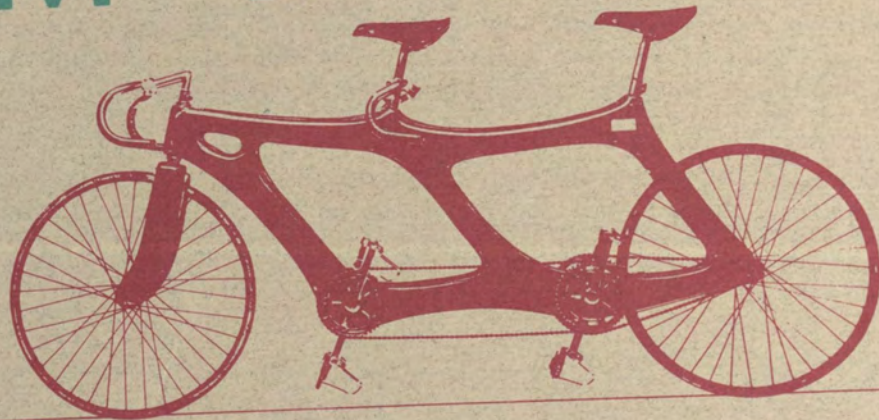


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



NOVEMBER-DECEMBER
1994

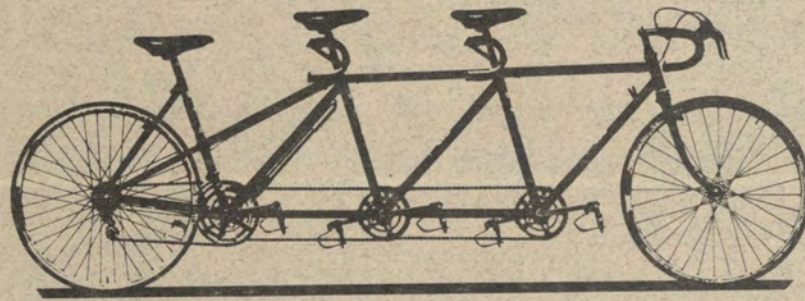
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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<i>Editors:</i>	Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430	(205)-991-7766
<i>Secretary:</i>	Terri & Bob Gorman, P.O. Box 2176, Los Gatos, CA 95031	(408)-356-7443
<i>Membership:</i>	Malcolm Boyd & Judy Allison, 35 East Centennial, Medford, NJ 08055	(609)-988-8211
<i>Treasurers:</i>	Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079	(603)-898-5285
<i>Merchandise:</i>	Stan & Marilyn Smith, 4100 Del Monte Place, Albany, OR 97321-6209	(503)-926-6415
<i>Graphic Designer:</i>	Steve Reker, 1636 Christy Court, St. Charles, MO 63303	(314)-928-7109



AREA REPRESENTATIVES

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Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339

Washington, Oregon, Alaska, Idaho, Montana, Wyoming

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**DEADLINE FOR THE JANUARY-
FEBRUARY, 1995, ISSUE OF
DOUBLETALK IS DECEMBER 1, 1995.**

FROM THE EDITORS

Another year is coming to a close. We want to take this opportunity to thank all those who've helped make the Tandem Club of America and its magazine, DoubleTalk, the best source for tandem information in the country. It is truly an International organization (don't miss the articles on the ETR & ITR!), but one that makes its members all feel like it is THEIR organization. Keep the articles flowing, and please tell your friends to join the Tandem Club of American, too!

There will be a few minor changes in store for the TCA in '94. Malcolm Boyd and Judy Allison will be retiring (again) from the membership/treasurer's role sometime soon. Malcolm's job pressures are increasing, and the long hours on a keyboard are taking a toll on his wrists. It is better to save the wrists for the really important tasks -- riding your tandem. Don't worry, though, Malcolm and Judy will always be involved in the sport of Tandems, and in the Tandem Club of America! (Note: for the immediate future, please continue to send your dues and renewals to Malcolm and Judy at the address listed on the brochures and on the renewal form).

Also, the TCA is needing a new Area Representative for the southeastern region: Alabama, Florida, Mississippi, Georgia, South Carolina, North Carolina, and Tennessee. If you live in one of these states and would like to help out, please contact us (Jack & Susan Goertz). Generally the Area Reps are expected to keep abreast of the tandem climate in the area and to answer questions about the Tandem Club.

Our first two months on the Internet have been a success! Many of you chose the

Information Superhighway as the road to use to send us your articles. We really appreciate it! We'll still have the same E-mail address for the next several months, so, if you have an on-ramp to the IS, send us your articles, letters, ads to ZU02754@UABDPO.DPO.UAB.EDU. It really does work! (Please send them directly to us. Posting them on other lists or usenets does not guarantee we'll receive them). We'll take comments, letters, etcetera.

We'll soon be preparing the annual membership list. For this popular listing, we'll use the active membership as of December 16, 1994. Take a minute now and check the label on the front of this issue of DoubleTalk. Is your address correct? Will your membership expire before January? If your label shows 1 or 0 Issues Remaining, send in your renewal now to Malcolm. If corrections need to be made to your address, send those to either Malcolm or to us (Jack & Susan Goertz). Membership lists will use the same mailing address that we will use for the next issue of DoubleTalk. If you want to be included as a TCA Hospitality Home, take a moment and send your information to Tom Thalman. More information on this program -- and Tom's address in Appleton, WI -- can be found elsewhere in this issue.

1995 should be a great year! See you on the road!

Merry Christmas & a Happy New Year!



*Jack
&
Susan*



LETTERS TO DOUBLETALK

Dear DoubleTalk,

A year ago my wife and I wrote to DoubleTalk asking readers for information on trailers. A big "Thank you" to those who wrote. We were pleased and surprised at the number of responses our letter brought. We noticed that a number of TCA members who wrote to us also submitted copies of their letters to DoubleTalk for publication (Ed note: We ask you all to do so, since usually more than one person is interested in the response).

After all our research we now have a Burley Tour d'lite trailer. The factors that led us to purchasing the Burley were: quality of the product, promised handling characteristics, low profile, foldability, capacity, ease of getting in and out of storage compartment, tongue or hitch weight when loaded, and compatability with our Arai drum brake equipped Rodriquez.

We are very pleased at how well the Burley trails our tandem. On flat and downhill terrain we hardly know it's there. Uphill is another story. But without actually going through the process of riding a specific hill with the trailer and then repeating that same climb with loaded panniers for a direct comparison, it is hard to say if the trailer is more of a drag than panniers when climbing. As captain I do know that the bike handles better with the trailer and no front panniers.

The Tour d'lite folds easily and quickly, and it is simple to repack into it's original Burley shipping box. I would suggest that if you are purchasing a trailer to be sure and obtain its manufacturers cardboard box and hang onto it for future use. The Burley box is small enough to be checked as regular airline baggage.

During long distance tours on the Rodriguez we have always been concerned with the extra strain placed on the bike when we have added 50 or more pounds of panniers and gear. The trailer, loaded with 40 pounds of clothes and equipment, transfers only about 10 pounds to the bike's rear axle. If you are part of a touring

tandem team that has nightmares about broken spokes, axles, and excessively fast wearing tires and drive train, I strongly encourage you to check out a trailer.



And, what about our big question concerning drum brake compatibility? The answer was too simple for us to figure out on our own. Someone who came along during our decision making process said "To see if you even have a problem why don't you just take your tandem with the drum brake installed to your bike shop and try attaching a trailer." To our surprise the Burley hitch fits with no adjustments necessary. The Rodriguez with a rear Phil hub and the Arai drum brake has just enough room for the hitch. So, there is the simplest answer to the compatibility question. Try it.

The only criticism we have regarding the Burley design is that, when riding in the rain or on wet roads, water can make its way through some exposed front facing openings in the trailer. The wind caused by forward movement forces the rain and road water throughout the loaded gear. We have fixed this problem by duct taping pieces of plastic bag over these openings.

Two TCA members who sent us their ideas on trailers and hitch problems suggested not using a drum brake. They stated that the weight saved by not riding with a drum brake was a significant enough factor for them to not use one. For two reasons we could not agree with this opinion. First, the added safety of having the third brake on long steep downhills is something we would not want to do without. Second, our stoker activated drag brake system greatly relieves captain hand fatigue.

As the riding season comes to its usual sudden end here in Maine, and snow can come any day, we begin already to look forward to next summer. I'd be very interested in a a



tandem specific review of Shimano's new 1995 RSX STI brake shift levers for triple chainrings.

Dennis Hayes & Karen McCann
Farmington, ME

Dear DoubleTalk

We've been receiving DoubleTalk for almost a year now and really enjoy its down to earth articles and letters. We don't have a tandem yet but we do have an Adam's Trail a Bike. This allows us to take our five year old son on 30 to 40 mile family day trips in tandem style.

We'd love advice from readers as we approach our 1996 goal of a family bike trip across America. Our children will be 7, 12, 14, and 16 years old. We would take a leisurely 4+ months to cross. We thought we might use the Trail a Bike or purchase a tandem set up for a child's use. Our three daughters would ride their single bikes as would one parent.

Has anybody made a trip with 4 children? Can we do it and not go broke? Can we do it with a a sometimes pedaling 7 year old? How about equipment, etc.?

I think it would be a wonderful experience. We have such great family times on our bikes.

Sincerely,

John Sommo
RR1 Box 3070
Appleton, ME 04862

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Dear DoubleTalk,

The Baltimore Bicycling Club's Annual Kent County Spring Fling in Chestertown, Maryland is an early sell out every year. No wonder! The tandem team of Al & Ruth Schaffer have co-chaired this event for years. Multiple tandem rides are included each day. The enclosed picture shows David and Ellen Caplan and Margie and Mickey Elsberg at the Spring Fling.

The Caplans
Potomac, MD



L David & Ellen Caplan
R Margie & Mickey Elsberg

Dear DoubleTalk,

I feel like such a neophyte every time I read/reread the issues of DoubleTalk, even though we've had our Santana Sovereign for 13 months, and just went over 3,000 miles (total) this past week. The amount of info presented on shipping tandems, cross country rides, and technical experiences is amazing. Keep up the fine work, and I'll encourage all TCA members to contribute some sort of article, at least once. I'm writing for a number of reasons. I've tried out several different products I thought members would appreciate, have comments on past articles, and would like to ask some questions of the tandem community at large. Any feedback would be appreciated.



I want to corroborate Mr. Dave Wilson's comment on stopping a tandem with just rim brakes. Having finished Bike Virginia '94, doing 46 mph down one particularly steep 3 mile mountain and no end in sight, I'm glad I had my Arai drum brake. Even though I kept pumping the rim brakes and we were sitting up as high as possible, the drum brake was the only thing that kept us from accelerating any faster! Granted, if you don't have any hills to ride or you want to walk down those inclines, you probably don't need a drum/disc brake. Mine has paid for itself in terms of piece of mind alone. Quickly stopping a tandem doing anything over 20 mph requires more than rim brakes.

About Mr. Willard Wheelers brake cable discussion, and as a suggestion to other tandem teams who can make this system work, I had our Santana set up with Sachs ErgoPower levers. Combining both the shifters and hands from the hoods to shift, but it frees up the right bar con position on the captains handle bar for the friction lever "shifter" to the drum brake. I also shift more frequently to maintain a good cadence. No, it's out of the way but there when I need it, and it uses normal cable runs. I don't know about Shimano's STI, but this works well even with our triple crank in front.. Caution: if you do decide to upgrade your tandem with Ergo Power shifters, you'll wonder how you ever got along without it!

Regarding Mr Bruce Sanchez's suggested solution to spoke breakage. We were in the same boat - every 150 miles or so, we'd pop a spoke. This was OK and I'd replace them when I got home, but I endured many a sling and arrow from my stoker about getting this fixed. I chalked it up to buying a used '91 bike, and just a matter of going through all the fatigued spokes on our 40 spoke wheel. What I forget to account for was the relatively hard and fast rule about tandem team and bike combined weights. One of the tandem speciality shops suggests using 48 spoke wheels if the combined weight is over 350 lbs.

Under the title of "friendly Gizmos and Gadgets" from Jan-Feb 94, the Goretex Ride-On derailleur cables work as advertised. They were

recommended to me by Trek Wrench Force mechanic Kelly Alicher after riding a few hundred miles on Bike Virginia with rear derailleur shifting headaches. Stokers really have a way of convincing you to finally get it fixed right. The limiting factor I've found to tandem riding is the comfort and patience of your rear admiral! Another good idea is to find a water bottle carrier that mounts on the back of the stoker's seat rails. I found a carrier that mounts two bottle cages, and now she drinks with ease without me having to counter her movements reaching to the downtube to get a water bottle. She also drinks a lot more frequently, but it means we can't fit a rear rack without some minor technical difficulties.

Lastly, to the round of questions and answers about what to do with all those patches, we thought we had a solution until we saw the pictures of ALL the patches some folks sent in! For those who don't have that many, like us, we've sewn them on our large travel gym bags. Since we carry them not only to the gym, but also as a pack bag for our opportunity to talk about our tandem exploits.

Is all this stuff important, and why have these two gone through so much trouble with their tandem? Well, that's because we like to specialize in sub-five hour centuries! We live in Virginia (where it's flat - an important consideration) and travel up and down the east coast to find as many metric and full centuries as we can find (endure). You may have seen us - white Santana, aero bars, computers, discovered rear wheel, heart monitors, a crazed maniac in front with a cordial, pleasant "Hello" from the stoker as we went by! What I thought was going to be a leisurely way for my wife and I to get to do stuff together has turned into a "Let's see if we can drop these single riders drafting us.." exercise. We've had to work pretty hard at it all year, but with the help of two or three of our single bike training partners, we've learned a lot about what does and doesn't work when pushing a team and their tandem to the limits. Believe it or not, Natalie has taken to this tandem-thing like a Brooks saddle to your rear end.. it took awhile to fit but now she loves to ride.



