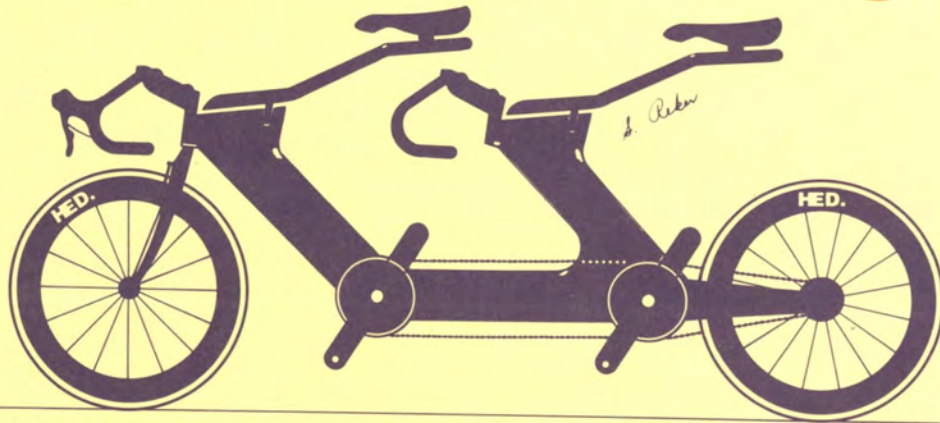


TANDEM
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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



MAY-JUNE
1995

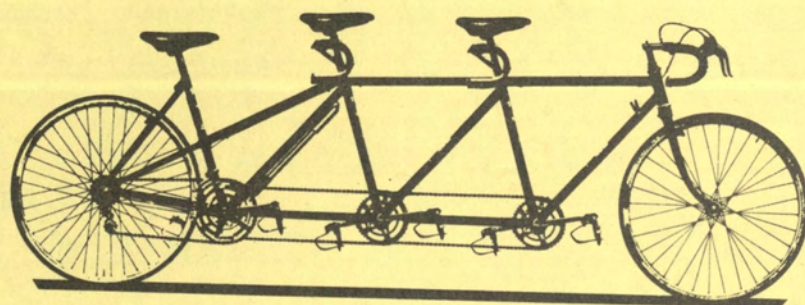
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLETALK

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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>	Bruce & Judi Bachelder, 306 W Union St, Morganton, NC 28655-3729	(704)-437-1068
<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



California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado
Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339

Washington, Oregon, Alaska, Idaho, Montana, Wyoming
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Since 1976



DEADLINE FOR THE JULY- AUGUST, 1995 ISSUE OF DOUBLETALK IS JUNE 1, 1995.

FROM THE EDITORS

Old Man Winter is finally loosening his grip on the northern reaches of this country. It's time for the rest of you to get that tandem out of storage, blow off the cobwebs, and tune it up. Gary Todd has thoughtfully provided a good checklist to use as a guide to help you make sure that you don't miss any items as you refurbish the long bike. Read and heed!

We're putting this issue out early, so that you'll get it before the middle of May. We mailed it out before the Alabama Weekend and the Southwest Tandem Rally (and our tour through Oklahoma). This makes it seem like we just finished the March-April issue and we're doing another one. [Susan: We DID just finish the March-April issue!] Hope you enjoy the early issue. We'll be back on our regular schedule with the July-August issue.

Keeping the address lists current and up to date remains a problem to the club. The lists are actually maintained in two locations: Bruce and Judy Bachelder process your membership information (sending renewals, (\$) to the editors only slows down the process), then they transfer the updates to us via modem just before the issue is mailed. The post office sends any address corrections that they notice to us in Birmingham (they charge 50 cents per correction), and we enter these corrections, plus any updates we receive from our members, directly into our list, then we modem the updates back to Bruce and Judy at the same time they send us the new and renewal names. Occasionally these lists do get out of synch, and then it takes some detective work to determine which list is correct. One recurring error is when a member moves with no forwarding address -- we get these notices back from the post office -- and we delete the name from our list. Deleted names don't get sent to the other party. Then, 2-3 months later, we get a letter from a member asking where their issue of DoubleTalk is? What happened to my membership?!?!?!? Bruce and

Judy's list shows them as members, but, since we don't have a valid address, the membership sits on idle until the member contacts us. We don't know of a better way to work this, unfortunately.

What's the point of this discussion? Keep the TCA up-to-date when you move. Help keep our expenses down by notifying the editors of your new address before the post office does and charges us. You'll note in the income/expense summary, printed elsewhere in this issue, that our income/expenses are almost equal now. We don't have the extra funds to continue paying the post office for the corrections. Also, please be understanding if we've made a mistake. We really do try hard to keep the lists correct and make sure you don't miss any issues, but we need your help, too!

And on that note, we'll close this column and go pedal! Those of you who are reading this in April, think of us, as we are pedaling our way across Oklahoma even as you're reading this.

May you have only warm breezes and tailwinds! We're looking forward to seeing you on the road!

MOVING?

When you move, be sure to send Doubletalk your new address. As Doubletalk is mailed Third Class (Bulk Rate), the Post Office will NOT forward your copy. You'll miss out on all the wonderful articles, rides, and other good things in the magazine.

Send your address corrections to:

Doubletalk
c/o Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242



ASSISTANCE NEEDED

Is there any member out there who is a (tax) lawyer or CPA who might be able to assist the Tandem Club with its tax status. It would be preferred, for ease of communication, that the volunteer live in the northeast but any assistance would be welcome. Assistance would be on a one time basis. Once everything is set up we feel that we can keep things in control.

Bob & Linda Harvey
TCA Treasurers
(693) 898-5285
16 Clinton Street
Salem, NH 03079

CLUBS

Corrections & Additions

Please mark your membership issue with the following changes. Our apologies to the clubs where we erred.

CARSON AND RENO AREA TANDEM SOCIETY

(CAROTS)

c/o Tom & Connie Fronapfel, 1855 Panaca Drive, Carson City, NV 89701. (702) 362-3226

COUPLES ON WHEELS (COWS)

c/o Jim & Cindy Noll, 1579 Ledge Rd, Brussels, WI 54204. (414) 825-7341

GREATER OHIO AREA TANDEM SOCIETY (GOATS)

c/o Norm & Rosemary Bernhardt, 2639 Morning Sun Dr, Fairburn, OH 45324. (513) 426-2796

MODESTO AREA TANDEM ENTHUSIASTS (MATES)

c/o Lyndall & Lois Frantz, 443 Davison Road, Modesto, CA, 95357. (209) 526-8385

TEAM NORTHWEST TANDEMONIUM

c/o Louis Baslaw, 3236 NE 11th Ave, Portland, OR 97212-2235. (503) 282-3691

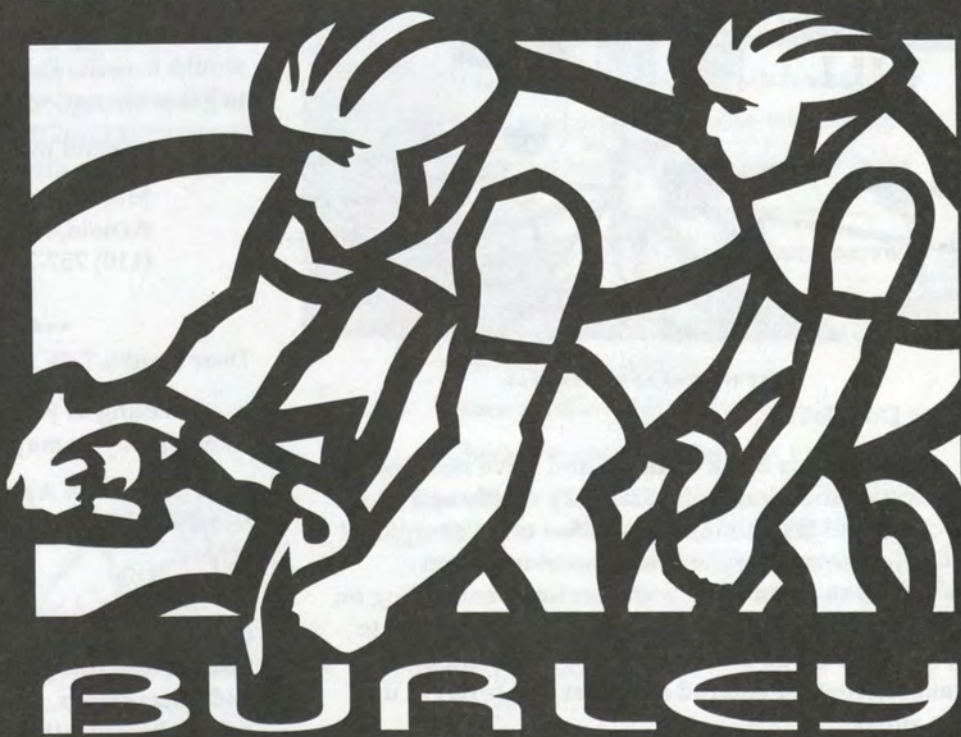
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LETTERS TO DOUBLETALK

Dear DoubleTalk,

A few issues ago one of the club members wrote in asking about what to do with all of the ride patches they had accumulated. In our case, we bought several 11x14" clear plastic picture frames to display them in. We used black construction paper to provide a contrasting background. We originally had the framed patches on display in our bathroom. When we moved we decided to hang the patches in our bike room. In my case, I also display some medallions that some rides have given out instead of patches. I also put my old tickets from on of the 1984 Los Angeles Olympics cycling events that I attended.

Willard & Evie Wheeler
Upland, CA



Dear DoubleTalk,

My name is Mark Murray, and I live near the Baltimore and Annapolis Trail. My family and I love cycling, and last summer my father and I completed a Cycle Across Maryland tour on our tandem bicycle. But, aside from going on tours and riding on nearby bike trails, I think that it's relatively hard to go on a decent bike ride, for there aren't enough trails. Recently I entered a contest and brought up this subject.

The contest was to write to a Congressman about an issue that affects young people most. I wrote

about the significance of bike trails, and I gave reasoning as to why we should have more of them. My goal is to let everyone know of the extreme versatility of bike trails, (bikes, horses, handicapped, skiers), and to get the public actively involved in bike trails, both in construction and maintenance. The Nation Youth Forum picked a winner for each state, and I was chosen to represent the state of Maryland. I will be spending six days in Washington, DC during June, seeing Congress in action and speaking to my representative about my subject. And, that is why I am writing you.



I would like to have some information about trails, riding, public response to trails, or any other information that you think may be helpful. If I have precise, comprehensive reference material to leave with my Congressman, it seems that both you and I would benefit. This seems like a chance of a lifetime to get some national attention for bike trails.

Please send me any ideas that you may have.

Mark Murray 133 Blackfoot Drive
Arnold, MD 21012
(410) 757-7838

Dear DoubleTalk,

Greeting to you from England. Just a couple of things that you may wish to include in DoubleTalk.

Firstly as of April 1, 1995 all United Kingdom telephone numbers are changing. Some more than others.

Secondly, I would like to be shown as a hospitality home. My wife Jan & I always welcome visitors and this part of England is so rich in history and other things. Also, it is ideal for cycling and we get the best weather. So come on, lets see a few of you over here for a wonderful holiday.



Just as a matter of interest, sometime my copy of DoubleTalk takes 9 weeks to arrive, other times they come it only takes a couple of weeks [ed. ditto for our copy of the Tandem Club of the U.K. Journal].

And just to finish;

Do we have any members who ride tandem trikes?

What is the American record for the number of tandem miles covered in 24 hours?

What is the American record for the number of tandem miles covered in a year?

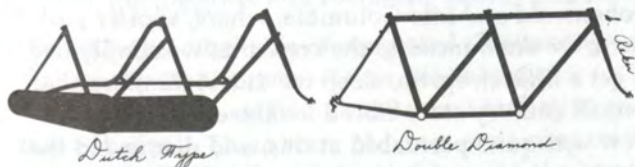
Andy Rogers
Pedals, 10 Waldingfield Road
Acton Sudbury Suffolk
England C010 0AH

Dear DoubleTalk,

We are a family of four; son, 6 1/2, and daughter age 5. We do not own a tandem. We have one Burley trailer in which our daughter could still ride this year. But, we are in need of a new method for our son to ride along with us.

I would appreciate hearing from families who have been in our situation. I have seen advertisements for the "trail-a-bike" system, and I am wondering how safe and energy efficient they are. Or must we invest in a real tandem with a child conversion kit?

Renee Casady
2746 C.R. 11
Bellefontaine, OH 43311



BICYCLE MAINTENANCE CHECKLIST

- Check tightness of wheel bearings
 - Check tightness of crank bearings
 - Check tightness of headset bearings
 - Check pedal play
 - Clean chain, measure wear, and lubricate
 - Lubricate wear points with silicone or bicycle lubricant*
 - Derailleurs
 - Jockey Pulleys
 - Shift and Brake Cables
 - Brake Pivots
 - Oil seize points: seat post and stem wedge
 - Check shifting and derailleur adjustment
 - Check brake adjustment
 - Pad position
 - Clearance
 - Centering
 - Check wheel quick release tightness
 - Touch up any nicks or scratches in paint
 - Check spoke tightness and wheel trueness
 - Check tightness of crank nuts and bolts
 - Check tightness of chainring bolts
 - Check tightness of all remaining screws, nuts, & bolts
 - Check tension on timing chain (1/2" vertical movement is correct)
 - Clean rims with alcohol
 - Check tire condition and air pressure
- * Remember WD-40 is a solvent NOT a lubricant. Silicone lubricant is available in the automotive section of most stores. Look for the clear spray not the white foam. Tri Flow or other bicycle lubricants also work well.
- Greg & Judy May
Cleveland, OH



State of the Union

RAAM: The ultimate test of a marriage

Continued from March-April 1995

Still committed to completing the race Nick & Becky have crossed the Mississippi River into Memphis. It's 2:30 am in downtown when a sudden jolt brings the bike to a halt.

It was as if someone had grabbed our bike from behind and had pulled back on it. I quickly hit the brakes and stopped. I looked back. There was Becky, lying in the middle of the road, our van having gotten stopped just inches from her. Her shoes were still locked into the pedals. I dropped the bike and ran back to her motionless body, screaming at the top of my lungs.

Unknown to us, her seat had been working its way off the carbon-fiber beam that constituted her high-tech shock-absorbing system. So, when the seat finally disengaged, it threw Becky on the rear wheel, and ultimately onto the road, where she landed with a thud.

After a few minutes, she came around and said that she was alright, but extremely shaken. The crew had to simultaneously attend to her, and figure out a solution to our new problem. We had to continue on the same bike, because one of the backups had developed derailleur problems, and the other was set up for Becky to captain, but she was too shaken to do that. With great imagination, the crew rigged the seat back onto its beam with plastic tie-down straps and duct tape, hardly an award-winning engineering feat, but certainly creative (and functional).

While Becky's ejection certainly awakened everyone (she swears she saw Elvis about the time she hit the pavement), it cost us over an hour off the bike. The crew realized that the best thing we could do was to get to the east side of town, and find a place to sleep a little, with hopes that Becky would recover quickly. Although not known for its lodging accommodations, the McDonald's that served as a time station worked just fine.

The crew allowed only 90 minutes, waking us to a fine mist falling through a dense fog. I took one look at Becky. She looked bad. I took a look at myself in the men's room mirror. I looked even worse. This was how I imagined I would look when I turn 50. I resolved to do my best to put on a pretty face for the finish, but I knew it wasn't going to be easy.

The mist and fog faded away as we made our way into central Tennessee, with the terrain becoming noticeably more hilly. The heat and humidity, plus the hills, slowed us down. Weren't we supposed to be out of the mountains a long time ago? Why would the Race Director do this to us? We couldn't believe the grades as we struggled through Hohenwald and into Columbia, where, shortly past town, we announced to the crew that we simply had to get a little sleep. So, sleep we did, right in front of a small country store closed for the evening. Our crew was quite perturbed at this, and demanded that we get up promptly after 90 minutes and start making up time.

While we were asleep, the fog moved back in, making the rest of the night an adventure. We



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couldn't see more than 30 feet ahead in the headlight beams, never knowing if we were going to climb, descend, or stay on flat ground. Of course, this made gear selection difficult. Numerous very steep climbs in the wrong gear made me rather infuriated, and on one hill, I reared back and pushed with all my might. I lived to regret that extra little push.

As daybreak lit our path and the fog burned off, we found ourselves passing the Jack Daniels distillery. Ironically, it is located in a "dry" county, but that apparently hasn't had a negative effect on their sales. That "extra little push" had resulted in an extremely sore muscle in my right thigh, making it nearly impossible to put pressure on it. This did not put me in a good frame of mind, and I proceeded to get into a verbal battle with the crew for a can of Coke to pick me up. They didn't want me to have the sugar and caffeine; I was tired and sore, and just wanted to be ornery. Since I didn't have any money in my pocket, I couldn't stop and get a Coke at a 7-Eleven, like I had threatened to do.

A few miles later, we encountered Monteagle, and the Coke battle was long forgotten. My aching leg made itself known on every revolution of the crankarms as we struggled up three miles of what seemed like an elevator shaft. The crew endured the wailing guitars of Stryper over the P.A., but it kept me awake and functioning in rapid 4/4 time. I was beginning to wonder how I could possibly make it. I could barely pedal, and we still had over 425 miles to go. The clock was ticking away, and we were down to 36 hours as we crossed Nickjack Lake on the other side of the mountain.

The sun burned down on us intensely. The Director had routed us into Chattanooga on the "old" road, which followed the Tennessee River up and over countless long, steep hills. The frustration factor was multiplying by the minute as we tried to make progress, but because of fatigue, heat, humidity, and pain, the progress was becoming slower and slower.

On the other side of congested Chattanooga, we chatted with the crew. It was late Saturday afternoon, and we had until 2 a.m. Monday to arrive in Savannah. There were 33 hours remaining on the clock, and 390 miles to go. At this point, the crew made perhaps one of the most significant tactical decisions of the entire race: they went looking for a motel.



At 6 p.m., we bedded down at a small motel in Ringgold, GA, just inside the state line. The race officials were there to remind us that we had 377 miles to go, and it was going to be a challenge to make it to Savannah in time.

After three hours of sleep, all the while being massaged by our therapists, we emerged from our room and accepted the challenge. We were going in. There would be no more sleeping until after we finished. There were 28.5 hours remaining on the clock, and we would dig deep, giving whatever it takes to make the goal. Our many years in ultramarathon racing would come in handy now. This was going to be just another ride, like so many other 24-hour races in the past. Only that this one came after 2533 miles of warm-up.

