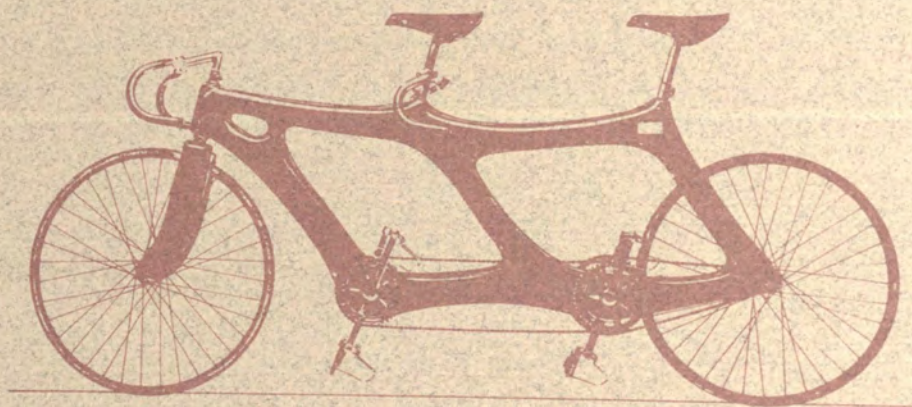


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DOUBLETALK



MAY - JUNE
1994

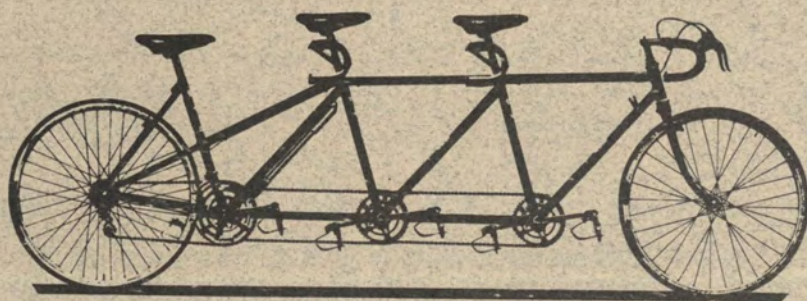
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE JULY-AUGUST ISSUE OF DOUBLETALK IS JUNE 1, 1994

From the Editors

Can you believe it? The TCA year is already half over. You are now reading the third issue of the year, and, in some parts of the country, you're still looking for good riding weather. As we put this issue to bed, Alabama has been hit with cold weather, three straight weekends of rain, including one weekend with major tornadoes (fortunately bypassing us), and it's raining as we type this. Other parts of the country are flirting with snow, while still others are dodging flood conditions. When the weather gods abate, we'll ALL need to hit the road and cycle back into shape. Cross-country ski machines can only do so much.

In the middle of this issue, we've included two copies of the current TCA membership application. Pluck them out -- the pages are numbered without them -- and go recruit! Use one of them for your own renewal, if you wish, and give the other to a tandem team that's not a member. Don't know who's a member? Well, the easy way is to just ask, or you can pull out your 1994 membership list and check that. It was accurate as of January 1, and is a good starting place to learn who's a member and who's not.

While you are looking through the membership issue, you will notice that several names have the letters "HH" in the margin, to the left of the membership number. These two letters identify those teams and individuals who have agreed to be Hospitality Homes for traveling TCA members. Tom Thalman, of Appleton, WI, is keeper of this growing list. If you'd like to volunteer to become a Hospitality Home, let Tom know. There's a form elsewhere in this issue. (Also let him know if you're no longer interested in being listed as a Hospitality Home).

Last month (April), we had two delightful visitors from France, Francois Pac and Antoine Namy. These world-travelers are on nearly the last leg of their 18-month circumnavigation of

the globe. (You may remember the short article in DoubleTalk last November-December, delineating their itinerary). Read the article by Ted Goodwin, and, if you see two 27-year old French tandemists, show them some good old-fashioned American hospitality.

The Rally Season/Calendar of events is well underway, and we will try to attend all those possible. Look for us at the Southwest Rally, the Eastern Rally, the Midwest Rally, and the Southern Rally. We've also tentatively penciled in Gear (okay, it's not a tandem rally, but there is some great tandem riding on the eastern shore). I (Jack) will also be doing the Tour of the Scioto River Valley (TOSRV'94) over Mother's Day weekend, once again with Sara Clark of Cincinnati. If you see us, please be sure to introduce yourselves and say Hello! We already know you. Now we just need to put a face with the name.

It's time to wrap up another Editorial. We have to get some miles in before going out in public. See you on the Road!



Two Texas riders prove that tandems
can go airborne



LETTERS TO DOUBLETALK

Dear DoubleTalk,

In the Jan-Feb 94, issue someone asked what to do with your patches.

As the photo shows we bought a cloth and Rosemary sewed the patches on, grouped by years. It hangs on the basement wall in the room where we keep our bicycles. We also take all the name tags from rides and tack them to the floor joist just above the patch collection.

It makes it easy to go back and reminisce about the rides we have ridden and the places we've been.

Bob & Rosemary Beckman
Des Moines, IA



Members Respond,

Dale & Karen Krueger responded to questions about cycling in the Loire Valley, France. Dale & Karen did some riding in the Loire Valley during a short vacation from army duty. He suggests the book "Biking through Europe" by Dennis and Tina Jaffe as a great 'idea' book. Says the book is a little dated, but still very useful.

Dale says, "There are several good rides to consider while you are in France. The area around the Normandy Coast Invasion Beaches is very interesting as well as flat. The area is somewhat

busy, but should be manageable. The French people in this area still appreciate the United States and the help we gave them during World War II. Many businesses and churches still fly U.S. Canadian, and British flags as well as the French. The 6th of June 1994, will be the 50th anniversary celebration of the D-Day invasion. Another interesting tour stop might be the 'island city' of Mont St. Michel. The Tour de France has gone by this landmark several times."



Dale & Karen Krueger
13310 Gladehill Rd
Chester, VA 23831

Dear DoubleTalk,

In response to Jay & Linda Hardcastle's experiences tandeming with a trailer we would like to add some of our own.

Our Catherine was one and a half last summer, as your Tyler is this summer. We hope to encourage you as you prepare to bring Tyler into the fun of bicycle vacationing. The heat and sun did a number to Cathy on the 1993 GOBA despite great sunscreen. Other than that, we found our overnight trips relaxing. We were shocked to discover that camping with her was easier than motelling; she played more and slept better.

The summer of one and a half was our most challenging bugger season because she was awake most of the time, yet she had only a limited repertoire of activities in there, and she'd get bored. On the plus side, we were able to do



neat things like diapering standing up, and she helped with all sorts of little things.

The Helmet Game does get easier, and it won't be long before you can stop carrying half the baby's room in the back of the bugger. At two and a half, Catherine asks to go for a bike ride before we've even finished our coffee in the morning. We're having a great bicycle year, going down the road on our purple Kuwahara dragon, accompanied by a small soprano "three blind mice, three blind mice, three blind mice, three blind mice..."

Phil, Beth & Cathy Nolan
Dayton, OH

Dear DoubleTalk,

My tandem partner of two years and I are tying the knot in November of this year. We'd love to decorate our wedding cake in a tandem theme. Might any readers have seen something we could use?

Marty Likozar
476 Harris Rd
Richmond Hts, OH 44143

Dear DoubleTalk,

We are fellow tandemers who are riding cross country, June 1, 1994 to raise funds for eye research. We will be starting in L.A. and going north up the coast to San Diego before we head East. We may need a place to stay, perhaps with some other tandemers. If you'd care to learn more, call 617-828-5792.

Kim & Jon Gale
55 High St
Canton, MA 02021

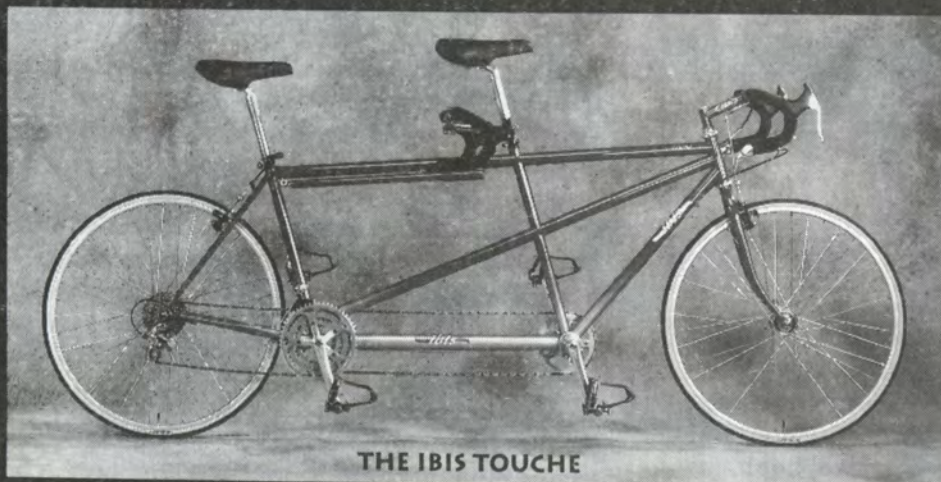
Dear DoubleTalk,

We really think transporting a tandem is easier than people think. We have taken the tandem on many airlines in the U.S. and Europe without any difficulties.

The first time we flew we found two single bike boxes in the garbage of our local bike store. We removed both wheels from our bike and put the bike in a long box made by telescoping the two bike boxes, both with the ends removed. Since I was worried about damage to the rear derailleur, I subsequently left the rear

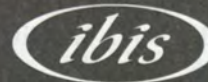
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wheel on the tandem and it was only slightly longer. It is really not much longer than a regular single bike box designed to carry a bike with both wheels on the bike, (ie the type supplied by airlines).

When I bring the long box up to the airline ticket counter I make sure it is perpendicular to the counter, and it looks much shorter.

I carry my auto bike rack in an old ski bag which is always accepted free by the airlines. I also carry the latest Yakima car fit book and six different sets of clips.

I call ahead and find out exactly what brands of autos are available in that city by my car rental agency. One of their cars is usually suitable. We put on the bike rack right in their parking lot and the two bike boxes usually fit in the back seat of a 4 door medium car or in any hatchback trunk. The Yakima tandem rack on top of the car is very stable, (so is Thule)

Alvin Golub & Gail Morse
Brooklyn, NY

Dear DoubleTalk,

Mary and I are planning our first tandem adventure overseas, and would like to get some feedback from other TCA members. We are planning a two week tour of Norway this summer, hopefully in late June. We would like to travel between major cities like Bergen and Oslo, or Trondheim and Oslo. We would like to limit our tandem travels to 7 days, which will allow us extra time to take in the sights of the cities and towns along the way. We are planning to stay in guest houses, tourist cabins, or motels so that we can travel lighter than we could on a camping expedition.

Many years ago I lived in Oslo and traveled throughout Norway by car. On one of my outings I watched some bicyclists riding past the glaciers on top of the world, and decided right then that someday I would come back and tour Norway by bicycle. Well, someday has arrived, and we have decided to tour Norway this summer.

If anyone has traveled in Norway by bicycle, we would like to hear from you. If you know of a good source for information, please let us know.

Our plans are pretty much just ideas right now, and we would appreciate any information from TCA members that have traveled to this part of the world. Any comments and suggestions from fellow TCA members will help us finalize our plans and have a successful adventure.

Tom & Mary Lueker
12017 Lisa Marie Ct
Fairfax, VA 22033

Dear DoubleTalk,

What we know about assigned membership numbers. Karolyn & I joined TCA from the very beginning, 1976. We were issued number 16 and received in the mail Vol I of number 1 of the TCA newsletter, later to become DoubleTalk. We also received the club's bylaws at that time.

We have every issue of DoubleTalk in our collection, plus we also have every issue of the Tandem Club of the UK since 1970, all 131 journals. This combined set is a real treasure of information, with road tests of every conceivable type of tandem, plus many outstanding articles and tandem adventures.

We would like to copy the entire collection to be put on microfilm and placed in the club's safety deposit box for future generations.

Steve & Karolyn Reker

ed - Perhaps the Library of Congress would be interested also. They would be able to share the information with interested researchers, something the safe deposit box couldn't do. Members - if you like this idea or have other ideas, please let us know.



Dear DoubleTalk,

We would like to congratulate and give special thanks to Jack and Susan Goertz for all they have done to bring DoubleTalk to us. It hardly seems that long ago when DoubleTalk was struggling to stay alive. Jack and Susan, your commitment and dedication is deeply appreciated.

The tandem has touched so many lives and has brought many families together to share with each other. Jack and Susan, you have played a very big part in that, and you should feel proud to have touched so many lives.

Thank you, thank you
John & Pam Ruggini and family
Raritan, NJ

Dear DoubleTalk,

My wife and I have owned a tandem for the last nine years. Although we have done two bike tours in Europe and many other long tours in the USA together they have all been on our singles. We want very much to enjoy our tandem but have trouble riding together comfortably. I am a spinner and my wife like to push big gears. When we reach our destination, I fell as fresh as when we started, and she is wrung out from pushing so hard. Although we have tried several schemes to remedy this nothing seems to work. I spin along happily and she sits in the back and works herself into fatigue.

Perhaps other tandem couples have had the same problem. If so, we would like to know of their solutions.

By the way our tandem frame was made in England by Ron Cooper to our specifications. It is a very beautiful bike, perhaps a little heavy by today's standards but still one of the most beautiful tandems I have ever seen.

John Griffin
Star Rt Box 618
Lewistown, CA 96052

Dear DoubleTalk,

In the Jan/Feb 94 issue of DoubleTalk you published my letter detailing the way that I had set up the brakes on our road tandem. I used a double-pull brake lever to activate both rear brakes. The other lever controls the front brake. This arrangement allows me to operate all three brakes at the same time.

In Mar/Apr 94 D. Olmstead replied that He felt that a much simpler braking arrangement would be to mount a a brake control on the stoker's bars, and let the stoker operate one of the brake systems. I am writing to explain to Mr. Olmstead why I did not choose such a set-up for our tandems. In fact, I feel that such a braking arrangement is actually unsafe for all but the most benign riding situations.

Many stokers are shorter than their captains. They may have a hard time looking over or around the captain to see what is happening ahead of the bike. Or, during a fast descent, the stoker may be tucked in to be more aerodynamic, and thus be unable to see ahead. The wind noise may make it difficult for the stoker to hear the captain's instructions at a critical time. These situations could lead to an accident due to miscommunication, or excessive/insufficient braking force being applied by the stoker.

It is for these reasons that I have chosen to set up both of our tandems with me being in control of all three brake systems. Evie, my fiance and stoker, is a very experience road and mountain biker in her own right. She has ridden in every condition, from grunting up steep, technical off-road climbs, to flying down twisting mountain roads at 50+ MPH on her road bike. She is also an experience bike racer. But I still would not consider mounting a brake control on her stoker bars. The rapidly-changing situations that can be encountered both on-road and off-road make stoker-controlled braking unsafe. The captain is the person who has the best view of the road, trail, or traffic conditions ahead of the bike, and is in the best position to evaluate and react to those conditions. Some situations require instantaneous, strong braking, followed by a rapid release of the brakes. Some may require maximum braking



force to bring the bike to a quick stop. And still other situations may call for a very careful application of the brakes to slow the bike while maneuvering through or around some road hazard. Only the captain is in a position to do this. Putting a brake lever on the stoker bars, and forcing the stoker to try to guess exactly when and how much braking force to apply, and exactly when to release it would, in all probability, eventually result in a fall or collision.