In closing, we have a few questions for the experienced community at large. With winter fast approaching, has anyone used or recommended an indoor trainer suitable for their tandem rear wheel? I'm curious about durability, ability to handle the increased weight, and how well it worked. Of all the books out there, can someone recommend a good book on tandem maintenance, and bike performance tuning in general (front and rear derailleurs, calve adjustments, tinkering with cogsets, gear inches, and that stuff...) I'm also curious to write to other tandem riders who train hard or who like to do distance riding and a good clip.

Michael & Natalie Hutchinson
7 Chicamauga Pike
Hampton, VA 23669-2010

Dear DoubleTalk,

It all started out innocently enough about 18 months ago - we were just going into one of our local bike shops to look at their selection of mountain bikes. My eyes were drawn to the only tandem in the store, a Burley Rock-n-Roll Tandem, and the next thing we knew we were out in the parking lot taking a test drive. We even abandoned our car at the shop so we could ride our new member of the family home. While the "Soft-Ride" rear seat is effective, I rapidly learned how important it is to communicate and listen to my Rear Admiral.

It may surprise some of you to learn that Anchorage, Alaska has over 100 miles of bicycle trails; however, tandems are still a novelty here. We've found tandem riding a great way to meet new friends and introduce them to the sport.

In our quest to learn more about tandems my wife found and subscribed to DoubleTalk. We especially appreciate reading about the lessons and adventures of others. Because of DoubleTalk, we purchased both a TandemMover and the soft sided Bike Pro tandem case. We've been pleased with the performance of both of them - simply stated, they deliver what they

promise. As far as traveling, my advice is simple: plan ahead, but be flexible and each trip will be an adventure.

DoubleTalk also introduced us to tandem rallies. We recently returned from our first, the Midwest Tandem Rally in Rochester, Minnesota. It was quite a sight to see approximately 430 tandems converge on Rochester and the surrounding towns. Even more impressive were the people we met. Joe Roque assembled a great team of people who made the event a success and one to remember - even if the weather didn't always cooperate. We were sad that the rally ended so soon, but fortunately we had taken an extra week of vacations so we could be part of the post rally tour. Suffice to say it was a small group, but Rob Ogren and Carrie Mikulich designed a memorable tour which included dedicated bike trails and quiet roads between the following Minnesota towns - Red Wing, Wabasha, and Lansboro. Additional bonuses included: having a cat for the night at the Anderson House in Wabasha, meeting the mayor of Peterson on the Root River bike trails, watching a 90 minute lightning show in the eastern skies, having a 5-course breakfast at the Scanion House in Lansboro, and being able to spend time with some neat people.

So thank you, DoubleTalk, for creating a newsletter that is helping promote and expand the world of tandem riding.

George and Sunny Watson
Anchorage, AK

Dear DoubleTalk,

The World Special Olympic Games will take place in New Haven, CT from July 1 - 10, 1995. We expect 7,000 athletes and hundreds of thousands of family members, coaches and spectators.

As Deputy Commissioner of Clinics for the cycling venue for the '95 games, I have been search for interesting clinics and demonstrations for the cycling venue. During

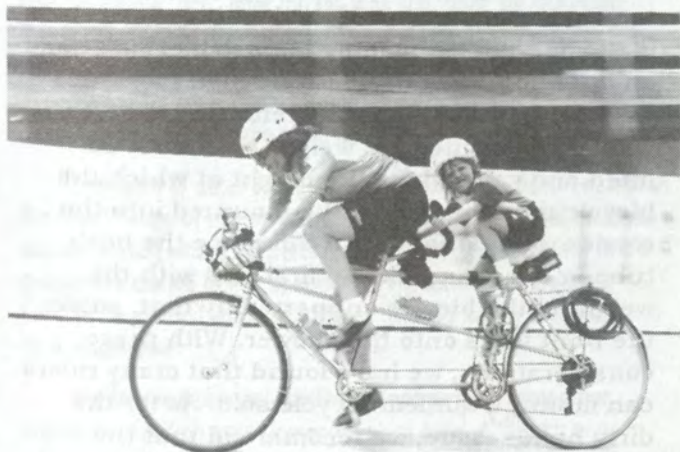


the 1991 Games in Minnesota, the Twin Cities Tandem Club helped with a 5K time trial demonstration that proved to be a highlight of the week

We are trying to promote more unified sports in Special Olympics and the Connecticut cycling group has been pushing for tandem racing since our exposure to it in 1991. The entire cycling committee believes a demonstration of tandem racing would be of great interest to our athletes and spectators. Is there any way you might be able to help us in organizing 15 to 20 tandem owners who would be willing to have a special Olympic athlete as their stoker for a demonstration race?

If any TCA members are willing to help please contact me.

Glenn Deming
111 Harness Drive
Meriden, CT 06450
(203) 269-3361 (work)



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Dear DoubleTalk,

December '94 sees us, Louse and Phil Shambrook, arriving in America at the start of our "Round the World" trip on "Thomas II" our tandem. We come in at Fort Lauderdale, FL on December 24th. Our initial plan is to tour Florida and the southern states, heading west towards Mexico/Texas, then north up the eastern side of the Rockies before crossing over to come down the West Coast, then who knows?

Our plans are very loose and flexible and we would welcome any ideas or suggestions. We plan on spending up to 6 months, or thereabouts in the USA before moving on. We would also like to meet other tandem teams and join in local rides or events, so would appreciate ride and event details through June 95. Any help would be greatly appreciated. We can be contacted at

c/o Mr. & Mrs. Ian Turner,
Pilsley House, Main Street
Pilsley, Bakewell,
Derbyshire DE4 1UF
England

They will forward any mail.

Oops, nearly forgot to mention that we will be camping most of the time, so if any members can offer us a patch of ground to pitch the tent, we might even cook them supper on our stove!!

Happy wheeling
Phil & Laurie Shambrook





Dear DoubleTalk,

We are a pair of cyclists who are very interested in cycling across America in 1996/7 on a tandem as part of a trip. we've visited America on a number of occasions and the reason for my writing is to try to find the best way to go. From what I've read the western states seem to be the best, but I don't really know where to start. Any help in this matter would be gratefully received.

Neil & Sarah Wheadon
20P Whiteway Road
Bath, England
BA2 2RJ

Dear DoubleTalk,

An issue or two ago there was an inquiry about car racks for tandems. Perhaps some TCA members will benefit from my experience with two different models: the Graber *Continental* rack and the Yakima Tandem II rack. As you will see, I think one rack is clearly superior.

I was happy with my Graber *Continental* rack for several years. It worked well on at least four different cars. In 1992, however, I bought a car without rain gutters and was told by my local bike shop that I would have to buy a new roof rack. I sold the Graber and bought the Yakima. Score one point for Yakima if your car does not have rain gutters.

With my Graber rack, I could mount my tandem on my car unassisted and I was clean when I finished. With the Yakima rack, my stoker has to guide the fork into the fork mount and then untangle the boob tube straps from the cables and the timing chain while I hold the bike. Inevitably we get dirty in the process. Score two points for the Graber.

With my Graber rack, I did not have to disassemble to the bike to mount it on the rack. With the Yakima rack, I have to remove the front wheel to mount it on the rack -- a minor nuisance. Score one point for the Graber.

The tandem mount for my Graber rack could also carry my single bike. The tandem mount for the Yakima rack can only carry a tandem. To carry my single bike as well, I had to shell out another \$90 for another Yakima piece. Score one point for the Graber.

The Graber tandem rack had a built-in lock mechanism. The Yakima tandem rack does not have a built-in lock mechanism. Score one point for the Graber.

The Graber rack was less expensive than the Yakima rack. Score one point for the Graber.

Final score: Graber 6, Yakima 1. I regret the day that I traded my Graber *Continental* tandem rack for the Yakima II rack.

William and Jane Weech
Arlington, VA

Yakima Replies...

Thanks for taking the time to send us a copy of your review of our Tandem II bike mount and Graber's *Continental*. I would like to address a few of the points you made in the letter in hopes of increasing your satisfaction with the Yakima Tandem II.

First, while it's true that the somewhat unwieldy proportions of tandem bicycles can make one-person loading impossible, especially on automobiles with relatively high roofs, our experience tells us that by removing the front wheel, you reduce the weight that must be lifted and you reduce the height at which the bicycle must be lifted to be mounted into the carrier. Additionally, one can place the boob tube in our rear pedestal first and with the weight of the bicycle supported by that, guide the front forks onto the skewer. With these considerations, we have found that many riders can mount a tandem bicycle solo. As for the dirty hands issue, we recommend that the tandem be loaded such that the timing chain is on the side of the bike that faces the center of the vehicle. If this is done, the chain is usually not in the way of the straps during loading and hands stay reasonably clean.



Second, there is a tradeoff for the lower carrying profile many riders prefer which is afforded by our Tandem II and this involves the removal of the front wheel. In addition to the weight and height savings mentioned above, we feel that removing the front wheel is the safest method by which to carry the substantial frame of a tandem bicycle.

Third, one can carry a single bicycle safely and effectively with our Tandem II. You simply use the rear pedestal as a rear wheel tray instead of capturing the boob tube in it.

Finally, while our Tandem II does not have a built-in lock mechanism, our customers have the option of purchasing accessory locks that will secure the Tandem II to their rack and they can purchase a Yakima cable that not only secures the bicycle frame to the rack but also

allows them to secure front and rear wheels as well. One of the most unique and convenient characteristics of our locking system to me is that you can easily match all these accessories and your rack with the same key due to our "Same Key System" feature.

Hopefully these suggestions and tips will increase your level of satisfaction with the Tandem II. We do appreciate your feedback, especially these less-than-glowing reviews. It helps us to provide better products and better services. If I can be of assistance in any other way, please let me know.

Len Mayer
Consumer Relations/Warranty Manager
Yakima Products, Inc.

SANTANA SAFETY ADVISORY

To all tandem owners, dealers and mechanics:

Background: Last spring the second owners of a 9-year-old Santana tandem experienced an accident when a non-original front stem slipped within the fork steering tube during a low speed turn. Although the stem's unplanned rotation helped precipitate a fall, the stem's "grip" after the fall was still "tight" by all known standards. Further, the stem had recently been re-installed by a professional bicycle mechanic, was properly greased, and appeared to be adequately torqued. Finally, a careful inspection revealed no defects in the stem or the fork.

Research to date: While Santana's research did not establish the exact cause of this particular incident, it is clear that because a tandem's front wheel supports more weight (and therefore has a greater resistance to low speed steering corrections), a front tandem stem must withstand higher twisting forces than the stem on a single bike.

Similar occurrences: Santana is not aware of any other accidents resulting from unwanted stem twist. Although one occurrence might seem insignificant, the resulting serious injury kept this couple off their Santana for nearly five months.

Can you help?: Do you know of any tandem accidents where unwanted stem-rotation was a causative factor? If so, could you please encourage the owner and/or captain of that tandem to call

Bill McCready at Santana so that we might gain a better understanding of this problem? Preventative measures: It seems likely a tighter than "tight" stem would have prevented this accident. Unfortunately, all known standards for tightening a stem are somewhat unhelpful. First, published torque standards relate to the tightness of the stem bolt--not to the effectiveness of the stem's grip. An ungreased yet properly torqued bolt will not produce sufficient stem grip.

Second, many bicycle mechanics and most consumers don't have a torque wrench. Here are our recommendations: before installing/reinstalling a stem be sure to remove the stem bolt and disassemble the wedge mechanism. Grease all threads and the bottom of the head of the bolt. If the stem has a sliding-wedge design, grease the mating surfaces that will slide against each other. Before inserting the stem remove excess grease from the stem and the fork steerer. Next, using a standard-length L-shaped allen wrench, hand-tighten the allen-head binder as tightly as possible. Warning: a compact, folding, spin-grip or T-handle allen wrench will not adequately tighten a tandem stem. If you suspect you have a weaker-than-average grip, you should use a longer-than-standard allen wrench or slip a small piece of tubing over the end of a standard wrench to achieve adequate stem tightness.

Comments?: All comments, questions and replies should be directed to Bill McCready at (909) 596-7570.

9/27/94



EASTERN TANDEM RALLY 1994

What can be said about the Eastern Tandem Rally? Gordon College, north of Boston, was a great location for it. The roads out of the college were in acceptable condition, the traffic generally wasn't too heavy, and the catering and accommodations at the college were acceptable -- with some minor annoyances! The rides were challenging, though, especially from the map reading point of view! We managed to do all the long rides each day, usually allowing for a 10% factor for "cartographical inexactitudes" on the distances!

Friday night's ice cream social in the College dining hall was a great ice breaker. Old friendships were renewed, new friendships were made. Plans were discussed and improptu groups gathered for dinner and riding the rest of the rally.

Saturday's ride at ETR was to a picnic grounds near Gloucester. The sea of bikes as you walked the hills was breathtaking! Tandems of all sizes and types were everywhere! The ETR folks outdid themselves with the food. No one went hungry, that's for sure. Vegetarian supplies were plentiful, too. Afterward, the hardier souls ventured into Rockport, a lovely artists colony/tourist attraction/traffic jam not to be soon forgotten, while those less adventuresome headed back to Gordon College for the traditional swap meet.