It was amazing what that three hours did for us. As we started pedaling at 9:30 pm, darkness was just settling in, and we were beginning a mad dash for the coast. As we made our way through the many small towns paralleling I-75, teenagers were out celebrating their reckless youth, often chatting with us as they cruised by in their souped-up trucks and sportscars. We fondly recalled our own "wonder years," but agreed that we were having more fun now than we did then.

The steep hills of Tennessee had become the steep hills of northern Georgia. But nothing was going to keep us from reaching our goal. Not even an errant driver who cut across our path, nearly forcing us into the ditch, nor our primary support van breaking down when the radiator cooling fan quit. No, sir, we were ready for anything. The crew conducted a "Chinese firedrill," and in less than ten minutes, had swapped the contents of both vans, and hooked the equipment trailer to the beleaguered van, which now had to limp carefully into Savannah.

In the pre-dawn hours near Alpharetta, Becky apparently nodded off while on the back seat, and started to click-out of her pedals, as if she was going from the sofa into the bedroom. I quickly yelled and awakened her, thereby averting another catastrophe. Fortunately, daybreak was only another hour away, greeting us as we rounded the curve into Lawrenceville.

We were grateful that we could finally see the hills in front of us. When the enemy is visible, the fighting is much easier. Thus, on that Sunday



morning, while moms, dads, and kids were on their way to church, we summoned the help of the Almighty as we sought to make our way across the rest of this outdoor cathedral we call the USA.

Each hill we crested we hoped would be the last. We knew it had to flatten out sometime. "Why not now?" we reasoned. As Georgia would have it, the hills kept on, one big hill after another, resembling a roller coaster ride without end. I kept doing calculations in my mind, trying to figure out when we would finish. Our digital computer on the handlebar had quit, the batteries dead, so we had no idea of our speed or distance travelled. Every once in a while, the crew would pull up beside us and keep us informed. The math gymnastics gave me something to do.

TCA Tandem Hospitality Homes

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

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

Tom Thalmann

TCA Member No. _____(from your label)

STATE _____ TOWN _____

First Names _____

Last Name(s) _____

Street Address _____

Zip Code _____ Evening telephone _____

Daytime Telephone (optional) _____

Bedroom or tent site _____

mail to: Tom Thalmann
N1583 Skyline Dr
Greenville, WI 54942
telephone (414) 757-6561

One of the happiest moments I can recall from the race occurred in Gray, nearly 175 miles from the finish. There waited my parents, who had driven up from the Tampa area to see us finish. Amazingly, Becky and I were looking pretty good, more like our actual ages, which surprised Mom and Dad to no end. They proudly drove along in their car, frequently stopping on the side of the road to cheer us on.

At Dublin, we stopped at the time station to quickly change clothes. We wanted to look good at the finish line, which was only 125 miles away. The steep hills were now becoming more and more gradual as we made our way to the coast, with long flat stretches in between. This was much more to our liking, and we picked up our speed considerably.

With about 45 miles to go, darkness once again overtook the sky, but we knew that this night we would sleep in a nice motel, and would not have to get up if we didn't feel like it. But RAAM is not an easy race, and even if the finish line is only a few miles away, the going can still get rough. We had been on the road 24 hours, now going into our second darkness without sleep. Our fatigue really caught up with us. To stay awake, we sang show tunes, but in reality sounded more like a couple of drunken sailors.

Now riding on perfectly flat land, we developed tunnel vision. On either side of the road were dense groves of very tall pine trees. Thus, our only visual stimulation was the pavement ahead of us. No city lights were visible for miles. We argued with our crew, saying that we had to be going only five or six miles per hour. We thought they were lying when they said we were going 20. "Impossible! If we're going that fast, we should be there by now!" I argued back.

Finally, we came under the glare of a street light as we entered the far western reaches of the Savannah area. Since we had changed bikes (and computers) at dusk, I now had data at my fingertips, and when we passed under that light, I took a look at the computer: 20 mph. They weren't lying after all!

Soon, the city lights became more frequent, and we were in the suburbs, and then passing under I-95. Savannah was just a heartbeat away. At one intersection, Cindi Staiger, a race official (and former RAAM racer herself), met us on her bike to provide



an escort through the many turns that lay ahead. Keeping up with this fresh rider proved to be a grueling task, but it inevitably shaved even more minutes from our finishing time. When we had left Ringgold, we had 28.5 hours to work with; when we made the turn onto River Street in the historic section of Savannah, we had over 2.5 hours to spare.

Waiting at the finish line were the Race Director, my parents, and about two dozen others to cheer our arrival. Eleven days, nine hours, and 24 minutes had passed since we had left Los Angeles, earning us the second-fastest co-ed tandem finishing time in the history of the race. During that time, we slept a total of 24 hours. And although we certainly were tired, we had the biggest smiles in the city as the Director awarded us our plaques and medallions, and photographers snapped away. (At the press conference the next day, we would receive our cash and merchandise prizes.)

Surprisingly, we recovered quite well from the race, with very few residual aches and pains. In five days, I was back on the bike again, training at my usual pace. Becky had some soreness from her fall in Memphis, as well as some saddle sores. Perhaps the worst post-race problem was my inability to resume a "normal" sleeping routine. It was 20 days later that I finally was able to sleep completely through the night.

Looking back on RAAM, Becky and I agree that it was the most difficult challenge either of us had ever tackled. Despite what many people had told us ("You'll end up getting divorced."), we had come through with our marriage stronger than ever. We laughed, we cried. We argued, we hugged and made up. Through it all, we learned that RAAM isn't that much about cycling; rather, it is about life itself. It's about dreaming, setting goals, preparing, and then putting one foot in front of the other to reach those goals.

We learned more about these "life lessons" on this adventure than anything else. We found that it takes imagination to dream big, it takes time and wisdom to plan the attack, it takes perseverance to train and prepare, and, finally, it takes courage to walk out the door and make your dream become your reality.

But without the help of God, as well as our tireless support team, we would not have seen this

dream come true. For we also learned that, no matter how hard we try, we still cannot depend solely upon ourselves.

And would we do it all again? You can count on it! See you in LA this July! Nick Gerlich is Assistant Professor of Marketing at West Texas A&M University in Canyon, TX. Becky is a Math teacher at Hereford (TX) High School. Together they are the directors of the Ultra-Marathon Cycling Association, and publishers of Ultra Cycling magazine.

Nick & Becky Gerlich
Canyon, TX

WHO DOES WHAT

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

MEMBERSHIP: Collects dues, processes memberships.

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: Money management, tax and financial reports. Pays the bills

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

SECRETARY: Contact point between TCA and the outside world.

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

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

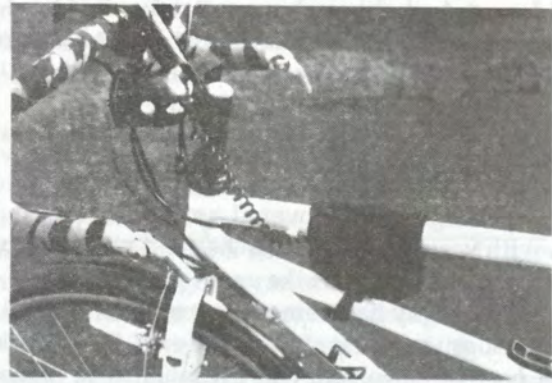


VISTALITE HEADLIGHTS AND TAILLIGHTS

I've often been caught by darkness on evening rides and always wished for a reasonably priced but efficient lighting system for our bike. Nitesun is one name I hear mentioned often, but its price is hovering around \$200 now and my budget couldn't stand it. I purchased a Vistalite headlight and battery pack on sale for \$59 and am very pleased. You can get these headlights in 2, 6, dual 6/10 and dual 10/10 watt systems. I can't recommend the 2 watt as I feel it is just bright enough. The single 67 watt I bought works very well on unlit country roads in Florida late at night and doesn't get washed out by car headlights. The lens focuses from spot to broad beam and swivels and turns every which way. The quick release mount is very easy to use and very secure and the battery velcros and straps around the frame. The 2.5 amp- hour battery lasts about 2 hours and uses lead acid gel which will not develop a charging "memory" like ni-cads do. And you can upgrade any system just by changing the bulb or battery pack. All in all, a very good product that can extend your riding season as the days grow shorter.

At the other end of the bike is the Vistalite taillight, which has been around for a few years. It is a large reflector with your choice of 3 or 5 flashing LEDs in it. It's powered by 2 (!) batteries and lasts about 300 to 500 hours. One nice feature is its ability to replace your stock rear reflector and look very clean. We leave it on all the time.

John Finucan
Indian Head Park, IL



STATEMENT OF INCOME AND EXPENSES

Calendar Year 1994

Tandem Club of America

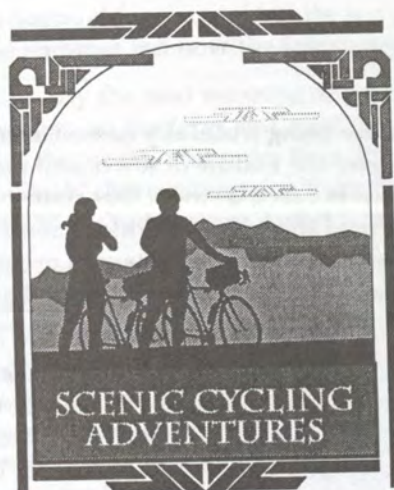
Income:

Memberships	\$35,970.00
Advertising	5,588.50
Donations	732.5
Sales	
T-shirts	442.5
Patches	108.00
DT back issues	167.00
Bank Fee Refund	14.00
Misc Postage	5.25
Total Income	\$43,722.69

Expenses:

DoubleTalk printing	\$36,202.71
DoubleTalk postage	6,196.22
DoubleTalk layout	350.00
Other postage, phone, etc	433.34
Inventory: T-shirts	387.50
LAB Dues	75.00
Total Expenses	\$43,644.77
Net Income 1994	\$77.92

Submitted by
Bob & Linda Harvey
TCA Treasurers



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G.O.A.T.S.

1994 turned out just like the OLD GOATS expected: We had tandem-only rides for twelve straight months. Each ride had a huge turnout of Ohio Area tandems that required police assistance just to get us safely out of the parking lot. Then at lunch we filled entire restaurants, which served us all we could possibly eat. Of course, every member of the GOATS came to every ride.

Ohhh, sorry, that's the 1995 rides description, although we did have a very good year in '94, with 15 or so tandems at every ride. Gratefully, we did manage to have rides in the summer months. And the luncheons were a social highlight.

The last rides of our first season left from a Travelodge motel lot in Willoughby, an eastern suburb of Cleveland.

Friday, the Pisors led two other teams on an ice cream ride of about 15 miles. We stayed together, didn't get lost, and had a couple scoops of ice cream. In other words, the perfect way to start a weekend.

Saturday, we had the full GOATS complement of 15 teams for a 50 mile ride, with a luncheon in Chagrin Falls at the Gamekeeper's Tavern. Chagrin

Falls is noted for being truthfully named, since it has a waterfall under the middle of town, and for the paved wall that is called a street. Our route brought us up a brick road then down the aforementioned hill; thank you, ride leaders. The tavern provided us a private room, good food and service, and a place to sit down and talk.

The route was hill in places - most places - but thoroughly scenic at all times. If you have never had the chance, cycle this part of Ohio. Watch for next year's ride in the Cleveland Cluster. Neither the horse farms, nor the Emerald Necklace park system, nor the country roads are expected by someone who has heard nothing of the area except snowstorm reports.

There is nothing more to add. Only one flat on the entire ride, just as the team was turning back into the motel lot - bang! Nobody got lost or sick or hit or hurt. The whole thing was just a wonderful reason to be a GOAT. All the riders send a huge THANK YOU to Candy & Ken Roehl, and to Ruth & John Pisor, who sponsored these rides.

Gary & Sharon Todd
Ohio

NORWAY WITH OUR TANDEM

ed. We rejoin Bob & Nancy just past Utvik with its steep hills.

The next morning, we made arrangements with the bus driver (another one again) to pick us up at 1:05 in Lunde, to drive us through the tunnel we were not permitted to cycle (the longest automobile tunnel Norway). We made the town in time and the driver did not even have to be flagged down. This time to the Briggisdale glacier, again blue/green. With photos from the beginning of the century, we could actually walk to where the glacier had been during those years. Amazing to see how it had shrunk in the 90 or so years.

Down the hill, in and out of the glacier museum and on to the ferry at Fjaerland. This ride actually stated at the Mundal Hotel, which in fact is run by

our former our Vice President Mondale's family. They owned the land five or more generations ago. We got off at Hella, rather than staying on and going to Balestrand for the night, and then back to Hella the next morning and continue. This way we got another day ahead. Next time, we will find some way to spend some time in Balestrand. Though just a tourist venue, it appeared when we got to it as a ferry stop from Berger to Flam to be a neat place to stop.

We were now riding along the Sognefjord, a beautiful, serene, restful area. Past the towns of Leikanger, Hermansverk and views of fruit trees being harvested. June had been a cold month, so everything was three weeks late. These towns, though small, appeared to be relatively well-to-do.



On to Sogndal for the night at the university (closed for the summer but now the International Hostel).

Up early the next morning and over the hill to Kaupanger, on the ferry and a ride on the narrowest fjord in the world. Not more than 200 meters at one point. Stark, sharp mountains from the sky to the water. Off at Gudvangen. And it is still just 10:00 am.

We were scheduled to climb the hill to the Stallheim Hotel - one of the locations from 43 years ago. I had remembered going down from the hotel on switch backs and it was awful. Bob talked to one of the bus drivers who was meeting a ferry from the "Norway in a Nutshell" tour; the driver said that he really thought that it would save the lady's good humor if the bus was taken up. Bob later said that his mother raised no dummy. We bussed up. Short (2 miles), steep (14% grade). But the view from the top: down the valley and the 18 switch backs, toward the fjord. But, time to go down the other side of the hill and past the 17th century Vinje hotel and the Tvinnestolen waterfall. Had to stop and catch our breath from the beauty of the falls.

On to Voss for the night. Again, a town from 43 years ago. We stayed at one of the largest of the International Hostels where so many people said to us that they had been seeing the bicycle for the past few days. As a matter of fact, just in the middle of September came a picture of us on the tandem from a couple from Belgium, taken in the parking lot of the hostel at Voss. They could not believe that we could do that kind of riding in the countryside.

Up the hill the next morning on the old railroad right-of-way and then, WOW! It was the only time on the trip that this stoker asked to please let her off the bike (of course, there was no other way down the hill but on the back of this thing) but, steep, steep, sheer drop, switch backs. Bob did a great job getting us both down. The problem was that when we looked back up towards the waterfall, it was hidden by trees and mountains. But around the next corner, we found the neatest little town straddling the one lane road. We had our usual yogurt and returned to talk with this man who had to examine the bicycle and tell us of his bicycle travels around the country. And that was 50 or 60 years ago. One of the oldest Norwegians we met who could talk English.

Up and over Route 572, it was a gentle climb into Ulvik, a vivid memory from 43 years ago. It's still a



tourist town. So much for Ulvik, down the road to the ferry, off at Brimmes and bike to Kinsarvik. A small hotel with the proprietor saying we should just leave the bicycle on the sidewalk for the night. We did not carry it up three flights, but Bob managed one and locked it to the banister. Of course, there were lots of stares. Up early to catch the ferry to Utne. Had we known, we would have taken the ferry the night before and stayed in this little town. The hotel is 200 years old with additions to the original structure. It has been in the same family for 5 generations. They sure know how to treat people nicely. But, a climb was ahead of us so we could not stay the rest of the morning. It was by far the toughest day of the entire trip.

We were now riding along the Hardangerfjord and the cherries are just coming in. Sweet, warmed by the sun, lush orchards, with tree branches touching the roadside. Never one to go onto someone else's property, Bob, with all his 6'3" managed to find lots of stray unpicked ones for us. On this steep, narrow, windy road we only logged 35 miles for the day, but 4,200 feet of climb. At one point, a downhill tour bus was giving us the right of way, but with only 6" of air between the handle bars





and the bus, discretion proved to be the better part of valor. We stopped. The only trouble was that it was too steep to start again and Bob had to push uphill for about one kilometer.

We took the ferry to Torvikbygd and on to Strandebarm. However, the Tourist Bureau was no longer functioning, though the signs all pointed to one. The Post Mistress saved us by calling a friend in Bakke who sometimes rents out her lower level room, but serves no meals. We were in luck and had an early "cafeteria" dinner and rode the 7K+ to a large, lovely room overlooking the harbor that this woman owned and leases dock space. Though still on the Hardangerfjord, the topography changed. No more fruit trees and lush valleys; however, the next morning on our climb toward Os and Bergen, we passed lush wooded areas that had some suspicious foundations. We finally stopped, noticed the date "1941" on the foundations and realized that this was the German fortress on the Hardangerfjord. We investigated one foundation, trying to conceive what was what room. Very eerie; we kept going. Lunch time brought us to one of the largest enclosed malls in Norway, outside of Bergen. Still, according to US standards, it was extremely small. Bob returned

about 6#s of books/maps, extra clothing to our hostess; we still had a week to go on the tandem.

We re-met Vivienne Brown of the UK as we climbed out of town; she remembered us from the ferry ride from Kinsarvik to Utne. Another good reason for well-appointed tandem bicycles.

We climbed past 40 to 50 cars/trucks, all stopped. On the summit we found boulders and bulldozers. Bob stopped the tandem along side the workmen, saying that nothing would be done that would jeopardize one of them. We stayed and we stayed. Finally, one of the men went past us to a bulldozer; a very narrow path was cleared and where they were not able to clear a path, they helped lift both bikes. Bob was told that he might not wish to tarry, because they were going to light another dynamite into the rock; we were not more than 50' away when, boom. We kept pedaling, leaving Vivienne to join her friends in the campground (it was really pouring at this point) and on to the ferry to Os toward Bergen. The ticket taker wondered why we were the only people on board; they had not heard of the road closure.

Back on land, it began pouring even harder and my pleas were heard: we stopped a bus and rode into Bergen. On the best of days the road is narrow, hilly and very busy and this was not the best of days. Though the end of the actual tourist season, the International Hostel was sold out of small rooms, so we stayed at a very new, small hotel 5K west of the old town. We arrived after 8:00 PM, in the pouring rain, with no dinner and when I asked if Domino's delivered, the young man said no, but that he could have a hot dog sent in. I asked if we could take the bike into our room and after seeing the extra-long bicycle, he realized that a 4th floor room would not do. We had the largest room on the ground floor and free rein on the refrigerator which really was breakfast for the next morning.

