dinner, a non-smoking pub. There was enough time left in the afternoon to get some touring in of the Salisbury Cathedral,

where one of four copies of the 1215 a.d. Magna Carta resides.

We enjoyed a round trip ride to Stonehenge and Old Sarum, the remnants of a 9th century castle. "Old," in England, means 800 to 1000 years old! A few hardy souls went to see the play "A Month In the Country" that night at the Salisbury Playhouse.

The morning we left, Salisbury was cloaked in rain. We rode through Bowerchalke, Six-penny Handley, Wimborne, and St Giles, stopping for coffee in Woodlands Village at Mrs. Bee's Tea Rooms. After the coffee stop it was on to Wimborne Minster, with its lovely old Cathedral and a chained library. Very old hand printed books that have been kept chained in the library for centuries provided a history lesson in more ways than one. After lunch we followed an old railway cycle path out of Wimborne, which necessitated lifting all the

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tandems over a locked gate. With two captains on each side of the gate to lift the fully loaded bikes, and two on the other side to lower them to the ground, and with the stokers ready to wheel them out of the way, the maneuver went without incident. Many hands make short work of this type of task. We rode on to Poole, and around its bustling harbor to the sandbanks ferry heading to Swanage. (Of interest): The ferry travels back and forth on a chain much the way a cable car works. Our destination was Swanage, home to Chris and Jenny, our tour leaders. Jenny and Chris opened up their home and B&B to all of us, so that laundry could be done. They then fed us a great home cooked meal. What a treat! Chris is very active in the restoration of the Swanage Railway. Besides tandems, he loves old trains!

Day trips around Swanage included a "Tour of Purbeck". The Scott Arms pub in Kingston served a great lunch, after which Jenny and Chris lead us on a four mile hike to visit the spectacular seaside cliffs at Hounstout. A truly awesome sight to behold: Cliffs dropping 300 to

400 feet straight down to ocean waves below. To get to the cliffs we walked through meadows where hundreds of sheep were grazing. This was truly one of the high points of the entire trip.

A celebration meal was held that night at Corfe Castle in the Mortons House Hotel. Chris and Jenny had arranged for a special banquet, and indeed it was. They did a great job of planning the trip.

Day 7 - NO PANNIERS. Jenny transported all of our baggage to Shaftesbury while we pedaled the 50 miles up and down hill! The morning coffee stop was in the model village of Milton Abbas at the Tea Clipper. Milton Abbas was built in the 18th century with very quaint white thatched roofed houses. As we left Milton Abbas we went past its Abbey and school which was a former manor house, and headed for Bulbarrow Hill. A tough 900-foot ascent at 17% lead to a great view. Everyone posed for pictures with the countryside spread out behind us. We then dropped down to Okeford Fitzpaine for lunch at the Royal Oak Inn, then it was on towards Shaftesbury. We entered Shaftesbury through Gold St., one of the most picturesque places on the trip. This is a short hill, lined with lovely old houses. It was also cobblestones, with about a 25% grade. Shelley and Steve managed to ride up it. Everyone else walked it! Pub diners satisfied everyone's appetites that night.

The next day dawned cloudy and cool. We left Shaftesbury via a nice long but chilly 4-mile downhill. Our first stop of the day was at Stourton with its famous formal gardens. We also stopped at Lonleat House, home of the Marquis of Bath. Many of us toured the house; others stopped for coffee and sustenance. While touring Longleat House it began to rain. Starting on our way to the next stop (which was Nunney) for lunch in the rain was a downer for us. Most of the group linked up in Nunney with members of the West Country Tandem Club. They proceeded to lead them on a hilly muddy ride into Bath. Pat and I headed for Bath in as straight a line as we could find. Riding in the rain is not one of our favorite activities I must admit. After 46 miles we arrived in Bath, soaked from head



to toe.

A quick shower and a change into dry clothes and off we went to tour Bath. Bath has a long and interesting history, dating back to the Romans. The Roman Bath is well worth the visit. We had Mexican food that night at a restaurant named Footlights. Somewhat incongruous, but what the heck, it's England!

Day 9 was supposed to be a day for a short ride or for touring Bath. Everyone -- except Murray and Margaret -- toured, and did not ride. Murray and Margaret went riding with Chris. (I did not mention it earlier, but Jenny left the tour after Swanage to return to work, and Chris lead the tour on his single bike). The rest of us toured or shopped in Bath. Some of us mailed home warm weather clothing. It had become obvious the weather was going to stay cool. It also lightened up the load on the road! That night many of us attended "A Tribute to the Blues Brothers," a show that was very enjoyable, and which is headed for the USA.

Finally, a nice day! The weather was good, and the scenery was delightful as we made our way through one Cotswold village after another. We went through Castle Coombe, a very beautiful village, then on to Malmesbury, with a stop in Tetbury for lunch. Our stopping place for this day was the Crown Hotel in Frampton Mansell. Another fine pub dinner topped off a fine day of riding. We had covered 44 miles. The Cotswolds are hilly folks! It took all day to cover the 44 miles.

We left Frampton Mansell heading for Bourton on the Water. A short day, mileage wise, but a long day of riding. Lots of up and down with not much flat land to catch one's breath. Lunch was in Bibury, a very cute town on a trout-filled stream. The film supply was starting to dwindle at this point in the tour! We ended the day at the Lansdowne Villa guest house in Bourton on the Water. We found a pub and everyone dined together.

We got an early start leaving Bourton. We headed for Oxford. Enroute we toured Blenheim Palace in Woodstock, the birthplace of Winston Churchill. Also in Woodstock we met Arthur Arnold, a retired engineer and an avid cyclist.

Lunch was at the King's Head Pub. After lunch, Arthur lead us onto a cycle track alongside the A44 road. Arthur rides a 6-speed tricycle at 17-18 mph! We had a good work out trying to keep up with him with our loaded tandems! After arriving in Oxford, Arthur gave us a tour of Oxford University on foot. The guy is a human dynamo. We must have covered 5 miles and most of the campus in about 3 hours. Dinner that night was at St. Edmunds Hall College at the "Wolfson Hall High Table." Arthur had literally arranged a banquet for us. What a way to be treated by fellow cyclists. We stayed at the Isis Guest House. Mileage for this day was 45 miles.

The last day of the tour dawned bright and beautiful. This day's ride was lead by Lewis Jones and John Hutton from Reading. They took us over some great terrain. Lunch was at the Shepherds' Hut in Ewelme. Then it was on towards Reading. The riding portion of the trip ended at the train station in Reading after 39 miles. From there, Chris loaded the tandems into a rented van and drove them to Horley, while we took the train to Gatwick and walked to Horley. Dinner that night was pizza in Horley. There's no better way to celebrate the end of a great tour!

Saturday was spent touring London and, in our case, seeing the Phantom of the Opera! We flew home the next day, on Sunday, September 19th.

Our thanks go to Jenny and Chris Davison, who put so much work into the arrangements and routing for this tour. They did a superb job. For those of you planning to tour England, we recommend the ordnance survey maps. They are somewhat bulky to carry, but they will get you where you to go without making too many mistakes. The Davisons advertise in DoubleTalk that they are willing to help fellow tandemists arrange a trip. Call or write them, as they are a wonderful tandem team and they will be of great help.

