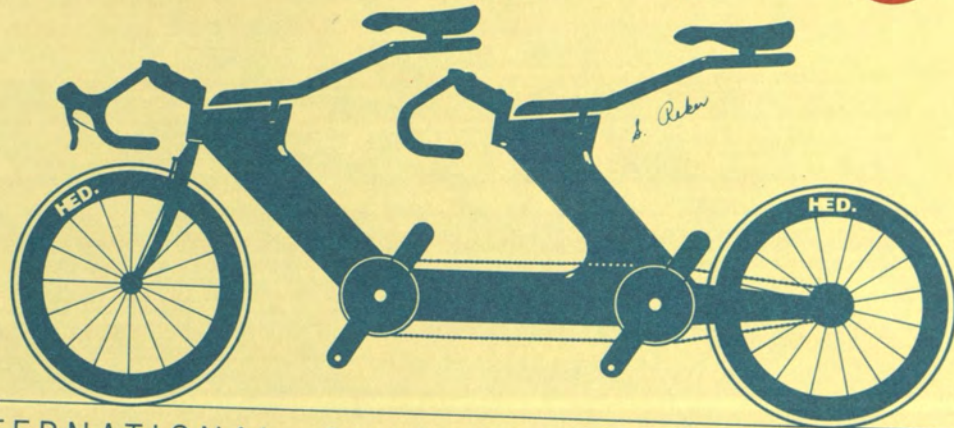


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**DOUBLETALK**



SEPTEMBER-OCTOBER  
1995

DoubleTalk  
the newsletter of the Tandem Club of America  
Jack & Susan Goertz, Editors  
2220 Vanessa Drive  
Birmingham, AL 35242-4430

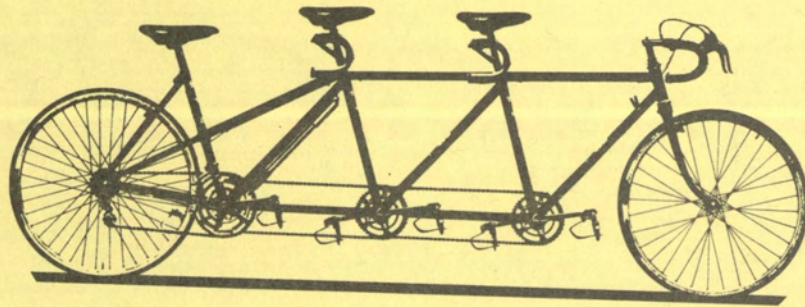
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# DOUBLETALK

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# DEADLINE FOR THE NOVEMBER-DECEMBER, 1995 ISSUE OF DOUBLETALK IS OCTOBER 1, 1995

## FROM THE EDITORS

It's HOT, HOT, HOT as we write this and get this issue together. The last two months have certainly been full of some great riding, and the opportunity to visit with many of our friends from around the countryside. We attended the Great Eastern Rally (GEAR'95) in Amherst, MA, the League of American Wheelmen's (oops, we mean Bicyclists!) National Rally in Asheville, NC over the 4th of July, and the Eastern Tandem Rally (ETR'95) in Geneva, NY. Altogether, we logged some 5000 miles in cars and airplanes and another 500 miles on our tandem, riding new roads, talking with good friends, making new friends, and spreading the word about tandem cycling and the Tandem Club of America. You can help the Tandem Club of America out, too, by sharing the word about DoubleTalk with all the tandem cyclists you see (or with anybody that shows an interest in tandem cycles). If you need some additional membership brochures to give out on rides and at rallies, let us know. We'll get them up to you ASAP.

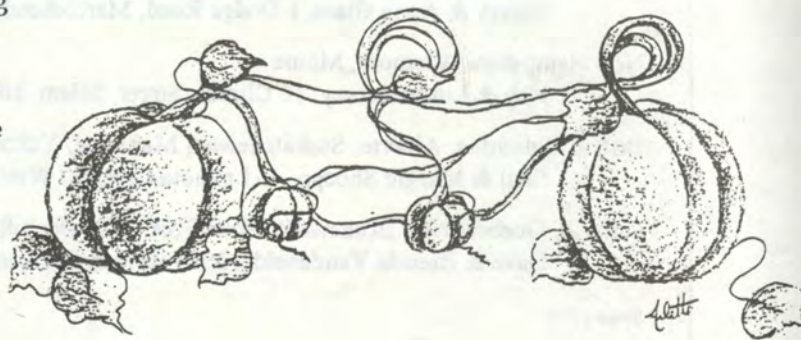
Throughout the year, we attend many bicycle and tandem-only rallies and events. We're often asked to name our favorite rally or event. We can't do it! Each rally is different, and each rally has its own character and flavor that makes it unique. We enjoy them all, and we wouldn't put one over the other, even if we could! You'll have to start attending the rallies yourself, and make up your own mind which is your favorite. Then go again next year to see if it's still your favorite! But remember, most rallies are put on entirely by volunteers who squeeze in the organizational duties around "real" jobs, so, if you notice a rough spot or two, ignore it and enjoy the weekend. If it's something that can be corrected in a future rally, though, pass the word on to the organizers and the hosts of next year's rally. Or better yet, offer to become a rally host. Each of the

major rallies, Eastern, Southern, Midwest, Southwest and Northwest, in addition to many of the smaller local rallies are hosted by volunteers. The only way the rallies continue from year to year is by a team or teams saying, "We have some good rides in our area. Come visit us." As an organizer of rallies ourselves, organizers really do appreciate hearing your good ideas and helpful comments. And if the rally is in your area, go ahead and volunteer your assistance. You'll be glad you did!

September wraps up this year's rally season for us, with both the Midwest Tandem Rally (MTR'95) and the Southern Tandem Rally (STR'95) on the calendar. Squeezed in between the two rallies is the Interbike, the annual dealer's show held in Anaheim where we'll try to soak up information about what's going to be new in tandems and bicycles for 1995. We'll share our Interbike findings with you in a future issue of D-T. Watch for it.

See you on the road soon!

Jack & Susan Goertz







Dear DoubleTalk,

Since we had shared our early trailer experiences with you we thought you might enjoy two progression pictures. Jordan graduated from the Burley trailer onto the middle of a triple. She loves riding!

Rose, Robert & Jordon Memmel  
Dunedin, FL



Rose, Jordan and Robert Memmel - Almost there.



Yes! Jordan is standing.  
See how the enthusiasm level has changed.



Dear DoubleTalk,

Our plans for leaving America have now been finalized. We leave aboard a freighter bound for Australia departing Los Angeles on August 21. Our final cycling will be down 1,000 miles of the Pacific Coast. By the time we leave America we will have cycled nearly 7,000 miles and traveled over 8,000.



The sights we have seen would fill many pages, but are still dwarfed in number by those we have yet to see.

We have met with only friendship and hospitality throughout our travels despite dire warning being given from the outset about the nasty people that exist. The help and assistance we have received from TCA members has been of enormous value and obviously very welcome. To all those who welcomed us into their homes, whether host list members or members who replied to our letters, we would like to say a big and heartfelt thank you. One of the best ways of getting to understand a country is through its people. Through TCA members and others we met along the way we have come to appreciate all that is good about America.

The future traveling plans are becoming a bit more certain now as we gather more information - Australia is March/April 96; Indonesia/Malaysia/Thailand in November and December 1996. India in April and May 1997; Pakistan to China via Karakoram highway spring 97; Russia and Europe arriving home in England late summer 1997. Our intention is to use surface travel only so we will be using train sometimes. We would love to have the company of TCA members at any point along the way. Our contact address in the UK is c/o Pilsley House, Main Street, Pilsley, BAKEWELL, OE45 1UF, England

Please allow plenty of time for your mail to reach us and for a reply. It may take several months!

When we finish pedaling we will emigrate to New Zealand. Eventually we will have a house. There will always be a warm welcome for any TCA member wishing to see New Zealand.





Phil & Louise Shambrook  
World Tourists

\*\*\*\*\*

Dear DoubleTalk,

As Liaison Officers between our two clubs we have been able to correspond with many TCA members planning cycling holidays in the UK and have met and ridden with quite a number of members over the past few years. Our latest visitors - Chris and Casey Marble from Michigan left yesterday and we hope that they enjoyed the rest of their tour and reached home safely.

This year we are taking a rest from organizing tours - in fact we are making our first visit to the USA when we fly with the tandem to Arizona and Georgia in November. Our current plan is to host another tour in September 1996 - we would be happy to send details to any of your members who are thinking of touring in England.

In August 1997 our local Wessex Tandem Club is hosting the annual Tandem Rally in the village of Iwerne Minster in Dorset. We hope to welcome a good number of overseas tandems to this event.

There will be opportunities to extend the trip with another week cycling in southern England including fine old cities such as Bath and Salisbury.

Finally we repeat our offer of touring advice to any TCA members thinking of tandeming in Europe. Either write or phone - best 4-7 pm British time.

