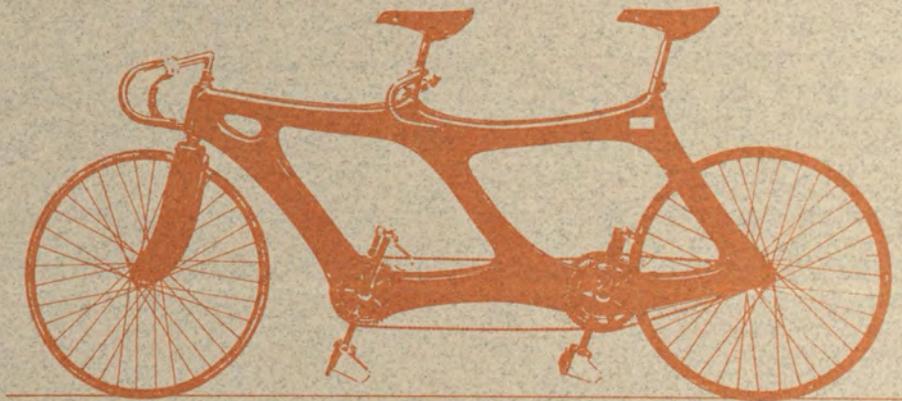


TANDEM CLUB OF A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



SEPTEMBER - OCTOBER
1994

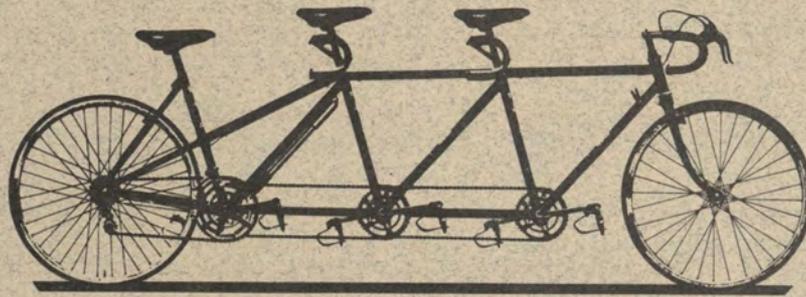
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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DEADLINE FOR THE NOVEMBER-DECEMBER ISSUE IS OCTOBER 1, 1994

From the Editors

Can you believe it? Another year of floods, this time in the South. Our hearts go out to our friends in parts of Georgia, Alabama (nowhere near Birmingham), and Florida who spent July watching it rain and the floodwaters rise. It was the wettest month in history for most of Georgia, and Alabama wasn't too far behind. Floodwaters can change your outlook on what's important, that's for sure.

In July I (Jack) went up to Salisbury, MD, to enjoy the Great Eastern Rally (GEAR'94). It was great to see many of my old friends, many of whom I hadn't seen since last year at Geneseo, NY. Since Susan's job kept her from enjoying the rally with me, I took my single as well as my tandem (just in case). Well, at breakfast on Friday, I spied my friend Bob Sawyer, of Avon, CT. Bob was without his stoker, too, (Alice, I hope you are feeling better), so I asked Bob to join me on my tandem. Bob captain'ed, and I stoked. I'm proud to say that we had a blast. It was reassuring to find out that two men in their mid-40's who've never ridden together could pedal a tandem in excess of 20 miles an hour for reasonably long periods of time, and have enough fun to do it two days in a row. I left my single in my room for the whole weekend.

Many TCA members have asked us "What's your E-Mail address? Do you belong to Compu-Serve, America On-Line, etcetera?" We've always had to say that we weren't connected to any service. Well, that's finally changed. At least until Spring, we can be reached via the Internet. Our E-mail address is **ZU02754@UABDPO.DPO.UAB.EDU**. We'll see how it goes, and if it works well, we'll find a way to keep connected. We can take articles and letters via the Net, but you'll still have to send us your pictures via Uncle Sam (send us a copy

of your article, too, with your pictures). We won't promise a response to everyone, but we'll try!

Time to close this column. See you in Rochester, MN and Alexandria, LA!

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.



Letters to DoubleTalk

Dear DoubleTalk,

My husband and I just returned from a wonderful tandem ride on lovely, paved trails. We began at Pontrhydyfen, up the valley to Afan Argoed Park just below Cymer, with a side route to Efail- Fach.

Before you reach for your USA atlas to locate this route, let me say we were cycling in the beautiful little British country of Wales. Incidentally, the little valley village of Pontrhydyfen has the distinction of being the birthplace of Richard Burton!

We moved from Florida to this charming area 3 1/2 years ago. Our crate of household goods naturally contained our tandem, a "Workman". Since it had only two gears, we recently acquired a classic '72 Schwinn tandem... it's 5 gears make cycling in these hills much easier!

As we hear is being done in Florida extensively now (and possibly many other states) the cycle paths in South Wales follow "dismantled railways" - routes of old railways, often mineral routes into the hills where no roadways exist, and where footpaths are rough and steep. Glorious scenery!

When we purchased our first tandem bout 25 years ago in Kentucky, we had two small children. The bike was soon equipped with a child's seat on the rear, and a child's seat on the front, facing Daddy! So the "Bicycle built for four" became well-known in that small community. It furnished us many hours of family fun!

A friends who telephoned our home one afternoon, told us laughingly about her brief conversation with our young daughter. "Could I please speak to one of your parents?" "No" she replied. "They're not here. They've gone off on a tantrum".

We would be in interested in receiving DoubleTalk, the newsletter we read about in the Orlando Sentinel, sent by a friend who

knew of our interest in tandems.

Bill & Lucy Pat Curl
Med Glamorgan,
United Kingdom



Dear DoubleTalk,

It's interesting to hear you got another tandem, Willard & Evie! I have read some of your mountain tandem exploits, and expect your road tandeming to hold up the same intense level!

It was also interesting how talk about brakes gets everyone riled up. Here are my two cents worth from the Colorado contingent:

Two things about your arrangement with the drum and rear cantilever on your right aero lever. First, I can't quit figure out how you can get enough swing to engage the drum and then engage the rim brake before the lever contacts the drop bar? I guess it is possible... Second, be careful using derailleur cables for drum brakes. The swage isn't designed for the high force and some riders have pulled them right off when trying to brake.

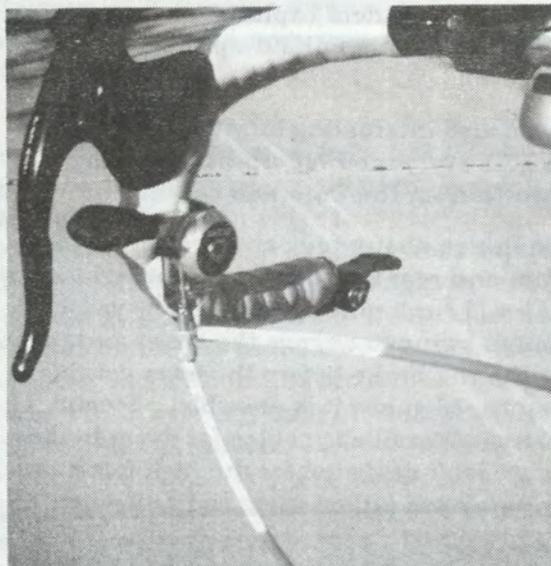
Here in Colorado, drum brakes are very important for the long descents. The most popular set up is a mountain bike shifter lever on the Captains bars. The lever allows the Captain control of all brakes for emergencies, it allows for independent drum braking to prevent overheating, and it can be set to stay engaged without tiring your hand (some Colorado descents can take over 2 hours topping 70 mph, while trying to control your speed). The lever is typically installed on the top portion of the Captain's drop bars, however, if you have aero bars you'll find the lever hard to access.

I use an old left handed, friction type, "over-the-bar" mountain bike shifter lever mounted on my drop bars just below my right aero brake



lever The idea is similar to "Power Shifters". This installation allows fingertip control and functional modulation from the hoods. I often set the drag brake when I approach a stop light, which allows me to shift down while we decelerate. Since a shifter lever provides more cable travel than a standard brake lever, you can set the drum pads a little looser to prevent rubbing. But, just in case, I include a micro adjuster between the lever and the cable housing to allow for fine adjustments.

Good riding,
Andy & Kami White
Colorado Tandem Club Editors



Dear DoubleTalk,

My wife and I recently completed a tandem bicycle tour from Denver to Albuquerque, New Mexico. I am interested in writing an article for publication in TCA.

Please send me any information I would need regarding the proper formatting of the

article. I have a MAC computer, but, if necessary, I could get access to an IBM.

Jeanette & Ross Calarco
Escondido, CA

Dear Jeanette & Ross,

Submission to DoubleTalk is easy. You don't have to worry about text format, we use WordStar for Windows for all the layout. We've found it to be an excellent page layout program. We're happy to receive handwritten or typed submissions but if you can send us a 3 1/2" or 5 1/4" DOS format diskette it makes our job MUCH easier. We can read files from most word processing programs, certainly from all the major programs, and if you're in doubt provide us with a file in ascii/dos format.

Photos are easy, send us prints, either color or black and white. We only print in black and white so try to send photos with good contrast.

If you would like either your disks or photos returned please mention it when you send us your article or letter.

And, if you have access to the Internet, you can send us your articles electronically. Our Internet address is listed in the Editor's Column, but remember! We like pictures, and we can't get your pictures via the Internet!

Jack & Susan Goertz
Editors

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Karolyn and I will be at the Midwest Tandem Rally (in Rochester, NY) in September. We look forward to seeing you there.

Sincerely,
Steve Reker
Graphics Designer
St. Charles, MO

Dear DoubleTalk,

Thanks for running the ad for the "tandem rear wheel". I sold it soon after the ad appeared. I received at least three calls from potential buyers within a couple of weeks of publication!

Best regards,
Cornel Ormsby
West Sacramento, CA

Dear DoubleTalk,

As a regular visitor to the States who likes to do some tandeming whilst there I have a problem. Transporting my trusty Dawes Galaxy Twin can be a real hassle and I often find my machine suffers some sort of damage. The only alternative is to purchase a suitable tandem in the States and keep it at my in-laws in Pennsylvania. However, looking through the classifieds section of machines for sale I find nearly all the machines are well over \$1,000. Are there no really old serviceable tandems which could be sold for a couple of hundred dollars or so? This week I have just purchased a 1930's Chater Lea tandem for which I paid \$140US. I know there are many such machines around the country and it is a good way to get people introduced to tandems without them having to spend a lot of their hard-earned cash on something they may well decide is not for them. I myself started my tandeming on a very old machine of unknown origin which I bought for 120 pounds Sterling and sold for 120 pounds Sterling when I could afford to move upmarket. I'm sure that machine has given quite a lot of different people many hours of



Dear DoubleTalk,

Unlike the Tandem Club of England which has newly-elected officers each year and has bylaws to follow, "we", the Tandem Club of America, are a group of enthusiasts enjoying our sport.

I, personally, believe we must always be up front with the membership and print a yearly Treasurer's report with complete details. I think we should print "A Statement of Intent" in Doubletalk and put a cap on the treasury.

After all, this is their club. It is their stories, photos, and cartoons we print. "We", the volunteer officers, are merely looking out for the welfare of their club.

Future editors and people responsible for DoubleTalk may not be so flexible if the treasury continues to grow. Perhaps we could discuss this further.



pleasure as it di me. It would be very interesting to know just what machines still survive out there in the United States of America.

Andy Rogers
Pedals. 10 Walding Field Road
Acton, Sudbury, Suffolk
C010 0AH

Dear DoubleTalk,

Sorry for not writing sooner, but I have been swamped at work. I have taken a new job, which is demanding a lot more of my time, leaving me no time to make maps for DoubleTalk. After a long assessment of my

column in DT, I have concluded that I cannot devote the time to it that it requires.

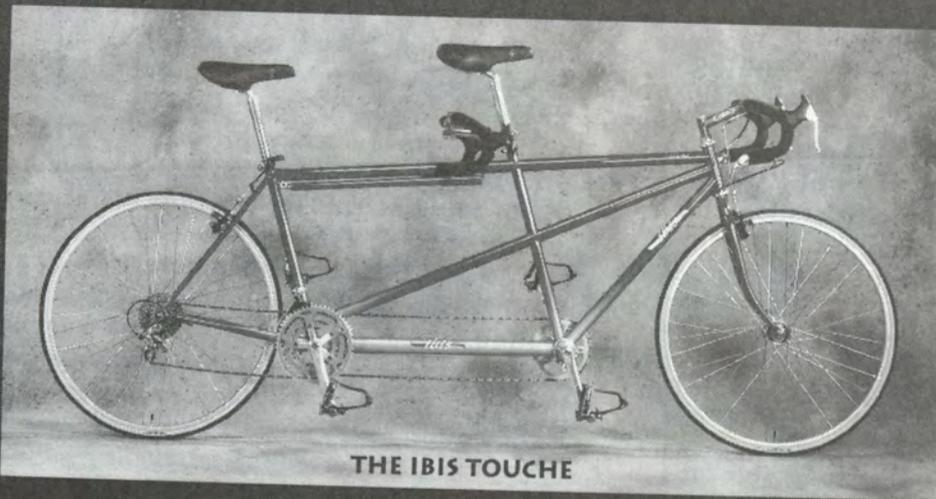
I have enjoyed doing it in the past, and I hope that some time in the future I can contribute once again.