Dave & Pat Berliner
Concord, NH



T A N I M P R E S S I O N S F R O M A N E N G L I S H F O R N I G H T

Last November, England's Chris and Jenny Davison offered to put a tour together if there were any interested TCA members. Well, upon reading the letter in DOUBLETALK (and after two trips to the Continent where few people spoke English), Bob was on the phone to get information and 'sign up'. The next nine months were filled with anticipation and logistics planning (this was an unsupported tour for two weeks - our first trip with no support vehicle). Logistics were solved by four panniers (one filled with rain gear, another with fleece jackets - we had heard it was cold), a new expandable handlebar pack, a new expandable rear rack pack, plus another rear rack pack (snuggled in) for all the tools, spare tubes, and tire. (We took enough bicycle clothes for three days and wore the same non-bike clothes every single night.)

One lesson learned concerned ATM machines. We had heard (and it proved to be true) that the least expensive way to exchange money was with ATM cards (the most favorable exchange rates, and no commissions). So, we didn't take any money or travelers checks with us, only our ATM card with memorized password. What we didn't know was that British ATM machines (and telephones, too) have only numbers (machines in the States have both numbers and letters). You need to know what your CODE NUMBERS are, not just your code

word. We ended up making a phone call back to the States to find out what our numbers were.

Chris put together a great loop of about 500 miles in southern England, hitting lots of historical areas like Winchester Cathedral, Stonehenge, Bath, and Oxford. We were mostly on narrow country lanes, going through dozens of picturesque villages every day. Thatch covered cottages were special - better than the pictures we had seen. The group consisted of seven North American couples plus Chris and Jenny. Every day was special and we have pictures - just ask! But rather than describe the places visited (it would take a book), we thought our impressions from riding in England would be interesting.

Fortnight: is a word used by a lot of English people. As Chris explained - after several days of blank looks - it means two weeks.

Left side of road: the English drive on the left; we drive on the right. From a stokers perspective, this was more comical than scary. We were there for 18 days; driving on the left became natural about day 13. We survived by 'following the leader', meaning don't get in front of Chris and try to stay with the group. Upon return to the states, we started on the left side of the road for about two weeks (new habits die hard).



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Hedgerows: tall, solid walls of shrubbery that line both sides of many country lanes. Can't see through them, so whatever is behind remains a mystery. All a stoker sees is the captain's helmet cutting between the hedgerows. Words can't describe the exhilaration, and absolute terror, of careening down an 8-foot wide curvy hedgerow bordered lane into who knows what (a blind corner?) at 20 mph. This stoker developed biceps from applying her 'brakes' (she doesn't have brakes).

Nettles: a plain looking plant that inflicts pain and itching on exposed parts of the body. Usually found in hedgerows while making a tight left-hand turn, and also the edge where one gets off the road for physical relief. Thankfully, physical discomfort lasts only a few hours.

Mirrors: we used mirrors attached to our eye glasses (they worked just fine, even for left-side driving). Some couples had mirrors attached to helmets. The British don't use mirrors - most had never even seen them. Mirrors were a great conversation starter: we were asked "what is that" by someone almost every time we stopped. The usual reaction was "what a great idea!" There's a market waiting here.

Sunscreen: three full bottles went with us; three full bottles came back. In 18 days, there was one clear day, 16 mostly cloudy days, and 1 totally cloudy and wet day. Next trip, forget the sunscreen.

Pubs and Tea rooms: typical British attractions that attracted us several times a day. Tea rooms serve tea (or coffee) and 'sweets' (cakes, scones, sweet breads) usually around 10:30 a.m. and 3:00 p.m. Pubs serve beer, cider (hard), and great meals for lunch, dinner, and any other time one gets thirsty (or hungry). Every village has at least one pub, and there's a village about every couple of miles.

Water bottles: we had five on our bike, and rarely used them. The British kept noticing and commenting on all our water bottles; they seemed to share one between them. But then, they have pubs and tea rooms. And rain.



Rain: we had taken full body rain suits. It rained hard on only one day of the trip, which happened to be the day the Tandem Club of UK scheduled a ride with our group. 12 British teams showed up to ride with us. We were covered with yellow or blue Gore-Tex from helmet covers through booties; they wore rain jackets or ponchos, and had bare legs. We figured they must be used to riding in the rain, as it didn't seem to bother them. Probably easier to clean off the 'mud'.

Mud: this is what the British call the accumulation of wet dirt, etc., on the roads between barn and pasture. It is slippery and has an unpleasant odor. It sticks to bicycles and clothes. We were taken on very rural roads during our rain day. Chris said that this is what's meant by being "Deep in the Heart of England!" When we returned to the states, some of England's finest was still plastered to our frame. When customs asked us if we were bringing any food or FARM



WHO DOES WHAT

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SECRETARY: Contact point between TCA and the outside world.

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a beautiful country this is. The trip was a taste that has us ready to return for the gourmet meal. Thank you, Chris and Jenny, for a wonderful experience.

Bob and Linda Harvey
Salem, New Hampshire

PRODUCTS back, we truthfully answered YES (we also had a candy bar).

The Understatement: a stereotype of British people that may be true. One evening, we were told that the nearest pub (for dinner) was three miles away, just a short ride and up 'a bit of a hill'. The "bit of a hill" was one quarter mile of 17 percent grade.

Hills: we had been told, before our trip, that we were going to the flatter part of England. Well, that flat section has some pretty steep places. While our maximum altitude for the trip was just a little over 1,000 feet, the grades getting there were often 12-20 percent. By the end of the trip, grades of 12-15 percent didn't look all that bad.

Language: we all spoke English, which was great, but some phrases had different meanings. One we noticed was "Car-up", which means a car back in England. "Car-down" means ahead. "Car-back" means nothing, so was ignored. Another term is "Steersman" rather than "Captain" for the front rider. "Stoker" is the back rider.

Finally, the best description we've ever heard was given by a father to his young son as he pointed out the bicycle and said "See this bike? It has two seats for two people. The one in front steers, and the one in back pedals." What

"MY BIKE"

When I'm riding that bike of mine,
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Imagination takes me anywhere.

I'm free to meditate or dream
Of Quiet places or bubbling streams,
Of fun times past or new ones to see --
Or, just enjoy -- being me!

On and on I smoothly go.
Enjoying every minutes so.
Life seems so simple when I'm out there
Free from worry and daily care.

It's a joy to ride it on my street,
Greeting friends and neighbors that I meet.
It brings me many hours of pleasure,
A gift -- I really treasure.

It's not a fancy bike, you see.
It's old and worn out, but belongs to me.
I thank my husband for giving me this bike,
-- and, time to do just what I like.