Chris & Jenny Davison  
124 Kings Road West  
Swanage  
Dorset  
BH19 1HS (0) 1929 422256

\*\*\*\*\*

Dear DoubleTalk,

Many times I have read in DoubleTalk about tandem teams who cannot agree on a cadence. The WYMS review (July/August 1995) suggest the solution is a tandem with independent gearing. I have a simpler solution which has worked for me for the past 25 years of tandeming: Change crank lengths. If a partner complains I have too high a cadence, I give them a shorter crankarm or myself a longer one. Changing crankarm length does not change efficiency, it changes riding style.

Timothy Bouquet  
Washington, DC

\*\*\*\*\*

Dear DoubleTalk,

I am a tandem rider who is totally blind. It would certainly be helpful to me and other visually impaired bikers if DoubleTalk was available in a readable format such as braille, large print, or audio.

Donna Hardy  
3805 Hill St  
Lakeland, FL 33813

ED: So often our readers have been able to offer solutions to challenging problems. Tandems and outdoor enjoyment for those with visual impairments are a wonderful fit and we certainly agree that it would be great if DoubleTalk could be made available in an appropriate format. We know that our friends in Great Britain have volunteers who read their magazine onto tape each issue. If any of our members could offer to be a part of the solution to this issue, be it tape recording or otherwise, we would like to hear from them.

**TANDEM CLUB**  
OF ENGLAND  
**U.K.**



Membership Secretary:  
Lynda Fargher, 5 Swards End  
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England



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Jack & Susan Goertz, 2220 Vanessa Dr,  
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### CLUB NEWS

Bob & Teri Gorman are turning the Bay Area Roaming Tandems over to Mike and Mary Sears. Mike and Mary have been very supportive of BART in the past. Bob and Terri will remain as South Bay BART reps.

## Tania gets stoked

It was 10 minutes into the 15- minute long criterium, the fourth stage of the Burley Cycling Classic, and Steve, my riding partner and fiance, and I had been leading the majority of the race. Another team was on our wheel and they wouldn't take their turn pulling. "They're going to sprint by us for the finish!" I yelled. My heart was pounding and my legs were burning, but the team behind us just rolled effortlessly along. "They're going to sprint by us for the finish!" I yelled again. Steve and I were all too painfully aware of our lack of road racing experience. We didn't know how to shake them. The team on the purple-anodized Santana knew this and took full advantage of our inexperience. Todd Donovan and Marie Hudson broke away on the last lap and finished microseconds ahead of us, and with a time bonus of ten seconds, they had now reduced the gap between us to three minutes. However, even with our second place criterium finish, we would still be wearing the yellow jerseys in the next stage of the race. The Burley Cycling Classic, formerly called the Duet Cycling Classic, is the only tandem stage race in the nation. It attracts racers from around the globe. This year, in addition to couples from the east coast, there was a team who flew in from Germany to race in the senior long category. Steve and I had always wanted to compete in this race, so when we had the opportunity to borrow a Co-Motion tandem, there was no hesitation, we were going to do it. Although we are both experienced mountain bike racers, neither Steve nor I had ever raced in a road race before. Riding in pace lines, riding close to another tandem team, and intricate road racing strategy was all new to us. For this reason we entered the mixed B

category, rather than the mixed A. We may have had the strength to endure the distance of the senior mixed A race, but I know we would have been a sketchy element in a large pack of tandems going thirty miles an hour. It would be scary enough on our single bikes, let alone on a tandem.

There is nothing that compares to the exhilaration of winning the Burley Cycling Classic. All of the time Steve and I spent training was instantly justified. Training on a tandem is not just a matter of getting strong, but a matter of learning how to work as a team. We all have a unique cycling style and the first time on a tandem can seem like a struggle. Unless you coordinate your efforts and match each other's motions, energy will be lost. It is important to work together rather than against each other. Creating speed on a tandem is a function of practiced cooperation as well as strength. Not only did we have to adapt to each others riding styles, but one of us had to give up control and work on developing trust. That person was me.

Because Steve and I are about the same size, the decision of who was to be up front wasn't entirely obvious. Ultimately we agreed that Steve would be the better captain candidate because, well, OK, he is a little taller, but most of all, he is a more aggressive rider. Steve is more likely to make a race-winning move that I might find too scary.

For the first few training rides, I missed that feeling of control. But eventually I began to enjoy working on our skills as a team. Our progress was fast. We smoothed our pedal strokes out, became efficient standing up while pedaling, and perfected our communication. As a result, the bike handled



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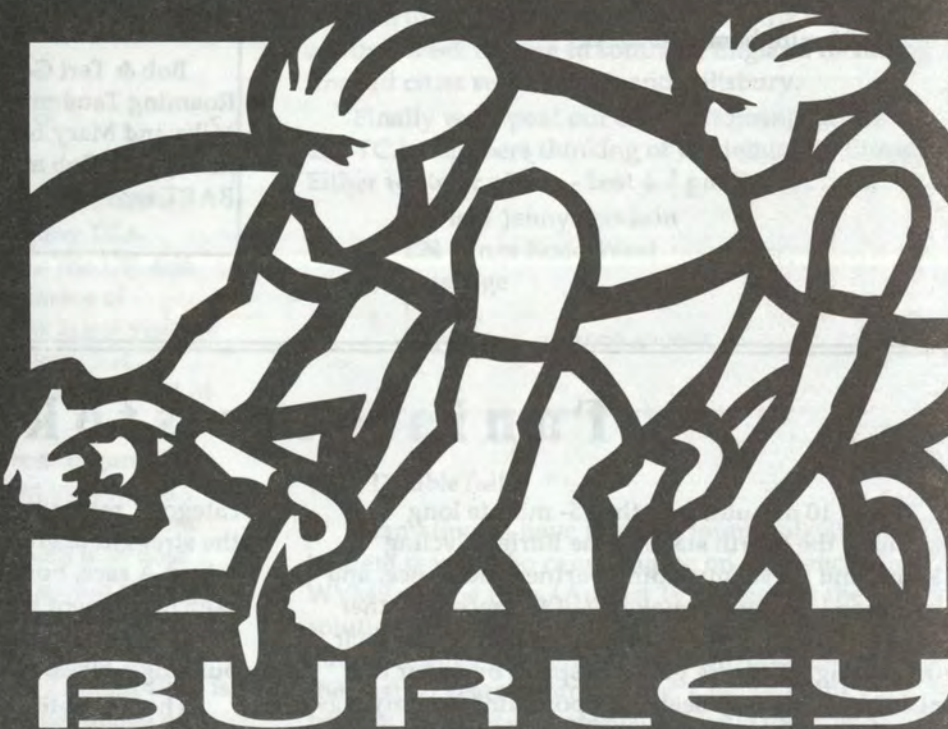
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like a dream. Steve once said to me, "I can hardly feel you there when we stand up. It's like I'm on my single." I know this cooperative skill we developed contributed significantly to our victory. Oh yeah, we got lucky too.

I can't believe how fun it was to compete in the Burley race. Amazing things happened in every stage. The Applegate road race- the second stage - had a hilarious start. Using our well developed, out-of-the-saddle climbing skills, Steve and I hammered up the first hill and put a huge gap on the rest of the field. After turning onto Petzold road I looked back at the chase group that was about 20 seconds behind us, then I thought of the twenty miles ahead of us and said, "Steve, maybe we should wait for the group so we can share the work." What a concept! Yes, it was our first road race. It is hard to shake that mountain biking go-hard-all-the-time mentality.

Our stroke of luck happened a little later on the first lap of the Applegate course. Todd and Marie flatted. Mechanicals happen, and this time it was to our benefit. Steve and I finished that race one minute and 15 seconds ahead of second place. The yellow jerseys were ours!! The third stage was the nine mile time trial out by Dexter reservoir. The

exciting part of this race wasn't necessarily the race itself, but trying to come up with some suitable team numbers. You see, I remembered the Endura sport drink and the water, Steve remembered the shoes and the helmets, Collins remembered to bring the tandem, but somehow no one remembered our racing numbers. So rather than the usual stretching, meditation, relaxing, and warming up, Steve and I spent the hour before the race in a panic searching for white paper, a black marker, and safety pins. We finally got some flimsy numbers pinned on us with a good two minutes to spare. We placed third in the time trial, fourteen seconds behind Todd and Marie, who placed first, but we increased our total lead time to two minutes. The Windy Flats road race was a test of our ability to ride in a huge pack of thirty tandems. I have to admit that it was a little scary, but Steve did a great job keeping the bike steady as I was constantly assessing our position relative to the other tandems. All the other teams were incredibly supportive of us in our yellow jerseys and always let us into the "fast lane" so we could stay at the front of the pack. It turns out that it was essential that we were in the front because by doing so we managed to avoid our worst fear: crashing. A crash occurred in





this race, which spooked the field, but we tried to stay calm and continued on. There was a gradual hill toward the end of the course, and the pack finally split. Todd and Marie were up front with Steve and I, and Michael and Jennifer Collins were close behind. Mike and Jenn supported us to the final sprint. Todd and Marie won the sprint by an inch, thanks to Todd's long arms. He was able to throw the bike over the finish line before Steve could.