A New England lobster broil was planned for Saturday night, to be held on the quad in front of the Dining Hall. Mother nature had other plans, though, and confusion reigned as everyone tried to squeeze into the Hall at the same time. Ever eat a picnic in courses? First the vegetables, then the oysters, then the lobsters, then the corn! No one was in a hurry to leave into the monsoon raging outside.

The rain ended sometime during the night, and Sunday was absolutely perfect! Destination was to a recently re-opened state park for another catered picnic lunch. Those ETR folks certainly know how to pamper their guests! Many ETR visitors stopped at the wading pool

at the entrance to the picnic grounds to cool their feet, or just to relax in the pleasant atmosphere before heading back to the college.

Too soon, ETR ended. This year, though, the end of the rally marked the beginning of a new experience for many of the crowd, as the International Tandem Rally was to begin on Monday. Sunday afternoon was a changing of the guard, as those who'd signed in for just ETR were leaving, and those who'd signed in for just the ITR were arriving. Other articles will cover the ITR, we're sure, so we'll end our musings. We hope to see you in Keuka College, NY, in August, 1995!

A big **THANK YOU** to all the people who were involved in both or either the ETR & ITR.

Ron & Marge Trumper
St. Bruno, PQ

with additional comments from numerous other attendees. Thanks to all who contributed -- the Editors.

PS: Ron & Marge have two pair of Spalding Cycling gloves that were left in Ferrin Hall at the end of the week. If they're yours, give Ron & Marge a call @514-653-4149. Relive a few memories while you're on the line, too!





INTERNATIONAL TANDEM WEEK

Gordon College, MA. International Tandem Rally, 1995. For the first time, the International Tandem Rally was held in the United States. Usually held in Europe or on the British Isles, John & Sandy Weisgerber convinced the European contingent that tandem cycling in the 'States was an all-right thing to do. 25 teams crossed the Atlantic and discovered that John and Sandy were right. The weekend before ITR, about 150 tandem teams attended the Eastern Tandem Rally. At the end of ETR, there was a changing of the guard, many teams left, some new North American teams arrived. All in all, 45 tandem teams were on campus for the first ever North American edition of the International Tandem Rally. Half of the teams were European or British, while the remainder came from all over the US.

The Mighty Merrimac River tour was on the agenda for Monday. It was a cool, partly cloudy day just perfect for cycling. We stopped in Ipswich to get a glimpse of the oldest stone bridge in the area. We continued on after a brief, unscheduled rest stop offered to us by a local cyclist, a retired physician who lived just south of Ipswich. Later, we stopped in the town of Newburyport for some gourmet coffee, then moved on down the street for lunch. In the



Geoff & Avice Sleath, former Editors of the Tandem Journal (of the UK)

quaint town center we lunched and eyed the dark clouds moving. The gentle ups and downs gave us the chance to reminisce on our days in Alabama with our friends, Jack and Susan Goertz. We took our time stopping to enjoy historical sights along the way. At the end of the day we discovered the swimming pond behind the college. On Tuesday we cycled to Salem and its most famous tourist attraction, the Salem Witch Museum. It was an interesting show of the events surrounding the Salem Witch Trials and we felt the Witch Dungeon Museum's re-enactment was exceptionally well done. We spent most of the morning and early afternoon exploring. Chestnut Street with its 19th Century Federal style mansions was a great place to get off the bike and stroll around. Before leaving Salem we were bewitched into having a psychic reading done at a local coffee shop and luncheonette.

A week-long rally should include a day off the bikes, so that we can explore the local area. At ITR, Wednesday was designated as the official rest day: many chose to explore Boston. Since the weather forecast predicted rain on Thursday, many of us decided to cycle Thursday's ride on Wednesday. We decided to take the long ride to Gloucester through the lovely town of Magnolia. Instead of cycling directly to Gloucester we ventured to the tip of the peninsula to see the white-stoned lighthouse and fishing pier. Lin and Anne Parker joined us as we leisurely made our way around the Rockport peninsula. The local diner on Main Street in Gloucester proved to be the best place for blueberry muffins and cinnamon rolls in town. After a quick lunch and a meander down a crowded shopping street in Rockport, we headed toward Pigeon Cove. Leo was the only one who braved the cold waters to take a dip here. It was a great place to relax and admire the rocky shoreline. Leo claimed the water was not cold, despite his reddened body. We headed back to campus after a deadly ride around the traffic circle on the outskirts of Gloucester. The rains forecasted on Thursday



did come, lasting most of the morning. After hearing such great reports from the people who went on a whale watch, we decided to go on one that afternoon. The fact that several whale watching boats did not go out after lunch should have been enough to change our minds. Leo was very keen on going, so I gave in and went along. Needless to say we did not see any whales except for the tail of one about a kilometer away from the boat. Even if there were whales to be seen, I would have been too sick to appreciate it. My green color stimulate the crew to keep feeding me ginger ale and saltines throughout the rough voyage. "Just look at the horizon," chirped Leo each time the boat took a rough swish, "and you will feel better". Since we officially did not see a whale, we were entitled to a rain check.

The following morning I was very happy to be back on the tandem again and not on a boat. This ride took us west and north of the campus to North Andover. We ended up riding with several people on this ride since we lost the

group we started out with. Malcolm and Avis from Chester, England joined us as we searched for the wonderful gourmet coffee shop mentioned on the map. We created our own bicycle ride by trying to find this place. We ended up cycling around Lake Cochichewick. We had some great laughs as we got lost together and later rejoined the group we started with. Since it was still early in the day, we decided to extend the ride and went out to Castle Neck and the Crane Memorial Reserve. If you enjoy unspoiled, uncrowded beaches, this is the place to spend a few hours after a bike ride. We enjoyed the week very much, although we expected to have more than one ride to choose from each day. We particularly enjoy long rides from 60-100 miles, so a century ride would have been appreciated. We were happy to see Americans, Canadians, and Europeans participating in the week.

Anne Bradley & Leo Dieleman
Huizen, the Netherlands

IMPRESSIONS OF THE 1994 INTERNATIONAL TANDEM RALLY GORDON COLLEGE

Janet and John Holmes - The success of the Rally was due to the fine sunny weather (apart from the thunderstorms). The food was out of this world, but most of all we will remember the generosity, friendliness and hospitality of our "American friends". Thanks you all. Hope you can fix the roads for our next trip!

Sally and Eddie Selby - enjoyed the whole experience enormously. Thought the communications/organisation at the Rally a bit patchy - we weren't always sure what to expect. However all worked out well, and still a great experience.

Pat and Harvey Blair - The friendliness of fellow tandemists fulfilled all expectations - from the sharing of food to the sharing of loos. Similarly the legendary generosity of Americans was demonstrated in so many ways - from giving lifts, from offering accommodation for both teams and tandem (not necessarily together).

Gordon College facilities were, surprisingly, (in Ferrin Hall at least) a bit lacking compared to those in British colleges, eg: a washbasin in room, & light to read in bed would have been appreciated. Special thanks to David and John, the organisers for a thankless task. Overall, a most happy experience. Also, thanks to Pat and Mike Strauss - their UK organisation was impeccable.

Doreen and John Hull - We have many happy memories of our visit to Boston. The week at Gordon College was a memorable experience. Our thanks to Pat and Mike who made this holiday possible for us. The organisation of the rides were most enjoyable. Our second week was spent touring the Cape Cod area. We were unfortunate to have an accident while touring the area but the kindness shown to us by our American 'cousins' will be remembered forever.

Philip and Helen Muir - The first few days at Gordon College were just like starting



Polytechnic all over again, particularly making new friends and going to the pub every night! All the Americans and tandemists we met were extremely friendly - so friendly that it took us an hour to leave a town called Wolfeboro because of the endless hospitality from the locals coming up to talk to us. The rally provided great team spirit and warmth that overrode the basic facilities. The second week on our own gave us a good insight into this part of the USA - endless trees and the extremes of a purely car-based society with endless drive-thru restaurants and malls; however the people retain a certain sense of community with their overwhelming friendliness - and the motorists are incredibly slow and considerate which makes up for the poor road surfaces, sign posting and inadequate maps. Overall we had an enjoyable exciting time helped particularly by its initial organisation.

Ruth and Mike Toner - I started with the view that the Americans were better organisers than the British, now, I'm not so sure; that the weather was sunny and cycling was "dry". However the college and Rockport were "dry" but we cycled in torrential rain to a thunder and lightning overture.

However my expectations of American hospitality were exceeded. Our American cousins ferried us to KC's (the restaurant), to the railway station, to bicycle shops, and they even stored our tandems. Car drivers waved us through at junctions and admired our rigs (Dawes). They hadn't seen the Cannondales!

The most memorable experience for me was watching a black bear climb out of a dumpster - around midnight - at a hotel in the White Mountains (New Hampshire) on our post tour.

Gordan & Christine Spencer - Gordon was seen whining, prostrate on the common room floor of Gordon College because his stoker Christine refused to pedal to Casey's. He was saved by Victor in his super gadget-filled jeep, and Gail, his wife, not only a keen tandemist but Gail is indisposed champion at running backwards! "Bonanza" Buses run a first class service from Logan to Cape Cod and will take tandems at a very reasonable round trip price. Many good



restaurants, excellent seafood found on the Cape. Magic moment: Whale watching 3 humpbacks, 10 mink, 3 pods dolphins and an enormous basking shark.

Phil and Louise Shambrook - Adopted by 2 Americans who were very welcoming and hospitable - they literally stopped us on the road and offered us a bed for the night at Lake Winnepesaukee. Do not recommend pedaling the Kancamagus and Franconia Notch in one day especially not in the rain! White Mountains were great, especially long downhills. Recommend Mt. Washington Cog Railway but choose one of the 60 days of the year when you get a view at the top. We were lucky and had one of them. Although no one believes us we saw 3 moose (or is the plural meeses?) Beautiful route Bethlehem to Orford, route 143 and 116. Best discovery - cycle path, Claremont NH to Newport through two covered bridges.

Thoroughly enjoyable and thanks to all who organised the rally. And we'll be back in the USA January - June 95 - hope to see some of the US rally people then.

Andrew McGregor & Jane - Nice accommodation, good food - much too far from town! Good routes, weird directions (l=r?!), lousy maps - Ordnance Survey could make a fortune in the US! Excellent hospitality. Excellent company, good crowd of people.

I must complain about the breakfasts; they were far too enjoyable, and made life for my stoker difficult in the mornings.

Great to meet so many weird and wonderful bikes and riders, and may even do it again. (We will do it again!!)

Thank you for organising this all. You did an excellent job

Colin & Jean Heath - Most memorable: Bowling down Interstate One amongst the limos and trucks, unfortunately on the tandem. Back to the map reading classes.

Most thrilling: Dropping of Crawford Notch down a one in you wouldn't believe it hill on smooth tarmac with a fully laden tandem - real sound barrier stuff.



Most forgettable: Riding the Kancamagus Highway in a rainstorm. It's only 40 miles up and down.

Most hospitable: Everyone we met who lived there. Quite amazing. We revised our stereotypes and feel we have made some friendships which will endure.

Most Laid Back: John Bower of NC, on the collapsible wonder (ie Bike Friday!), who threw a big U-turn in the middle of Boston across the central reservation, right under the eyes of a Harley-style- cop. Several minutes passed before the noise level reduced enough for him to say "Quit your fussin', woman!"

Most most: The food, pushed at us in mammoth size portions and conflicting flavours. **Most appreciated:** No mechanicals, no punctures.

Most surprising: Courteous motorists, calm reactions to stupid manoeuvres.

Malcolm Richings & Dawn Baldwin - Finest initiative tests ever experienced. (1) how to make 2 handkerchiefed sized towels last 7 days (2) for the stoker - how to creep out in your nightie at 2 am into the gents to avoid a 100 ft walk for a weel (3) if they could convert the communications into a board game it would be the biggest seller since Trivial Pursuits (4) Are we eating tonight? If we are, what time?

The positives: (1) The very genuine friendship of the American crews (2) the friendliness of the locals, whether you were on foot, tandem, or driving a car if you stopped to look at a map, someone would stop and help you within 15 secs.

Memorable: (1) Trying - and failing - to spend \$2,000 on a Montague - then buying a complete machine for \$399. (2) Lost River, Mt. Washington Autoroute, whale watching (200-300 white sided dolphins!) Kennebunkport and Rockport. (3) food - suffered overdose of lobsters - loved the college cold chips and just warm fish.

Contrasts: (1) Roads that varied from billiard table smooth to lethal pot holes (2) Accommodation that varied from awful to

excellent (3) Customer care attitudes that did the same.

Conclusions - a number of preconceived ideas changed dramatically - some for the better, some for the worse. When the Americans do things well they are brilliant, when they do them badly they can foul it up better than we ever can!

Pat and Mike Strauss - Though we had visited and cycled in New England before, this Rally brought new experiences to us:- (for new readers Pat & Mike may live in London, England, but they are both Californians!! ex-TCJ Editor)

(1) learning how many roads are called Main Street;

(2) learning that a clam bake consists of everything except baked clams;

(3) being presented with about 5000 calories of food every day, yet not working it all off;

(4) learning how many people could be squeezed into a Jeep for a beer run to KC's;

(5) finding a full pilot's control panel in Victor's Jeep;

(6) being informed by most of the Americans that their State had the best cycling America had to offer

(7) learning that the airlines' dream bike, the "folding tandem", really exists

Avice & Geoff Sleath - The holiday really began for me with the marvelous view of downtown Boston in the afternoon sunshine as we came into Logan and it ended with all the lights against a night time sky as we left.