Nellie Pezzani



WHY I ENJOY BRAGGING

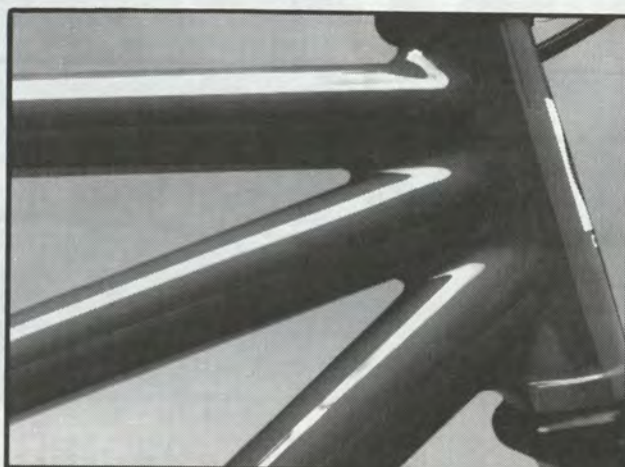
"You call that a vacation?!?" My friend was aghast when I told here that my husband and I planned to spend a week on the Bicycle Ride Across Georgia, riding the back roads of Georgia on a tandem bicycle and camping in a tent each night. "My ideas of a vacation is relaxing in the sun on a beach somewhere with maid service and meals at restaurants", she continued. "Better you than me", she said walking away and shaking her head.

When I thought about it, I guess that it did wound more like work than fun as I described it to a "non-cyclist". To me, however it sounded like an ideal way to see the "real America", the America that so many of us miss when we stick to airports, interstates, resort hotels and theme parks. Yes, at times it was incredibly hot, hard, sweaty work. Those afternoons of working together to push up one more hill in the burning sun as the sweat dripped down into our eyes and mixed with the suntan lotion to sting and burn come to mind. At other times it was rainy, wet and cold, and slogging through several thundershowers, soaked to the skin with shoes feeling like lead boots because they were full of water wasn't always a delight. But what a feeling of accomplishment at the end of each day! 60 miles, 62 miles, 70 miles. We did it! WE had actually gotten ourselves from point A to point B with our own two legs following a map, road markers and other cyclists.

Actually, for my husband and me it was 4 legs since we rode our "Big Blue" Cannondale tandem the whole way. The tandem was assuredly easier for me than a single bike, since I am sure that my husband did the brunt of the uphill climbing while I huffed and puffed just to keep my feet going around in circles as fast as his were. He insisted that he could tell when I was actually pedaling and when I was "sight-seeing". Occasionally he would bring me back to the task at hand with a polite "Are you pedaling back there?" Mostly though, he was encouraging and a very able and congenial captain to stoke for.

I really do love long distance touring, even though it is hard to explain why. It's hot setting up a tent in the middle of a red clay ball field on a high school campus in southeast Georgia on a 95-degree June afternoon after just pedaling 65 miles. This 43- year-old body just doesn't bounce back like it used to, but oh that shower felt sooo good after waiting in line for 30 minutes. Nothing beats that feeling of clean.

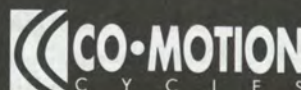
In the morning, we would awake at 5:30 to the sounds of "zip, swish, snap, pop, click" as the other camper/cyclists started to break camp, and I wondered why I was doing this. Then I would poke my head outside the tent to see a big, beautiful sun coming up over the horizon and the mist hanging over the fields of cotton and wildflowers and I knew why I was doing this. I do this to see America, the real America that we never see, hear or smell from our cars. This is where the real people live; people like the little old lady who sits on her rock-



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ing chair on the front porch of her house and waves to each and every one of the 2500 cyclists that ride by her house that morning; people like high school students who come shyly into the auditorium and sing their hearts out in the evenings for our entertainment; people like Dock Brown, who for more than 40 years has owned the most diversified country store I had ever seen selling everything from country hams to Sony boom boxes; people like the high school band booster parents who baked chocolate chip cookies outdoors in the morning air and sold them 2 for \$.50 to hungry bikers who gobbled them down as fast as they came out of the oven.

Some of the bikers were the most interesting people of all. Those that I met while stand-



ing in lines and the stories they told made the long waits worth while. One woman spent all her time touring solo around America and writing a book about it. Another woman was on her honeymoon. Another was a busy executive getting away from it all. One man in his late 40's wanted to see if he could get a feel for what his son who rode on the bicycle team at Georgia Tech did. Not having the 'state-of-the-art' equipment of the college team didn't stop him. He rode his 20-year-old Peugeot the whole 420

miles. Another couple turned out to be distant cousins of my husband who live in Atlanta and whom we had never met before.

But the people and the views are only two of the reasons I did this trip. The third reason I love traveling this way is speed. That's right speed, even though the average cyclist only goes about 15-20 mph, there is nothing like the feeling of coming down a hill in the cool morning air on a tandem with the wind whipping in your face and the white lines on the road flying by under your feet while you pass up all the hot-shot young 20-year-old cyclists with bulging calves who are straining and sweating to keep up while we "oldsters" fly past them, clocking sometimes 42 mph. "How fast you going on that thing?" one straining, sweating young man asked. My husband told him, "42" and he was clearly impressed. He was really huffing and puffing just to keep up. He told us that today was his birthday and he just turned 17. Finally, he passed us as the road leveled out and he went on to catch up with his young buddies, but for just a few minutes there, we were the "speed demons" of the road. Oh, sure, we have to stop more often and probably longer than most of the younger set do, but it's all worth it for our "moment of glory" on the downhill.

We still arrived at our destination early to mid-afternoon each day in time to pick out a good campsite and get the tent out and dried before the sun sank too far below the trees. Then there was always time after the requisite and blessed shower to sit in the cool air-conditioning of a restaurant or school cafeteria opened just for us and read the afternoon away. No TV's, no radios, no children making demands. This is great. Ah, I discovered another reason for coming. Finally, after a couple hours of this needed respite I would pull my feet down from the chair on which they were propped and make my aching body stand up as I ambled out to the bus stop where we would catch the local shuttle to town for the evening meal.

Food is the fourth reason I do these rides. Food is something long-distance bikers love to indulge themselves in, and tandem riders are no different. From vegetarians to meat-eaters,



everyone loves to eat. Some ride to eat and others eat to ride, but the evening meal is one we all looked forward to, since we could enjoy it without sweat dripping in our eyes and flies competing for every bite. Sometimes it was a local cafeteria serving "homestyle", which meant lots of home-cooked vegetables from the garden along with entrees like meatloaf and friend chicken with plenty of homemade pies and cakes for dessert. Sometimes it was a Mexican restaurant where it seemed as if half of the 2500 Bike Riders Across Georgia (BRAGGERS) had chosen to eat their evening meal. Even after standing in line for 30 minutes to get a table, bussing our own table, taking our own orders and serving our own drinks, it was all worth it when the food finally came.