Once again, our lack of experience was exposed. We didn't know that trick. This race was a very important indicator to Steve and I. As Steve put it, "Up to this point we weren't sure if we were in first place due to our strength or if we were just lucky. This stage showed us that we really were in contention."

The final stage consisted of a hill climb from Cottage Grove over to Lorane and back. At this point, Steve and I knew we had the race won as long as we didn't have any mechanicals and as long as I didn't puke before the race started. Never before have I had such a case of pre-race nausea. There was another crash in this race, and again we were lucky



#### Burley Duet Classic Race Results

1st place Todd Donovan/Marie Hudson  
Cupertino, CA 2nd place Stephen Glass/Tania  
Siemens Eugene, OR 3rd place Michael  
Collins/Jennifer Collins Davis, CA

### 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).

Issues still available:

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May-June, 1995

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November-December, 1994

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November-December, 1993

to be ahead of it. We spread out on the climb, with the purple Santana and the Co-Motion in the lead. We stayed in the lead for the rest of the race, almost passing the lead motorcycle on the descent. Tandems are FAST on the descents. Todd and Marie had another stroke of bad luck. With four miles to go they flatted again, leaving Steve and I alone to time trial it to the finish. Even with two flats, Todd and Marie finished second, four minutes behind us. They were an incredibly strong team and it was great to compete against them.

Stoking in the Burley Cycling Classic was one of the best experiences I have ever had. But do you know what I loved the most? The stoker's eye view.

Tania Siemens

Courtesy of Burley Design Cooperative





## TANDEMS TECH TALK

Everybody should to learn from each others trials and mistakes, right?! Well, here's a small lesson in tires for those attempting to cut corners, but not necessarily on the road.

We've ridden Continental 700x28c tires on our Santana primarily for the ride quality, tread durability, higher tire pressure, and truthfully, I've only used Continentals on my single bike. The spare tubes we've carried on the tandem, out of habit, were the same size I'd purchased for my single as well - after all, a spare tube is a spare tube, right? Well, after a recent flat on the rear wheel, and not feeling like patching the tube for a FOURTH time, I went to a local cheapo store to buy a new tube. To my surprise, they only had Specialized 700x28x tubes, with both presta and schrader valve stems. WOW, what a coincidence - the same size as my tandem's rear wheel! So, I bought one.

When I got home and examined the original flatted tube, I noticed it was a 700x18-25c tube, and the 700x28c tube was much thicker, sturdier, and had more heft to it. Additionally, upon inspecting the inside of the tire, I noticed a small nick on the diagonal cords that make up the casing. No big deal; I pulled out my small roll of electrical tape, cleared away some of the baby powder in the tire, and put two small tape patches over the cords. I felt good knowing I'd repaired the tire and put a better size tube in it, as I reassembled everything for the next day's ride.

Well, I think my stoker's name was Murphy, because 20 miles from the house, at the rides most scenic part, the back tire blew again. Rats, and I had just put the brand new tube in that tire too. Using a patched 700x 18-25c spare tube and a borrowed cut-up piece of tire over the broken tire threads (what a surprise, that new tube blew right where the electrical tape was!) only got us 2 miles further down the road before we flatted again. A little more attention to detail on boot placement and now a borrowed spare tube helped us finish the ride in peace.

Obviously, there are morals to this story:

1) Buy tubes the same size as the tire you're putting them in to. Anything smaller works, but stretches the tube to fit the diameter of the larger

tire. This then provides less tube thickness against the tire and is more prone to punctures.

2) Occasionally, check the inside of your tires for nicks, pieces of debris, or anything out of the ordinary. The hole in the tire didn't show on the outside tread initially, but was plainly visible from the inside. It's also helpful to align your tire rim label with the tube's valve stem, thus identifying tube punctures relative to the tire.

3) The newer Kevlar-belted tires have great durability, but when one of those cords break or is cut by a puncture, it takes a lot more than electrical tape to keep it from nipping at your 110+ psi tube. Save yourself the headache of having your stoker complain about not fixing it right the first time - buy a new tire.

4) If you've got the room, carry two spare tubes. If nothing else, you'll be a hit with your single-bike friends; kinda like their own little sag wagon! Besides, if you didn't check the inside of the tire when you put the first spare in, you'll soon need the second one!

5) A boot is a great emergency way to get home. It can be an old spare tire or anything of sufficient durability to cover a hole in your tire. There are even stores of cyclists using large denomination bills, although I can think of better uses for my dollars (like a new tire). There's only one problem; make sure it actually covers the hole, or torn cords, or whatever else offends your tube. Unfortunately, when I put my boot in, with low pressure in the tube, and at the three o'clock position relative to the wheel, the boot moved just enough to still expose the nicked cords. Double check to make sure the boot stays put and covers what you want it to cover. You come out with less egg on your face when your stoker asks why that "tire-thing" didn't work right when you put it in

Michael & Natalie Hutchinson  
Hampton, VA





## TANDEM TOUR OF NEW ZEALAND'S SOUTH ISLAND

Six tandem teams comprised of Dave and Pat Berliner, Bob and Linda Harvey, Don and Carolyn Lane, Earle and Carolyn Rich, Greg and Linda Swift, and Janet Wisneiwski and Carol Grundstrom toured the South Island of New Zealand February 8th - 26th, 1995.

The tour was conducted by New Zealand PedalTours, located in Auckland, NZ. Arrangements were made by Carolyn Lane for a special tandem tour expressly for us! PedalTours did a wonderful job of making all of the plans for us. They took care of ground transportation during the tour, by providing us with two vans and a trailer equipped to handle luggage and six tandems! They have a regular tour they do called the "South Island Grand Tour", the tour lasts for eighteen nights and nineteen days. Our tour was designed to follow one of their regular tours with no overlap of dates.



The whole group and our guides

We met our guides for the trip at our hotel in Wellington the day after our arrival in New Zealand. After having flown for nearly twenty-two hours from New England, we gave ourselves a day to acclimate to the time changes before beginning the tour. Our guides gave us a tour of the sights in Wellington by bus, afterwards we departed for the Wellington-Picton InterIslander Ferry on our tandems. We rode to the ferry terminal through heavy rush hour traffic between 4:30-5:00 pm! For some of our group this was their introduction to riding on the left-hand side of the road.

The ferry ride to Picton crosses Cook Strait, the body of water separating the North and South Islands of New Zealand. New Zealand is bounded by the South Pacific ocean to the east and the Tasman Sea to the west. We were served dinner while on board the ferry. After a three hour ferry ride we landed on the South Island and pedaled into Picton, where we spent our first night.

Rather than give a description of all of the places that housed us, suffice it to say that we were in some excellent lodges, hotels, and motels. For the most part our breakfasts consisted of cereal, fruit, juice, coffee and tea and toast. There were some buffets that included full hot breakfasts as well. Being cyclists the pancakes went over well every time! Lunches were picnic style with an array of meats, cheeses, bread, fresh fruit, salad fixings, yogurt and



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cookies. We found the Kiwi's have learned to cook! No longer are New Zealand chefs taking a back seat to European chefs. We were treated to some outstanding meals during the tour. Dinner menus usually had choices of lamb, beef, chicken, pork, venison (now named Cervena), and the local fish of the day. Fresh veggies, potatoes, bread and fantastic desserts rounded out the bill of fare each and every day! We were fed very well.

The riding was on surfaces that varied from smooth roads, to new construction, to some unpaved roads with the sagwagon available if you chose not to ride that particular section. For a tour lasting nearly three weeks, we had very few flats, and no serious mechanical malfunctions. All six tandems performed nicely, with no breakdowns.

While talking about the New Zealand roads, we must mention roadkill, the island is suffering from a severe over population of possums, rabbits, hedgehogs, ferrets, and a critter called a stout. Flattened members of these aforementioned species were a daily sight as we pedaled our way through the countryside. The possum fur looks a lot like mink, and is found in all sorts of slippers and hats in the shops. One days' possum count was in the thirties! We also encountered an occasional dead sheep that had strayed from behind the ever-present barbed wire fences and failed to look both ways before crossing the road!

The tour traversed the north end of the South



Swifts, Lanes & Berliners riding on the left!

Island from east to west, and then followed the coast line as far south as Haast, at which point we headed southeast. We climbed lots of hills, a series of

mountain passes and enjoyed the Kiwi scenery as we went. New Zealand is a land of infinite beauty. From the azure- blue waters of the rivers, to the snow capped Southern Alps, to heavily forested areas, to areas devoid of trees completely, to mile after mile of sheep and cattle stations, to the Tasman Sea, and the South Pacific Ocean, there was beauty to behold.

The tour included many side trips and hikes. We hiked in Podocarp Forests, around serene alpine lakes and to the face of the Fox Glacier, where you can see and hear a glacier moving at the rate of one to two meters per day! The Franz Josef and Fox glaciers are the only two glaciers in the world that have their terminus in a rain forest just a few short kilometers from the Tasman Sea. We found ourselves running out of adjectives to describe the majesty of it all.