Bergen is the usual tourist town, with the huge fish market in the harbor Saturday mornings: fresh fish, walk-away cocktails and small sandwiches and teeming with people. A young man came over to us to investigate the tandem. He was from the Bay Area, and had married a Norwegian and moved to Norway. The difference, he said, is that in California the judge looks at the motorist and says, "You didn't see the cyclist/pedestrian? Well, that will be 750 hours community service, \$2,500 fine and be more



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careful." In Norway, the judge asks for a good reason as to why neither was seen and then says "You'll never have to worry about reason a second time; your license is lifted for life." No wonder we felt like kings on the road. We were.

We went on one of the walking tours of the old town, took the funicular (16% grade) up the mountain and viewed the city from above. It was not raining in Bergen. We talked with a tourist guide on the way down who, with her group, had been watching us the past two days. She had recognized our jackets. The group had to gather at the bottom of the funicular and watch us ride off into the sunset. We heard the weather forecast and decided to take the ferry Sunday morning to Flam and continue the most spectacular part of the trip: riding the Rallarvegen.

This ferry ride was the toughest for the tandem: on the rear of a high speed hydroplane with no protection from the elements. I'm afraid there was a fair bit of salt on the bike. Next time, we could make provisions for this. Anyhow, 5 hours through the ocean, around small islands and returning to the Sognefjord again, past Leikanger and Hermansverk but this time off at Flam, the tourist turn-around point for "Norway in a Nutshell". We had decided to stay at sea level for the evening because we didn't know what to expect if we took the train up top, so we had one afternoon to walk around this town, which we did in 30 minutes. So, we were in the "I" Tourist Bureau looking, when a woman came in saying "I knew you were here. We saw the bike outside. We were the ones who honked at you yesterday in Bergen and bought strawberries with you in Lillhammer, ten days ago". So much for trying to hideout in this country.

Up early Monday morning to take the train to Myrdal. Bob had been told that he would have to put the tandem in the baggage car, but the station master did not come. As departure time came, so did the bike, being pushed by train personnel. The tandem rode with us in first class. Up the lush, green valley and then up the hill. No switch backs, because trains can't do that, but they can go around themselves in tunnels. Paralleling the tracks is a lane used during construction of the railway. We'll use that next time.

Before we start the trek, it is time for a cup of coffee and guess what, another tandem was at the station. Jim and Judy Graunke of Pasadena, California



had just finished what we were starting, but going East to West. They had even skinnier tires than we did and they had no problem. We had a delightful time with them, but the day was getting along.

Now, the fun/tough part of the trip. The Rallarvegen is the "road" which was used to haul equipment when laying the Oslo- Bergen railway line 101 years ago. Unpaved, stark, beautiful, glacial, arid, green, brown: all these adjectives rolled together at the same time. Because of our itinerary, we intentionally went West to East, but as we counted about 65 cyclists going the other direction, we wondered about this decision. However, we would still do it the same direction; it is easier to push a tandem up hill than to hold/ride it down unpaved paths. The hardest part of the two days was the walk down from the Myrdal with an immediate climb up. Though not long, it was steep and over small stones. After that, sheer drops and then the road just kept going on. We were going to Finse the first night, where we had sent two of our panniers on the train. We carried with us lunch provisions and warm clothes (though we knew there was one hyette (hiker cabins with food) along the trail and we would have lunch there). However, lunch got to be 3:00 pm, but those waffles sure tasted good at that time. And we did use the clothes. It had snowed two nights before and we had to walk through 7 patches of glacial snow. So, now we had sort of damp feet.

To be continued....

Bob de Mille
Nancy Gordon
Palo Alto, CA

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BUILDING A HOME-MADE TANDEM CARRIER



Faced with the challenge of transporting a tandem on a foreign trip with commercial airliners and small rental cars as the conveyances, I needed a compact, durable, weather-resistant case. I designed and then built such a case which performed admirably. The key feature was a baseboard as long as the tandem's wheelbase. This baseboard provided a platform to which I secured the disassembled bike and its parts while in the box and to which I secured the assembled bike on the roof rack of the car.

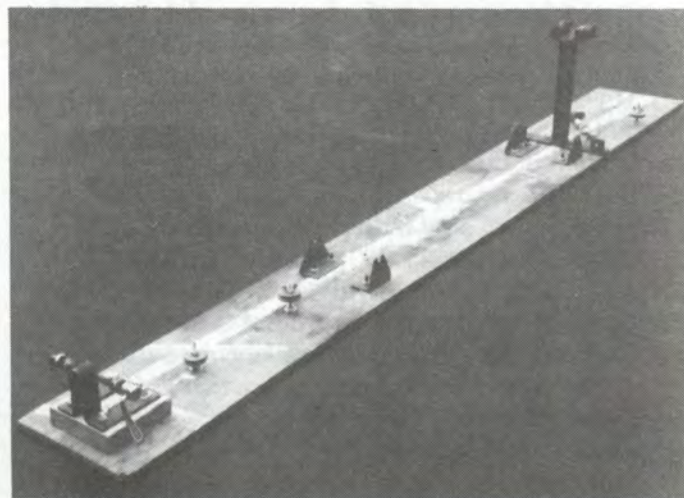
A second important feature was a canvas over-bag that encased the entire box. Using a canvas over-bag is more effective than painting or coating corrugated cardboard. It provides a neat package and protects the cardboard from wetting. Furthermore, it inhibits accidental tears and eliminates the need for deliberately cut handholds through which rain may enter or loose, small parts escape.

For those who wish to make a similar carrier I have outlined how I made mine. If you have the skills and capability to make your own carrier, you will probably also derive satisfaction figuring out ways around the problems that arise. If you do not

enjoy workshop projects, you may be better off buying a case or convincing someone else to make one for you.

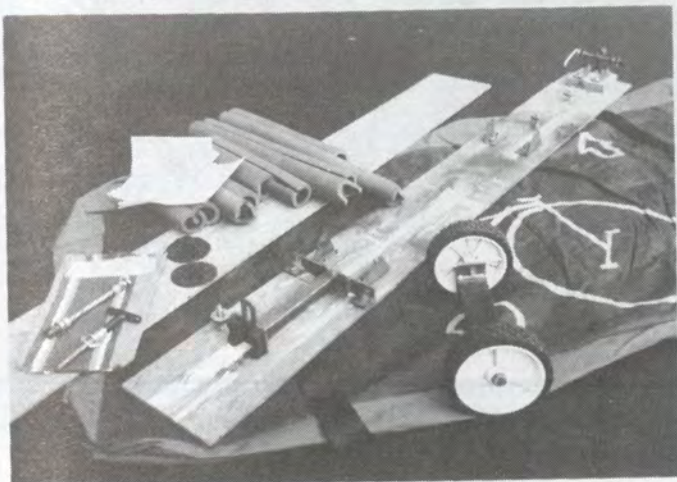
Get 2 corrugated cardboard bike boxes. The outside width of the narrower box should be the same as the inside width of the wider box. Cut two pieces of 3/8" exterior plywood as wide as the inside width of the narrower box and 1" to 2" longer than the tandem's wheelbase. Cut 4 pieces of angle iron, and drill a hole for the crank arm bolts near the edge of one flange on each angle. Drill two holes in the other flange of each angle. I used old bed frames, and I enlarged the holes on the angles for the captain's bottom bracket so I could reposition the angles if the eccentric were adjusted. Remove the wheels, chains, and crank arms from the bike and fasten the angles to the crank axles with the axle bolts. Position the bike on the baseboard, and secure it by bolting the angles to the baseboard with 1/4" carriage bolts.

Weld an old front axle and quick release to another angle. Install the dummy axle in the fork; position the fork; and bolt the bracket to the baseboard. I used wooden blocks to bring the axle and bracket to the proper height for the reversed fork. I used threaded rod as a dummy rear axle to prevent "chainstay squeeze".





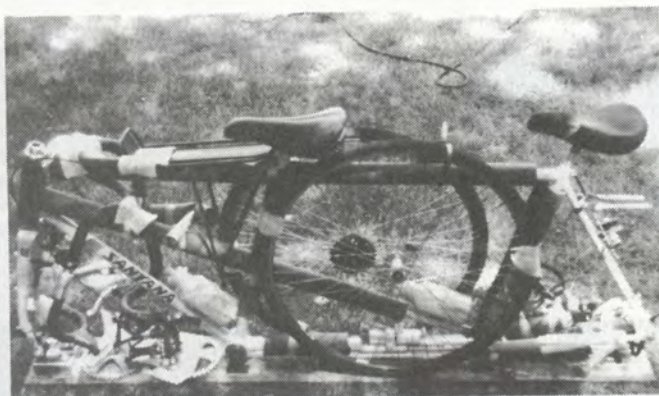
To use the baseboard as a car rack I adapted the design of the Yakima stoker's bottom bracket pedestal. Weld and drill tabs on a piece of 1" square tubing so you can mount the pedestal upright or stow it flat using the same baseboard bolts. Make the post long enough to allow the chainwheels to clear the baseboard when the tandem is in the carrier mode. I used the "T" bolt from my Yakima rack; however, you could fabricate such a bolt easily.



Experiment with positioning the disassembled parts. I bolted the timing cranks (with the chainwheels and pedals attached) to the baseboard using rubber washers cut from scrap, fender washers, and wingnuts. I removed the handlebars and stem and managed to tape them to the frame without having to detach cables. I cushioned other parts and taped them to the frame. Set the baseboard in the narrower box and telescope or slide the wider box over the end. Lay the second sheet of plywood on top of the bike just before closing the flaps. The plywood will help resist crushing if baggage handlers lay the box flat.

The new box will probably be about 10" x 30" x 70." Sew a bag to fit over the box. I used awning canvas and made the bag a generous inch taller and wider than the box so it would slip on easily. I sewed 2 encircling nylon straps near the ends leaving gaps in the stitching to allow handholds and tiedowns. Sew straps and buckles so they will hold the open end of the bag closed. Paint "up" arrows on the bag. I painted an icon of a single bicycle on each side.

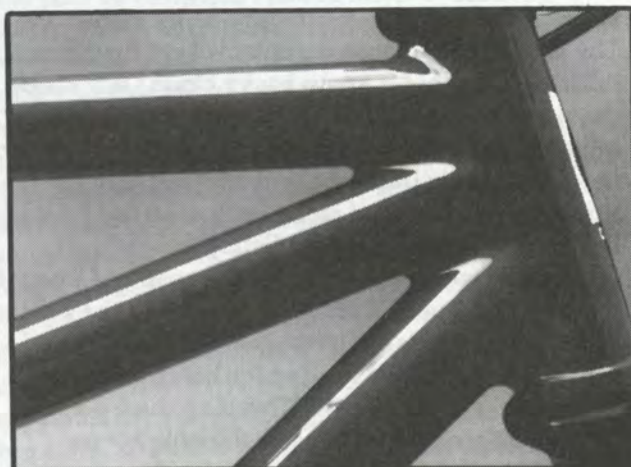
Weld flat metal stock into an "H" shape and attach 2 lawn mower wheels to make a dolly for the case.



Carry two 12-15' lengths of rope. The lengths of rope are to secure the carrier to the luggage rack of a car. I also used one length to lash the baseboard to the luggage rack and the other length to stabilize the bike when I used the baseboard as a car rack.

I tested the assembled unit on a 2 week tour in France. The box and rack performed well. By designing the carrier to double as a roof rack I gave it an obvious advantage over commercial cases. You may well add customizing touches that increase the utility of your own carrier.

Philip Shute
Hingham, MA



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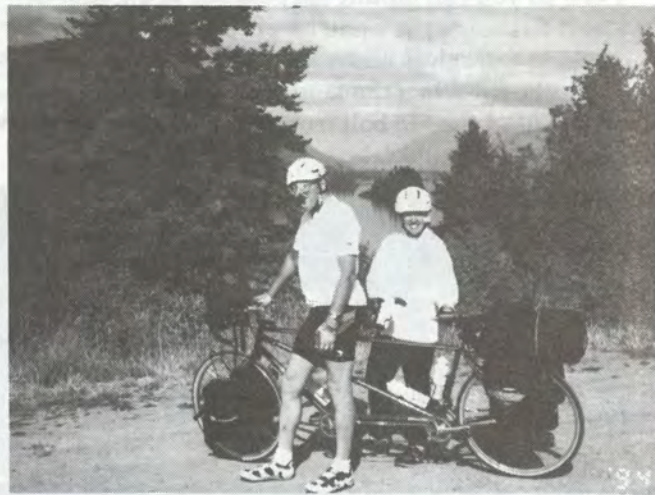


Warm greetings

Enjoyment from this first-for-us season of tandeming exceeded all expectations, though it could not commence until late-summer. That is when the beautiful new *Lippy Integrity* (deep raspberry frame fading to midnight black near the rear hub and near the head tube and including the fork) made to our specifications, was ready to roll. *DoubleTalk* contributed significantly to our preparations with its fun-filled and helpful articles. Thanks for continuing the good work. Thanks also to Kalispell members Tom and Tammy Jentz for loaning their back issues.

Enclosed is a "Eulogy for A Tandem's Passing First Season", including a key to its allegory. Because of commitments, after the bicycle arrived, it was necessary to keep our first-mileage goal limited to 500 miles. The sum of all the training rides, 3 self-contained mini-tours and some day trips, while on vacation to our Michigan family, came within 14 irritating miles of that goal. We thought completing it back in Montana would be a cinch. We thought wrong. Inclement weather, seasonally strong winds and work coalesced against it. "Only give us an hour", we begged of each dark day. One followed another, each as stingy as its antecedent. Missoula occupies a valley floor completely surrounded by mountains. The snow line on those mountains kept dropping. Friday, December 2, snow-heavy clouds blackened the skies. We knew the end had come; then unbelievably, the winds suddenly died a little bit and the clouds broke (lasting about 3 hours) to allow the sun to shower some of its warmth our way. Dropping everything immediately, we rode off toward the west on a well exposed road and about 8 miles out hit a cold-front lunging toward the valley; visibly spewing its contents. Using its power for an expedient retreat, we headed for home and arrived but 15 minutes ahead of it. This time there was no question. Barring a prolonged chinook, not uncommon to this region, the season's riding was finished. By nightfall 4 inches or more of snow had fallen. A gander at the cyclocomputer cheered us. It read 502 miles! We'd made it by feet and minutes.

I've had many thrilling wild animal experiences during my forty-plus thousand miles of solo touring; but this year's with Carolyn equaled or surpassed any of them. Overnight self-contained



trips to nearby campgrounds were taken at first to assess what various modifications may be needed, if any. Early the next morning of the first attempt,

Carolyn quietly shook me awake and whispered "what is that?" Branches were brushing the tent to sounds of slurping and grunting. A grizzly cub was eating currants right by our heads. I peeked at him and to my displeasure he came around to peer at us through the mosquito netting; then took off like a rocket for the hillside. We hunkered down into fetal positions and waited for the inevitable. She never came. In the words of Poe "presently my heart grew stronger, hesitating then no longer..." I peered out again, up, down and every direction before gingerly exiting. When I stole a glance over the top of the tent she was not there, thank the Lord. That his mom had let him wander off on his own this particular day could not have pleased us more! Darkness arrived the first day of the third trip before we were ready for it. We bedded down alone in an unplanned and remote Cabinet Mountain campground that made us both nervous. All night long there were animals all around us. On a midnight trek to the nearby latrine, Carolyn nearly bumped into a big elk that went pounding off as she came flying and screaming into the "safety" of the tent. I grabbed the flashlight and saw we were in the midst of a small herd of them that had come down to the river. These were followed by curious coyotes and then white tail deer. But the real thrill came at 4:30 a.m. when I found



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myself with a AA halogen light and a flaring Whisper Lite camp stove, trying to persuade a flanking mountain lioness and her last-year's kit that we'd not be worth bringing down for breakfast. They had followed the white tails into the area. I'd forgotten my road flares and failed to buy some pepper spray. Dumb! Dumb! Dumb! Eventually, they were so entertained by my insane antics, using the picnic table as a stage, that they sat down at the edge of the clearing and watched until the hint of dawn, about 5:15 a.m.; then left. My smaller wife, who banged faithfully for comotion's sake on things in the tent while keeping out of sight, thought the scenario the pinnacle of hilarity. Standing once as close as 10 feet to that hungry snarling cat didn't seem a bit funny to me. Some people have a great sense of humor! Finally, while in Michigan, one of the fall day rides took us past a recently harvested cornfield where over 70 beautiful Sandhill Cranes were assembled, presumably to fly south. What a first tandem season it was!

As to the bike, custom built for all-roads (like a cross bike), Keith Lippy's engineering artistry deserves accolades. It is as beautiful to ride as it is to gaze at. Keith is really a road- tandem purist at heart;

but he listened to and accommodated our appeal for engineering that would permit us to ride the many gravel roads through abandoned towns endemic to this state of Montana. His attention to detail right down to steer-tube flaring and thickness needed to support the extra torque required for tandem weight(custom machined for his products), the complexity of welding tubes with inherent flex so they don't weaken at the inflexible weld's edge, the choices of componentry for our specific immediate needs as well as frame preparation for components we eventually may purchase, and numerous other things made working with him delightful. The engineering is complemented by aesthetic detail: polished weld-lines which just rivet ones attention; a clear-coat paint that's exquisite. Year's ago he repainted my son's personal bike and its still beautiful, so I knew how enduring his work is. Carolyn is stoker and praises, far in excess of her personal bike, the comfort of her position even after hitting unannounced potholes! (Yikes! The captain is learning, I hope.)

Tandeming is joy!

Ron and Carolyn McKenzie
Missoula, MT



Eulogy for a Tandem's Passing First Season

Barring an obliging balmy chinook, the magnificent all-roads LIPPY INTEGRITY hibernating nearby tells the lonely story of what lies ahead during the next four months for this West-Montana pedaling pair. "Hang up those wheels, you sad twosome!" drones the early-arrived, invisible, grizzled hound from Alaska's gulf through denuded deciduous trees. Usually, his howling remains remote this time of year; heard only in surrounding mountains until mid-December. Sometimes later still; but, that he already bullies this neighborhood with his covert, nocturnal visits is cursed at the break of dawn. For then, with shovel in hand, each native braves the attendant chill, in the aftermath of the non-hilarious wag, to engage in an unwanted, feverish avocation of scraping down to the now-camouflaged promenades for feet and wheels alike. Nor as each huffs and puffs does the Regional News's Great Predictor humor one--who can believe him?--with his comparisons that find this year's hoary veneer already alarmingly deeper than nearly all the beast's invasiveness dropped one year past. Soggy, stick-in-your-scoop tonnage! Hours of tendon-torture exertion.