A tandem that is only ridden under the slowest and mildest of conditions probably does not need three braking systems. But if a tandem is ridden under any other conditions, three brake systems are almost a necessity, and the captain should be the one who controls those brakes.

Willard Wheeler
Upland, CA



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Dear DoubleTalk,

We are so pleased to learn of the International Tandem Rally in Massachusetts from August 14-20, 1994. We are not yet sure that we will be able to attend the rally, but we want to invite foreign teams to extend their time in the States by staying with us in York, PA. Riding opportunities in the area include: Lancaster County (Amish Country), 40-mile long converted rail-trail through northern Maryland, Gettysburg historic battlefield, Adams County fruit growing region and more. We are an hour's drive from Baltimore and 2 hours from Washington, DC and Philadelphia.

If you'd like a vegetarian, non-smoking place to call home for a few days, please contact us. (We speak some French, a very little bit of German and Dutch, and are quite good at charades.) Welcome

Evan & Sandra JP Prytherch
115 Knoll Lane
York, PA 17402

P.S. The invitation remains open, even if you don't attend the rally. Baltimore-Washington International Airport is served by many airlines and it is only 90 minutes away.

Dear Northwest Tandem Rally committee,

A quick note to say hello and acknowledge your kind gift to the Tandem Club. We'll put it in the general membership fund... It was very nice of you to think of us in your disbursement process. As the club's founders, we are always somewhat amazed the enthusiasm that folks show over the club - after all, it is a bit of a non-corporeal entity. Sure, we like it, but that others can get charged up with and about it - that's neat!

We're happy to think that the TCA might have played a small part in the overwhelming numbers and success story that NWTR represents. Best of luck to you in the future.

Malcolm Boyd & Judy Allison



The Pre and Post Tour for the 1993 Southwest Tandem Rally

Anne Leon and John McManus had driven down from Dallas to spend the weekend and ride with HATS (the Houston Area Tandem Society). It was just a casual comment to John McManus as he was discussing the plans for the '93 SWTR. I simply said, "Dina and I will just bike up to Nacogdoches for the rally." Of course John would not be the outstanding planner that he is if he didn't take advantage of any opportunity that he found. He saw this as just such an opportunity and quickly said, "Well, we can advertise that as a pre and post tour if you wouldn't mind someone going along. Would that be OK?" Nothing like that had occurred to me but the ideas of company did sound good; I agreed.

It probably wasn't until the next day when Dina and I were discussing the trip that it became obvious that this was not a minor change. Our approach to touring is to pack the Burley trailer with everything we need to camp, hitch it

up to the bike and leave. If a clean and inexpensive motel isn't at hand we can surely find a place to pitch the tent and food to eat. Now whoever decided to join us probably wouldn't feel comfortable with that level of planning so we were going to have to do some research.

Our initial thoughts had been that since we live on the far NE corner of Houston, where it is easy and pleasant to ride from our driveway, there would probably be other Houstonians join us for either the pre or post tours, if just for a place to park. Also the Houston airport is nearby so if people wanted to fly in we could easily pick them up. Of course with this careful and detailed forethought no one from Houston nor anyone coming by air indicated interest. Instead two couples, both driving up from Florida, quickly responded and we had a tour group.

Many tandem riders who have attended rallies will know either or both of the other teams. Bob and Ruth Husky have attended rallies across the nation for many years. Jaime and Lily Garcia haven't been to as many rallies as the Huskys but have been to enough to be known. Three teams is an almost ideal number for arrangements; our big old Ford wagon could easily carry the gear (and could even have carried us, too, if really needed), three couples and three days made taking turns driving straightforward and accommodations for six people isn't too much of a problem.

Meanwhile we had been planning and exploring. We arbitrarily decided that the pre-tour up to Nacogdoches would be a loop east of the direct route and the route back would be a loop west. We studied the maps and picked likely spots to stop and got in the car to scope the route. As the time got closer and no other tandem teams indicated interest we firmed our plans for three and invited the Husky's and the Garcia's to spend the prior night with us. Both arrived on Monday, before the rally.

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Dina fixed pancakes and we all had our carbos for breakfast before the start. Dina and I were to drive the first and last day to open and close the house and arrange for the dog. The Husky's and Garciaz's got on the road headed for Chain-O-Lakes campground. We locked the house, dropped the dog at the kennel and followed the route in the car.

After leaving the subdivision and riding on a fairly heavy traffic road with a good shoulder for half a mile, the route follows back roads for many miles through flat sod and rice/soybean farms to near the town of Dayton, sixteen miles away. We caught the biking teams well before Dayton, of course, and proceeded for the day's 52 miles to the campground to check in and drop the car.



We had a three bedroom cabin reserved and the campground was quiet on this Tuesday afternoon. Our tandem was quickly unloaded and we were on the road, retracing the route to meet our fellow tourists. Leaving the Chain-O-Lakes we regretted that one of the major reasons that we had picked this as our original night hadn't worked out. Chain-O-Lakes is the present home of the famous Hilltop Herb Farm restaurant, a unique eatery that bases its foods on herbs that are grown locally. Unfortunately the restaurant is open only on weekends in the spring or by special arrangement for larger groups.

At the cabin we unpacked, picked out bedrooms and explored before settling down to the important topic of the evening's food. Since we had the car available we finally picked a Hot Biscuit restaurant with an all-you-can-eat buffet, even though it was several miles away in Cleveland. These buffets are especially wonder-



ful for cyclists in general but are doubly great for senior citizen cyclists and we ate heartily and inexpensively. Back at the cabin we slept well for another day.

Wednesday was a rather long day, 65 miles, and the terrain was becoming much more rolling. The target for the night was a motel in Woodville and on the way we would pass the Alabama-Coushatta Indian reservation. It was the day for the Garciaz' to drive so we and the Huskys were on the road together for the start. The roads were gradually becoming more rolling but also more lovely with large pines along the route. We progressed through Romayer, Rye, Votaw, Segro and into Dallardsville where we stopped for a drink at a country store.

Bob Husky had been having some physical problems through the morning and the Huskys decided to stop there for the day and let us return with the car for them rather than taking the chance that something more serious would develop. Since Bob is 79 years old he (and Ruth) demand that he exercise a little caution. We proceeded on to join route US 190, one of the busiest roads that we would encounter.

US 190 has only modest traffic volume, especially by the standards of many other states, but a significant fraction of the traffic is very large trucks filled with the large pine trees from the area on their way to sawmills and paper plants. The drivers are consistently courteous but the nose and the air turbulence as the pass coupled with absolutely no shoulders on the road doesn't add to the pleasure of a ride. It was 22 miles to the Woodville Inn and we pushed hard to minimize the chance that we would be blown off the road on the way. Well along 190 and much later than we had expected, we met Jaime and Lily riding toward us. It seems that not only had they driven to Woodville but Lily had developed a severe toothache and they had located a dentist and had some dental work done to relieve Lily's pain before starting for the day's ride. We told them we were to find Bob and Ruth and proceeded on. At the Inn we picked up the car, drove back to get



the Huskys and returned to the Inn to consider dinner.

Day three was when the Huskys were to drive anyway so it provided another period for Bob to recuperate. With the Garciaz's we headed north through Colmesniel and on into the Angelina National Forest. It was a cool and overcast day and became steadily more threatening as the day progressed. Finally the rains came, Texas hard and cold. Jaime and Lily are Florida cyclists and their rain gear isn't quite adequate for a cold Texas spring rain so by the time we got to Zavala they were cold as well as wet. Good hot food and drinks plus the modification of two plastic garbage bags into additional rain gear allowed them to regain their positive attitude, but the rain was decreasing anyway as we restarted.

The national forest is lovely and traffic is very light, but once we crossed the long bridge over Lake Sam Rayburn and went through the small town of Broudous we turned onto an even more peaceful road, FM 1277. We rode on to Shirley Creek Marina where we were to spend the night. The marina has several house trailers for rent, primarily for fishermen, and they made comfortable accommodations for the night. The restaurant serves very good and inexpensive food and the marina is located on a really pretty point of land on the lake; all in all a hard place to beat for cyclists on a tour.

Friday we rode less than 30 miles to the Fredonia Hotel in Nacogdoches, site of the SW Tandem rally and the goal of our pre-tour. It was a pleasant and easy ride to join the 125 other teams at the hotel.

Nacogdoches is a good choice of a place for a bike rally. That it rained far more than was appropriate meant we didn't log many miles. Despite the rain everyone seemed to have a good time.

Sunday after the rally concluded the three touring tandems headed on west to a B & B for the night. Less than ten miles from the rally hotel we had selected the Pine Creek Lodge for the night and the choice seemed an inspired one. It is a lovely place in the woods and the

host couple seemed to really enjoy their guests and made us feel welcome.

The second day of the post-tour was an easy, essentially straight ride to Crockett. The roadside woods were the Crockett National Forest and the trip went well. Bob was back to his old self and he and Ruth rode with us and were hard to keep up with. In Crockett we stayed in the King's Inn, on the beltway around the town.

Tuesday was one of our longer days, this time 66 miles. With Bob Husky again at the wheel of the sag we were heading south through Lovelady and proceeding to Trinity where Dina and I had decided to introduce Lily to the delight of a "Breeze", Dairy Queen's trade name for a milkshake made with frozen yogurt. (There are doubtlessly cyclists who eat to be able to bike but I suspect that they are outnumbered by those of us who bike to be able to eat.) The local Dairy Queen was less than a mile off the route and we each had a Breeze of four wildly varying flavors to nourish us for the rest of the trip.



Our route took us back onto US 190 to cross Lake Livingston to Point Blank. The traffic on US 190 here seemed to be less than we had experienced on this same road traveling to Woodville on the pre-tour. The bridge across Lake Livingston had an adequate shoulder, and



there didn't seem to be log trucks here. These positive attributes made the ride over the bridge the delight it should be. From Point Blank we turned southeast to another marina, the Holiday Shores Marina overlooking Lake Livingston.

Our accommodations at Holiday Shores were two A-frame cabins. We walked the area, ate well at nearby restaurants, looked at the lake and slept as only cyclists can.

The final day was again our turn to drive so that we could open the house and reclaim the dog. After a hearty breakfast at the marina the route took us through Coldspring and into Cleveland. From there, there were very quiet and really lovely back roads through Plum Grove to quite close to our home. It was a very pleasant and overcast day, ideal for biking. Unfortunately we never got the ride the lovely part of the route because before noon the rain started.

We unloaded the car and drove back up the route to find the Husky's and the Garciaz's in a 7-11 in Cleveland. They were wet but had consumed all the coffee and doughnuts that they wanted so we loaded them up and drove back to the house. The post tour was over and both the Garciaz's and the Husky's had places to go and things to do. Everyone showered, packed, said goodbye several times. It had been a good tour. Three tandem teams truly is an ideal number for a self-sagged tour. We had all enjoyed each other's company and vowed that we would meet again at some future tour or rally. We did feel a little sorry for the 122 other tandem teams who had missed these great cycling days.

Gene and Dina Stucker
Crosby, TX

HALF WAY AROUND THE WORLD THE HARD WAY

Germany-Austria-Slovinia-Ukraine-Russia-India-Thailand-Malaysia- Singapore-Indonesia-Australia-Argentina-Brazil-and after almost 10,000 miles of pedalling they are getting ready to go North through the USA. Antoine Namy and Francois Pac, both 27, left Bar-le-Luc, France 11 months ago on a trip around the world on a tandem bicycle. We can't begin to communicate the drama. It began with 5 time Tour de France winner Bernard Hinault giving them a send-off, excitement, and fun that they have been through. We hope that they will write a book and that we will be able to read it.

Jack Goertz called us one night and asked if he could give our phone number to a couple of kids that were in South America with a broken tandem and were trying to catch a flight to Miami because they could not find the parts they needed where they were. Antoine called us and managed to explain that the rear wheel was bad. His English was very good, but we could not understand each other about bicycle terminology.

Wendy Miller, a young friend of Bambi and mine who speaks French, and I met their plane at Miami International February 17th. They turned out to be two great guys and I ended up coming back up to Pompano with the bike while Wendy kept the them in Miami.





As explained by Ed Lifschitz and Ann Singer of DC in the Jan-Feb 94 Doubletalk; Antoine saw a picture of a tandem in a magazine article. He said to himself; "That is a funny looking bike, if Francois and I were riding one of them it would be fun, healthy and people would be very likely to come up and talk to us, especially if we smiled a lot". These young men had been close friends since age 15 and had often talked about a trip around the world, perhaps by boat. After deciding to travel by bicycle they went to a frame builder and because neither of them had any bicycle experience, let him dictate the frame and accessories. They ended up with a steel mountain

bike tandem with mostly Shimano components, 36 spoke, 26-inch wheels and a Sachs rear hub brake. The frame is beautifully done with perfect welds, and beautiful paint. It is a wonderful ride. Very

efficient but so smooth it feels like a suspended bike. They are not so happy with some of the add-ons, as the racing saddles refused to break in. Although wonderfully light, the racks which the frame builder also made, were not well thought out and broke often, as well as unnecessarily interfering with tire changes and maintenance.

About this time they were busy writing proposals to present to possible sponsors and the French Sports Ministry which sometimes provides funds for undertakings like this.

When they arrived in Miami, their primary drive sprockets were going and the primary chain would not stay on, especially when climbing. Also the design of the Sachs brake, when used with 130 mm spacing and a 7 speed free-wheel tends to bend axles because the flanges are so narrow and the drive side bearing is so far inboard. They were also getting axles with the tensile strength of soda straws in South America, if the one they arrived here with was



any example. The bike has been repaired and is ready for the continuation of their trip. (Thanks again to Wheelerdealer of Fort Lauderdale for donating shop space and special tools.)

Before leaving Miami, they took a train to New Orleans to meet Antoine's mother and girlfriend and do a little sightseeing, leaving the bike in our care. They rented a car and did a 2 1/2 week tour which extended as far west as Arizona, Texas and New Mexico. They then returned to Pompano by Greyhound. On 3/14/94 they left Pompano riding their bike to Key West. When they return to the Fort Lauderdale area they will be starting up North. They plan on touring Canada and then flying over to Africa and riding home from there.

At the moment they are sitting in our living room writing out some 80 postcards to be sent to friends in France and friends they have made in the past 11 months as they traveled. With the post cards they sent from New Orleans this will mean a total of about 150. When they leave a country they send a copy of their journal and pertinent pictures to Antoine's sister and she writes an article for a French newspaper. Once again, we wish we could pass on the experiences we have been lucky enough to hear about. We wish that each of you could get to meet these wonderful young men and get to listen to them for a while. Better yet we wish all of us could do a dream trip like this.

Ted and Bambi Goodwin
Fort Lauderdale, FL

Editor's Note: Antoine & Francoise arrived in Birmingham on April 3, exactly one year after leaving Bar-le-luc. Their schedule calls for them to be in New York by May 6 for a flight to Africa.

