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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



JULY-AUGUST
1994

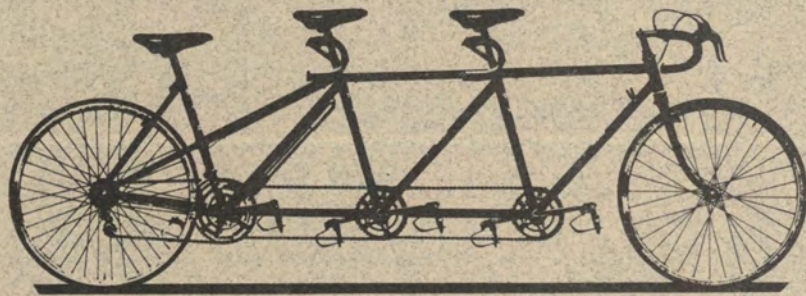
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE SEPTEMBER-OCTOBER ISSUE OF DOUBLETALK IS AUGUST 1, 1994

From the Editors

Tandems are still a growing part of cycling, and we're glad! Magazines and newspapers the world over are carrying articles about tandems, in their fitness sections, in their leisure sections, and in their lifestyles section. Sounds like the journalists are discovering what we've all known for years! Did you see the article in the June 6, 1994 issue of Newsweek? And look for the longer article in the July-August, 1994 issue of Cooking Light magazine, on sale now at your favorite newstand.

The weather continues to make it very difficult to cycle every weekend, but I did make it up to the 32nd running of the Tour of the Scioto River Valley. Saturday's weather lived up to its usual reputation. If you passed Sara Clark and me on the titanium Santana with a red stuffed devil riding on the back, and we didn't speak, we're sorry! We probably didn't even see you through the heavy rain or hear you over the



Jack and stoker, 5 year TOSRV veteran, Sara Clark, enjoy the rain during the XXXIII TOSRV

wind! At least Sunday was terrific! Blue skies, light wind, and temperatures in the upper 60's and lower 70's. I must thank Sara for offering to be my stoker again. I really enjoy riding TOSRV, and Sara has been my great stoker for the past two years now.

In July, we'll be attending the Great Eastern Rally (GEAR) in Salisbury, MD, where I'll be teaming up with Larry Black to offer some workshops on tandems. If you're there, stop in and say "Hello" to us. Then in August, we'll be at the Eastern Tandem Rally and then staying on for the International Tandem Rally, both events at Gordon College, near Boston. We're looking forward to what should be a very enjoyable event in this historic area. Finally, over Labor Day weekend, we'll be riding with the Raccoons (we still can't remember what "Raccoons" stands for, but we're sure that after a weekend in Rochester, MN, we'll remember it for life) at the Midwestern Tandem Rally. The area around Rochester is reasonably flat farmlands, and we can't wait to return. Check out the calendar of events and choose your favorites. There's really some great rides out there, and some are in your back yard. (Note: Let us know 2-3 weeks in advance if you'd like to take some TCA brochures with you. We'll get them right to you. The ride doesn't have to be a tandem ride for the brochures to produce results.)

Got to get this issue to the printer. The road is calling us! See you there!

*Jack
& Susan*



LETTERS TO DOUBLETALK

Dear DoubleTalk,

In a recent issue of DoubleTalk someone wrote to express the belief that rim brakes are sufficient for a tandem. They are - IF no steep long downhills are to be encountered. If you do find yourself on a mountain descent that is steep enough that you have to brake to keep the speed down to reasonable levels, braking entirely on the rims is likely to cause them to heat up to the point where there could be sudden tire failure, with sometimes horrible consequences. An article in Human Power vol. 10 no. 3 [contact IHPV, 21 Winthrop St, Winchester, MA, 01890] on rim temperatures during downhill braking, addresses the technical aspects. In essence the picture is this: On a single bike the rim temperatures on a steep descent can get hot enough to devulcanize all the tire patches. On a tandem, twice the heat is being dissipated in approximately the same size rims, so that they get much hotter. Many serious accidents have come from this unsuspected cause. A disk or drum brake dissipates the energy away from the tires and should be used as the primary brake during long descents.

David Wilson
21 Winthrop St
Winchester, MA

Dear DoubleTalk,

I wanted to take this opportunity to thank you for the effort that you put into DoubleTalk. And also I want to thank you for the membership listing that you distribute every year because it has recently made a wonderful change in my life! I think the membership listing is useful in locating other tandem enthusiasts in the area to ride with. I used the listing for this purpose and was surprised how well it turned out.

I have been a tandem enthusiast for several years now, I'm single and was unattached until I used the membership listing to find a stoker. When I relocated back here to the beautiful Pacific Northwest, after 7 years in California, I left behind a wonderful friend, and accomplished stoker, of several years. While skimming through the membership listing I noticed several single women listed in my area and thought that this could be an opportunity to share tandeming with someone.



To make a long story short, one woman that I had corresponded with, who did happen to be attached and also quite happy with her captain was kind enough to pass my letter on to a friend who also was single and possessed the same passion as I do for bicycling and tandeming, (thanks Gloria!). Well, Paula and I have been riding together for some time now, we're looking forward to the Northwest Tandem Rally in Portland, OR Memorial Day weekend, and we have recently become proud, beaming, parents of a healthy, beautiful, bouncing new Custom Erickson Tandem! Big thanks to Glenn Erickson for presenting an incredibly beautiful, wonderfully handling, tandem to us in record time. We have been getting teased by our friends about "investing" in a tandem together and that something serious must be going on here! I really do enjoy happy endings, or in our case happy beginnings! Thanks again to DoubleTalk for making all this possible.

Larry Brickman & Paula Rothkopf
Seattle, WA



Dear DoubleTalk

We would like to know if anyone has used the Graber Add-on for tandems (continental upright model). If yes, we are interested in their comments.

We have a roof rack that fit on our Thule bars, it's a french rack called "Vitansel". We don't recommend it! It's heavy and takes a lot of space. In addition, it's not rigid. it's only advantage is that we don't have to remove a wheel or put the bike upside down (we are not tall, and our tandem has low riders in front, so we would not like such a sport!)

Sylvie Brunet & Normand Gagnon
10 Gouin est, App. 2
Montreal, Quebec
Canada, H3L 1A7

Dear DoubleTalk,

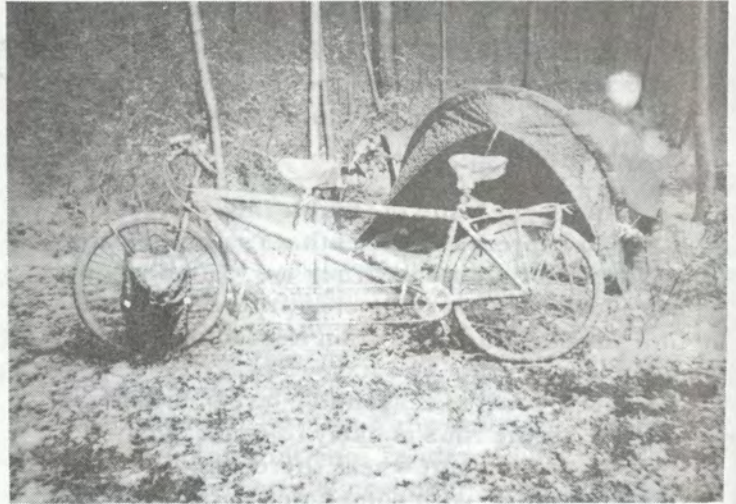
I was reading with interest the trailer article in Nov-Dec 93 issue. I've heard of front disc brakes and would like to know if I could possibly put one on my front wheel. I have an Edco 93 hub on our Santana Picante mountain bike. Please advise if I need to change my front hub (and what kind do you recommend) and what drum or hub brakes are recommended. I already have an Arai drum brake on the rear wheel and like the ease of maintenance.

What does "the trailer tracks well" mean??

What type of hydraulic brakes are available? The only ones I know are Maguros. Also do they make them for the rear wheel of the tandems? Why are they better than cantilevers? Are they worth the expense? Are they serviceable in the field?

Andy Richker
Africa

ed. Send your responses to DoubleTalk and we'll make sure they get to Andy.



Dear DoubleTalk,

A picture is worth a thousand words. We thought you might enjoy sharing our COWS April 30, May 1, EARLY season camping trip.

Tom Thalmann
Appleton, WI





Dear DoubleTalk,

In response to decorating the top of wedding cakes, I have a solution (as if it were a problem, right?) The engaged tandem couple, in this case Marty Likozar and his fiance, have their photo taken while riding. Preferably up a steep incline, it looks more impressive. Then have the photo enlarged to a 5x7 or 8x10 and have it mounted on plexiglass and cut out around the outline of the bike and riders. There are many companies that do this. If you need one you can call me. This makes a wonderful personalized cake top.

As an alternate, my wife and I decorated our cake with the standard flowers but included a lightweight metal tandem on the first layer. You can find these in gift shops and toy stores.

And lastly, why not have your cake decorator include a tandem motif in the frosting design.

Jim & Marika Hickey
Wedding/Portrait Photographer
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Dear DoubleTalk,

My fiancee and I plan to tour in the USA on our tandem for our honeymoon in Sept/Oct this year. Our routes, subject to advice received, will be either from Atlanta through Nashville, Memphis, New Orleans and Birmingham, with numerous detours along the way in any of the states of Kentucky, Alabama, Louisiana, Georgia, Tennessee and Mississippi; or through Virginia, West Virginia, Pennsylvania and Kentucky. One possible route would be to cycle from Washington, DC through Virginia and West Virginia, down to Nashville and then Memphis, before catching a train to New Orleans and finally returning on the train to Washington. Is this a feasible route? Is it possible to take a tandem on an Amtrak train?

I would be very grateful if you could provide background information on touring in those regions of the USA listed above, particularly on whether the countryside in either region is attractive enough to warrant spending 3 weeks pedaling through it(!). I would also especially like to know whether there are recognized long-distance cycling routes thorough either of the regions I have described above.

Would you recommend other states on the Eastern side of the USA for cycle touring?

We are working to a fairly tight budget, so if any tandemists would be prepared to put us up for an odd night (with reciprocal arrangements here), we would be very grateful.

Derek Hurton
24 Park Lane
West Bretton
Wakefield
WF4 4JT
United Kingdom

Dear DoubleTalk,

As background I offer a little about myself and my stoker. My stoker's name is Mary and she is totally blind and has been since birth. We have been married for 15 years and riding



our Schwinn tandem for 17 years. Yes, that means that we have been riding 2 years longer than we have been married. When we would go on a date, the activity most often would be riding our tandem. While riding she would often sing songs to me. They would frequently be from World War II era, the 1940's etc. This was because Mary sang in a chorus at the blind center where she went several days per week and the chorus director was from this time. Also, most of the other singers were from this era, too. (We were both 29 something then but liked the songs anyway.) I, on the other hand, would make up long tales and tell other stories while describing the buildings and scenery that we would pass.

Now, I would like to respond to a letter written by Steve & Karolyn Reker. They were interested in having old issues and other tandem publications converted to micro-fiche. I work in data processing and as part of my job I routinely have data converted to micro-fiche through NCR Corporation.

Also, I was thinking - that it would probably be very prudent to convert all the old magazines and current issues to digital for an easier conversion to a computer disk or even to a laser disk format. The reason being that it would then permit easier copying, reviewing, and use by other persons interested in this rich source and one of a kind history of tandem bicycling. It really seems to me that converting to a computer format (digital) is also the way to go for long term storage and retrieval. I know that exists several special hi-tech copy machines that can convert printed text to digital format for a data base computer file. With my wife being blind and both of us involved in "Blind Hi-Tech" products, I know of such a device that would work. It is used for a "reading machine" for the blind and sold under several different brand names. My wife and I know of a local blind library that has one and also an office of the Division of Blind Services that has one. Basically it works like a copy machine; it transforms the print to digital and loads this data to a PC computer. The blind person then retrieves this information from the computer and the speech box talks or reads back this text. If we could load all this data into

a computer, many data storage and retrieval problems would be solved very nicely. Now, if all you wanted was to just simply copy text for micro-fiche this can be done with a machine that does just that. I think that is what the Library of Congress would do if you submitted the magazines to them for their use.

I am very interested in helping you on this project and would appreciate being contacted in any way that I might be able to help and in getting this project off the ground.

Mark Smiech
Clearwater, FL

Dear DoubleTalk,

As I have expanded with my pregnancy I have discovered that cycling is no longer as comfortable as it once was. In discussing this with other cyclists, I have been intrigued by the range of reactions to pregnancy. I have spoken with some riders who were forced to give up riding altogether for the duration and others who barely noticed a change. I'm interested in collecting more data on this phenomenon in order to increase my own knowledge and give better advice to my pregnant patients who wish to continue cycling. If you have been both a cyclist and pregnant (or know someone who is/was), I'd be very grateful if you would complete a questionnaire for me. Please contact me at (303) 447-0313 or 948 North St., Suite 2, Boulder, CO 80304

Dr. Suzanne Williamson

ed. We hope Suzanne will share at least a summary of the results with us.

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OFF ROAD TANDEM RALLY 94

It happened! We became a statistic! Not exactly what we wanted, but we had a good time anyway. I'm talking about the '94 off road tandem rally held in the Pine Barrens of NJ mid March. We had done this ride last year for the first time after hearing tales about pretzeled front wheels and snow and ice. We did find snow and ice, but not one folded wheel. That was last year! Maybe it was an omen, but we left home Thursday morning with about 3 inches of snow on the ground, and it was still coming down. No problem, we have 4 wheel drive and we're heading further south! The weather report sounded great for central Jersey! It was a rather uneventful trip (I'm not complaining.) No snow here, and there was a real nice sunset. Red at night sailors delight... right????

Guess what gang! We're not sailors! We woke Friday morning to snow! Not what the weatherman had originally predicted, but never mind, we did this last year, remember? We were prepared! We had our mittens, booties and winter clothes (several sets so we could change them when they got wet).