In between were a host of impressions, the main one being the friendliness of the Americans, both on the Rally, (particularly those who shared their cars to give Brits a lift - we were also present at the U-turn with Colin and Jean) and in general. I remember the owner of the bed and breakfast who took us to the nearest restaurant in her car after we had showered and changed and the policeman on a



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maps and signposts and above all the food - the amazing variety and the size of the portions - and I shall never forget the ocean of tandems that met our gaze when we arrived at the picnic site on the second day of the Eastern Tandem Rally. All in all a wonderfully varied experience. Thanks to all involved in the organisation.

The British Contingent
Eastern/International Tandem Rally '94
Cape Ann, MA

Cannondale mountain bike who came to check us out as we sat by the pier on Lake Winnepesaukee, stopped and chatted a while, and said "You guys haven't achieved much" when his patrol brought him round again an hour or so later and we were still sitting there, (we had had an ice-cream and written 4 postcards - a good morning's work) and the helpfulness of the owner of a bike shop who let us use his workshop facilities to sort out a problem with the back brake.

I remember the humidity and getting very wet in two thunderstorms, the less than perfect

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A SUMMER TANDEM ODYSSEY THROUGH CENTRAL ITALY

Last issue we left Jennifer & Jim in Casciana Terme, finishing an appropriate celebration of their first anniversary.

Casciana Terme to Volterra (Monday, July 12): 31 Miles The next morning, we started on our 31 mile ride to Volterra. At around 1:00 we encountered great hills - the most challenging so far - great views though, and roaring downhills. Nothing worthwhile comes cheap. We began to see glimpses of Volterra looming far ahead, as well as a dark storm front roaring our way.

We stopped, removed our panniers and put them into plastic bags, then hooked them back on. We then donned our rain gear and moved

on up the road to Volterra, with a strong side wind bringing the rain to us. Jennifer got cold and Jim got hot. We struggled upward for about 45 minutes singing some good old rock and roll on the way; then, in the sunshine, we glided through the arched gate of this 3,000 year old Etruscan fortress-city. It was perched on the highest point in the entire valley. The climb to the piazza was the steepest we had encountered yet. Our adrenaline and pride was at work here - we wanted MO Better to take us literally to the doorway of our hotel, L' Etrusca.

We felt like we had stepped all the way back to the city's heyday. It has narrow, cobbled, crooked streets and stone buildings that crowd the curb. What an experience. Our hotel was in



an ancient, externally unchanged building that had been gut-rehabbed on the inside. We had a two bedroom, efficiency apartment for \$50.00, the biggest and cheapest yet. We had a typical multi-course dinner (risso con pomadora, tortelini, roast pork, broiled chicken, salad, fruit, and a pastry. Hey, we're tandem cyclists!) Our evening concluded with a stroll through the steep streets to the wall and - seemingly - the edge of the world. Finally, after a snack of "Ossi di morti," (bones of the dead, a white, pretzel-shaped hard cookie), we headed to our home for the night, and bed.

mistaken! Our map did not show contour lines. In our journal we poke fun at the book's description of today's ride - "moderate," - yeah right!

We readied the tandem as two families visiting from a town near the Brenner Pass stopped to admire MO Better, and pose their kids for a photo next to us and the bike! We left town at 1:45 p.m. thinking everything would be a snap, after spending the morning whaling on custard creme pastries, visiting more Etruscan sites, and touring a Roman amphitheatre.

We rode off on this bright, clear day, with Jennifer taking some parting snapshots of still more magnificent views. After coming off the mountain, we immediately encountered a series of rolling, and then steep hills through continuing farmland and patchworks of fields, vineyards, olive orchards, and forested areas. We found a beautiful late lunch spot near a hilltop (too hot and thirsty to want to go to the top yet). With a majestic view of the "Manhattan skyline" of our next host city, San Gimignano, we feasted on the delights of ripe olives, fresh bread, and cheese. Delicious, romantic lunch, in bicyclist's heaven. We saw two women on mountain bikes going the other way up hill in full touring gear. We would soon be doing the same thing on the other end of the valley. Then we rode on.

And so we rode into yet another ancient hilltop city, San Gimignano - and another somewhat confusing and hilly entry into the central city through a portal. Then cobbled, narrow, curved streets weaving past beautiful old buildings.

Our home for the night was the Hotel Leon Bianca located on the Piazza Cisterna. Here there were 3 ice cream stores and other shops, the cistern and many locals and tourists who were taking in the magic of the place. We were told to put "Mo Better" in a 'gangway' next to the hotel - that it would be alright there. There was nothing to secure it to so Jim cabled the wheels to the frame.

After checking in and doing the usual chores, it was our turn to enjoy the Piazza; we had ice cream and a Coke, next to a group of



Volterra to San Gimignano (Tuesday, July 13): 18 Miles This distance seemed like it would be a snap the next day. Were we



local male elders who looked like they had been coming here for many years. Later, dinner at the La Mandragola consisted of gnocchi, asparagus noodles, wild boar, spinach, and tomato and cheese salad. We also plotted the next day's ride. On the way back to our room we heard flamenco guitar music and discovered a concert (with flute) in an adjacent piazza. We enjoyed this late surprise, then had another dish of ice cream.

On the way to the hotel we decided to check in to see how "MO Better" was doing - and discovered it was not where Jim had left it! When his eyes completely adjusted to the dark, he saw that someone had moved the bike about 20 feet away to make room for a car. Cute. We had a chuckle and then retired for the night.

San Gimignano to Sienna (Wednesday, July 14): 34 Miles. On Wednesday we got up and had two cream puffs and two sugary crispy pastries with caffe' and peach juice and bananas. We met Hans and Reinhard who came

over to admire our tandem. They were two physicists from Germany. Hans still lives there - in Munich, and cycled down through the Alps to visit friend Reinhard who works in Pisa. After Hans' long ride down, they were enjoying a cycling tour of Tuscany before Hans would then turn around for his ride to Munich!

After shopping for a few things for lunch, we headed off with terrific exhilaration coming off of the San Gimignano mountain. Hans and Reinhard soon caught up and rode with us for a while, then rode off ahead.

We passed Poggibonsi, a big, seemingly undistinctive, oil and wine center. One of the few places that did not give off the feel of this ancient country. Then on through rural countryside and high country with more panoramic views. We caught Hans and Reinhard in a forested, mountainous area; they had stopped to take pictures. Again we rode with them for a while. Then they took off once more. We also were greeted by a tandem - our first and only 'twin' on this trip - going in the other direction. Originally thinking it was two separate cyclists approaching us, we registered a last minute, "Hey!!" as they passed. Their reaction was identical - we surprised each other.

In addition to meeting this cycling melange, our day's highlights (so far) included cypress trees, bells, and a "mother of all climbs" into our lunch stop town, Castelini in Chianti. Again, cheese, olives and bread in a lovely little park overlooking the rest of the world. As we started to ride out of town, Reinhard ran out of a bar and flagged us down to say that the Tour de France was on television. We joined our friends for fifteen minutes to watch the exciting conclusion of the day's race. What made the experience still more special was the knowledge that only a few days before, Hans had ridden through the very pass that today's stage went through.

We followed the blue signs to Sienna with still more panoramic vistas. Took pictures of the state of the art Melini Chianti processing plant. (Our book said that Melini invented the

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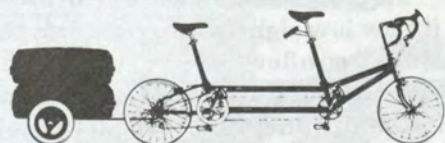
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Betty and Gene Newton



heat treating process that allows longer stability and transportability.)

We hit heavy traffic into Sienna, said to be the loveliest of all Italian cities (hard to believe - how does one choose?). We bought a map and found the inexpensive pension that Jen's friend Evelyn had located for us. The brochure boasted of the panoramic view of the city from this place - NOT!

We strolled this large city; again we found Hans & Reinhard, in the huge and famous Piazza del Campo - home of the fabled annual Palio horse race. We continued our walk, looking for supplies for tomorrow's long day. Tonight's dinner was at the Bagoga San Caterina Ristorante, where we feasted on an antipasto (bread with olive oil, garlic, and liver pate'), tagliatella with peas and mushrooms, spaghetti with spinach and cheese, insalata, and a half bottle of Chianti. Dessert consisted of Tiramisu, a semi sweet cake with a light liquer taste. Yes, there were only two of us!

Sienna to Chianciano Terme - 52 Miles (Thursday, July 15). Today was Jim's toughest day. It produced the heaviest mileage so far. We were on the road from 10:00 a.m., when we fought the city traffic for an hour, until 6:00 p.m. The rear admiral got the captain lost at the beginning of the ride - 1/2 hour down the drain and a horrendous extra hill with it.

Oh well; we carried on into the countryside and were immediately met with different scenery - still hilly, but more barren, and no vineyards or olive orchards. Eroding soil amidst hillsides of plowed dirt and golden wheat. Stark beauty with browns, grays, and golds. Hills and more hills. Lots of long ups and exhilarating quick downs. Serpentine climbs so that we never easily knew when we would crest.

After almost two hours we took a break on top of one of those hills, ate bananas, sat on a Kanga cloth from Kenya that Jen brought, and relaxed.

The heavy hills continued and we began catching glimpses of more medieval hill towns. Two hard hours later we were hungry for lunch and COLD drinks with a view. The sun shown

hot today. But the next town had no bar for drinks. At the bottom of a screamer, we immediately began a steep uphill. We had no energy and stopped in midhill which had been taboo for us. We scarfed a granola bar and decided we could make it up two more kilometers uphill - more like "mountain".

The climb was worth it - again; for here was Castelmuzio, a lovely tiny town perched above an expansive valley full of greenery. We found a bench from which to feast our eyes on the view and our empty bellies on bread, cheese and olives (and cokes - cold on ice!).

From behind a man came up and began to speak to us in Italian, pointing to our tandem leaning against a garage door. Jim immediately began explaining in fractured Italian where we'd come from; he interrupted and again pointed to the bike and the garage door, pouring out more Italian. We finally got it - we wanted to get his car out of the garage. All three of us had a good laugh.

We stayed an hour. Jim had to drag Jen back on the bike after her siesta. We coasted off the hill for a short distance; then the hot sun and another steep climb produced sweat immediately. Finally we got into a forested shady area and heaved a sigh of relief - still climbing. During this part of the journey we passed a ceramic factory with huge pots stacked for delivery and padded with straw.

We took one more break at the T intersection after the long climb through the forest. We took a left turn in which we encountered our first tailwind of the day, and a series of rolling hills perfect for the tailwind. What an experience of movement after the plodding day we were having to that point.

More ups and downs. We saw our first hawk - it flew low right above us - and the biggest fields of sunflowers ever, with six inch diameter flower centers. Near this point we spotted Montepulciano - another picturesque medieval town perched on a hillside. It had a church that was a small replica of the Vatican.

Seven more kilometers to Chianciano, mostly downhill. We snapped a photo of what



we thought was the town - maybe it was the old town but we pedalled on into the newer, 'touristy', upscale, hotel center that caters to spa seekers.

The Hotel Continental was waiting for us. It was a relatively easy town entrance - downhill - into a relatively good sized town. The tandem was cordially invited into the elegant lobby. We collapsed on our bed, then forced ourselves to shower and launder.

We then had dinner at our first self service cafeteria: pizza, salad, and soda hit the spot. Fanta Orange is different in Italy; it is slightly sour and Jim thinks it is very tasty. (Our book said the self service establishments had less than decent food; we did not find this to be the case.) Next stop; large ice cream cones at the trendy bar next to our hotel. When we left for dinner the streets were empty. On our walk back to the hotel the streets were packed with strollers - this is really an Italian holiday spot.

Chianciano Terme to Orvieto (Friday, July 16) - 42 Miles. A nice breakfast of pastries, juice and cafe at the Continental Bar. We left town a little after 10. A great psychological start, with a lot of downhills. We racked up 9.5 kilometers to Chiussi in forty minutes. We took a fifteen minute break for water, still cold from our start, and a granola bar (and lotion on Jim for sun protection). More fields of sunflowers, undulating hills, then a long (4k) uphill climb. It was much more lush than yesterday.

After the 4k climb (1 hour!), we stopped at a Monteleoni bar and had fountain cokes and tomato cheese pizza sandwiches (that's right - very weird but correct, and good too). They were warmed in a toaster oven. Was this the Italian equivalent of the "Landshire" sandwiches back home? Several men who looked like they might be bar regulars were intrigued by the tandem, and by Jennifer setting up the camera to take a self-timed photo of us.

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Higher and higher into more beautiful scenery: Another 4k climb to Ficulle where we took another break from the hills, and for water, as well as to look at the view back into the valley. Then another 3k climb into really high country. A bus met us coming down, its driver smiling and feigning an overheated expression, fanning himself all the while, as he watched us struggling on at about 3 mph. We had a good chuckle at that.

Then smells of garlic and basil as we passed through the countryside, and a short uphill to the half way mark for the day. After all that hard work we shot back down into a valley - a 10k downhill with brakes clamped tightly and fists red and achy.

In fact, today we had the most exhilarating downhills to date, with tuned gear shifting and great speeds, as we negotiated downhills and switchbacks almost as fast as the cars. Wonderful experience. Jen snapped a picture as we flew down one of them - and then back toward the other villages that we went through. We also took a picture of a sign for the town of Sala, which is the last name of Jim's uncle.