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"UNDER A GRAND" TWO SEATER

Most write-ups on new tandems tend to be on the hi-tech stuff. While that is nice and interesting, some folks are looking for a more basic first long-bike that will not blow their budget to pieces.

Sure, there are some used tandems out there for under a thousand dollars, but most couples would prefer something new for that kind of money; something with more than 10 or 12 gears and perhaps a nice alloy crankset, index shifting, QR wheels and seatclamps and perhaps a non-chipped up paint job to boot.

We had the opportunity to test ride just such an entry level machine. A relatively new name on the tandem scene in the USA is the Roland, distributed by Roland of Houston, TX, it is designed here, but to save on labor costs, it is built in Taiwan.

It features tandem-gauge chromoly tubing, an ovalized boob tube, a unicrown fork, and a 71-inch wheelbase.

The Team Sport Pro II model we test rode was an 18 x 16 mountain bike two seater with a nice teal green metallic paint job. Lots of room for both pilot and stoker, it weighed in at 45 lbs. OK, so that is 22 1/2 lbs per rider, certainly lighter than some of the Schwinn Twinns, Peugeot's, Follis, and Gitane tandems on the used market.

Componentry included Sugino GP110 triple crankset, 28-44-52 chainrings and 34T crossover rings.

The indexed derailleurs, shift and brake levers as well as the cantilever brakes, are Suntour X-1, matched with a Suntour AL-10 free-wheel with 13-28 teeth, 7 speed.

Hubs are 40 hole Sansin sealed bearings with QR front and rear, while the 26 inch rims are the Araya RM 120s, hard anodized with BP-190 pedals. The headset is oversized 1 1/4 inch YST Evolution, while the bottom brackets had no identifying marks on them. An eccentric in

the front bottom bracket shell takes care of tensioning the cross-over chain.

Long TCO seat post with QR equipped seatclamps can accommodate a variety of short and tall riders, while the saddles are Velo Gel.

The pilot bars are flat with comfy rubber grips mounted on a chromoly 120 mm stem. The stoker stem adjusts up and down only and has wide cowhorn style bars, giving a rider several hand positions. The original tires were heavy Kenda 26 x 2.1 aggressive knobbies for real off-roading.

Riding the Roland mountain bike in the desert was fun, managing sand and ruts without hesitation. From fast acceleration to quick braking and near-stalling speeds, this machine did quite well!

We did come to a rather unexpected halt in some deep sand that sent both pilot and rear-admiral into the bushes rather unceremoniously, narrowly missing one of those nice

me two!

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jumping cholla cactus. Well, that is to be expected, when off-roading in Arizona!

Our son, Kevin, who did honors as the pilot on the off-road testing, pronounced the Roland "a real blast!" While Rudy, the "airborne stoker" pronounced that on-road tandeming was more his cup o' tea.

The on-the-road testing with Rudy as the pilot and Kay as the testing rear admiral proved to be another story.

We jacked up the tire pressure on those very aggressive tires to 85 lbs, and while a straight line ride proved to be fine, cornering



proved to be less than desirable, with a jerky feeling. To alleviate this, we swapped those knobbies for a pair of Specialized Nimbus 1.4 tires, which not only greatly improved cornering and reduced rolling resistance, but also knocked about two pounds of weight off that 45 pound bike. The Nimbus are not meant to handle deep sand and ruts, but packed dirt and light gravel were no problem.

The Team Sport's road manners were now acceptable with the steering neutral and the X-1 component package performing quite well. The fat tires also gave a bit softer ride than our skinny road tires on our tandem, something the stoker appreciated.

Size selection is limited to the tested 18 x 16 and also a 20 x 18 model. Another model, which we did not test, is the Team Sport Cx, with 700 x 38 tires, with the same componentry and price of under a grand.

All in all, the Roland performed much better than our first time twicer of years ago, a French



Follis with steel componentry and centerpull brakes.

While the Suntour X-1 components may not impress you techno-wienies, the index shifting, cantilever brakes and other hardware make this a better choice than some of those used tandems for sale in the same price bracket.

Some things lacking on the Roland are toe-clips, a pump peg and a fully adjustable, up and down plus in and out stoker stem and different tires, like the Nimbus or slicks, if you are not interested in aggressive off-road rubber.

Besides the usual cable stops and guides, braze-ons include four water bottle spots and rear carrier attachment places. A nifty right chainstay protector helps keep the paint from chipping off and there are eyelets front and rear in case you want to mount some fenders.

For just under a thousand dollars, we feel this is a great buy for a two-seater that can handle either off-road or on-road duties equally well.

Rudy & Kay Van Renterghem
Oro Valley, AZ

Editors Note: Bob Crispin & Joyce Webber met during a Cycle America, Coast to Coast tour in 1992. They've enjoyed their tandem since May 1993 and offered the following thoughts after learning some tandem 'lingo'.

Tandem Dynamics

While cycling across the USA

I met a woman with whom to play
We purchased a tandem just the other
day
Not really much else to say

Captain? Sounds more like a job than an
adventure to us

Stoker? Boiler rooms are not our style ei-
ther

No, not us

We are just a couple of people
On a bicycle built for two

Bob Crispin
Portland, OR



ALASKAN JOURNAL

Introduction: A friend and I just completed a 1,600 mile cycling adventure from Anchorage, Alaska to the Arctic Ocean and back.

The trip began in Anchorage, Alaska and followed the Glen, Tok Cut-off, Taylor and Top-of-the-World Highways into the Yukon. From Dawson City, we headed north along the infamous Dempster highway to Inuvik, Northwest Territories on the Arctic Ocean. Inuvik is about 300 miles north of the Arctic Circle. We then flew to Whitehorse, Yukon and cycled the Alaska Highway back to Tok, and finally ended west to Valdez, the terminus of our trip.

In total, we cycled about 1,600 miles on 20 cycling days, including about 600 on gravel and dirt roads. We rode about 80-110 miles a day on pavement and 30-90 miles a day on the gravel portions. Our top speed was 51 mph descending a 15% grade gravel road into Chicken, Alaska. We passed five other tandems along the route.

Our equipment consisted of the following: Rodriguez aluminum tandem with 26-inch, 48 spoke wheels, Burley cargo trailer, front handlebar bag and 2500 cubic inch rear panniers. We used the same pair of Avocet 1.5 inch cross-K tires lined with Mr. Tuffy's for most of the route, including 500 miles of the gravel section. At our heaviest, the bike, fully loaded, weighed 250 pounds. This included about 120 pounds of food and water for the 300 mile stretch of no-man's land between Dawson City and the Eagle Plains Lodge on the Dempster Highway.

Our only major mechanical problems were a broken freewheel and chainsuck due to riding in the mud. Word to the wise: I will always carry a spare freewheel and freewheel puller on future trips. This is the second freewheel I have broken. I also plan to install an anti-chainsuck plate. It's invaluable if you have to cycle through mud for any distance.

In total, the trip costs were very reasonable. Airfare was \$500 round trip from Washington, DC, \$250 one way from Inuvik to Whitehorse, and \$70 one way from Valdez to Anchorage. Our only other necessary expenses (excluding gifts, etc) were food and new bike tires. Food costs, even in Inuvik, were only about 10-20% higher than in the lower 48. Of course, the bike and camping equipment represented the most substantial cost - about \$6,000.

Although I would not recommend tackling the Taylor, Top-of-the-World or Dempster highways without proper equipment and extensive survival and cycling skills, other portions of the route are perfect for tandems, offer plenty of services, and are easily accessible. For example, the route from Anchorage to Valdez would make a challenging, yet doable, self-supported one-week trip for a tandem team with a few trips under their belt. The route features 24 hour sunlight in the summer and a 300-mile descent into Valdez complete with snow-capped mountains, glaciers, streams filled with spawning salmon, and canyon walls showered with waterfalls. Professional cycle touring companies use



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this route for their one-week trip - for good reason!

Day 1

End location: Sheep Mountain Lodge

Daily distance: 110 mi Time on bike: 13 hrs

Elevation gain: 6,000 ft Temp: 50-70 F

"Oh no," I whispered, as the plane descended and broke through a low cloud cover. Below me were impassable mountains as far as I could see surrounding Cook inlet and the City of Anchorage. This was the terrain Doug and I would bike through for 2,000 miles. Perhaps we had ordered a bit too much. The plan was ambitious, yet simple. Bike from Anchorage to the Arctic Ocean and back: 1,000 miles up, 1,000 miles back, 100 miles a day on average. Fortunately, the best laid plans often turn awry. For us, this didn't take long:

Doug met me at the plane with bad news. His luggage had been sent to Fairbanks, and would not arrive back in Anchorage until 1:00 a.m. So, pumped with adrenaline, we started our big adventure 4 hours late at 2:30 a.m. Friday morning. Being rational, experience cyclists, we opted not to sleep and instead get some miles under our belts. Given our far northern latitude (63 degrees) we cycled east on the Glen highway and were soon heading into a sunrise as we started the climb of our lives. Fifty miles ahead of us stood what appeared to be the impregnable wall of the Alaska mountain range--we knew we had to go straight through it. A daunting, but extraordinary view of snow capped mountains, glaciers and mountain rivers with class 5 rapids.

Except for the usual first day stops to adjust the bike, reposition gear, the day went very well, although a little slow. No major problems with equipment or riders. The route was basically one constant climb from Palmer to our stopping point at Sheep Mountain Lodge. We arrived about 8:00 p.m., ate a quick dinner and collapsed just as a rain storm blew in.

Quote of the day: Dave: "Doug, have you ever been on a cycling tour before?" Doug: "Nope. Never."

Day 2

End location: Gakona General Store, 2 miles east of Tok cut-off.

Daily distance: 95 mi Time on bike: 9 hours

Elevation gain: 1500 ft Temp: 45-80 F

We rode most of the day with Backroads tours. Of course, they were on road bikes with full sag support, which made our legs ache with envy. Their support van took their group to the top of the pass, bypassing the 10-mile construction zone. . . We of course struggled up in the company of giant earth-moving vehicles. After cresting the Eureka summit, we gave chase for the Backroads group and caught several riders down the road. We then gently descended for the rest of the day into Glenallen where we feasted on banana milk shakes. Highlights included 6 cups of Espresso to start the day, reindeer-sausage pizza, and meeting Jim Hoyt's mother. Jim is the owner of the Richardson Bike Mart in Dallas Texas. Doug and I were both wearing matching Bike Mart Jerseys when we passed a horse drawn-carriage with about 20 senior citizens aboard. A passenger shouts "I'm Jimmy Hoyt's mother! Where did you get those BikeMart jerseys?!?" 'Tis a small world indeed.

Quote of the day: Doug: "Whew, no more reindeer-sausage pizza for you, Dave."

Day 3

End location: Mile 109 Campsite, 15 miles west of Tok.

Daily distance: 107 mi Time on bike: 10 hrs

Elevation gain: 1,000 ft Temp: 50-70 F

We got an early start and were at Christochina lodge by late morning. After a sweet-roll and coffee, we pushed on into a headwind and caught Sten, a solo-cyclist from Mt. Shasta, California. Sten teaches elementary music education. Dave cringed as Sten and Doug belted-out every Dr. Demento routine.

Quote of the day: Sten, after a bout of extended flatulence from Doug, "You just farted



an A flat. That's about 660 cycles per second." Doug, "No wonder my rear hurts so much."

Day 4

End location: 40 Mile River Campsite, miles and miles from where civilized human beings should reside.

Daily distance: 80 mi Time on bike: 12 hrs

Elevation gain: 5,000 ft Temp: 50-80 F

The difficulty of the trip sank in as we hit the first dirt and gravel road today. After laundry and grocery shopping in Tok, we say good-bye to Sten at the Taylor highway and start the up-and-down cycle on twisting, turning hilly paths of road that will carry us for many days future. After a quick inspection of the road surface, we decide to leave our slick tires on, figuring that although it'll be a little bumpy, we'll make better time with high-pressure, light-weight tires. The trucks drown us with dust, our tires slip in the gravel as we strain to climb 10-15 percent grades. Yes, this is fun, we tell ourselves.

Quotes of the day. Doug, "David, I don't think we're in Kansas anymore." David, "No, looks more like hell to me."

Doug, "There three levels of clean. Grandma clean, home clean and camp clean. The last being whether last night's dinner looks too gross when mixed in with this morning's breakfast."

Day 5

End location: Jack Wade Junction

Daily distance: 50 mi Time on bike: 10 hrs

Elevation gain: 5,000 ft Temp: 60-80 F

A day of characters and climbing. We met Robin, the Postmaster General in Chicken, Alaska, and her two daughters, the Chicken Cafe crowd, 2 gold-miners dredging the South Fork river, a crab fisherman from Kodiak Island, and another tandem couple.

We hit 50.5 m.p.h. descending into Chicken! The toughest part of the day was climbing to

Jack Wade Junction. We arrived exhausted about 1:30 a.m.

Day 6

End location: Dawson City for Dave, a gravel ditch on the Top-of-The-World Highway for Doug

Daily distance: 40 mi Time on bike: 6 hrs

Elevation gain: 3,000 ft Temp: 60-90 F

We experienced adventuring at its finest today. We crossed the border in style, but broke our freewheel a mere 20 miles further. The decision is made for me to hitch a ride into Dawson City and Doug to stay with the equipment--a ride for one is always easier than for two. However, after 4 days without a shower and a week of beard-growth, no one will stop to pick me up. Two elderly ladies stop, but after looking (and smelling) me over, obviously decide I'm a mass murdered stalking his next victims. "Sorry, but we are not really going your way," they lament. Of course, there is, no other way to go but my way--the road only goes to Dawson City, unless they plan to descend the 100 foot cliffs on each side and four wheel drive their RV across the Yukon river! As they pull away I scream "But I'm just a yuppie attorney from the Big City, don't leave me here to die with a traveling salesman on this God-forsaken stretch of road." Unfortunately my voice is drowned out by the frenzied feeding calls of ravens and buzzards circling over-head.

Fortunately, help soon arrives in the form of a 1970 Ford truck, driven by Dave, a slightly glassy-eyed, middle-aged hippie with two daughters, Oceanelle (aged 11) and Elvira (aged 16). Dave jumped bail on drug trafficking charges 6 years ago and has been on the run since. He's on vacation with his daughters, who live with Mom in Fairbanks, Alaska. Oceanelle nearly faints when I climb in beside her in the cab of the truck. I haven't showered in 4 days! I thank them with pizza in town.

Actually, running into Dave led to the highlight of the trip. Dave is friends with Sylvian, a salmon fisherman in Dawson City. The four of us stop by to say hello, and end up spending



the night in splendor. Meanwhile, back on the Top-of-the-World Highway, Doug spends the night begging for water along route while setting up camp for the night in a road-side ditch.