Now what? There was an optional ride Friday afternoon at 2pm. Was it still on? We decided to hit the local library for a county map and a copy of the yellow pages (bike shops of course!) just in case there was no ride. My finance suggested we drive to Atlantic City and get married as it was only an hour away! Hmmm, temptingbut plans have been made. When we arrived at Judy Allison and Malcolm Boyd's for the ride start, we seemed to be the only ones there. There was only one car in the garage and we were very surprised to see Malcolm answer the doorbell when the vacuum cleaner stopped. Sure he'd go out riding with us, just let him put the vacuum cleaner away. Rather than drive all night, as we had the year before, we came down Thursday just so we wouldn't be exhausted for today's ride. Practically in their back yard are acres of old cranberry bogs and wooded areas. Here it was! Snow and frozen puddles, just like

last year! The key word here is "bogs". An east coast storm a couple of weeks earlier didn't help dry things out and it looked like we were going to get wet again this year.

My plastic bags inside biking shoes worked well on the first puddle. Up over the ankles, down in the boot, cold for a few minutes, then nice and warm! Squishy, but warm! Actually, it's a good thing we went out Friday, because we were experiencing derailleur/shifting problems. We were getting real good at back pedaling to release the chain when it jammed, but not what we were looking forward to doing all day Saturday and Sunday.

We had a great dinner at the local Italian restaurant, pasta of course, then went over to Malcolm and Judy's for a get together.

Due to work schedules and illnesses, only a few couples showed up. It was great to see familiar faces again and be able to put names with them as well. The entertainment for the evening was the new kitten, Toccata. Judy thanked us for tiring him out so well that he slept all night.

Saturday morning the sun was shining, and although there was frost on the ground, it was going to be a great day! Breakfast for most was at the Lite Bite restaurant, then meet in the parking lot where we saw more familiar faces along with some new ones. Then it's off to the Barrens! A convoy of either vans or roof racks rolling down the road. Once at the ride start and lunches passed out, thirteen teams headed for the woods. Where are all the puddles?

No snow, no ice. They said it would be drier than last year, but after Friday I had my doubts. Good thing we were in the woods, 'cuz the wind was really blowing. As we were leaving lunch, the McWaters noticed their front derailleur had broken where it attaches to the seat tube. That's an easy fix. Soooo.. they only had one speed to work with now. We had already climbed the one hill (optional) in NJ at



Jemima Mount. Nobody made it up, try as we might. It wasn't the height that made it impossible, but the loose sand. After about 15 miles of riding, it was time to hit the showers and head back to Malcolm and Judys for the feeding frenzy.

Orders were taken for pizza. I'm still not sure why anchovies managed to get ordered while I had all I could do to get black olives yet alone artichokes on just one vegetarian pizza! Never mind, Pizza Hut doesn't have artichokes anyway! Oh well, during the evening eight or ten pizzas disappeared, not to mention the wonderful appetizers of assorted cheese and crackers, and veggies and dip. Oh yeah, don't forget the ice cream and toppings! By the way, the entertainment again was provided by the cat. Judy wanted to make sure they got a good nights sleep! Actually, we managed to entertain ourselves quite well with stories of both this year and last years events. We wanted to make sure the newcomers knew just how lucky they were to not have knee deep puddles which needed the ice broken first before you could ride through them, IF you could ride all the way

through them! As usual, the party broke up early, not because the cat disappeared, but because everyone was pretty tired after riding all day and we were going to do this again tomorrow!

Sunday dawned another great day with sun shining, and temperatures forecasted to be even better than Saturday. The high Sat was around 50! Back to the Lite Bite for breakfast. When they asked us how many, we just said we'd take all the tables in the sunroom! Another convoy to the Barrens, lunches passed out and we're off! For some reason, about one half mile into the ride Tom and Teresa Bruni rode through the only puddle we found all week- end while the rest of us rode around it. The last anyone saw of them was when they stopped to wring out their shoes and socks. At least that was the last we saw them til the end of the ride when they rode into the parking lot VERY tired after being lost for several hours. We were all greatly relieved and VERY glad to see them again and know they were safe and not out wandering around in nowhere land. Luckily they had lunch with them. Seems they took a

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wrong turn and wound up back at a spot where we were the day before. Guess they wanted one more shot at Jemima Mount! They were good sports about it, but will we see them next year?

Meanwhile we were having problems of our own. We were headed back to the start after lunch cruising along minding our own business when suddenly we were on the ground. This wasn't unusual, we had been there before, and we weren't hurt. The problem was when someone pointed out that our front wheel was pre-zeled! This just can't be! We have our 2.5 inch ground controls on! What a sinking feeling to see an injured bike and know that the only way out would be to hoof it. We had to be at least 5 miles into the woods and had no idea which way was out. Never mind we were returning the same way we went in. It all looks the same to me! Actually I do think I remember seeing that pine tree over there earlier! Maybe I should have taken Brian up on that offer to drive to Atlantic City Friday or maybe its a good thing I didn't!.. Two of the guys who came up behind us managed to strap the wheel up with sticks and duct tape so it was somewhat round and at least we could roll the bike instead of carrying it, well sort of! They rode off to tell Malcolm and Judy of our dilemma. It was a nice day for a hike, so off we went. I wasn't much help pushing the bike and the uneven ground was doing nothing for my ankle which was recovering from an earlier sprain. We probably walked about a mile when Judy and Malcolm came riding back to us. What a welcome sight! We decided, seeing how Judy kind of knew where she was, and my ankle was bothering me, I would ride back with Malcolm while she and Brian started walking to the nearest jeep trail at High Crossing not too far away, wherever that was. That way they could cover miles as the crow flies rather than following the twisting route we were taking. Back at the parking lot, Malcolm and a friend took a jeep back to pick up Judy and Brian. This jeep was pulling a boat trailer which had been adapted to carry a tandem.

Had they done this before? I understand there is a picture out there somewhere which is destined for this magazine! What a sorry sight! When we got home and looked at the computer,

Judy must have reset it when they started walking. It said the total miles was 2.2 and the maximum speed was 4mph!

Now to get the bike back home. Without the front wheel, there was no way it would fit on the roof rack. Anthony to the rescue with a spare wheel. We could have used this about 5 miles back! Oops! It doesn't fit our dropouts. Anthony to the rescue again...this time with a fork mount for a yakima rack. Thanks Anthony, that sure beat fighting with the bike inside the car along with luggage and tons of other assorted "stuff". It also was a lot easier to mail back. Despite our mishap, we had a great time! Everyone was a lot of fun, the hosts as usual were terrific, the food was great, and you can bet we'll be back next year! Thanks Mal and Judy! By the way, the wedding is still on. We'll be honeymooning on our new road tandem by the time you read this article.

Karen Alling
Brian Managan
Webster, NY



Linda & Jim MacIver of Columbia, MD show off thier patches on a home stitched quilt.



ALABAMA TANDEM WEEKEND

The sign said, "Welcome to the Loveliest Village on the Plain". That was our welcome to Auburn, AL, location for the 5th Annual Alabama Tandem Weekend, April 22-24, 1994. Hosts Judy and George Bacon had thought of everything - luxury rooms at discount prices in the Auburn Hotel and Conference Center, good roads, perfect weather (would you believe temperatures in the 70's, clear, blue skies, and a wind of less than 2 mph? for three days in a row?), great food, even free beverages and pizzas at Mr. Gattis after Saturday's ride.

45 teams gathered in Auburn from across the Southeast, with the majority from Alabama, Georgia, and Florida. The name - ALABAMA Tandem Weekend - only refers to its location, not who is invited.

Early arrivers were able to enjoy a short ride on Saturday on reasonably low-traffic roads, down to Chewacla state park and back. The good roads, beautiful scenery, and friendly motorists (even on a Friday afternoon) was a preview of things to come on Saturday.

George and Judy offered a choice of distances -- one was right for everyone. All riders managed to find the lunch stop for a catered picnic lunch, then the riders had even more options for the ride back to Auburn. Susan and I chose the route through Tuskegee, Notasulga (home of Bubba's Grocery Store) and Loachapoka. Yes, we stopped for our picture in front of Bubba's! And we're still not sure what a Sulga is, but we now know what is NOT-a-sulga! Back in Auburn, we were impressed by the size of the Auburn mascot, "WAR EAGLE", a beautiful living golden eagle that is at nearly every football game played by Auburn.

Sunday was more of the same great weather. 30 miles of low traffic roads (George did find a few hills for us on Sunday), then it was time to say "Good-bye" to many of our friends. We'll see you all next year, the the Sixth Annual Alabama Tandem Weekend. Plan for it now. It's already on the Calendar for next April, and it will again be hosted by George and Judy Bacon in Auburn, AL.

Jack & Susan Goertz
Birmingham, AL

SWTR IV = TEXAS FRIENDLY

The Southwest Tandem Rally IV was held May 13-15, in Brenham, Texas.

Brenham, home of Blue Bell Ice Cream, is located between the capital city of Austin and Houston in the famous Texas hill country. Some folks have images of Texas as being bone-dry and teeming with redneck pick'em-up drivers who chew tobacco and hog the whole road.

Not so! Texas drivers drive "Texas friendly" and share their well-maintained roads with us two-wheelers and most often will greet you with a friendly "how y'all doing."

SWTR IV was headquartered in the Brenham Inn which offered good accommodations and secure locked indoor parking for our precious long

bikes and continental breakfast each morning. Alex, the manger, saw to our every need.

Attendance was limited to 100 tandem teams and the quota was almost met, with about 190 attendees.

Three days of tandem riding and activities were offered; an early afternoon ride to the Blue Bell Creamery and an evening ice cream social on Friday; an option of three different length rides, with lunch, on Saturday followed by an evening banquet and social get-together; and Sunday offered choices between two riders before packing up and heading back home.

Rally jerseys and a 5-day pre-tour were also offered.



Arriving on Friday under scudding black clouds and a tornado warning, we watched incredulously as about a dozen tandem teams were taking off into the jaws of a full-blown gale! We just managed to unpack and get the tandem assembled when the skies opened up! Drenched riders made it back to the Brenham Inn as we were registering. Everything in Texas tends to be on a grand scale and so was this storm, with a tornado touching down in the area and knocking limbs off trees.

Well, when you can't ride you have more time to talk with old and new tandem friends and that evening ice cream social (with many gallons of Blue Bell ice cream) gave us all that opportunity!

Surprisingly on Saturday, the roads were 98% dry although it still looked like rain, with the humidity at 99% and low clouds.

The nearly 100 tandems assembled for take-off, with anything from a three-speed two-seater to a few 24 speed hi-tech titaniums. A short spin took us to the local college for several group photos and then we were off; route lengths were 42, 54 and 67 miles with all tandem meeting for lunch at Overlook Park by Lake Somerville.

Map and route sheets guided us through the Texas countryside. The roads were great with only a short stretch of dirt road - now a bit muddy after Friday's deluge - causing some whooping and hollering; fortunately everyone managed to stay rubber-side up and we all got a liberal coating of Texas mud on our metal steeds!

Texas hill country is just that: hills, one after the other; good roads, very green and thousands of wildflowers amid serene pastoral splendor.

The sun stayed behind the clouds until after lunch; even the go-fast riders slowed down a bit when the sun came out with all of us working up a good sweat. Several tandem teams were seen stopping at local farms to replenish their empty water bottles before continuing back to Brenham.



After arriving back at our base hotel, several teams were seen cleaning the dried mud off their twicers before the evening meal and social get-together, which capped off the day.

A storm during the night dumped more rain and sad to say canceled out the Sunday ride. However this gave us an excuse to linger longer over breakfast and several cups of java before packing up for the trip home.

Tandem teams showed up from all over Texas and the country, with teams from Oregon, Arizona, Wisconsin and Florida and points in between, attending SWTR IV.

Our cycling caps are off to Malcolm and Carole Gibson, and all their helpers, for a well-done rally! Malcolm is the only Texan we've met who speaks with a distinct old English accent!

SWTR V is planned for Ardmore, OK, with promises of less hillwork, more sunshine and plenty of Okie hospitality.

Y'all come!

Kay & Rudy Van Renterghem
Oro Valley, AZ





CENTRAL VALLEY TANDEM RALLY '94

We had high hopes for this tandem ride, as it occurred on Mariana's birthday and we hadn't been out on old Nellie (our venerable old Peugeot) other than to toodle around town since last summer at the Atlantic Canada Bicycle Rally in Nova Scotia; and except for a last-minute hassle from the company that rented us a mini-van to get us and Nellie to Fresno, our hopes were realized. The weather was perfect (for us): cool and overcast, with a light sprinkle of rain on Saturday morning, and continuing clear and cool on Sunday.

Saturday's ride into the foothills northeast of Fresno began at the surprisingly large and lovely Woodward Park, where over 150 tandem teams gave fresh meaning to the phrase "mass start"! On the 70-mile option, despite accurate



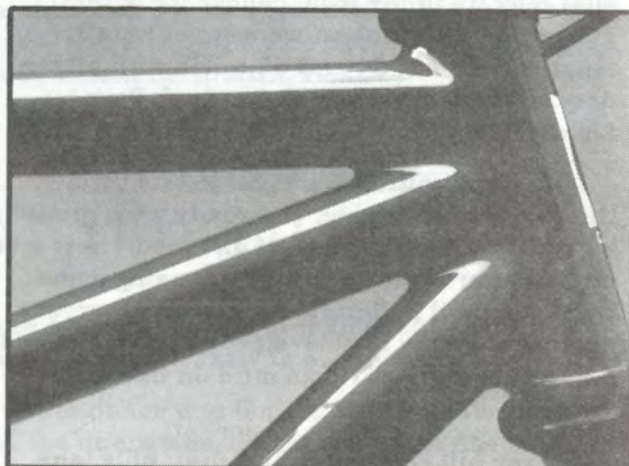
Woodward Park

directions from the navigator, a wrong turn by the captain led us to travel our route in the direction opposite to that indicated on the well-produced map. Surviving this, however, we enjoyed a marvelously-satisfying Rally banquet and the fine accommodations at the Fresno Ramada Inn that evening, where a good time was had by all, especially the lucky winners of the Fresno Cycling Club lottery prizes and silent auction.

Sunday's ride to a very pleasant outdoor brunch at the Wonder Valley Resort was hilly enough to prompt a few wags to remark that it's a "wonder" that they were able to get there at all! Our hats (helmets, actually) are off to the couple who pulled their two children up there in a trailer. On our way up, Nellie popped two spokes on exactly opposite sides of the rear rim, the first time we've ever seen such a thing; but after brunch and a brief field-truing of the wheel, we were again on our way.