Food, that fuel that keeps the biker going. I was sure that I would loose weight because of all the calories I was burning up, right? Wrong! It was said to me on my first long-distance ride, by an older woman who was obviously a seasoned tandem rider, "Don't try to loose weight on these rides, honey. You can't do it. Just try to break even and not gain any. You have to stoke the furnace to keep the fire going." I know now what she meant. When I try to cut down on food, my body does what is known as "hitting the wall". I experienced that awful feeling on the last day of our ride across Georgia, just as we were nearing Savannah. I had skipped the food at the previous rest stop, and boy did I regret it. I felt it first as hunger in the pit of my stomach. It was just a mild feeling at first, but the more I pedaled the more it grew into a gnawing. Then my head began to feel light and my arms and legs started to get shaky. The only thing holding me on the bike by that time was the clips on the bottom of my shoes which had me attached to the pedals. At that point, I knew my husband was doing all the work, because it was all I could mangle to just sit up straight. I told him we had to stop so I could eat something, but of course, as captain he declared that it must be a "good place" to pull off (shade, pavement, level), so on we went. My head began to droop and all I could see was asphalt flying by under my feet. Me feet continued to go around, but I knew it was not me making them do it. Finally we stopped. I nearly



fell off the bike and quickly grabbed the granola bars we had packed in the rack trunk for just such an occasion. I washed them down with water from my water bottle and vowed never to let myself get that hungry again. Fat or fit, I would enjoy my food from now on.

Finally, with food under my belt I found the strength to climb back on the bike and finish the ride. I did it! 420 miles in 7 days. Atlanta to Savanna. Sherman's men couldn't have worked harder than I did.

Yes, this is my kind of vacation, one that sitting in a resort hotel on a crowded beach somewhere just doesn't match up to. I know there will always be plenty of people in this world like my friend who would rather spend her vacation in the air-conditioned comfort, but for me, give me the tandem, a ready and willing captain, a tent, a map and the open road and I am on my way. What a great way to "See America."

Peggy Marting
Naples, FL



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FIRST ANNUAL SOUTHERN TIER TANDEM RALLY

My captain and I are adventurous (crazy) folks. We've explored the Southern Tier / Finger Lakes Region of New York, putting on over 10,000 miles in our three years of tandem riding. Many times we've waded at other two-seaters and thought "Wouldn't it be great to ride together with other tandems!"

The urge became so strong, that we decided to hold the "1st Annual Southern Tier Tandem Rally". From the time we decided to organize the ride, to the rally itself, was only three weeks. What can be accomplished in three weeks? A lot, including:

Producing a flier and mailing it to all of the TCA members in the Finger Lakes area of New York and northern tier of Pennsylvania.

Laying out three main routes with distances from 17 to 44 miles; ranging from flat to rolling terrain to hilly climbs.

Creating detailed route instructions and maps including all distances and elevations.

Preparing for the barbecue and swim party which followed the ride.

We had a great response to the rally. Folks came from as far away as 150 miles to join our more local riders. A total of thirteen tandems with three trailers (6 children) and two child stokers arrived at our home for the start. A single bike also joined the group with a stuffed animal on the back as the 'stoker'. Granola bars at the start were a hit with the kids and adults alike. The weather was fantastic, both for the ride and the swim afterwards.

The rides themselves ranged from the Big Flats River Rambler (basically flat along the Chemung River west to Big Flats and back); to the Creeky Crawly, a climber along the creeks and rivers as they meander through the hollows from Elmira to Corning (via Pine City and Caton) and back to Elmira through Big Flats. By adding two shortcuts, making five routes in total, we met the needs of both families and speedsters.

The main group of tandems followed the scenic Chemung Valley route east to Waverly on the south side of the Chemung River and back along the north side. This is the route that General Sullivan's Army took during the Revolutionary War. On the return from Waverly, we climbed 300 feet to an elevation of 1130 feet (at O'Briens Inn) providing a sweeping vista of the Chemung Valley. The downhill run was fantastic, with the stokers having a panoramic view as they looked south to the valley below (too bad captains, you have to pay attention to the road at 40 - 50 mph!).



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Following the rides, we all gathered back at our house for a barbecue and swim. Each tandem team brought a dish to share and we provided barbecued beef ribs, hot dogs, kielbasi, and a range of drinks (from Chardonnay wine and beer to fruit juice and soft drinks).

The rides, the barbecue, the swim, and the chance to talk with other tandem pairs combined to make a great day.

See the TCA Calendar for information about the 1994 Southern Tier Rally

Lindy Ellis, Stoker
Rich Shapiro, Captain
Elmira, NY

Tech Tip - Booting

Tandem offroading is hard on tire cord. Twicers have the power to grind their way through all sorts of muck. Often you come out of it wearing a good part of the scenery; the balance is on the bike. The problem there is that it tends to clot up on the brakes, and it makes ugly sounds like it is wearing the rims down. In truth, they are, but the tire is wearing at a much faster rate. The mud quickly grids through the sidewall later and starts to work on the cord. A blowout follows, usually the day after a real muddy ride. Luck being the way it is, this always happens miles from a roadhead.

The cure is simple: a) keep your brake block clearances a little wider than on a road bike, and b) make absolutely sure that the brake blocks are nowhere close to the outer edge of the rim. Do it even if you have to have a little unused section of the brake block extending over the inside edge of a low profile rim - this doesn't hurt anything. Wide clearances work particularly well in the rear, which is usually overlooked until too late. Mounting wide tires on a narrow rim can make this real tricky as the clearances are very difficult to maintain. A secondary measure is that some tires, for example the Specialized Black Max, come armored with reinforced rubber sidewalls for just this purpose. Finally, wash the blocks off if you stop to take a drink. This also helps get the mud off the top of the water bottle!

If you do have a blowout, they can be easily booted if you have planned ahead. Some folks carry a 8" length of an old mountain bike tire, with the cords cut off. This is pretty light yet can save you hoofing it out. Just slide this boot

under the ripped section of tire cord, and off you go. This also works with roadie tires. Alternately, a short length of duck tape will work wonders some times.

If you, like me, didn't plan ahead, the most durable stuff around (next to a PowerBar wrapper) is folding money. The stuff is incredibly tough, and you can boot a tire with it and inflate to pretty high pressure. A folded single works well, but if you're an elitist, I'm sure a twenty will too. I'm not sure the Treasury Department approves of this use, but it's gotten us home.

Malcolm Boyd & Judy Allison

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TANDEM CALENDAR 1994-1995

March 5, 1994. **BART - Ride through the reservoirs.** 9 am. Moderate grades, 40 mi. Meet in Los Gatos at corner of Los Gatos Blvd & Los Gatos/Almaden Roads.. Rain cancels. Contact Bruce at (408)- 356-4850.

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, 1994. **T-Bones - Maple Sugar Ride** Exeter, NH. rain date is Sunday 3/20 Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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.

March 26, 1994. **T-Bones - Ride to Eat** We'll start riding near Marblehead, MA for this one. The object is to finish the ride so we can all EAT. Rain date 3/27. Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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 10, 1994 **Heart O'Dixie Tandem Ride.** Columbiana, AL. 9:30 am from Columbiana High School Parking Lot. All tandem riders welcome. Join the Heart O' Dixie Tandems on a 50-mile ride through the rolling country of Shelby County, AL. Bring money for lunch afterwards.

April 16, 1994. **T-Bones - Spring ride.** Come join us in Marblehead, MA for a nice spring ride. Rain date 4/17. Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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.

April 23-24, 1994. **BART - Weekend campout.** San Juan Bautista, CA. Contact Lois & Bob Weast, 4324 Paradise Dr, Carmichael, CA 95608. (916)-961-5193.