Day 7

End location: Dawson City

Daily distance: 50 mi Time on bike: 7 hrs

Elevation gain: 1,500 ft Temp: 70-90 F

We're rescued! Dave procures a temporary wheel and catches a ride back to Doug with a Yukon service vehicle. (Thank you Mike, the Clinton Creek bridge repair crew, wherever you are!) Proper replacement parts will have to wait a week for Fed-Ex delivery from the States. We gingerly push off on our replacement wheel, which is so severely pretzelled we have to release the rear brake to provide clearance for the wobbly rim. The trip into Dawson City is spectacular, with views of the Ogilvie mountains and Yukon River far below. The 17 kilometer descent into Dawson City is a little dicey, given that we weight about 550 pounds and now only have one brake, instead of our usual three. The front rim sizzles like a frying pan from the brake pad friction when I spray water on it. "Gee Doug, what's the melting temperature of an Avocet tire?!" We visit Sylvian and Chris, my hosts of the night before. They insist on feeding us dinner, housing us, and insist we visit their fish camp, given our revised schedule.

Quote of the day: Dave, "Maybe we can tie a big rock behind the bike to slow our descent, seeing how our single brake is obviously insufficient to slow 550 pounds of rolling wheels, metal and flesh."

Day 8

End location: Forty-Mile Village, Yukon River

The adventure thickens! Sylvian lends us his canoe and provides us with explicit instruction on finding the fish camp: float 10 hours downstream where you will see an abandoned mining village. After 2 more hours you will see a large rock in the river. The cabin will be on the right after another 2 hours. (We are a little anxious, because if we miss the cabin the next stop

is the Bering Sea, 1,600 miles downstream! Actually, there are two small towns downstream if we were to miss the fishcamp.) So, after purchasing provisions, we shove off into the unknown in an overloaded 12 foot canoe. We anxiously watch Dawson City drift into the distance until it disappears from sight.

The river is glass smooth, but far from still. Bubbling eddies pinwheel our tiny boat in circles, providing panoramic views of the canyons, islands and surrounding mountains. Gulls and other birds follow us as we pass through their nesting areas. The river is so silent our whispers echo against the canyon walls.

In a continuing effort to hone my culinary skills, I determine that it is possible to cook a full meal with a gasoline stove while floating down the Yukon. Neither of us breathe, or so much as moved a muscle, while I carefully prime the stove and precariously balance it on the rear seat. Ah, yes--Piping hot beef stew, fresh onion rolls and a cold beer. My life is now complete.

We float exactly 10 hours and, voila, the Forty-Mile mining village appears. We drag the canoe onto shore, hang our food bags in the tallest tree to protect it from the bear and moose, and set up camp. A beaver slaps its tail and swims by, warning others that danger is in the area. I make a footprint next to a bear paw print. Even with all of my weight (190 pounds), the impression is only half as deep as that left by the bear. We sleep fitfully with the bear repellent close at hand.

Quote of the day. Dave, after viewing numerous bear tracks: "Doug, I think that we are now part of the food chain out here. Regrettably, we are not at the top."

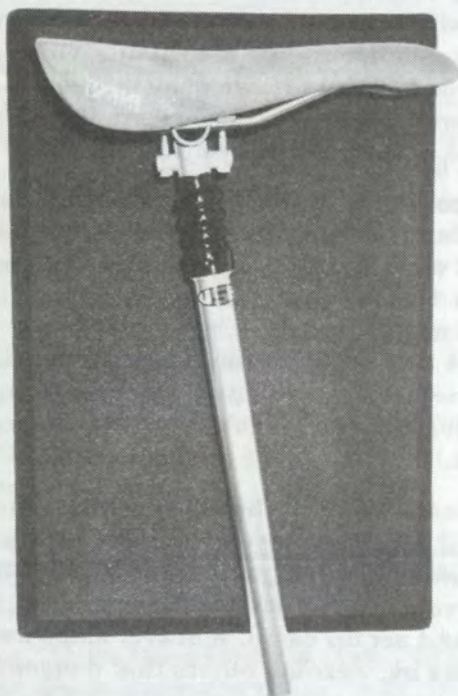
Day 9

End location: Fishcamp, Yukon River, 16 hours float from Dawson City.

After a breakfast of oatmeal, espresso, and fresh fruit, we explore 40-Mile Village. Abandoned in 1935, the village had a population of over 1,000 during the great gold-rush of the 1890s. It now is a ghost town of abandoned



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buildings including a chapel, RCMP outpost, general store, town hall and other unidentifiable structures. The general store has been appropriated by a fellow named Sebastian, and renovated into a small cabin. He leaves it open to any and all visitors who need a place to stay. Just take what you need and leave what you can. Try doing that in Washington, D.C.!

Back on the river, we arrive at the fish camp about dinner time. headwinds made the final leg a bit slow, so we dropped two drift anchors overboard to keep us from being blown upstream. Our anchors consisted of mosquito headnets filled with beer bottles tied to 5 feet of nylon rope. With a water temperature in the high 50s, the anchors doubled as a fine refrigerator for our beverages.

Rock, Sylvian's partner, was at the camp to meet us. Rock and his wife Kathy, along with their children 11 year-old Kyla and 7 year-old Ely live year-round in the bush. They trap fox, martin and other furry animals in the winter and fish in the summer. The kids were great. I made jello pudding, a treat they had never tasted before.

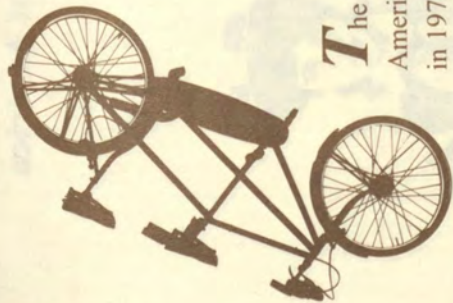
The fish camp sits on several acres of land on a 30 foot bluff overlooking the Yukon River. The entire compound is surrounded by an electric fence to keep the bears and moose out-- a necessary precaution when you have fresh salmon drying in the sun all summer! The camp consists of a main cabin/kitchen, several canvas wall tents and an ingenious shower/sauna. Rock keeps a bevy of sled dogs and scores of rabbits in the compound.

Quote of the day: Rock, "In a few weeks we'll have a big party and shoot all the rabbits. Of course it's not really fair seeing as they are enclosed by an electric fence."

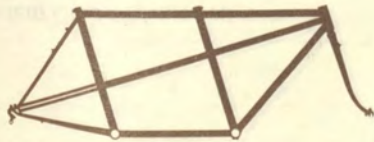
Day 10

End location: Fishcamp, Yukon River, 16 hours float from Dawson City.

We head out in the boats about 9:00 for a tour of the fishing operations. A four day salmon run started at 11:00 a.m., so Rock and Sylvian were anxious to have the fish wheels in

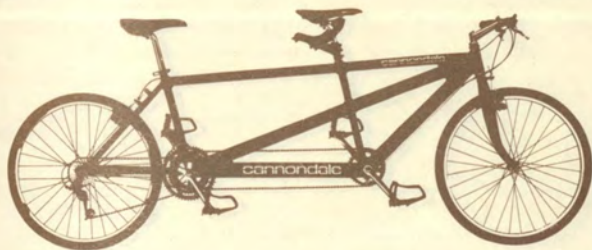


The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, there weren't all that many tandems out there! These 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 for Tandem Enthusiasts

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 also included 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. The original rally was held in 1972, and now there are 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!



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 Tandem
 Enthusiasts”

Please fill out the application below and mail with a check payable to:

Tandem Club of America
 c/o Malcolm Boyd and Judy Allison
 35 E. Centennial Dr.
 Medford, NJ 08055

United States...\$15.00 Canada...\$20.00 Other International...\$25.00

All dues are quoted in U.S. Dollars

TCA Membership Application

Member No.: _____ (Just above your name on your label) or enter "NEW" if you are a new member.

Name(s): _____

Address: _____

City, State, Zip: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Tandem Color: _____ Style or Model: _____

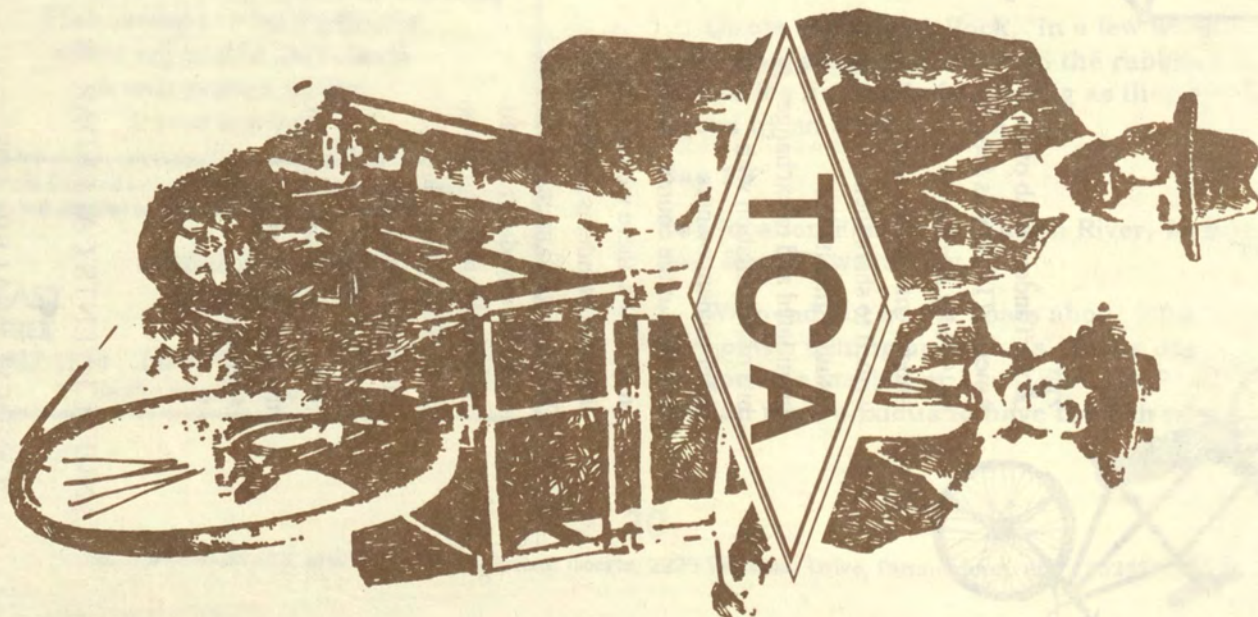
Amount Enclosed: _____ for _____ years membership

(Multiple-year Memberships are accepted at Dues Rate x No. of Yrs)



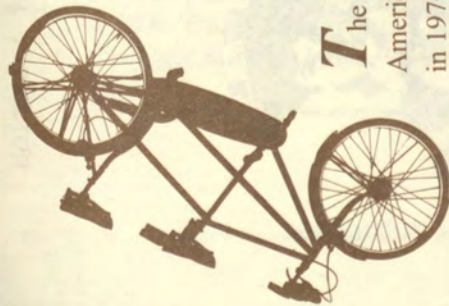
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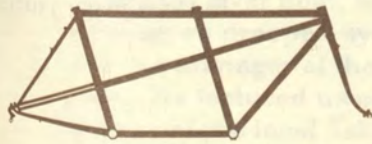


Introducing the
Tandem Club of America

“An Interantional Organization of Tandem Enthusiasts”

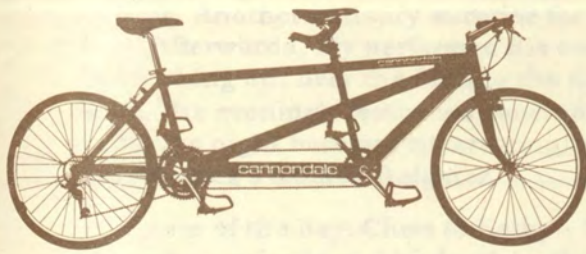


The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, there weren't all that many tandems out there! These 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 for Tandem Enthusiasts

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 also included 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. The original rally was held in 1972, and now there are 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!



TANDEM EVENTS CALENDAR

TANDEM DEALER ADS

TANDEM OWNER ADS

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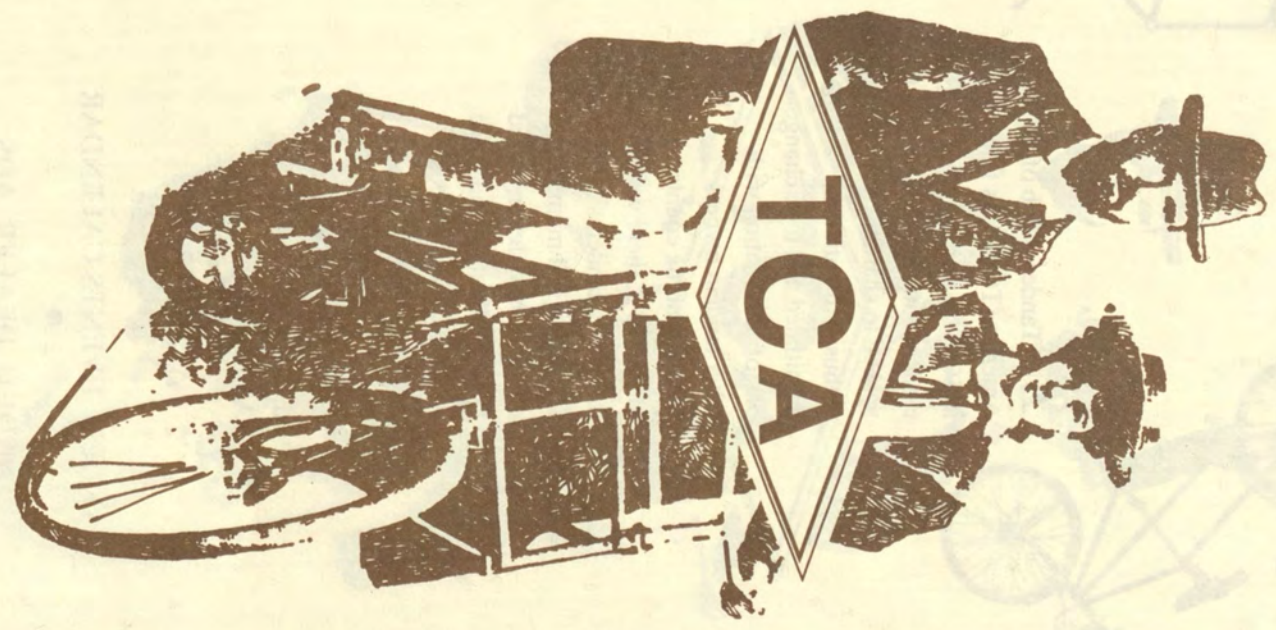
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working order. Salmon are caught either with a large gill net anchored to the river floor, or with a fish wheel. Rock and Sylvian use both methods and have caught up to 800 salmon in a single day. We spent 10 backbreaking and dangerous hours repairing and positioning the wheels as the cold Yukon river rushed beneath us.

The effort was worth it as the fish started to fill the holding tanks quickly thereafter. Doug expertly prepared sushi for the gang that evening. Another culinary surprise for the children. Afterwards, Ely performed his one-armed death swing out over the bluff to the dismay of Rock. The evening's festivities concluded with some late night barefoot waterskiing by Dave behind Rock's salmon freighter.

Quote of the day: Chris to Kathy - "Don't shoot the squirrels and birds when they are on top of the dried salmon racks. The blood, fur and feathers spray all over the drying fish and make a real mess."