We wish to thank the Fresno Cycling Club, its president, Dave Smith, and the many volunteers, sponsors, and contributors who worked together to put together such a well-organized and enjoyable Rally for so many riders. We look forward to another CVTR next year!

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MIAMI VALLEY TANDEM RALLY A BIG SUCCESS

The Eighth Miami Valley Tandem Rally occurred on May 21. There was a sixty-two-mile loop with cutoffs at the twenty, thirty-one and fifty mile marks. This seemed to provide a distance to satisfy the most discriminating riders. Routes were marked with white or orange markings to identify the ride distance, making the supplied maps unnecessary. All tandem teams were preregistered, this allowed for a fast start after coffee and doughnuts. Most teams rode the fifty or sixty-two mile loops before returning to the start point at Fort St. Clair Park near Eaton, Ohio. Those teams riding the twenty and thirty-one mile loops started later in the morning and took a supply of homemade cookies, bananas, apples, pears and grapes to tide them over until lunch. Those riders on the two longer routes rode to Indiana where they stopped at Glen Miller Park in Richmond for their snack stop. A supply of fresh fruit, homemade cookies and soft drinks awaited them. All routes converged for the final leg of the ride, which made it easy for the two sag vehicles with radio communication to assure all riders arrived safely for lunch. Lunch for all riders and volunteers consisted of homemade soups, vegetarian vegetable or bean and ham soup with a side of chopped Vidalia onion. Next were selections of roast beef, ham

and turkey for make it yourself sandwiches, along with potato chips and coleslaw. All desserts were homemade, consisting of cookies, German chocolate cake and an assortment of apple, blackberry, cherry and rhubarb pies. If you are getting the message that the one hundred eighty four riders and twelve non riding volunteers ate well and had an enjoyable day you are right.

Three teams from Florida, one from Virginia, one from Michigan, and ten teams from Indiana attended this years rally along with the teams from Akron to Zanesville Ohio. We are hoping a team from Canada will attend next year so we will be an international rally.

Plans are being made for the ninth Miami Valley Tandem Rally that will be on May 20, 1995. Changes will be made to accommodate more teams, so those who wanted to attend but called after our limit was reached will be able to attend in 1995. If you missed this good ride in 1994 we hope you will get your reservation in early for next year.

Norm and Rosemary Bernhardt
Henry and Pat Powers
Beavercreek, OH

NEARING THE END

Sharp-eyed readers (and those with memories undiminished by network television) will recall Ed Lifshitz and Ann Singer's (Jan/Feb 94) article on the two gentlemen from France making a circumnavigation of the globe by tandem. Due to a fortuitous change of route, my stoker and I were fortunate enough to host them on April 14 for an evening in Mount Vernon, Ohio.

As I had been studying diligently for the last three month for a Professional Engineer's License Examination, we decided that the day be-

fore the test would be a perfect time to take a much needed ride. Our 2 day 200 mile TOSRV ride was fast approaching, and with a scant 100 1994 miles, we set out on a flat route on a windy, but otherwise ideal day. Tired but enthused, we stopped at a local grinder whop for our ice cream cone reward. As I glanced across the street, I noticed another tandem, fully loaded, approaching. Julie waved in vain until the stoker caught a glance and waved back. With a faint sense of deja vu, we greeted them



when they turned and joined us in the parking lot.

When they said something about "TCA" in an easily recognizable French accent, (of course, the French flag on the bike helped in this determination), we knew it was the illustrious Antoine Namy and Francois Pac. They looked tired from the day's efforts and asked if we might know of a place to stay. We immediately thought of our house, but considered the fact that I would have to put in some more study time plus get up at 4:45 am. Not coming up with any quick alternatives (as we've never had to find an inexpensive place to stay in our own town of 15,000), they suggested that we ask at the police station. Obviously, these guys had done this before. We jealously eyeballed one another's machines, inquired about riding arrangements etc (like any two chance-meeting tandem teams), then made the quarter-mile climb to the police station.

Julie and Antoine stayed with the bikes, and Francois and I went inside. After five full minutes of looking (and this is not a big building) we found the place to ask. As I told Francois, I have never been in trouble with the law, so it's no small wonder I don't know how to find the police. While possible locations were checked out, we chatted among ourselves, until we were told that a west-side park was the only option. Not that Mount Vernon is crime-ridden metropolis, I told them, but if something was going to happen, it would happen to two tandem riding Frenchmen sleeping outside in this park. Julie and I conferred again, and decided that they would stay at our place, if they wanted to. They agreed.

They spoke of their travels through Europe, Asia, India, Australia, South America, and the majority of the U.S. leg. Most of their major stops were hand painted on their red, white and blue cycle and also installed was a large horn from India that they insisted Julie try. It was plenty loud. Julie had to leave to teach dance class, so they showered and I took care of getting them to the supermarket (Open 24 hours?" exclaimed Antoine) for food supplies and setting up the tent in the backyard. Although we had an extra bedroom, we all agreed that in the in-

terest of everyone's privacy, convenience and comfort, the tent was the best choice (and to their liking).

I had to leave before 6:00 the next morning, so Julie hosted the 7 am breakfast ritual. She gave them patches from our yearly club ride, and they exchanged addresses, stores and good wishes. By 8:10, with a hearty toot from the Indian horn, they were loaded up and heading north on Route 3. They typically average 90-100 miles per day, but a 6-7 hour ride time (dependent on town spacing) is more often the deciding factor of distance. Sadly, our mercurial Ohio weather most likely turned foul a short time later, but we figured they were seasoned, and would take it in stride.

We were enriched by this serendipitous meeting, and will carry it with us for years to come. We can only hope to take them up on tier offer of a place to stay (a tent will be perfect) in France. As mentioned in the Jan/Feb 94 TCA newsletter, they are bound now (as I write this, it's April 20) for Montreal, NY City (to get their pictures in front of the Statue), and Africa. With any luck, you'll get the same slice of their adventure that we did.

George Zitka
Julie Ogg
Mount Vernon, OH





ALASKAN JOURNAL

Continued: Last issue we left David and Doug in Dawson City awaiting the arrival of some bike parts. The two are riding from Anchorage, Alaska to the Artic Ocean and back.

Day 13

End location: Tombstone Campground, Dempster Highway

Daily distance: 70 mi Time on bike: 10 hours

Elevation gain: 1,500 ft Temp: 60-70 F

The parts arrive! We are on the road by about 12:30 and cycle an easy 30 miles to the Dempster highway turnoff. Back on gravel again, we gently climb along the Klondike river, sight of the famous 1890s gold rush. We arrive at the campground about 11:00 after a reasonable day's ride. Highlight of the day was spotting two red foxes about 25 yards from us. We watched them through the binoculars for about 5 minutes before they scampered off.

Day 14

End location: Engineer Creek Campground, Dempster Highway.

Daily distance: 50 mi Time on bike: 10 hrs

Elevation gain: 3,000 ft Temp: 60-70 F

Bzzzzzz. Huge mosquitoes everywhere. While eating, I practiced "the lift the headnet, shovel food, lower the headnet method", while Doug preferred the "run in circles while eating method." The headnets definitely earned their keep today. Not particular tough terrain. The massive power of the river was evident at Engineer Creek Campground. A flash flood had obliterated several sites, smashing picnic tables in its path.

Day 15

End location: Roadside Pull-off, top of 7 mile climb, Dempster Highway.

Daily distance: 76 mi Time on bike: 10 hours

Elevation gain: 1,500 ft Temp: 60-70 F



David Dawson, captain
Doug Slack, stoker

A tough, but rewarding day. With the Tombstone mountains to our left, we headed north and eventually left the Ogilvie river. From then on it was a constant, steep climb up "7 mile hill," which should be renamed "20 mile hill!" With a spectacular view of the river valley below, we camped in a roadside turn-off about 8:00. I cooked dinner while Doug gathered firewood for what would be the only open fire of the trip. However, we came close to death when one of the rocks in the fire pit literally exploded, hurling a fist-sized chunk of rock into the air. The explosion ripped a branch off a dead tree we had gathered for firewood. Fortunately the rock flew away from us.

Day 16

End location: Eagle Plains hotel, Dempster Highway

Daily distance: 50 mi Time on bike: 8 hrs

Elevation gain: 3,000 ft Temp: 60-70 F

We reached Eagle Plains today, our first resupply point on the Dempster. The route was surprising difficult today. We thought the "Plains" would be just that--rather flat terrain. However, it was more of the same--climb up a hill in the granny gear, then scream down the other side. The hotel is located at the top of a



steep climb. We could see the compound for the last 20 minutes of the ascent. Cold, tired and hungry, we treated ourselves to a hotel room and meal in the dining room.

The hotel was constructed in 1978 at a cost of \$3.5 million. It has 35 rooms, 9 apartments, a store, bar, restaurant, gas station and laundry. Photos of early 1900 explorers line the walls.

Day 17

End location: Rock River Campground, Dempster Highway

Daily distance: 52 mi Time on bike: 8 hours
Elevation gain: 2,000 ft Temp: 40-60 F

We woke late, repaired a flat and pushed off clean, dry and well fed, about noon. Doug was awake early that morning, but wisely went back to bed when he saw the rain outside of our tent. By 2:00 we were at the Arctic circle, really nothing more than a road-side pull off and small display on the flora and fauna of the north. Mentally, however, every mile we traveled north of this line seemed more adventuresome.

By late afternoon the route flattened out significantly and offered striking vistas to the west and the imposing Richardson mountains to the east. A major storm system was brewing over the mountain range and we apprehensively watched it approach. Strong cross-winds made driving difficult. Soon the mountains were completely enveloped in clouds, which seemed to "pour" like liquid nitrogen over the mountains and then dissipate in the valleys just before us.

About this time, we had our second flat. Another cut valve stem--we now had no spares. Also, we were completely out of glue for the patch kit. If we ruined another tube, we were in deep trouble. Obviously our rims were ruining the tubes. We cut some electrical tape to cushion the valve-stem and carefully reinserted our last tube.

Back on the road, the wind increased to gale force, and the bike wandered across the entire road as we struggled to keep it upright. It was leaning at about a 30 angle to the right as we fought the wind, and now, driving rain. I searched the leeway side of the road for a good emergency shelter, but doubted our tiny one-man tents would survive. So, in good cheer, we bundled up in every piece of clothing we had and kept going. I wore a cycling jersey, turtle-neck sweater, gortex rain jacket with hood, mittens, bike gloves, gortex mitts, two pairs of bike pants, tights and gortex rain pants.

Day 18

End location: Midway Lake, Dempster Highway
Daily distance: 42 mi Time on bike: 10 hours
Elevation gain: 3,200 ft Temp: 40s F

A day from hell. We turned to the east, into the wind and began a 6 mile climb up Wright pass over the Richardson mountains. Of course, the view was completely masked by the clouds, so we could only guess how much further we had to climb. We did gain some clue from the passing trucks. As they rumbled past in low gear we would stop and listen closely and wait until they shifted to a higher gear, signifying the crest of the hill.

We camped that night at Midway Lake, so named we surmised because it is half-way be-



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TANDEM TRAVEL CASES



tween the Yukon/Northwest Territories border and the village of Ft. McPherson. A music festival is held at the lake every year so we camped in the midst of an amphitheater, hot dog stands, and abandoned tepees.

We commandeered what appeared to be the kitchen, the only building with screen doors and windows. After plugging the holes in the walls with socks, we relaxed in kingly splendor. Not quite trusting the screens and socks to withstand the onslaught of mosquitoes, I tied my tent to the legs of chairs and crawled in for protection. Doug braved the elements and slept on a table. He only had a couple of bites in the morning. Two bikes from the previous year had also used the cabin. Their inscription read "Thanks for the warm and dry cabin. Cycling through on our way south. September, 1992." Given that first snow is often in late August, we could not imagine cycling in this country in September.

Quote of the day, Doug: "Dave, do NOT yell 'Oh, shit!!!' when we are going 45 m.p.h. down a dirt road in the rain. It makes me just a wee bit nervous!"

Day 19

End location: Frog Creek, Dempster Highway
Daily distance: 60 mi Time on bike: 8 hours
Elevation gain: 1,000 ft Temp: 60s F

First task of the day was to clean the bike chains. Yesterday's mud was so bad the chain would hardly turn with out chainsuck - a dreadful condition where the chain will not release from the chainring and wraps around itself, jamming the entire drive train. So, we backed the bike into Midway Lake and gave it a bath and a new coating of oil. Back on the road, we crossed the Peel and Mackensie rivers, both by ferry. On the rolling hills leading down towards Ft. McPherson, we met our first oncoming cyclist. He was German, like the majority of cyclo-tourists we had met earlier in our trip. He had begun in Inuvik 2 1/2 days ago and was still fresh. He was headed to San Diego via Haines/Seattle.

After the first flat of the day, we continued down towards the Peel River. We could see Ft.

McPherson to our left about 20 miles away. As we approached Ft. McPherson, we again flattened, this time on the rear. With no spare tubes and no glue, we were forced to hitch a ride into town. There we bought more glue and a new tire, as well as food to get us to Inuvik.

Ft. McPherson is about as depressing a village as you could imagine. Mostly shacks, except for "The Northern," a chain of general stores located in northern communities such as Ft. McPhu and Inuvik.

We ate dinner in a gravel pit. We first set up on the left side of the road, but the first semi-tractor trailer quickly changed our minds. Seems we forgot that dust travels with the wind--right into our food. After moving camp to the windward side of the road, Doug snoozed while I fixed ground beef with potatoes au gratin. Tastee! A middle-aged woman stuck her head out of the car window and slowed down to check on us. She had seen us earlier in the week on her way north. "Are you guys ok?", she asked, with genuine motherly concern. "Sure, we're having the time of our lives. We just love eating in gravel pits." She drove off probably convinced that we had escaped from the local mental institution.