April 30, 1994. **T-Bones - Ride to eat.** Newton, MA. Come ride and potluck afterwards. Rain date 5/1. Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

April 30-May 1, 1994. **COWS - Early Season Overnight Camping Trip** Self contained camping trip with overnight in a WI State Park. About 40 miles each day. Pamela & Mike Gerke, 233 N Broadway #115, DePere, WI 54115. (414)-336-7410.

April 30-May-1, 1994 **Sand Creek, KS, Tandem Rally** Two days of riding in central KS. Come turn the clock back to the days when living was much slower! Held in conjunction with



the Sand Creek Folk Life Festival, this event features two days of riding in the flat Great Plains. Pre-register by April 22 (small fee/team). SASE to John Hobbs, 308 W. Broadway, Newton, KS 67114. Ph: (316)-283-6055 days.

May 7, 1994. **Third Annual May Tandem Ride**, Hannibal, MO. 72 mile "no frills" ride from Hannibal to Mark Twain Lake and back. Beautiful, but hilly. Lightly traveled roads. No fee. Start at 8:00 a.m. from Steamboat Bend Shopping Center. Bob & Nancy Scott, 2805 Hubbard, Hannibal, MO 63401. (314)-221-3021

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 13-15, 1994. **COWS - Annual "Gathering of the Herd"** Mt. Horeb, WI. For information send an SASE to Karl & Laura Heil, P.O. Box 55, Blue Mounds, WI 53517, (608) 437-8961.

May 14-15, 1994. **T-Bones Weekend event**. The place is Lenox, MA. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

May 14-15, 1994. **BART - Calistoga-Carmichael-Calistoga Trek**. 100 miles back to back. Interested, call or write Bob & Lois Weast, 4324 Paradise Dr, Carmichael, CA 95608. (916)-961-5193.

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 21, 1994. **T-Bones - May ride**. Join your fellow tandemists to ride from Wenham, MA. Rain Date 5/22. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

May 27-30, 1994. **12th Annual Kent County Spring Fling**. Chestertown, MD. Join TCA-er's Al & Ruth Schaffer and the Baltimore Bicycle Club at Washington College for the 12th running of this fun-filled weekend event. Tandems-only rides scheduled daily. Fee includes lodging, meals, and more! SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (410)-484-0306 evenings.

May 28, 1994. **T-Bones - Memorial Day Celebration Ride**. North Conway, NH. Rain date 5/29. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

May 28-30, 1994. **1994 Northwest Tandem Rally**. Portland, OR. Hosted by TNT (Team Northwest Tandemonium). 4 rides, varying mileage. SASE to David & Kim Rittenhouse, P.O. Box 69262, Portland, OR 97201. (503) 222-4922

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

June 11, 1994. **COWS - Metric Century in Southern Door County** Come and enjoy the quiet southern end of the county. mapped routes of 40 & 62 miles depart from Brussels Town Park. for more details on the ride, lodging & food, SASE to Jim & Cindy Noll, 1579 Ledge Rd, Brussels, WI 54204. (414)-825-7341

June 18, 1994. **T-Bones - Wenham, MA Ride** Rain Date 6/19. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

June 26, 1994. **Double or Nothing Tandem Ride**. Carmel, NJ. Small fee covers lunch, sagsag, patch & more! Free raffle this year. For



more info, SASE to Mel Kornbluh, RR#8 - Box 219E, Gwynwood Drive, Bridgeton, NJ 08302. (609)-451-5104

July 1-4, 1994. **Canadian Family Tour**, Oshawa, ON. Details are sketchy yet, but more will be coming in the next issue of D-T. Or SASE to Doug & Joan Barlow, 1126 Valley Court, Oshawa, ON, Canada L1J 3M5 or call Dave & Brenda Vandeveld @ (905)-824-9364

July 1-4, 1994. **T-Bones Weekend event**. The Harvey's have the details for this one. Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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

July 15-17, 1994. **A Midsummer's Tandem Rally II**. Manhattan, KS. Pre-registration required, entry limited to the first 100 tandem teams. For more info and a registration form, please send a SASE to Karen Winterhalter, 13001 W. 70th St., Lenexa, KS 66215 or call (913)-599-0430

July 16-17, 1994. **Hoquiamult Tandem Ride**. Hoquiam, WA. Spend the weekend riding through the lush forests of western WA. Travel on one of WA's most scenic highways. Limited to 25 tandems. Fee includes dinner, but not lodging. Registration deadline is April 15. SASE to Lee Stage, 317 Adams, Hoquiam, WA 98550 or call (206)-533-2927.

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

July 29-31, 1994. **Tandemania at Lake Vyrnwy**. Lake Vyrnwy, Llanwddyn, Montgomeryshire, Wales SY10 ONA. A weekend of Tandem Rides, Tandem Expo, even a "World Championship" Tandem Road Race. Sponsored by Swallow Tandems. Please call Pete Byrd @ 0691 73211 (that's in Lake Vyrnwy, Wales) for more information or contact the editors of DoubleTalk.



July 30, 1994. **T-Bones Potluck after ride**. Tandems and eating just fit together. Come socialize. Rain date 7/31. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

July 30-31, 1994. **COWS - Saturday ride followed by Bar-B-Que with an optional Sunday Ride**. Gary & Irene Sanderson will lead this ride beginning at 10 am in Cedarburg (meet in Park at Bridge Rd & Riveredge Rd). 35 or 60 mile loop. for those who would like to stay, there will be bar-b-que at Gary & Irene's home in Whitefish Bay after the ride. Sunday's ride will be in the Holy Hill area. Contact Gary & Irene Sanderson, SASE or phone, 5005 N Palisades Rd, Milwaukee, WI 53217-5756, (414) 347-3964 if you're planning to attend.

August 6, 1994. **T-Bones - Lexington, MA** Rain date 8/7. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

August 6, 1994. **2nd Annual Southern Tier Tandem Rally**. Elmira, NY. Rides from 17 miles to a metric century. BBQ & swim following the rides. Pre-registration appreciated. Contact Rich Shapiro/Lindy Ellis, 850 W. Clinton St., Elmira, NY 14905, (607)-734-2372.

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 if you send a SASE to Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079 (609) 898-5285.

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.

August 27-28, 1994. **T-Bones Weekend event**. New London, NH has some great riding come join us. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.



September, 1994. **Tandem Tour of Southern England.** Details from Emery and Anne Glass, 1 Dodge Rd, Marblehead, MA 01945 (617) 631-3239. Tour leaders are 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.

Labor Day, Sept 2-5, 1994. **Family Tour** Lancaster, PA. This ride is geared to the kids tastes. Martha or Kreg Ulery (215) 791-0406.

September 10, 1994. **T-Bones - Mystic CT.** Rain date 9/11. Contact Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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.

October 1, 1994. **T-Bones - Potluck after ride.** We'll ride near Lexington, MA. Rain date 10/2. Contact T-Bones co-ordinators Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

October 9, 1994. **Tandem Tour For Wishes II** Belmar, NJ - Benefits the Make-A-Wish Foundation of JN. For more info send SASE to Team Rutch 231 Brookside Ave, Laurence Harbor, NJ 08879. (908) 566-9536.

October 15, 1994. **T-Bones - Brookfield, MA.** Final ride of the year. rain date 10/16. Contact T-Bone Co-ordinators Bob & Linda Harvey, 16

Clinton St, Salem, NH 03079-2052, (603) 898-5285.