Day 11

End location:Dawson City

We said goodbye to our new friends and pushed off for Eagle, Alaska, population 300. We arrived after a four hour float and spotted a black bear cub along the shore. It fled quickly when it saw us, however. We toured the local museum and then took the Yukon Queen, a 35 passenger river boat, back to Dawson. That evening we dropped by a local bar where we met the manager of the local fish processing plant. He lectured us on the economics and politics of the local fishing industry, while Doug sipped a too few many beers. It was a wobbly ride home.

Highlights: Watching a moose cow and calf swim the Yukon river.

Captain J, (Jody Lobert) and Stoker C, (Claire Palmgren) of Pittsburgh, riders of the "Silver Bullet" Rodriguez, are finally getting married May 7, 1994, in Youngstown, OH



Day 12

End location:Dawson City

Our bicycle parts have not arrived yet, so we spend the day cleaning the bike, sight seeing and gathering information at the visitor's center concerning road conditions on the Dempster.

Continued in next issue.

David L Dawson
Dewey Ballantine
Washington, DC



WHO DOES WHAT

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

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

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

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

SECRETARY: Contact point between TCA and the outside world.

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

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





TRAVELING TO GLACIER NATIONAL PARK

Last year, thanks to the continuing efforts of TCA members, AMTRAK officially begin excepting tandems as baggage. When I read this in our bulletin, I quickly arranged to realize a long time desire to combine a rail and bike trip.

I had heard that, much like a bicycle tour, a train trip is subject too many unexpected occurrences. I thought I was prepared for this but the great flood of '93' was wrecking particular havoc on rail travel through our soggy midwest. Instead of boarding close to home on the Mississippi we had to catch our train in Omaha. Our tandem was carried in a soft sided bag that was accepted without comment. Leaving Omaha we traveled from Denver to Portland along much of the Oregon Trail and then on to Seattle. I enjoyed watching for and occasionally identifying interesting roads that I had already ridden or that I could hope to bicycle tour sometime in the future.

We arrived in Seattle on what we were told was its first sunny day and spent the day seeing the downtown attractions. Leaving Seattle that evening we ate dinner in the dinning car as we enjoyed a beautiful view of the sun setting across the Sound. An overnight trip through the Cascades brought us to our destination at the attractive Swiss chalet depot in Whitefish Montana. We were told this is one of the busiest depots in the West and a number of cyclists could be seen among the tourists. The bike bag was stored for us for a dollar a day and we started on a leisurely paced 400 mile seven day tour. Our bike trip would take us into British Columbia, across the divide at Crows Nest pass into Alberta, to Waterton/Glacier national park, Going-to-the-Sun Highway and back to Whitefish.

A few hours of riding got us to the border. We cleared Canadian customs after declaring we had no dog repellent and were informed again that we were seeing the best weather of what had also been a long wet summer in the

mountains. Two pleasant nights in private campgrounds and two days on the road brought us to beautiful Waterton Park. As we pulled into camp we were welcomed by a friendly retired Canadian couple, Ray and Freida Shipley, who asked us if we were TCA members. They were touring on a BMW motorcycle but they were quick to let us know they actually enjoyed riding many more miles on their own tandem. Shedding our panniers we tackled a few beautiful park routes on the bike before heading south over Chief Mountain Pass.

Fortunately we were almost over the pass when our freewheel gave out. Ignominously walking to the summit we alternately coasted and walked as far as possible. A helpful Canadian saved our trip by driving me to find a replacement. I finally found a large touring group that had a spare FW. Elated to get any FW I did

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TANDEM TRAVEL CASES



note this had only a 13 to 24 tooth range. Our original was a 14 to 34!! With no granny gear I anticipated that we would be walking up Going to the Sun highway the following day. With the wheel, I returned to the isolated area that was heavily posted with bear warning signs and found my stoker still alive despite her fears she would be eaten alive. She did not believe me when I told her I had seen a sow and two cubs just up the road we would soon be taking. When another cyclist rode by saying he had almost hit a bear she was ready to believe my sighting. The next four miles she (well me also) shouted out every minute to let mother bear know we weren't trying to surprise her!

With the delay night was falling as we obtained the last cabin at the foot of the pass. We had been sleeping nicely in our tent but it was good to have a room right at the base of what I expected would be a difficult ascent. Park rules also require that cyclist to be at the summit by eleven A.M.. While the distance is not great I didn't know how long it was going to take us if we were pushing the bike. We left at dawn, no traffic, not even bikes, and climbed in our now not so low gear. We seemed to be doing fine but at each turn I expected to see a sharp incline. This did not occur, and while we did do a fair amount of intentional cross the road zig-zagging on some steeper segments we enjoyed our solitary ascent into these lovely mountains. A cautious descent, that again amazed me at the

amount of heat generated by the disk and rim brakes, brought us to our showerless campground in Glacier.

The following day we cycled back to Whitefish where we spoke with another touring tandem couple and TCA member. Relieved of our packs we made our most difficult climb of the trip up to the ski area. While I have always believed in the need for low gears in a touring tandem this steep climb made me doubt that they are absolutely necessary.

We retrieved our bike bag, packed our tandem and headed for home. Our return route was along the Columbia River to Portland where we rejoined our previous rail route home.

What did we learn from this trip?

- 1) Going to the Sun Highway must deserve its reputation as one of the most beautiful cycling roads in the world.
- 2) While I only have seen other peoples FW break over the years I am not immune to this catastrophe.
- 3) AMTRAK offers a unique and interesting way to transport your tandem. Be flexible, consider a sleeper, AMTRAK bike boxes are nearly as big as our bike bag.

Bruce & Becky Perry
Davenport, IA

PEDAL, PEDAL, PEDAL

Is there anything more exhilarating than the first bike ride of the year? Awa-a-y we go! Well, this sure feels good. I really took good care of myself over this long winter. I walked whenever the ice would let me, ran on my treadmill whenever I couldn't go outdoors, lost about ten pounds and now I am getting paid back in spades! Nothing feels so great as physical fitness! My dear captain refused to take our tandem (Ol' Blue) out yet because there was still a bit of water here and there and Ol' Blue was clean (mustn't get him dirty before the real start of the season.) That's fine, I'm fit as a fiddle and pushing the old single bike right up the back tire of my captain. Sure would think he could

go just a bit faster, this snail's pace is driving me nuts! Oh oh, here's a little hill. Just a bit more effort (pedal, pedAL, PEDAL, **PEDAL**) and I'll catch up with him again - funny thing, he climbed that hill like he was in good shape too. Now I have to really pedal or he will have some kind of remark like "What took you so long." I wonder how far we'll go today - I bet he'll want to turn around before we hit ten miles. Hal I'm sure I can beat that, but I'm not going to say anything. Wow, three miles already. Let's check our average speed - only 14 miles per hour - thought it was better than that, it sure felt faster than that. This single bike stuff is alright! I can stand when I want, wiggle around if I want, an

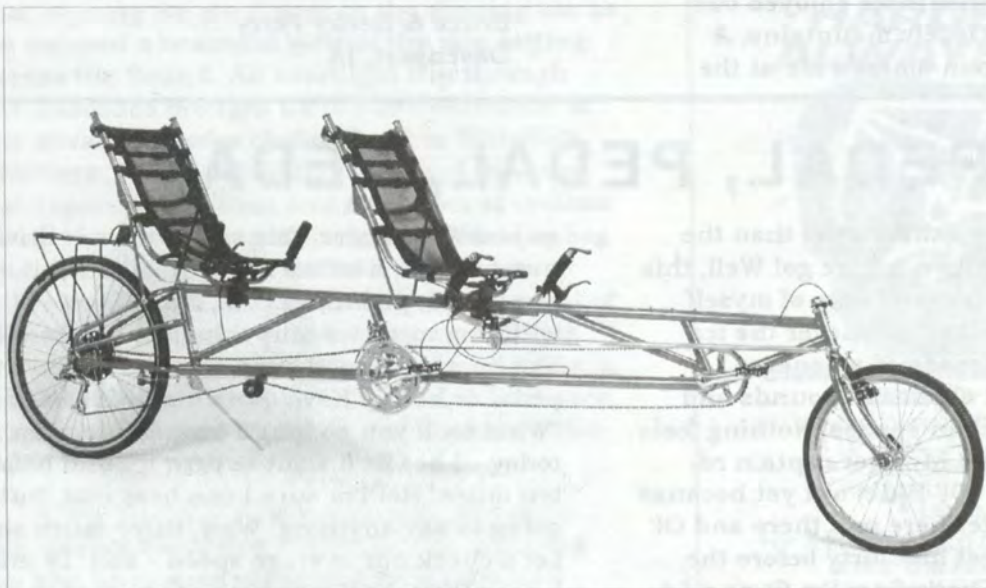


no one says anything, it's kind of hard to get a drink when I'm driving, but I managed that, too. Maybe I'll do more of this single bike stuff this year. This sure feels good, sailing like the wind. Now he's stopped at about the six mile mark, bet he wants to turn around. I'm not going to say a thing, I'll just turn around and follow again like a good little stoker. It sure is easier turning around on a single bike than it is on the tandem. Wow! what a wind! pedal, pEDAL, PEDAL, **PEDAL**, great, here is the downhill that was an uphill on the way there. Sure am glad I'm in such great shape. Where did he get that surge of power? Well, I can't let him get that much ahead of me pedal, pEDAL, **PEDAL**, **PEDAL**, WHERE DID ALL THAT FITNESS GO? This sure is a long hill. Never noticed it was all that long before. Maybe I have a flat tire or something is wrong with my bike - sure doesn't look like it. Can't possibly be that I'm getting tired, can it? Legs sure hurt and, oh, my, I sure have a tender butt. The old adage about "nothing gets your hinder in shape for riding a bike, except riding a bike" sure is true. Maybe I'll stand for awhile. That's enough of that, legs get a bit more tired when you do that for very long.

How far are we - oh my, ten miles - that means two more to go. Sure hope I can make it. Uphill all the way back, can't understand this. Now he's almost out of sight. I'm sure gonna get it this time when I catch up.....If I catch up. Oh, now he's waiting for me at the stoplight. Have to be nonchalant now - "what took you so long" - do you believe he said that? It's kind of hard to come up with a snappy remark when you're breathing as hard as I am at this point. One more mile - hope I make it. Now he goes galloping off and leaving me behind again. Somehow I don't feel as fit as I did an hour ago. This needs more work, I guess. Halleluia!!! there's our house. He's there already and I don't even care, I'm so glad to see it and I'm heading for the couch. Twelve lousy miles really did me in, can't believe it. At least he looks like he's had a great workout, too. Good thing it's only February, but now I know what we have to do. PEDAL, PEDAL, PEDAL, PEDAL, PEDAL!!!!

Betty Panek
Gurnee, IL

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TANDEM TRAVELERS FROM TEXAS

Greetings from the Tandem Travelers. We have had a wonderful five months (July through December) traveling and would like to share with you some of our experiences as well as our future plans.

As some of you may well know, our last weeks in Houston were very hectic. We probably slept an average of four hours a night, with no sleep the night before we left but there was just so much to be done. Camping equipment, bike gear and personal items to purchase, test out and weatherproof; financial matters to be completed and put in order so our good friend could manage our affairs; and of course the monumental task of packing our belongings and moving them to storage. But what caused us the most difficulty was the fact that we could do no bicycle riding before we left to test out all our new camping equipment and bike gear. Unfortunately Lisabeth had strained her knee on a charity ride in mid April and was given strict instructions from the doctor to stay off the bicycle for at least two months. The strained knee was certainly poor timing but we decided to take a gamble and not postpone our trip. It was a good decision, but it made our first several weeks of riding difficult.

July seventh finally came and after many goodbyes we arrived in London, England. Our first experience on the tandem with all our gear was riding from Gatwick Airport to the central London camping ground (approximately thirty challenging miles). And what an experience it was. We set out from the airport with thirty pounds of extra gear, and not enough air in the tires (our hand pump was not working properly) and immediately had to negotiate the busy London traffic, riding on the left side of the road. In fact we had to ride right through Parliament Square (the busiest part of London) to get to our camping ground. Quite an exciting first day!

We stayed in London around two weeks but had hardly any time to play the tourist. Unfor-

tunately we spent most of our time wrapping up all those loose ends we did not finish in Houston. We finally said goodbye to London and headed for a quick tour of the countryside before we went to France. We visited Canterbury which hosts the famous Canterbury Cathedral (thanks to the famous book "Canterbury Tales"). Andy in his usual resourcefulness managed to get us a free personal tour of the Cathedral. It was an incredible structure, the oldest part dating back to the eleventh century. The place has a compelling past and it was easy to see why historians devote many years of their lives to uncovering its secrets. We had other wonderful days touring the countryside. We met some lovely people and were even stopped several times by older couples who remarked that they, too, used to own a tandem (it seems tandems had become quite popular during WWII due to the gasoline shortage). We were invited in to view an old English country home built in the 1400's which housed fourteen bedrooms and a fireplace large enough to accommodate three grown men (of Andy's size). Lisabeth discovered sweet cider (which is apple juice slightly fermented) and Andy took a liking to traditional English chips (thick French fries with salt and vinegar) and we sampled the sweetest strawberries imaginable. Our tour of the English countryside was wonderful and when we boarded the ferry at Dover for Calais, France it was with sadness that we said goodbye to England.



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Thank goodness that our first few days in France were not at all typical of what we came to expect from the country or the people. Calais was an unpleasant town with a campsite full of dubious characters. We were glad to be gone but the countryside was not much better. Calais and the surrounding area is very unpicturesque, and the gray sky, cold and rainy weather conditions made it seem even more gloomy. Not to mention that it was Sunday and every store and restaurant was closed (we were quick to learn in the future these sorts of local restrictions). We rode the whole day hungry and in low spirits, wondering if we really wanted to ride to Paris after all. We camped that night in a National Forest (which is another story in itself) and woke up with a much improved attitude. The sun was shining, the countryside beautiful and the terrain challenging. We camped in Hucquiers for the night. Little did we know that it was to become our home for quite some time.

That evening we were befriended by a lovely French family who were renting a summer home next to our camp. They invited us over for coffee, which was the beginning of a pleasant relationship with them. Andy was playing soccer the next day with their children when he twisted his ankle. We took him to the doctor and were told he badly sprained his ankle and needed to say immobilized for three weeks. After the initial shock wore off we settled down to the relaxed pace of life in a very small French village. We discovered incredibly fresh produce, delicious French cheeses and yogurts and even tried a bit of wine. And the villagers were very friendly (of course it helped that Andy's French was excellent).

After three weeks Andy's ankle was still not well enough to bicycle so we took the train to Paris and spent two glorious weeks exploring the city. We both fell in love with Paris (but then again who doesn't and decided we would like to live there someday. After Paris we visited Versailles and were amazed at the vast riches in and surrounding the palace. After being proper tourists for over two weeks, we headed back to Hucquiers to pick up our tandem and finally start our biking again (Andy's ankle was about 80% healed at this point).