Day 20

End location: Chuk Campground, 7 miles south of Inuvik
Daily distance: 91 mi Time on bike: 9 hrs
Elevation gain: 1,500 ft Temp: 60-70 F

Last push of our trip north! While breaking camp, a bald eagle flew right in front of us and perched in a tree about 100 yards away as if to observe these two strange creatures that had invaded its territory. We broke camp and rode a 20 m.p.h. tailwind among featureless flat tundra into Inuvik. The major aggravation of the day was avoiding the taxis that constantly raced from Inuvik to Ft. McPherson and back at warp-speed. We cursed them while removing the gravel thrown up by their tires from our legs, arms and faces.

At lunch we were joined by a Canadian cyclist, 2 days out of Inuvik. He complained about the headwind and slow progress. He hadn't



seen anything yet! We were still suffering from our sausage breakfast. With the wind at our back we cranked it up on the smooth spots to about 20 m.p.h. Inuvik was calling. We pooped out when we got to the hills about 30 kilometers out of town. We sat down on the side of the road, accepting the gravel showers from the Inuvik taxis, too tired to move. With 15K to go we had our last series of ridges and bad road. Our tailwind abandoned us as we ground down to 4 m.p.h., mosquitoes and black flies surrounding us.

Care and Mike, summer residents of Inuvik, slowed down in their vehicle to chat with us as we neared the finish. We made plans with them to share a beer the next evening at the Brass Rail bar in town. Not a bad town--we are not even in town yet and already our social calendar is filling up. I viewed a simultaneous sunset/sunrise over the MacKensie river Delta from the observation tower at the campground - The sun just dipped below the horizon and then rose again. Afterwards, Doug and I quickly set up camp, showered (for the first time in 4 days) and collapse exhausted, but proud of our accomplishment.

Day 21

End location: Chuk Campground, 7 miles south of Inuvik

Daily distance: 28 mi Temp: 60-70 F

We spent the day on maintenance, cleaning the bike and clothes, looking for a ride OUT of Inuvik. The town is not what I'd call a sightseeing mecca. One main strip, a few shops, church, information center, bookstore and that's about it. The main attraction to the town is simply getting there! After a brief rest and quick dinner back at the campsite we headed into town for drinks with Care and Mike. Care is a student at Magil University in Montreal (theater major) while Mike works as a helicopter technician for a local company. Walter Willkommen, the bar proprietor, purchased drinks for us in honor of our arrival by bicycle to Inuvik. Doug and I voted him the "character of the day" and a close second to Rock for "character of the trip." We carefully rode back to

the campsite. We are getting better at driving the bike after a few brewskis!

Day 22

End location: Happy Valley Campgrnd, Inuvik

Daily distance: 20 mi Temp: 40-50 F

We woke early (6:30 a.m.) and pedaled out to the start of the Dempster to attempt to hitch a ride back south. This was not a pleasant task given the 40 degree temperatures, rain and driving headwinds. 1 vehicle (the ubiquitous Inuvik taxi) passes us in the hour we wait. Common sense takes hold about the same time our toes begin to frostbite, so we hightail it to the airport and book a flight out of Inuvik to Whitehorse for the following Monday.

After a tour of the helicopter facility courtesy of Mike, we pedal back to town, set up camp, and explore the town. Dorothy and Naill O'Sharpe, local residents, invite us to dinner for some down home cooking. They regaled us with stories of life in the north, including the dicey politics of Indian and Eskimo land claim settlement procedures. Naill is the local fire warden and Dorothy works in the Boreal bookstore, which specializes in Arctic literature and reference materials.

Day 23

End location: Happy Valley Campgrnd, Inuvik

Daily distance: 0 Temp: 40-50 F

Happy Valley campground turns into Death Camp. Doug is quite ill (later diagnosed as a bleeding ulcer, and re-diagnosed in Chicago as giardia). Dave explores the town, visiting the Arctic art exhibit and famous Igloo church. The church is the only structure in Inuvik built upon gravel foundation. All others are on stilts to protect the permafrost from melting.

Day 24

End location: Happy Valley Campgrnd, Inuvik

Daily distance: 0 Temperature: 40-50 F

Our stay at Death Camp enters day two. Doug is now very ill and we visit the hospital. The doctor sends him on his way with a family size container of Maalox. Dave spends the day reading about the early Arctic explorers.



Day 25

End location: Gravel Pit, 25 miles north of Whitehorse

Daily distance: 25 Temp: 50-60 F

We escape Inuvik! We stuffed the tandem into the baggage compartment of a 10-seater Cheyenne twin-prop, which whisks us south to Whitehorse. After picking up replacement bike tires, etc. we head out on the Alaska highway, into a headwind of course. 15 miles out we meet Don and MaryAnn from Toronto. They are cycling north by tandem, what a small world. The campsite is spectacular. We view the moon for the first time in a month.

Day 26

End location: Small lake at southern end of Klaune Lake plateau.

Daily distance: 93 mi Time on bike: 9 hrs
Elevation gain: 5,000 ft Temp: 60-70 F

Very tough day, as we battle headwinds, and a long climb onto the Klaune Lake plateau. The views to the west are spectacular, with 3,000-4,000 meter peaks. Doug is feeling bet-

ter, but is still weak. Campsite beside lake was beautiful. However, Dave went skinny-dipping to clean off the day's dirt and ended up serving as host to about 20 leeches. Yes, he checked everywhere, very carefully.

Day 27

End location: North of Klaune Lake

Daily distance: 80 mi Time on bike: 7.5 hrs
Elevation gain: 2,000 ft Temp: 60-80 F

Uneventful day. Just rode and enjoyed the mountain views of Klaune Lake and the mountains.

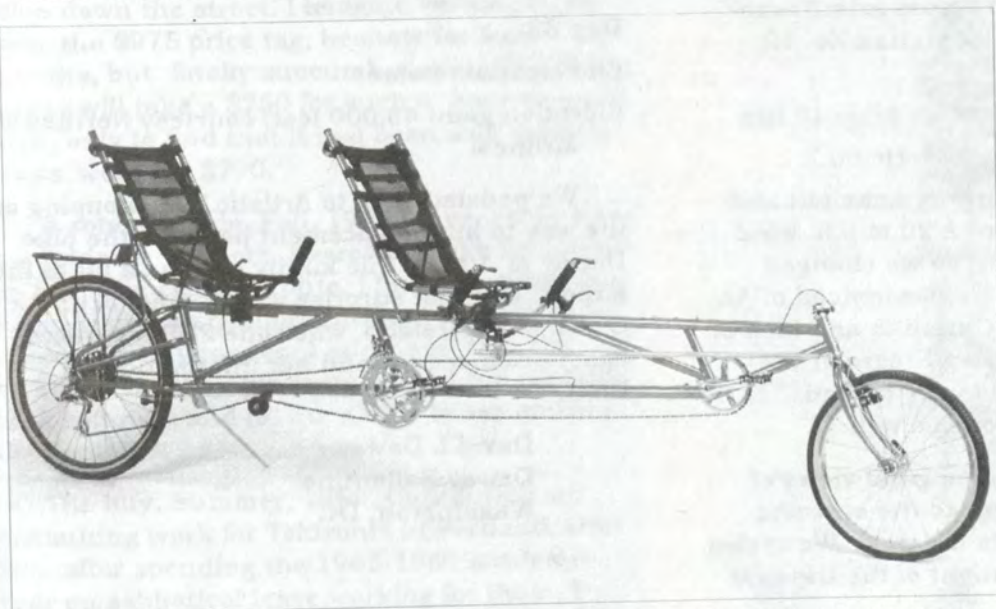
Day 28

End location: Tok cut-off, 15 miles south of Tok.

Daily distance: 30 mi Time on bike: 2.5 hrs
Elevation gain: nil Temp: 70s F

Barely underway, Dave waves at an RV and runs into a pothole, flatting the rear tire. While performing repairs, Ed and Ann Laly offer us a lift, which we gladly take--not because we can't get under way, but because we desperately need to get closer to Anchorage to finish this

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trip without killing ourselves. As it stood, we were looking at 5 more 100-110 mile days to get back in time. With the tandem in the bed of the truck, Doug and I relax in style in Ed's dually 5th wheel turbo diesel. Back on the road in Tok, we spot numerous porcupines.

Quote of the day, Ed, to Doug and I, who are sitting in the rear of the truck: "Hey guys, just reach up here and feel this steering wheel. Ain't she smooth?"

Day 29

End location: Christochina Lodge, Tok cut-off.

Daily distance: 95 mi Time on bike: 12 hours

Elevation gain: 3,000 ft Temp: 40 F

A day from hell. Road construction, headwinds, rain and a chill to the bone. However, we did spot several bald eagles. We rewarded ourselves with a real bed, shower and steak dinner at the Christochina lodge. The regulars there were surprised to see we had already made it to Inuvik and back and offered a round of beers in congratulations.

Quote of the day: Dave, "Doug, can I just steer in front of that steam roller and end our misery?"

Day 30

End location: Campground across from Trans-Alaska pipeline pumping station No. 12, Valdez highway.

Daily distance: 90 mi Time on bike: 14 hrs

Elevation gain: 1,000 ft Temp: 60 F

A day from heaven. The sun came out and we whisked into Glen Allen. A 20 m.p.h. wind was blowing from the north, so we changed plans and chose to ride to Valdez instead of Anchorage! We bumped into Christian and Rick of Backroads tours at the Tastee-Freeze in Glenallen. They were shocked to see us and thrilled that the trip had gone so well.

The route to Valdez offered great views of the St. Elias mountain range to the east and the trans-Alaska pipeline to the west. We cycled until 11:00 p.m., the only night of the trip that we cycled in darkness.

Day 31

End location: Valdez

Daily distance: 90 mi Time on bike: 8 hrs

Elevation gain: 3,000 ft Temp: 70 F

Easily the best day of cycling on the trip and possibly my best day of cycling -- ever. We woke to chilly 30 degree temperatures. Frost covered our bike and packs. However, it warmed to the 70s by mid-morning. A 20 m.ph. + tailwind pushed us up and over our last mountain pass in a 38x24 gear. We then descended about 20 miles into a valley of ice glaciers, snow-capped mountain, waterfalls and salmon-filled streams. Shannon, one of the stronger Backroads cyclists, caught us at the top of the pass and the three of us cycled into Valdez together.

Day 32

End location: Anchorage campground

Rick of Backgrounds met me at the airport at 6:30 a.m. and kindly transported me and all of our gear to Anchorage. The drive back gave me a chance to see a lot of the scenery along the Glen highway that I had missed while driving the tandem. Meanwhile Doug took a flight and we met up at Artistic Tile. We consumed our now traditional "all we can eat sushi meal," saw "The Firm", and collapsed for the last time in our sleeping bags.

Day 33

End location: home.

Elevation gain: 45,000 feet, courtesy Northwest airlines!

We pedaled back to Artistic Tile, stopping on the way to buy replacement parts for the bike. Danny at Artistic Tile kindly gave us a lift to the airport. Our last surprise was to meet Jennifer O'Connell of Ireland, who rode PBP two years ago. I promised to send her information on BMB.

David L Dawson
Dewey Ballantine
Washington, DC



On Buying a Tandem

Prolog Summer, 1983. While Norm Mechert and I are touring with our families in Nova Scotia and discussing how to equalize the difference between him, an excellent veteran racer, and his wife, who is making a valiant effort to pedal over the hilly terrain, we conclude that the solution is a tandem, and just a few seconds later we are overtaken by a tandem-riding couple who stop to talk when they see Norm's T-shirt announcing his sponsorship by the shop where they purchased their tandem. The day after our return to Pennsylvania, Norm's custom tandem is on order from John Stinsmen, a local frame builder. I start to think of buying a tandem too.

Tentative buy, #1. Fall, 1986. Bruce Frech, a TCA member, offers me his Gitane tandem for \$550, a good price but to tightwad (a charitable description) me, a bit high. I take a test ride, mull it over for a few months, decide to offer him \$500 and call his brother's bike shop, where it was stored, only to find it has been sold.

Tentative buy, #2. Fall, 1987. A brand new copy of Bruce's Gitane appeared in the bike shop down the street. I imagine owning it, despite the \$975 price tag, hesitate for four months, but finally succumb, hoping that the owner will take a \$750 for such a hard-to-move item, only to find that it had been sold the previous week for \$790.

A sobering ride. Fall, 1988. Never really having ridden a tandem, I agree to stoke for Norm on the local century route. I find the stoker position less than comfortable, and develop three criteria for any tandem I purchase: that the stoker have (1) ample room behind the captain; (2) a soft ride; and (3) the ability to see around the captain.

The buy. Summer, 1989. Continuing my consulting work for Tektronix in Portland, Oregon, after spending the 1985-1986 academic year on sabbatical leave working for them, I plan a week's visit, with the intent of returning on a Sunday rather than Friday to save Tek-

tronix about \$700 in plane fare. Days before leaving, on an electronic bulletin board I read of a Peugeot tandem for sale in Corvallis, Oregon, about 100 miles south of Portland, and I use electronic mail to arrange a test ride on the Saturday before my flight home. Staying at a friend's house, which is next door to the house I rented during my sabbatical, I retrieve a pair of roof racks which I had inadvertently left behind and about which I had written to my skeptical landlady, "Eventually I will come back to get them." A test ride as stoker for the huge (6' 2", 220 lbs.) owner confirms what I want to believe, that the Peugeot has room aft, rides softly for the stoker, and gives the stoker visibility. I write a check for \$950, having already been assured by Northwest Airlines that I can take the tandem, if boxed, as a piece of luggage (ah, the good old days when there was no \$45 surcharge for bicycles). The seller of the tandem having thoughtfully obtained a Santana box from a local bike shop, we pack it up, tie it to the roof racks, and I head north to Portland on I-5.



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Calamity. Riding on I-5 a short while later, I hear a rumbling from the roof and look in the rearview mirror in horror as the boxed tandem and racks break free from the roof and drop in the road in front of an 18-wheeler, which somehow avoids hitting the box. I rush out into the roadway, drag the box onto the shoulder, and somehow get enough of the box inside the lift-back car I have rented to get back to Portland without further incident.

Nightmares. Having gone through a lot of trouble packing the tandem and sealing the box, I make the big mistake of not opening the box to examine the tandem and spend a sleepless night, my thoughts oscillating between two basic themes, each of which require a great deal of sleep-robbing contemplation. On the one hand, if the frame is bent and the tandem useless, how could I explain to my wife that my \$950 tandem had lasted an hour? On the other hand, could I imagine a scenario in which the tandem is unscathed by thinking through the physics of a large flat box whose forward velocity is 60 miles an hour, but which, in my wildest imagination, floats, not drops, gently to

the highway from a height of 50" and sustains no damage?