O! Drizzle Grizzle didn't completely sneak up on us though, for on Fri(gg)'s Day last the southerly trekking Sol, shouted a warmly "farewell 'til vernal equinox" hardy enough to part fleetingly our valley's overly-protracted and dismal ceiling. The two of us instantly felt called to see him off; so, donned our fallish duds and chased after him for 128 furlongs or so on our coupled bi-wheely. An enigmatic gauge, garnering the smooth-rolling neonate's mileage, eked past 500. Ha! Just in the nick of time! For little more than back in its inner-office stable was it than did the billowy rift above reconcile with sufficient ferocity to dislodge some of the grizzled hound's voluminous down and send it floating earthward. The high-flown billows cheered, thinking they'd won the battle! Beyond them mighty King Sol, maneuvering on his way to conquer the southern hemisphere, laughed; knowing the real truth. We joined him down below. The invader from the north had not come quite soon enough to prune our late-begun, first-season, bi-wheely aspiration! We, not he, had won after all. And until our south-seeking friend comes to his northern throne again, we'll celebrate

our mutual victory; snickering through sun-porch windows while regimenting our pulmonary health on "The Track" and "Indoor Trainer".

"Save the south and come back soon, Warm Friend! And enjoy your respite, O Splendid Alloy Steed, for carrying us into mountain's hidden haunts and on, across creation's verdant plains through tinting trees, to commune with bear and lions and cranes busying themselves with winter preparations; crowning out a thrilling first season."

Ron and Carolyn McKenzie
Missoula, MT

Sachs Ergo Power

I have had Campagnolo Ergo and Shimano STI shift levers installed on my single bicycles for about a year and have been completely +spoiled+ by their convenience and ease of use. Until recently, installing either of these on a seven-speed tandem was an expensive and a somewhat cumbersome process. The arrival of the Sachs Ergo shifters on the market have simplified and reduced the cost of the task. These shifters are indexed to function with Shimano derailleurs and can be used with a seven or eight-speed system. Installing them is merely a matter of replacing existing brake and shift levers. If a drum brake is installed it can be reconnected to a bar shift lever on either the right or left hand side. The convenience and value of having this system installed on a tandem is even greater than that experienced on a single bicycle.

Don Boose
Pensacola, Florida



BICYCLE CAMPING IN BRITISH COLUMBIA AND ALBERTA

Although it would be 1000 miles, Al said the ride would follow the coast or rivers and be flat. I asked if he'd consulted a topographical map. He said no. You can guess the rest. It was hilly from day one, our hilliest ride yet; and it was well over 1100 miles. I don't know the exact mileage since our computer gave out in Jasper. That's another story I'll let Al tell.

Another assumption - we'd had good weather the past two years in Alaska and the Yukon in June, it would be similar in B.C. and Alberta. Not so! We had showers and/or overcast weather nearly every day the first three weeks of our five week trip. June is B.C.'s rainy month. Nevertheless, we survived - camping most of the time. Occasionally, we stayed at a hostel or a motel, and in Jasper we stayed at a tourist accommodation. There are stories to all of these.

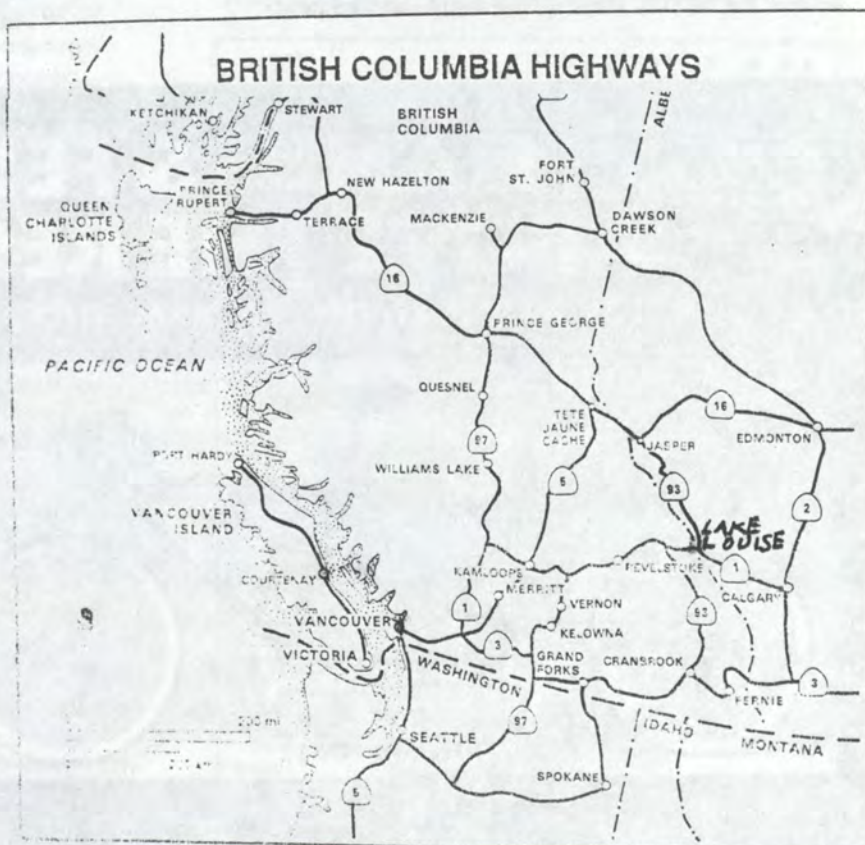
Our route? We flew to Vancouver. Arriving after dark we took a van to the Airport Quality Inn. Al assembled the bike the next morning and left the boxes (we use two) for our return. We biked from there, through Stanley Park and over Lion's Gate Bridge to North Vancouver and up the rainy Sunshine Coast to Powell River, where we caught a ferry to Vancouver Island, bicycled up the Island to Port Hardy and took the ferry to Prince Rupert (seven bicycling days). We arrived at 10:30 PM in the rain and headed for a private camp ground only a half mile from the ferry, where we set up our tent in a pavilion along with assorted bodies sleeping on the floor.

The next morning we started pedaling across the province on the Yellowhead Highway. Due to showers and overcast skies we caught only occasional glimpses of snow-covered mountains. We continued to camp; we had no choice. Although primitive, the provincial park

campgrounds were beautifully located on rivers or lakes. At one rainy site the attendant brought us a tarp and two lawn chairs to sit out the rain. This was just one of many kind deeds we experienced on the trip. One of the highlights of all our trips has been meeting nice people. If no campground we made our own. These were as beautiful or more so.

Unlike other trips we met many cyclists. It seems this is a popular bicycle route, including to and from Alaska. Service areas are few and far between but do exist. Due to more traffic than we found in Alaska we got less of a feeling of wilderness. However, we saw more animals including black bear, bighorn sheep, mountain goats, elk, deer, wolf, coyote, and fox.

About the middle of the third week after losing the snow-covered mountains the scenery became monotonous, the rain became heavier and we



T**A****N**

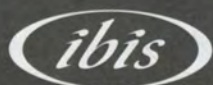
decided to leapfrog to Jasper, Alberta via Greyhound. Wise move. We hopped an 11 PM bus in Prince George and arrived in Jasper the next morning (in the rain), took a tourist accommodation, a suite for \$35.00, stayed two nights in this neat

town, and lo - the sun came out and we were on our way to Lake Louise on the Ice Fields Highway through Jasper and Banff National Parks.

This is a great bike route! The scenery is spectacular! I can't say enough about it. This is where we saw most of the animals. It is beautiful! It includes two very impressive mountain passes. Along the way we took time out to do some hiking. We spent five days going to Lake Louise, four days returning to Jasper. The weather was sunny and the visibility was great, the glaciers were numerous, our cameras were busy. Although the days were warm our water bottles froze a couple of nights. Despite the grueling passes, which we did twice, we loved the Ice field Highway.

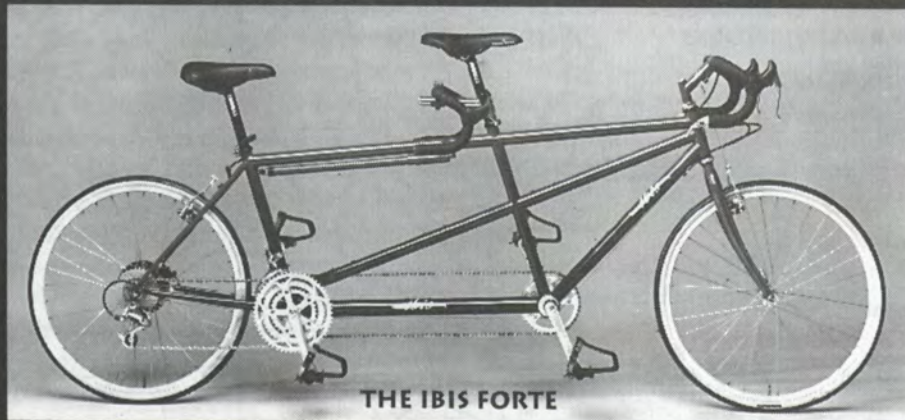
Back in Jasper we stayed another two nights in the same tourist accommodation, our little home away from home with bedroom, bathroom, sitting room, kitchenette and friendly hosts. Then, reluctantly, we took the scenic train ride back to Vancouver, where we also spent two days. Our five weeks, which started slowly ended all too soon. Another great trip was over.

Marion Gorham & Al Shane
Amherst, MA



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THANKS, MOM!

I always marvel at the arrival of the latest issue of "DoubleTalk". I enjoy each and every article portraying tandems riding off into far away places and unique locations. I also enjoy dreaming as I read accounts of sub-five hour centuries or happy couples just enjoying their time together on a bicycle built for two. We have a much different approach to tandem bike riding in our family. So different that I thought maybe some young families or soon to be young families reading this publication might enjoy our story and hopefully be inspired to share this wonderful experience with their family members:

It all started as a young boy at the ripe age of 13 growing up in the beautiful State of Iowa. I spent most of my summers riding my bike, literally all over town. The local friendly bike shop proprietor 'Bud' encouraged my father and I, along with a friend of mine, to ride RAGBRAI IV. From that point on I was hooked, after many more RAGBRAI's, four years of college, marriage, a relocation to Indianapolis and subsequent exposure to the "Hilly Hundred", my real passion was again fully fueled and alive. After my first BRAT ride in Tennessee, leaving my understanding wife and new born daughter at home, I had to figure out a way to compromise my passion of bicycling with my wife who was less excited about being left at home with a new born baby.

The next Spring, Sarah turned one-year old, subsequently along came the 'kiddie kart' and child helmet. Our first trial rides were very short and I soon realized that the motion, vibration, etc. worked better on the Sand Man than the rocking chair at home. Thus the rides grew longer as Sarah began to love the rides in the 'kiddie kart', as long as diapers and snacks were provided as standard issue. Mom didn't seem to mind us being gone, as long as she didn't feel like a bicycle widow at home with a baby. Next came Leah, after the first year of infancy, she wanted to go with big sister. It was a match made in heaven, bike time for Dad, ride, play, and snack time for the girls, solitude and freedom at last for Mom. Now my extremely understanding wife looked forward to our adventures; "take as long as you want, just be careful and stay on the country roads". No problem, we soon found unique paths of travel

and sleepy back woods roads which were anything but direct, but we didn't care. Only the playground, D.Q., park, or snack stop was our mission to conquer for the afternoon.

Two years later, we had an Indian Summer one weekend in January and out came the bike and cart. That first hill seemed a little tougher than I recalled. Maybe I gained some weight with those Christmas cookies, or I didn't realize how fast a person gets out of shape during the cold Indiana winter. The second hill, steeper and longer than the first, seemed to feel as though I was dragging 65 lbs. without any wheels. Geeeezzz, this isn't fun for me, I can't breath. Now I understand about those 30 year old men having heart attacks. I felt awful and turned around and headed home, announcing that diets would be in order for us all. I began to wonder if our little slice of heaven was coming to an end for me and my girls. The end of an era had me distraught.

As Winter continued, I found myself in bike shop after bike shop searching for an answer to our

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dilemma. At last I discovered Burley. A neat little company with my family in mind. A very nice product line with just the right accessories to serve our needs, for a very competitive, single income, family budget, bottom line. Hence the '92 Rock-N-Roll with the child stoker cranks, adjustable stem, everything we ever dreamed of. I brought it home on my oldest daughter's fifth birthday. "No Honey, this is not your only present." Unbeknown to me, my three year old daughter Leah had a little adjustment getting use to riding alone in the cart. I came to the realization that she had never had to ride alone as Sarah did starting out. She felt as though she was missing out on something. "Hey, who is going to ride back here with me?" "Today your teddy bear, Tiffany, can ride along." That seemed to work for now. As time went on a bag of snacks in transit, or the next door neighbor girl would ride along. Even on a rare occasion we could talk Mom into the stoker position and pack that 'kiddie kart' full of girls for a ride to the park or out for lunch.

Another two years passed, and even Leah didn't fit into the cart like she once did. Dilemma time was rearing its ugly head, threatening to steal our freedom once again. Back to my favorite bike shop. This time I talked them into being the middle man on my somewhat bazaar request. I asked frame builder Dennis Bushnell to build a triple frame to my specific dimensions and the local bike shop to receive the frame, purchase all of my specified components, assemble the entire project, and sell it to me as a complete turn-key finished production bike. All parties were agreeable and whoa la, the bike of my dreams, "Dad and his daughter hauler". Bushnell Cycle Designs and my shop both knocked themselves out. What an awesome finished product, it is beautiful! A beautiful jet black triple, outfitted with two child stoker cranks, adjustable stems, drum brake, rear rack, middle bell, rear horn, etc.. We may not be the fastest team on two wheels or the longest distance endurance riders known to mankind, but I'll bet we have the most fun. Today it may be a ride to the pool, or a morning jaunt just out for breakfast, we always try to work in a playground or two and a snack stop for Dad.

The first couple of weeks took me, the Captain, a little getting used to. The bumps in the road seemed so far apart from the front to the rear. Boy this baby is smooth, she cruises down the road like a lumbering limo. Down a hill there is no stopping us,



up the other side exercises the triple crank up front and our lungs. Every kid in the neighborhood stands in line, with their bike helmet in hand, waiting for their chance to break the land speed record. Quick release seat posts allow nearly immediate height change from big to small. Full size adults waiting in line need to have their trusty pedal wrench handy for their turn. Just move the pedals to the lower cranks and we're off to the velodrome. With three full size adults, this baby is down right noisy up front with the wind blowing in your ears at 25 MPH. A head wind is no problem, but those side-to-side winds are tough.

We have enjoyed our triple for one entire season now. I realize the day will come when my girls will not be seen with their Dad on a bicycle-built-for-three, but until that day comes, we will cherish every ride and enjoy each stop we make. This is our little special gift and we thank everyone involved who allowed it all to happen, especially you Mom!

Thank you.
The Hodgin Family
Indianapolis, IN



TRAVELING TANDEM ON TILLIE ON THE OREGON TRAIL

Last year, Alan and I joined a group of bicyclists from across the country to bicycle the Oregon Trail in commemoration of the 150th anniversary of the Oregon Trail. Beginning in Independence, Missouri, on Memorial day, the 2,300 mile journey took us 35 days through the Oregon Trails states of Missouri, Kansas, Nebraska, Wyoming, Idaho, and Oregon. We rolled into Oregon City at the end of the trail on July 3rd in time to celebrate Independence Day at home. According to the schedule before the ride, we would be averaging about 60 miles a day. After the trip, we determined that the actual average was about 75 miles a day. Bicyclists on the trip ranged in age from 17 to 68 years of age and came from 12 different states and Canada. Our group had a sagwagon along with us and we camped out at parks and schoolgrounds along the way. We didn't really ride on the actual trail itself since much of the original Oregon Trail is on private property, unpaved, or no longer exactly known. But we rode on what's known as the "Oregon Trail Auto Route" - according to historians' best estimates, a designated rote of roads that parallel the original Oregon Trail. Alan and I traveled on our modern-day covered wagon, a 21 speed Rodriguez Trillium tandem mountain bicycle named Tillie. We were the only tandem bicycle on the trip and we carried Willie, a miniature covered wagon on the back of Tillie to serve as our mascot and conversation piece on the journey. We enjoyed the attention that Tillie and Willie received during the journey (at least most days).

On Memorial Day, the mayor and townspeople of Independence, Missouri held a town meeting in our group's honor and piped the tune "Happy Trails to You" as we took off on the trail. Since Independence is near the Missouri/Kansas border, we didn't see much of Missouri. However, we did spend four days bicycling through Kansas. Neither Alan or I had ever been to Kansas before but we had heard that this prairie state was brown, flat and boring, especially to a bicyclist. So to our surprise, we found Kansas to be green, hilly, and scenic. We realized that the green fields were due to the

exceptionally cool, wet weather of 1993 which would later cause severe flooding. We also learned that we were pedaling through the only foothills in the state. Other memories of Kansas include a fierce thunderstorm (but no tornadoes) and several pony express stations. Throughout the state, we rode by Oregon Trail wagon wheel ruts and pioneer campgrounds including Alcove Springs.

On the fourth day of our trip, two huge heifers greeted us as we crossed the border into Nebraska. This was really a fitting entrance to the state as we saw and smelled quite a few cattle during our week pedaling across the plains of Nebraska. Like the people of Kansas, the Nebraskans were friendly and hospitable and proud to share their Oregon Trail heritage with us. In Nebraska, we hiked atop two famous Oregon Trail landmarks, Courthouse and Jail Rocks, and bicycled up to Chimney Rock and Scott's Bluff, Nebraska's Rock of Gibraltar.

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After a week of pedaling against the wind in Nebraska, we were very happy to reach Wyoming but we continued to face headwinds almost daily. We knew beforehand that we were bound to face frequent headwinds since the prevailing winds are from the west but we weren't quite prepared for the unrelenting nature of the winds and the monotony (and downright boredom) that the winds could produce at times. Entering Wyoming, we had bicycled about 750 miles.

Highlights of our journey through Wyoming were bicycling right up to wagon ruts more than four feet high and seeing the names of pioneers etched in the rock of Register Cliff. After 14 consecutive days of riding, we enjoyed our first rest day in Casper, Wyoming. We tried not to notice the tailwind that blew throughout our much-needed rest day. Back on the trail, we were challenged by a June snowstorm as we headed over the continental divide at South Pass. Not wanting to develop hypothermia or risk an accident, we hitched a ride with a snow-plow truck driver over the pass.