Regards,
Dennis Bell
Seattle, WA

Ed: Thanks for your support, Dennis. Perhaps another TCA member will contact us about taking over your efforts for the immediate future. We've enjoyed reading your columns, and wishing we could roadtest almost every route we've published.

SUMMERTIME BLUES?

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A NOVEL TANDEM DESIGN

This past year there have been a number of technically enlightening articles about tandem design theory. "The Faster Tandem" by Scott Sutton and "Tandems and Climbing" by Bruce Frech. These articles were very interesting to me because I have been designing and building a carbon fiber tandem for the past five years. These articles have very in-depth theories about lateral frame flex. Most of you have done the basic test of putting side load on the bottom bracket in the shops to get a feel for the frames stiffness or for an idea of where all your hard work is going. Scott even mentioned how the captain pulls the stoker's bottom bracket forward during hard climbing. Gees, I don't even have a bottom bracket connecting tube in my design. In any event, lateral flex is not an efficient attribute to design into your frame. Why do you think you never see a high performance double diamond frame?

The only real way to settle the issue of lateral flex being either good or bad is to do a

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valid test, by instrumenting a couple of frames with strain gages and riding them through a test course. This test should provide enough information to make a conclusion. A test like this is actually something the larger bike companies should do. More than likely they would print only a biased report in favor of what ever model they needed more sales in, or as a defensive measure to make a competitor's frame look bad. So I guess the general public is stuck with a bunch of marketing ploys and unproven theories about lateral frame flex.

The Klein bicycle company with it's oversized Aluminum frames was founded on Gary Klein's patent concerning frame stiffness. Later, Cannondale took the concept to a wider market base and has transferred the technology to their tandem frame. What these companies frame designers are doing is utilizing the oversized tube diameter to achieve stiffness in a frame. Aluminum which is fairly light in comparison to steel, but inferior in tensile strength and modulus of elasticity requires those big oversized tubes to achieve any comparable stiffness. The simple engineering principle is that by increasing the tube's diameter, you increase the stiffness. Gradually through the years tandem makers have been employing this technique of making the tube diameters larger, thus increasing frame stiffness. We've seen the down tube increase from a typical 1 1/8 inch diameter to somewhere between 1 1/4 to 2 1/4 inch diameter.

The lateral stiffness problems with tandems are inherent to the frame's design and origins. The modern tandem's origins are more than likely to have come from simply welding two frames together. The design is to support two riders on two wheels on a very narrow (1 to 1 3/4 inch wide) long frame. The side loads induced by having a pair of pedals offset from the frame only magnify the problems in comparison to a single bike.



Lateral stiffness is a combination of frame twist when the captain and the stoker get a little out of sync and the side ways movement of the bottom brackets during pedaling. Most of the lateral stiffness problems are usually caused by trying to give the stoker a comfortable riding position. It's a real tough trade off in stiffness and comfort. The end result is usually a beefier frame design, i.e. double marathon, compound up-tube and even the marathon. These designs reflect the basic mentality of "more is better". However, the more tubes you add, the heavier the bike gets and the more underpowered it becomes, bearing in mind that you have a limited power source. So, in summary, to solve the tandem's basic geometry problems, today's bicycle designers make it heavier, less efficient, harsh riding, and increase the frame complexity by adding more tubes.

The primary goals of designing my composite tandem were to give the stoker more room without sacrificing lateral stiffness, simplify the frame geometry and optimize the composite materials for the application. In the initial phases of design I designed a direct lateral frame geometry which I was going to build using the tennis racket molding technology I had learned during my employment with AMF Head Racket Sports in Boulder, Colorado during the mid 1980's. This internal pressure molding process is used in most of the composite single frame sets that are manufactured today. After researching the composite bicycle patents for months and always coming across some very strong patent protection from a Mr. Brent J. Trimble, (Kestrel) who basically figured out that you could use the tennis racket manufacturing process to make bikes. Continuing with this design, would obviously require me to purchase a licensing agreement from Kestrel (who owns the Trimble patent rights). The other problem was the cost of the require three part female mold to make the tandem would be well over \$60,000 and limit me to just one frame size. Due to these



concerns the molded composite tandem design was shelved.

The present design was derived from basically trashing all of what was done before (at least as I know it) and asking the simplest question. "What do you really need on a tandem?" The answer is pretty simple, a couple of seats, a couple of bottom brackets to hold the pedals and something to attach the wheels. There you have it: the basic tandem or single bike design theory, of US patent number 5,215,322. The challenge was to design the manufacturing process and the composite materials to function in this design theory. After all, all real composite engineers dream of making a true composite design that make full use of the composite's anisotropic nature. The term "black aluminum" is the ultimate insult to a composite designer, and it's funny because most of what you see in composite bicycle designs is a black aluminum design.

The patented tandem frame shown is the first prototype to date. This frame may not be representative of the finalized design and processing methods are currently being evaluated and optimized. However, the initial test ride results are promising. The frame has a somewhat compliant feel for rough road surfaces, but yet has improved lateral stiffness over my current chrome-moly direct lateral tandem. The captain's pedal support is very stiff due to its oversized shape and large fillets



We called ourselves Team Tandem. Shoo quickly became the leader because he subscribed to several biking magazines, read about what needed to happen when you tandem and knew our itinerary. Shoo was a straight talker and a very patient guy. And since he sincerely wanted the job of leader/teacher, we gave it to him, no questions asked. Our motley crew included myself, Lisa Howard who was our designated driver, and two other guys, friends of Shoo's.

I never in my wildest dreams thought I could do it. But this didn't seem to dismay the team. At the start of the tour, nobody had any experience maneuvering the tandem. I was by far the most novice member of the team. But our goal was not to be the next Greg Lemond; rather, we just wanted to enjoy each other's company.

Sept 18, the opening day of the MS 150 Tour, dawned bright and sunny with nearly 1,000 cyclists competing. I started off in high spirits with Shoo pedaling in front of me; the other two guys alternated in this captain position during the bike tour. Everybody like the tandem bike, so people were always riding alongside to chat with us.

Many people were sponsored to ride in the two-day event. Each bike had raised a minimum of \$150 for the charity drive. The starting point on the route was lined with cheering well-wishers. Every 10 miles along the route, volunteers manned rest stops to give us water, snacks, raisins, nuts and fruit.

Not too many miles down the road, my thighs started aching. Then, my arms. By the second day, the bones in my calves felt so fragile that I thought they would shatter. My back was tired and although I wore padded pants. I felt like I had been riding a razor-back pip for hours. I was past exhaustion.

On the other hand, it felt so good to push myself beyond my limits, beyond my comfort zone. I couldn't give up. I had to finish. We had to finish. Nothing else mattered except finishing what we had begun as a team.

In the end, we did complete the course and the MS 150 Tour raised about \$300,000 for their charity.

As for me, I am hooked on cycling and a new chapter of my life has begun.

Lee Moran
Atlanta, GA

L.A.B. Achieves Record Breaking Growth in 1993

The League of American Bicyclist's (formerly the League of American Wheelmen) membership increased 20% in 1993, up from 23,000 members in January '93 to more than 27,000 members by the end of December. This figure more than triples growth from 1993 which stood at 6.4%. Membership Director Erin O'Brien cites increased recruitment efforts, word of mouth, and an overall responsiveness to bicyclists' needs as the reasons for this explosive growth. "We needed more people walking the halls for Congress on behalf of bicyclists, so we opened a full-time Government Relations office in Washington D.C. Bicyclists were tired of paying \$90 extra to bring their bikes on airplanes, so we negotiated a program that enables members to fly their bikes for free. They are looking for education on riding safely in traffic, so they turn to our Effective Cycling program which offers classes in all 50 states." O'Brien sees even greater growth potential in the coming years... "We're looking at the snowball effect...the more members we have, the more we can accomplish for bicyclists, which in turn will lead to greater support of our efforts." At the turn of the century, L.A.W. had more than 100,000 members and was the most politically influential organization in the country. "Bicyclists today are ready to return to that position of influence", said O'Brien, "and they are looking to L.A.B. to lead the way!"



TINS & OUTS OF CAMPING BY TANDEM

Just before the '93 Midwest Tandem Rally, we took a tour on our tandem. It was a fully loaded, unsupported tour, the first time we have tried such an outing. So, we thought we would share our methods with others who already tour on their tandems, or who have considered it.

By way of background, even though this was our first tour on a fully loaded tandem, we have made many tours on singles. We have also made 2 week-long tours on the tandem that included luggage and sag wagon service. Going alone on the tandem was a slight push, not a big jump.

Fully loaded means we carry enough stuff that we can camp anywhere, feed ourselves, and keep the bike running. It also means that we are on our own to get to the start and end of a trip, with no other services provided. However, if things get desparate, we will rent a van to get us back to our finish point.

We actually began this tour while sitting in a public park. It was a pleasant Sunday in summer, where we just sat at a picnic table, got out pencil and paper, and made up a series of lists of what we thought we needed to carry and would have room to carry on the tandem. Our lists were by such categories as clothing, shelter, tools, and food. We made them up there in the park because it got us away from the distractions of being at home. It's one of those same reasons why we go bicycle touring.

We also made a general note by each list of how or where the items were to be carried. We agreed on front and rear panniers, a handlebar bag, and only two large bags on top of the rear rack. When we tour on singles, that is almost as much as we have on each of our bikes, except that Sharon omits front panniers.

The big disagreement we had was over whose rear panniers to use. I wanted to use mine, she wanted to use hers. So, we laid out our clothes and other things on that list, rolled them up in plastic bags for rain protection, and

tried packing them into panniers. First hers, then mine. Everything fit both ways. I even suggested carrying one from each pair, but eventually we did decide on a matching set. Saving space also meant we had to share more. Only one camera, one set of maps, one set of tools, one flashlight, one lock, one sleeping bag. But - two toothbrushes.

What got left behind from our singles touring was two or three more days of underwear and socks, a light sweater, a warm hat or a pair of mittens, slippers or shoes to wear around the campground, miscellaneous extra clothes, a book to read while waiting out rain storms. In other words, enough to fill one whole pannier. Leaving those extras behind was not much of a hardship. Mostly we just had to think a little more about what we actually did take, while finding multiple uses for more pieces of clothing. The biggest problem was having to do laundry more frequently. More sets of clothing would have saved us at least one laundromat during a two week tour.

By custom on our single-bike tours, I carry front panniers, which we use for cooking utensils, food, and my own set of tools. To accommodate two people, I got a slightly larger pair. Of course, we still managed to fill them up.

Cooking gear goes in one front pannier, and the other is for food. As the trip goes on, the food side gets fuller and fuller with leftovers and snacks. Since Sharon is an excellent navigator, we can guess pretty close the last possible store before the evening's campground to buy food for supper. On single bikes we find some room in rear panniers, on top of the rear racks, or in the handlebar bags to carry the groceries a few last miles. On the tandem, no such little cracks and crannies were available. Our solution was to note the location of that last store, ride on to the campground, set up the tent, empty the food pannier to make room for the evening's purchases, and pedal the nearly empty bike back to that last store.



All of the reasons that make day riding more fun and more efficient on a tandem also apply to touring. We can point out the sights to each other, the stoker can navigate and pedal at the same time, we can make decisions as we ride instead of having to wait at every corner. This is a high advantage on a self guided tour. "The map is not the territory", as S.I. Hayakawa put it. No matter the quality of the maps nor the time spent examining them, things are not exactly as printed or planned. When it becomes obvious that we need to change direction, make



a stop, or find a quieter route, being able to confer as we continue to pedal saves time and tempers.

In sum, we also loved touring on the tandem. Selecting and carrying gear was a minor exercise in logistics, but the rest was as easy as touring on singles, or riding on a tandem.

Gart & Sharon Todd
Columbus, OH



What We Took

We happened to use Karrimor panniers, which have one large compartment, a thin inside pocket, an outside compartment, and a mesh pocket on the flap. Inside, we each carried three tee-shirts, three changes of underwear and socks, a pair of lightweight long pants, a medium-weight long sleeved shirt, a toiletry kit, a towel, and a pillow bag. A pillow bag is a nylon stuff sack with a panel of polyester fleece - when stuffed with clothes and the fleece side turned out, it makes a pillow. Clothes we stored in polyethylene bags, which provided water proofing and easy identification of contents. We also carried the towels in plastic bags except when they were strapped atop the rear rack to air dry as we rode. In the outside compartment, which was easily accessible, we carried yellow Gore-tex jackets. We used these for warmth, wind breaking, and rain protection. The mesh pockets were handy for a U-lock and bandannas. The inside pocket was ideal for maps and campground directories. To save space, we carry only the portion of the map, and only the campground directory pages for the area where we were touring

For shelter, we have a three person tent. A rule of thumb is that a tent should be sized for one more person that will actually sleep therein. It is an excellent rule. We have room to move a little, and can bring in all the gear for access during the night, and to keep it out of rain, dew, and weather generally. Our tent came packed in a cute little red bag, with two more cute red bags inside it, for stakes, and poles. We replaced the main bag with one about twice as large. It makes packing up the tent much much easier. It also has room for two Thermo-rest sleeping pads and a plastic ground sheet. In a polyethylene bag inside a waterproof nylon bag, we

carried a single down sleeping bag, with a Couplet Kit. The Kit is a cotton sheet that zips to the bag, so that we sleep on the sheet and under the opened out bag.