We had two days off during the trip. We also had days where we played, then biked or hiked, and then repeated it again as the day progressed. We rafted the Buller River (six person rafts), we went Jet Boating in Makaroa and most of us did a side trip flying from Queenstown to Milford Sound. We also toured the fiord at Milford Sound by boat. Besides the sheer majestic beauty of the sound, we were treated to a pod of dolphins riding the bow wave of the boat. These gymnasts of the sea put on a real performance for us by doing flips, dives, and barrel rolls right off the ships bow where we could watch and photograph them within about fifteen feet of our eyes and cameras! We had been forewarned that visiting Milford Sound would necessitate having plenty of film along, and we were not the least bit disappointed.

Following our tour of Milford Sound on the boat, we flew back to Queenstown, had lunch, and then went for another boat ride on an 83 year old coal burning steamer named the *EARNSLAW* on Lake Waikaitipu. We sailed to Walter Peak Station, an operating sheep, cattle, goat and deer farm. There, we were treated to an exhibition of sheepdogs herding sheep, and watched a sheep get shorn of nine pounds of wool! For the would-be cowboys in the crowd, there was an opportunity to get on to the back of a rather placid Scotch Highlander bull and have your picture taken! The sailing adventure concluded with a rollicking sing-a-long on the ride back to Queenstown.

We ended the cycling portion of the trip in Dunedin. The last day we rode from our hotel in





downtown Dunedin to visit the Royal Albatross Colony at the very end of the Otago Peninsula. The Albatross is the largest flying bird in the world with a wingspan of close to ten feet! They are capable of flying for thousands of miles without landing on land. We observed a male albatross taking care of a chick while the mother was out to sea, from a former World War II bunker! After the visit we had our usual good picnic lunch, followed by a demonstration of "cycling down-under" by our guide Andre. You too can cycle down-under without having to leave home: Just lay on your back, get your bike between your legs upside down, put your feet in the pedals and start pedaling! It's a riot to watch!

The next stop on our last day's ride was a preserve for Yellow-eyed Penguins. These interesting creatures of the southern ocean were molting during the month of February. When they molt, they stand in one spot for nearly four weeks while they lose their old feathers and then grow new ones! They live on stored body fat during the period of the molt. We were able to photograph them up close from what the Kiwis call a "hide," (what we would call a "blind"). They're cute little creatures and they photograph well.

The tour ended on Sunday February 26th with a long hot van ride from Dunedin to Christ Church. There were a couple of stops along the way to allow for some last minute shopping and lunch.

When we said our good-byes to our guides in Christ Church we stood around the parking area of the bed and breakfast where we were staying. Just like a bunch of orphan puppies as they drove off! We had been spoiled by their care and attention during the tour. The last bit of sightseeing was a visit to the Antarctica Museum located at the Christ Church Airport. Antarctica has some possibilities for our next trip....or does it?

Now for the not-so-good stuff: Once again the problems reported by many TCA members of airlines and tandems struck the authors. We had a little hassle from United Airlines in Boston about taking a tandem, but after some convincing words from Don Lane and Earle Rich they agreed to take the bikes with no further to-do. After going through NZ customs and preparing to check the bikes with Air New Zealand for the flight to Wellington, we were told that the bike cases were too heavy for their baggage handlers to pick up! Apparently because of workers suffering back injuries on the job, they are

being ultra cautious about what they let them handle. This necessitated us getting some used cartons, and lightening the bike cases by taking everything out but the frames, wheels and front handle bars; boxing the saddles, pedals, stoker bars, trunk and handle bar bags etc., and sending along another piece of checked baggage.

The story doesn't end there! When we arrived at the Christ Church Airport to check the bikes for the return flight to Auckland we were told that we would have to pay an additional \$20.00NZ to get the bikes to Auckland. There was no mention of extra weight on the return trip even though they were still over Air New Zealand's labor contract weight limit. We were not charged this fee on the in-bound trip! Our feelings at this time are that the airline industry needs to get its act together, and get some standardized rules in place for accepting tandems. If we could ship a tandem without having to box it, knowing that they would handle the bike gently and safely, wouldn't that be great?

Having read similar laments many, many times, I hate to add our story to the list but it had to be told. Starting our next tandem tour from home on the bike will help eliminate the frustrations of dealing with airline ticket agents and baggage handlers!

While in Christ Church, we had dinner with Doug Harre and Sue Allard, the only TCA members in New Zealand. They had contacted us when they saw our tour ad in DoubleTalk last year. They had offered to provide us with touring information, until we informed them that PedalTours was doing all that for us. We spent a very enjoyable evening with Doug and Sue, and extended an invitation to them to visit us in the U.S.A. if the opportunity presents itself.

We all had a wonderful time touring New Zealand. Anyone interested in touring New Zealand and wishing information is welcome to call us, we'll be happy to share everything we have learned and enjoyed! We are listed in the DoubleTalk membership directory issue.

Dave Berliner  
Concord, NH





## BICYCLING BY TANDEM IN FRANCE

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

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

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

We traveled with the Bicycle Adventure Club, a non-profit national organization. Each trip group shares all expenses except airfare, alcohol and lunches. Trip costs are half or less those of commercial bicycle tours. We paid \$67.00/person/day, for breakfasts, dinners, lodgings, sag wagon and driver, detailed maps and guides. The accommodations were modest but perfectly adequate, the meals usually superior. Each morning

after breakfast the group would review route options, and then take off, either off, either in small, informal groups or singly. Marion and I generally went by ourselves.

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

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

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

If you are interested in very low-cost sagged touring, locally or world-wide, with low-key, friendly bikers, contact the Bicycle Adventure Club at 3904 Groton Street, Sand Diego, CA 92110-5635

Stephen Van D. Chandler  
Bridgewater, NJ





## Travel Tips

We thought we would talk a little about touring Europe in general and to offer DoubleTalk readers some of our learning experience.

Like most people we are granted only 2 or 3 weeks of vacation a year which although tight can be comfortably fit into a well-planned itinerary. Not being afforded an entire summer or even a year as most tour writers seem to have we made an early decision to try to visit repeatedly until we've seen as much as we possibly can.

We started touring Europe in the fall of 1987 after much research on how to approach such an undertaking. At the time there were only a few books on the subject and they dealt mostly in helping you select tour areas but gave few answers to all the questions we had. Initially the organized tour groups were very appealing because of the safety net they provided. All we seemingly had to do is arrive at an airport of choice and all our needs would be catered to. No language barriers, no ground transportation hassles, and no full hotels or misdirection's. This

security of course comes not only with a very stiff price penalty but also robs you of many experiences that will give you a lifetime of memories. With all things considered we decided to be brave and just do it on our own.

To date we have completed six tours, two on mountain bikes, three on touring bikes, and the last on a tandem. I know we'll get hate mail from Mountain bikers but after our second tour we found them inadequate although certainly not prohibitive for loaded touring. Touring bikes with 700c tires have better gear ratios, cover more ground faster and in greater comfort than their fat tire counterparts. If a mountain bike is all you own, don't hesitate to take it, but make sure you have 26" road tires and not knobbies.

Some of the answers we wanted to know that were not adequately provided in the tour books are answered as follows.

### 1) Choosing a destination

This is very subjective and of personal taste. If you want to play it safe and speak the same language (almost) go to England. For us, however, despite the friendly people, England was and still is our least favorite country in which we've toured. For the first time European tour, we both highly recommend France and in particular the Loire valley. This is one of the most beautiful introductions to Europe you will ever have, and riding a bike through this region is certainly the best way to do it. We have also toured Germany, Switzerland, Portugal, Holland, and Italy but France remains our favorite. Despite what you may have been told, the French are very cordial people and will be friendly as long as you are. Try to pick up some of their language and you'll go a long way in furthering your enjoyment.

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If anyone wishes to know more about areas of other countries we mentioned along with tour recommendations we would be happy to reply.

### 2) Airlines

In choosing an airline this decision is very dependent on where you are able to fly from, your planned destination, and the fierce competition in the ongoing price wars. Always consider airlines that affiliate with each other's frequent flyer programs. You may get a wonderful deal on KLM or SAS and earn free mileage on United. Picking up 10,000 or more frequent flyer miles is worth more in the long run than a 25 or 50 dollar price difference with a cut rate charter. Also be careful with charters because they will often charge you 30 to 60 dollars each way for your bike, effectively negating the great savings you thought you had. Charters can also be very uncooperative in transferring your bike to connecting flights. On our first trip we had to manhandle our bikes across several terminals with only minutes to spare.

Another thing we like to do is fly into one airport and return from another. This seldom adds much cost, if any, allowing you to plan a longer trip, and not having to waste precious days returning to your arrival city. We've done this in Germany, (where we flew into Frankfurt and out of Munich), Portugal, (where we flew into Faro and back out of Lisbon) and most recently Italy, (where we flew into Milan and back from Rome). Always arrange to have an airline bike box waiting at your departing city and you'll be fine. A side benefit is that often you will get a near free day and night in a hub city such as Amsterdam when flying KLM or Copenhagen when flying SAS.