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



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CLASSIFIEDS

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" disk 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). 03/94

FOR SALE: 1990 Cannondale, 21x19. Shimano Index System, WheelSmith Wheels, Shimano Pedals, Specialized Cranks, More. \$2500.00 OBO. Agnes Cahala, (515)-854-2215 05/94

FOR SALE: 1989 Santana Sovereign, 23.5x20.5. Original TA cranks, Phil BB's & hubs. Suntour derailleurs & barcons. Mafac cantilevers & Arai drum. Many extras, including Kirtland(!) bags & Black burn racks. Asking \$3000 OBO. Ralph Ekness, (503)-239-5348 05/94

FOR SALE: MotoBecane Interclub Tandem, 22x20.5, Blue Mixte Frame, 10-speed, Drum brake, cantilevers, bar-end shifters, rear rack, pump, fenders, and more. \$450. Call Al Diefenbach, (304)-594-3306. 05/94

FOR SALE: 1982-3 Santana Tandem, 20x19. Fillet-brazed double-diamond frame/Ishawata tubing. Phil Wood hubs, Edco bb's, SunTour pedals, Arai drum brake, Mafac cantilevers. Paint has no chips or scratches! A low mileage bike in excellent condition @ a great price - \$1500! Barry Harper, 1221 E. Elizabeth St, Suite 4, Ft. Collins, CO 80524. 05/94

FOR SALE: Nashbar Mt. Tandem, 20x18. Very sharp, new model with many extras, including rear rack, cyclocomputer, fenders, pump, water bottles, toe clips and bar extensions. Ready for the trail or tour. Ridden about 250 miles. \$750. (314)-221-3021 (Hannibal, MO) after 6 p.m. CST. 05/94

FOR SALE: Santana Arriva, 56x53. Fillet-brazed frame. Adj. Stoker stem. Front wheel laced with bladed spokes. Includes Cateye cyclocomputer & barcons. Black Imron paint. Asking \$1500. Mike & Cindy Grossberg, Jacksonville, FL. (904)-270-0255 or (904)-241-0657 (Please leave message). 05/94

FOR SALE: Burley Duet, 1993 22x20. Low mileage & in great condition. \$1350.00 Michael & Mary Ohr, 15 Ash Avenue, Woodbury, NJ 08096 or call (609)-845-0304 05/94

FOR SALE: Sterling Tandem, 25x22. 48-spoke hubs laced to 27" rims. TA Cranks, Look pedals, Deore XT derailleurs, bar-end shifters, Suntour SE rear brake, Suntour XCD front brake. Drum brake available. Catey Vectra Computer. Dark green Imron paint. Low mileage & in excellent condition. Asking \$2200. Chris Jonsson, (404)-344-0816 (GA). 05/94

FOR SALE: 1993 Santana Rio, 22x20. Factory Drop-bar conversion. Red Imron paint. Virtually new (less than 200 miles). All Shimano Deore components. Drum brake, Blackburn rack, and 4 cages. Dr. says knees can't take the strain! \$1700. Robert Almy, Santa Barbara, CA (805)-569-0036. 05/94

FOR SALE: Columbia 5-speed tandem. In excellent condition. 26" wheels. "Bumble-Bike" motor-assist installed on rear wheel. A great tandem for your motor home. Asking \$250.00. Call (205)-680-9004 anytime before 9:00 p.m. CST. Claud & Ann Jones, 8043 Emerald Lake Drive West, Pinson, AL 35126-2342 05/94

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

FOR SALE: A vintage B607 Deluxe Schwinn Boys Autocycle. Original green & cream enamel with built-in horn tank & headlight. Featuring front Hub brake, rear coaster brake,



locking fork with keys, tail light & rear rack. \$850. Send SASE & \$1.00 for color pictures. Steve Reker, 1636 Christy Ct., St Charles, MO 63303 03/94

FOR SALE: 1 pair Suzue Tandem Wheels, 700c, 48-spoke 5X lacing, Chinook C-16 rims. Threaded on left for drum brake. Includes 13- 32 Regina 7-speed freewheel. 140mm rear spacing, 100mm front spacing w/QR. \$185.00. Also for sale: original model Campy Record Ergo Shifters, \$225.00. Roy Fraser, (205)-833-7630 evenings (AL). 05/94

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

WANTED: set of CLB crank shortners for older Stronglight/TA-type cranks. Must allow use of all three chain rings. John Friedman, (217)-344-8532 & leave message. (IL) 05/94

WANTED Berth on your tandem, either end, road- or off-road. I'm 5' 8", 140#, in good condition, except that I'm recovering from light knee injury. Some prior tandem experience. I live

in Berkeley, but would travel to the neighboring counties (Alameda, Contra Costa, San Francisco, Marin) for a ride. Chris Witt, (510)-548-5790 05/94

WANTED Tandem partner for the 1994 Northwest Tandem Rally. A captain would do just fine. Male or female? Doesn't matter as long as you are experienced. I am one of the strongest female stokers in the NW, and I need a captain! I'll even provide the tandem! I promise to be a good stoker and not pick on the captain. Interested? Write or call Allyson Flagg-Brown, P.O. Box 69595, Portland, OR 97201, ph: (503)-293-1720. 05/94

WANTED: Stoker for TOSRV'94. Wife still won't ride two centuries in two days! Must be already registered for TOSRV'94 and be able to fit the stoker's position on a 59/53cm tandem. Call/Write Jack Goertz, 2220 Vanessa Drive, Birmingham, AL 35242, ph: (205)-991-7766 evenings.

WANTED: Suggestions for a trip touring southern Europe (Portugal, Greece, Spain, Italy? You tell us what is best). Of course, we'll be on our Schwinn Paramount. We welcome route suggestions, map sources, gen-

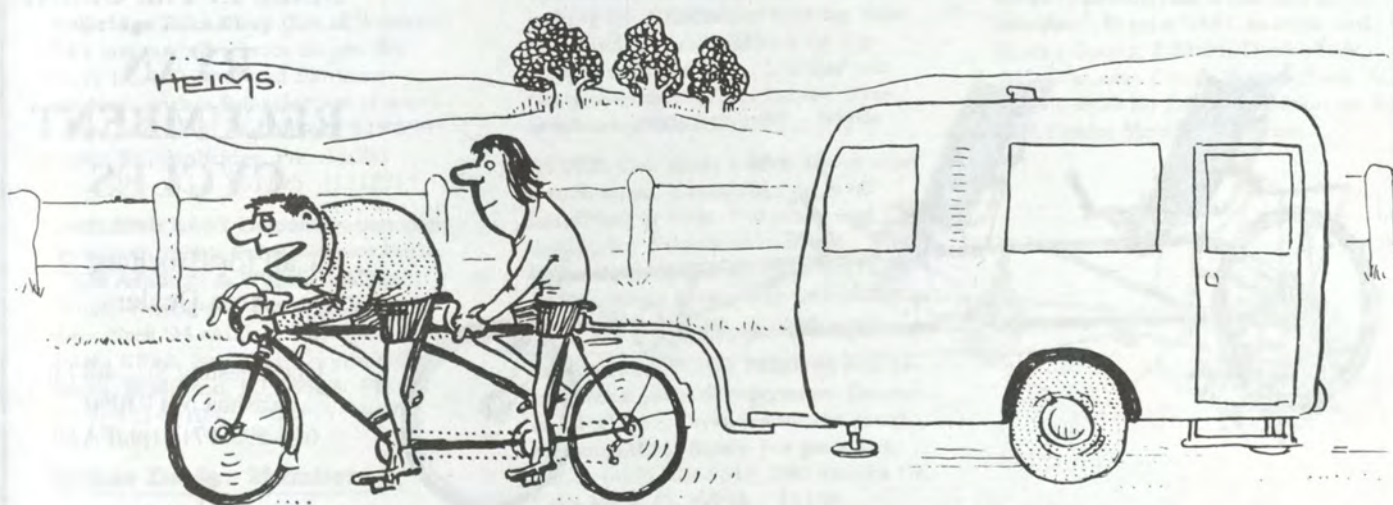
eral recommendations, etc. Linda & Mike Wesseler, 1627 West Loveland Ave, Loveland, OH 45140 (513)-683-5734 03/94