We headed eastward across northern France and crossed the border into Belgium. The difference between France and Belgium was interesting. The Belgium people were much more reserved than the French (yes, it's really true!) and seemed much more prosperous. It appeared that all the Belgium farmers had Mercedes or BMW cars. The whole country was wealthy, neat and orderly. The farms were well tended and we saw no abandoned cars in the countryside as we did in France. We visited the tourist office and discovered a wonderful bike path which ran along the whole west/east length of the country. This was to be the first of our many quests to discover bike paths. We followed the bike path almost the whole time until we got near Brussels. It was wonderfully easy riding along beautiful water canals, by picturesque forests and through quaint little villages. We passed many small farms and purchased delicious fresh produce; crisp sweet apples, butter lettuce that would melt in your mouth and ripe red meaty tomatoes. We ate our way across Belgium.

We arrived in Brussels and were slightly disappointed. It was like a miniature Paris without Paris's charm or sensuality. We stayed several days, picked up our first mail from the American Express office (yea!) then headed west again to visit the much acclaimed town of Brugge. We both instantly loved Brugge. Such a beautiful charming city. In fact it is the most visited city in all of Europe. Even though it was a bit touristy we enjoyed ourselves immensely. The food was delicious, the museums and landmarks almost as beautiful as Paris though on a much smaller scale. We even took a guided mountain bike tour around the area and heard fascinating stories about the outlying villages. After several days we reluctantly left Brugge and headed up north towards Holland. Our only regret about leaving Belgium was that we got to know so few of the people.

Once we entered Holland we could easily see why it was nicknamed "bicyclers' heaven". The country is amazingly flat with more bicycles than people. Simply everyone in Holland rides their cycles everywhere. To work, school, the store, friends' houses and neighboring villages.



People of all ages ride, from the very young to the very old. Parents can carry up to two children at a time on their cycles, one in a child seat on the back and another on a small seat between their handlebars. Once we even saw a father riding with three children (which is illegal). It was very funny, we pulled up next to him at a stop light and he looked over at us astonished to see a tandem with 120 pounds of gear on it, while we exchanged the same astonished glance at seeing him biking with three of his children on a single bike.

We loved Holland and stayed about a month. Everywhere we went there were bike paths between the villages with directions and distances to the surrounding villages. In addition to these commerce bike paths there were special bike paths called "routes" which covered a specific part of the country. These "routes" were specifically designed for cyclists such as us. They even had books to accompany the different "routes". After being introduced to these special bike paths by a lovely couple we met we decided to take the "Noordzee-Route" (north route) along the coast all the way to Amsterdam.

We met so many friendly people in Holland we felt we were constantly surrounded by good friends. Almost everywhere we went people invited us into their homes for coffee, meals and occasionally even to spend the night. One family in particular stands out. We met them right after we crossed the border into Holland. They befriended us at the campground and then invited us to stay with them in Amsterdam where they lived. When we got to Amsterdam they treated us wonderfully. They cooked meals for us (vegetarian), washed our clothes, let Lisa-beth take a bubble bath (her only on the trip so far), and drove us around the countryside to see the villages on the outskirts of Amsterdam. They even took us into Amsterdam several times and gave us a walking tour of the city (the father was quite a historian). Incredibly warm and generous people. It is for this reason and many others that we have such fond memories of Holland.

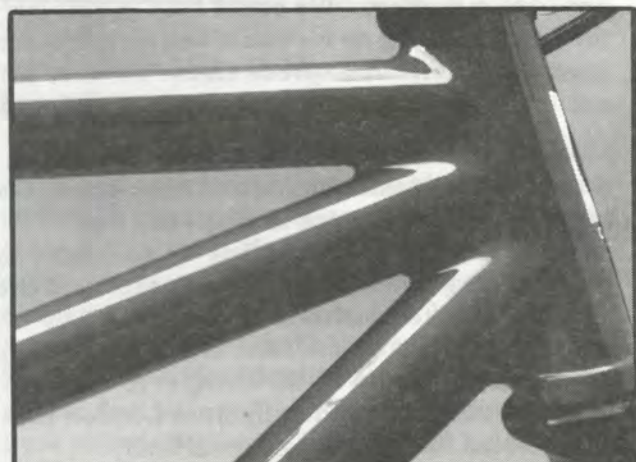
By the time we were ready to leave Holland it was the end of September and it was becom-



ing quite cold. We were faced with the decision of where next to head. We decided it was unwise to bike another 1,000 km straight north to Copenhagen. It would just be a race against the winter. We also decided against Eastern Europe because our time there would be so limited. We realized that our original itinerary was a bit too ambitious. So we changed our plans and headed straight down south to warmer weather.

We biked quickly down through Holland and Belgium (because the weather was so horrible) but once we crossed the Ardennes mountain range in northeast France the weather warmed up so we slowed down our pace. We biked leisurely through northeast France for several weeks; the countryside and weather were both fabulous. We were right in the middle of the champagne region but had just missed the champagne harvest by one week (we had wanted to pick grapes). Still we thoroughly enjoyed touring the champagne houses and sampled the most delicate champagnes imaginable.

We went on several day rides (without our gear) to small villages and visited some interest-



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ing sites. One of our favorites was the castle at Sedan which is the largest fortified castle in Europe. There were many bike routes similar to Holland and we followed several of these. We also visited the beautiful city of Reims and toured the great Cathedral where Joan of Arc led King Henry to his coronation. We lingered in Reims for almost a week because there was so much to see and do. It was while staying in Reims that we learned that we had letters and parcels waiting for us in Lyon, France (our next mail drop). So with excitement and a sense of urgency we set off for Lyon.

Lyon was 799 Km from Reims but we wanted to get there in one week. Until this point our biking through Europe had been at a leisurely pace with our hardest day at ninety km. Now we were ready to meet the challenge. It was an extremely hard week with our hardest day at 125 km (almost 80 miles) which was quite good considering the semi-mountainous terrain and the 125 pounds of gear on our bike. We did however rest one day in Troyes which was a beautiful city with very unusual architecture (old English Tudor). We realized our goal and arrived in Lyon Sunday exhausted but proud of our efforts. We could hardly wait for the next morning so we could collect our letters from the American Express office. We were so excited to find seventeen letters waiting for us.

After exploring Lyon for three or four days we started to think about our future plans. Our biggest deciding factors were money and weather conditions. For a time we vacillated between biking down to Italy and Greece and then taking a ship to northern Africa or flying directly to eastern Africa. After much deliberation we decided it would be far cheaper to take a train to London and then fly from London to east Africa; Nairobi, Kenya specifically.

We took the train to London then set about finding the cheapest airfare to Nairobi. In total we spent two weeks in London preparing for the African leg of our journey. We purchased additional camping equipment and some much needed new clothes. We had a new rear wheel put on the tandem, had the tandem serviced and purchased extra bike parts because the availability was questionable in Africa. We

bought a very good and inexpensive medical insurance policy for us both. We stocked up on malaria tablets and had some additional immunization shots. It was a hectic two weeks but we got everything done. We did have a little fun though, including an American movie and several nice meals out. The best part of our stay in London, though, was the care package we received from Lisabeth's parents. It contained some essentials we needed but could not purchase in Europe as well as some great Tex-Mex food, some gifts for Lisabeth's birthday (she's now 31) and several other surprises.

On November 12 we said farewell to European life and arrived in Nairobi, Kenya. It was culture shock to say the least. We were bombarded by every beggar and con artist in Nairobi in the first three days of our visit. It seems they can just smell new blood and they attacked. With some luck and a little skill we managed to avoid their scams. It took us about a week to figure out which end was up and then we decided to go on a safari.

The safari (which simply means journey in Swahili) was a unique experience. We visited Masai Mara Game Reserve (which borders the great Serengeti Game Reserve in Tanzania) and the beautiful Lake Nakuru National Park in central Kenya. Masai Mara is renowned for its big game and it did not let us down. We saw several herds of elephant and even a ten day old baby elephant. We spotted loads of lions; young and old males, mothers with their cubs and even a male and female gorging themselves on recently killed prey. We were also lucky to spot a mother and baby rhino as they are the park's most endangered species. We spied hippos, crocodiles, monkeys, baboons, antelopes, gazelles, giraffes, zebra, hyena, jackal; the list could go on and on. It was a privilege to see these animals up close (literally from five feet away) and in their natural habitat. Our most special sighting was the rare and elusive leopard. We viewed one for about fifteen minutes while it was sleeping in a tree. It seemed such a crafty but shy animal.

Lake Nakuru National Park was equally exciting but for different reasons. It claims the largest population of birds in east Africa. We



saw so many pink flamingos that from far away the lake looked bright pink. After visiting Lake Nakuru we decided to take up bird watching and so purchased a book on east African birds and then went about to secure some binoculars. After the safari we returned to Nairobi which is where we are as we write this letter. We'll try to update you again in a few months.

Lisabeth and Andy Richker
Houston, TX

Now that spring is here it's time to do the usual basic cleaning on your bike. An important tip for tandem maintenance is to remember to pull the seatposts out of the seat tubes and lightly grease them. You'll like yourself better if you remember to mark the seatpost so you can return the saddle to the same height. This is particularly important for newer bikes with the loonngg seatposts.

Malcolm Boyd & Judy Allison

INTO THE FURNACE!

"More ice, her body temp is high, she's burning up! Damn!...back on the bike you two... the Walrus is coming! And it's still 108 degrees outside?"

It was just another day, the last day--470 miles into the Furnace Creek 508, the RAAM West qualifier. 30,000 ft of climbing, 508 miles. Tandems have started, but none has ever finished this race until today. And we did it ahead of all but four single bikes. Roseville, CA. 2-time RAAM racer Ken Bell and stoker Sue Doss had a six-person support crew. Most of us had



crewed Ken on RAAM in the past two years. I also rode with them on the grueling "Terrible

Two" double century, a ride only two other tandems have completed. (16,000 ft climbing, temps up to 110 degrees at mid-point).

They used an "off-the-shelf" Cannondale tandem built by Chico Bike Shop owner Holice Ellis. No special aero bars or wheels; a Hugi rear hub was added because of monthly free-wheel failure. Many of the previous tandems were custom-made from steel-to-titanium. [A light bike may help, but it's still the motors]. Equipment and liquid food support came from Sacramento's The Rest Stop (bicycle accessory store) owner Larry Robinson, a 1992 'Paris-Brest-Paris' tandem rider.

The race started in Valencia, next to Magic Mountain amusement park north of L.A., and ended 37-exhausting hours later in 29 Palms (a place that any ex-Marine knows well). The October 2nd starting lineup saw 27 men & 4 women singles, 2 tandems, and 1 recumbent. Four 4-man relay teams started 5 hours later. Each entrant was identified as an animal based on the first letter of the racer's last name. We were called "Bighorn", but it could have been worse, like Box Turtle, or Basset Hound. The race included a kangaroo, a hamster, and a flamingo (with two plastic birds mounted atop support van). Racers came from Baton Rouge to Switzerland.

The opening attack started 14 miles out with Bighorn going to the front in the rolling hills, then checking in as the first tandem at time station #1 (48mi). Several singles pushed



to keep ahead of us but we overtook them, placing us first at station #2 (155mi). Then, the climbing . . . Townes Pass. Many singles walked; Bighorn stomped. After Stove Pipe Wells ice was scarce, so some racers had to use warm water. Just think - hot pink Cytomax, and warm chocolate ProOptimizer. Yum. . .yum. . .yum??

Supporting one rider is tough; two takes intense teamwork of the crew. Is it The Rolling Stones or Devo for music? He likes the 60's, she likes the 90's. Each mixes the drinks and food differently, so color coded bottles helped control errors. At least they were constant in their hatred of our humor after 400 miles. Luckily, the two women crew members tolerated the four MEN crew members (ugh!). If tandems test marriages, crewing tests the closest friendships.

12:30a.m. we crunched through Furnace Creek listening for the faint sounds of creaking wagons hauling borax. Guess I watched "Death Valley Days" too much as a kid. At 3am Sunday (full moon in Death Valley and 80-degrees), blasting 100 watts of The Beach Boys "Let's Go Surfing" from roof-mounted speakers, we cruised through the 300 mile mark. Perfect! But no sleep and Ken's hand cramps required a 45-minute break later at Shoshone. Two riders slipped past, putting us in 6th (counting teams). We used the pause to change crews between the two vehicles and check the bike; I drank my 20th Diet Pepsi.

At 350 miles, the Canadian 'Flock-of-Geese' team, chased by the Texan "Armadillos", flew past us within 50 feet of each other! The California 'Swarm-of-Bees' team lagged 5 hrs behind. The Swarm riders were all new to distance riding except one. Team tactics are all about time trial methods and equipment.

On the second day Credence Clearwater Revival's "Up around the Bend" greeted Bighorn at sunrise. Temps soared into the 90's by noon then quickly climbed into the 100's. Sue tucked behind Ken to hide from the intense heat blasting off the roadway. This was like putting sunscreen on an oven-roasted Christmas turkey to avoid sunburn. The crew kept a steady flow of

ice water compresses and chilled water bottles for Ken & Sue to lower their core body temperature. Ice remained the critical resource, aside from my supply of Diet Pepsi's.

As the sun set, Walrus attacked us on the final 10-mi climb. We cranked up the Oingo Boingo CD and charged, focusing on the rear orange flashers of his van. Dropping over the top, Walrus put all his remaining energy into a 20-mile flat dash to beat us to the line. With a final desperate push, we passed him 3 miles from the finish, ending a long race with an exciting challenging finish. Photos, banners, and a pizza at the end capped our victory. Now, time to

sleep . . . aaahhh!

Michael R. Cockrell
Stockton, California





FREE TANDEM CRANKSETS

(well, sort of)

What if I told you that your next tandem crankset would cost only seventy dollars, and would come with your choice of chainrings and crankarm lengths? No, cleaning your ears out won't help, I really did say that.

To make this dream come true at this price, you need to have three sets of single bike cranksets sitting on the shelf. Also, you need access to a drill press and some common tools. Then you need only purchase the Eldi oversize pedal tap set and inserts from the Third Hand (Box 212, Mount Shasta, CA 96067, 916-926-2600), a tap wrench, and you're ready to build tandem cranksets from single bike cranksets. Regular pedal taps may also be useful.



Minor metalworking skills are also required. You have to drill and tap the pedal holes straight down the centerline. The Eldi oversize pedal tap set was originally intended to permit the repair of cranksets with stripped pedal threads by drilling out the old threads and replacing them with a threaded steel insert. Because the threaded steel inserts have left or right handed threads on the inside and the outside, it is possible to convert a right-side crank to a left-side crank and vice-versa. Three

crankarms with spiders and one "plain" single bike crankarm can be converted to a tandem crankset with the correct pedal threading.

First, drill out the old 9/16 x 20 pedal threads with a 9/16 drill bit. Then use the Eldi oversize pedal tap set to ream and then tap the pedal holes to 5/8 x 24, either left hand as required for the left side of a tandem, or right hand as required for the right side of a tandem. Then Loctite and thread in the inserts. 9/16 X 20 pedal taps are useful for precisely aligning the crankset before you begin drilling. Run the taps into the crankset, chuck the taps in a drill press, clamp the crankarms in a vise, and spin the taps back out. Then drill out the threads. T.A. cranksets have crankarms whose outside faces are exactly perpendicular to the pedal holes. I usually drill those freehand, with the vise used only to stop the motion of the crankarm if it spins. The right rear crankset requires of course requires no modifications.