Moving forward, we carried two water bottles each, plus an aluminum fuel bottle, in cages on the frame. Of course we also carried a tire pump.

The handlebar bag has a main compartment, a front pocket, and a top map case, plus two mesh side pockets. The main compartment was for our one camera, extra film, and my wallet, keys, and spare eyeglasses. The large front pocket was exclusively for Sharon's purse and keys.

We referred to one of the front panniers as the kitchen. The large main compartment carried a stove, tea kettle, 2 qt. pan with lid, plastic insulated cup, Sierra cup, plastic coffee brewer, and salt, pepper and sugar. It filled up the pannier enough to strain the zipper trying to get it closed. In the outside pocket, we carried a short wooden spoon, sharp folding knife, candle lantern and a chain to hang it up, matches, lighter, and a candle stub. Putting all the cooking utensils in one pannier meant that at meal time, all we had to do was unhook one bag, put it on the table, and we were ready to cook.

The main compartment of the other front pannier was reserved for food. We left home with two freeze dried meals, and a cup of rice, for those nights when we missed the last store. The rest was filled as we went along: leftovers, snacks, fruit, etc. The outside pocket was for tools and patch kit with spare tube. Before leaving, I went over each piece of the tool kit, to make sure we had an allen wrench for every size on the bike, and that we were not carrying any tools that did not fit a bolt or screw somewhere.



KAMPING WITH THE KIDS

Palmyra, NY to Cayuga Lake State Park, Seneca Falls, NY

Distance: ~45 miles

Saddle Time: 4 1/4 hours

Total Time: 6 2/3 hours

Avg. Speed on Bike: 10.6 mph

The last time Chuck and I did a loaded, non-supported tour was in 1982, a month after we got our Santana Classic. That was B.C. (Before Children). As many of you know, we now have Charlie, Rachael, and two tandems. After reading a particularly compelling article in Doubletalk about a cross country tour with children, my mind started working overtime. What small, incremental steps could our family take to get ready for the Tour of a Lifetime?

A group of folks from our church go camping together one weekend a month in the

summer. I thought that riding out and meeting them for an overnight would be a perfect way to test our wings. If something happened, we'd have a way to bail out. I lobbied for a mid-July trip to Cayuga State Park, at the north end of Cayuga Lake one of New York's Finger Lakes (Chuck told the children it's the ring finger). The rest of the folks bought the idea. We have friends who live in Palmyra, NY, and planned to drive to their house, leave the car, and ride from there. It cut the distance just about in half; 35 miles, we figured was do-able.

We had a set of front and rear Cannondale panniers and a big set of Jandds. We also had the Cannondale Bugger from little kid days. I figured I'd make a cover for the Bugger so that our stuff wasn't strewn all over the road. The cover turned out very well, although with studying for a Spanish Mid-Term, it didn't get finished until 10:30 PM the night before we left.

In the trailer we packed the tent (a four person Timberline), four sleeping pads, two sleeping bags, and a small cooler for picking up our groceries when we got near the park. Each person had a large pannier for clothes.

Charlie and Rachael each had a little side pocket for whatever toys, etc. they wanted to bring - no rock collections, though! The small Cannondale panniers held bike tools and snack stuff.

We got started at about 10:00, which was a little later than we had hoped. The weather was pretty good: sunny, temp in the mid 80s, but we had a head wind for the first 10 miles. I was very careful to call for drink breaks every 15 minutes. We stopped and got off the bikes every half hour or so. Another purpose of this ride was to check out some possible routes for ETR '95, which will be in Geneva. Folks planning on coming to ETR '95 will be happy to know that we found some really good "tandem rollers," although with all our stuff, we never got enough momentum to get up and over the next roll. Looking forward to doing this next year with a bare bike.

me two!



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We stopped in Geneva for lunch at a Burger King (with Lion King giveaways for the children!), which was near a playground. We figured we'd get "to go", have a picnic at the playground, and the children could run off some energy. They opted for the air conditioning. Good thinking, kids!

After lunch we made pretty good time to Seneca Falls. We stopped at the grocery store and got our food for that night and the next morning. For our contribution to the pot luck supper we bought angelfood cake and frozen strawberries (the cake was the lightest thing I could find, and the frozen strawberries kept the milk cold in the cooler!).

We arrived at the campground at about 4:45 PM. Instead of 35 miles, it had been more like 45 miles. We had hoped to have an in the saddle time of about 3 hours, and it was 4 1/4 hours. We found our group, got registered, set up the tent, and made a bee-line for the beach. Heavenly! When we returned to the campsite, another couple had pulled in on their motorcycle. Jim teased us that when we grew up we could get a bike like theirs - with a motor. We turned in early, and slept well that night.

The next morning I began to have second thoughts about the trip back. Charlie and Rachael had ridden really well the day before, but it was their longest ride so far this year. We want them to enjoy cycling, and I was not convinced that the trip back would promote their enjoyment. We decided that our friends, Dave and Kolleen, would take all the stuff we knew we wouldn't need (tent, sleeping bags, pads, and extra clothes), so we'd just have the snacks, the bike tools, and the empty trailer. We took all the children (theirs and ours) down to the beach, while Dave and Kolleen packed up their car. After they finished, they came down to the beach, and it was time for us to go. There was a bit of protest getting our children out of the water.

We mounted up, rode about a mile, just to the top of the hill up from the lake, when I saw a bolt of lightening flash up ahead. After a quick consultation, we decided to go to Plan B - get



back to Dave and Kolleen ASAP. Fortunately, they had not left yet.

Plan B was for me to ride back to Palmyra in the car while Chuck, Charlie, and Rachael took shelter in the park recreation building. We parked the bikes and trailer under the eaves, out of the rain (we hoped). We were on the road no more than five minutes when the heavens opened. Chuck said later that there was so much water the steps going down by the rec building looked like a series of waterfalls.

A couple of miles later we heard a horrendous noise on the roof of the car. Their car top carrier had opened up and their stuff was falling out all over the road! Guardrails along both sides of the road made it impossible to pull over. Dave dropped me off to pick up the stuff while he drove up to a pull off to fix the carrier. Traffic whizzed by while I took my life in my hands to retrieve two dishpans, a dish drainer, a hairbrush, and a bag of dirty (and wet!) laundry. I got back to the car, and we all proceeded to Palmyra.

Not ten minutes later the rain stopped and the sun came out. Our decision to bail out proved to be the right one, however, because we ran into one more storm before we got to Palmyra, I went through two more on my way back to the park, and we hit another after we loaded everything in the car and started driving home.

There is a silver lining to this story. While Charlie and Rachael slept in the back of the car, we drove around and checked out more routes for ETR '95. We now have some really good ideas for next year. The children did enjoy the trip, and are impressed with what they did. We've learned the importance of being flexible and having a bail out option, especially when cycling with children. A cross country tour? W-E-E-E-L-L-L, maybe not this year!

Bonnie Hallman-Dye
Rochester, NY



IT'S RALLY TIME

Rally: "A gathering of people for a common purpose" so says Webster's dictionary.

In our twenty-some years as cyclists we have attended many a rally, whether for any and all cyclists or tandems only, we've had fun at all of them.

Rallies, as opposed to tours, headquarter themselves in one location and generally last three days, quite often over a long holiday weekend.

The League of American Bicyclists (formally League of American Wheelman) rallies are well known and scattered all over the country. Most League rallies are headquartered at a university during the summer months, thus keeping down the cost of food and lodgings. At these rallies, breakfast and dinner are usually served in the cafeteria. Sometimes they also have road snacks or even a sack lunch ready to take with you. While the food is not gourmet, it is always good and there is plenty of it for even a cyclist's appetite. A tip: get there early instead of late and that way you'll always have the best food selection.

Some League rallies also feature an ice cream social or other special treat, a choice of dozens of workshops, a town hall type meeting and usually a display of the latest in cycling wares.

Tandem rallies in the USA have been going on for about 20 years and from small and spartan beginnings - less than 30 tandem teams - have grown to rather large gatherings. It is not unusual to have 400 or more l-o-n-g bike at a tandem rally and most of these are rather deluxe happenings. You're looking at a gathering of almost a thousand people!

A large hotel/motel is totally booked for the rally. Some hotels allow you to bring your treasured two seater into your room, while others provide you with indoor parking and even 24-hour security. You're looking at nearly a million dollars worth of bicycle hardware

parked out there, so it is nice that these kind of services are provided.

Food at a tandem rally is usually buffet style for breakfast at the hotel, the same for supper, or sometimes on your own at a local restaurant. The featured banquet is a must to attend, with excellent food, entertainment or a good guest speaker. Usually plans are made for the next year's rally and some of the attending clubs put on a skit or promotion in order to get the nod for the next year's tandem event.

BE AN EARLY BIRD

If interested in a rally, don't procrastinate! Send for more info if needed and make those reservations early!

For most League rallies if you note on your registration that you have a tandem bicycle, they will try and reserve you a downstairs room, unless you prefer hauling your luggage and twicer up a couple sets of stairs. Sometimes, a central parking area is provided as an alternative.

GO FLY?

If you are planning to fly you and your tandem to a League rally, have they got a deal for you! "Bike fly Free" is a League program that allows its members to fly their bikes for free. Have your membership card handy and dial 1-800-426-4055 to speak to Sports National Reservation center and select travel on one of their partner airlines. Partner airlines currently include TWA, American West, USAir, Northwest and Continental Airlines. Your tandem must be boxed or in a tandem travel case. This "Bike Fly Free" feature is well worth the League membership fee! You save the cost of membership the first time you fly with your bike.

If for some reason you fly another airline, you'll have to inquire as to their regulations for flying a bike. Be forewarned: most other airlines DO NOT take tandems. So remember, you're



flying with your bike! And if they do, the charge is usually \$40 or more each way. So, check this out carefully before you pay for your plane tickets.

Be sure that if you have a rental vehicle waiting for you at the airport that it will handle that big box with your bike it. A mini-van, pickup, hatchback or large station wagon usually fits the bill.

In 1990, flying to the Midwest Tandem Rally in Minnesota, we were told by the airline of choice that our tandem would not fit through the cargo doors of our plane and therefore we must send it air freight, for \$85 each way. Airline boxes and commercial tandem carriers are all 69" long so if your box fits you won't have this problem.

Another alternative would be to box up that twicer and send it by truck or even by bus. Size limitations of the box could put a kink in those plans, but you could possibly ship the bike minus both wheels to conform to their regulations. You could then carry your wheels in wheel bags. Cost may be nearly as much as motor freight but about 10 years ago we did ship a tandem, minus the wheels, by bus, from Arizona to Michigan for about \$20.

If the airline reservation clerk gives you a hard time, ask to speak to their supervisor or chief of baggage handling. Most airlines have you sign a liability waiver so extra insurance to cover that \$4,000 go fast machine may be a good idea.

BOXING A TANDEM

Proper packing helps! Secure a tandem box, or if all fails join two single bike boxes together. Pedals must be removed, handlebars turned or removed, seatposts lowered and front wheel usually comes off, too. To protect that nice paint job you can wrap all tubes in piping foam (available from your local plumbing supply in different lengths and diameters) or bubble wrap; you can use a notched wooden dowel or an old hub with QR on the forks, so if things do get banged around you won't have to be looking for a new fork after you unpack your bike. A wheel box or cardboard for that front wheel to



keep it from marring up the bike or just tie the front wheel to the frame with some padding in between wheel and tandem.

All sorts of extra stuff that you'll be needing can be packed into the bike box, but don't go overboard. Boxes can come open. Be sure to put in an extra roll of strapping tape, as you'll be needing to tape the box for the return trip; also a rag and some hand cleaner and maybe panniers or trunk rack and possibly your helmets, too. Be sure to have your home address and phone listed as well as your traveling address, just in case.

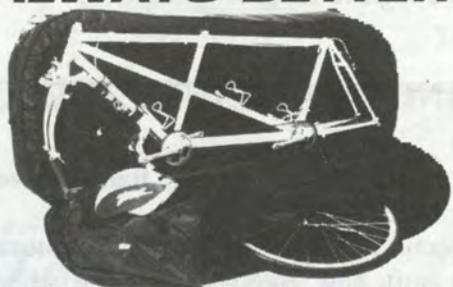
An alternative to boxing your bike would be a tandem hard or soft sided case; and yeah, there are at least two folding tandems on the market for you folks who want the ultimate in transportability in a long bike.

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WHAT TO PACK?

After you've taken care of the tandem, what else do you need to take to the rally?

The usual toolkit, an extra spare inner tube and a spare folding tire. You'd hate to spend your time at the rally patching a tube or find out that your tire just gave up the ghost and no, the bike shop is not open or does not carry your favorite tire brand. Pack a set of extra rear brake and derailleur cables at those 110 inch strands of wire are not stocked by most bike shops; a chain tool and a couple of extra chain links, a freewheel tool or chin whip, a couple spare tandem gauge spokes and your floor pump. If you have need of some fancy tools, like the Phil Wood BB tool for those Phil BBs or other specialty tool, bring 'em along. You may never need any of that stuff, but it won't do you much good if you have a problem at the rally

and all those things are tucked safely in your workshop instead of your luggage. If you're the lucky type that's never had a problem like that, perhaps you can help out that nice couple who's on their first big tandem rally and did not bring all that gear.