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.



"I don't see why you can't manage in a tent like everyone else."



TCA DEALER MEMBERS

Tandem Dealers

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

TANDEMS, 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)

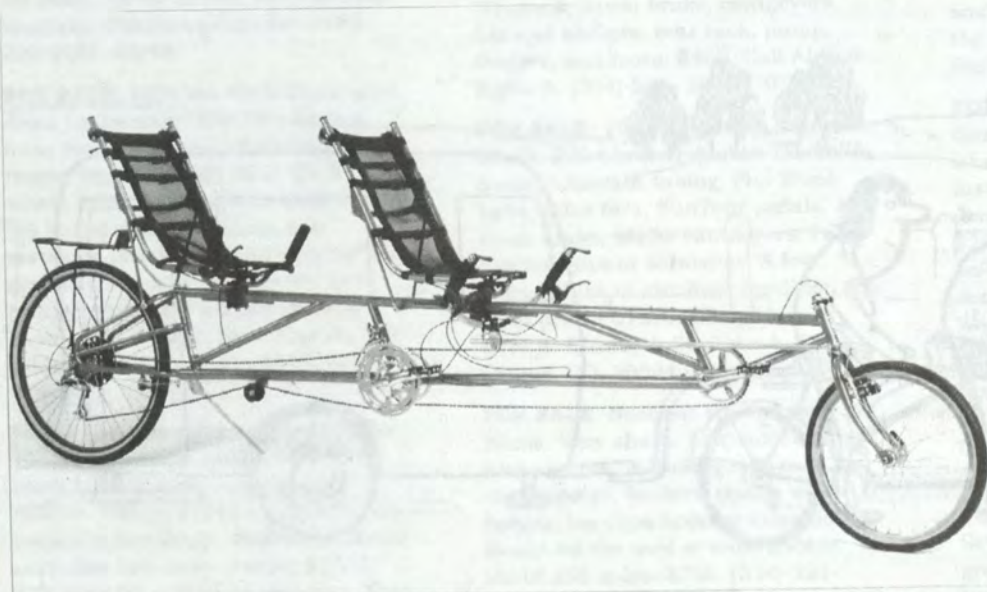
Bike Haus. California's Largest Tandem Selection. Home of "Bilenky" the "Mercedes of Tandems" also Cannondale, Colnago, Erickson, CoMotion. Custom tandem accessories. 1343 W 18th St, Merced, CA 95340. Ring (209) 383-4251. Fax (209) 726-6102. 11/94 (4259)

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 (11172)

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 (1847)

Tandem Matchmakers: Touring, Racing, Family, Mountain, Track - New, Used - over 50. Tandem, Triplet, Quad. Rentals, Long Tests. One-day Service. Wheels, Brazing. Odd parts

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Williamson Bicycle Works We know tandems! Featuring quality tandems from Ibis, Cannondale, Miyata, Rodriguez, and others. Expert sales, service, & wheel building by a tandem riding staff. 1201 Williamson St., Madison, WI (608)-255-5292 01/95 (6344)

SOUTHAMPTON BICYCLE CENTER

Tandems by Rodriguez & Ironhorse. Tandem canoes by Wenonah. Inexpensive trailers, Thule racks, wheel building, advice. Owners tour and race on tandems. 122 Brickyard Rd, Southampton, MA 01073. Ph: (413)-527-9784. 01/95 (5482)

Captain & Stoker Tandems. Stocking Santana, others by request. Used tandems plus a full line of accessories. Knowledgeable service. Demonstration rides by appointment. RR 5, Box 409, Oswego, NY 13126, ph: (315)-598-7724. 01/95 (11180)

WHEELWORKS: the New England source for tandems. Burley, Cannondale, Ibis, Santana, Trek, more. Test rides by appointment, bike fitting, wheel building, parts, service. 480 Trapelo Road, Belmont, MA 02178 (617)-489-3377 v. (617)-489-5807 f. 01/95 (11184)

Ambridge Bike Shop One of Western PA's largest full-service shops. We carry Burley, Trek and Santana tandems with a full selection of accessories, clothing, and shoes. 518 Merchant St., Ambridge, PA 15003 (412)-266-1111 01/95 (11182)

TANDEMS EAST Demonstration rides by appointment. Sales, Service, Parts, Child Adapters & Wheel Building. Burley-Rodriguez- Sterling-Cannondale. Free '94 catalog. Fax: (609)-453-8626, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 03/95 (5072)

Other Dealer Members

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

Enjoy RAGBRAI without the hassles. RAGBRAI charter bus package. Transportation, baggage handling, tentsites, party tent, & more! Tandems our specialty. (RAGBRAI tix NOT included). **Two Wheel Travel**, 300 Main, Ames, IA 50010. ph: (505)-232-3669 05/94 (11183)

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

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 abili-



ties, including tandem-only trips. Catalogs: 1-800-GO-ACTIVE or Backroads, 1516 5th Street, Suite A701, Berkeley, CA 94710-1704. 11/94 (11171)

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 (3715)

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 (6592)

Discover Custom Tandem Clothing. Factory Direct. Printed with your Team Name. Men's or Aerotech Women's Proshorts \$29.95. Jerseys \$34.95. XS - XXXL. Other custom Available. **Schnaubel Shorts**, 1128 Fourth Avenue, Coraopolis, PA 15108. 1-800-783-8326. 01/95 (11185)

Become a TCA Dealer Member! A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.



TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please fill out the form to the right. If you would like to discuss what's involved, 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.

TCA Member No. _____ (from your label)
STATE _____ CITY _____
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
2 and 3 year memberships are encouraged

Membership

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

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

TCA MEMBERSHIP APPLICATION / RENEWAL

Membership No. (Upper left corner of your mailing label): _____
Please **Print** your name or **Paste** Your Label below. Make any necessary corrections.