Lastly we have always called the airlines ourselves and simultaneously used a travel agent. In most cases we have been able to find tickets as cheap or cheaper on our own. This may be due to our particular location or the skill level of our local travel agents.

### 3) Rating the Foreign airports we have known.

Not all airports are convenient for bicyclists, either arriving or taking off. We've been very fortunate and have had good luck at most airports. We have listed all the foreign airports we have used and will tell you what you can expect at each one.

#### Amsterdam (Schiphol)

Very easy in and out. Once you arrive, you can assemble your bike down stairs in the baggage claim

area and take the train to downtown Central Station to find a hotel. There is also a bike route from the airport to downtown, approximately a 30 mile ride.

#### Frankfurt (Main)

Big airport, busy, busy access. Here we arranged to stay at the Sheraton right in the airport and the next day we took the subway to the Central train station. We assembled the bikes at our leisure in our room while drinking German beer and watching strange TV. The following morning we left the boxes

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in the hall and caught more than a few glances as we wheeled the bike out the lobby.

#### Faro (Portugal)

We like these airports the best. Very quiet with easy access in and out. We assembled the bikes inside the baggage claim area and when we rode off we were the only ones on the road. The city of Faro is about 6 miles away and once you hit town it is very likely the Portuguese will ask you first if you need a room.

#### Geneva Switzerland

Great airport to arrive and leave from but they had no bike boxes when we left. Swiss Air tickets for all airlines and were out. We ended up putting the bikes in plastic and then had to box them once we arrived in the states. We arranged to stay at the Moven Pic Hotel near the airport our first and last night but be prepared because there are two Moven Pic Hotels near the airport and of course we went to the wrong one first. One more warning, don't eat their breakfast without asking how much it costs. We found out the hard way with a \$28.00 lesson.

#### Lisbon Portugal

We only flew out of this airport but were sure glad we didn't fly into it. Lisbon is a huge town with a bad traffic problem and it would be tricky getting to downtown where the hotels are if you have jet lag.

#### London Heathrow

Not the most convenient place to arrive or leave from. After assembling our bikes we ended up staying at the Edwardian Hotel near the airport. Because this is such a busy airport, they were kind enough to put our bikes in their luggage compartment under their shuttle bus. I believe their bus would accommodate a tandem as well. The next morning we rode to the nearest train station at Stains where we caught a train to London, then Canterbury.

#### Milan/Melpensa Italy

Very easy and a short ride to nearby hotels and the Lake district. Avoid going into Milan the day of your arrival, especially if you try to ride.

#### Munich Germany

For such a big city this airport has very easy in and out access and is very accommodating. There is a nearby subway and lots of buses.

#### Rome Italy (L. DeVinci)

Very few Hotels close by the airport although the airport itself is accommodating for bikes. Rome is



very low on our list to begin a bike tour from because the traffic in and out is as close to hell as it gets.

#### 4) Making Arrangements

After selecting a country in which to tour, one might feel they need to arrange for all their lodging ahead of time. This is only a good idea for the day of your arrival and of little use afterwards. Unless you decide to tour in the height of the European's vacation season of late July and early August you will be slaving yourselves to a schedule that you will soon regret. We often find totally unexpected treasures in the villages along the route of our day's planned destination. Once in the Burgundy Region of France we made it only 6 miles down the road and knew we found our night's stopping place, it was only 7:00 A.M.

#### 5) Packing the bike

The books always tell you to get a bike box from your nearest bike dealer to pack your bike in. This is how we packed on our first trip and it was way too much work. For the most part we had to take everything off the bikes to get them into the small dealer box. If you have time and live within a 100 miles of an airport it is well worth the trip to get a real airline bike box. These boxes can easily accommodate single bikes with wheels attached or tandems taken apart. United, Delta, TWA and many other airlines will sell you boxes with the proper notice and they are a bargain at about ten dollars. We've never tried getting a box from Amtrak but have heard they are also a good source.

After bringing your bike box home you must now modify and reinforce it to insure your bike is rideable upon arrival at your destination. We may be excessively cautious but so far we've had no damage arriving at our destination. The last thing you want to do after 20 hours or more of travel time is to find you have a broken derailleur, wheel or frame.

What we think works best is to purchase a 4' x 8' sheet of 1/8 inch Masonite from your local handyman store costing about \$4.00 and is good for two boxes. You will need to cut portions from the Masonite for use in the reinforcing. If you do not possess an electric saw and can't borrow one then substitute the Masonite with additional cardboard and cut to size with a knife.

From the end cut two one foot sections and then cut these into eight, one foot by one foot pieces. Put one piece in the bike box centered over the hand







hold then trace the opening onto the Masonite. Using this piece as the template, cut hand holds into this and the remaining pieces. Once complete, tape them inside the bike box using strapping tape. You can never use too much tape. We use a combination of two inch clear tape and one inch strapping tape. The hand hold area is one of the most important areas of re-enforcement, we've seen whole sides of bike boxes get ripped out by some careless baggage person and I guarantee this will not happen with the Masonite inside. Use the remaining Masonite to cut bottom pieces to fit the entire width and length of the box and side pieces for the derailleur side of the bike(s).

With the tandem we had to remove both wheels, the rear rack and push the front rack as far back as it would go. Additionally we had to remove and turn each set of handle bars and disconnect the brakes. As is, our tandem, a Lippy Ecstasy, just barely fit the 70" box. Larger tandems such as a Cannondale would either require you to make an additional extension piece to the box, completely remove the forks or both.

Any additional loose items such as panniers or racks being fitted into the box should be strapped to the bike. Be sure to enclose your name and address on a luggage tag attached to the bike along with your flight schedule. The airlines will charge for weight over 75 pounds, so be careful not to get it too heavy. In shipping our tandem we had a friend who owns a metal shop make us a rear stanchion to hold the tandem off its chain rings. If you don't have this type of luxury use a pannier covered in plastic and tie it under the chain stays. Always use an extra hub or axle between your drop outs when shipping or they will be bent when the bike is dropped, and it WILL be dropped.

Once loaded, strap the box shut with as much tape as you can afford. Around and around in every direction until not even a gorilla can take it apart. Remember to pack some tape for the return box.

We have never used one of the many advertised carrying cases and although I'm sure they work wonderfully in protecting your bike they also pose some big storage problems. As mentioned earlier we like to fly into one city and out of another which in itself would not be practicable for a travel case. Another word of caution is that some airports do not have storage facilities and this would be a disaster if you couldn't find someone to hold your case until you got back.

#### 6) Last recommendations.

As mentioned earlier we've tried to answer the questions that the books did not adequately answer for us. There are some very good books we recommend that can help you get more of the general and specific questions to what we've left out.

Europe by Bike by Karen and Terry Whitehill is excellent and covers virtually everywhere you would want to go in Europe.

Bicycle tours of Italy by Gay and Kathlyn Hendricks offers very good touring recommendation for Italy and we personally followed one of their recommended tours extensively with much appreciation. They do have other titles out on England and France but we have never seen them.

We hope this letter helps in convincing you to go see Europe the way it ought to be done, on a bike or tandem. Again if we can help with any questions you might have concerning touring in Europe we will be happy to answer as best as we can.

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## HOW TO KEEP TANDEMING WITH A GROWING FAMILY

I have written previously in *DoubleTalk* about our family of five transversing the byeways of Kathmandu on our tandem. The difficulty with this otherwise ideal family transportation is that the children keep growing. The tandem would still theoretically be big enough for us (though not forever strong enough) but to keep the big rig moving with ever bigger children we needed a bigger engine. However, I'm quite pleased with my engine and she's happy to stay with me so we looked at the next alternative--another tandem.

My wife isn't that confident piloting a single bike and preferred not to even consider captaining a tandem here in Nepal. Therefore we looked at a tandem small enough for the girls (ages eight to eleven) to captain and ride. Old issues of *DoubleTalk* provided ideas for cutting and welding two bikes together and with a very good and interested local bike mechanic, I decided to give it a try. The bike mechanic had on hand two used 20 inch BMX bikes which provided us a beginning. We spent several sessions as I sketched out what I was thinking and we held the bikes up looking at what could be done. Verbally we communicated in Nepali which was his second language and my third.

Though original plans called for using the front triangle and fork of the front bike and all but the fork and head tube of the rear bike, we found this set up to leave too little room for the stoker. New top and bottom tubes were used from scavenged metal tubes the mechanic found and we cut off the original top and down tubes of the rear bike. To keep sufficient ground clearance for both sets of pedals we found it necessary to tilt the front and rear triangles when welding them to the new stoker's top and bottom tubes. (This involved tilting the captain's seat tube up and forward and the stokers seat tube up and back thus raising the bottom brackets.) The new geometry creates a rather steep head tube angle--meaning the front fork is closer to vertical producing a rather over-lively steering. However the girls have done fine and the bike is too small for me to captain anyway.