Luggage - what to bring? We have used a system for years that works well for us; one suitcase each for "his" and one for "her" non-cycling apparel; one suitcase for all our cycling clothing combined plus a small bag for toiletry items.

Non-cycling duds should be casual; forget the necktie, you're on vacation!

Cycling clothing should include jersey and/or t-shirts, riding shorts, cycling caps and socks for each rally day (you don't want to do laundry until after the rally). An extra pair of cycling shoes and gloves in case you get wet, and rain gear. You know some folks ride rain or shine or sometimes you get caught in a thunder squall in the middle of an event, so don't let this dampen your spirits; so whether you wear Goretex or a garbage bag with holes cut for arms and head bring your rain gear.

Weather is changeable, so bring arm and leg warmers, a pair of light full-fingered gloves, a nylon or Tyvek jacket and anything else you may need. Some folks consider 75 degrees cool while others consider it quite warm. Better to have it and not need it, than to need it and not have it, should be your motto.

Jerseys or T-shirts from your local area may be old hat to you, but where you're headed they may never have seen a club jersey or El Tour de Tucson T-shirt. Rallies in the east and Midwest are famous for their wild outfits; the COWS (Couples on Wheels from Wisconsin) can be seen in their Holstein jerseys; MUTTS (Michigan United Tandem Teams) can be spotted by the dog-eared look on their helmets; the CRABS from Maryland and the TWOCANS from Delaware each have unique jerseys. Couples Riding a Bicycle Simultaneously show two crabs riding a twicer. While the TWOCANS sport a pair of bright Toucans on a two-seater. Many other clubs have distinct outfits and add a kaleidoscope of color to any tandem event.

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AT THE RALLY

Weekend rallies are the most common. Things usually start off mid-day on Friday, with the host club or group setting up a welcome table and committee to assist you. There, you'll receive your registration packet, room assignment, schedules for the weekend, ride cue sheets, often a local area map and discount coupons, special happening schedules, jersey or T-shirt if ordered, etc.

Friday afternoon usually offers short, 10 to 20 mile, get acquainted ride to a local ice cream/yogurt place or park. Some of the hotshot riders will see who can get there first, while others take their time. Some League rallies offer an ice cream social that evening, and now you'll have time to check out what rides are being offered for Saturday.

After Saturday's breakfast they may offer a variety of rides; from a short jaunt to a local park, zoo or micro-brewery to anything from 50 to a 100 mile tour of the area. Lunch is usually at mid-day in a local park; sometimes catered or sometimes a sack lunch. Later that afternoon or early evening plan to attend one or more of the great workshops offered, check out the latest bicycle gear display, chat with a celebrity or join a discussion on the merits of what tubing to use with a local frame builder.

Some tandem rallies offer babysitting or special events for tandemers with little ones, like maybe attaching that kiddie trailer to that long bike to make it even l-o-n-g-e-r and take the whole family for a great ride. Or maybe a tandem decorating contest or other event to keep all the little ones happy.

Saturday evening at tandem rallies is banquet night. Good food, entertainment or guest speaker are offered; plus of course making the arrangements for next year's rally.

Sunday usually offers a short ride and by noontime most folks are packing up their twicer for that trip back home. It's time to say goodbye to new found and old friend alike.

We've been to "bare bone" rallies and rallies that featured a mid-ride sumptuous seafood

buffet. We've seen ice sculptures and gourmet food at a banquet prepared by hotel management students at the first International Tandem Rally in Canada. We've done rallies in mid-summer heat and humidity and also in pouring rain. But all rallies had one thing in common, we had fun and enjoyed ourselves.

Webster's definition of a rally is correct: "A gathering of people for a common purpose." However, our definition of a cycling rally is **FUN! FOOD! FRIENDS! FROLIC!**

Kay & Rudy Van Renterghem

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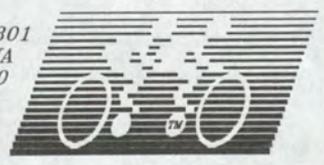
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1994 RIDE AROUND WYOMING

About 200 riders gathered together on June 12th to begin the 1994 Ride Around Wyoming (RAW). Among these were about a dozen riding tandems. There were three Santanas, an Opus, two Burleys and a Yokota. The ride was a good one for tandems, though by the end of the six days some were calling it Ride in Awful Weather or Ride Against the Wind. The ride began in Jackson and skirted the Salt and Snake mountain ranges, returning to Jackson on June 17th. The ride was well organized, fully supported with sag, bike mechanic, and Ryder truck to haul tents and gear. Four dinners and breakfasts were catered and overnight accommodations were either motel or camping at host schools along the way.

DAY ONE: 92.2 miles

It rained during the night, but it cleared for the start. We saw three mountain sheep ewes in

Hoback Canyon right beside the road. It was a climb to the Rim summit, 7,921 ft for the lunch stop. There was another rest stop at Daniel, pop. 110, where the volunteer fire department rolled out the red carpet for us. Fruit, cold drinks, and home baked goodies. We paid our donations into a big black fireman's boot. They had even put all the station's overstuffed chairs and lawn furniture outside so we could rest weary bones in comfort. Then the winds picked up, and we rode into strong head winds the last 25 miles to Big Piney, pop. 454, el 6,869 ft. We hit the showers at the school and setup our tent. Then we were all shuttled to a local restaurant for an all-you-can-eat chicken and lasagna buffet.

Day Two: 74 miles

The day began calm, but winds picked up by 8 am. It was not a good sign. Head winds

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increased in strength with gusts of 40 mph. Many bikes sagged into town due to risk and fear of being blown off the road. What should have been a pleasant ride over rolling terrain became a grim 30 mile grind to the finish. Wind howled in our ears and rocked the bike. Blowing gravel stung our legs. We angled into the wind as if we were cornering. We were relieved to reach our destination without a crash. Again we set up camp -this time on the leeward side of the building! - showered, had a massage (massage therapists accompanied the tour), and took the shuttle to town for a big catered dinner in the park. Locals said they couldn't remember such high winds in Kemmerer. It tore limbs off some trees.

Day Three: 48.7 mi

Weather guessers predicted high winds again today, Breakfast was advanced to 5 am so we'd get some mileage before the gale. We ate pancakes, then enjoyed a pleasant and scenic ride to Cokeville, pop 493. Dinner at the fire station was followed by a talent show put on by the town folk especially for our enjoyment.

Day Four: 54.1 mi

We awoke to sounds of rain on the tent. No one was in much of a hurry to crawl out and break camp. While waiting for breakfast - ham and pancakes - we lined up under the roof overhang to avoid the wet. With rain ponchos flapping, we started out. By mile fifteen the captain couldn't feel his feet. Water sloshed in our shoes. We dismounted to walk, hoping to restore warmth to the feet. A sag wagon came

by and reported several inches of snow on Salt River Pass, el 7,610, just another fifteen miles ahead. Reluctant to sag but considering frost bite, we loaded the tandem on the roof and rode in warmth and dryness to the outskirts of Afton. The rain stopped and it was a beautiful day. Some citizens of Afton were less than welcoming, though, dragging the street in front of the school until nearly midnight and throwing fire crackers into our campsites on the football field.

Day Five: 58.6 mi

It was a pleasant ride along the Palisades Reservoir to Irwin, ID. Our final get-together was a catered spaghetti supper with ice cream and cake for dessert. Awards and recognition - prizes were handed out. The oldest rider was 76 years, and youngest, 10 years old (riding a tandem with her dad), most flats in one day, 3, and rider from farthest away - Massachusetts. Twenty seven states were represented on the ride. Some advice was given regarding safe descent on Teton Pass and the benefits of road-kill Oreos in restoring energy for those who might bonk. on the ascent.

Day Six: 50.7 mi

We found frost on the tent this last morning. The school cooks pulled out all the stops for breakfast. It was a hearty send-off into the perfect weather. We crossed Pine Creek Pass, el 6,720, and descended into Victor. Then we began the climb to Teton Pass. The last two miles were a 10% grade. We used our lowest gear and maintained a steady pace of 4 mph. We even passed some singles and some folks who were walking and pushing their bikes. It was a quick five mile descent to the bottom of the mountain. We stopped in Jackson for a bite to eat then to the school for showers before loading the tandem for the trip back to Carson City, NV, and home.

Did we have fun? **YES!** Would we do it again? **YES!**

Penny Fairfield and Wayne Kocher
Carson City, NV

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EATING FOR FITNESS

A Stoker's Thoughts on Fueling the Tandem Team

Over the past 14 years, I have discovered that the stoker seat of a tandem is a wonderful place to brainstorm, daydream and meditate. The warm June sun shines brilliantly on my back as I gaze to the left and then to the right, watching the rolling farmland of Lancaster county whiz by. Making sure I keep my rpm's steady, I settle into my Brooks Pro saddle, relax my upper body and get down to the business of thinking... thinking about how to fuel this tandem team so we can perform at our max. Lately, both Neil and I have noticed our clothing getting a little too loose. Perhaps we are not eating enough. We surely do not want to lose any strength now, since we're in the middle of an International Randonneurs Brevet series and have a couple of tandem races and Boston-Montreal-Boston on the agenda.

As a sports nutritionist and health/fitness trainer, I often counsel others about eating for peak performance. Maybe, I'm neglecting to follow the basics on the home front and we, the Crones, need a review of the basics.

Whether you're into walking for fitness, aerobic dancing, racquetball, triathalons or tandeming, how you fuel your body can make a difference in achieving peak performance. The following ten sports nutrition techniques can maximize your performance, whatever your sport.

Step #1 - Follow a Prudent Diet for Health and Performance. The same diet that enhances health also maximizes performance. Use the Food Guide Pyramid to eat a variety of foods every day. Active, fit people are not automatically protected from heart disease, they need to practice prudent eating habits,

too. Exercise is not powerful enough to fully negate bad nutrition.

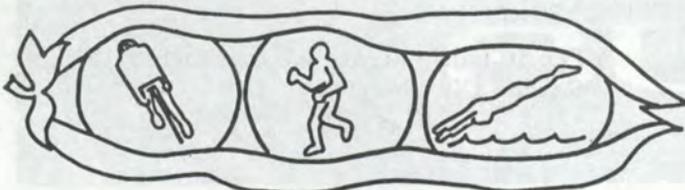
Step #2 - Consume Adequate Calories to Meet Energy Needs. Active individuals require more calories because of increased energy output and body composition. Instead of requiring 30-45 calories per kilogram of body weight for average health Americans, many athletes need more than 50 calories per kilogram of body weight. (Divide pounds by 2.2 to determine kilograms.)

Step #3 - Emphasize Carbohydrates in the Diet. To supply increased energy needs and to provide adequate fuel (glycogen) to the working muscles, consume 55-70 percent of total calories as carbohydrate. To achieve this level, eat plenty from the bottom two levels of the food pyramid (6-11 servings of bread, cereal, rice and pasta and 5 servings of fruits or vegetables each day). The harder you train, the more servings of carbohydrates you should consume.

Step #4 - Drink Water Before, During and After Exercise. Thirst lags behind actual body needs. Drink before you get thirsty. Hyper-hydrate yourself for 10-15 minutes before riding by drinking 16 ounces of cold water. Sip at least 6 ounces of water every 15 minutes while exercising. Re-hydrate after workouts by drinking 16 ounces for every pound of weight lost.

Step #5 - Monitor Iron Status for Possible Deficiency. Iron deficiency is fairly common in athletes, especially runners. Even mild iron deficiency impairs performance. To reduce the risk of iron deficiency, consume high-iron foods (meats, poultry, dried fruits, beans, fortified cereals) and have your physician check serum ferritin levels if deficiency is suspected.

Step #6 - Rely First on Food to Meet Vitamin/Mineral Needs. Because active people and athletes usually consume large amounts of food, they also ingest large amounts of vitamins





and minerals. Vitamins and minerals from food are always best. If the diet isn't always as varied and balanced as desirable, a multiple vitamin/mineral supplement can be beneficial...but a supplement should never be a substitute for a healthy diet!

Step #7 - Consume Moderate Amounts of Fat and Protein. Fat is an important fuel source in endurance exercise, but the body has ample fat stored to meet these needs. Keep dietary fat intake to 25% or less of total calories. Protein contributes minimally in fueling the active individual, and intakes of 15% of total calories are usually adequate. To moderate your intake of fat and protein, choose 2-3 servings of lowfat dairy products and 2-3 servings of lean meat, poultry, fish, dry beans, legumes and tofu each day. Go sparingly on eggs, nuts, fats and oils and rich desserts.

Step #8 - Eat Carbohydrate and Rest before the Event

When preparing for a long, challenging ride, remember to taper exercise gradually down during the week before the ride, while increasing carbohydrate intake during the three days just before the event. This technique can prevent muscle glycogen depletion during the ride. Pre-event meals should be eaten 2-3 hours before the exercise and consist of familiar well-tolerated foods high in carbohydrate and low in fat.

Step #9 - Consume Carbohydrate during Endurance Events. To prevent low blood sugar and to "spare" muscle glycogen, consume high-carbohydrate drinks and foods during long rides. Begin small, frequent feeds after minute 30 of the event. Fruits, grain products and sports bars and drinks all fit the bill; personal preference and tolerance should determine choice.