Epilog - Met at the airport by my wife, I sheepishly explain what has happened, stuff the box into our mini-wagon, drive home, eagerly attack the box with a utility knife, and discover that the fall has loosened one of the cantilever brakes and slightly bent the derailleur. Two days later my daughter and I, having originally planned to use singles, take the tandem on a 4-day tour from our home in eastern Pennsylvania to my parents' home on the north shore of Massachusetts, and I know I have made a good buy. Since then, I have really gotten my money's worth: a two-week tour in England, my daughter and wife swapping places on a single and the stoker's seat, a 52-day cross-country tour, my daughter stoking and Norm on a single two weeks with my wife in the Canadian Rockies, and numerous shorter tours.

Edwin Kay
Bethlehem, PA

CYCLING WITH CHILDREN

For the past 7 years I have been cycling with my young son, Dane. Most of my experience, however, is with a single bicycle prior to buying my tandem.

I have tried a rear mounted child seat, a child seat mounted between the rider and the handlebars, and most recently a trailer. Dane was riding a small bicycle without training wheels before he was 4 years old. I believe that he was able to gain his sense of balance from riding between me and the handlebars when he was younger. No matter what is used to bring your small child along on your bike ride, you must realize that their attention span is short. You should plan short rides until they can handle longer rides.

Our Cannondale trailer has been valuable to us for several years. When Dane was small (2-3 years old), we were able to take him plus a





playmate on rides lasting 2-3 hours. They were able to entertain each other, thus allowing us to ride longer with them in tow. Since the older Cannondale trailer faces backwards, my wife, Karen, was always able to keep a watchful eye on them. After Dane was able to pedal his own bike, we would pull the Cannondale trailer empty. When Dane became too 'tired' to pedal, we would put him and his bike in the trailer and continue our ride until Dane decided that he was ready to get out and ride again. These rides usually were not as long, but the trailer did give us some additional riding freedom.

In 1991 Karen and I bought our tandem with a child conversion kit installed. A child conversion kit is an option that any tandem owner could enjoy. Dane, now 7, and I have been riding our SANTANA ARRIVA for over two years. He and I have logged close to 600 miles. Even with a conversion kit, you must consider the child's attention span. We have been lucky. Dane enjoys riding, has been riding for years, and can ride several hours before 'burning out'. The trick is to take it in short increments. Ride 2-3 hours then plan some fun off-bike activity for HIM. A quick stop at a playground will add miles to any ride.



I am in the U.S. Army. We have just returned from a 3 year assignment in Europe. This past May, Karen, Dane and I took a 2-day trip around Lake Constance. This lake is bounded by Germany, Switzerland and Austria and has a paved biking/walking trail around it. The trip was about 100 miles. We started our trip from Friedrichshafen, Germany. We headed toward Landau, then through Austria, and spent the night in Rorschach, Switzerland. The next day we continued on to Konstanz. We crossed the lake to Meersburg via a ferry, then returned to Friedrichshafen. Dane was able to handle this trip with very little problem. I attribute Dane's success to Karen and I having enough off-bike activities to keep him entertained and looking forward to the next scheduled activity. For this trip, Dane and I pulled the trailer behind the tandem as our 'sag wagon'. We carried all our baggage in the trailer. Karen rode her single bike behind us. We stayed in small inns around the lake instead of camping. We had only one 'funny' incident. Late on the first afternoon, Dane started falling asleep. His head would nod forward and rest on my back. We were several miles from our next scheduled activity stop. We stopped, rearranged the stuff in the trailer, then put Dane in the trailer with our baggage for a short nap. I pedaled the tandem alone pulling the trailer while Karen rode behind me on her bike to make sure everything was OK. We rode about 45 minutes to our next rest stop. The only causality was one of Dane's shoes. We somehow dropped one of his shoes out of the trailer. Fortunately we had a second pair with us.

We hope that by this summer Dane will be tall enough to allow us to eliminate our child conversion kit. The kit is nice, but it prevents 'spur of the moment' tandeming. It takes 15-20 minutes to either install or remove the kit from the tandem. There have been many times when Karen and I want to go for a quick ride in the evening, but the tandem is setup for Dane. When Dane grows tall enough so as not to need the conversion kit, I will only need an adjustable stoker's stem to allow quick (2-3 minutes) stoker changes between Karen and Dane. My next 'child biking' challenge is to find a good small frame bike with adult size wheels so that



Dane can ride HIS bike while Karen and I ride the tandem as a team.

I hope that you have enjoyed some of my insights as well as the photos I have included. If you have any specific questions you would like to ask, please write or call me.

Dale & Karen Krueger
Chester, VA 23831



A Swiss family out for a ride. He was interested in the trailer, he had another child at home that he wanted to bring along!

NORTHERN ITALY

We're writing to share with you the Tandem trip we took to Italy this spring, but first a little background.

We have toured in Europe many times on single bikes but were compelled to tour with a tandem when on our last tour in England we saw a happy couple whiz by. This was after a long hard day of playing wait and catch up with our single bikes and to say the least we were not nearly as happy as the couple on the tandem. Right then and there we knew we had to stop talking about it and take the next step and find a tandem we could take on loaded tours.

In searching for a tandem, our wish list was for a bike that could double as a fast century rider when stripped down and also be at home as a loaded touring model. This was a combination not easily attainable. We rode many tandem brands and models before we rode and fell in love with our Lippy Ecstasy. Keith Lippy builds his tandems for such multipurpose use and because of his years of touring and racing experience he knows just what to use in their

construction. By itself, the Ecstasy is fast and light but incredibly, the more weight we attached to it, it just seems to become more stable and willing to take the load. About the only thing we added from his stock list of components was a disc brake.

With about a year of tandem riding under our belts we made all the necessary arrangements and headed to Italy this mid May.

We arrived in Melpensa, just outside Milan, with everything intact and within two hours we were rolling down the road looking for our first place to crash. Melpensa airport was a very good choice to begin our trip from because there is virtually no heavy traffic to deal with. The next day we headed north to Lago Maggiore and were emerged into one of the loveliest areas we have visited. Little villages dot the lake each having their own unique charm and character. What was especially fun for us was how the Italians went nuts over our tandem. Whenever and wherever we stopped we drew admirers who would walk around the bike smiling and



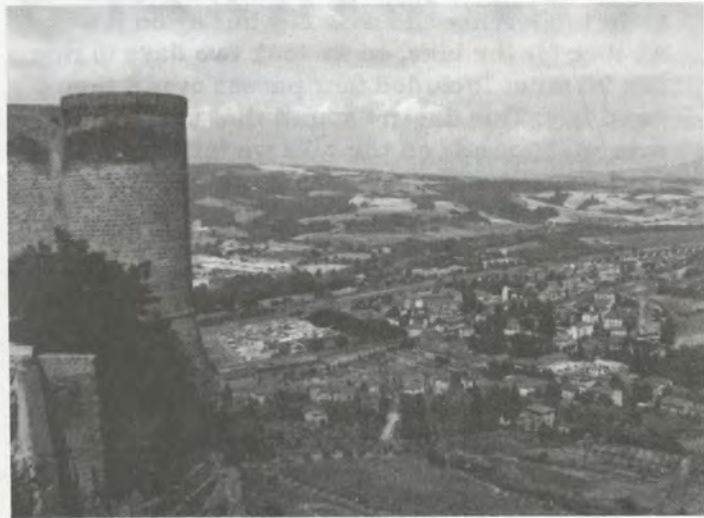
saying "Bella Bella" with appreciative interest. On the road we would often get standing ovations as we went by making us feel like rock stars. This carried on throughout the entire trip making every day fun in that regard.

Our second night in Italy we stayed in Stresa famous for the nearby Isolas and Hemingway's "Farewell to Arms". From Stresa we almost circumnavigated the Lago spending one night in expensive Switzerland. The cost was worth it though because of the wonderful village of Ascona where we stayed. On our way to Lago Como we must have crossed into and out of Switzerland 6 times before remaining in Italy for good. Como came at the end of a long day



and we weren't prepared for all the traffic. First we had to climb almost 2 thousand feet then drop down into a quagmire of buses, mopeds and diesel trucks. We did end up finding a nice place to stay by the lake that night and promptly declared the next day a rest day and took the ferry to a real jewel of a village called Bellagio. The ferry stopped at over 15 villages along its way to Bellagio and each village was so scenic, at least from the water, we wished we would have ridden the route instead.

In Bellagio I tempted fate by getting my first foreign haircut. Because of my busy schedule prior to leaving I had no time for my regular barber and now was suffering with too much



Orveito, Italy

hair. Fortunately, luck was with me this time and I got an excellent cut although neither of us spoke each other's language.

The next day, following a tremendous thunder storm, we headed to the big city of Bergamo where we thought we could catch a train to Venice. What fools we were, thinking the Italians would take our bike. We got absolutely soaked reaching this town only to be told "impossibilia" with the bike. The train information officials told us we needed to go twenty miles south and catch the main Milan to Venice line. This we did the next day only to be told to go back to Bergamo. Luckily a kindly English speaking rail worker intervened and told us that although we couldn't take the train to Venice we could take one back to Milan then to Bologna. This is when we gave up on trying to see Venice and headed towards our Tuscany portion of the trip. We still had a heck of a time getting to Bologna. However, after waiting for over two hours for the train we were told that they would not allow the bike on it even though the ticket man sold us tickets for it. We then had to ride to the dreaded Central Station during rush hour and catch the only train left for the day that could take us (we had a full 45 minutes). Once we arrived at Central Station (15 minutes to go) we had to climb towering stairs that led to the correct track. With about 5 minutes to spare we were off to Bologna and ar-



rived at about ten at night. We tried to get a train to Florence the next day but again it was no dice for the bike, so we took two days to ride the 90 miles included four passes over 3 thousand feet. This doesn't sound that bad but with over 400 pounds on the bike we really had to work. As usual though with unplanned situations we were rewarded with one of the nicest places on our trip in which we stayed. Way out in the boondocks was this little cozy one star and mama was the very capable cook. It would be an understatement to say she made an excellent dinner for us. She served an incredible chicken dish along with a huge bottle of much needed and delicious wine plus desert, all for under twenty dollars.

The next day we dropped into Florence in spectacular fashion by descending over three thousand feet the whole time watching the city getting closer and closer. One thing that we have never done before this trip is to bring a pair of lightweight binoculars. It was a real treat seeing things from afar with them, especially this particular approach into Florence. Once in town we really lucked out, finding a close-in Hotel that was reasonably priced yet secluded, quiet and all within easy walking distance to town central. In Florence we saw a dramatic increase in the tourist crowds which were not as evident in the North. This did not hinder us as much as it would have later in the summer and we had no problem in seeing Michelangelo's David and other famous works of art. One thing that always seems to happen when you schedule a rest day in Europe is that there is always a tower to climb with at least 400 steps straight up. So with aching quads we obliged ourselves to the spectacular views of Florence from high within its tallest bell tower.

After staying a couple of days in Florence we then choked our way out of the city and into the hill towns of Tuscany. It took at least twenty miles of heavy smog and traffic before being free of Florence's environs, but once we reached the country and sighted the day's goal way up on one of the many Tuscan hills it was worth the trouble. The village we sighted, San Gimignano, was our favorite place in Tuscany with its many towers and quiet streets it was an especially

welcomed retreat from the big city. Although Siena, the other big Tuscany destination, was very interesting, it was much too crowded and we got little sleep in our noisy dump of a hotel. The best hotel we stayed in was a splurge 4 star in Orvieto where we enjoyed our last real day of biking before heading to Rome.

We did manage to get a train to Rome but not without a two hour fight with the ticket agent who told us that bikes couldn't go (we knew better by previously asking at another town). When we did get to Rome, a 75 mile train ride, we were far from the center of town and had to bike once again in heavy traffic. We spent one night in central Rome then at 5:00 AM on a Sunday morning we left for the airport area where we made our base for the remaining two days of the trip. Biking through Rome so early in the morning was a real highlight. Even though there was still traffic it was very light and we rode by the Coliseum almost totally alone.

After establishing a base close to the airport we bused back into Rome, saw the Vatican and most other tourist attractions and walked till we dropped. In returning to the states we suffered only minor hassles and made it back without too much damage, only the rear dropouts were bent on arrival.

All in all this was a very good trip, but in retrospect we wish we stayed in the North and continued following the lakes. We've been told by more than one person that the easternmost lake, Lago Gaurdia, is the best of all. The big cities are always a hassle and at times just not worth it. On this trip we covered almost 1000 Kilometers on the tandem and it was considerably more fun to be together on the countless hills than playing the waiting game as we did in England.

Greg & Vickie Bannister
Grants Pass, OR



BICYCLING BY TANDEM IN FRANCE

When we (my wife Marion and I) arrived at Orley Airport last July, our baggage consisted of our disassembled tandem in a hard case (Pedalpak: excellent protection for the bike, but expensive to store), two suitcases, and two rear panniers used as flight bags. We also carried with us an assortment of anti French sentiments; the French are unfriendly; the Parisians are beastly; you have to be able to speak fluent French; the roads are poor; French drivers are hostile; the French hate Americans; France is expensive; and French beer is dreadful.

All of these proved to be false. We found the vast majority of French to be friendly and courteous. Even those notorious xenophobes, Parisian Waiters, were, for the most part, helpful and accommodating. While, as in any foreign country, it helps to know something of the language, it isn't required. Our halting French was sometimes greeted with smiles, but never with incomprehension or derision. Club member Walt Uhlman, who knows no French, seemed to do quite well with pointing and gestures when English didn't work. The roads are excellent, better than most in New Jersey and, since bicycling is much more popular in France than here, French drivers are generally courteous, and even encouraging.

Living can be very expensive, especially in Paris, but it doesn't have to be. This was our least expensive foreign trip in many years. Meals, wine, beer, hotel rooms, all were generally cheaper, for comparable quality, than in the States. The wine was good, often excellent, even when cheap. Surprisingly, so was the beer. Most of the beer came from Alsace so there was a strong and probably beneficial German influence.