After a week in Wyoming, we were excited to enter Idaho, a state that bordered Oregon! When we crossed into Idaho, we had ridden about 1,300 miles. In Idaho, we enjoyed soaking our tired muscles and basking in the sun in the Lava Hot Springs followed by an unusual and enjoyable afternoon ride with a tailwind. The friendly tailwind gave way to a strong rain and windstorm with tornadoes sighted near our camping spot that evening in Pocatello. We also had our roughest day in Idaho: 85 miles into a strong headwind without breakfast as the sidewall to our rear tire was going out (4 flat tires) and the sagwagon was nowhere to be found. This was one of the days when we would have liked to have had a tandem bike that converted into two singles. Fortunately, a few days later we had our second and final rest day in Boise, Idaho where a day off Tillie, our tandem, improved our dispositions.

As we entered Oregon on the last week of the trip, after riding 1,800 miles, we felt a sense of the achievement and anticipation that the Oregon Trail travelers must have felt 150 years earlier. We had been riding tandem on Tillie for a month but we still had another week in the saddle and a couple of mountain ranges to traverse. However, it didn't seem like much when we thought about the 19th century Oregon Trail travelers who had already been

on the dusty, dirt trail for about four months and still had another month to go (without paved roads, laundromats, restaurants, or a sagwagon along the way, not to mention a home at the end of the trail).

We marveled at the rugged beauty of eastern Oregon and were happy to note that we hit our highest speed, 49 mph, coming down the Blue Mountains (slowed down by a couple of semis).

On the last night of the trip, we camped out in Dufur, Oregon, a quaint farming community located in a fertile valley with majestic Mt. Hood rising regally to the west. Our group of 30 bicyclists was just a warm-up for the friendly and enthusiastic townspeople as the 500 local people were looking forward to hosting 2,000 Cycle Oregon riders later in the year; we could tell they would be ready.

On the last day of the trip, we rode 95 miles from Dufur, up and over the pass on Mt Hood, Oregon's highest mountain at more than 11,000 feet, and into Oregon City. We heard our bicycling friends from across the country comment that the last day of the trip offered the most spectacular and exhilarating scenery of our five-week journey on the Oregon Trail.

Allison & Alan Zimmerman
Portland, OR

BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, 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).

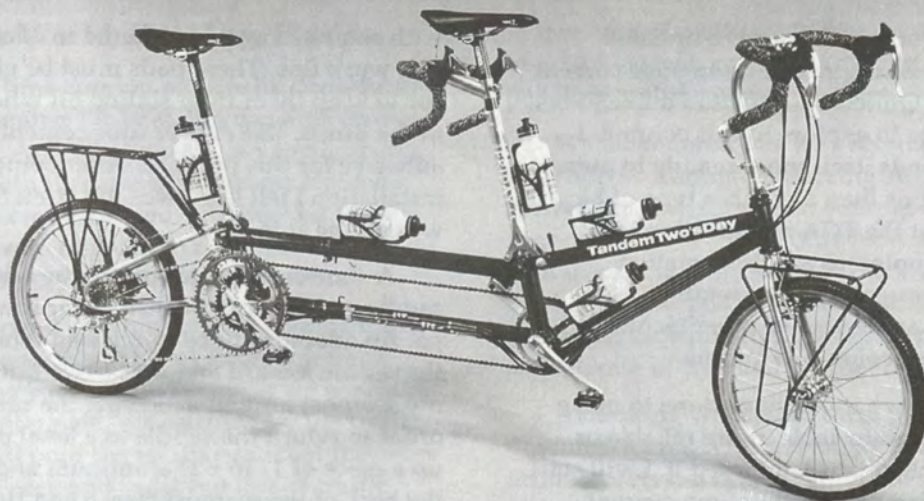
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CHANGE

How many of you out there have updated, modified or otherwise improved upon your current two seated mount? Quite a few of you I'd like to bet, which is what I hope to explore in this column. I think the tandem lends itself more readily to owner inspired modifications than any other type of bicycle. It's highly likely that the TCA membership is just chock full of ideas, opinions and information concerning frame design, wheel assembly, component choices and a host of other technical topics. If so, then this column is for you.

We need to hear what you have done to make your tandem more comfortable, more reliable or faster than it was when you purchased it. I will start this column off with a discussion of my current handlebar setup. If you have comments about what I have written or a question of a technical nature send them to me and I will put them in a future issue so our readers can debate the topic or answer the question.

As soon as we purchased our Fisher Gemini tandem I realized that the factory supplied straight chromemoly bar in the captain's cockpit would not be comfortable for rides longer than 10 miles. I immediately replaced it with a wide Scott AT-4 Pro bar. I had some previous experience with this bar mounted on a Klien mountain bike on a tour of Utah and I appreciated the numerous hand positions it offered. They are comfortable and stable both on and offroad and the connecting bridge out in front is an excellent spot for a small headlight.

This worked out well enough; until we decided to get married and do a honeymoon tour of VT, NY, PA and NJ. I wanted something that would allow me to stretch out in a full aero position but with more comfort than that afforded by the low, narrow, cramped position of most clip on aero bars. I found a solution in an aero bar from Pyramid. The elbow rests on this bar are 2" back from the handlebar and the unit is perched up 1.5" above the handlebar making it far more comfortable than most aero bars. The unit is well made and sturdy albeit somewhat clunky looking. The main problem with the Pyramid bar is the elbow pads which are slippery and poorly designed to support the forearm. I replaced mine

with some elbow pads I found in a local bike shop that work fine. These pads must be glued onto the bar to keep them from sliding off when you're down in the drops. Use rubber tube cement or 3M's Fastack adhesive for this purpose. After completing the installation I felt like I was too stretched out while I was on the aero bars.

A shorter stem was out of the question and my saddle was already pushed as far forward as it would go. An adapter can be purchased which will move the saddle forward an inch or two but I just turned my seatpost around achieving the same results. In order to return the saddle to a level position I folded up a piece of 1/16 x 1" aluminum and inserted it in the back of the seatpost clamp and tightened the whole thing down. It has held up fine now for over 5,000 miles. Please send your comments, questions and tech tips to:

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THE WIND IN OUR FACES

Around the World, First Leg, Florida

It was a long time coming but finally departure day arrived, December 19, 1994. We were off on our adventure at last. And what a start. Seven nights on the Queen Elizabeth II cruise ship became eighteen nights as its problems escalated. We enjoyed the extra nights but were relieved to reach Fort Lauderdale on January 4 '95 and start pedaling.

We were to spend two nights here making last minute preparations. We left Port Everglades and joined Rt 1 leading south. In the process we nearly ended up on an interstate, got terrified by the traffic, but finally escaped onto the relative quiet of the Dixie Highway. Peace and quiet but lots of traffic lights. We were not told that American traffic lights are tandem sensitive, turning red as we approached and green just as our feet went down to stop. Our hosts were very welcoming, even arranging rain for us to make us feel at home.

Miami Beach and its Art Deco and Trope L'oeil art made a very pleasant day tour before heading north and west. The A1A to West Palm Beach presented us with an ever changing vista of architecture. From tall elegant tower blocks to low spreading palatial houses. The Atlantic surf was rolling in, wildly churning up the sand and making the water muddy looking under a blue sky. Hardy souls were playing in the surf or speeding along on roller blades.

There sure is a lot of money here. If the USA is a bathtub of money, then the plughole where it washes down must be here. Traffic was not too bad and there was a lot of greenery to keep us interested. Clearly much money had been spent keeping the roadside squeaky clean and manicured. Tornadoes in Orlando and torrential rain here in West Palm Beach ended our second day on the road.

West Palm Beach was where we began heading over to the Gulf Coast. The roads are really good here. Mile after mile of dead straight, dead flat road. We pedaled on down these long, straight, flat, dull, boring, unexciting, mind numbing, but numbing roads. But wait, what's this? A curve, yippee, a whole curve and then a rise over a canal. We are not used

to this type of cycling. We just disappear into our own little world, conscious only of the rhythm of the pedaling and the pain in the butt.

We meandered our way around Lake Okechobee, through to Sebring stopping at convenient Fish Camps or campgrounds. Traffic was generally OK. We were only blown off the road once by a truck and then, luckily, there was a verge, not a ditch. A nicely placed 'Detour-Road Closed' sign presented us with an extra fifteen miles. How very considerate of the road engineers.

At Sebring we passed through a very pretty downtown area with obviously heavy Spanish influence. At the campground we were 'kidnapped' by two cyclists 'snowbirding' from Indiana. We spent a very pleasant evening meeting their friends and swapping cycling stories.

On we rode, passing through sugar cane and citrus fields. Camping out in RV parks as the only tent made us feel strange. RVs are virtually unheard of in England. Certainly we have nothing of a similar size.

The wind was behind us most of the time and we bowled along very fast, generally averaging nearly 15 mph over the day. Average pedaling speed was over 20 mph, which meant that the fifty miles a day we had set ourselves passed very quickly.

January 13, New Port Richey and a whole day off in store. Even after a week we appreciated the toast and tea for breakfast the next morning. And even more, being warm and dry as the rain poured down outside. Some maintenance on Thomas (the tandem) revealed that I had neglected him. Louise's bottom bracket was very badly corroded and pitted. Replaced with grease lessened the noise but he will have to wait for a replacement until St Augustine.

January 15 and we flew up the coast to Homosassa Springs. We covered forty miles in two hours. It was thrilling and exciting. "how far do you think we have gone?" I shouted to Louise at one point. "About twenty miles" was her reply. My "Thirty five miles" was met with a stunned silence. We were on a roll. At Crystal River we met up with Charlie and Mary Wade. A tandem team who



offered to host us for a couple of days. We unloaded Thomas and rode with them to their house. Our total for the day was over 70 miles and we were tired.

Mary had to go to work the next day so we rode out with Charlie. The thrill of the day was seeing a lot of manatees. We watched, fascinated, as these large, extremely docile creatures, moved gracefully through the water, lazily splashing and wallowing around. Their only real enemy is us, not tandem riders specifically of course. Fast boats cut them up and pollution spoils their habitat. We felt very privileged to see so many so clearly.

Regretfully we left Charlie and Mary and pedaled away. Heading back east to return to the Atlantic coast we found ourselves wearing arm and leg warmers and windproofs as we set off into a very cold headwind. Our tempers were not helped much by the traffic and the road surface beyond Dunnellon. There were holes and cracks in the road surface big enough and deep enough to wreck Thomas. Cars gave us little room and some even tried to push us off the road. One even came through on the inside, roaring over the grass verge, blowing his horn. There wasn't even any traffic coming the other way.

Our next planned stop was a Windermere, south of Orlando. Tom and Margaret Flick, tandemists again, had invited us for a few days. Not wanting to get there too early, we took a day off at Lady Lake and just lazed around.

January 19 saw us heading south on US 27. Not pleasant. Into a headwind, up and down hills and pushed around by traffic made for a very unpleasant ride. We stopped at Leesburg to have a look at a map. It did not help. Without going miles off our route we just had to grin and bear it. We fought our way to the Citrus Tower with gritted teeth and white knuckles, frayed nerves and tempers, battling against the elements in a battle loaded against us.

Lunch and a break at the tower restored our nerves and calmed our tempers. Turning east onto SR 50, put the wind behind us and reminded us that the end was near. Finally we turned onto quieter roads and it was not long before we arrived at Tom and Margaret's house.

A full day off at Universal Studios and two easy paced rides with other tandems made for a very pleasant stay. Riding around Orlando introduced us

to roads that we would not have seen. A new cycle trail, only four miles long now, but to be made longer, clearly showed the demand for such a facility. There were many cyclist of all ages using it. Refreshing to see that perhaps cyclist pressure groups are making some headway.

Once again, all too soon, it was time to say farewell. We struck out for Titusville and Cape Canaveral. Louise skillfully navigated us around Orlando. Down roads that, although close to the center seemed fairly rural. Before we knew it we were on SR 50 and being blown to Titusville.

The next day, January 24, we spent at the Kennedy Space Center. We had a very interesting day, both of us stunned by the quality of the presentation and the scale of the achievements of the space program. The result of being where it happens is breathtaking. Even as a non-American you came away feeling proud. It was not necessary to glorify or brag. It is sufficient only to say what had happened and show the results.

The next day we pedaled North up SR 1 and A 1a towards St. Augustine. Nightstopping at Daytona saw us being charged \$22 to pitch the tent. We felt cheated and robbed but had little choice. Neither of us wanted to head off and find another campground.

The famous Daytona beaches were hidden by the urban sprawl. We passed through a gap to look at them but resisted the temptation to ride Thomas on them. We reached St. Augustine and stayed on Anastasia Island. The sunset that night was beautiful. A really pale pink began the display passing onto a deep intense red. It was magical.

St. Augustine, we felt, was a bit of a disappointment. Approaching over the Bridge of Lions it looks visually quite stunning. The red rooftops and the cathedral in the plaza present an attractive picture. But going beyond that reveals a town of tremendous historical significance sacrificed to the tourist industry and commercialism. The cobbled streets have been concreted over and appear to have been widened. The tourist attractions are spread out and nibble into the wallet, until finally you realize just how much it has all cost. The architecture, history and smallish streets do conspire to give a sense of history. However the overall effect is lessened by the sanitizing effect of the presentation.



Two days later, we pedaled into Gainesville. First thoughts have Gainesville a very nondescript city. Miles of wide streets, flashing lights, whizzing cars and scurrying people in a big urban sprawl. But, once you start looking at it a bit closer it becomes much more interesting. The city library is beautifully designed and constructed. The downtown area has a large number of interesting buildings. And tucked away amongst the residential sprawl are large typically Southern houses. But, more importantly, Micanopy is only a short distance from Gainesville. Reputed to be the oldest inland town only a couple of years younger than St Augustine. It still has all its charm. Not yet afflicted by tourism and commercial restoration, it is still possible to get a feel for what life must have been like in the old days.

After another day off we resumed our westerly pedaling. Through Cross City and Perry to Sopchoppy we went. Arriving at East Point near Apalachicola on February 4th, we met up with Charlie Wade's brother and spent a very relaxing two nights. The wind had increased forcing us to stay. Not that we needed much persuasion. Apalachicola is a beautiful town and we spent a while exploring it. You get the feeling that it won't be long before it is discovered. Already house prices are being inflated as out of town folk with large chequebooks arrive. A place to be visited now, before it is ruined by commercial development.

The weather was cold now, much colder than we had anticipated. Freezing mornings and cold icy winds became our constant companions as we

moved on westwards to Pensacola. We only got really cold on a couple of occasions but that is enough to make you wince. We still have yet to reconcile ourselves with the large temperature swings that occur daily. Our English climate is modified by the Gulf stream. As a result we get a temperature swing of about 45 degrees all year. Here we have had that in a day. Starting off in the mid thirties Fahrenheit fully wrapped up and finishing in the high sixties in vest and shorts.

We reached Pensacola on February 8th after covering a little over 2,200 km (1400 miles) through Florida. It has been a fascinating and interesting start to our world tour. We have been fortunate to meet some wonderful people and have had no real problems. Thomas is doing the job for which he was built. We have just changed our first tyre after 1,400 miles of fully laden traveling. Half way through our ride in Florida we came across a book called 'Florida back Roads' by Bob Howard which proved to be a little gem. One sentence in particular will remain in our minds for a long time to come. "Florida lead the nation in biking fatalities and its record on bike safety is poor." Perhaps that explains a lot. We now move on to New Orleans, Dallas, The Grand Canyon, Denver, Yellowstone, Boise (Idaho) and Vancouver where we will leave America. Hopefully the next several thousand miles will be as pleasant as the ones just passed.

Phil & Louise Shambrook
World Travelers

SO WHAT'S THE CO-MOTION ALL ABOUT

In our nearly twenty years as a tandem riding duo, we have owned four of the long bikes.

Our very first was a steel 10-speed Follis, way back in 1974; followed by a custom Assenmacher two years later; that was succeeded by a custom Colian ten years later.

We have also ridden many, many other tandems; some for short periods and others for many thousand of test miles.

Having had the opportunity to ride a varied selection of twicers has given us a better understanding of what we want for our personal tandem. We like a proper fit; a light and maneuverable bike that is comfortable and has a wide gear ratio. We like a tandem that not only looks good, but performs as well as it looks.

The Frame

Tange Prestige double butted tandem gauge tubing was chosen because it is very lights, yet strong



and heat treated. A Tange Prestige Unicrown fork would complete the frameset. We chose to have the tubes fillet brazed, rather than TIG welded, for a smoother and classier appearance.

The required frame size was 20 1/2 inches for the pilot and 19 inches for the stoker. Kay prefers a ladyback to a male toptube configurations, as at 4 feet 11 1/2 inches, she is concerned about getting both feet flat on the ground in case of a panic stop. We chose an oval bottom bracket connecting tube for both strength and appearance.

The headtube was extended 2 1/2 inches above the juncture of the pilot's top tube; this gives the pilot lots of standover room without sacrificing hand position; seems most stems come with rather short quills and this feature gives quite a bit more height adjustability.

Pilot toptube measures 20 inches while the measurement between front and rear seattube (the stoker's "non-toptube") is a very short 23 inches. Most production tandems run a stoker toptube of 28 inches or more; Kay, being on the petite side, does not require near that much space.

The 17 inch seatstays, with vertical dropouts, allow for removal of a fully inflated 700c wheel, something our previous tandems with only 16 1/2 inch stays did not.

This frame design allowed, what is for us, a long 63-inch wheelbase. Yes, we call that long as our previous tandems had a 61 1/2 and 60 1/4 inch wheelbase, respectively. We realize that most production twicers now have 69 or more inches in length from drop out to dropout; however, this would be a waste of space to us.

A shorter wheelbase, normally, makes for a more maneuverable long bike. The nice thing about a custom tandem is that you get to nit-pick on not only the frame and braze-ons, but the componentry as well.

While this can be a bit costlier than sticking with a full gruppo, you get to choose exactly what you want. A good custom two-seater can be had for the price of many top-of-the-line production machines and you get a perfect fit and you can indulge in all your whims; from design to componentry to even a special paint job and chroming, if desired!

Braze-Ons

The braze-ons on our custom machine included the usual cablestops and guides, pump peg, rack eyelets, chain hanger and five spots for water bottle cages. Three others, however, were a bit special. Spare spoke carriers are usually on the right chainstay, but we chose to put ours out of sight, under the boob tube; Unsightly tape or zipties often secure your computer wires on the fork; we opted for three cable guides brazed on the right forkblade as we prefer not to use a wireless computer. And lastly, at the stoker's request, we needed a place to hold our mini garage door opener as she was tired of fumbling in either her rear pocket or jersey pocket for the opener as we approached our abode. This tid-bit we had brazed on to the adjustable stoker stem within easy reach. Oh, for life's little conveniences!