Step #10 - Beware of Ergogenic Aids. Ergogenic aids are substances that tend to increase performance capacity. Many time people are often helped, not by the aid itself, but by a profound belief it will help (placebo effect). Some are worthless (bee pollen, B15, megadoses of vitamins), while others can confer benefits (caffeine, sodium bicarbonate,

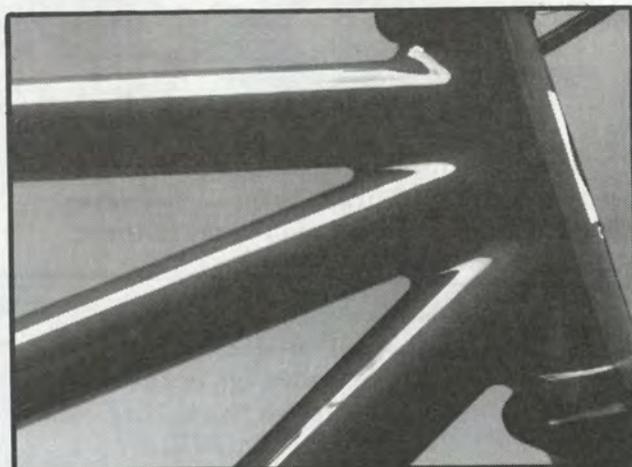


phosphate, blood doping). Many have unwanted side-effects. Also, the principle of equitable competition and fair play is violated by these aids.

Remember, TALENT and TRAINING are the best friends an athlete can have. To maximize this talent and training, a nutritious, varied DIET high in carbohydrates and liquids, can provide high-quality fuel for the tandem team.

Eileen Wieder Crone, M.S.
Registered Dietitian
Certified Health/Fitness Instructor
Lititz, PA

Eileen, alias "Stuffer" and her husband Neil, alias "Cycling Swami" have an extensive cycling background. They cycled 11,000 miles around the perimeter of the U.S. on tandem in 1980, have ridden numerous double centuries and competed in several tandem races (finished 3rd in the 1992 Duet mixed category.) They live in Lititz, PA and also captain two tandems with their 11 year old daughter Em and 8 year old son Nelson.



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BICYCLE FRAMES UNDER SEQUE

All across the country steel and aluminum bicycle frames aer under attack. "It is one of the most horrible sites I have ever seen!", one witness described. "Some of the cases are so bad that the paint no longer covers their delicate skins."

If your frame has this condition, do not be alarmed. This oxidation or decomposition of framesets is not a permanent condition, although some may look terminal. Many experts have been working on this problem and have discovered a viable, affordable solution. One such expert is Mary Pfeiffer.

Interviewer: Mary, you have seen a lot of corrosion and in some cases downright abuse of frames, do you have any comments to make?

Mary: Yes, I have seen my share of rusted Cr-Mo and oxidized aluminum bicycle frames, but I must disagree with you about abuse. Most of my patients were not painted properly at their birth, and they had begun to rust or corrode the day they were born. However, there is a simple solution to their problems.

Interviewer: So the owners of these rust buckets and oxidized frames have nothing to worry about. That is encouraging news. Should there be a sense of urgency for the owners? Are their frames going to fall apart in the middle of a race or ride?

Mary: In most cases that form of catastrophic failure will not occur. However, there can be permanent damage in the extreme cases, such as holes through the tubing. What most of the frames need is a facelift. My customers love their frames enough to care about refinishing them. When you compare the cost of a new frame, let alone the price of a new bicycle, to a refurbishing, it only makes sense to get it cleaned, rustproofed, and refinished.

Interviewer: Yes, I have seen the miracles you have performed on a variety of frames and conditions.

Mary: I have found a method of painting that has proven itself time and again that it is very corrosion resistant.

Let me describe the process I use:

First the frame is inspected for probable replacement of cable guides or the addition of brazeons. Once these are replaced or added, the paint is removed, along with the rust and corrosion. Next the frame is prepared for painting with a mild acid. This acid bonds with the metal to prevent future oxidation and prepares it for the primer. The primer I use is also laced with the same acid to ensure again that the primer will bond with the frame and that no oxygen can reach the surface.

The frame is then covered with a sealer, two coats of color, and two coats of clear over the decals. This process usually takes two weeks.

Interviewer: Can you fix bent tubes and mangled frames, too?

Mary: Our price includes frame alignment and yes, we can replace tubes or dropouts in Cr-Mo frames, or even inexpensive steel frames. Aluminum, carbon fiber, or titanium are another story. I have been refinishing and fixing frames for 9 years and building frames for 5.

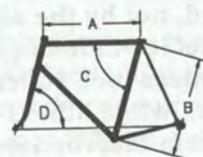
Interviewer: Thank you, Mary, for spending time with us.

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A NORTHERN VIRGINIA LOOP

It all began with two free round trip airplane tickets restricted to the continental US and expiring May 30. Delicious dilemma.

The decision to take our tandem on a tour was easy, but in these days of hub and spoke airline routes what good bicycle touring was accessible via direct flights from Southern California? After all, we consider our 1970's vintage Schwinn Paramount precious cargo and prefer to avoid baggage handlers. Virginia sounded far away but a non-stop flight from LAX to Dulles met our criteria.

Due to the time change, we knew we would not have enough daylight left to get very far after our arrival, especially with the hour needed to extract our bike from its BikePro cocoon and reattach racks and fenders. Also, Dulles, unlike other airports into which we have flown, is not accessible by bike so an airport hotel with van service was the answer. We would begin and end our trip at the nearby Holiday Inn and they would store our bag for the week.

We began our research. Several well-known tour companies' brochures described trips in northern Virginia in late spring so we knew the weather would be generally favorable. With the help of the DeLorme Virginia maps we settled on a circuit that would take us to historic Leesburg and Waterford, up onto and down the Blue Ridge, into the Shenandoah Valley and back to the airport through horse country.

Our detailed planning was done with both the aid of TCA members, who were kind enough to respond to our requests for route info and the excellent resources available through the BikeCentennial Yellow Pages. Also, the State of Virginia publishes what may be the best county road maps we have ever seen. These coupled with another great find, "Chuck & Gail's Favorite Bike Rides", gave us the information we needed to make intelligent route choices. Because we limited each day to about 50 miles, the 400 mile circuit would require eight days to complete.

Saturday, after a few miles on busy Route 28 and two false starts finding access to the off-road Washington and Old Dominion bike trail, our trip began through the lush greenery of Virginia. We breakfasted in Leesburg, then looped up through the historic town of Waterford, a restored 18th Century Quaker village. We made a rest stop at the country store in Taylorstown and ate an alfresco deli lunch in Hillsboro. Later that afternoon we had the foresight to buy snacks in Percelville at one of only three super markets we were to pass on our entire trip. Our destination was the Springdale Country Inn near Lincoln where we shared lodging with a weekend Vermont Country Cyclers group.



Jack Scwhellenbach on a Virginia Highway



Sunday morning our route opposed a throng of bikers on a Cancer Society cyclethon. We rode past farm houses with purple and white iris edging yards and blooming next to mail boxes. The country store in Bluemont was our rest stop before the long climb onto the Blue Ridge. Soon we were marveling at how different the flora was just a few hundred feet above the valley floor. Coming down out of the pine trees, we stopped in Paris to change a worn front tire. We attracted the attention of a cheerful gentleman who started his air compressor to save us some pumping. While we waited for the pressure to build up he told us that both he and his wife were natives of Paris, Virginia- "the one without the tower"- and how every Sunday during W.W. II the servicemen had lined the road through town thumbing their way back to D.C. after their weekend leaves.

The only lunch available in town was an expensive Sunday buffet so we pushed on. The stretch of road to Linden was so beautiful and winding that it attracted bikers of the black leather jacket variety who roared past us. By the time we reached civilization again, we were so hot, tired and hungry a lunch of convenience store hot dogs and Gatorade in a gravel parking lot was just fine.

Ignoring the first wet drops and the lightning in the distance, we foolishly did not put on our raingear but started on the last 10 miles to Front Royal. It poured. Finally, cold and soaked to the skin, we stopped under a gas station awning and put on our rain jackets. A few minutes later we sloshed into Constant Spring Inn.

Later, when the rain stopped, we wandered through the old section of town. Front Royal has always been a cross roads. It started as an intersection of trails and is now the staging point for campers and RV's headed for the Skyline Drive and Shenandoah National Park. We stopped to browse in the Royal Oak Book shop where we purchased "John Jay Janney's Virginia" an autobiography describing an early 19th Century boyhood on the edge of the frontier. In the small triangular plaza which has always been called "the square", we spotted the

clash of old and new with the historic courthouse building cheek-by-jowl with a tattoo parlor.

The next morning, after a delicious, multi-course breakfast, we rode through the gorgeous rolling hills of Fort Valley along the south fork of the Shenandoah river. We stopped to snack at the Elizabeth Furnace Campground where we chatted with the friendly couple who care for the facilities. They were very proud of their 34-space rustic retreat that "folks from the City just can't wait to get away to on weekends".

At Kings Crossing we began the climb out of the valley over Massanutten Mountain to Luray. Near the top a crew of utility company linemen cheered us on and we were finally rewarded for our effort with a sweeping view of the Shenandoah River Valley. In Luray, the hour tour of the world famous limestone caverns was well worth the time and expense. By the time we arrived in Stanley at Milton House (a Sear's catalog home that Karin Frazier had turned into a B&B) we knew that 6 hours in the saddle really was our limit.

We began Tuesday's ride in a light mist. We soon donned our rain suits and booties, only to worry when the first pack of dogs raced after us that they would nip our brightly colored feet. All in all, a very pleasant but damp day on little traveled roads that progressed from rolling to sharp hills as we proceeded south. After lunch at the local pizza parlor in Grottoes, we asked our fellow diners to recommend a shorter route to Staunton, our next stop, in case of more rain. They directed us to the local divided highway which, while it offered wide shoulders and gentle grades, had more traffic than we were used to. We were glad to get back to the farm roads despite the sharper hills.

Because of its relative inaccessibility due to the surrounding terrain, Staunton, Virginia did not suffer the destruction that the Civil War brought upon most of its neighbors. The town is one of the finest collections of Virginia era architecture. This compact urban area has maintained a real sense of community. Frederick House was located in the original downtown of quaint 19th Century buildings,



hilltop Mary Baldwin College, Woodrow Wilson's birthplace, and the train station.

After having ridden for four days we were pooped. We finally realized why the professionals schedule a rest day into their tours. We needed a rest and asked Joe, our innkeeper, if the next day he would drive us to Charlottesville in his pickup. He not only agreed, but followed our planned route over the Blue Ridge. It would have been a very hilly day indeed.

In Charlottesville, guilt got the better of us. We took a short ride to Monticello, Thomas Jefferson's beautiful home; arriving just in time for a tour. Back at 200 South Street we lounged around for the afternoon waiting for the intermittent rain to finally clear the area. When it did, we set out on foot to explore the town and eat dinner. We were now more than half way through our trip so we celebrated with a wonderful meal at the C&O Restaurant, a nondescript hole in the wall with a genius chef.

Our route north from Charlottesville took us through recently planted farm fields and vineyards. These were testimony to modern viticultural techniques as Thomas Jefferson, an expert at just about everything, had been defeated in his attempts to cultivate wine grapes. The hills shrank in size but increased in frequency. We were even somewhat saddened to see the Blue Ridge fading off into the distance. We took a short break at the entrance to Montpelier, home of James Madison. Instead of taking the tour, we chatted with the hostesses in the museum shop. They were a particularly interesting pair; one was from pioneer stock and the other from the horsey set. Very different, but both very friendly.

By lunchtime we could tell we were getting back within a day trip of Washington, D.C.. We stopped for a bite in Orange which is very lovely but lacks the working character of towns further west-- more galleries, boutiques and cafes. After lunch our route followed the old Chesapeake and Southern Railroad tracks to Culpepper where we again bypassed the motels outside town on our way to Fountain Hall B&B.



On our usual late afternoon stroll we stopped in the local bakery for a snack and spent about an hour in the Museum of Culpepper History. Our stop was very informative, and it reminded us how valuable a sense of history is to a community. Culpepper is struggling to become a destination for tourists. After dinner, while others at the inn watched the final episode of "Cheers", we talked about this with our proprietor Steve Walker, a transplanted Virginian by way of New York and California.

Immediately outside Culpepper our route took us through Brandy Station, site of the largest cavalry battle of the Civil War. Nearly 20,000 troops had clashed, yet there was no indication such a momentous event had taken place nearby. We commented that an interpretive center seemed in order.

Soon we crossed the Rappahanock River and entered Fauquier County-- horse country! It was easy to see, as we passed mile after mile of manicured pasture, that the horses of north central Virginia want for little. We ate lunch in the lovely town of Warrenton at the community eatery on Main Street. Here again, as elsewhere, the county seat proved to be an excellent spot to people watch.

That afternoon we headed toward our last night on the road. Our destination was Middleburg. By now we were in much better condition than we had been when we started, and the last twenty-five miles each day was not an ordeal. We rode into Middleburg at about 3:00 pm and found the key to our room at the Middleburg Country Inn waiting for us.