Children's 20" tandem

Acquiring components proved another problem as there are no tandem specific components within 2,000 miles of here. (One cross over tandem crank set from the west would cost considerably more than this whole tandem was going to cost.) The mechanic had repaired our big tandem and was quite good at coming up with creative local alternatives for mechanical problems. For the crank gears he cut out the center of an old gear from a single bike and welded it inside the stoker's drive gear just like a normal double crank gear set up. This smaller inside gear allowed the timing chain to be on the right side of the bike and a normal bicycle's pedal and crank system to be used for the captain's crank. Since an eccentric was not going to be used a method had to be found to insure sufficient timing chain tension. The mechanic rigged up some parts from a rear derailleur with a spring so the chain ran over the derailleur pulley which was held by the spring thus tightening the timing chain. An old stoker stem I had on hand was a big help in supplying what could have been a difficult part to duplicate inexpensively. This stoker stem was helpful in another way, in that it gave the mechanic an exact duplicate of the paint color of our big tandem. We were quite surprised to see how close the hand mixed paint color of the children's new tandem matched our existing tandem.





This new bike really looks like an offspring of our big tandem. The original wheels and hand brakes, handle bars, etc. proved sufficient for a child's tandem. A couple of tiger striped colored seats finished off the bike and with a necessary ding bell installed, the bike was ready to go.

I was surprised how quickly the girls were able to get accustomed to the feel of riding a tandem. After a couple blocks of riding alone my eldest daughter felt confident enough to have number two get on the stoker's seat and add some power. They deftly negotiated the Kathmandu crush hour traffic going home on their first trip on the bike. Total cost for the bike (frames, parts, labor, everything) was less than ninety dollars!

We are amazed how quickly the girls can get around town on the bike. When my wife and one of

the girls is on the big tandem with me, we usually cannot keep up with the other two girls on their own tandem. Recently we installed a three speed rear hub to give them a bit more pulling power getting up the many hills in Kathmandu.

Now two tandems strong we have excellent, always available, pollution free family transportation getting around this not too large city. As the children keep growing we may need to look for a triple tandem to keep our tandem mobility. Or else, maybe a small engine to supply some additional power!

Donn & Betty Treese  
Kathmandu, Nepal

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## Tandeming with Tyler Year 2

A short while ago (Spring 94), we submitted to *DOUBLETALK* a summary of our first year's experience of cycling with our son Tyler (born 10/7/92). Well another year has passed, and , it is time to update everyone on our adventures during the second year of tandeming with Tyler. We started 1994 with a goal of riding a tour as a family, and we had a fun time preparing.

### The Seat

We had started with Tyler riding in a car seat in the trailer. By about 14 months, Tyler was walking and standing well enough that we removed the seat and reinstalled the regular Burley D`Lite seat, with a couple of modifications. We moved the shoulder straps so that they came through the back of the seat, to offer more support. We also added a foam pad originally intended for use with an automotive booster seat. This included side pads that kept Tyler centered in the seat when dozing. After 16 months, Tyler could readily reach anything in the trailer, and easily pull himself upright.

(Note: If you want an idea on how we modified the seat, or don't want to do it yourself, the latest version of the Burley D`lite uses a new strap arrangement, and you can order the new seat for older trailers, I am told.)

### The food

Snacks and meals are an important part of preparation and riding. Fortunately for us, Tyler is quite happy eating Powerbars and drinking energy drinks directly from our water bottles (bike-juice, as Tyler calls it.). Normally we would leave a small snack like Goldfish, graham crackers or cheerios in a paper lunch bag, for Tyler to find during the ride or after a break. But more than once, the snack was found and consumed before we were even out the driveway. Keep some spares out of reach in the back of the trailer for a longer ride.

### Timing

Tyler is usually good for about 90 minutes at most, but more usually an hour between stops. We usually try to find a park or playground for our stops. Best of all, a McDonald's Playland! We found naps are a mixed blessing during afternoon rides (and later on tour). While you may be able to ride uninterrupted, naps taken in the trailer, no matter how abbreviated, seemed to always replace the afternoon nap, and Mom and Dad never get a break. But the fun of being together and teamwork by us kept everybody happy and rested.





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## The first overnight

Our first overnight trip also involved our first night in a tent. While hesitant at first, Tyler caught on and slept well. Rather than try to force him into a sleeping bag, we took a short foam pad and covered it with a pile fabric. We kept Tyler bundled up in warm pajamas, and he slept beside us in a 2-person dome tent. After the first night, Tyler felt right at home, and would fall asleep after story-time and sleep through the night.

## The first tour

Our first tour was a week-long loop around the Puget Sound and lower British Columbia organized by the Northwest Bicycle Touring Society. The organizers carried our gear each day and made all arrangements for overnights; a mix of hotels and camping. The trip was also ideal for us since it was never more than 150 miles from home, so we could "bail out" if Tyler was not enjoying himself. In early July, the true start of summer in the Northwest, we loaded our gear in the group van, Tyler in the trailer, and walked on the Washington State ferry. Our trip had begun.

Tyler fell right into the rhythm of things, walking around the ferry and meeting other tour members and then into the trailer for the first ride. The hour-long ferry trip across Puget sound took us to the eastern side of the Olympic Peninsula, and after 12 easy miles, the Hood Canal bridge. This bridge, like many in the Seattle area, is actually a series of concrete barges cabled to the bottom and supporting, in this case, a 2 lane, steel grate roadway with a narrow shoulder. For bicycles, an 18" wide steel plate is welded to the roadway, covered with some sort of abrasive. A little over a mile long, this is exciting riding, to say the least. One wheel of Tyler's trailer was on the grated roadway, and needless to say, we rode very quickly to clear the bridge, and had no trouble with traffic.

Our normal day for the trip was an early morning wake-up, breaking camp and getting gear on the truck. A snack breakfast came first, and then we would ride for an hour or so. Tyler would usually take a cat nap. When Tyler woke up, it was time for a more formal breakfast, followed by a play break and another 60 to 90 minutes of riding, followed again by a play break and another hour of riding before lunch. Between parks, stores, school play grounds, and





even McDonald's Playlands, we had no trouble finding something for Tyler to do, and he would usually begin cheering when he saw what he thought was a good place to stop.

The hardest part of the trip was the fact that while mom and dad were pulling a 60 lb. trailer (on a "supported" tour), the passenger was napping or sitting still. So instead of campground siestas, it was chase and entertain the rested 22 month old for the rest of the evening. As much as Linda and I (and Tyler) enjoyed camping, the motels were much easier to deal with. Tyler adapted to any situation, and was always having a good time, and us with him. But be prepared to not get your rest if you try camp touring with a non-pedaling passenger

Pulling the trailer behind our tandem was still easier than behind singles, and we may be converts to trailer touring, some time in the future. The bike is easier to handle without the gear, and once unhooked, would make the tandem very easy to handle.

Our trip ended in the back yard, and Tyler hopped out of the trailer and onto his waiting tricycle. Now if he was pedaling a kidback by next year, he would be tired by the time we got to camp . . .

#### Final Note:

It took a few extra month's to get this to DoubleTalk after starting it last winter. Most of the last nine month's were preparing for Tyler's new brother, Justin, born on July 7, 1995. We did fewer miles this time than while expecting Tyler, but at seven month's we realized we weren't pulling a trailer with Tyler during the last pregnancy! We made one day of riding at this years Northwest Tandem Rally, pulling Tyler (and passing two tandems on climb, Linda will let you know!) So our next article will cover Kid-back and pulling a trailer!

Jay, Linda, Tyler and Justin Hardcastle  
Bellingham, WA

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## A Tandem Expedition to Maryland's Eastern Shore

We're flying down the wide smooth shoulder from Easton to the ferry terminal at Oxford. A canopy of trees arcs high over the road in a mix of early fall colors. We have a great morning ride to Tilghman Island ahead of us and 20 mph of north wind behind us most of the way. We'll be meeting Barbara's folks for a late lunch of seafood (not fresh crab cakes again!). Then we'll mount the ol' Santana on the roof of their car for the upwind leg and some afternoon sightseeing.

There's a toot of the horn as our chauffeurs for the afternoon pass us on the way to St. Michaels for a little browsing before lunch. Hey, maybe travel touring with the tandem isn't such a bad idea? Maybe vacationing with parents along is more fun than it sounds? Maybe packing it all for the airlines wasn't that big a deal? Maybe *DoubleTalk* readers would like to hear about our trip?

#### The Challenge

How to combine a tandem touring vacation with a trip home to see Barbara's parents? We like active vacations, so a trip home is a bit of a challenge. You

probably know the scene, first you really enjoy kicking-back, relaxing, eating. You take your bike along, but you don't ride as much as you thought you would. It's hard to fit a long ride in with everyone's routine around the house, and the roads are too busy in their neighborhood anyhow....

#### The Solution

Take the parents or in-laws along on a credit-card tour! You need a vacation... so do they! You want to ride... they want to sight see, shop, (dare-you-hope) spoil the grandkids! You need a sag wagon... they've got a car! You want to spend time with them... you've got all afternoon, after your ride! Your Mom doesn't have to wear herself out cooking... you avoid couch potato syndrome!