Component Selection

An eclectic mix of components was chosen to meet our needs, rather than a full gruppo. Let's face it, we've been tandeming together for over 140,000 miles and we pretty well know what we like and want. We'd like our legs to last a bit longer so we chose to have a good granny. We are not apt to stand on hills, but rather use our full range of gears. We also pedal our tandem out-of-sync, something we've done for over seventeen years, which always gives us a power stroke and also reduces flex on the frame.

The components were keyed around a Suntour drivetrain, Phil wood hubs and Scott Self-Energizing brakes.

Paint: by Pickett of AirArt, Chico, CA; Gloss black with light gold overspray accents; gold pinstripping between chrome and black paint. Boob



tube; air brushed mini-mural, featuring desert cacti and flora, a coyote plus a couple riding a tandem, with an orange sunset sky.

Cost vs Benefit

This whole assembly of fillet brazed Co-Motion frame and fork and including chroming and custom paint and airbrushing, plus components, cost just over \$5,000 and weighted in at a nice 35 1/3 pounds. Our first tandem, the production 1974 Folis, cost \$300 and weighed 46 pounds. Our second long bike, the custom Assenmacher, cost \$1,250 back in 1977, and weighed in at a nice 39 1/2 pounds.

Our 1986 Colian custom twicer cost \$3,000 and weighed in at 38 1/2 pounds. Major changes in tandem tubing and componentry have made possible even lighter tandem bicycles but also at greater cost. Since we own one car, we feel a custom tandem is affordable as we see it as a second mode of transportation. We average 8,000 or more miles per year riding as a duo, which is almost as many miles as we drive a car. We consider our new Co_Motion as an investment in our continued good health.



About Co-Motion

With broad experience in frame building, mechanics and cycling, and as tandem racers and tourers, Co-Motion was formed in 1988 by Dwan Sheperd, Butch Boucher and Dan Vrijmoet in Eugene, Oregon.

Co-Motion tandems are available as frame sets or fully equipped, on or off-road, production or full custom, traditional steel alloys or titanium, a full choice of componentry and a nearly endless selection of paint options and chroming, and choice of TIG or fillet brazing. They have raised the level of fillet brazing to an art form - one tube just flows into the next. They built exactly what we wanted and double-checked our frame design on their computer and offered suggestions. They are very professional and were a pleasure to deal with.

Co-motion's goal is simply stated: to build the finest quality tandems. This, in our opinion, they have achieved.

Rudy and Kay Van Rentenghem
Tucson, Az



RAGBRAI XXII

This past summer presented us with an opportunity to participate in one of bicycling's true events -- RAGBRAI! Starting this year in Council Bluffs, Iowa on the 24th of July and finishing 499.5 miles and 7 days later in Clinton, Iowa; the Des Moines Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI) XXII -- the oldest, longest, and largest bicycle touring event in the country, was an experience.

We were planning a trip to Iowa to visit Sue's Dad and had heard of RAGBRAI. We decided to see if we could get accepted. *Accepted* seems like a strange term; but despite its size, 7,500 official riders, the ride is significantly over-subscribed each year. Those not associated with a local bicycle club are assigned tickets through a lottery held by the Register. We found in discussing the ride with folks at the Southern Tandem Rally in Greensboro, NC, that joining one of the local (IA) bike clubs was the best way to increase our odds of acceptance, and solved one of our major logistical problems -- how to

get from one end of the state to the other, for the start of the ride. We were graciously accepted into the bike club in Sue's home town where we hope to be able to participate in future rides while visiting her Dad.

Due to the envisioned pandemonium of thousands of bikers going down the road; becoming separated; and not meeting up again until we arrived at the other end of the state; we chose to take our tandem on the trip. While the Santana did an admirable job of keeping us together, the hills of western Iowa extracted a high cost for this togetherness. It seems that one of the things that the ride organizers like to point out to people is that Iowa is not as flat as many have been lead to believe. Do they know how to make a point! But the experience of the ride has made all such problems seem insignificant.

We have found it difficult to describe to people what it is like to be part of a group of almost 10,000 bicyclists pedaling across a state. (Yes, 10,000. It



seems that many of those who do not get an official entry from the Register decide to ride anyhow.) We have found it most helpful to describe the continuous caravan of bicycles as an endless train that just keeps on coming. You "get on" in the morning; "get off" for breaks and meals; and then "rejoin"; but it never stops! Similarly we have found the best way to describe the incredible reception in each of the towns that we passed through or spent the night in as a traveling state fair. The townsfolk turned out in significant numbers to watch the spectacle and every civic group known to mankind was prepared to offer us outstanding food. It is one of the frequent comments heard on RAGBRAI that, "If you're loosing weight on the ride then you're not doing it right."

We had wondered before the ride how the sponsor could ever handle the logistics of feeding so many people. The answer to this seemingly complicated problem, as in many such instances, turned out to be incredibly simple -- they don't. The chamber of commerce in each town forms a committee of civic organizations and proceeds to organize events in their particular town to a fair-three-well. This year the planning process was assisted by a video-teleconferencing session that also introduced new riders to many of the things that they would encounter on the ride. Jim Green, the Register's RAGBRAI coordinator, was even

considerate enough to loan us his only videotaped copy of the teleconference. I believe that it was during the two hours that we spent reviewing these tapes that we began to catch the incredible spirit of this ride, and made our real decision to participate.

Entering each town was an incredible experience -- I can only assume that we received the kind of welcome

that old time traveling circus performers could only dream about as they entered various small towns across the country. There were welcome signs and kids wanting to know where you were from and asking to be squirted with your water bottle -- or offering to squirt you with theirs! The tandem always drew some additional level of interest which was only exceeded by the response to hearing we were from Alabama. I had the feeling that many went back to the atlas to look for where it is, just as many Alabamians would have a little trouble remembering whether it was Iowa, Idaho or just Ohio! Then it was on to the center of town where the "food court" was invariably set up. Most towns also had an ingenious "parking lot" set up for the bikes -- two John Deere tractors with a heavy rope stretched between them going right down the main street! In town we had everything conceivable available to us -- from health food to just plain delicious food. We fell into the habit of riding 20-30 miles before we stopped for breakfast. We would then typically ride through another town about mid-morning -- too early for lunch, but clearly something was needed. It took me a couple days, but I discovered homemade blueberry pie smothered in homemade ice cream packed just the punch I needed to get to the next town in time for lunch.

At the end of each day's ride we would be part of the invasion of a small Iowa farming town, most with a population of 5-6 thousand. We would follow the logo of our particular club to our designated camping spot for the night. We typically occupied every baseball field, fairgrounds, and school grounds in town. In the evening a newspaper was delivered to our tent with the events of the upcoming town. That was where we would learn that the next night we had a choice of: spaghetti with the Lutheran ladies, lasagna with the Catholic ladies, barbecued chicken with the Presbyterians, or roast beef with the Baptists! Shuttle bus routes were laid out for those of us who swore we were not going to get back on that bike until the next morning, no matter how hungry we were. The meals were always at least outstanding and extremely fair in price. For our part we were told that we generated more revenue in a single evening than all the rest of their fund raising activities for the rest of the year. The only technological event that constantly eluded us was how to provide hot showers for 10,000 people! And when we got home it also took a little getting used to

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Not surprisingly in this large a group, the bicyclists themselves provided a considerable amount of diversity. In addition to the expected high proportion of road bikes, there was a fairly sizable representation of recumbents and tandems -- augmented by a triplet or two and a couple quads, mountain bikes, just plain old bikes, neat old bikes and really old bikes. In the neat old bike category were a couple gentlemen riding Schwinn's from the 1940's complete with suspended front forks, lights, rat trap racks, and functioning horn. In the really old bike category was Steve Stevens of Lisle, Illinois pedaling an 1886 Victor Light Roadster high wheel across the entire state. He was dressed in period costume and was always most willing to slow down and wave for folks taking pictures. The one mishap he had was a snapped handlebar that most likely resulted from the considerable force that he must place on the bars as he attempts to control the speed of the bike on descents. Fortunately able to dismount without injury, a young girl on the side of the road watching the mass of bikes going by said, "My Daddy can fix that." Out came the welding gear and in relatively short order Mr. Stevens was on his way again.

Then there were Team Bad Boys from Colorado. The team is composed of five guys in their mid 30s who ride heavily loaded mountain bikes. They carry a fold out bar, a huge cooler, barbecue grill, lawn chairs and stereo system on their bikes -- and maintain a VERY respectable pace. Other riders also form "teams" with the clear intent that more outrageous themes are better than less outrageous. My personal favorite was "team pie" who were out to sample every pie in every stop across the state.

The ride itself was a bit challenging for us with distances ranging up to 92 miles, but it was always (almost) great fun. We started Sunday in Council Bluffs and headed north-northeast to Harlan, a distance of 65 miles. With the exception of a steady rain for about an hour in the morning the weather was great. Upon our arrival in Harlan the sun was still out which allowed us to "hang out the wash," and most importantly get our shoes dried out. On Monday we were greeted with refreshingly cool temperatures in the morning and bright sunshine as we headed south-southeast to Carroll, a challenging



and rather hilly distance of 72 miles. By such clever navigation as heading so far north and then turning around and heading back south again we were able to spend a lot more time in the hills of western Iowa! Once we ran out of steep hills we started on a more direct easterly course to Perry (73) miles, Marshalltown (84), Marion (92), Maquoketa (72), and finally into Clinton (54). After the most difficult ride of the week getting over the hills from Harlan to Carroll, we were rewarded with a brisk tail wind that virtually blew us into Perry. On the long ride between Marshalltown and Marion the citizens of Elberan introduced a bit of a distraction with a tunnel entrance to the town which they had constructed of 78 circular hay bales. The journey from Marion to Maquoketa brought us through the American Gothic area of Grant Wood which was centered around Stone City. What was particularly memorable about Stone City was the hill that greeted us upon our departure. It was the steepest of the week and reduced a number of bicyclists to volksmarchers.

The actual riding in a pack of 10,000 was an experience in itself. Having very limited experience riding in tight groups, and a definite proclivity for the extra buffer space available at the end of the pack; it took about a day to develop an approach that we were somewhat comfortable with. We found that our tandem did best going down hill (period) on the far left side of the road, and best going uphill (terrible actually) on the far right. Thus our additional weight would take us screaming past the singles on the way down, and then the same weight would sap our speed so that we ended up in the breakdown lane on the way up. This way we got to see everyone at least twice!

Traffic was negligible to non-existent the vast majority of the time. The route is very well publicized, being announced each year in the early spring, and most drivers can think of things they would rather do than mix it up with such a large gaggle of bicyclist. In addition to pure mass, the Iowa Highway Patrol does an absolutely super job of controlling traffic at every intersection with major roads. It was not at all unusual for us to be able to ride 4-6 abreast for miles without interference. The vast majority of the time the road surface was excellent, but just to ensure that you were appreciative of such good surfaces, we did have a



couple stretches of gravel road for character building.

Weatherwise the entire week was a continuous demonstration of how pleasant it can be to be outside on a bicycle. The customary temperatures in the 90's with accompanying high humidity levels never materialized. We spent the first couple days with highs in the 70's building during the week to only the mid 80's with surprisingly low humidity levels. In all it was truly perfect weather for such a great outing.

As we wrapped up the week with our entry into Clinton there were so many people lining the streets and cheering that I keep wondering who the celebrities were that must be coming in right behind us. But it was actually typical of the support and participation of all the great people of Iowa that we

were able to meet or at least say hello to on a truly mind boggling ride across a great state. We can only say that if you have been thinking of a multiday outing, consider starting with the biggest!

Information on RAGBRAI can be obtained from:

Mr. Jim Green
RAGBRAI Coordinator
The Des Moines Register
P.O. Box 622
Des Moines Iowa 50303-0622

Ken & Sue Lavoie
Montgomery AL

TANDEM RACES -- 1995

TANDEM RACES



May 6, 1995. **Cedar Valley Cyclists, Finchford Time Trial & Road Race.** Cedar Falls, IA. 5 mile TT followed by 35 mile road race. USCF & citizen racers welcome. Please call Cindy at 319-277-0734 (day) or 319-266-9505 (home) or SASE to CVC, 4302 University Ave, Cedar Falls, IA, 50613, ATTN Cindy.

May 6, 1995. **Tandem Road Race.** Weston, WV. 42 or 22 miles. Mike McWhorter, 194 State Route 1, Jacksons Mill, WV 26452 (304) 269-7980.

May 14, 1995. **Tandem training series by the Boston Road Club.** Criterium racing each month at Wells Ave in Newton. Fran Castano, 617-926-3462

May 14, 1995. **Mother's Day 2 Person Time Trial.** 10 miles some climbing. NEWCC, 916 Fox Hollow Drive, Hudson, NH 03051. ^03-595- 8642.

May 20-21, 1995. **Pepin Hills, WI Gran Prix.** Hill climb, criterium, road race. Bob Benedum, 2319 Afton Dr, Manomonic, WI 54751. 715-235-4343.

May 20-21, 1995. **Heart of New England Race Weekend, NH.** Optical Ave criterium and Peerless Insurance Road race 52 miles. John Wickman, PO Box 884, Keene, NH 03431. 603 756-9663.

May 29-June 4, 1995. **Miami Valley, OH, Criterium Race.** 2 criteriums in 2 days. Doug Barker or Linda Clemens, 6351 Adams Circle, Centerville, OH 45459. (513) 436-9045.

June 1-4, 1995. **Tandemania 1995: The Stoker's Revenge.** Lake Vrynwy - Mid Wales, UK. Hill Climb, Freewheel Time trials. For information: Tandemania, Llangedwyn Mill, Llangedwyn, Oswestry, Shropshire SY10 9LD United Kingdom. phone: +44 (0)1691 780050

June 11, 1995. **Lititz Criterium, PA.** Industrial park course criterium. Rodney Moseman, Bicycle World, P.O. Box 362, Lititz, PA 17543-0362. 717 626-0650

June 16-18, 1995. **National 24 hour challenge.** Grand Rapids MI. 2212 College Ave SE, Grand Rapids, MI 49507. 616 241-1969.

June 24, 1995. **Mount Tabor, OR Criterium.** Pam Reid, 5779 NW Deschutes Dr, Portland, OR 97229. 503 645-8948.

June 25, 1995. **Bicycle World Criterium.** Lancaster, PA. SASE Bicycle World, P.O. Box 362, Lititz, PA 17543. (717) 627-3700

July 1-4, 1995. **Burley Duet Classic.** 4 days of spectacular racing, 6 stages (3 road races, 1 criterium, 1 time trial, and the prologue). For more information and race application, contact Patricia Le Caux, Burley Duet Race Director, Burley Design Cooperative, 4080 Stewart Road,



Eugene, OR 97402. Ph: (503)-687-1644.

July 15, 1995. **West Virginia State Time Trial.** Weston, WV. 16 mile hilly course, tandem category, Mike McWhorter, 194 State Route 1, Jacksons Mill, WV 26452. (304) 269-7980

July 30, 1995. **Tour of Lititz, PA.** 22 mile tandem road race. Rodney Moseman, Bicycle World, P.O. Box 362, Lititz, PA 17543. 717-626-0650.



Aug 12, 1995. **Bethel Industrial Strength Crit, CT.** Susan Bannay, 25 Bart Rd, Monroe, CT 06468. 203 268-2671

Aug 20, 1995. **Wells Ave, MA tandem training series.** Fran Castano, Boston Road Club. 617 926-3462

Aug 31-Sept 4, 1995. **Killington, VT Stage Race.** First ever tandem category during Pro stage race. Still in the planning stage. Call to show your support. Breakaway Promotions 617-244-1577



Send your race listings to the DoubleTalk Editors Now!

DoubleTalk Race Calendar

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

TANDEM CALENDAR 1995

May 6, 1995. **T-Bone Apple Blossom Ride,** Hollis, NH. Dick & Jeane Sampson, 603-465-7444.

May 6, 1995. **T-Bone Ride.** East Derry, NH. Paul & MaryAnne Cronk, 603-437-9035

May 7, 1995. **Colorado Tandem Club 1st Sunday of the Month Ride.** Boulder, CO. 9 am. from the Safeway parking lot in Boulder at 28th and Arapahoe. 30 to 40 mile options. Plan on lunch. Contact Andy or Kami White. (303) 494-3092

May 12-14, 1995. **T-Bone Massachusetts Weekend.** Harwich Port, Cape Cod, MA. JeanMarie & George Lambert, 603-673-5975.

May 13, 1995. **Chile Peddlers Alamosa, Colorado Ride.** 10 am, meet at the Day's Inn in Alamosa, CO. Call Harold & Lynn Trease for information (505) 662-1429 or (505) 667-0140.

May 19-20, 1995. **COWS Gathering of the Herd.** LaCrosse, WI. This year the COWS will be exploring the area around LaCrosse. Tom Jeffers Rt 1 Box 294A, Genoa, WI 54632. (608) 689-2683.

May 20, 1995. **9th Annual Miami Valley Tandem Rally.** Fort St. Clair, OH, State Park, west of Eaton, OH. Rides from 20-62 miles, with snack stop at Glen Miller Park in Richmond, IN on the longer loops. Catered lunch and socializing after the rides at Fort St. Clair State Park. Small fee.

Sponsored by the Greater Ohio Area Tandem Society (G.O.A.T.S.) Non-G.O.A.T.S. must send #10 SASE to Norm & Rosemary Bernhardt, 2639 Morning Sun Drive, Fairborn, OH 45324.

May 21, 1995. **Colorado Tandem Club Pre-Elephant Rock ride.** Tamara & Jim will lead this ride from their home along the Elephant Rock route. Tamara & Jim, Castle Rock, CO (303) 688-5517.

May 20, 1995. **T-Bone Covered Bridge Ride.** Mont Vernon, NH. Includes pot luck. Earle & Carolyn Rich, 603-673-8695

May 20, 1995. **T-Bone Ride.** Ellington, CT. Joyce & Paul Swanke, 203-561-2686.

May 21, 1995. **MUTS - Dexter, MI.** Host: Steve & Diana Lansky (313) 633-0347 or Chris & Casey Marble (313) 426-8694. RSVP

May 24-June 3, 1995. **Netherlands Bike Tour.** Hosted by Steve Carter (high wheel transcontinental record holder). Limited to 90 people. Room and meal accommodations aboard a hotel ship for transporting us port to port. For an itinerary and trip application, SASE to Steve & Carolyn Carter, 559 Gibbs St., Plainfield, IN 46168. ph: (317)-839-1621

May 26-29, 1995. **10th Northwest Tandem Rally.** Victoria, British Columbia, Canada. This is the first NWTR to take place outside the

United States. So set your bike computers to kilometers, and we will have tea for two waiting for you! For information, SASE to NW Tandem Rally, P.O. Box 69262, Portland OR 97201. Phone (503) 222-4922.