We traveled with the Bicycle Adventure Club, a non-profit national organization. Each trip group shares all expenses except airfare, alcohol and lunches. Trip costs are half or less those of commercial bicycle tours. We paid

\$67.00/person/day, for breakfasts, dinners, lodgings, sag wagon and driver, detailed maps and guides. The accommodations were modest but perfectly adequate, the meals usually superior. Each morning after breakfast the group would review route options, and then take off, either in small, informal groups or singly. Marion and I generally went by ourselves.

We love traveling by tandem. It is fast and convenient and allows two people of unequal size and strength to bike together and carry on long conversations. Sharing the scenes, sights, and adventures enhances the entire trip and since the routes and road signs are not always clear, it is immeasurably useful to have a full time navigator to study the maps and directions (and a small French dictionary) more or less continuously. One word of caution, if you want to remain inconspicuous, don't travel by tandem! Everywhere people stared at us, waved and shouted encouragement. Regrettably, we caused at least one minor accident, when drivers on a busy highway looked at us instead of the traffic. Apparently tandems are even rarer in France than here.

We biked from Rouen to Nantes, mostly along the coast. 850 miles of beautiful farming country with charming small villages clustered around ancient stone churches, magnificent cathedrals, abbeys and ancient ruins, historic sites from World War II, beaches, cliffs, marshes, salt flats, rain, wind, fog, sunny skies, and beautiful sunsets.

This year more of the same, in Southern France, Biarritz to Aix-en-Provence. Less ocean, more hills, less beer, better wine.

If you are interested in very low cost sagged touring, locally or world-wide, with low-key friendly bikers, contact the Bicycle Adventure Club at 3904 Groton St, San Diego, CA 92110

Steve Chandler
Bridgewater, NJ



THE GREATER LOIRE VALLEY

On the last two weeks of May, my wife Laurie and I took a bicycling trip through the Loire Valley in France, visiting many of the chateaus in the region. We rode our tandem, a Santana Cilantro. We had a wonderful time.

It was in September 1992 that we were reading the Sunday paper and came across an article on organized bicycle tours through Thailand. We liked the idea a lot, except that we decided to go to France. We also opted to not go on an organized tour but rather do it ourselves. Once we decided on the trip, we bought a tandem and spent the winter getting in shape. We had probably never ridden more than 40 miles in a weekend at that point, but by the time we left, 400 miles in 10 days wasn't a problem. This proves that absolutely anyone can go bicycle touring.

We decided to stay in hotels instead of camping. That is to say, Laurie refused to camp, and I didn't have a problem with that. If you stay in hotels, you can carry a lot less on the

bike, and carrying capacity is at a premium if you have only one bike for two people. On the road, we never made reservations more than two hours ahead of arriving at a town, and sometimes just arrived and inquired at a hotel. The only time we didn't get our first choice was when one hotel was closed for the week, but the second try had vacancies. This goes against advice from one person who said to be sure to reserve hotels at least 2 or 3 days in advance. It was good we didn't have to, since we had no idea where we'd be in 2 or 3 days. Of course, it might be harder to get hotels at other times or in other parts of France.

Moreover, every hotel we stayed at had plenty of room for the bike in a garage or courtyard, and no one thought it was an unusual request.

The lesson here is, don't believe everything people tell you. (Don't even believe what I tell you.) For example, we'd been told before we left that mountain bikes were relatively rare in France, and that we might have trouble getting replacement tubes, tires, spokes, etc, for our 26" wheels. We put on brand new kevlar-lined tires and carried spare tubes and spokes. Well, everywhere we went, the bike stores were full of VTTs (Velos Tout Terrain), and lots and lots of people were riding them. In the event, though, we had no flats and broke no spokes.

The biggest planning problem was how to get the bike to France and back. The options were:

- 1) Pack it in a box and ship it as freight.
- 2) Pack it a box and take it on the flight as luggage.
- 3) Just show up at the airport check-in with it and say it's their problem now.

We didn't like the idea of 3), although it evidently works for lots of people. This is the sort of thing that builds bad karma and also might not work, leaving us in France without a bike.

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We decided on 1) for a while. Santana ships their bikes in large, well-built boxes, and we arranged to get a box, drop the bike in, and ship it to meet us in Paris. We'd leave the box here, do the trip, then come back to Paris, repack the bike, and ship it home.

This would have cost about \$250 each way for the bike, but it seemed a lot more reliable than 3). Moreover, we could insure the bike. On the bad side, the box was over 8 feet long and it was unclear that DHL could take such a large box. It certainly would be clumsy.

The day we went to the bike store to pick up the bike box, we saw that they had started renting bike bags. A tandem bike bag costs \$500, but rents for \$100 a month. The bike bag is less than 6 feet long, and is well padded. Some disassembly is required, but we check with the airline and they'd take that size of bag as luggage.

(We didn't mention that it was a tandem. Most airlines won't carry tandems, but they never asked, and we never volunteered the information.)

We picked up the bag and packed the bike. I'd never taken off handlebars and pedals and derailleurs before, but my bike shop told me it was hard to hurt the bike so badly it couldn't be repaired, and I knew there were bike shops in France that could probably undo whatever I did, if I could manage to explain it in French.

The bag got on the flight fine. Everyone else in the airport stared at it as we hauled it up to the counter, but the agent had no problem. We didn't even pay extra, since it was only my second piece of luggage, and it was an international flight. It arrived in Paris without a problem. I took public transportation into town and a cab to the hotel, although we chose to take a cab straight to the airport when we left. The bag fits inside a station-wagon cab.

I put the bike together myself, and everything was fine except that I was tired and hungry and jet-lagged and my hands and arms were covered with oil. I had oiled the chains before we left and I got a little carried away. Oh well. One shower later, I took the bike to the train



station and sent it off to Charres, our starting point.

(If you want to ship your bike on the French railroad, you must already have bought your ticket. There's a few trains that you can take bikes on; otherwise, you ship it, and it's guaranteed to arrive in 72 hours. It usually arrives the day you ship it if it doesn't have to change trains.)

I had wanted to take the bike by a bike shop in Paris to have them check my work. However, I couldn't find Velos or Bicyclettes in the Yellow Pages. I now believe I should have looked under Cycles. Anyway, I seem to have put it together right, except for a slightly misadjusted rear derailleur.)

By the way, I had considered putting the bike together at the airport and leaving the bike bag there, but decided against that when I was told that you couldn't check bags at CDG. Coming back, I noticed that yes, you can check bags at CDG. Still, it was a lot cheaper (i.e., free) to leave the bag at the hotel.

This was a Monday. Laurie joined me in Paris the next Saturday, and we went out to Chartres.

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Chartres has a marvelous cathedral and an interesting Old Town, but this article isn't about the tourist attractions themselves; you can read that in the appropriate Michelin Green Guide. Which reminds me: We took the Green Guides for the Chateaus of the Loire, and the Red Guide for finding hotels and restaurants, and another tour guide. The second tour guide was arranged geographically, so we could tear out sections as we left the area to save weight. Even though we packed light, there were some clothes we never or almost never wore. We had a pair of large rear panniers, a pair of medium front panniers, a rack pack on the rear rack, and a handlebar bag. Clipped to the handlebar bag was a small compass, which was invaluable, except when it got too close to the handlebar bag mounts which I finally realized were magnetized.

Here's a quick rundown of the trip

	Chartres
Sunday	Vendome Via Bonneval, Chateaudun
Monday	Beaugency Talcy
Tuesday	Blois Chambord, Cheverny
Wednesday	Amboise Chaumont
Thursday	Tours Montrichard, Chenonceau
Friday	Tours Vellandry, Azay-leRideau
Saturday	Chinon Langeais, Usse
Sunday	Saumur Fontevraud
Monday	Brissac-Quince La Fosse, Cunault
Tuesday	Angers A very circuitous route

On Wednesday, we took the train to Paris. The bike arrived there that evening, but we didn't pick it up until Saturday, the day before we left.

What did we learn on the trip?

The first day, we rode about 70 miles, which was too much. I had initially planned even more. This was probably due to my not realizing that roads aren't straight lines, especially the side roads we were taking. We averaged 30 or 35 miles on the other days. I don't know exactly how far we rode, since I left the cyclometer head at the hotel in Paris.

The second day of our tour was a Monday. Everything is closed Mondays. But that's okay; the towns we were riding through had no stores anyway, and no people on the streets. We were

riding through the Beauce, described in a tour book as a "windswept plain". We spent the day riding into the wind, wondering how long until our water ran out. We finally found a restaurant near the chateau at Talcy, and downed two liter of water before buying another two liters to fill the four bottles on the bike.

In general, the wind was from the east, the opposite of what I'd read. This was fortunate since we were riding predominately west.

People were very friendly when we said hello to them as we rode past. Kids especially loved watching us ride past.

We often had dogs bark at us as we passed, or stopped to read maps, but they were always locked up.

We carried the Michelin 1:200,000 maps, and our rule of thumb was that red roads might have too much traffic, but yellow or white roads were okay. These maps had plenty of detail everywhere except when entering a city. The problem is there's lots of roads entering large cities like Tours or Angers, and they get mushed together on the maps. We stayed in Tours two nights, and had a horrible time getting into town each night. Road signs are no great help, since they show the best road for cars, which often routes you onto a highway. Even in the country, the signs show the best road for cars, but there's usually only one road there anyway, and you can tell from the map how big it is.

We saw almost no bike lanes or bike paths. Instead, we rode at the right edge of the right-most lane. Other vehicles were free to pass us when it was safe. This is the same rule as in America, but it works in France. Moreover, I'm told it's the law that motor vehicles must leave the bicycles at least 2 meters of clearance when passing, and almost everyone seemed to.

Our typical schedule was get up, have breakfast, buy some fruit for the day, and see the chateau in the town where we were staying, then get on the road by 11:00 or so. We'd see another chateau or two on the way, then get to the next town around 6 or 7, too leave to see its chateau, so we'd leave it until the next morn-



ing. We were actually on the road for only about 3 hours a day.

We did our own laundry in the hotel room at night. Either the laundry was dry in the morning, or we left it to dry in a mesh bag on the rear rack. We carried enough clothes that we didn't need to do laundry every night. When I say that we did laundry, I mean that Laurie did laundry, while I obsessed over the next day's route.

Between the chateaus and other tourist attractions, I tried to find scenic routes. More than once, we were in the middle of nowhere, and found other bicycle tourers coming the other way, often following a pre-planned route. We spoke with about 6 other tourers or pairs of tourers during the trip, mostly American. We saw four other tandems.

The weather was perfect for most of the trip, unusually warm and sunny. Then one day we had a thunderstorm just after leaving the chateau at Usse. We remembered that we had once ridden all day from San Francisco to Palo Alto in the rain, so figured we could make it six

miles to Chinon. However, we had never ridden in a thunderstorm, and it's a lot less comfortable, especially when it's combined with hail. We finally pulled into a driveway and huddled under a tree, still getting wet, until I saw a shed out back. We waited out the rain in a shed next to the chicken and geese, sharing the space with a cage-full of doves.

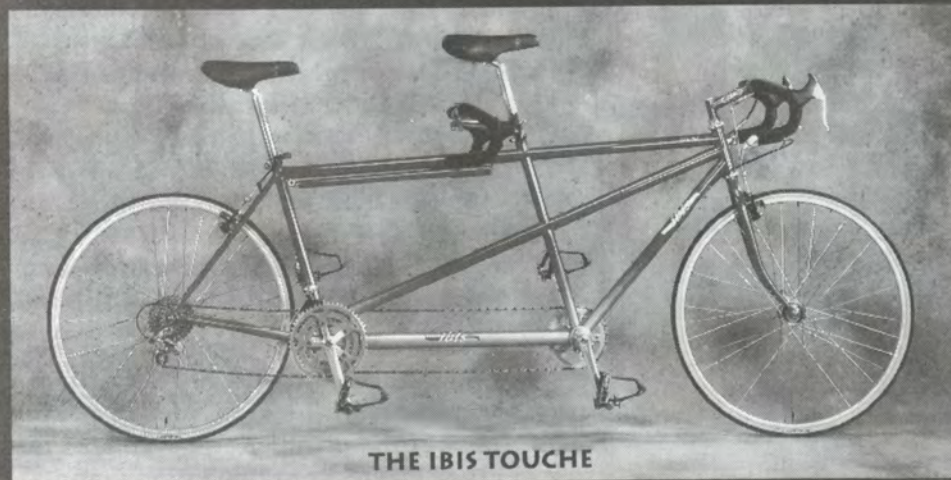
At the hotel, our bike was muddy, so we rinsed it off with the Evian water in our water bottles.

Our new rule: Look for shelter as soon as you hear thunder. The next day, when the thunderstorm started, I saw a picturesque cave in the hillside at the same time Laurie saw a garage. I voted for the cave, Laurie voted for the garage. I voted for the cave, Laurie voted for the garage, and we stayed in the garage, although Laurie said I was free to go up to the cave and wait there.

These were the only times it rained while we were bicycling, although the weather did turn more humid at that point.

SUMMERTIME BLUES?

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This area of France is quite flat, but there are hills, and we found them all. The rivers are usually lower than the surrounding land, so there are hills or cliffs to traverse as you leave the river. We also became cautious of the substring "mont" in any town name (e.g., Montrichard, Montlouis-sur-Loire).

We stayed two nights in Tours, and so were able to ride one day without much luggage on the bike. It was nice.

Did I mention we were carrying two cameras, including one video camera? Laurie often shot video footage from the back as we rode along.

The second Monday night, we decided to stop in Brissac-Quince and see its chateau in the morning. Imagine our surprise when every restaurant in town was closed Monday night. The owner of the hotel fixed us microwave pizzas.

The next morning, we discovered that the chateau was closed Tuesdays. Oh well.

On the way from Brissac-Quince to Angers, we chose a picturesque road that turned out to be under construction its entire length. Luckily, we were diverted onto only-slightly-less-picturesque detours.