Name(s): _____

Address: _____

City, State, ZIP: _____

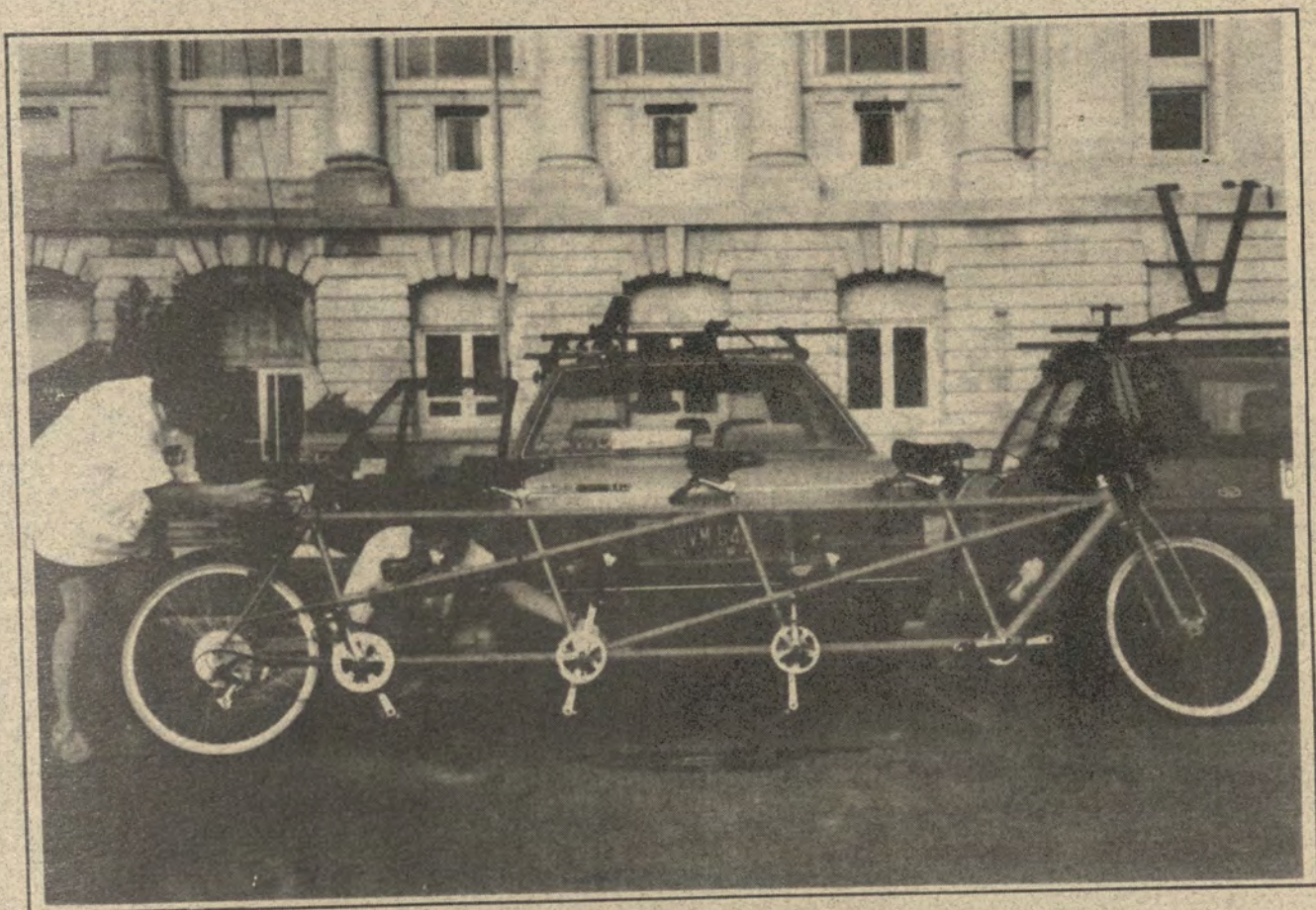
Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style: _____

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

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



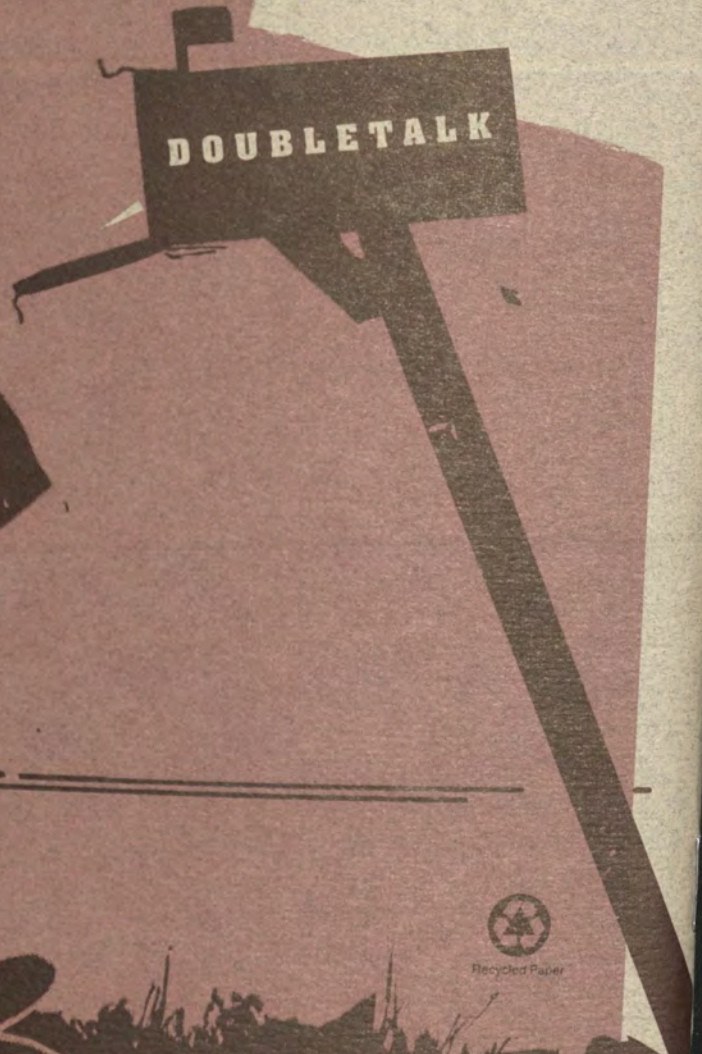
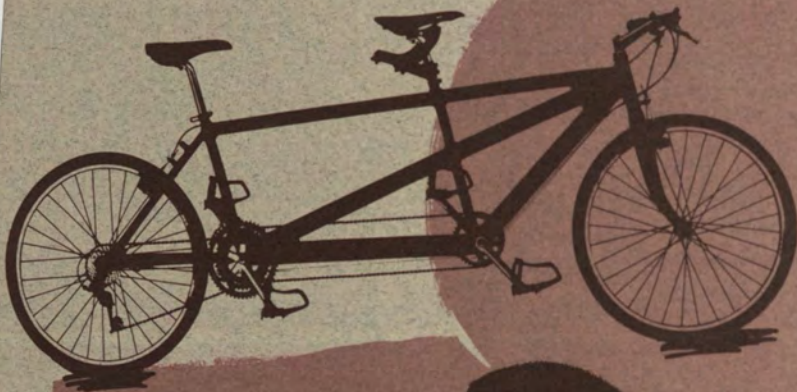
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The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, 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.