TANDEM STORAGE COVER

Protect your tandem while not in use
Nylon cover keeps out dirt and dust
big enough to fit over racks

TANDEM AIRLINE CARRIER

Put more than a piece of foam between
your tandem and disaster.
Protection of a hard case, ease of storage
of a soft bag, rolls easily on 6 wheels,
minimum disassembly. Also available for 1
or 2 bikes
\$650 plus shipping

BIKEFLYER manufactured by North
Sails, Huntington Bch, CA 800-394-3191



I first started modifying cranksets when I came into ownership of a Peugeot tandem with anglophobic French dimension parts. The French pedal threading is 14 x 1.25, which has a slightly smaller diameter and nearly identical thread spacing. 9/16 x 20 pedals will fit with a lot of effort. Look does make clipless pedals with 14 x 1.25 threads, but of course they are not available in the United States. It's better to run 9/16 x 20 taps through the holes and get correct dimension pedal holes.

With the confidence I gained retapping the French dimension crankarms, I was ready to begin modifying T.A. crankarms to get anatomically correct crankarm length on tandem cranksets. That's a lot faster and more reliable than ordering custom tandem cranksets from the manufacturer. I have built tandem cranksets with arm lengths as varied as 185 x 180 to 125 x 125. It's obviously not possible to order tandem

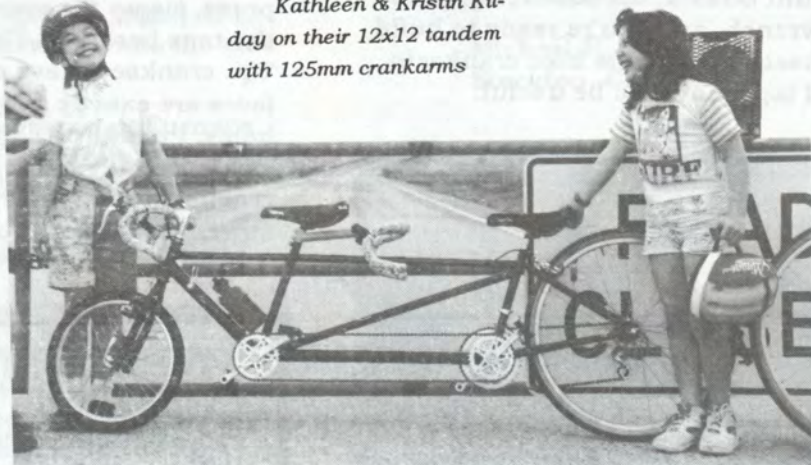
cranksets with 125 millimeter arms.

What is "anatomically correct crankarm length?" Information on this is hard to come by. I like crankarms that are about .21 of inseam length, measured by the Greg Lemond method.

If you are as disgusted as I am by the outrageous prices manufacturers are asking for tandem cranksets (any length you like as long as it's the one we make), you'll like making tandem cranksets from single bike cranksets.

Scott Sutton
Grand Prairie, TX

*Kathleen & Kristin Kil-
day on their 12x12 tandem
with 125mm crankarms*



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



TANDEM CALENDAR 1994

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 1, 1994. **1st Sunday of the Month Boulder Ride.** Colorado Tandem Club. Safeway parking lot in Boulder at 28th and Arapahoe. 9 am. Kami or Andy White Boulder Co (303)-494-3092.

May 1, 1994. **Teamwork Tandem, 1st Sunday of the Month Ride.** Flat to rolling terrain on a 20-30 mile ride. Meet at Main & McArthur Blvds (behind RJ>S Cookery) Santa Ana, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

May 6-8, 1994. **Newton, MA; T-Bone Ride.** (Tandem Bicyclists of New England). 20 and 40 mile rides. Bring a dish for pot luck meal afterwards. Kevin Soll & Judi Burten-Soll, (617) 630-5104.

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, 1994. **Mother's Day Ride,** Ft Collins, CO. Easy 20 mi family ride. 10 am from 410 Jefferson. Jim & Ali Fentress (303) 224- 5309.

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.

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 or 15, 1994. **T-Bones Berkshires, MA.** Al & Sue Berzinies, (413)637-1718 have the details for this one.

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

May 15, 1994. **Teamwork Tandem, LAGERS #IV** (Leonard's Annual Great Elsinore Ride Springtime). Meet at the southern parking lot of Tom's Farms in Corona, CA and ride round trip to Lake Elsinore. 28 or 44 miles of rolling terrain. On the way back, you can coast for several miles without a pedal stroke. Lunch at Tom's Farms after the ride. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 93670; (714) 956-BIKE.

May 15, 1994. **Colorado Tandem Club 35-50 mi Ride.** Lakewood, CO. Thaddeus Wiatrowski leads 35 to 50 mi ride. Leave from 8317 W Floyd Ave, #2-203, Lakewood, CO. Phone (303) 987-8040.

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 - Cape Ann, MA ride.** Join your fellow tandemists to ride from Cape Ann, MA. Contact Emery & Ann Glass, (617) 631-3239.

May 21, 1994. **CATS (Chicago Area Tandem Society) Barrington Ride,** 33 miles through Barrington countryside. Starts at 9 am from west parking lot of Barrington H.S. 616 W. Main St. (Hart & Lake Cook Rd). Hans & Diane Predel (708) 255-4029.

May 29, 1994. **Albany, NY Tandem Ride.** 35-40 mile ride over flat to rolling terrain. Lunch and socializing afterwards. SASE to Rick Crowe 238 3rd St, Troy, NY 12180-4463 or call (518) 271-8956 after 8pm M-F.

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. Approximately 50 miles for the Kancamagus/Bear Notch/North Conway loop. Nate & Mary Ellen Carmen, (603)-444- 6887.

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, 1994. **TNT (Team Northwest Tandemonium) Portland Surprise Ride.** Contact Mike & LouAnn Penner (503) 252-1831.

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 5, 1994. **Teamwork Tandem, 1st Sunday of the Month Ride.** Flat to rolling terrain on a 20-30 mile ride. Meet at Main & McArthur Blvds (behind RJ>S Cookery) Santa Ana, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

June 5, 1994. **Colorado Tandem Club, Highlight Event.** Registration fee required for the Elephant Rock Road & Off Road Cycling Adventure. Phone (303) 541-3679 or Darius or Tricia at (303) 665-3485.

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 11, 1994. **New England Blind Stokers Tandem Ride.** Calling all captains- we need you and your tandem(s) for this 16/40 mile ride (and picnic) from Arlington, MA. Sponsored by NE Reg Ski for Light, a group that introduces blind people to vigorous outdoor activities by pairing with sighted enthusiasts. Contact: Laura Oftedahl, 104 Coolidge Hill Rd, Unit 7, Watertown, MA 02172 (617) 923-7768 before 9 pm (Rain date June 12).

June 12, 1994. **T-Bones - Seabrook, NH Ride.** 25 & 50 mile routes along the coast no bad hills, bring the kids. Linda & Bob Harvey (603)-898-5285. or SASE to T-Bone, 16 Clinton St, Salem, NH 03079.

June 12, 1994. **TNT (Team Northwest Tandemonium) Wheeler Weekend Wonder Easy Coast Ride.** Easy ride from charming B&B, 30 miles. Good food too. Maxi & George Starr (503) 293-6645. B^B reservations (503) 368-5766.

June 12, 1994. **Colorado Tandem Club, Potluck Picnic Ride.** Cherry Creek Reservoir. The idea is meet fellow tandem riders. Phone Andy & Kami White to coordinate food (303) 494-3092 and phone Joe or Marge Lima for info on the riding (303) 690-7010.

June 14-17, 1994. **TNT (Team Northwest Tandemonium) San Juan Sampler.** Meet in Anacortes on July 14th leaving car and taking ferry. Sag people are welcome. Will tour Lopez, San Juan, Shaw, Orcas (optional), and Canadian Islands including Butchart Gardens and Victoria. Kim & Dave Rittenhouse (503) 635-2993. call Kim or Dave as soon as possible for B&B reservations. Camping is also available. 28-32 miles per island.

June 18-19, 1994. **CATS (Chicago Area Tandem Society) Wine Tour.** New Buffalo, MI. Phone Tom & Sherry Masters (708) 358-7797 for details like hotel name etc. long and short rides Saturday, socializing and a general good time.

June 19, 1994. **Teamwork Tandem, Father's Day Ride.** Ventura, CA to Santa Barbara, CA & return. Includes a Bar-B-Que lunch (minimal cost), and a lovely 55 mile round trip along the California coast. SASE to Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; 714-956-BIKE.

June 26, 1994. **Day to Bay Ride.** Bettertown, MD. Bettertown beach front, tandem start 8 am, 86 or 107 miles, flat, also a 27 mile loop ride to Historic Chestertown; \$8.00 until June 10, 1994, after that \$10.00. Helmet required, audio headsets prohibited. Includes; map, marked route, sag water bottle (first 500 riders), 5 food stops, swimming in the Chesapeake Bay at the end of the ride. SASE to Bay to Bay Ride, c/o Jim Gent, 7 Cedar Chase Ct, Chestertown, MD 21620-1665.

June 26, 1994. **Double or Nothing Tandem Ride.** Carmel, NJ. Small fee covers lunch, sag, 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

June 26, 1994. **Albany, NY Tandem Ride.** 35-40 mile ride over flat to rolling terrain. Lunch and socializing afterwards. SASE to Rick Crowe 238 3rd St. Troy, NY 12180-4463 or call (518) 271-8956.

July 1, 1994. **Colorado Tandem Club, 1st Sunday of the Month ride.** Boulder, CO, Safeway parking lot at 28th and Arapahoe. 9 am. call Andy or Kami (303) 494-3092.

July 1-4, 1994. **Canadian Family Tour,** Oshawa, ON. Details are sketchy yet, but more available with SASE to Doug & Joan Barlow, 1126 Valley Court, Oshawa, ON, Canada L1J 3M5 or call Dave & Brenda Vandevelde @ (905)-824-9364

July 1-4, 1994. **T-Bones Weekend event.** Weekend at a classic, early twentieth-century estate in the White Mountains. The Harvey's have the details for this one. Bob & Linda Harvey, 16 Clinton St, Salem, NH 03079-2052, (603) 898-5285.

July 1, 1994. **Colorado Tandem Club, Aurora Reservoir Ride.** South Denver, 30 ish miles. Call Werner & Tina Dorau (303) 745-7084.

July 1, 1994. **Teamwork Tandem, 1st Sunday of the Month Ride.** (not really but too many people go away on the 4th of July weekend). Flat to rolling terrain on a 20-30 mile ride. Meet at Main & McArthur Blvds (behind RJ>S Cookery) Santa Ana, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

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

July 14??, 1994. **Teamwork Tandem, Coastal Cruise #IV.** A beautiful round trip ride of 40-50 miles from Huntington Beach, CA to Laguna Beach, CA along Pacific Coast Highway. Picnic in the park after the ride. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; 714-956-BIKE.

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. 79th St., Lenexa, KS 66215 or call (913)-599-0430

July 16, 1994. **GOATS (Greater Ohio Area Tandem Society) Tandem Ride.** Canal Winchester, OH located southeast of Columbus. SASE to Allan & Phyllis South, 729 Bedford Ave, Columbus, OH 43205. (614) 252-9360 or Gart & Sharon Todd, 1404 Doten Ave, Columbus, OH 43212. (614) 291-8314.

July 16-17, 1994. **Hoquinnault 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 17, 1994. **Colorado Tandem Club, Louisville Ride & BBQ.** 30 to 50 fast flat miles, followed by a BBQ. Call Darius or Tricia (303) 665-3485.

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 23-24, 1994. **Colorado Tandem Club, Summit County Weekend.** Two days of mountainous riding with fun times in the evenings. Tom & Kay Wagner are the hosts (303) 567-2111.

July 28, 1994. **Teamwork Tandem, RSVP Ride & Pool Party III.** The location is a secret and you only find out if you RSVP. Ride varies from 30-40 miles. SASE to Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; 714-956-BIKE.

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 @ 691 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. 25 & 40 miles through farm country past a reservoir into Rhode Island and back to our home on Lake Archer for swimming, boating, fishing and a picnic. Don & Regina Fisher. (508) 384-6328.

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 9 am in Cedarburg (meet in Centennial Park at Bridge Rd & Riveredge Rd). 35 or 60 mile loops. 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) 964- 5026 if you're planning to attend.

July 31, 1994. **Colorado Tandem Club, Ft Collins Family Ride.** Dale & Jean Beucler will lead, route decided by riders present. Call (303) 233-1159.

August 6, 1994. **T-Bones - Lexington, MA** 25 & 40 miles - Tandem with the Spatz's. No terrible hills. PLEASE BRING YOUR KIDS. Pot luck afterwards. Gail & Harry Spatz. (617)-862-8290.

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 7, 1994. **Colorado Tandem Club, Boulder Ride.** Boulder, CO. Leave from the safeway parking lot, 28th and Arapahoe. Call Andy or Kami White for details (3k03) 494-3092.

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, 1994. **Colorado Tandem Club, Denver Ride.** Fast training ride, 50-75 miles. Thaddeus Wiatrowski (303) 987-8040.

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 20-21, 1994. **Colorado Tandem Club, Rockies Overnighter.** Ride will start on the front range and climb up to an overnight lodging destination in the mountains. You must call Andy or Kami White to find start and hotel info. (303) 494-3092.

August 27-28, 1994. **T-Bones Weekend event.** New London, NH has some great riding come join us. Summer theatre Saturday night. Dave & Peggy Bowen, (603)-526-4376.

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 South Jersey?** Rides geared to families and children. Other activities include swimming and ball games. For information SASE: Alan & Jayne Yockey, 64 Jolind Road, Paoli, PA 19301.

September 10, 1994. **T-Bones - Mystic, CT.** Bob & Alice Sawyer, (203)-673-1181.

September 17, 1994. **Tandem-only Metric Century** 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 17, 1994. **Teamwork Tandem, Amtrak Century.** Join 25+ tandems on a century featuring rolling terrain, gentle tail breezes and great views of the Pacific Ocean on the way from Orange County to San Diego. 4 rest stops & lunch stop on the way down, and a private Amtrak Train to bring you back. SASE to Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; 714-956-BIKE.

September 24, 1994. **CATS (Chicago Area Tandem Society) Dick Tracy Ride.** 36 mile ride from McHenry College to Woodstock, home of Chester Gould, the creator of Dick Tracy. Required stop at the Swiss Maid Bakery. Call Hans & Diane Predel (708) 255-4029.

September 25, 1994. **Teamwork Tandem, Tour D'Quake.** Flat to rolling terrain on a tour of the North San Fernando Valley. The ride will be in some of the area that was hit by last January's earthquake, but all of the roads will be repaired by the time we get there. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

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.

October 1, 1994. **T-Bones - Potluck after ride.** We'll ride near Lexington, MA. Fall Tandemonium. 25 & 40 mile rides. Collection of antique bicycles, tricycles, tandems and a unicycle or two will be on display. Bob & Ruth Sawyer, (617)-862-6517.