Soon we were in the valley; we climbed a short hill, through a pass, and then we saw Orvieto again on top of a hill. This city is built on tuff, a volcanic soil that is malleable when wet but dries like stone. We were very hot and thirsty, so we pulled into a bar before climbing a huge (4k) hill into the old city, where we thought our hotel was.

We had juice and soda, peanuts and cookies. We also asked for directions to the Hotel Primavera. Turns out we didn't even have to climb up the hill. This was a welcome payback for Thursday's tough day. Instead, we took a left and negotiated a closed road to our hotel near the other end of Orvieto, only half as steep. (Everyone told us the road was not passable but we talked to the construction foreman and he let us walk MO Better through. This saved us a hellacious backtrack up the big hill.

We bathed, rested and laundered. We also watched the Tour de France coverage and then took a stroll into Orvieto, another lovely ancient

walled city. Much like Volterra, but with hordes of young tourists. This place is one of the week-end getaways from Rome.

We saw yet another beautiful duomo - the big church in town. It was covered with mosaic tiles and bas reliefs. We then shopped and had one of our best multi course dinners at the Trattoria Etrusca: Antipasto with bread; noodles; and ravioli with tartufo sauce (made from a strong variety of mushroom); and the very best minestrone soup ever tasted - laced with fennel and olive oil. Bushed and well fed, we hiked back down the hill to our hotel and to bed.

Orvieto to Todi (Saturday, July 17) - 29

Miles. We awoke again at 8:00, ate croissants and had juice and caffe'. It was going to be a very hot day. Jim adjusted the spokes, some of which had gotten loose. Jim left the map somewhere at the hotel, so at the bottom of the hill we bought another. We navigated out of lower Orvieto and immediately began a series of uphills that turned out to be (more than any other day so far). One driver passed us smiling again. We chuckled too.

We encountered very little traffic except for the exit from Orvieto, a long wedding procession coming down the switchbacks from the top of a very long hill, and at the foot of Todi. We stopped for lunch before getting to the top: mild cheese, artichoke hearts, hard bread and water.

We definitely climbed the highest altitude today, resulting in the longest descent as well. The uphill side took about 1.5 hours, while we took the down side in about 35 minutes.

We stopped after 3 hours in the hot sun, parched. The bar in the town we picked was closed. In the process of backing MO Better out of the parking area Jim spilled it - our first and only fall of the whole trip. We had a great laugh.

We finally got cold refreshments after coming off the long descent and into the rolling valley and before the last 4k ascent into Todi. The town at the foot of the Todi hillside was scenically situated next to a great river. A quick stop here for cold drinks - coke and peach juice



- and then up again. The last hill wasn't super severe but we both overheated.

We followed the signs to the Tudor hotel, just out of the old city, a newer hotel with a small but comfortable room. It is operated by an Italian who is an active cyclist; he showed great interest in MO Better. When Jim asked him about his bike, he seemed somewhat embarrassed to describe it; it was very old, he said. When Jim later had a chance to look at it, it was old - but it was in excellent condition and it was all Campy equipped!

The operator was watching the Tour de France and we did too, for a while. Then a shower, laundry and a long nap. The operator helped us with tomorrow's itinerary; we had a Fanta soda and walked the short way to the old city - typical in many ways with the others. We explored the back streets to find a view of the valleys we came across.

We had dinner at La Couvour. The food kept coming thanks to Jim's 'great' Italian. There was an order mixup where we got stuck with an extra antipasto, and almost two. We also ended up with an extra salad. The fare: Mixed vegetable platter - egg plant mixed with potatoes tomato and zucchini; tagliatelle & finocchio; panzanella (mixed, breaded salad); and pasta con zucchini.

After dinner we had ice cream in the piazza. Jen had Naciola (a rich chocolate with walnuts), and Jim had two scoops - Naciola and Amaranzo (grape). The Italians are wild and creative about ice cream and so are we. Delizioso.

Todi to Assisi (Sunday, July 18) - 42 Miles.
The last day of our bicycle tour. Today's route combined Jen's own creative navigation and a part of the 'book' route. We breakfasted on cream filled pastries and rolls, peach ("pesca") juice, and *caffè* at the hotel. Our hotel host watched us prepare the tandem - continuing to be very interested in the mechanics of propelling such a contraption and its load.

An additional observation about this trip: We have been in a series of cave-like rooms with thick outer walls, very tight shutters and sometimes window doors. This probably comes

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We had our second day of completely clear blue sky with no clouds - this means a continuation of extreme heat, the hottest so far. The ride out of Todi was productive, thanks to rolling hills. We did 10 miles in an hour - good considering the load. We encountered magical fields of wildflowers - grayish purple, aromatic, possibly heather, and of course continuous fields of sunflowers. We spread the Kanga out half way up a hill; we had enough steam to get to the top but we wanted to enjoy a breathtaking, parting view of Todi.

We crested the hill after our break and began a series of not-too-challenging hills into another valley and to Bavagna where we hoped to get a quick meal and a cold drink. But we spent 45 minutes looking for bars and sandwiches, and found none. Finally, we settled on a Ristorante and "sagna al forno" - baked lasagna. Delicious, though heavy and hot on



this kind of day; but not so heavy that we couldn't find room for an ice cream afterward! Jen had "coco" coconut in a cup; Jim had Nacio, with filberts on a cone.

The ride into and across the flat lowlands was a near death ("valley") experience. We had ten miles worth of teasing views of Assisi before actually getting close. Bumpy roads too.

At the foot of Assisi we stopped at a pleasant bar where we gulped down cool water and tea. We watched the busy street life, which included flocks of nuns and priests going to and coming from the university. We finally began to dry off. After thirty minutes we started our ascent to the old city and discovered that it was a psychological piece of cake, though very hot. (What is the mental process that records similar physical experiences in completely different ways?!) We did the 3k hillclimb in thirty minutes, and found our hotel, the Porta Nuova at the arched gate of the same name.

This place was the nicest yet - and fitting for our last night on the road. We had a soda, shower, and nap. After Jen called Thalvil to check on daughter Lark (with Nana and friends), we strolled the city and bought souvenir gifts to take home.

Like every other old city in Italy, Assisi is beautiful. We fell in love with this one the moment we walked through the pink and white stone "porta", and gazed at clean stone pavement, public drinking and washing troughs, and ancient, steep, and angled streets that produced visual surprises in every direction. Stepped streets, too. Dinner was at a pizza trattoria. We had biuschetta antipasto (garlic, olive oil and tomatoes), and a Sicilian and Margherita (not what it sounds like) pizza.

Chapter 5: The Finale. Assisi to Assisi (Monday, July 29) - 0 Miles! A lie surely wake up, thanks to no biking itinerary today and our dark room. Shutters, windows and curtains closed out most of the early morning traffic on our busy corner.

We headed into town through the Porta Nuova again. Many tourists wandered the streets with us but a leisurely easy going, relaxed atmosphere. An unusual number of dogs on leashes were seen, which people probably brought to be blessed by the patron saint of animals. We bought pastries from a superb pasticceria and sat in the main piazza del Comune to eat them with our coffee, juice, and fruit. Jim tried Panettone and Jen had the nuttiest pastry ever made!

After relaxing in the piazza for an hour or so, we explored Assisi more thoroughly than the previous night. We ended up at the Basilica di San Francesco, the imposing cathedral that we saw coming up the hill the day before. Exquisite architecture, with frescoes by Giotto depicting the life of St. Francis. The ceiling panels were a brilliant blue and turquoise covered with stars. A true medieval masterpiece - ponderous, bulky, and yet beautiful.

We had a heavenly dinner spot which we picked out earlier in the day. We arrived at 6:00 famished, only to discover they didn't serve dinner until 7:00; but they let us in anyway. We

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went to the veranda which was perched on the edge of the city wall. It provided a majestic view of the entire valley.

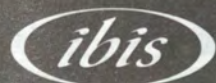
Most of the tables were reserved. We got the only one still available and just absorbed the view for an hour. Soaring swallows pierced the sky. A huge flock of crows did precision acrobatics through the steeple of St. Francis; their wings changed hue in unison as they air-danced with the setting sun. We enjoyed each other, and the views - for 4 1/2 hours. The food? Antipasti of bruschetta which we split - olive oil on toast, one with tomato, one with mushrooms, and one plain on which we rubbed a fresh garlic clove. Then salads of lettuce, tomato, rice, corn, ricotta cheese, and black olives. And finally cannelloni - one order with

spinach and ricotta, the other tomato and meat. We shared each main entre.

It would soon be time to put Mo Better on a train back to Florence. We concluded our voyage with reminiscences about our fantastic odyssey, testing ourselves by trying to remember the host towns in order: Firenze, Montecatini Terme, Pisa, Casciana Terme, Volterra, San Gimignano, Sienna, Chianciano Terme, Orvieto, Todi, and finally, Assisi. Three hundred forty miles of life in the slow lane.

This was central Italy, and the end of our tandem journey. We left Assisi content, happy, and in love.

by Jennifer Hamlin and Jim Pona
St. Louis, MO



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EATING FOR FITNESS

Make Time for Breakfast!

Yes, you can make time for BREAKFAST! Breakfast doesn't have to be a sit-down, cooked meal of ham and eggs. In fact, your breakfasts should not be ham and eggs too often. To perform your best, you need to be well-fueled rather than half-starved...and breakfast is the first important meal of a long day.

Here are some suggestions for convenient, high-carbohydrate breakfasts. They can be eaten at home before stepping out the door or carried along to eat as a mid-morning brunch:

yogurt - as is, or add some cereal for crunch

banana - spread with peanut butter and washed down with a large glass of milk

bagel - with low-fat cream cheese and a can of V-8

muffin - English, bran or blueberry; with OJ, of course

gorp - raisins, peanuts and Cheerios, pre-packaged in plastic bags and ready to go

crackers - whole-grain or graham, with low-fat cheese or peanut butter

granola - with milk in a bowl or as a granola bar

But, I'm not hungry in the morning? If this is the case, perhaps you ate too many calories the night before. Watch those bedtime snacks, which can curb a morning appetite, contribute to weight gain and even result in dietary deficiencies, if too many munches replace wholesome foods.

Think of breakfast as "recovery" eating. If you're dragging yourself through your rides (or your regular workday) with a lack of energy and enthusiasm, maybe eating breakfast or choosing better breakfast foods would make a difference

Eileen Wieder Crone, R.D., M.S.
Lititz, PA



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We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.75 payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

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MIDWEST TANDEM RALLY 94 REVISITED

1993 was our first year to attend the Midwest Tandem Rally (we had ridden a couple days of MTR'88 when it was in our hometown of Springfield, IL, but I don't really count that). MTR'93 was in Lansing, MI. Since we had just purchased a second tandem so that our second child could get out of the bugger (yea!!), we decided to make the tandem rally our vacation that year. Fortunately or unfortunately depending on how you look at it, these tandem rallies get into your blood, so of course before we even left Lansing in '93, we had made reservations for MTR'94 -- Rochester, MN.

Rochester is a good 9 hour drive from our home (no small feat with a 4 and 7 year old!), so Friday morning at 5:30 a.m., we loaded up the minivan with bikes, luggage, people, toys, etc. and headed out of town, letting our 7-year-old skip his second day of first grade. We had great weather for our trip and relatively few fights to referee, so we all got to the beautiful city of Rochester at about 2:00 p.m. in pretty good spirits. After letting the kids swim and walk around the city, we walked over to the Rochester Civic Center where our bikes were being stored. We watched lots of styles as people removed their bikes from the tops of their cars. Burley Allsops are very popular with stokers. A note about the bicycle storage area - tandem rally planners did a great job in obtaining this great place for bike storage. It was just a few blocks from all rally hotels, there was plenty of space for bikes, helmets, and other paraphernalia (not an easy task with 442 tandem teams registered, and 55 singles). It was open 24 hours a day so if anyone couldn't sleep and had an uncontrollable urge to go out for a 30 miler at 2:00 a.m., they were quite free to do so. Anyway, back to my story - as we got ready to do the 15 mile ice cream ride Friday night, the skies opened up with a slow but steady rain. We were all dressed for riding and couldn't decide whether to (a) go back to our hotel and think about it, (b) go straight to the ice cream

location (only 2 miles away) or (c) take two small children out on bikes in the pouring rain. Naturally we picked the only logical choice (c) and rode the whole route because after all we had just traveled 450 miles to do this. The rain never let up but it also never got any worse. When we got to the ice cream location there was a ragtime band playing music to dance to and an ice cream bar set up with lots of different toppings to add to your ice cream. Needless to say, the kids were glad they had made it to the ice cream stop so they could load up on chocolate chips, cherries, chocolate syrup and other nutritionally sound foods.

Saturday morning brought the sun and warm weather with it. Bike routes were set up so that you could ride as little as 35 miles out to the food stop and back or well over 100 miles by doing all of the 3 mileage loops established from the one central food/rest stop 17 miles out. We arrived at the rest stop about 10:00 a.m. and since lunch wasn't served until 11:00 and since we wanted to get in a little more than 35 miles, we talked some friends into doing half of one of the mileage loops (about 15 miles). Our friends still have two of their children in a bugger and since our friend wasn't intending on riding anywhere but back to Rochester, I volunteered my husband to carry their bugger for them on the mileage loop. This idea sounded great to my friend but not so great to my husband. Anyway after promises of a neck rub and an hour off without the kids that night (none of which were honored, of course!) we set off for our mileage loop. There were many rolling hills on this loop as well as a couple neat little towns (the kind of towns where everyone gathers on the square and everything you could ever need is available right there on the square). We were glad we had gone those few extra miles. By the time we got back to the food stop we were just in time to hit the lunch stop before it closed at 1:00. We had a nice long break before heading back to Rochester and grabbing a bite to eat at



one of the many restaurants located within walking distance of our hotel. I don't think we used our van but once the whole time we were in Rochester.