Not much broke on the trip. One morning, as we were just starting off, the pump fell off and in doing so knocked off the left chain, which we believed would be hard to get back on without special tools (since there's no slack). We took it to a local mechanic, who fixed the problem by removing the rear chain wheel on the left, wrapping the chain around it, and reinstalling it. He left the front and back pedals a little out of synch, but what the hell; it's a great roadside repair. Otherwise, nothing bad. The front brakes started to stick a little, and there was an intermittent noise from the front that sounded like a bad bearing, but these happened at the end of the trip and we didn't worry about them.

We had been worried about what to do the bike while we were visiting chateaus. We ended up locking it to something outside and carrying

in the handlebar bag and rackpack, which contained our cameras, valuables, etc. We left the panniers on the bike but threaded the cable locks through their handles. Nothing got stolen. A couple of times we pushed the bike up long steep driveways to the chateaus so as not to leave it too far away; amazing how many chateaus are on steep hills...

Conclusion? Bicycle Touring was a great idea; we got much better views of the countryside, the towns, and the people than if we'd driven. People actually came up to us and asked us about our trip. The tandem was even more of an ice-breaker, and we certainly enjoyed being able to talk to each other easily as we rode. We'd do it again in an instant.

John DeTreville & Laurie Shaw
Palo Alto, CA

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.



JUST MARRIED - NJ TO LA

In 1980 we spotted this sign on the back of a loaded tandem. The seed was planted. In the intervening 13 years, we started biking, took a few short tours, put the kids through college, and kept the dream alive. Celebrating our 25th, we completed our dream trip last summer: we tandemed from Washington to Maine. Our route took us 4100 miles, from Seattle through Vancouver, Jasper, Banff, Calgary, Montana, North Dakota, Minneapolis, Madison, Chicago, Indiana, Ohio, Erie, Buffalo, Niagara Falls, the Adirondacks, Burlington. We ended down east in Penobscot, Maine.

The trip combined two of our interests; Habitat for Humanity (HFH) and bike touring. In 99 days we stayed in 33 homes, 6 hostels, 15 motels, 1 inn, 1 hotel, 2 churches, and 15 campgrounds. Doing the trip as a fund-raiser for HFH made it logistically more complicated, but a very rewarding and worthwhile undertaking. Seventeen HFH chapters hosted us and we raised over \$4000. We made other connections along the way with friends, relatives, and TCA members.

We met a wonderful collection of very hospitable fellow tandem folks. In Vancouver we stayed several days with Colin and Hiroko King and we were guided out of town by Colin and Don Koch and his 10-year old stoker-daughter, Elizabeth Koch. Heading south along the Bow Valley Parkway in Alberta we met Paul and Flo Walker and two other teams from Wisconsin as they were heading north to the Columbia Icefields. We stayed several nights in Fargo, ND with Andy and Sally Fairfield who had just bought a tandem and hopefully are TCA members by now. Jay DeNova and Donna Sereda were our hosts and guides in Madison, WI. They steered us to Bryce and Paula Dreeszen in Rochester, a day's ride ahead. In Chalmers, IN we stayed with Gerald and Jan McVay, a double tandem family with 7 and 5 year old stokers, Luke and Rachael. Our tandem and HFH-host in Erie, PA was Paul Weiser. Jim and Dixie Bach hosted us in Mexico, NY and gave us a needed psychological push up into the moun-

tains of New York, Vermont, and New Hampshire. To all of these wonderful folks we say thanks again. The idea of a TCA hospitality list came up repeatedly. The idea has been suggested in previous DoubleTalk issues. We have a great annual membership list and we're glad it now includes the hospitality homes list.

Our two year old Blue Burley Duet, "Babe", proved to be as dependable as Paul Bunyan's ox. Her frame, cranks, transmission, and headset functioned without complaint. We did go through 4 tires (one Specialized sidewall decomposed after 70 miles), 5 spokes, one front chain, one rear chain link, and one rear shifter cable. A broken rear wheel in Pelican Rapids, MN was the one mechanical problem that we could not fix on the road. With long distance help our dealer back home in New Jersey and the US Postal service, incredibly, we were on the road again in two days!

Most spectacular scenery of the trip:

-The San Juan and Gulf Islands between Anacortes and Vancouver Island are no secret to cyclists and the views are almost as beautiful as those of our Penobscot Bay.

-The Fraser River Canyon Highway in British Columbia (Hote to Cache Creek) is 113 miles of winding, climbing and breathtaking scenery. This road is narrow in some places but occasional trucks were most courteous. This being a family publication, I can't write what I yelled at some of the RVs. With places named Hells Gate Canyon and Jackass Mountain and seven tunnels, this ride is not for the faint of heart. The tunnels are the most serious drawback of this route but 5 of them are short (less than 200 yds) and straight. The two longer ones (about 1/4 miles) were curving and terrifying. If we were to repeat our ride we would hail a passer-by to drive slowly behind us through these two.

-Trans-world cycling friends told us the Icefields Parkway in Alberta from Jasper to Lake Louise is among the most beautiful bike routes.



We were not disappointed. The roadway has a very wide and smooth shoulder and for the most part a very gentle grade. On both sides of the roadway there are mountains of all different makes, colors, and shapes. Every new bend in the road offers another million dollar view. The road follows lakes and rivers colored beautiful shades of turquoise by the glacial minerals. The highest part of the ride, geographically and emotionally, was the Athabasca Glacier of the Columbia Icefield. We were awed by its size and age. By coupling this 143 mile Parkway with the Yellowhead Highway from Tete Jaune Cache (64 miles) and the Bow Valley Parkway to Banff (58 miles) we had an unforgettable week's ride. The Youth Hostels along the way provide a nice option to camping or hoteling. From Calgary to Jasper there are 11 of them, ranging from very rustic ones to the "downtown" variety with all services and amenities. We found the heat of the wood-fired saunas and the chill of glacial streams a wonderful end to a day's ride. We are planning a return trip to this magical place. We will fly to Calgary, get Hostel shuttled to Jasper and then retrace our route, "hostel hopping" southward. A more youthful team would double the pleasure by riding the route both ways.

-The early foliage colors in the Adirondacks, Vermont, New Hampshire, and Main in late September made the ending of the trip nearly as beautiful as the beginning. Varying degrees of knee pain, traffic (logging trucks and RVs), and rain numbed, tempered and dampened this part of the ride.

Best bikeways of the trip:

-Seattle - The Burke-Gilman Trail is an enjoyable way to get around in the city and Lake Washington.

-Vancouver - Trails through Stanley Park and along English Bay are great. (The ride on the bikeway over the Lion's Gate Bridge is a character builder.)

-Calgary - There are miles of wonderful trails in and through this Olympic city. The 40 mile stretch along the Bow River made this an easy city to enjoy.

-Minneapolis - Another city with many bike-ways, though some were rather bumpy from frost heaves and tree roots. We paralleled the Wirth and Minnehaha Parkways.

-Wisconsin - This most biker-friendly state has hundreds of miles of Rails-to-Trails bike-ways. We enjoyed the 100-mile Trempealeau-LaCrosse-Sparta-Elroy-Reedsburg section that includes 3 old tunnels that are a favorite for children of all ages.

Chicago - The bikeway along the lake from Lincoln Park to Hyde Park made this another city easy to negotiate.

These two highways deserve mention:

Ontario - The Niagara Parkway from Buffalo to Niagara Falls was a very pleasant ride and approach to the falls. In summer months this would probably be very busy with RVs and other tourists.

The Lake Ontario State Parkway to the west of Rochester was a pleasant surprise. This interstate like road has no trucks and we were passed by about 40 cars in as many miles.

Some tips we would pass along to fellow tandem teams:

Carry extra gear in triangular frame packs. These are quite easy to make from pack cloth, a zipper, and Velcro straps. Make a pattern from newspaper and make a 1 1/2" pocket to carry tools, raingear, lunch or whatever you want close at hand. Move water bottles as needed. We mounted one bottle cage on each handlebar stem with pipe straps.

We attached one caution triangle to the front of the handlebar bag to warn approaching cars. We attached the other triangle to a 3 ft piece of an old fiberglass fishing rod which we prominently dangled to our left to act as a paint scraper for the close passers.

We carried two extra tires as well as tubes. We carried extra spokes. (From a long spoke we were able to fashion a temporary 'j' spoke without a head that we installed without removing the cluster and drum brake.) We wished we had carried an extra long shifter cable as these are



hard to find in most bikes shops. We used our chain tool, spoke wrench, cluster remover, and headset wrench. We found the 1 5/8" socket and vise to remove the drum brake in garages ready to deal with large tires, busses or tractors.

We carried a small weather radio and should have left it at home. It proved to be a waste of weight as we could not get reception in remote places and we found weather forecasts in local papers in more populated areas.

Our Gore-Tex rainsuits were quite satisfactory. Totes boots over our shoes looked a bit silly but our feet were happy and dry after the downpour instead of wet and clammy for the next several days.

We took the sweatiness out of rain suits with electric hand dryers compliments of McDonalds.

We found the food at the local main street cafes often quicker and cheaper and the ambience and taste always better than fast food places. The exception, of course was the daily stop at the DQ for the Blizzard fix.

The Amtrak box is large enough for a tandem. (Remove wheels and handle bars and tape them to frame. Turn upside down and slide into box on saddles. Pad with a couple of sleeping bags.)

Don't count on tailwinds across the prairie.

Be sure your charge card doesn't expire during the trip.



Virtually every small town in the US has a money machine happy to cough up \$\$\$. Canadian machines are not quite as easy to come by but our local bank told us which of these towns are MAC friendly. We did carry a few old fashioned traveler's checks.

Rather than taking the bike with us on the plane, we decided to ship it by UPS to allow for extra insurance and peace of mind. This requires packaging the bike in two boxes (made easily with a utility knife and contact cement). The frame and fork fit into the first one and the wheels into the second box. Panniers, parts, and camping gear fill in the corners and edges.

We found the trip to be all we had hoped for and much more. Physically and emotionally it was a mixture of scenic, ugly, physical, psychological, spiritual, exhilarating, exhausting, stimulating, and boring, by far, the best part of the trip was the people. Unlike much of the media news, we have 99.99% good news. We are happy to report that there are millions of good, friendly, hospitable folks out there. We had the good fortune to meet hundreds of them.

To all tandem folks we extend an invitation to visit us either in Bucks County, PA during the school year, or in the Maine woods in the summer. We are a few miles from US Rte 1 on the way Down East.

Anne & Lin Parker
George School, PA



A Tandem By Any Other Name

Two Seater Bike	Double Trouble
Stretch Limo	Two Tier
Twin Engine Job	Double Barreled
Double Decker	Two Stroke
Daisy Daisy Bike	Siamese Twin's Bike
Two Horse Power	Two Headed Bike
Long Bike	"Two Ten Speeds Tied Together" - "Look Mom"
Bicycle Built For Two	(my favorite by a 3 year old)
Giant Bike	Sausage Dog - (Come Again?) - "Well, long like a dachshund!!"
Dual Engine	(older lady!)
His & Hers	Some have been said many times over, but all are true
Two People Bike	Ray & Freda Shipley, Kimberley, BC



TANDEM TOUR OF NANTUCKET

To get to Nantucket with a tandem, take the ferry, it's a nice 2 1/2 hour boat ride. You need to get there about an hour before sail time as parking can be a hassle. Last fall the cost of the ferry was around \$30.00 round trip for us and our bike. Try to be the last bike on, because they pile the bikes on top of each other and if the thought of 25-30 K-Mart klunkers on top of your \$3,000 tandem doesn't upset, you nothing will.

When you get to Nantucket, pick up one of the free newspapers. They have maps showing downtown, the island, the light houses and museums. There are bike paths to go just about everywhere, use them, but look out for small children. There are bike shops all over Nantucket, one even rents a Cannondale tandem and has a triple too! Beautiful buildings, boats and sea views abound on the island. Most of the cars are bike friendly, but look out for out of state plates and the mopeds! Most of them are rented to 18 year old hot headed Evil Knievil



wannabees. Take some time to walk downtown, there are lots of neat stores, but look out for some of the roads! They go from new asphalt to cobblestone to something that looks like a dry river bed! These streets are no place for a road tandem, but the rest of the island roads are in very good shape with very few steep hills. The bike trails are well marked, in good shape, and the views from some of them are gorgeous. Some run through sand dunes - do watch for sand on the bike path. One of the bike trails looks like it was laid out by a snake. It's a lot of fun on a tandem. There are water fountains on most of the longer trails and they work!

There are so many things to see and do, it would be impossible to list them all. You could cover the entire island in a day but you'll wish you had a year to spend there.

To check on ferry sailing times, call the Steamship Authority at 1-508-228-0262, 5:30am-5pm. There are lots of places to stay, but you must book far ahead in season and you need a reservation to bring your auto over on the boat (though why bother since you won't need it!). There are restaurants all over the island from reasonable (for a tourist island) to unbelievable. Take time and enjoy Nantucket Island, we did.

Len & Liz Chapman
Wanehouse Point, CT



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TANDEM RACING REPORT

District Time Trial Championships

If you like to go as fast as you can on your tandem, you might want to try tandem racing. A good way to start is to ride your 40 kilometer (25 mile) district time trial championship. You can ride any kind of tandem, and aero handlebars are really the only extra equipment you need. Everybody uses aero handlebars, and you will be at a 2 or 3 minute disadvantage if you don't. Having close-ratio gears also helps a lot. The course will probably be flat, and you won't need low gears. One tooth jumps on your freewheel will let you choose exactly the right gear, and a straight block will let your competition know that you mean business. Aerodynamic wheels such as disks or tri-spokes will also help your time, but they are too expensive to buy unless you plan to ride a lot of time trials. You might be able to borrow aero wheels, or use less expensive covers on the rear wheel.

Here in the Northern California/Nevada district, tandem classes for the 40 km Time Trial Championships are the same as at the National Championships. They include 4 masters classes and one open (senior) class. Masters classes are for 70+ women's teams; 70+ mixed teams; 70+ men's teams; and 90+ women, mixed, or men. Both captain and stoker will need US Cycling Federation racing licensers. Check with your local USCF district representative for the date and location of your championships, and to confirm that there will be a tandem category. You can get the rep's number and a license application from USCF headquarters in Colorado Springs, CO at 719-578-4581. Also find out from the rep what tandem classes will be eligible for championship medals.