October 2, 1994. **Teamwork Tandem, 1st Sunday of the Month Ride.** Flat to rolling terrain on a 20-30 mile ride. Meet at Main & McArthur Blvds (behind RJ>S Cookery) Santa Ana, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

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

October 15, 1994. **T-Bones - Rutland, MA.** Final ride of the year. Spectacular foliage views while cycling country roads to three picturesque New England towns. Cheryl Houston & Dick McNamara, (508)-753-4471.

October 15-16, 1994. **Teamwork Tandem, Tour D'Desert.** Spend a relaxing weekend in the Palm Springs area after the temperatures have cooled down and before the snow birds arrive. Flat to rolling terrain and varied length rides make for a great weekend. A list of hotels will be available. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

October 29-30, 1994. **Bay Area Roaming Tandems (BART), Fifth Fall Tandem Rally,** Monterey Bay Peninsula. Two days of tandem riding in the beautiful Monterey/Carmel area. For applications, SASE: BART, P.O. Box 2176, Los Gatos, CA 95031 or call Terri Gorman (408) 356-7443.

October 30, 1994. **Teamwork Tandem, Halloween Costume Ride #III.** Join us for a flat 20-30 mile ride in your finest costume (bikes can also dress up for the ride). SASE: Team-

work Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

November 6, 1994. **Teamwork Tandem, 1st Sunday of the Month Ride.** Flat to rolling terrain on a 20-30 mile ride. Meet at Main & McArthur Blvds (behind RJ>S Cookery) Santa Ana, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

November 12, 1994. **Teamwork Tandems on Parade in Placentia #5.** Three rolling courses with several great down-hills. 32, 490, 48 mile routes through North Orange County. Lunch at a local restaurant after the ride. Meet at Tri-City Park in Placentia, CA. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

November 20, 1994. **Teamwork Tandem, Tour of North Orange County.** Hilly rides of 25 and 38 miles through the lovely hills of North Orange County and Eastern Los Angeles County with a major climb over Turnbull Canyon. SASE: Teamwork Tandem, P.O. Box 2, Placentia, CA 92670; (714)-956-BIKE.

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.

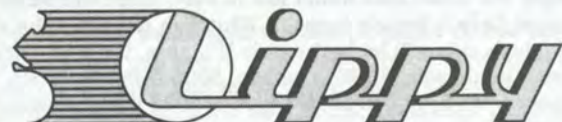
September 1-4, 1995. **Midwest Tandem Rally,** Indianapolis, IN. The host hotel will be the RADISSON Plaza and Suite Hotel, 8787 Keystone Crossing, Indianapolis, IN 46240. 1-800-333-3333 for reservations. SASE to Keith Conaway, 2164 Golden Oaks North, Indianapolis, IN 46260. 317-876-9663 but info won't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

June 12, 1994. **Bicycle World Criterium**, Lancaster, PA. CAT 2, 3, 4, 5, Jr, Women, Masters 35+, 45+, Citizen & Tandem. SASE Bicycle World P.O. Box 362 Lititz, PA 17543. (717) 627-3700

June 18-19, 1994. **12th Annual National 24-Hour Challenge**. Byron Center, MI. Tandem classes and awards. SASE to 2212 College SE, Grand Rapids, MI (616)-241-1969.

July 1-4, 1994. **7th Annual Burley Duet Cycling Classic** Eugene, OR. The "biggest and baddest" tandems-only stage race in North America. Time trial, criterium, and three road races. Three fields with cash prizes. Contact Patricia LeCaux, Event Coordinator at Burley Design 4080 Stewart Road, Eugene, OR 97402. (503) 687-1644 or Fax (503) 687-0436.

July 31, 1994. **Tour de Lititz Circuit Race**, Lititz, PA. CAT 2, 3, 4, 5, Jr, Women, Masters 35+, 45+, Citizen & Tandem. SASE Bicycle World P.O. Box 362 Lititz, PA 17543. (717) 627-3700

Send your race listings to the Doubletalk Editors Now!

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

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

CLASSIFIEDS

FOR SALE: 1990 Cannondale, 21x19. Shimano Index System, WheelSmith Wheels, Shimano Pedals, Specialized Cranks, More. \$2500.00 OBO. Agnes Cahala, (515)-854-2215 (Iowa) 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 & Blackburn racks. Asking \$3000 OBO. Ralph Ekness, (503)-239-5348 (Oregon) 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, cyclo-computer, 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

FOR SALE: 1992 Santana Sovereign, 59x53 with full touring package. WheelSmith 48-spoke wheels, Arai drum, Blackburn rack, adjustable stoker stem, Hydra-shock stoker seatpost, Waveflo saddles, bottle cages, Cateye cyclocomputers with cadence (2), Shimano Deore XT Indexed system, SPD pedals. Team White custom paint. Less than 600 actual miles ridden. Outstanding condition. A dream machine. \$3095 new, will sacrifice for \$3095. Bill & Sharon Harris (314)-532-7496 (Missouri) 07/94

FOR SALE: 1991 Santana Noventa, 62x56, dark blue. Deore XT front & rear derailleurs; Specialized crankset 175/170. 40-spoke wheels, no pedals or drum brake. Stoker mounted computer, rear rack & 4 bottle cages included. \$3000.00. Call Sally @ (413)-527-4877 (Massachusetts) 07/94

FOR SALE: Ibis Cousin It. 20x18.5. Black splatter. Excellent condition. Never ridden off-road. Asking \$2200.00. Gary George. (405)-943-3512 (Oklahoma) 07/94

FOR SALE: 1992 Cannondale, 23x21. Black, w/blue hyper-highlights. Many extras: Shimano SPD pedals, rack, bags, H O bottle cages, computer, stoker hydro-post and Terry saddle. Asking \$2500 OBO. Under 500 miles. John Keenan (406)-257-5808 days (MST) (Montana) 07/94

FOR SALE: Sterling Deluxe (Fillet-brazed frame). 22.5x22. Will fit captain



from 5'10" to 6'2" & stokers from 5'5" to 5'8". Metallic mint green Imron. New drive-train, including Specialized cranks (54-44-32) and 48-hole hubs, Shimano derailleurs/SIS- barcons, Arai drum brake, Suntour SE rear cantilever, Dia-compe 986 front cantilever. Excellent condition. Call Dan @ (215)-725- 8592. Asking \$1800.00 (Pennsylvania) 07/94

FOR SALE: 1991 Schwinn DuoSport, white. For more information, contact Margaret and Tony Quintong, (503)-388-2383 (Oregon) 07/94

FOR SALE: 1993 Rodriguez Trillium, 21x19. Bahama Blue Fade, Arai drum brake, Adjustable stoker stem, Q/R front & rear, Avocet Gel Men's saddle on front, Ladies' Terry on rear. Barcon shifters. Mileage is less than 350! Like new condition. Asking \$2000, and we'll deliver within a reasonable area! Call Fred/Dot La Rue @ (908)-255-6793 (New Jersey) 07/94

FOR SALE: Santana Sovereign, 22x19. Dark blue metallic Imron paint. All the standard features, plus a child stoker kit. \$2400.00. Jim McAllister, (214)-233-2829 (Texas) 07/94

FOR SALE: Santana Arriva, 20x18. Red. All standard equipment. Excellent condition. \$2000.00 Jim McAllister, (214)-233-2829 (Texas) 07/94

FOR SALE: Schwinn DuoSport, 21x19. Purchased new in 1989 and ridden about 3000 miles since. Bike is in excellent condition. A great first tandem, or perhaps you'll want it for a child-back conversion. Need to sell -- New Santana on order. Call Carl (601)-392-6317 (Mississippi) 07/94

FOR SALE: 1 pair Suzue Tandem Wheels, 700c, 48-spoke 5X lacing, Chino 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

FOR SALE OR TRADE: Tandem rear wheel, Phil hub & disk, 40-spoke 5X on Wolber Super Champion rim. \$395 new/yours for \$295.00 or will consider trade for old French components. Cornel Ormsby, P.O. Box 1867, Sacramento, CA 95691. (916)-373-0039 07/94

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: Sugino AT 175mm Captain's crankarms. Also needed are a Suntour XC 9010 rear derailleur and Suntour Superbe Road 1" headset, steel version w/English threads. All must be in new condition. Call Kurt Wold, (214)-437-3648 (Texas) 07/94

WANTED: Tandem in good shape. Will trade a Home Gym (a Cal Gym 3000). This machine does everything: 2 stacks, adjustable incline/decline bench, dip-bars, leg extension/curls, squat bar and more. Moving to a smaller place. Call for more details. Tony Magno, Manhattan Beach, CA (310)-798-5388 07/94

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 Experienced captain for my Trek T-50. I'm a visually- impaired stoker

who loves to ride. Short or long rides no problem. Atlanta, GA, area. Contact Ms. Lee Moran to volunteer. (404)-231- 0887 (GA) 07/94

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

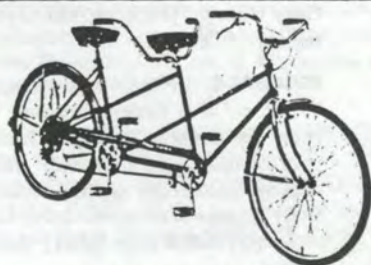
HELP OFFERED: Touring England in 1994? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, 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.

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



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Bent's Schwinn Cyclery. Clearance sale, Trek 100 (Deore LX-XT) \$1199; Trek 200 (Deore XT, Look) \$1599; Schwinn Duo-Sport or Roland \$939. Santana, Cannondale. Steve & Vicki Bent - active tandemists since 1977.

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TCA Merchandise Order Form

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

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

T-Shirts: Child: Small (6-8) _____ Medium (10-12) _____

Adult: Small _____ Medium _____ Large _____ X-Large _____

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TCA Patches:

Total Qty: _____ X \$4.00 _____

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

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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.

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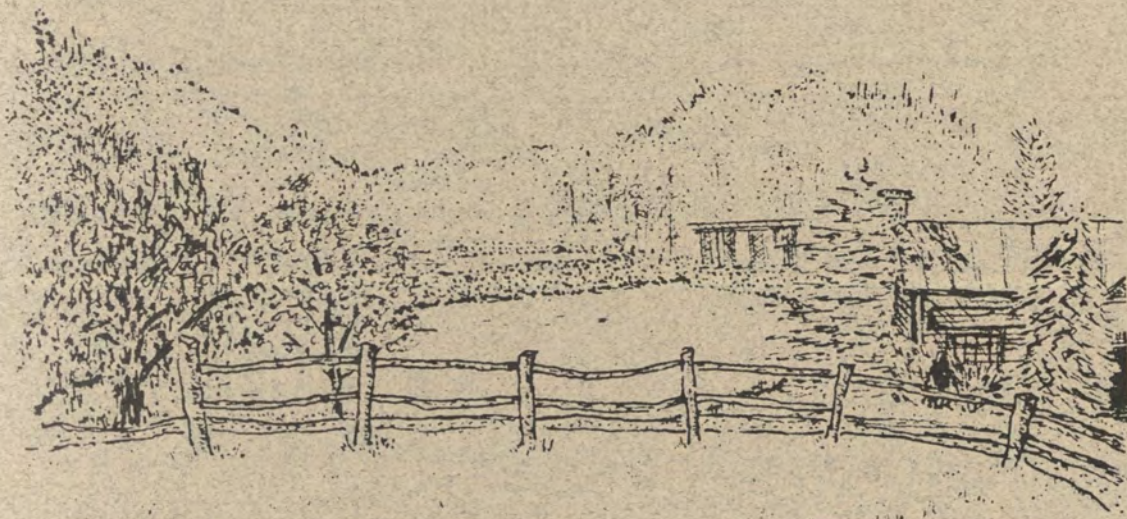


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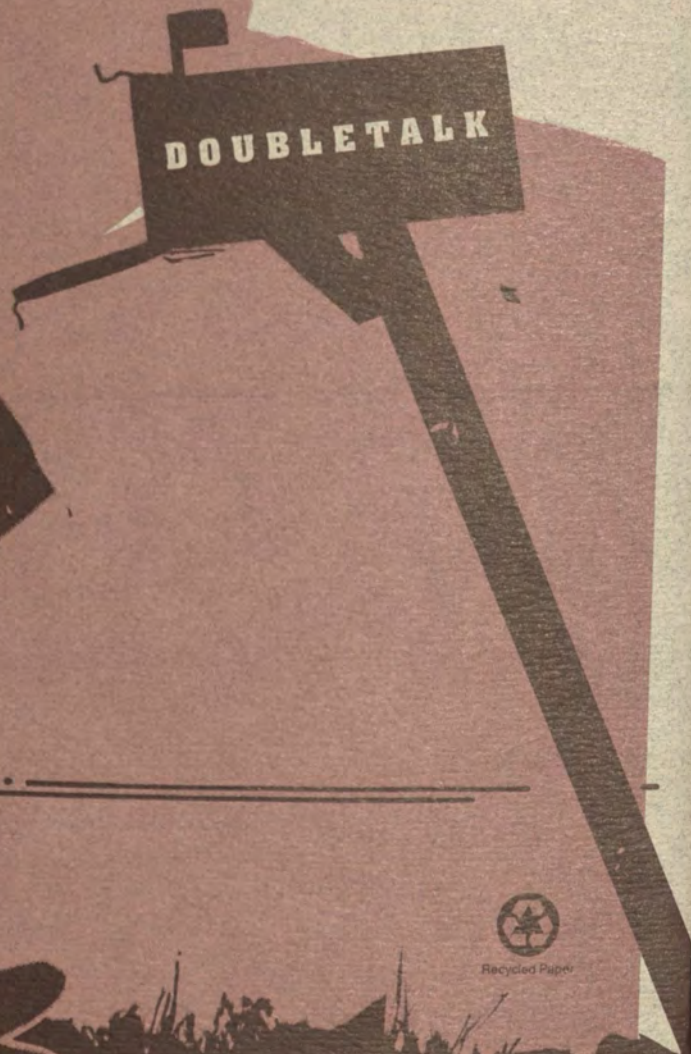
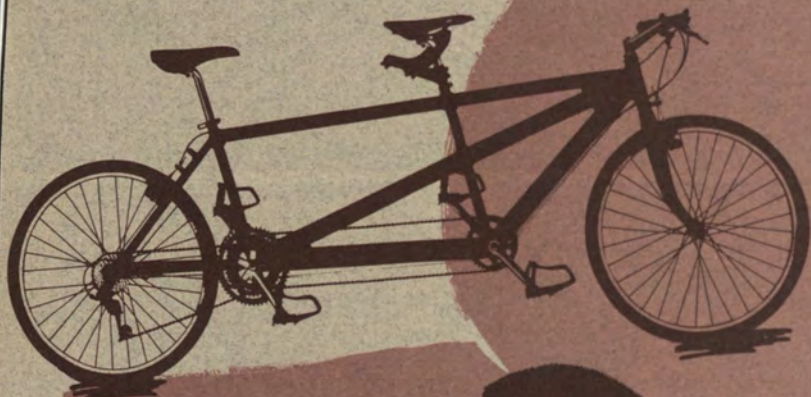
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The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's,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



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