Sunday's ride was on the Douglas Trail. Since I had yet to ride on one of Minnesota's infamous trails I was looking forward to this ride. Friday's slow but steady rain had returned with no sign of early departure, so we put on what rain gear we had (shoe covers and gore-tex jackets were at home in the closet) and set out on the 16.5 mile trail. I personally had never ridden on a nicer or better maintained trail and was quite impressed with the State of Minnesota's attitude toward bikers and trail users. This trail was scenic, clean and had a very well maintained paved surface. As Harvey Schrenk said on the way, "I just couldn't stand it if the weather was nicer because this would just be too perfect!" We arrived at the food stop and were greeted by a welcome covered pavilion with plenty of sandwiches, fruit and hot coffee. Did anyone venture out on any of the planned mileage loops that day? Needless to say it wasn't us. After arranging for sag for friend Nancy and her 3 children who were cold and cramped we headed back to Rochester with Harvey who rode his tandem stokerless, not having found someone to take him up on his offer to ride 17 miles back to Rochester in the rain with him. The 13 miles on the trail was great but once we got off the trail we didn't realize how windy it was since the trees on the trail provided wind cover for us. We fought 4 miles of tough head winds back to the hotel and nice warm showers. Since it was only 1:30 and since we hadn't really done anything special for the kids on the trip yet we opted to skip the banquet and head north 1 hour to the infamous Mall of America. (I would highly recommend the banquet as a fun night but for a family of four on a budget it does tend to be a little expensive). At the banquet, hosted by the Raccoons, two lucky couples each one a new tandem, and one person at each table won the centerpiece, a Blackburn Raccoon bike pouch. After dinner entertainment for those who attended was a juggling comic from the Twin Cities' region. Before the juggler came out, the CATs did one of their (in)famous skits, and bids were pre-

sented for the future MTR's in Indianapolis ('95), Appleton, WI, ('96), and Dayton, OH, ('97). Wonder if the other rallies have hosts lined up this far in advance? (Ed: I wish!?!?)

Monday's planned ride was an optional breakfast ride of 15 or so miles since many people had a long way to travel to be back to work on Tuesday. Since we hadn't gotten our fill of riding yet, our kids travel better in late afternoon and evening, the sun was shining bright and after hearing from a tandem rally organizer that the Root River Trail made the Douglas Trail look like mud our group of four tandems, two singles and a bugger decided to head to this trail and give it a try. I don't want to say too much about this trail since judging by the traffic on the trail that day there are already enough people that know about this little secret but. . . if you are ever in this area with your tandem and don't try it you are missing out. We started in Fountain which is one end of the trail. Once again the surface was nicely paved, clean and well maintained. The scenery was beautiful with no roads nearby or cars roaring close by. Also, did I mention that I rode for 11 miles without pedaling. That's right, 11 miles of slow downhill descent with no cars around, no traffic to watch for and just an occasional farmhouse or two. More than one of us made the comment about feeling we were in "biker heaven". One of the farmhouses even has an old-fashioned waterpump set up next to the trail for bikers to refill waterbottles. We rode like this until we hit Lanesboro which was the first little town you hit on the bike trail. Of course this whole town is "geared" towards bicyclists and there was ample food, restaurants, shops etc for bikers. After some discussion about what goes down must go back up we put Lance and Harvey on a tandem together and I followed on a single back up to Fountain to get all of our vehicles shuttled down to Lanesboro. Never try to keep up with two men on a tandem together - I was still trying to catch my breath three days later! Anyway with all the cars where we wanted them but still not quite ready for our vacation to end we rode 5 miles to the next little town of Whalen after hearing there was a neat little "biker bar" - i.e. ice cream shop - that made good homemade pies. The pie was good but the



scenery was even better. The trail meandered through the countryside and the river was never quite out of sight. We got back to our van at about 4:00 and with a 9 hour drive still ahead of us we sadly called our trip completed.

I now have reservations for Indianapolis and Appleton, Wisconsin. I guess I know where I'll be spending the rest of my Labor Day Weekends for years to come!

Lisa Kidd (with Lance, Jason and Amanda)
Springfield, Illinois

with contributions from Tom Ostertag,
Minneapolis, MN & Mahomed-Shiraz Mahomed,
Plymouth, MN

MOVING?

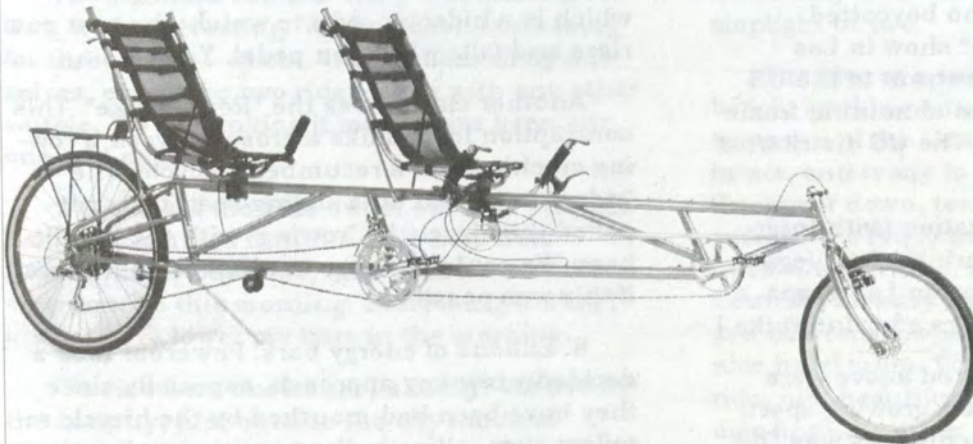
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INTERBIKE '94

[Editors Note: Each Fall, Interbike sponsors large expositions for the bicycling industry. Susan and I attend to learn what is new in the tandem world, and to visit with other friends in the business. The largest of these trade shows was held in Anaheim this past September. The bulk of this article was provided by Nick Gerlich, from West Texas. Susan and I added a few comments where we felt appropriate.]

Nick's article:

Becky and I attended the Anaheim Interbike show in September, and, as usual, we tripped over our tongues quite a few times. While you will all see other show reports in the bicycling press sooner or later, here are a few notes from our experience:

1. Lots of great tandems!! Among others, we saw great ones from Burley, Santana, Ritchey, Boulder, Meridian (the new guys), Manitou, Roland, Dirt Research (formerly Yokota), Counterpoint, Ventana, KHS, CoMotion, Bike Friday, Boulder, and Cannondale. Perhaps the coolest of all, though, was the dual Allsop mountain tandem from Coggs, made in Alberta, Canada. Noticeably absent was Trek, who, along with Specialized, (though somehow Specialized was there exhibiting), and Schwinn are among the renegades who boycotted Interbike in favor of the BIO* show in Las Vegas. Also, another sharp entrant to the US market: Ravelin, an oversized aluminum frame imported from South Africa. The US distributor is in Des Moines.

[*BIO is a competing organization (with Interbike) formed last year at Interbike, Las Vegas. BIO held their own trade show in Las Vegas, a much smaller event, two weeks after Interbike.]

2. Lots of the tandems noted above were mountain tandems. Could be a growing sport! The Boulder was one hot machine, as was Dirt Research.

3. The busiest booths were at Cannondale, Rock Shox, and Spinergy (wheels).

4. At the Taiwanese pavilion, you could hear a pin drop. Dour-faced old men and women, in conservative business attire, sat there all weekend, waiting for someone to drop in. Don't they know that in America you should dress casually and have MTV-type videos at their booths? The Rock Shox island was rockin' while Taiwan was noddin'.

5. The Italian pavilion wasn't much better. Slick Italian steeds drew a few oohs and ahs, but everyone seemed most interested in the American products. Even Campy's mammoth private booth was a ghost town. (Ed note: While not crowded, Campy did introduce some great touring gruppos -- triple chainrings, moderately wide-range derailleurs, Ergo-power integrated shifters -- that may have tandem applications.)

6. A lot more '95 bikes are specified with Shimano than last year. The '94 "trend" of using Campy components has apparently started to wane. The trend started because of the ridiculous value of the US\$ vis-a-vis the yen, but apparently consumers didn't want to buy a new bike with Italian parts while everything else they own is from Japan.

7. Lots of stupid products there, as usual. The Risigo ("Rise-Sit-Go") was there (again), which is a hideous sight to watch: the seat post rises and falls while you pedal. Yikes!!

Another classic was the "Row-A-Bike". This contraption looked like a cross between a rowing machine and a recumbent bicycle. The "rider/rower" sat on a sliding seat, then propelled the bicycle by "rowing" with the handlebars. We couldn't figure out how to shift gears, if this was possible.

8. Zillions of energy bars. Powerbar took a decidedly low-key approach, especially since they have been bad-mouthed by the bicycle retailers over selling bulk quantities at dirt-cheap prices to mass merchandisers. There were a few good ones there, like Sports Pep's ThunderBar, Forza, and Fin Hals's new flavors.



9. The titanium tandems were nice, especially the one from CoMotion. Nice rig! Santana showed their titanium, of course, as did Ibis.

10. The Burley Rock n Roll has some nice changes for '95, including a switch to Shimano Deore XT derailleurs. The Bossa Nova is now history, and the Duet is the only 700c tandem in the Burley lineup for '95

We know we missed some key product announcements, but this short article covered some of the highlights of this year's show.

All in all, we had a blast. Still, the tandem market is still not as big or influential as we might like, because it's hard to find a lot of tandem-specific parts. We are basically a small, yet loyal, sub-market.

Nick & Becky Gerlich
Canyon, TX



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SANTANA/WEST COAST RALLY '95

The Santana Tandem Rally was our first. It was, well, interesting. We had been tandeming for three years... about 4,000 miles, all by ourselves, except for two rides, each with one other couple. We're thinking it might have been our one and only rally.

We just got the bike out of our new Tandem Pak, reassembled it with a little help from Kristin at the Bike Doc, and went for a shake-down cruise this morning. Everything works; I just need to lower my bars in the morning.

We ride from our house, usually. We live in the country, just outside the city limits of Carlsbad, NM. pop. 25,000. There is little traffic where we ride... desert, rolling hills, the Pecos River, a stop sign or two. Sometimes, on a Sunday morning, when everybody's in church,

we bravely ride "downtown" and encounter a stoplight or two.

Our idea of a vacation used to be laying on a beach, working on our tans. Now, we take the seats out of the Grand Voyager; the Burley fits, intact, and ready to ride, along the left side. Bungee it down, toss in our luggage, drive somewhere reasonably close, and find our own rides. Our favorite, so far, is the Texas Hill Country, an easy day's drive. In Fredericksburg, you can rent a whole house for the price of a nice hotel room. Willow City Loop is our favorite ride. just beautiful country and cows. Whoever dies first, the other agrees to scatter the ashes on Willow City loop, from a bike preferably.

We are introverts, and we like it that way, if you haven't deduced. I'm 54, Brenda is 43. We



are the only two Psychiatrists in town, and we like that that way, too.

I've been biking for years. I lift weights, especially in the winter. I like to think I'm in good shape for a geezer. Brenda bicycled to class in college, but in the eleven years we've been together, I haven't interested her in a bike of her own. She's a natural-born stoker, I guess. Not mechanical, great legs, noncomplaining, good conversation, good silence.

Last September, we did the tour of the Rockies with Rod Kramer of the Tandem Touring Co., Boulder, CO. Only one other couple, from Davis. Nice people. We did 45 to 60 miles a day for a week. Didn't use the sag wagon. Proud of ourselves, but we trained for it all summer.

This summer, we had done no big rides; just an hour before work two or three times a week, maybe 25 to 35 miles on a weekend morning. We had scheduled and canceled two out-of-town trips, no coverage. The flyer for the Santana Rally in San Luis Obispo came. We were tempted. I had lived in Northern California for eleven years and was familiar with the Central California coast. As a resident, I had taken a one-week elective at the State Hospital at Atascadero (where they treat the sex perverts). Learned a little, but got some great fishing and clamming in. That's when they still had clams at Pismo Beach.

We could make a vacation out of it; see my daughter in Napa and my best friend Bruce in San Francisco. The thought of a hundred other tandem couples was intimidating, but my biggest anxiety was packing up the bike and taking it on a airplane! I'm a pretty fair mechanic, but I do get worked into a stew when it comes to doing something for the first time. To make it short, we committed.

We bought a Pedal Pack case from a tandem dealer, drove to El Paso, flew to San Francisco, rented a grand Caravan from Thrifty (they were the only agency who agreed to take the seats out, \$25 each, and drove down 101 to SLO.

Some of our major fears were unfounded. Southwest did not refuse to take our bike or

send us away. The sexist women at the counter assumed it was a single bike and that I, the man, was the bicyclist. I had a moment of panic when one asked, as we were walking way, "Is that a bike for two?" "No comment," smiled my spouse. In San Francisco, they did have the "Grand" Caravan available, even though they would not guarantee it in advance. The airline did manage to lose one of our detachable wheels, so we struggled with three the rest of the trip.