#### The Destination

Barbara's folks live in Severna Park, Maryland, just across the Bay Bridge from the Eastern Shore. We know the Eastern Shore is scenic, with lots of interesting little seaside towns, flat, lots of B&Bs and other places to stay. Weather should be good in the





fall, cool, but not too cold. It's a special part of Maryland, a little bit isolated from the hectic pace of the Baltimore - D.C. suburbs.

Barb's folks do a little research at the local bike shop and book stores. They turn up basic bike routing information, and we begin to plan a five-day excursion. They get carried away and drive over to the Shore on a weekend to scout B&Bs. They come back with more bike touring info. It's beginning to sound like they're getting into this trip!

#### The Trip

We arrive at Baltimore-Washington airport late on a Wednesday evening in mid-October. The tandem box and our bags of gear make it through fine, much to our relief since this is our first time to fly "with tandem". Barb's folks meet us and we hoist the box on top of the Toyota Camry. It just fits on the new roof racks we had sent to them by mail order. At least we won't have to assemble the tandem in the airport at midnight!

#### Day One - Kent Narrows to Chestertown

After a late sleep and breakfast, we tackle the chore of reassembling the bike. No problems, but it's nice to have some of Barb's father's tools handy in the workshop! We go on a quick shakedown spin before lunch. After sandwiches and a quick re-pack, the Santana is again placed on the car roof. This time, it looks a bit more dignified on its Yakima rack!

It's all-aboard for the Eastern Shore and by 2 pm we're underway. We cross the Bay Bridge and see a number of classic schooners headed down Bay in a moderate breeze. Tough for the driver to steer and see! Once across the bridge, we pick a likely parking lot and set up for our first real ride. The plan calls for a 30 mile spin from Grasonville to Chestertown, where we'll spend the night.

There's a bit of traffic at the start, but we stay off the main drag (Rt. 301) and meet our sag wagon at Centreville. We rendezvous at the town square, where we see the oldest courthouse still in use in Maryland (1792). On the way up Rt. 213 to Chestertown, we gain another insight: the Eastern Shore isn't all flat (at least not the northern part!). The little "rollers" are just enough hill to be fun, and we've got a tailwind for the last few miles.

In the fields along the road we see the first of many large flocks of geese. Barb reminds me that the farmers aren't allowed to "bait" the fields with grain, but they sure can be sloppy in their harvest! Hunters pay well for shooting rights. When we reach the



Chester River, signs tell us we have to walk the bike across the bridge. It's about a half-mile wide, so we're glad we changed to SPD cleats and touring shoes!

Chestertown is very colonial and picturesque. After a short "cool-down" to sightsee, we meet our sag team, find our B&B, and have a shower. Dinner is seafood (big surprise!) in a favorite restaurant Barb's parents know called The Old Wharf Inn. We sleep very well after a successful first day.

#### Day Two - Queen Anne County

We have a long-ish morning ride planned to loop around a substantial fraction of Kent County. Breakfast at the White Swan Tavern in Chestertown turns out to be a bit small for a 50-mile morning, so we stock up on fig bars and bananas from our sag bag and head north on Rt. 213 for Turner's Creek Landing, where we see the Sassafras River.

Next we make our way west to Betterton, an almost abandoned beach resort. Before the Bay Bridge was built, Baltimore residents would take ferry boats to Betterton to bathe in the Bay. Now they drive on to Ocean City on the main highway to the south.

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From Betterton, we head south on winding country roads toward Rock Hall and the end of our 50-mile jaunt.

We meet our sag team and have a large late lunch at the Bay Wolf restaurant near the main intersection in Rock Hall. It's great food, and they don't mind us changing clothes in their bathrooms. After lunch, we sightsee. Highlights include: the carved wooden waterman's statue, the new Waterman's Museum (Don't miss it, it's small, but growing, we got the key from the curio store up the road and let ourselves in!), and the little town of Gratitude (named for the steamer that used to call there). We drive down to Eastern Neck Island Wildlife Refuge to see some waterfowl up close, but it's closed for a deer hunt. The ranger explains that they have to thin the deer herds to keep them under control on the small island. On our way back to Chestertown, we stop at Remington Farms for a look at their geese and duck population. We were impressed by the number and variety of birds, but they say we were a month early to see the birds at their peak!

From Remington Farms we have an hour's drive south to the Easton area, our next riding ground. We settle in to the Comfort Inn (Lesson 1: make your B&B bookings early in the Easton area!). No ground floor rooms left, so, as we carry the tandem upstairs to the room, we console ourselves with thoughts of all the money we're saving! For dinner, we splurge at the Tidewater Inn in Easton, a great Eastern Shore tradition, but the service is stately (eat a banana or two before you go!).

### Day Three - Talbot County

We're up early to get through Easton before the traffic, then it's a downwind magic carpet ride on the smooth, tree-lined road to Oxford. The leaves are red, orange, yellow, and spectacular! The Oxford-Bellvue Ferry provides a break in the ride as it carries us on a 10 min. ride across the Tred Avon River. The ferry has been operating there since way before cars, and the Robert Morris Inn on the Oxford side is another piece of Chesapeake history.

On the way up to St. Michaels, we spot the Pasadena Inn in Royal Oak. It looks like a great place to stay for next time, and there's a bike tour van in the lot. We make plans to return for dinner so we can check it out. St. Michaels is very busy on a fall weekend, lots of shops, tourists. We feel lucky to make it through unscathed and keep rolling for

Tilghman Island and the end of our short thirty-mile morning ride.

On the island we see working skipjacks (sailing oyster boats) and lots of other water craft. Our high-speed downwind chase is over, and we load the tandem back on the car. Our sag team has scoped out Harrison's for lunch. It's one of the oldest seafood restaurants on the Shore, and it's great. They have rooms to rent and fishing charters too! Needless to say the crab cakes are great (even better than the Tidewater Inn the night before!).



Barbara Belt & Paul Erb enjoy Maryland's Eastern Shore

We head upwind, back to St. Michaels courtesy of Toyota. The not-to-miss attraction in St. Michaels is the Chesapeake Bay Maritime Museum. See it all, but don't miss the lighthouse and the restored boats at the piers around the museum property. The Crab Claw restaurant next door should be included in your itinerary, but be aware that it's always crowded. Try a mid-afternoon feast, unless you want to wait for a long while.

After we close down the museum, we head back to Easton to see if we still have enough energy to carry the tandem upstairs, then a shower. Dinner is at the Pasadena Inn in Royal Oak. It's great, a sprawling old plantation house B&B, even better than it looked from the road, and the meal is fantastic.

### Day Four - Dorchester County

The next morning we take a car hop over the Choptank River to Cambridge. It looks ridable on the





bridge shoulder, but we have a long day planned further south. We reach Blackwater Wildlife Refuge after a 45-minute drive and unload at the visitors center. First, a short loop near the center to see the morning birds, LOTS of birds, then it's off on the long road through the park.

This is a great ride, but be aware that it's through the middle of nowhere. Sort of makes you nervous when you realize you left your frame pump in the car trunk like we did! It's marshy, so beware of the heat and bugs in the summer. We enjoy the remote ramble and only get lost briefly a couple of times. I'm beginning to realize that Barb's western shore upbringing is actually a hindrance to Eastern Shore navigation! Part way through we happen upon Wingate Manor, a remote B&B that caters to cyclists, give them a try if you want to get away from it all.

We wind our way down to Hooper Island, a remote fishing community that's gradually sinking into the Bay. It's high tide and the water is up on the edges of the road in some spots. Since it's our last day, we keep the pedals turning back from Hooper to Blackwater. A final circuit of the wildlife observation loop rounds out 65 miles. We change at the visitors center and pack up to head back to Severna Park.

On the way home, we can't resist one more stop at the Crab Claw for the ultimate in (you guessed it!) crab cakes. We also detour by two Civil War era plantation houses with an interesting story. They are located on opposite sides of the Miles River near Easton. One is called The Rest and the other is The Anchorage. Two sisters were the mistresses of the plantations in Civil War days, but their husbands fought on opposite sides!

**Day Five - Rails to Trails Back at Barb's place in Severna Park.**

We wake up to a big waffle breakfast, courtesy of Mrs. Belt. Next, we have a short spin to loosen up on the Annapolis-Glen Burnie rail trail. It's a long, narrow county park and really shows off what can be done with an old right-of-way. Stop by for a ride if you're in the area. You'll find it just west of the Ritchey Highway in Arnold, north of Annapolis. Finally it's time to repack the bike and head for the airport and home.

#### **Thoughts on the Trip**

The "family participation" tandem tour was a great success. It gave us enough time together, while still allowing for plenty of riding and time on our

own. We don't have kids, but it might work well in that situation, too (provided you can get the grandparents to fall for half-day baby sitting!). We found that it was best to ride in the morning to take advantage of cooler weather and less traffic. That approach fit in well with late lunches and afternoon sightseeing and visiting. We alternated long and short days to fit in with plans and allow more time for the sights we wanted to see.