Middleburg is a town which almost owes its existence to the nearby Mellon estate. It is at the center of a very affluent district as evidenced by the Range Rovers and Mercedes parked in front of its up-scale shops. Luckily, in the midst of all this gilt we again stumbled on the community dining spot. The Coach Stop is a 1950's era restaurant-cum-coffee shop with formica tables and waitresses who seemed to know everyone who entered. Patti was finally able to have "real" Virginia ham and mashed potatoes.





The next day we headed out of Middleburg toward Oatlands, a restored plantation. According to our maps, about ten miles of our route was to be on gravel or "alternative" surfaces and it was. We were grateful for our sturdy frame and inch and three-eighths tires.



Patti Schwellenbach on a "back" back road

Oatlands, a classic Greek Revival mansion, was the lifetime building project of George Carter, scion of one of Virginia's foremost families. We arrived in time to explore the grounds a little before taking a tour. We were escorted through the house by Mrs. Williams, an Englishwoman who has been in the area long enough to remember the days before air-conditioning when the Washington & Old Dominion Railroad brought city dwellers out to the country to escape the heat. Her descriptions brought to life Virginia plantation life of the early 1800's as well as that of the traditional English-style country house of the 1920's and 30's. Through the furnishings and memorabilia of its last owners, Mr. and Mrs. William Corcoran Eustis, we saw how the elite of Virginia had lived.

We wanted to make it back to Leesburg for lunch so we were glad that, after another short stretch of gravel, the road improved.

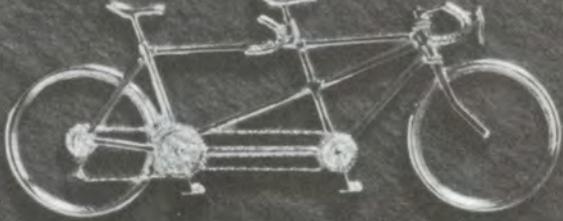
The sky turned darker and the breeze picked up. It smelled like rain. In fact, just as we pulled into Leesburg we felt the first drops. After lunch we were again on the W&OD trail for the ten miles back to our motel. After eight days of quiet back roads the weekend crowd on the trail was intimidating; however, we enjoyed a chat with a father/son tandem team who were out for exercise.

Back at the Holiday Inn we took our time disassembling and packing our bike. Only then did we discover that sometime during the last forty-eight hours our rear axle had broken. It is a testament to our old Campy hubs that we could continue to ride fully loaded for two days on a broken axle.

The next morning our flight left right on time and as we flew over the countryside west of Dulles we imagined we could see portions of our route. After about fifteen minutes we were already farther west than we had reached in our first three days of pedaling. We preferred the pedaling.

Patti & Jack Schwellenbach
Laguna Beach, CA

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BIKING THE FREEWHEEL ON A TANDEM

Biking on a tandem for 450 miles gives a new meaning to the word "togetherness." A tandem has a captain and a stoker. In our case my husband, Dave, is the captain, and I, Barbara, am the stoker. The captain is in charge of the brakes, the steering, and all 21 gears. The stoker, me, has a horn and a loud voice.

Saturday, June 4, 1994, was the day almost 2,000 bicyclists and 300 support personnel arrived in Broken Bow to start the 16th annual FreeWheel. The mayor, Chuck Darby, declared the day as the Official FreeWheel Day. We set up our tent for the first of eight times. As we renewed old acquaintance, we also made new ones. We met Clyde Lay from Knoxville, Tennessee, who biked from Seneca, Missouri to Broken Bow in 4 days so he could turn his bike around and bike back to Seneca. He is a 58 year old ex-fireman (working got in the way of biking) who bikes 21 weeks a year. In July he will bike a 600 mile ride in Tennessee, and he will carry all his gear. At least on FreeWheel we load all our gear each morning (Dave's job) on a big eighteen wheel truck that will meet us each day at the next stop. Clyde's comment for the day was, "Dogs are worse than truckers in running you off the road".

Sunday, June 5, Broken Bow to Antlers, was the official start of the ride. We left Broken Bow at 5:50 am to beat the heat. We only had a glass of juice and a muffin before we left, so by the time we rode into Antlers, 68 miles away, at 10:15, we were tired, and very hungry. The town people of Antlers had homemade ice cream, cobbler, and homegrown, home slaughtered, smoked, beef bar-b-que sandwiches.

Monday, June 6, Antlers to Talihina, we awoke at 3:30 am to windy, stormy weather. After taking down the tent, we ate at a local restaurant at 4:30, and were on the road at 5:45. At mile 12 we had a flat on the rear wheel,

which meant unhooking the drum brake, taking the wheel off, taking the tire off, and replacing the tube, then putting it all back on (Dave's job). My job is to look for cars, and attack dogs. Had to make up lost time, so no more stops. Got the tandem up to 44 MPH on along down hill. Arrived in Talihina at 10:40 after biking 69.85 miles. In camp we met a retired lady, Jo, who drove from San Diego to bring two men to FreeWheel. We also met three ladies who biked from Houston to Broken Bow for the ride. No big deal, but these ladies were 64, 68, and 72. Made us feel suddenly not so tired.

Tuesday, June 7th, Talihina to Stigler, what a great idea - up at 4 am, eat at 4:45, pack and load duffel bags and get an early start to beat what is supposed to be a hot, humid day. We expected to be in by 10:30, after a 73 mile ride. We really hammered over the road by Robber's Cave. However, one of us messed the left turn arrow at mile 53 and didn't realize the mistake until we had gone almost 8 miles out of our way. So we had to turn around and go back. Thanks to the couple in Kinta who gave us water and ice for our Camelbaks. (Camelbaks are water packs with a straw-like tube you can suck on for water. They are carried strapped on you back to save reaching down for a water bottle. No, they are not oxygen tanks, as we were asked later in the week.) We arrived in Stigler at 11:15, hot, and very dehydrated. One of the nicest things about riding a tandem is if one starts to fade, the other can usually pedal extra hard; but we almost found out what happens when both are tired, suffering leg cramps, neck cramps, all over cramps, and running out of fluids. Coming into Stigler the campsite was across the street from a cemetery. What a decision - turn left or right? At least today the dogs were too hot to chase. Thankfully Stigler provided shuttle busses to take us around the town so we could pick out an eating spot.



Wednesday, June 8, Stiger to Ft. Gibson, supposedly 60 miles, but was 62.85. Hey, every mile that is biked, counts! But the ride was in great weather, overcast and cool all the way into Ft Gibson. Every so often showers would cool us off. So far all the towns have gone all out - great food, and the local people seem to enjoy our coming into their town. Why not, we are one hungry group. Ft Gibson also provided shuttles to drive us around town. But their shuttles were tractors pulling trailers loading with hay bales. Applause to Dr Linda Atlas from Dallas who is riding a tandem with her husband Dr Philip Reece. Linda is six months pregnant - what a challenge.

Thursday, June 9th, Ft Gibson to Salina, 59 miles. Thunder and lightening woke us at 4:15 am. We took down the tent, packed, and loaded again. The people of Ft Gibson were wonderful and extremely accommodating; they even had oatmeal fixed for breakfast as requested. They had a tent set up and hot coffee and juice ready for the early starters. We had heard about the



mountain - Mt Norwood was at mile 6 1/2, but it is was only a one and 1/2 mile climb. Dave geared into "Granny" and we went for it. No one mentioned two other "wall" climbs. At the beginning of the last climb, lightening, thunder, hail, and rain struck. As we passed

construction workers along side the road, one of them pointed in the direction we were going, and said, "Wall cloud!" The wind picked up and tandem started to shimmy going down at only 23 MPH. We stopped beside the road on a dirt (muddy) path. I walked on down the path and found a cabin. So within five minutes we and our bike and five other bikers and bikes were standing on a porch at 7:05 am. Suddenly the door and screen opened a a very sleepy man looked out. When asked if we could use his porch to get out of the storm, he just nodded and said, "O.K." After 5 minutes, I guess he'd had time to wake up, he even came to the door offering us a stack of towels. By this time there were 20 of us, so we thanked him anyway. He could have made some spare change by serving something hot to drink. When the worst part of the storm passed, we pedaled on down the mountain. It rained for the next hour. At mile 35 our small freewheel shattered, at mile 45 our rear derailleur was almost in our spokes. Thanks to Sam Kirk of Tulsa who stopped and helped repair all of the above until we could get into Salina. On the way into Salina, we appreciated the support of the Oklahoma Highway Patrol who stopped and ticketed a driver that came up on us too fast and too close. While in camp that evening, we met Max Dunigan from Tulsa who is riding a triplet he made. He, his daughter, and her friend all had to stand up to pedal coming up the mountain. We were told of the wedding that morning at Ft. Gibson of John Lucas, 39, and Bobbie Urie, 38. They had planned to get married under a tree at the campsite, but had to settle for the basketball court because of the weather. Their delayed honeymoon will be spent biking up Pike's Peak. Is that true love or what?

Friday, June 10, Salina to Chetopa, KS, 73 miles. We left at 5:50 am and took our time biking. We didn't get in until 11:15, and we had a great ride; the sky was hazy and overcast the whole way. A cool breeze and very few long hills after Spavinaw made this week all worthwhile. So far the road-kill count is four armadillos, one dog, or was it two, two turtles, and two raccoons? Chaser dogs numbered only four, which must be a record low for us on this, our 6th FreeWheel. After all the bike repairs of



yesterday, the tandem ran smoothly. We camped in the city park that had lots of big trees and a cool breeze the whole night. This is the last night we will have to set up and sleep in the tent. Tomorrow night at this time I can have a whole shower all to myself!

Saturday, June 11, Chetopa, KS to Seneca, MO 42.35 miles. After sleeping in until 5 am, and eating breakfast we didn't leave until 6:30, so didn't arrive in Seneca until 10. We had to stop and take pictures. What an outstanding ride. Once again as we rode in we were greeted by the smell of food! Homemade cookies and ice cream are always at the top of the list. It is really great to come into these towns where the town volunteers are standing in the streets cheering us on. Every day we passed people in their yards or field or kids and they all wave.

Thanks to all the stops along the way, from the Boy Scouts to the church groups for making this another successful "people" FreeWheel

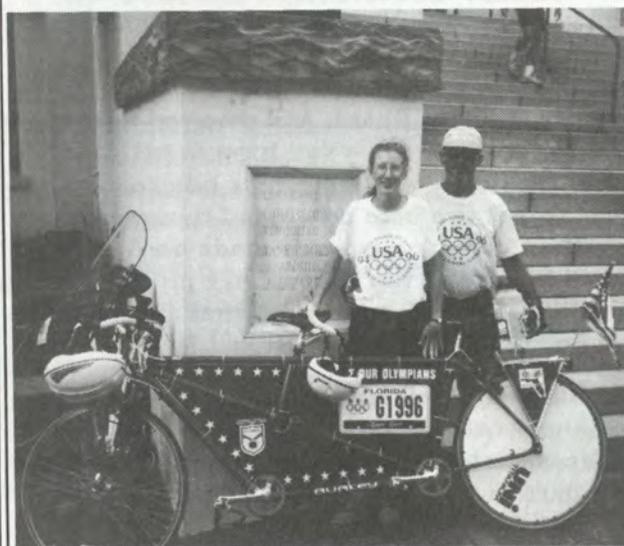
David & Barbara Johnston
Edmond, OK



AND YEA, A TANDEM SHALL LEAD THEM!

Although not a tandem ride, the 375 mile Bike Florida ride from St Augustine to Tallahassee to open up the 1994 Sunshine Games put a tandem into the spotlight. Bob Barker of Monticello, FL was given a Burley by the organizers to dress up as the centerpiece and to carry the torch for the symbolic Olympic flame. He and his daughter Carrie rode the bike in the tour and other than a few dicey moments in heavy cross winds had a good time, as did Bambi and I. The daily average was 60+ miles with one day of over 80 miles. Along the entire route we met wonderful people, extremely hospitable towns and courteous drivers. The organizers did almost everything right and we would recommend to those whom enjoy this type of tour and who do not mind warm temperatures to please contact us. We can get you information for the '95 edition which will probably take place near the first of July.

Ted & Bambi Goodwin
961 NW 45th St Apt 7
Pompano Beach, FL 33064





A SUMMER TANDEM ODYSSEY THROUGH CENTRAL ITALY

Background. This story chronicles our July, 1993 tandem trip through central Italy, chapter by chapter. It answers some nuts and bolts questions about tandem travel, and it is a riding odyssey. But it is also a trip back to the middle ages and into the renaissance - as well as an eating expedition!!

We hope it is enjoyable and that it also provides information for others planning a trip to Italy. We couldn't have taken this journey without a lot of help. Thanks to all of you who helped with information on tandem travel tips, beginning with the wonderful articles in Doubletalk, and to Jack Goertz for help in getting a front rack installed for the trip.

[In case anyone is wondering: Yes, take the tandem to Italy! If you have questions about trip logistics for a similar adventure, you can call us at 314 432-4873 (or contact us through Prodigy mail, No. KSPG91A).]