We arrived in SLO too late and too tired for the Friday night ride through town, so after a brief rest, we set about reassembling the bike. We were all housed in a suites-only hotel with a large atrium. Two adjacent ballrooms at the hotel had been set aside for bikes. The accommodations probably had something to do with the higher cost for this gathering than for rallies which house participants in college dorms -- about \$650 per couple for the weekend. We found an empty spot of floor and began. All was well until time to replace the rear derailleur (the darn case was about two inches too short for our 23/21 ATB frame). The C-ring popped off; spring and other parts went flying across the room. I had never disassembled one before. We were not pleased. A young guy named Patrick (thanks, Pat) tried to help, but was no more skilled than I, just more self-confident. After an hour of angst (I was ready to go home at one point), the real bike mechanic came in and whipped it all together in about two minutes!

The weather turned out to be great, but I had forgotten how cool it is along the coast. We bike in tank tops all summer. We had left our oh-so-stylish tights and jackets at home. Our one-each jerseys got real stinky by the end of the weekend.

The rides were nice, each day providing several loop options to extend the miles, each a round-trip from the hotel. I had promised Brenda I wouldn't get "all macho competitive," but I guess I still have enough testosterone circulating that I don't like to be passed. Well, excuuuuse me! Passed we were all weekend, and passing was rare. Was it because most of the couples were on skinny-tired, drop-barred Santanas, and we were on a mountain bike



with 1.25 x 26" City Slickers? 'Cause we weren't skinny twenty-somethings? 'Cause we didn't have a 28T cog for the hills? It was frustrating, and we missed some of the scenery struggling to keep up, although we did more than the minimum miles each day. We took to referring to the folks on Santanas as "Santanists".

The first day's ride was to Morro Beach, a pretty little seaside tourist town. The next day



*Top of the Montana de Oro climb.
Morro Bay in the background.*

was inland. We cheated -- we put the bike in the van, drove to the lunch stop, and made a round trip from there. There was a awful hill on an optional ride to a "ghost town" that "shouldn't be missed." It coulda been missed. Not much to see, Brenda was getting a saddle sore and was near tears by lunchtime. But we made it, by gawsh. Our bike never broke; we have never had a flat with our Tiogas (knock on rubber). We made no lifelong friends; we didn't learn anyone's name, except for Greg, the mechanic, and Dennis and Lyndsey Morris from Albuquerque, with whom we'd been corresponding. Being introverts and people watchers, we looked and listened. The Orange County folks were all hot about rude motorists endangering life and limb of bikers. That made us glad to be here; In our four years in Carlsbad, motorists wave and give us plenty of space. A lady honked at me once for no reason, and one day some punks in a car threw their paper Coke cup with ice at us. That's it for bad stories. I

kept telling myself we didn't need a new bike, that soon we'd be home riding alone, again, and wouldn't know if we were faster or slower than anyone else. We were right.

The food was funny, too. Lots of barbecued flesh for lunch, eggs and meat for breakfast. There was one group dinner on Saturdays night. Pasta. The line was so long, we kept going back to our room and returning. On our last trip, we were at the end, but there was no place to sit. We took our plates to the bar, got our pick of the desserts, and missed the speechifyin', something about the founder of Santanas ("In case any of you don't know who Bill is, har, har!") An after-dinner show, featuring Dr. Magic, showcased parlor magic. Dr. Magic was capably assisted by some "volunteers" from the audience, including the Jan McCready and rally organizers Doug Kerr and Dane Clark.

We're kind of glad we went. We now have a nice tandem case and know how to use it. We got some great tie-dyed tee shirts. The people were friendly and benign. We saw some interesting bikes (ie, titanium tandems).

We put the assembled bike and the empty case in our rental van and drove to Napa. We had some great rides along Silverado trail. It was during the week. Not too many cars, and a nice paved shoulder. Tried to ride in Golden Gate Park on Saturday, but it was way too crowded, so we used some grass to disassemble the bike.

Are we weird, or what?

Raoul Berke & Brenda White
Carlsbad, NM

Some points were added from articles submitted by

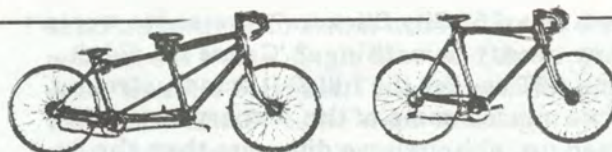
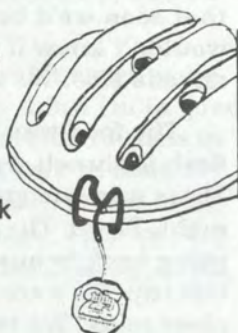
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POWER² TANDEM²S

Headquartered in the St Louis, MO area the Power² Tandems are dedicated to tandem racing, and sharing the knowledge. If you've attended any of the big races you've seen them there. Scott and Kim raced the Burley in Oregon, and Power² Teams were the largest at both Finchford and Miami Valley Races.

For those of us who are wanna bees, we've seen their instructional clinics at the last few Midwest Tandem Rallies. Lessons included Pack Riding, Pace Lines, Uphill/Downhill, and

Cornering/Hazards. Hey, even if you're not interested in racing some of these techniques could make riding easier and safer.

Power² Teams don't restrict themselves to road racing either. At least one team has been entering mountain bike races. WOW! We all know it can be done, but it must be a thrill for the riders as well as the spectators.

Interested? Contact John & Ruth Long, 9 Foxwood Dr, O'Fallon, MO 63366 (314) 469-4167

TANDEM STAGE RACING

We are looking for information, opinions, suggestions, and level of interest from tandem road racing enthusiasts for a tandem stage race in Vermont. In an effort to see more tandem road races, we will be submitting a proposal to Breakaway Promotions, asking them to consider adding a tandem event to the Killington Stage race next year. (Labor Day weekend '95) Please reply with any ideas, and thoughts on how many tandems may likely participate to help us with this proposal.

Generally, we'd like to see tandems do all 5 stages of the KSR, on the same courses, with the same overall format as the rest of the event. Breakaway Promotions would like to gauge the level of participation, expected prize levels, and any special requirements for tandem participation.

We are unaware of any other major east coast tandem stage race, which is another reason for them to consider it. Do you know of any others?

If you have attended any other tandem stage races that were will run, please send us ideas for those events. Thanks, Gerri Moriarty and Ramona Pierson, for asking for our input.

Linda Clemons & Doug Barker
6351 Adams Circle
Dayton, OH 45459
(513)-436-9045

Editor's Note: Doug forwarded this to us via the Internet. We hope that it happens. If it is scheduled, please submit the listing to the TCA Race Calendar.



16th ANNUAL SOUTHERN TANDEM RALLY

"*Laissez les bon temps rouler*" says it all: "Let the good times roll." The motto of the 16th Southern rally was apropos. Ninety-two teams from 19 states descended on Alexandria, the cross-roads of Louisiana, September 30 through October 2 and we all DID have a good time. At least, everyone we know did, that's for sure!

Some of those who arrived early enough on Friday to take a spin had concern; the roads were rough, the traffic heavy and unfriendly. It didn't help our confidence to read in the rally brochure that 'road surfaces are sometimes difficult to uphold in Louisiana'. Nor did highway signs announcing "SUBSTANDARD ROADWAY". This auspicious beginning caused unnecessary worry since Saturday and Sunday's rides and roads were great.

But back to Friday. One of the main purposes of a tandem rally is to socialize. Friday presented the first opportunity to renew acquaintances. And make

The weather on both Saturday and Sunday was overcast. Unlike most 1994 tandem rallies, however, we experienced no rain. Only a little Louisiana dew on Sunday. The routes were quite different both days. Saturday's route was flat as a pancake. It took us past plantations and fields of rice, sugar cane, and cotton. Lunch at the Loyd Hall Plantation was a memorable experience. After a tour of the grand plantation home, the meal was served out back by the pool. What a beautiful setting! Jazz added to the ambiance. It was difficult to muster the energy to leave this tranquil spot but more roads and a tour of the Bayou Boeuf Cotton Gin were waiting.

Sunday provided quite a contrast to Saturday's ride. Saturday's flat farm land gave way to rolling hills in the pineywoods of Kisatchie National Forest. It would be difficult to choose one of these over the other, but we'd vote on the hills. Now to the highlight of this year's Southern Tandem Rally. A variety of Creole dishes were served at Saturday's banquet. They must have prepared the dishes with foreigners in mind; the spices were present but not excessive. The evening's entertainment was the certainly one of the best of the eight rallies we've attended. We were both entertained by and educated in Cajun music and dance. Following this, the troupe taught many of us how to do the Louisiana Waltz and Cajun two-step. One captain seen struggling on the dance floor commented "After this, I'm taking the short route tomorrow." This captain, however, was seen on Sunday's long ride - "*laissez les bon temps rouler*"!

John McManus/ Anne Leon
Dallas, TX

PS: Plans for the 1995 Southern Tandem Rally are already in progress. [See the Calendar Listing] but we all want the tradition to continue. We hope some one, or group is thinking ahead to 1996, and beyond. If you're interested, contact Jack and Susan Goertz. This year's organizers, Bev and

Dave Drummond, surely can be counted on for good advice. They know how to put on a rally!



Texas Teams enjoy Louisiana Hospitality at Loyd Plantation

new ones. The tandem storage room in the Holiday Inn was a great place for this to happen.



THE TANDEM AS AN ALTERNATE TRAINING REGIMEN

Pam and I have been riding our tandem for over three years. Each time we venture out, we pass or are passed by a variety of cyclists, runners, and general out-and-about folks. Far and away the best feeling is cruising along the Foothill Expressway— in the bicycle lane of course— at twenty-five miles per hour or so, keeping pace with some of the more competitive riders. We don't necessarily go for speed, but with two sets of legs it comes a lot easier than with only one. And, as you will read below, it is excellent training for riders who also like to compete.

From the outset, though, let me plead guilty to being one of those rabid, saliva dribbling, obscenity screaming lunatics that enjoy driving both bike and body to the limits of endurance. Because it's true, I am a licensed USCF racer in the Northern California/Nevada district. Not only road, but track as well. Speed is good. In fact, the zenith of achievement for me is to face the final sprint at 30 MPH plus after an hour or so of extended effort.

There is a price to be paid for the privilege of being in that final few seconds of pandemonium referred to as the pack sprint. Especially true if you are, like me, a working stiff. In order to be competitive in my age group, I need to train somewhere between 100 and 130 miles a week. The training is disciplined, structured, and dependent on a number of variables that sometimes don't cooperate. For example, I usually train at lunch with several of my teammates. Monday is a recovery day, Tuesday sprints, Wednesday hill repeats, and so on. But there are times when a meeting or a phone call will interfere. When instead of 20 hard miles, I get zero. That's why I love my tandem time with my wife.

We bought a Yokoda Twin Peaks several years ago and have loved it ever since. We don't get out nearly as often as I would like, but Pam, too, has a business to operate which doesn't necessarily cooperate with our optimum recreation schedule. But when we do get out we really enjoy the time. Sometimes it will be a charity ride of 30 miles or so, sometimes just a trip down one of many dedicated bike trails in our area, and sometimes a century. Regardless, for her it is a great way to exercise and see some wonderful scenery. For me it is a good alternative training method.

There are a number of reasons that riding at less than light speed with my wife is good training. First, and most valuable, is the time we get to spend together just talking. Not about finances, or groceries, or the kids or jobs— just plain talking. If you're thinking to yourself that this is frivolous romanticism, stop for a moment to analyze your conversations with your partner. I'd be willing to bet that, for the most part, the topics center on precisely those listed above, or others just as utilitarian.

The second reason that my tandem time is good training is a derivative of the first: my mind is cleansed. Just as my noon time workouts with the team provide a balance to the mental/sedentary routine of the office, so the tandem rides provide a balance to my competi-

me two!



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tive cycling routine. Rather than concentrate on watching heart rate, countering a jump, or perfecting a bike handling skill, I can just relax, enjoy the scenery, and push the pedals.

I find that as we ride my mind tends to relax. I stop thinking about the travails of corporate life and begin to marvel at the world around me. I notice trees, I feel the breeze, and remember that riding can actually be pleasurable. Because while forcing oneself up a 14% grade five or six times in an hour has its purpose, it can hardly be referred to as pleasurable.

The third reason that tandem rides for me are good training is the obvious; the physical workout. A tandem is a rather different animal when compared to my carbon fiber road bike. It takes a lot more power to move, it responds ever so much more slowly, and it can't be maneuvered with the same abandon. So while my wife supplies plenty of power from the stoker seat, the physical work required to propel and stabilize the twin is greater than that for the micro-bike.

Now I'm certain that all of you have heard the boring chorus from passersby alluding to the fact that the aft rider is not doing any work. And in fact, there are times when my wife believes that I am providing the bulk of the power. Once and for all, this is not the case. What is the case is that we have developed a high spin style of riding. This type of ride gives me a good low intensity, high rep-rate ride which, in the vernacular, cleans up my legs. It's not that I'm doing any more or less work, it's that the type of work is different. And valuable.

There are no doubt other good reasons that tandem riding is a great addition to the standard competitive cycling regimen. However, the three described above are at the top of my list.

Bruce & Pam Thompson
Mountain View, CA



Surry Co., Virginia - June 26, 1993. M. Elsborg

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 a volunteer, seeking information about the TCA and/or tandem activities in the area, please be specific. A SASE with no questions asked may never be returned.



THE EVOLUTION OF PANEK BIKING

Waaaaay back in 1985 we were in J. C. Penny's when I first saw this beautiful bicycle - it was a light blue Huffy - love at first sight. The greatest thing this bike had was a short span from seat to handlebars and it felt great! This was my first glimpse of a mixte frame and I loved it! Somehow this wondrous bike appeared in my living room for mother's day that year. I rode this magical bike every spare moment and secretly took a day off work with the thought that I would ride my bike a REALLY long distance, probably even five or six miles.