Training for a time trial championship will bring you to a high level of fitness, and you will become a better team by setting a goal and pursuing it. The speed advantage of a tandem makes breaking an hour (25 mph) a realistic goal for many teams, even those who have never raced before. As a reference point for those with higher aspirations, the national

record for a mixed team is 48 minutes 52 seconds (30.7 mph), and for two men is 44 minutes 19 seconds (33.8 mph). Riding in the 90+ class this year at the Northern California/Nevada Championships this May, my teammate Brian Fessenden and I rode a 55:12 (27.2 mph).

I stoked and Brian captained my tandem which was made by Dale Saso of San Jose. We used Scott clip-on aero handlebars, a 55 tooth chain wheel, and a 12-19 7-speed freewheel. Brian provided a set of Specialized tri-spoke wheels that he normally uses for track racing. We both used Avocet Cyclometers and Polar heart rate monitors. Concentration is the key to time trialing, and speed and pulse data will tell you if your concentration is slipping.

The Northern California course is in a broad, green valley at 5,000 feet in the Sierra Nevada near the little town of Sattley, California, about 60 miles from Reno. It's almost perfectly flat. This year early starters had nearly calm conditions. However, the tandems started 1st at 11 o'clock, and by then the wind was gusting at over 30 mph. We wanted to better our time of 54:40 from the previous year, and outbound, with the wind behind us, our goal seemed within reach. We averaged 32 mph and wished for a 60 tooth chain wheel. But after turning around, our speed dropped precipitously as we fought our way back into the wind. Although our 55 minute time was a disappointment, we were fastest of the 5 tandems, and we got a gold medal for consolation.

Jim Westby
Menlo Park, CA



TANDEM CALENDAR 1994

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 Vandeveldt @ (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 3, 1994. **Colorado Tandems Independence Day Ride, Boulder, CO** Meet 9:00 a.m. in the Safeway parking lot, 28th & Arapahoe, Boulder, CO. 35-50 miles with a snack along the way. Kami & Andy White, (303)-494-3092.

July 7-10, 1994. **LAW National Rally, San Diego, CA.** *CANCELLED*

July 10, 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 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 Whidbey, Lopez, San Juan, and Orcas (optional). Kim & Dave Rittenhouse (503)-635-2993. Call as soon as possible for B&B reservations. Camping is also available. 28-32 miles per island.

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. **Hoquiam 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, CO, Ride & BBQ.** 30 to 50 fast flat miles, followed by a BBQ. Call Darius or Tricia (303) 665-3485.

July 17, 1994. **Twin Cities' Tandem Club Lake Elmo, MN, Ride.** Tandem Orienteering? Mountain biking? Picnic? Hosts are Carol and John Fitzgerald. Info available from Lynn Pagliarini, (612)-735-5102

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

July 30, 1994. **T-Bones Potluck after ride.** Tandems and eating just fit together. Come socialize. 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, 1994. **Tour de IBIS, BART style.** 9:00 a.m. Meet at IBIS cycles, 2661 Gravenstein Hwy, Sebastopol, CA. Free! IBIS Cycles and BART (Bay Area Roaming Tandems) tour of the wine country above San Francisco. Refreshments and tour of IBIS factory afterwards. John Pavlat, IBIS. or call (707)-829-5615.

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 (303) 494-3092.

August 12-14, 1994. **Eastern Tandem Rally.** Gordon College, Cape Ann, MA. *****FULL Packages Sold Out*****. Day packages (no lodging options) may still be available as you read this. Call Ted Ellis IMMEDIATELY if you are interested in the DAY PACKAGE option. (401)-295-2953.

August 14, 1994. **Colorado Tandem Club, Denver Ride.** Fast training ride, 50-75 miles. Thaddeus Wiatrowski (303) 987-8040.

August 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.

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 20-21, 1994. **TanDemO Days in Maryland.** rides, antique bike & tandem show, rodeo & more. Tent & RV space, Free Admission BUT MUST register. Larry Black, 1870 Long Corner Rd, Mt Airy, MD 21771. (301) 831-0111.

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.

August 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.

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 11, 1994. **Colorado Tandem Club, Boulder Ride.** Boulder, CO. Leave from the safeway parking lot, 28th and Arapahoe. Call Andy or Kami White for details (303) 494-3092.

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 17, 1994. **Colorado Tandems' Off-Road Ride.** The second running of this ride, and yes, it's really an off-road tandem ride. Ride the Switzerland trail and some of the Peak-to-Peak Highway. Contact Kami & Andy White for more details, including directions to the start. (303)-494-3092

September 18, 1994. **Twin Cities' Tandem Club Brahm Bike Bash.** A "country lover's ride" with a few hills. Hosted by Bill and Mary Mobeck. Info from Lynn Pagliarini, (612)-735-5102.

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 24, 1994. **Colorado Tandems Spaghetti Ride, Fort Collins, CO.** Randy & Edie Stout (Congratulations -- no graduate school!) will host a ride/dinner from their home in Fort Collins. Call them for the details. (303)-482-2268.

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 uni-



cycle 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 3, 1994. **Twin Cities' Tandem Club Annual Chili Ride.** Hosted by Chris & Rachel Gilchrist, info available from Lynn Pagliarini, (612)-735-5102

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 9, 1994. **Colorado Tandem Club, Denver Ride.** Fast training ride, 50-75 miles. One of the last long rides in the fall. Call Thaddeus Wiatrowski, (303) 987-8040.

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: Teamwork 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 13, 1994. **Teamwork Tandems on Parade in Placentia #5.** Three rolling courses with several great down-hills. 32, 40, 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 10-May 21, 1995. **ParaAmerica Bicycle Challenge -- Blind Ambition.** Join dozens of able-bodied and disabled adventurers in this inaugural ride from the Olympic Stadium in Los Angeles to the Olympic Stadium in Atlanta. Sponsoring organization is Tim Kneeland & Associates. Proceeds benefit The US Assoc. of Blind Athletes and other participating Disabled Sports Organizations. Significant entry fee required. For more information, contact TKA at 1-800-433-0528 or the USABA at (719)-630-0422

April 28-30, 1995. **Fifth Southwest Tandem Rally,** Lake Murray State Park and Lodge, Ardmore, OK. Rick & Kay Watson, HCR 70, Box 116, Ardmore, OK 73401. (405)-223-8180

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

BACK ISSUES AVAILABLE

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

Issues still available:

May-June, 1994

March-April, 1994

January-February, 1994

November-December, 1993



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, Jr, Women, Masters 35+, 45+, Citizen & Tandem. SASE Bicycle 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 Tand Classes. Thanks -- the Editors

CLASSIFIEDS

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, H₂O bottle cages, computer, stoker hydra-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, Diacompe 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 McAl-

lister, (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. Call Carl (601)-392-6317 (Mississippi) 07/94

FOR SALE: 1991 Santana Sovereign, 59x53, Burgundy. Shimano Deore XT Components & cliplless pedals. Touring package -- heavy duty spokes, drum brake. \$2500 OBO. Call Bruce or Carol @ (707)-252-2785. (Napa, CA) 09/94

FOR SALE: Santana Noventa, 56x53. Campy-equipped and in excellent condition. Stoker's spinal injuries forces sale. \$2990.00. Also, 1 pr Time Racing Shoes, like new, size 37 - \$75.00. TA Chainrings, new, best offer. Bill Greiff, (904)-767-3153, 6-10 p.m. EDT. (FL) 09/94

FOR SALE: Custom Colian Road tandem, 21x19 male/ladyback frame, 18-speed, custom chromed lugwork, black paint with gold accents. Internal cable runs, short 61 1/2" wheelbase and 38 lbs of Reynolds 531 tubing & excellent components, \$2000 OBO, Rudy or Kay, Tucson, AZ (602)-742-2518 09/94



FOR SALE: Nishiki Road Tandem, 22x20. High quality components. This tandem has seen little use and is in excellent condition. \$950.00. Fred @ (203)-444-1097 (CT) 09/94

FOR SALE: Yokota Twin Peaks Mtn Tandem. 20x18 Shimano DX or LX. Girvin Flex Stems, Onza bar-ends, Like new, \$1150.00. T. Kemple (603)-437-6702 (NH) 09/94

FOR SALE: 1992 Santana Noventa 56x53, Blue, Columbus Nivacrom tubing, Shimano XTR & Dura Ace equipped. Captain & Stoker Avocet computer mounts, 40-spoke wheels, perfect (like new) condition, less than 500 miles, never toured, used only for day trips. A steal at \$2975. Call Bill @ (814)-871-7543 (days) or (814)-835-2425 (evenings) (PA) 09/94

FOR SALE: 1992 Cannondale, 21x19, Red. Look pedals, bar-end shifters, Cateye Mity-2 computer, Phil hubs and BB's, Shimano derailleurs and brakes. 48-spoke rear/40-spoke front. Dropbars in front/Straight bars in back. Specialized cranks, Zefal pump. \$2500.00 Mike & Donna Wasson (812)-333-9860. (IN) 09/94

FOR SALE: 1991 Schwinn Duo Sport. Pearl White, 21-speed, barcons, Extra saddle, women's Avocet, bottle cages, and other extras. Less than 1000 miles. Great shape. Call Tony @ (901)-885-5535 (evenings) \$850.00. (TN) 09/94

FOR SALE: Schwinn Paramount Tandem, 24x24. Phil hubs/48-spoke wheels. Cantilevers & Phil disk brakes (front & rear). Shimano indexed barcons & Shimano clipless pedals. Campy triple crank. Lots of extras. Asking \$1950. This bike is in excellent condition. Mark Allen, 800-925-5051 (days) or (314)-367-2238 (evenings) (MO) 09/94

FOR SALE: Santana Arriva, 21x19. Red Imron paint, fillet-brazed frame. Columbus tubes and forks. Adjustable captain & stoker stems, Arai drum

brake, computer with cadence, and more. Call for all the details. \$1500 and you get all the extras. Bike is in A-1 condition. Mark Ariens, @ (414)-421-0304. (WI) 09/94

FOR SALE: 1985 Santana Sovereign, 22x21 custom marble-ized paint, extra set of wheels, indexed shifting, Phil BB's, Pedersen SE brakes, Avocet 50 computer, Blackburn rack & 4 cages, and MORE. \$2150 OBO. James and Karen Adams, 934 Hayes Avenue, Racine, WI 53405 (414)-633-0769. 09/94

FOR SALE: 1987 Santana Sovereign, 24/21, grey imron, columbus tubeset, 1015 miles, in storage since 1988, many extras, absolutely mint. \$1,800 O.B.O. Jeff (317) 793-2660, after 7pm est. 09/94

WANTED: Used 20x18 off-road tandem (Santana Rio or comparable) in good condition. Also need tandem carrier for Yakima rack. Call Todd Stamm or Melanie Tyler (206)-943-5876 (WA) 09/94

WANTED: Santana Picante, Nivacrom frame. 20x18 or smaller. Either road or off-road setup okay. We're going to the boondocks! Mark Ariens, @ (414)-421-0304. (WI) 09/94

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: 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, dipbars, 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: 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: Captain for the Eastern Tandem Rally, Cape Ann, MA. August 12-14. We can ride my tandem (59x53 Santana Sovereign) or yours. I am visually impaired, a strong rider, and I'm already registered for the Rally. Call Laura Oftedahl (before 9 p.m. EDT, please) at (617)-923-7768. (MA) 09/94

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 Veduggio 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.

TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so, please send your name, TCA Member No., phone number and address to: Tom Thalmann N1583 Skyline Dr, Appleton, WI 54915. (414) 757-6561. Hospitality Homes provide touring cyclists a place to stay for the night.



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Tandem Dealers

TANDEMS, LIMITED. Stocking America's finest tandems/parts. Call to discuss wheels, kidbacks, upgrades or tour support. 1994 catalog available NOW. Test rides by appointment. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 v/(205)-991-7766 f 09/94 (431)

High Gear Cyclery. Central & Northern New Jersey's PREMIER tandem shop. We stock a HUGE selection of tandems by Santana, Trek, Cannondale, Specialized. Call us! (908)-647-

2010. 1153 Valley Road. Stirling, NJ 07980. 09/94

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18th St, Merced, CA 95340. Ring (209) 383-4251. Fax (209) 726-6102. 11/94 (4259)

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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 _____

Total Qty: _____ X \$8.50 _____

TCA Patches:

Total Qty: _____ X \$4.00 _____

Total Enclosed: _____

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

Ship To:

Name: _____

Address: _____

City: _____

State: _____ ZIP _____ Country _____





Tandem Matchmakers: Touring, Racing, Family, Mountain, Track - New, Used - over 50. Tandem, Triplet, Quad. Rentals, Long Tests. One-day Service. Wheels, Brazing. Odd parts shipped worldwide. Mt. Airy Bicycles. (301) 831-5151 (MD) 11/94 (10987)

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

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

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Bicycle Boutique presents cycling jewelry gifts collectables 14K- Gold tandem charm \$49.95. Tandem models red, black, blue \$24.95. Send SASE for brochure; B.B. 5901 Warner Ave #421, Huntington Beach, CA 92649. (714) 533-5392 11/94 (3715)

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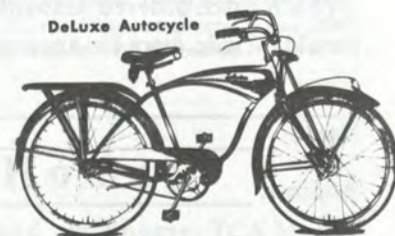
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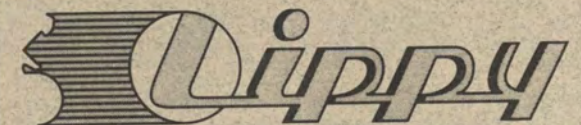
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Become a TCA Dealer Member! A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan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



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Multiple-year memberships are encouraged

Membership

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

Tandem Club of America

Malcolm Boyd & Judy Allison, TCA Treasurers
35 East Centennial Drive
Medford, NJ 08055

TCA MEMBERSHIP APPLICATION/RENEWAL

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

Please **PRINT** your name or **PASTE YOUR LABEL** below. Make any necessary corrections.

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style or Model: _____


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

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

WHAT
IS *the*
 TCA ?



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. 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! 