Chapter 1: Getting a Seven Foot Tandem into a Five Foot Box. Our plan was to take our Blue Burley Duet ("MO Better Blue") to Geneva from St. Louis on July 1, and later shuttle it to Florence for the ten day tour through Tuscany and Umbria. We spent countless hours combing TCA issues and the Prodigy Bulletin Board, and received a lot of advice ranging from - 'You have to get your tandem into a standard (single bike) airline box,' to 'get two bike boxes and telescope them together,' to 'buy a custom-made hard/soft travel box,' to 'wrap it in sponge pipe insulation and roll it on,' to 'it depends what airline you are on,' to 'don't try it.'

Only days before our departure, and after additional calls to our airline, TWA, we decided to disassemble the bike and squeeze it into a standard airline box, which we bought from TWA for \$7.00.

Packing-in-earnest began the night before our departure. We reinforced the ends of the

box with 1/4 inch thick Luan panelling (it's light and strong). We then bought \$45.00 worth of 2 and 3 inch foam, and laid a strip of 3" on the bottom of the box (none on the ends). We removed the wheels, both seats and seatposts, and the stoker handlebars; next, the front handlebar came off and we reversed the fork. We taped the handlebar on the top tube, being careful not to crimp the brake and shifter cables. We put plastic tubes and foam on the bar-end shifters.

Jim's son Kevin figured out how to resolve the fact that the bike still overextended the box by about 2 inches. He simply compressed the spring loaded derailleur and taped it to the chainstay. We taped a small block of wood to the box end as a spacer against the left rear dropout, to keep the box from pushing against the right rear dropout and the looped cable of the derailleur. We also bought foam pipe insulation and fitted it onto every tube of the bike.

After sizing up how the frame rested in the box, we removed it and built a triangular wood standfor the chainstay that then went into the bottom of the box. The idea was to create a small storage space UNDER the frame, and get as many loose parts as we could into the bottom, where they would do less damage to the bike. The triangle helped to create the needed room. We put one of our two pannier racks into the bottom (& some little stuff), and then squeezed in both wheels on either side of the frame. We concluded the packaging under Jennifer's direction, carefully inserting - often squeezing - foam everywhere that it was needed to cushion all vulnerable parts, and remaining painted surfaces. We put foam pads on both spoke faces of each wheel, letting the axle ends protrude against the box sides. We then taped the box thoroughly with duct tape, using double reinforcements at each corner and along the bottom, where it would get the most abuse.



We didn't worry about the heavy duty cardboard box bulging; the combination of cardboard, foam, and tape made the whole package quite travel worthy. The whole packing process took about 2 1/2 hours.

[Hindsight Note: airline bike boxes probably differ slightly from carrier to carrier. Before buying your box, measure distance on the tandem between the drop-out and the front fork-end - turning the fork-end backward to make it shorter. Then measure the length of the boxes available from different airlines. Get the longest box you can, AFTER making sure that your airline will accept the other guy's box.]

Jim's pickup truck came in handy when we went to the airport the next morning. We boarded the plane and soon watched our beloved MO Better Blue being loaded into the hold - assuring each other that it would come through all right. The box went free, as our fourth piece of luggage (2 piece limit per person).

When we arrived in Geneva we claimed the box and began the assembly process in the lobby. This only took an hour, during which time we had an ever changing audience of onlookers which added a sense of excitement to the whole event. We left the foam tubing on most parts of the bike, because we would be transporting it by rail several times before actually needing the bike. Upon re-assembly, we were delighted to discover that everything worked correctly on MO Better. We wheeled it through a doorway into the train station (how's that for an enlightened idea - a rail station right next to an airport!) After some tense moments with the Swiss-German baggage people, we bought a ticket for the bike at the baggage room and got it onto a baggage car. The next chapter promised exciting new events.

Chapter 2: Getting a Seven Foot Tandem on Trains in Switzerland The trip from Geneva to Zurich was uneventful, with MO Better going in the baggage car while we rode in the passenger section. At Zurich, however, Jim wasn't so lucky. When we tried to board the train here for Thalwil, where our hosts live, the baggage people were puzzled and a bit irritated



at putting a tandem on the baggage car. We couldn't understand the language, but they definitely got across the point that one of us would have to ride in the baggage car with the bike! The train began to move just as Jim (singlehandedly) put the bike into the car and leaped onto it.

It turned out that at Thalwil there was no baggage attendant to remove the bike from the train, so the attendants in Zurich came up with this novel way to get us and the tandem where we were going. Well, at least it was a short commute for Jim, who bumped, swayed and swung with MO Better and several other bikes hung on hooks in the baggage car.

(Tip to tandem travellers: Your tandem probably won't be refused entry on baggage cars. If it is, however, the only reason may be that there won't be any railroad personnel at your destination to remove the bike. If the baggage attendant doesn't come up with the idea of letting one of you ride with the bike, YOU should suggest it.)

At Thalwil we removed the rest of the sponge foam tubing and rode MO Better the short distance to our hosts' place - a 450 year old house in town, complete with tight streets and a lot of people going places on bicycles and motor scooters. Traffic here was very bicycle friendly.

While there, we took a day trip up to a hillside park for a bar-b-que picnic. The Swiss and other Europeans have a neat (though only



marginally safe) method of transporting children - a jump seat bolted on to the top tube or (on women's bikes) the down tube, so that the child sits in front of the parent and in-between his/her handlebars.

Chapter 3: Crossing the Border into Italy.

Now came the real fun. Our hostess discovered upon making train arrangements for us that bicycles are NOT allowed across the border on passenger trains, apparently due to the recent terrorism and resultant stepped up security. This is a NEW POLICY in Italy. We would have to ship the bike by freight, at the border.

So we loaded MO Better into the baggage car at Thalwil and rode the train to Chiassa, the border town, where we and the tandem got off. Jim put the tubing back on MO Better and we wheeled it to the freight area and purchased a ticket for it, prior to getting on our train from Chiassa to Florence. The freight charge was about \$38.00, with an estimated arrival time of two days. The freight people at Chiassa were great - they perceived our concern about the bike and assured us that everything would be OK.

Our train trip to Florence was beautiful, and MO Better's journey was happily uneventful. It arrived the next day without a scratch. We rode it to our cousin Evelyn's house on the Piazza d'Azeglia, amidst horrific traffic.

In some respects traffic in Florence - and most of the Italian cities we subsequently rode in - was everything we were told about beforehand: No discipline at intersections, disregard for electric signals and one-way streets as well as constant, relentless lane changes and lane straddling! That having been said, we will later share some additional thoughts on the relativity of riding a bike in Europe.

We spent several awe-filled days touring the birthplace of the Italian Renaissance: Michelangelo's David; the palaces of the Medici's, the Uffizi Gallery, the Ponte Vecchio, the Duomo, etc. - a living, breathing, historical city with NO new buildings and mostly ancient, narrow streets. Then it was time to start our ten day touring adventure aboard MO Better Blue.

Chapter 4: On the Road in Tuscany and Umbria. Florence to Montecatini Terme (Friday, July 9): 38 miles. It was time to begin our tandem ride. Before leaving the states, Jennifer had put two routes together from a book her dad gave us titled, Bicycle Tours of Italy, by Gay and Kathlyn Hendricks.

We rode out of Florence amidst the same snarling traffic that we encountered before - this time, though, loaded down with 49 pounds of panniers and bags. It was the first time we had ridden with a full touring load. The luggage was a pound heavier than MO Better. Before leaving the city, we stopped at a Bianchi bicycle dealership and wisely bought two bells, which we immediately mounted; the bells read "Bianchi - Firenze," a great little souvenir of our stay in Florence. [Hindsight advice for newcomers to tandem touring: practice riding with full loads before you leave on your trip - it will eliminate some adjustment time.]

Traffic quickly thinned out and we immediately began to understand why the authors of our tourbook called central and northern Italy THE most beautiful place to ride a bike. We entered the ever changing, rolling and sometimes steep hills of Tuscany - with constant panoramas of olive orchards, vinyards, sunflower fields-in-bloom, and ancient buildings, as well as frequent aromas of Italian herbs we all know and love - Basil and Oregano. We encountered the toughest, longest climb of the day - 45 minutes worth of up, up, up. We had ice cream cones at the top, then zoomed off the mountain through Vinci, Leonardo's birth place. The whole experience was capped by the musical sounds of the Italian language, as we passed the Tuscan natives.

Negotiating the rural roads described in our book was as calm as the cities were tense, until we approached our first night's destination, Montecatini Termi. Here we were greeted by a 30 mile- an-hour solid procession of cars, trucks, motorcycles and buses entering this resort city at Friday night rush hour. Jim's hands and wrists were sore from learning how to handle the 'altered state' of the loaded bike; for about 30 minutes we were confined to an 18



mile races). In addition there were several teams with blind stokers from the USABA (US Association of Blind Athletes) who participated and gave everyone motivation to overcome their limitations. They were no slouches either!

We had a great first day! The weather was very pleasant, mid 70's and slightly cloudy. It did start raining, but not until after we finished. The stage started with a big climb. We paced ourselves well and were 3rd to the top but got dropped on the decent due to a lack of big gears. Four other tandems joined up with us at the bottom and together we worked to catch the leading two bikes. It was to no avail though. We were unable to catch them. Our group of five worked very well together in a rotating pace line, but eventually dwindled to three by the last five miles. We finished 2nd in our group (4th overall out of a field of 22) in the stage. We made an attack in the last kilometer but we were unable to sustain it, allowing one bike to pass us.

Stage 2 was a 42 mile road race (2 - 21 mile loops). The loop was flat with a half mile climb three quarters into it. It was a very windy day, so the pack stayed together until the climb on the first loop. We rode at the front because it was safer. After the climb only eight tandems were in the lead group. The pace became ferocious at the base of the climb on the second loop, splitting the pack of eight. We fell to the back and limped in with one other tandem, totally bonked from working too hard on the flat into a headwind. We lost over 2 minutes to the 6 tandems who finished ahead and dropped to 6th in the General Category (GC).

Stage 3 was a 15 mile FLAT time trial. Still not recovered from the previous day, we suffered greatly trying to push hard into a big head wind for the first half of the ride. Our legs were so fatigued that we were unable to enjoy the tail wind on the second half. We lost a bit more time and dropped to 7th in the GC.

Stage 4 was a 15 minute criterium in downtown Eugene, in the afternoon on the same day of the time trial. What a BLAST! By the time the race started we felt much better. A nice lunch and a Latte made a difference. We

rode near the front the entire race, winning a \$20 prime on the third to last lap. Overconfident in our sprinting ability, we tried to lead out the last lap, but 5 teams freight trained by us on the last straight away. Our 6th place finish crept us closer to 6th place in the GC standings. Our deficit dropped from 35 to 14 seconds.

DISASTER STRIKES!!! We were totally devastated!!! Our tandem and two single bikes were stolen from the roof of our car on Sunday night. We parked in front of our hosts house and went to bed about 9:30 pm after a really fun BBQ in the back yard with several other racers, meet officials, and volunteers. We got up about 7 am eager to take on the final stage and possibly move up from 7th to 6th in the General Category standings (only 14 seconds separated us). We felt we had a strong chance to move up since the final stage was short, only 23 miles, but very hilly. Our climbing had been pretty good throughout the race. Once out the front door, our stomachs turned queasy and our jaws dropped. We saw nothing on top of our car but empty racks and a cut cable. We were in shock! We were staying in a nice little residential neighborhood, so we never expected a theft.

After regaining our composure, we called the police to file a report. Next, we went next door to ask the race director if we could borrow a bike to finish the last stage. Despite having numerous tasks to take care of for the final stage, she quickly rounded up a very nice Burley Bossa Nova which fit us quite well (the hydraulic brakes were awesome). We rode in the lead pack the entire race but were unable to drop the 6th place team so we ended up 6th in the stage and 7th in the final GC standings. By the time the awards were presented, most of the racers had heard of our tragedy and were sympathetic. At the end of the awards ceremony, the race directory, presented us with close to \$500.00 collected from the racers towards the purchase of a new tandem. We were speechless and deeply touched by their generosity and support.

After spending three stressful weeks dealing with our insurance company we received enough money to buy a new tandem



(Cannondale RT3000 - Hyper Viper Red) and a mountain bike (Specialized Rockhopper Comp FS), but we are still searching for a replacement road bike for Jennifer.

We are anxious to return to the Burley Classic next year with our new tandem, car alarm, and multiple lock system. We made a lot of great friends in only a weekend, and are excited to see everyone again. However our Specialized Deja Two will be tough to replace

since it was a wedding gift from the Masters swimmers I coach at the Davis Aquatic Masters and held great sentimental value.

Moral of the story: Have fun, enjoy cycling and friends, but watch your stuff - even if you're in a nice neighborhood!