May 26-29, 1995. **Santana's Wine Country Tandem Rally.** Sonoma/Napa Valley, CA. Come visit the wineries in the Napa and Sonoma valleys, follow the Russian River, and explore the protected Redwood forests. Stay in the AAA 4-diamond Doubletree resort. Rides daily from 25-50 miles (there's too much to see for longer rides!). Limited to 125 teams. SASE to Roger Haga, Blue Sky Events, 1718 Bonita Avenue, La Verne, CA 91750. ph: (909)-593-3277 or call Santana Cycles @ (909)-756-7570

May 27, 1995. **T-Bone Pot Luck Ride.** Bedford, MA. Susan Grieb & Jack Donohue. 617-275-3991.

May 27-28, 1995. **Heart of Dixie Tandem Gathering.** Birmingham, AL. Spend the weekend riding, eating, and socializing. Ride Saturday and Sunday, go out to eat Saturday night. Saturday night eat goes rain or shine! Call Jack or Susan Goertz (205) 991-7766 evenings before 10 central time.

May 27-June 3, 1995. **Tandem Club of the UK International Rally.** Carnac, Brittany. Contact David & Carolyn McHale, 3 Eriboll Close, Linslade, Leighton Buzzard, BEDS, LU7 7XW, England phone: country code+0525-381505



May 28, 1995. **Toronto Tandem Co-op.** Contact Dorothy Russel & Rudy Wolleswinkel, 45 Dewhurst Blvd, East York, Ontario, M4J 3J2 Canada (416) 461-6606

June 2-4, 1995. **T-Bone Cornish Inn weekend.** Cornish, ME. Nate & Maryellen Carmen. 603-444-6887.

June 3, 1995. **T-Bone Ride.** Lenox, MA. Al & Sue Berzini, 413-627-1718.

June 4, 1995. **Colorado Tandem Club rides Elephant Rock.** Sign up now for special CTC Elephant Rock jerseys. Tamara & Jim, Castle Rock, CO 303-688-5517

June 10, 1995. **Chile Peddlers Double Dam Ride.** Santa Fe, NM. Call Dennis Cooper or Dede Collins for information and meeting place. (505) 982-8846

June 10, 1995. **T-Bone Blind Stoker Event.** Arlington, MA. Laura Oftedah, 617-923-7768.

June 10, 1995. **T-Bone Ride.** Greenwich, CT. Bea & Bob Luce, 203-637-0553.

June 11, 1995. **MUTS - Hastings, MI.** Host: Keith & Elane Vandenberg. (616) 792-6324. RSVP

June 16-18, 1995. **CATS Prairie State Tandem Rally.** Gurnee, IL. Ice cream ride Friday night, rides and banquet Saturday and a breakfast ride Sunday morning. Interested? SASE to Stan & Betty Panek, 1535 Yew Court, Gurnee, IL 60031

June 16-18, 1995. **Kansas Tandem Rally.** 3 days of fantastic riding, eating and socializing in and around Lawrence, KS. Look forward to riding with and hearing guest Bill McCready, owner of Santana Cycles and his tandem seminar. SASE to Mark & Sue Johnson, 17230 W 70th St, Shawnee, KS 66217. (913) 631-4041

June 16-19, 1995. **GEAR '95.** Amherst, MA. Sponsored by the League of American Bicyclists, 190 W Ostend Street, Suite 120, Baltimore, MD 21230. email Bikeexec@aol.com

June 17, 1995. **COWS Southern Door Metric Century.** Ride for tandems and related singles starts at the Brussels Town Park in quiet southern

Door County. Mapped routes of 49 and 62 miles with lunch on your own in Sturgeon Bay at about the 20 mile mark. SASE to Jim & Cindy Noll 1579 Ledge Rd, Brussels, WI (414) 825-7341.

June 24, 1995. **T-Bone Ride.** Litchfield County, CT. Doug Schick & Sue Frechette, 203-693-0142.

June 25, 1995. **Colorado Tandem Club Picnic.** This event will get lots of members together to ride, and have a great time at Chatfield Reservoir. Lunch will be a potluck affair with drinks and a few special surprises provided by CTC. Family "trailer rides + good solid rides all before lunch. Andy & Kami White, Boulder, CO. 303-494-3092

June 25, 1995. **Double or Nothing Tandem Ride,** Carmel, NJ. Small fee covers lunch, sag, patch & more! For more info, SASE to Mel Kornbluh, RR8 - Box 219E, Gynwood Drive, Bridgeton, NJ 08302. (609)-451-5104

June 25, 1995. **Toronto Tandem Co-op.** Susan & Leslie MacMillan, 102 Wheeler Ave, Toronto, Ontario, M4L 3V2 (416) 694-1552

June 30 - July 4, 1995. **T-Bone Kingfield, ME Weekend.** Hebert Inn, Ann & Emery Glass, 617-631-3239

July 1-2, 1995. Toronto Tandem Co-op Family Cycling/Camping Weekend. Kingston, Ontario. The emphasis is on economical family fun. Arrive Friday evening, ride Saturday, Sunday & Monday. Camp at Lake Ontario Park. All meals are included, and cost should be less than \$200 (Canadian) for a family of four. Participants will help sag, cook etc. Brenda Vandeveld, 2964 Keynes Crescent, Mississauga, Ontario, L5N 3A1. (905) 824-9364

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 2, 1995. **Colorado Tandem Club Independence Day ride.** Boulder, CO. A special BBQ version of the monthly

Boulder ride. Any & Kami White (303) 494-3092.

July 3-5, 1995. **Santana's Rocky Mountain Tandem Rally,** Durango, CO. America's first rally catering to both road and off-road tandems. Come enjoy 5 days of fantastic routes in and around Durango, CO, the "Mountain Bike Capital of the World". Ride with Durango sports specialists Ed & Patti Zink (promoters of the Iron Horse Classic and the World Mountain Bike Championships) and John Kukoda, equipment tester for Bike magazine. Choose each day from road or off-road routes through some of the most scenic countryside in all of Colorado. Limited to the first 150 teams. SASE to Roger Haga, Blue Sky Events, 1718 Bonita Avenue, La Verne, CA 91750. ph: (909)-593-3277 or call Santana Cycles @ (909)-756-7570

July 8, 1995.

July 8, 1995. **Chile Peddlers Jemez Mountains Ride.** 9 am Harold & Lynn Trease for information and start location. (505) 662-1429 or (505) 667-0140.

July 8, 1995. **GOATS Ride.** Dowling Green, OH. Ron & Jean Duning, 671 Garret Dr, Bowling Green, OH 43402. (419) 352-8558.

July 8, 1995. **T-Bone Ride.** Seabrook, NH. Linda & Bob Harvey, 603-898-5285.

July 8-9, 1995. **Chester Tandem Ride.** Belleville, IL. weekend tandem ride from Belleville, IL to Chester IL, home of Popeye. Pre-registration only, space very limited. SASE to Gateway Council/Hostelling International, 7187 Manchester Rd, St Louis, MO 63143

July 9, 1995. **T-Bone Ride.** Hanscom Field, MA. Paul & MaryAnne Cronk, 603-437-9035.

July 15, 1995. **Colorado Tandem Club Northglenn ride.** Northglenn, CO. Ken & Iris Goldman 303-254-4173.

July 15-16, 1995. **Heart of Dixie Tandem Gathering.** Birmingham, AL. Spend the weekend riding, eating and socializing. Ride Saturday and Sunday, go out to eat Saturday night. Saturday night eat goes rain or



shine! Call George or Judy Bacon for more information (205) 655-2808 evenings before 9 pm CST

July 21-23, 1995. **T-Bone Lancaster, NH Weekend.** Four Dorrs Motel, JeanMarie & George Lambert, 603-673-5975.

July 22, 1995. **GOATS Buck Creek State Park Weekend.** West Central Ohio. Campout planned. Norm Bernhardt, 2639 Morning Sun Drive, Beavercreek, OH 45324. (513) 426-2796.

July 22, 1995. **MUTS - Middleville, MI.** Host: Charles & Mary Robertson or Tom & Corrine Strumberger (616) 795-2179. RSVP

July 29, 1995. **T-Bone Ride.** Wrentham, MA. Lakeside cookout. Don & Regina Fisher, 508-384-6328.

July 29-30, 1995. **COWS Fox Point/Bayside & North Ride & Barbecue.** 10 am at Doctor's Park in Bayside, WI (north of Milwaukee) 50 miles. Barbecue at Doctor's Park after the ride. Gary & Irene Sanderson, 5005 Palisades Rd, Milwaukee, WI 53217. (414) 964- 5026.

July 30, 1995. **COWS Holy Hill to Oconomowoc.** 9 am Glacier Hills County Park. 35 to 100 mile routes. Picnic at Oconomowoc Lake Park. Gary & Irene Sanderson, 5005 Palisades Rd, Milwaukee, WI 53217. (414) 964-5026

July 30-Aug 5, 1995. **Tandem Club of the UK, International Tandem Rally.** Helsingburg, Sweden. Contact David & Carolyn McHale, 3 Eriboll Close, Linslade, Leighton Buzzard, BEDS LU7 7XW, England. phone: country code+0525-381505

August 5, 1995. **Third Annual Southern Tier Tandem Rally** Elmira, NY. Rides from 17 miles to metric centuries. BBQ and swim following the rides. SASE to Rich Shapiro/Lindy Ellis, 850 W. Clinton St., Elmira, NY 14905. (607)-734-2372 E-Mail: RLtweiseat@aol.com

August 5, 1995. **T-Bone Pot Luck.** Lexington, MA. Bring the Kids, Gail & Harry Spatz. 617-862-8290.

August 6, 1995. **Colorado Tandem Club 1st Sunday of the Month Ride.**



9 am. From the Safeway parking lot in Boulder at 28th and Arapahoe. 30 to 40 mile options. Plan on lunch. Andy & Kami White 303-494-3092.

August 6, 1995. **Tandems Only Century/Metric Century.** Elmira, NY. Rolling to moderate terrain, tandem friendly. BBQ and swim following the rides. SASE to Rich Shapiro/Lindy Ellis, 850 W. Clinton St., Elmira, NY 14905. (607)-734-2372 E-Mail: RLtweiseat@aol.com

August 11-13, 1995. **Eastern Tandem Rally.** Hobart & William Smith Colleges. Come tandem through New York's scenic Finger Lakes. Limited space available. SASE to Chuck & Bonnie Dye, 288 Mulberry Street, Rochester, NY 14620. (716)-473-8041

August 11-13, 1995. **Karen & Greg's Midsummer Tandem Get Together.** Kansas City, KS. Come join us for a weekend of tandem riding and socializing. Rides from 50-75 miles plus a short ice cream ride Friday. Rides will be unsagged but there will be places to stop. Small fee for refreshments, etc. SASE to Karen Winterhalter, 13001 W 79th St, Lenexa, KS 66215. 913-599-0430.

August 12, 1995. **Chile Peddlers Tour de Estancia.** 9 am Contact Mitch & Linda Stucker for info. (505) 268-8968

August 12-13, 1995. **COWS Lake Winnebago Camp Around.** This leisurely self-contained tour around Lake Winnebago will start in Neenah, south to Fond du Lac, then north to Pipe for overnight camping. Next day we ride north through High Cliff Park and west to Neenah. About 90 miles. Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561.

August 12, 1995. **MUTS - Hillsdale, MI.** Host: Chuck & Nancy Garber (517) 439-5136. RSVP

August 13, 1995. **Colorado Tandem Club ride.** Aurora, CO. Moderate ride starting near Cherry Creek reservoir. Werner & Tina Dorau, 303-745-7084.

August 18-21, 1995. **T-Bone Rockland, ME Weekend.** Dave & Pat Berliner, 603-746-4822.

August 18-21, 1995. **Tandem Club of the UK, National Rally.** Canterbury,



England. Contact Julie & Robert Young, Lenwood Cottage, Lenham Heath, Maidstone, Kent ME17 2BS. phone: country code + 01622-859359.

August 19, 1995. **Chile Peddlers ride Colorado Century.** John Ormohundro & Cuba Wilmarth (505) 747-1145

August 19-20, 1995. **Colorado Tandem Club Rockies Overnighter.** Start about 4 hours west of Denver. Last year's trip was great. Plan on hotels, not camping. Andy & Kami, Boulder, CO 303-494- 3092.

August 20, 1995. **GOATS Central Ohio Goats.** The famous duo of Souths & Todds will once again lead the herd to a family style restaurant. Gary & Sharon Todd, 1404 Doten Ave, Columbus, OH 43212

August 20, 1995. **T-Bone Ride.** Londonderry, NH. Paul & MaryAnne Cronk. 603-437-9035

August 25-27, 1995. **Team Northwest Tandemonium Lane County Tour.** Eugene, OR. Callengine and scenic tour. Sag service for your gear. Camping for your lodging. \$20 per person. Kim Rittenhouse, P.O. Box 69262, Portland, OR 97201. (503) 635-2993

August 26, 1995. **Colorado Tandem Club Spaghetti Ride.** Fort Collins Family ride and spaghetti lunch. Some of the rides this year have a particular bent toward a focus on food. This will be one of them. Randy & Edie Stout, Fort Collins, CO. 303-482-2268

August 26, 1995. **T-Bone Pot Luck.** Warren, CT, Nan & Dave Scofield, 203-868-7067.

September 1-3, 1995. **CARATS Tandem Rally.** Carson City, NV. Enjoy a great weekend of riding in Kit Carson country and the historic Comstock. SASE to Tom Fronapfel, 1855 Panaca Dr, Carson City, NV 89701. (702) 883-6410.

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 1-4, 1995. **Family Bicycling Weekend.** Southern New Jersey. Enjoy a weekend of bicycling fun geared to children and families. Rides with lunch and sag service will be scheduled both days. Other activities include swimming, a train ride, etc. Alan Yockey, 610-408-9129 or Cumpuserv 73024,3331.

September 1-4, 1995. **T-Bone Simsbury, CT Weekend.** Stay at 1820 House, \$\$, make your own reservations 800-879-1820, mention special T-Bone rate. Day rides. Alice & Bob Sawyer, 203-673-1181.

September 7-10, 1995. **T-Bone Bar Harbor, ME Weekend.** Joan Gillis & Buzz Buzzell, 603-669-3381.

September 9, 1995. **Chile Peddlers September Ride.** 9 am. Jimmie and Mary Akins (505-867-3967)

September 9-10, 1995. **Colorado Tandem Club Summit County weekend.** We'll ride over Vail pass and down into Vail for lunch. Sunday we'll climb to Hoosier Pass. We hope you can stay the night for after ride activities and dinner. Tom or Kay, Evergreen, CO. 303-567-2111.

September 16, 1995. **COWS Fox River Metric Century.** This is the third year this ride has been offered. Total distance will be about 70 miles, (I thought they said METRIC), with a half route option. Meet in Appleton, WI. Tom Thalman, N1583 Skyline Dr, Greenville, WI 54942. (414), 757-6561.

September 16-17, 1995. **Colorado Tandem Club Off-Road ride.** The last two years we had spectacular fall colors, not to be missed. Andy & Kami White, Boulder, CO 303-494-3092.

September 17, 1995. **Toronto Tandem Co-op.** Joanne & Doug Barlow, 1126 Valley Ct, Oshawa, Ontario, L1J 3M5. (905) 728-8424

September 22-24, 1995. **17th Southern Tandem Rally.** Ashville, NC. A great weekend of riding in the beautiful mountains of NC. A few rolling hills with great views. Don't like hills? Choose the mostly flat ride along the French Broad River.

Preregistration only -- limited space. SASE to Ron & Nancy Johnson, 16 Beaverdam Heights, Canton, NC 28716.

September 23, 1995. **T-Bone Ride.** Lenox, MA. Al & Sue Berzinis, 413-637-1718.

September 24, 1995. **Colorado Tandem Club Peak to Peak Highway.** Boulder, CO. Rendezvous at RTD bus depot downtown Boulder at 7:45 AM for the bus ride to Nederland. We ride from Nederland (8200) to Ward (9300) via Peak to Peak Scenic Highway. then to Lyons and return to Boulder. Must sign up with host! Esther Parson & Stephen Strand, Jamestown, CO, 303-444-2025 before 9pm.

September 29-October 1, 1995. **Shelter Island Tandem Weekend.** Shelter Island, NY. Join the LITES (Long Island Tandem Enthusiasts) on the quiet Eastern end of Long Island. Explore beaches and quiet fishing villages. Waterfront accommodations. Limited to 50 teams. SASE to LITES c/o Team Forker, 122 Buttercup Lane, Huntington, NY 11743. (516) 271-0208.

September 29-October 1, 1995. **T-Bone Martha's Vineyard, MA Weekend.** George & Rosemary Milewski, 508-693-0798.

September 29-October 1, 1995. **BART 6th Fall Tandem Rally.** Redding, CA. Looking for a fantastic Fall tandem Ride; beautiful scenery, too. Come to Shasta Country. Prizes, Tee Shirts, Rest Stops, Food and Fun. SASE to Ron Mino, 3609 Bechelli Lane, #C, Redding, CA, 96002 or contact Lori at 916-246-4487.

September 30, 1995. **GOATS Northeast Ohio ride.** A slightly hilly ride. Robert & Louisa Matthias, 22300 Calverton Rd, Shaker Heights, OH 44122

October 1, 1995. **Colorado Tandem Club 1st Sunday ride.** Boulder, CO. Depart from the Safeway parking lot at 28th and Arapahoe at 9 am. 30 to 40 mile options. Plan on Lunch. Andy & Kami White, Boulder, CO 303-494-3092.

October 1, 1995. **Toronto Tandem Co-op.** Brenda & David Vandavelde,

2964 Keynes Crescent, Mississauga, Ontario, L5N 3A1. (905) 824-9364

October 7, 1995. **T-Bone Ride, Fall Tandemonium** Lexington, MA. Bob & Ruth Sawyer, 617-862-6517.

October 8, 1995. **Tandem Tour For Wishes III.** South Belmar, NJ. Fundraiser for Make-A-Wish Foundation. 50 mile ride in beautiful Monmouth County, NJ. Fee includes marked route, sag, meals & door prizes. SASE to Team Rutch, 231 Brookside Ave, Laurence Harbor, NJ, 08879. (908)-566-9526

October 14, 1995. **Chile Peddlers Chama Valley - Espanola Ride.** 11 am. Contact John Omohundro & Cuba Wilmarth for information and meeting place (505) 266-3627.