With visions of meaningful conversations on long, leisurely rides through the forest preserve with my husband, I arranged for the mate to my wondrous bike to appear for father's day. Stan was less enchanted than I, but I dragged him, kicking and screaming for a little ride with me. The rides became longer and more fun all the time, but the leisurely part and conversation part completely disappeared. Somehow, we

began to ride with some REAL bikers and we rode harder and faster all the time. You have to understand, this was my very first bike - ever - I never even knew that bikes could shift. Stan had to say to me as we were going up a hill "right lever up, left one down" so I would shift to a lower gear and nine times out of ten I would flip the chain. THEN I heard some magic words, although not exactly the conversation thing I had in mind.

One day one of the REAL bikers said to me "Betty, you know your bike is a real tank. Aren't you embarrassed to ride that thing? You would be a lot better biker if you had a decent bike". I thought I had a decent bike. It was beautiful, and I had ridden it almost 2,000 miles. However, the seed had been planted and we started looking for 'real' bikes. That same year, just before the HILLY HUNDRED, we each was sporting a new Miyata. Terrible depression set in - all that money and I wasn't any better at all, and my back hurt all the time we rode. Stan was very patient with me. With the addition of a long goose neck and some other components, my bike began to feel better and there was a little less pain when I was trying to play 'catch-up'. We did, indeed, ride the Hilly that year. I did the first day only, but Stan (who didn't, positively did not, want a bike) rode the whole thing. Now, of course, we are hooked. Our tandem taught me that there is a big difference between a men's and a women's seat. We have begun riding the Miyatas again, and mine is still too big. I do like to ride my single, though, because when I am on that bike, there are no disparaging remarks about my not doing any work. On the other hand, the tandem fits me like my old Huffy did, and now I know that a good fit and the right seat are half the battle.

Betty Panek
Wisconsin

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TANDEM TRAVEL CASES



TANDEM CALENDAR 1994-1995

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 12, 1994. **New Mexico Chile Peddlers' Las Cruces ride.** 10:00 a.m. from the Mesilla Valley Inn, Las Cruces. Stay Saturday night and right Sunday, too! Contact Lyndsey Morris, 7301 Jefferson NE, Box 245, Albuquerque, NM 87109 (505)-343-8721 for more info.



New Mexico Chile Peddlers Tour of Tezigul

November 13, 1994. **Teamwork Tandems on Parade in Placentia #5.** Three rolling courses

with several great downhills. 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.

December 3, 1994. **T-Bones (Tandem Bicyclists' of New England) 1st Planning Meeting for 1995.** Salem, NH. For more information call/SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH. 03079 (603)-898-5285

December 10, 1994. **New Mexico Chile Peddlers' Ride from Albuquerque.** 9:00 a.m. from the Holiday Inn Pyramid Hotel, Albuquerque, NM. Information available from Lyndsey Morris, 7301 Jefferson NE, Box 245, Albuquerque, NM 87109 (505)-343-8721

December 10, 1994. **T-Bones (Tandem Bicyclists' of New England) 2nd Planning Meeting for 1995.** Avon, CT. For more information call/SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH .03079 (603)-898-5285

January 7, 1995. **T-Bones (Tandem Bicyclists' of New England) 3rd Planning Meeting for 1995.** Belmont, MA. For more information call/SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH. 03079 (603)-898-5285

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

March 25-26, 1995. **Central Valley Tandem Rally**, sponsored by the Fresno Cycling Club. Look forward to varying routes of different lengths, traveling the famous Central Valley Blossom Trail and exploring the Sierra Foothills. Enjoy Sunday brunch at the oldest California dude ranch. SASE to Charlie & Corene Burns, 730 East Lewiston, Laton, CA 93242. (209)-923-4149

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

July 14-16, 1995. **A Midsummer Tandem Rally III**, Atchison, KS. SASE to Karen

Winterhalter, 13001 W. 79th Street, Lenexa, KS 66215. Info will be ready in April, 1995.

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.

September 22-24, 1995. **17th Annual Southern Tandem Rally**. Asheville, NC. Ron Johnson will have info ready in January, 1995.

The **TANDEM CLUB OF AMERICA** wants to list your rides in the 1995 **TANDEM CALENDAR**. Rally and Ride Organizers, please send the information about your 1995 tandem events to:

DoubleTalk Calendar

Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242

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



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CLASSIFIEDS

FOR SALE: 1993 Santana Vision, Small Frame (18x16), Mariner Metallic Blue, Shimano Deore DX derailleurs, 26" 40-spoke wheels, 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

FOR SALE: 1993 Santana Vision, 18x16. Plum colored Imron. Versatile road/trail wheels, inverted Scott drop-in rear handlebars, auxiliary brake, computers, will box to ship. \$1900. (810)-231-3021 (Michigan) 01/95

FOR SALE: Classic 1964 Rene Hurse Touring Tandem, new white paint. 27x23 frame, Reynolds 531 tubing. Suntour SE brakes w/auxiliary drum brake. New Shimano Deore XT derailleurs/shifters. 18-speeds. Phil Hubs. \$900/OBO. Mike Murphy/Debbie Johnson, (312)-774-9434 (Chicago) 01/95

FOR SALE: 1990 Burley Duet, 20.5x18, w/child stoker kit & Burley D'Lite folding trailer. Everything in nice condition. Bike is light blue w/2500 miles. Components include Arai drum brake, adjustable stoker stem, & water bottle cages. Perfect for the family that wants to start riding together. \$1350 gets it all. Dick & Kathy Denning (419)-586-1125 (OH) 01/95

FOR SALE: 1985 Kuwahara Apollo 62/58. Happily ridden since new by 6'2"/5'8" team. Silver colour, Blackburn racks front and rear, computer, original Suntour XC barcons & derailleurs. 27" wheels w/48 spokes & Phil front hub. Marathon-style frame. \$750US/OBO. Murray Treloar (905)-728-0185 evenings (ON, Canada) 01/95

FOR SALE: 1992 Santana Noventa, 59x53, Columbus Nivachrom. Deep blue Imron. Specialized, Shimano Deore XT, and Dura Ace equipped. 48-spoke wheels w/Arai drum brake included. Excellent condition. One sweet bike at \$2975. David, (205)-233-4851 (AL) 01/95

FOR SALE: Cannondale 25x23, Blue Hyper-Hilite. Deore XT 7-speed w/barcons. 48-spoke wheels w/DT spokes. Cinelli bars/adjustable stoker stem/no pedals. Tandem is TOO BIG for us, we're trading down (in size, that is). First \$2250 makes this tandem yours! Call Barry @ (603)-444-3437 (NH) 01/95

FOR SALE: Franklin custom marathon-style frame, 53x50. Phil BB, Chris King H/S. Campy Ergo levers & tandem components, 2 cassettes, Mod4 40 & 48-spoke wheels w/conti tires. Black Imron/Chrome seat stays, chain stays, fork. Matching rack. No

pedals. \$4000.00. (209)-269-3285 (IN) 01/95

FOR SALE: Ibis Cousin It, 18/16.5. Purple Imron paint, matchin stems, extra long seatposts. Specialized cranks, Suntour XC-Pro rear derailleur, Shimano XT front derailleur, Scott SE Cantis, Aria drum brake. Two sets of wheels (on/off road). All serious offers considered. Eric Vann (708)-668-8231 01/95

FOR SALE: 1992 Santana Rio, 20x18, Shimano Deore DX components, Scott AT-4 bars, adjustable stoker stem. Yakima tandem carrier included. \$1350. Mike Hill (803)-882-5065 (SC) 01/95

FOR SALE: 1992 Trek T100 22x20.5, w/Drop Bars, Shimano Barcons, Shimano derailleurs, Suntour 13-30 f/w, 48-spoke wheels, Sun rims, Sansin hubs. Adjustable stoker stem. \$850/OBO (319)-277-5117 (IA) 01/95

FOR SALE: Motobecane Interclub, 22x19 Men's/Mixte. Light Blue, Chrome fenders, rack. Upgrade rear, excellent condition, \$750. Doug @ (618)-288-7193 (IL) 01/95

FOR SALE: Santana Classic, marathon-style frame. 22x19. Excellent condition w/Phil hubs & BB's. Drum brake. Many extras. \$1100. Kevin or Judi @ (617)-630-5104 (MA) 01/95

FOR SALE: Jack Taylor Touring tandem, double-diamond. 23x21. Classic TA components. Child conversion available, original paint, including boxed pin-striping. In excellent condition. Mike @ (318)-387-7490 (LA) 01/95

FOR SALE: 1993 Santana Rio, 20x18. Pecos Purple, Shimano Deore XT components, Shimano M525 SPD pedals. Stoker hydrapost. Only 1200 miles. \$1750 Michael Youngfellow (714)-854-5422 (CA) 01/95

FOR SALE: Schwinn DuoSport, 23x21 Men's/Mixte frame, 4130 Chromoly frame & fork. 18-speed indexed



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FOR SALE: 1981 Santana Classic, 56x63, Red. Phil Wood BB's & Hubs, 48-spokes. TA cranks -- your choice of 170x170 or 175x170. 7 bottle brazons. Shimano Deore XT Derailleurs/Cantilevers. Arai drum with quick release. \$1550/OBO

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

WANTED: TA Cyclo-Touriste tandem crankset, Simplex Bar-end shifters, Huret DuoPar rear derailleur, Ideal sprung seats (similar to Brooks B-66), Atom drum brake/parts. Must be new or in very good condition. Cornel Ormsby, P.O. Box 1867, West Sacramento, CA 95691, (916)-373-0039 01/95

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WANTED: Objective roadtests, with photos, of tandems by built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, 2220 Vanessa Drive Birmingham, AL 35242-4430.

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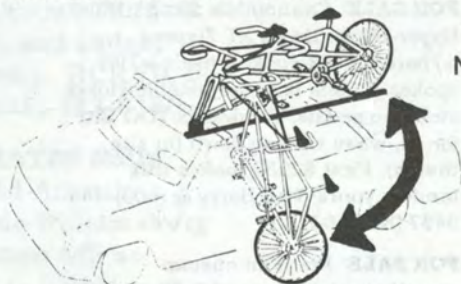
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Are you willing to become a TCA Hospitality Home? If so please fill out the form Below. If you would like to discuss what's involved, give Tom a call and talk about it.

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy,, a spare bedroom or even a tent site will do. The cyclist will need shower facilities and an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

TCA Member No. _____ (from your label)
 STATE _____ TOWN _____
 Names _____
 Street Address _____ Zip Code _____
 Evening telephone _____ Daytime Telephone (optional) _____
 Bedroom or tent site _____
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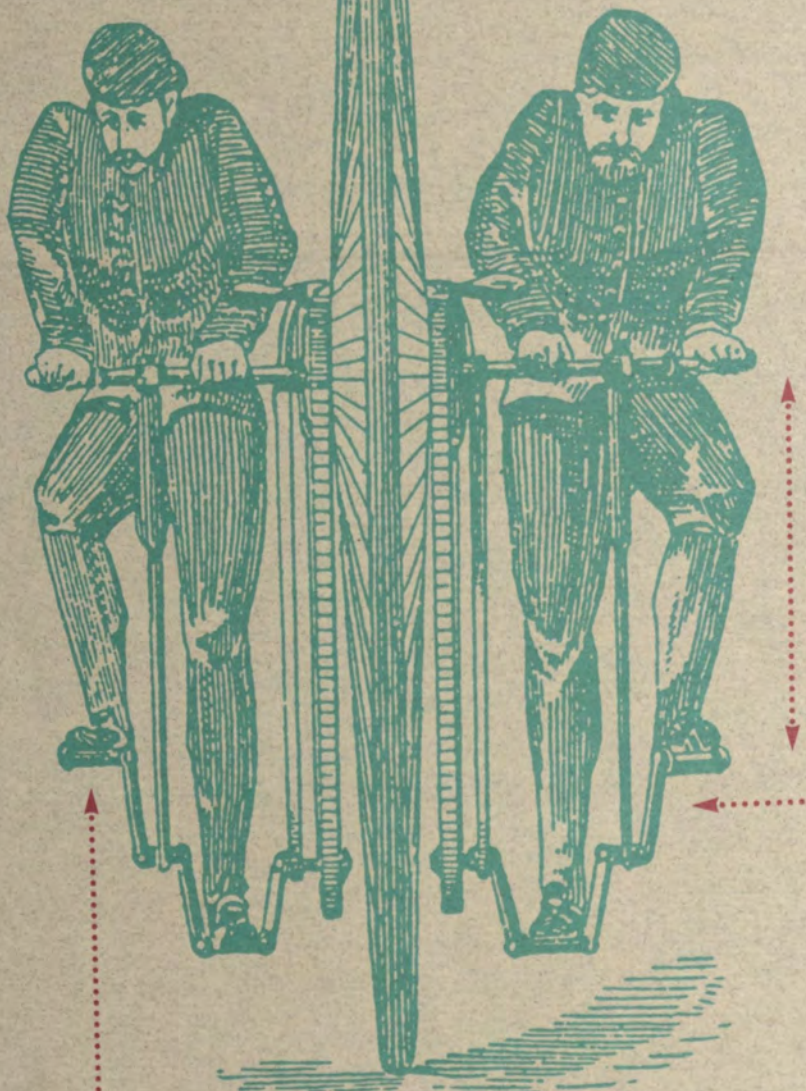
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