Michael & Jennifer Collins
Davis, CA

1994 Duet Cycling Classic

Final Standings

Mixed A

1. Spencer Yates & Tiffany Tretschok
2. Michael Sylvester & Leann Warren
3. Paul Read & Rydeen Stevens
4. Glenn Erickson & Mary Kelly Persyn
5. Peter Erdoes & Kim Erdoes
6. Daley Carney & Pete Penseyres
7. Kyle McTeague & Dunja McKenney
8. Hanz Scholz & Jane Higdon
9. Jon Geary & Diane E. Hayford
10. Russ Stapp & Patty Kaufmann

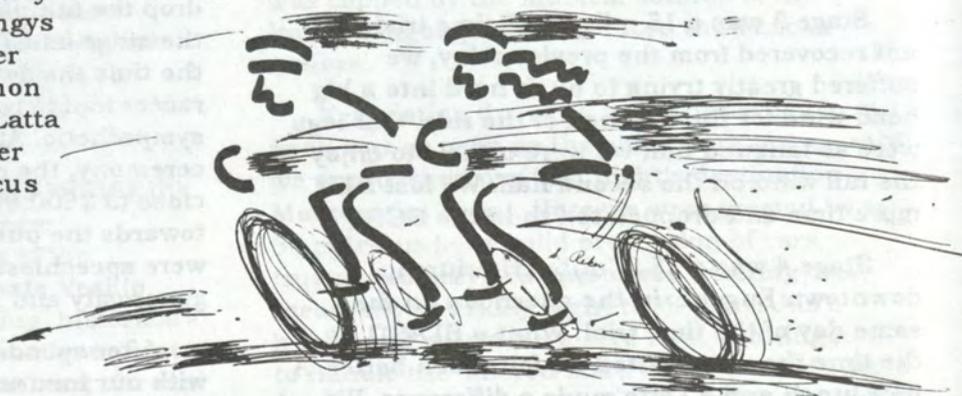
Senior Long

1. Glenn Bunselmeyer & John Poza
2. Karl Maxon & Grant Brown
3. John Frey & Rod Bush
4. Dario Fredrick & Steve Cherry
5. Jerry Markee & Vaidila Kungys
6. Alec Duxbury & Brian Ecker
7. Paul Dahlke & Larry Shannon
8. Kevin Camaham & Gerrik Latta
9. Perry Lund & David Strother
10. Chris Elke & John Domecus

Mixed B

1. Scott Mickelson & Brook Mickelson
2. Rick Surber & Susan Surber
3. Archie Huie & Debra Huie
4. John Reynolds & Tracy Reynolds
5. Vance Sprock & Cynthia Sprock
6. Susan Hall & Mark Lindsey
7. Michael Collins & Jennifer Collins
8. Larry Brickman & Paul Rothkopf
9. Steaven Jahn & Dian Frazier
10. Ted Wolfe & Lynn Wolfe

TANDEM RACES





TANDEM CALENDAR 1994-1995

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 16-18, 1994. **Neopolitan Tandemonium #**, Naples, FL. Come see where Tandemonium started! Fun, food, flat ridign, beaches, and more. For registration information, write to Susan Allen, 3225 South MacDill Avenue, #174, Tampa, FL 33629 or call (813)- 833-4279.

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 Braham 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 28, 1994. **New Mexico Chile Peddlers' Tour of Tajiue** 9:00 a.m. from downtown Tajiue, NM. Call Mitch & Linda Stucker, (505)-268-8968 for more information.

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 unicycle or two will be on display. Bob & Ruth Sawyer, (617)-862-6517.

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

October 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 16, 1994. **Apple Dumpling Gang's Fall Spectacular,** St. Louis, MO. 30 mile ride along the Missouri River on the Katy Trail. Meet @ the trail's head in Augusta, MO, @ 9:30 a.m. Lunch

at Augusta Winery after the ride. Info by calling Karolyn Reker, (314)-928-7109.

October 22, 1994. **New Mexico Chile Peddlers' Tour from Espanola.**

9:00 a.m. Call John Omohundro/Cuba Wilmarth for meeting place and distance. (505)-747-1145

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 4-6, 1994. **Fifth Annual BBC/PPTC Joint Chincoteague, VA, Weekend.** Join the C.R.A.B.S (Couples Riding a Bicycle Simultaneously) W.A.B.I.T.S (Washington Area Bicyclists in Tandem) and others for a 3-day weekend. Many rides to choose from. Small fee, lodging extra. SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208 (410)-484-0306. Registration closes 10/21/94.

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 downhill. 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.

February, 1995. **NEW ZEALAND (SOUTH ISLAND) TANDEM TOUR** We are currently planning a tandem tour of New Zealand's South Island. We currently have six tandems committed. If you'd like to join us, please call Carolyn and Don Lane, Salem, NH, @(603)-893-4776

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 21-23, 1995. **Sixth Annual Alabama Tandem Weekend,** Auburn, AL. Come join us as we return to Auburn, AL, for a weekend of tandeming on excellent roads. Small fee includes tee shirts, social, and snacks. Luxury rooms at discount prices. Limited space available. SASE to George & Judy Bacon, 305 Snake Hill Circle, Trussville, AL 35173. (205)-655-2808

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

July 1-4, 1995. **1st Annual MATES Rally,** Williamsburg, VA. Join the Mid-Atlantic Tandem Enthusiasts at historic Williamsburg for a fun-filled event. Information will be available in early 1995. SASE to TEAM FRIEDMAN, 5514 Callander Drive, Springfield, VA 22151-1402

September 1-4, 1995. **Midwest Tandem Rally,** Indianapolis, IN. The host hotel will be the RADISSON Plaza and Suite Hotel, 8787 Keystone Crossing, Indianapolis, IN 46240. 1-

800-333-3333 for reservations. SASE to Keith Conaway, 2164 Golden Oaks North, Indianapolis, IN 46260. 317-876-9663 but info won't be out until after Labor Day 1994.

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

DoubleTalk Calendar

Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242

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



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CLASSIFIEDS

FOR SALE: 1991 Santana Sovereign, 59x53, Burgundy. Shimano Deore XT Components & clipless 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

FOR SALE: 1993 Santana Vision, Small Frame (18x16), Mariner Metallic Blue, Shimano Deore DX derailleurs, 26" 40-spoke sheels, Arai drum brake, Shimano bar-cons, bottle cages. Excellent Condition, less than 1,000 miles. \$1800.00. Call Robin or Jackie Salsbury @ (716)-436-8638, Rochester, NY. 11/94

FOR SALE: 1985 Santana Elan, 53x50, Arai drum brake. Excellent condition. \$1050. Delivery negotiable. Todd or Lynette Bennett. (810)-655-4478 (MI). 11/94

FOR SALE: Columbine Road/Show Tandem. 59x58 Front, 54.5x61 Rear, under 1,000 miles. Reynolds 531 w/Phil ovalized toptube. Filligreed & pinstriped lugwork. Lt. Rose/Med Rose/ Lt. Violet fade, plated crown. W/kiddie stoker set. \$1550. (303)-224-1168 (CO) 11/94

FOR SALE: Schwinn Duo Sport, 21x19. White, 18-speed, Barcons, 48-spoke wheels, low mileage. Bike is in great shape. Need to sell. \$500/OBO. Need to sell. Call Carl @ (601)-392-6317 (MS) 11/94

FOR SALE: Yokota Twin Peaks, 20x18. Ridden less than 500 miles. New condition. Cost \$1400.00, will sell for \$950. Litchfield, CT. (203)-567-0213 11/94

FOR SALE: 1992 Cannondale, 25x23. Black w/blue highlights. Mavic clipless pedals. Ready to tour. 5 H₂O bottle cages, computer. 200 miles, absolutely perfect condition. Asking \$2300. Tom Rikli (719)-488-3053 (CO) 11/94

FOR SALE: 1992 Santana Rio, 20x18. Shimano Deore DX components. Plum Imron paint. Scott AT-4 bars. Adjustable stoker stem. Never ridden off-road. \$1475. Mike Hill, (803)-882-5065 (SC) 11/94

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

WANTED: Good used tandem for a fair price. As captain, I stand 6' 5". Stoker is 5'2". Prefer touring tandem, but durable. Bradford Hubler, (203)-874-5162 (CT) 11/94

WANTED: Used child stoker conversion kit to fit 1-1/8" diameter seat tube. Lou & Katie Shapiro, (415)-355-2042 (CA) 11/94

HELP OFFERED: Touring England in 1994? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England

HELP OFFERED: Touring Italy? Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano Al Lambro, Italy

WANTED: 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 DEALER MEMBERS

Tandem Dealers:

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

Bent's Schwinn Cyclery. Clearance sale, Trek 100 (Deore LX-XT) \$1199; Trek 200 (Deore XT, Look) \$1599; Schwinn Duo-Sport or Roland \$939. Santana, Cannondale. Steve & Vicki Bent - active tandemists since 1977. Lakeland, FL (813) 688-3013. 11/94 (585)

Bike Haus. California's Largest Tandem Selection. Home of "Bilenky"

the "Mercedes of Tandems" also Cannondale, Colnago, Erickson, Co-Motion. Custom tandem accessories. 1343 W 18th St, Merced, CA 95340. Ring (209) 383-4251. Fax (209) 726-6102. 11/94 (4259)

New tandems and single bicycles. Also tandem framesets and some demo and used tandems. **Co-Motion Cycles.** (503) 342-4583. See display ad in this issue. 11/94 (11172)

Richardson Bike Mart. Come test ride the 1994 Santanas, Treks and Burleys at the home of high tech bikes and old fashion service in Richardson, TX (214) 231-3993 11/94 (1847)

Tandem Matchmakers: Touring, Racing, Family, Mountain, Track -

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

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

SOUTHAMPTON BICYCLE CENTER Tandems by Rodriguez & Ironhorse. Tandem canoes by Wenonah. Inexpensive trailers, Thule racks, wheel building, advice. Owners tour

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 _____





and race on tandems. 122 Brickyard Rd, Southampton, MA 01073. Ph: (413)-527-9784. 01/95 (5482)

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

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

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

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

YOUR TANDEM CONNECTION. Tandems in stock. Bike fit and service our specialty. Wheel building, frame refinishing, repair. Probikefit Dealer. BICYCLE WORLD, 747 South Broad Street, Lititz, PA 17543. (717)-626-0650 05/95

FREE CATALOG! Expertly-built tandem wheels; reliable shipping; expert advice; Totally Tandems, Inc., the complete tandem supply company. 1-800-255-0576. TOTALLY TANDEMS, INC., P.O. Box 702, Ames, IA 50010-0702. FREE CATALOG! 05/95 (11324)

TANDEMS, LIMITED. Stocking America's finest tandems/parts. Call to discuss wheels, kidbacks, upgrades or tour support. Edco/IGP Hydraulic Brakes available NOW. Test rides by appointment. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 v/(205)-991-7766 f 09/95 (431)

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Other Dealer Members

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BACKROADS! Bike, walk, run or cross-country ski year-round and around the world; all ages and abilities, including tandem-only trips. Catalogs: 1-800-GO-ACTIVE or Backroads, 1516 5th Street, Suite A701, Berkeley, CA 94710-1704. 11/94 (11171)

Bicycle Boutique presents cycling jewelry gifts collectables 14K- Gold tandem charm \$49.95. Tandem models red, black, blue \$24.95. Send SASE for brochure; B.B. 5901 Warner

Ave #421, Huntington Beach, CA 92649. (714) 533-5392 11/94 (3715)

Two for the Road Tandem Touring - Deluxe All-inclusive tandem vacations. Weekend and five day tours. Routes designed for beginner, intermediate, or advanced levels. Fully supported. Santana rentals. Call 1-800-2BIKE42. 11/94 (6592)

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

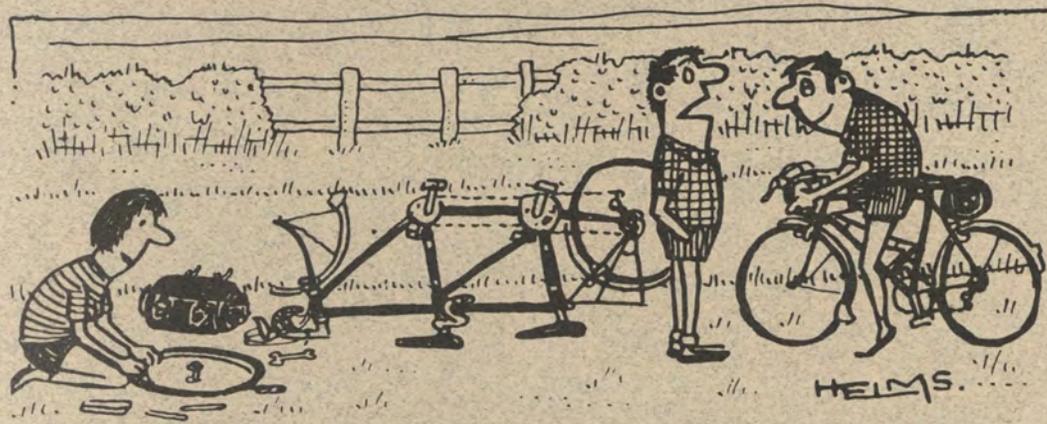
ACORN INN Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (804)-361-9357. 05/95 (4985)

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SPORTEA, all-natural, high performance beverage that climbed Mt. Everest! Contains ginseng, electrolytes, vitamin C. No calories, sugar, sodium. Send \$2.00 for samples. **PVS for Fitness**, 676A Front St. Hempstead, NY 11550 09/95 (11351)

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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



"She's not just a pretty face."

Dues

United States \$15.00/yr Canada \$20.00/yr Other International \$25.00/yr
 All dues are quoted (and must be paid) in US Dollars
 Multiple-year memberships are encouraged

Membership

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

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

TCA MEMBERSHIP APPLICATION/RENEWAL

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

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

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style or Model: _____

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

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

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! 👈