November 11, 1995. **Chile Peddlers November Ride.** 11 am. Paul & Alisabeth Thurston-Hicks (505) 266-3627

November 11, 1995. **T-Bone Ride.** Boxford, MA. Ann & Emery Glass, 617-631-3239.

December 9, 1995. **Chile Peddlers December Ride & Party.** 11 am. Dennis & Lyndsey Morris (505) 343-8721.

December, 1995. **Colorado Tandem Club Island Hopping Cruise.** Who said we had to spend all our time on bikes? We are planning on taking them along. Carribean cruise with island riding. Contact Jerry & Christy about this 7 day cruise. 303-427-3916.

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

DoubleTalk Calendar

Jack & Susan Goertz

2220 Vanessa Drive

Birmingham, AL 35242

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



CLASSIFIEDS

FOR SALE: 1989 Santana Arriva, 56x50 Red, 48-spoke wheels with Q/R, 4 bottle cages, 2 computers, adjustable stoker stem. \$1800. Call Ralph or Denise @ (703)-779-8107 7a.m - 7pm Eastern. (VA) 07/95

FOR SALE: 1988 Santana Elan, 21x20 Columbus SL fillet-brazed frame. Metallic Charcoal, Excellent condition, with Sugino GT 52/46/32 crankset - 170x170, Shimano 600 6-speed (13-32), Suntour derailleur, 27x1-3/8" Specialized Expeditions mounted on 48-hole Ukai rims. Arai drum brake, Suntour Accushift barcons, Blackburn racks, Zefal pump, Cateye micro and more. New tandem has arrived -- must sell old tandem. \$1500. Call George, (516)-467-8423 (NY) 05/95

FOR SALE: 1990 Schwinn DuoSport tandem, 21x19. 27" wheels, new tires, rear rack, fenders, Terry saddles front & rear. Tuned up for the 1994 Tour Des Lac. An excellent entry level tandem. See it! Ride it! You'll buy it! \$800/OBO. (509)-255-5837 (WA) 05/95

FOR SALE: 1994 Bilenky/Sterling Signature tandem, 56x52. Kelly Green w/yellow lettering. Campy components, including Ergo levers and rims. Scott "Drop-in" front bars, Softride stoker stem, Phil hubs, Avocet 02 saddles, 5 cages and pump peg. Continental Grand Prix tires. Like new, ridden 600 miles. \$3500/OBO. Greg @ (510)-295-9220 (CA) 05/95

FOR SALE: 1984+/- Motobecane Interclub tandem, 22x20 frame with mixte rear, equipped with child stoker conversion kit. All original and in good condition. Huret derailleurs, TA cranks, Atom drum brake. Light blue paint. Professionally maintained. \$800/OBO. Call Peter @ (617)-926-5735 (MA) 05/95

FOR SALE: 1986 Sovereign S (predecessor to the Team). 22x21, white pearl, Campy cranks (triple), 40-spoked wheels on Phil Wood hubs, Phil Wood BB's, Dura Ace HG freewheel & chain, 7-speed indexed

barcons, Blackburn rear rack, Look pedals, new cables. Excellent condition. \$2200. Call Arnold @ (810)-939-4061 or E-mail @ Arniedz@AOL.COM (MI) 05/95

FOR SALE: 1992 Santana Cilantro, 18x16. Aqua paint. Upgraded to 24-speeds, versatile 26" wheels work for road or mountain. Now setup for road with look pedals. ATB bars and stems included. \$2300. Jim @ (703)-486-8929 (VA) or E-mail @ Mudballs@AOL.COM 05/95

FOR SALE: 1896 Remington Arms tandem. This is the tandem that made the '90s gay, when the lady road in the front, but the gentleman steered from the rear. Restored from a great original, \$2000 plus shipping. Steve Carter (317)-839-1621 (IN) 05/95

FOR SALE: 1994 Franklin tandem, ridden 25 miles. 56x51. Two-tone fade from brown to green. Shimano XT components, Bullseye hubs. Chrome chainstays and dropouts. Continental tires/Chinook rims. This bike is brand new! Sale! \$1999. Call Brian @ (414)-954-6494 (WI) 05/95

FOR SALE: 1992 Santana Visa. Beautiful tandem, like new with only 500 miles. I love it, but my wife and daughter don't! Plum color with white Italia saddles. Shimano Deore components. WheelSmith wheels. Look clipless pedals included. \$1400. Dave or Lynn @ (404)-239-9873 (GA) 05/95

FOR SALE: 2 tandems, 1986 Kuwahara 56x53, blue marathon frame, barcons, triple cranks, 48-spoke wheels, Shimano cantilevers, Suntour hubs, extra bottles. \$750. 1981 Santana, 22x21, red, marathon frame, Phil Wood BB & Hubs, SS spokes, extra water bottles, TA cranks (triple), Shimano Deore XT derailleurs, \$1250. Both bikes in excellent condition. Many extras available. Purchase of new tandems force sale. Matt @ (310)-541-1456 or E-mail to MattKurz@AOL.COM (CA) 05/95

FOR SALE: 1972 Schwinn Paramount 22x22, double gents. S/M rear SE

brakes, Phil Wood hubs, 48/40-hole hubs, rear for disc brakes. Converted to cross-over drive. Mostly upgraded components. \$925. Ray McAfee @ (916)-652-4087. (CA) 05/95

FOR SALE: 1993 Santana tandem, 59x53. Blue metallic Imron. Includes 4 water bottle cages, Arai drum brake, Shimano Ultegra barcons, Diacompe stoker dummy rests, SPD pedals, 40-spoke WheelSmith wheels. Photos, references available. \$2000/OBO Ken Gellerman, (517)-426-4027 (MI) 05/95

FOR SALE: Motobecane Interclub, 22x19 Men's/Mixte, Dark Blue, Chrome fenders, rack. Upgrade rear wheel, excellent condition. \$750. Doug @ (618)-288-7193 (IL) 05/95

FOR SALE: Cannondale 23x21, XTR and XT components, STI shifters. Scott SE brakes, Control Tech adjustable stoker stem \$2300. Call Thaddeus at (303) 750-5402. (Denver, CO) 07/95

FOR SALE: Trek, 58x53 Road tandem, excellent condition. \$1400. Jim Allan (404) 872-4489 (Atlanta, GA) 07/95

FOR SALE: Cannondale 21x19, built for speed, Shimano Dura Ace drive train, custom wheels, low mileage, excellent condition. \$2000. Jim Allan (404) 872-4489 (Atlanta, GA) 07/95

FOR SALE: 92/93 Santana Rio, 22x20, bright red, in perfect condition. Shimano Deore DX & LX, gelflex saddles, Scott L type bar ends, avocet cyclometer, new tires, rear rack & bottle cages. \$1600. Tandem box. Brent Berlin (805) 499-5422 Southern CA 07/95

FOR SALE: Santana Marathon tandem, Large. Phil front and rear 48 hole hubs. Phil rear drag disc brake. Scott front brake. 600 Bar ends, XT derailleurs, Diacompe levers, New factory blue and white paint, excellent condition. \$1550 Curt Simon, San Rafael, CA (415) 456-4668 07/95

FOR SALE: 1992 Miyata Duplicrose - this tandem was converted from a mountain to a road bike. It includes



over \$500 in upgrades. Looks very similar to a Santana Vision. \$1200
Richard Human, Ingleside, IL (708)
587-6234 07/95

FOR SALE: 1978 Black 24x24 Schwinn Paramount. Phil Wood Fr & Rr disc brakes, Phil Wood 48 hole hubs, bar end indexed shifting, Shimano clipless pedals, Campy triple. Excellent condition. \$1800.
Mark Allen, St Louis, MO (800) 925-5051 or (314) 367-2238 07/95

FOR SALE: Co-Motion Double Espresso Tandem 23x21. Hand made in the USA fillet brazed frame, emerald green, two sets of 700c wheels, full SunTour XC Pro Grease Guard Groupo. Only used for 700 miles. Yakima Tandem II Mount, \$2100 Kevin Lee, Chartsworth, CA (818) 716-1461 07/95

FOR SALE: 1992 Cannondale 25x21, Blue black fade, grip shift bar ends, drop bars front, bull horn bars rear. Cateye Mity, 4 water bottle cages, 48 spoke wheels with Avocet K20 tires. Yakima tandem adapter included. Excellent condition. \$2000. Phil (502) 254-9012 (Louisville, KY) 07/95

FOR SALE: 1993 Santana Cilantro, 18x16 gloss black, Chris King headset, specialized cranks, ft & rr racks, Cateye computers, lighting system, bar ends, 2 sets of wheels, 48 spoke specialized off-road, 40 spoke Sansin road. Excellent on or off road. Scott (403) 251-4360 (Calgary, AB) 07/95

FOR SALE: Ritchey classic marathon, 21x19, gloss black, specialized cranks, deore XT pedals, brakes, shifters and derailleurs. 2 sets of 26" wheels with Arai drum brake, ft & rr racks, cateye computers, BLT lighting system, bar ends. Scott (403) 251-4360 (Calgary, AB) 07/95

FOR SALE: 1994 Trek, T50 tandem, 62x56. Road and hybrid tires, rear rack, bottle cages, cateye Astrale computer, only 200 miles. Tons of fun! \$1000. Tom Miles, West Bend WI (414) 334-7200 07/95

FOR SALE: Santana Classic, 24x 21 1/2, red metallic imron, Phil Wood BB and hubs, 48 spokes, TA cranks, stoker shock seat post, rear rack, computer with cadence, excellent

condition. \$1450. Fred Kennerly (815) 398-6861 (Illinois) 07/95

WANTED: Used but not abused Santana tandem, 1989 or newer. Will consider comparable non-Santana tandem, small or medium. Prefer 26" wheel frame with ATB bars. Willing to travel anywhere east of the Mississippi to inspect. Please call Janet, (315)-655-8933 (NY) 05/95

FOR SALE: Yakima Tandem adapter, used once. Originally \$220, now \$149. Call Brian @ (414)-954-6494 (WI) 05/95

FOR SALE: PedalPak hardshell tandem case. Never used, still in original shipping box. \$400+shipping. Dave/Lynn @ (404)-239-9873 (GA) 05/95

FOR SALE: 2 Wolber 27" 48-hole hard/ano rims w/Sansin hubs, \$40. 1 Chinook 27" 48-hole hard/ano rims w/Sansin hubs w/Shimano 13-30 cog, \$25. 1 Shimano Deore DX long-cage rear derailleur, \$20. 1 Suntour front derailleur, \$10. Barcons, \$20. 1 pr Diacompe brake levers, \$10. Shimano Deore DX crankset, 54-44-28, \$100 (includes BB, cranks, chainrings, 38-T X-over rings), 1 pr Shimano SLR front canti, \$10. 1 pr Scot SE rear canti, \$20. 2 new Trek matrix, 40-hole 700c tandem rims, \$15 ea. Call Dick (813)-263-2728 (days) or (813)-262-3635 (evenings) (FL) 05/95

FOR SALE: TA Cranks, chainrings, bottom bracket parts. Nwe and used, including new set of 4 165mm. Tandem crankarms and chainrings. Also some misc. Campy parts. Karl (815)-369-4407 for list (IL) 05/95

FOR SALE: Salsa custom stoker stem, 1.5" center to center, normal angle. Brand New! Fits 26.8 seatpost, 25.4 ATB bars. Black. \$75.00. Scott @ (719)-547-9011 (CO) 05/95

FOR SALE: Yakima Tandem Carrier \$150. Will include fork mount. Towers and cross bars also available to make complete system. Call Joe (607) 723-9765. 07/95

FOR SALE: Complete Santana Child conversion kit. Used one year \$250. Ronnie Lee (404) 834-R-LEE (Carrollton, GA) 07/95

WANTED: Blackburn front mountain rack in Neon Green (Da-Glo green to the old hippies out there). Used or new. Does your bike shop have one? Send us his telephone #! Karen Garner, P.O. Box 261, Shenandoah, IA 51601. (712)-246-5403 05/95

WANTED: Your trash, my treasure. Looking for cleat covers for traditional style (slotted) cleated shoes - any quantity. Also looking for 80's vintage Rhodogear rear trunk rack (bag), any color. Ron & Kathy Johnson, 16613 E. 51st Terrace Court, Independence, MO 64055. (816)-373-5940 05/95

HELP OFFERED: Touring England in 1995? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England

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

HELP OFFERED: No room at the inn or on a budget? Our hospitality home is available for MTR 95 in Indianapolis. We are 11 highway miles from the host hote. We have sleeping bag space in bedrooms indoors and tent space in the yard. Fritz & Kara Krueger (317) 867-1824.

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

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

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



TCA DEALER MEMBERS

Tandem Dealers

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

TOGETHER TANDEMS The Rocky Mountain region's only tandem-exclusive dealer. Large in-stock selection: Santana, Burley, Cannondale, Ibis, Co-Motion, Rodriguez, Sterling, Yokota. 2030 S. College Avenue, Fort Collins, CO 80525. (303)-224-0330 07/95

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

YELLOW JERSEY, Ltd Madison's finest bike shop since 1971. Santanas with lots of extras, same-day service and a parts inventory from mild to wild! Call the goddess of tandems, K T Adler, @ (608)-833-3335 09/95 (4254)

BENT'S SCHWINN CYCLERY & FITNESS. Trek 200 (Deore XT, Look) \$1399 (Retail \$2500); Trek 100 (Deore LX-XT) \$1099 (Retail \$2000). Santana, Cannondale. Steve & Vicki Bent - active tandemists since 1977. Lakeland, FL (813) 688-3013. 11/95 (585)

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St., Elmira, NY 14905 (607)-732-4859. E-mail: RLTWOSEAT@AOL.COM 01/96

TANDEM MATCHMAKERS Touring, Racing, Family, Mountain, Track - New, Used - over 50 Tandems, Triplets, Quad. Rentals. Long Tests, One-day Service. Wheels, Brazing. Odd Parts shipped worldwide. Mt. Airy Bicycles. (301)-831-5151 (MD) 01/96 (10987)

BINGHAM CYCLERY The Intermountain area's tandem specialist! Santana, Burley, Comotion, Meridian, and Ibis! Rentals available. Locations in SLC, Sandy, Midvale, Ogden, Layton, and Sunset, Utah. 2317 N Main, Sunset, UT 84015. 801-825-8632. 03/96 ()

TOTALLY TANDEMS! Your one-call source for the best tandem parts, precision-built wheels, hard-to-find parts, expert advice. FREE CATALOG! 1-800-255-0576. TOTALLY TANDEMS, INC., P.O. Box 702, Ames, IA 50010-0702. 05/96 (11324)

Other Dealer Members

ACORN INN Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (804)-361-9357. 05/96 (4985)

ALAMO BICYCLE TOURING COMPANY. Weekend and weeklong bicycle tours of the California Coast, featuring Big Sur, Santa Cruz, San Luis Obispo, and Santa Barbara areas. (800)-540-BIKE (2543) or ABTC, 1108 Vista Lago, San Luis Obispo, CA 93405 05/95 (11325)

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

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Bicycle Boutique presents cycling jewelry gifts collectables 14K- Gold tandem charm \$49.95. Tandem models red, black, blue \$24.95. Send SASE for brochure; B.B. 5901 Warner Ave #421, Huntington Beach, CA 92649. (714) 533-5392 11/95 (3715)

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Become a TCA Dealer Member! A \$45.00 membership gives you a one-



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

TANDEM CLUB
OF ENGLAND
U.K.

Membership Secretary:
Lynda Fargher, 5 Swards End
Wickford, Essex. SS12 9PB
England

\$15.00 US
No Checks
Please

TCA Merchandise Order Form

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

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

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

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

Total Qty: _____ X \$8.50 _____

TCA Patches:

Total Qty: _____ X \$4.00 _____

Total Enclosed: _____

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

Ship To:

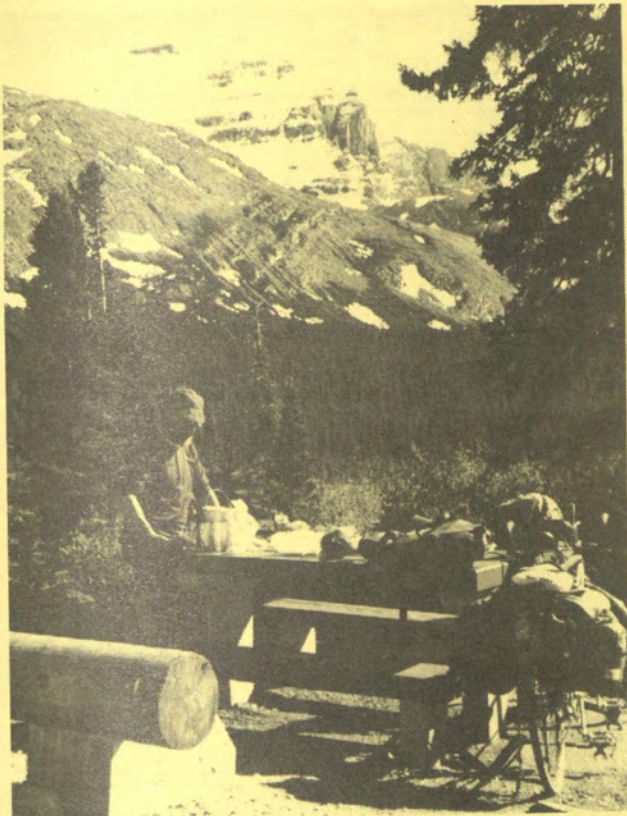
Name: _____

Address: _____

City: _____

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Al Shane prepares dinner at his campsite overlooking the Columbia icefields. (see story on page 21)

Dues

United States \$15.00/yr Canada 20.00/yr
Other International \$25.00/yr
All dues are quoted (and must be paid) in US Dollars
2 and 3 year memberships are encouraged

Membership

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

Tandem Club of America
Bruce & Judi Bachelder
306 W Union St
Morganton, NC 28655-3729

TCA MEMBERSHIP APPLICATION / RENEWAL

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

Please Print your name or Paste Your Label below. Make any necessary corrections.

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style: _____

Amount enclosed: _____ for (1) (2) or (3) Years

(Multiple-year memberships, 3 year maximum, are accepted at Dues Rate X Number of Years)

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

WHAT
IS *the*
 TCA?



The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. Back in the '70's, there weren't all that many tandems out there! These original members created a newsletter, called Doubletalk, to be the voice of the TCA. Since those humble beginnings, Doubletalk has become one of the most visible signs of the Tandem Club of America. If you want to join with other tandem enthusiasts throughout the world, just fill out the attached membership application form, and

👉 you will soon be receiving your own copy of Doubletalk in your mailbox! 👈