#### **Logistics**

Since this was our first air trip "with tandem" we'd like to offer some encouragement and suggestions to other first-timers out there. Readers who are veteran tandem air travelers can probably skip this section (or bear with us!). Key steps in our logistical plan were:

1) Join US Amateur or other bicycling organization such as League of American Bicyclists, or Adventure Cycling. These organizations allows a member to carry athletic equipment on Delta and Continental flights. They issue special passes for your athletic equipment (a.k.a. your tandem) and make all arrangements with the airline. They also do discount air fares.

2) Get a bike box from the airline for shipment. Continental sold us one for \$10. A bit steep, but hard for them to argue about at check-in. Most airline boxes are built to take a single bike with wheels on, which means a tandem will fit with wheels off!

3) Reinforce the box. We cut a 1x12 to fit the bottom of the box, then bolted our Yakima tandem rack down to it. This way we had the rack along with us, and the bike frame was stabilized. Next we built a frame of 1x2's to fit the inside dimensions of the box. We took handlebars out, fenders off, etc. so the basic frame would fit inside. We placed pipe insulation around most of the frame tubes, then placed the wheels in alongside the frame. Next time, the wheels go in a separate box to lighten the main piece and simplify packing. Finally, we folded the box up around the 1x2 frame and went to work with the staple gun! We took a plastic tarp and tape to cover the box in case we had to travel in rain, but didn't need it.

4) Miscellaneous. Beware that on your return, while you have the bike apart, you may be sorely tempted to do a major bike clean, or even a frame repaint! We got some new tires for the trip, and we can't resist putting in a positive review. They are Specialized "Armadillo" road tires with Kevlar belts.





The label says 26mm, which would appear small for most tandems, but they pump up much larger, at least 28mm. The tread is great and they are super-durable.

5) Don't forget: Pedal wrench, spare tandem cables, extra tires, pin tool for idler chain tension, chain tool, bike lock, roof rack straps for the box

#### Contacts

Best Bike Routes in Maryland (maps)  
Box 16388, Baltimore, MD 21210

25 Bicycle Tours on Delmarva by John R. Wennersten (indispensable guidebook)  
The Countryman Press, Inc.  
PO Box 175, Woodstock, VT 05901

Biking Inn to Inn on the Eastern Shore (reservations service, baggage transport, and self-guided tours) (800) 887-1750

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## TOURING THE TRACE

In June my wife Peggy and I enjoyed 13 days of exercise and history as we meandered up the "Natchez Trace" from Natchez, Mississippi to Nashville, Tennessee. We began planning this odyssey several months earlier by obtaining maps and information from various local cycling clubs on how to get in and out of the airports on a bicycle but also a very helpful and detailed map done cooperatively by the Adventure Cycling Club and the National Park Service. I obtained a standard airline bike box ahead of time and disassembled our Cannondale tandem completely to get it in that box.

We began our trek by driving to the Tampa airport to fly to Baton Rouge, Louisiana. Baton Rouge seemed to be the closest airport to Natchez that had major carriers that would definitely carry a bike box. (On smaller commuter flights they may carry a bike box depending on space.) I was somewhat apprehensive about the bike being accepted in Tampa because the weight was greater than that of a

single bike, even though I had packed the wheels, seats, and extra gear in a separate box. I was able to breathe a partial sigh of relief when I saw that monstrous box being loaded into "our" plane from my seat in the plane. That partial relief was then replaced by concern that we would arrive with our only mode of transportation for the next 10 days having a bent or broken frame.

As usual my worry was unnecessary because we all arrived safely at the airport in Baton Rouge. It took about 1 1/2 hours to reassemble the tandem to working order with all racks and panniers secured, and to adjust the rear derailleur. As we rode out of the airport and North out of Baton Rouge at "rush hour", I began to realize what it must be like to drive on the Santa Monica Freeway in California at rush hour in a car. My only solace was the hope of a quiet, serene Trace that was yet to come. We made it to St. Francisville by dark after approximately 45 miles of pedaling with 70 pounds of gear on our bike.





The following morning we got an early start on a 70 mile day to Natchez on rolling hills that to a couple of Floridians seemed like the Colorado Rockies since our largest "mountain" in the Naples area is the I-75 overpass. Natchez itself has some fairly large hills coming into it and my legs were starting to cramp from the long day with the weight and hills. It was only fitting that the motel we picked with a beautiful view overlooking the Mississippi River had an extremely long and steep driveway up the back of the bluff that had us in our lowest "granny gear" feeling that we had just accomplished the top of Pike's Peak. We then died in the shower and had an enjoyable afternoon rest learning some of the history of Natchez. The following day was a lay-over day to take in the history and "olde South" ambiance of this unique town. It seems that a large number of very wealthy cotton plantation owners prior to the Civil War had established their residences (pronounced "mansions") in Natchez. Over 70 of these are now available to stay in as "Bed & Breakfast" establishments or are available to tour. We took a guided bus tour first and then took guided tours of a few of the mansions that day.

Before leaving Natchez we decided to mail our tent and camping equipment home as it was heavy (not light cycling gear) and we had only planned to camp 3 to 4 days on the trip. We were aware that the terrain was going to get more hilly as the days went by and despite being in "Tour de France" physical condition (ha!ha!) we felt the better part of valor was to lighten our load some. Seriously, we were in reasonably good shape for Floridians but now realize the wisdom of our decision. We have since acquired light weight cycling camping gear!

Saturday, day 4, was the long anticipated entrance into the Natchez Trace National Park about 5 miles outside of town. As soon as we entered the Parkway and took our "official" picture with "the sign" I knew it was going to be a wonderful ride. The Parkway is a beautiful tree-lined 2 lane road similar in some ways to the Blue Ridge Parkway in the Appalachian Mountains. It is basically a long linear Park from Natchez to Nashville with very limited traffic and no Commercial vehicles (as in Trucks) to turn us into the proverbial "roadkill". We travelled about 54 miles in a short cycling day to the town of Port Gibson where we spent the night at a very nice B & B, "Gibson's Landing". The live-in owners were a very gracious couple who did this on the side. Their



Richard Marting enjoys one of the many informational signs along the Natchez Trace

"real" jobs were as engineers with the local nuclear power plant. On our way to supper that evening we were fortunate that it began to rain because a very hospitable black gentleman offered to drive us to the restaurant. He was the epitome of the friendly South and took us on a mini-tour of the area on our way to eat. We could all learn a valuable lesson from this gentleman as to how to slow down and show genuine Christian love and fellowship to others around us. Well! Sorry, I didn't mean to wax so philosophical. But, hey, it's true that we do meet so many wonderful people on our bicycle.

After filling ourselves with a gourmet breakfast and some delightful conversation with our Hostess we began a 73 mile day down the Trace and around Jackson, Mississippi (the busy State Capitol) to a motel in Ridgeland on the North side of Jackson. The Trace is not continuous through or around Jackson so I had acquired directions from the local cycling club as to the best route to get around Jackson and back to the Trace. God had planned it that way to remind us how much we missed all those fast cars and busy trucks on the Trace itself. We even got the opportunity to cycle next to the "city dump" and take in all of those wonderful aromas that "auto-lubbers" miss with their windows up and A/C running.

Our 6th day on the road started early and we rode along the Ross Barnett Reservoir for 20 miles of beautiful scenery including some groups of Canadian geese. We had lunch at a small general store in Thomastown, a "four corners" type of town.





The food was excellent including chicken and dumplings, cornbread and chocolate pie along with very friendly local people stopping in for lunch also. We ended the day at 79 miles in a nice little town literally right off the Trace called Kosciusko, where a lot of cyclists apparently stop. They had a neat little local museum with history of the town including a section dedicated to Oprah Winfrey, who was born there.

Day seven started about 7 am and the scenery was so rustic that I began to imagine what it would have been like to walk this "trace" as an early trader. The Trace was originally created by Indians as well as "Kaintucks" who would bring their goods down the "River" to New Orleans, sell them and their boat, and then walk back up the Trace to Tennessee, Kentucky, and Ohio to start all over again. Eventually, the Trace became busy with salesmen, preachers, pirates, and highway robbers as well. At

certain points we could see the actual pathway where these people walked which stimulated my imagination to wander back in time as if we were early traders walking the Trace. My mental sojourn came to an abrupt end as I was quickly brought back to the 20th Century with our first flat tire on our "iron horse". We had a mid-morning snack at "French Camp", a restored plantation that was quite interesting. We had lunch at Mathiston at a very good local "home-style" restaurant just off the Trace in the midst of the local factory lunch hour. We stopped for an afternoon snack at Mantee, where the owner suggested a shorter route to our destination of Huston for the night. We took her suggestion and went off the Trace using some country roads which turned out to be a "BIG" mistake. We suddenly had "deja-vu" and thought we were on the Santa Monica Freeway again. One large "semi" gave a honk from several hundred yards back and came barreling through at 60 mph, and didn't move over an inch. Our bike shook and the air mass almost threw us off the road into a ditch. I was sure that my elbow had touched the truck; well, maybe not, but it was the closest call we've ever had. The moral to this story is to not listen to locals who have no concept of what a busy or nonbusy road is to a cyclist; and listen for 18 wheelers who blow their horn. Head for the ditch or plan to be "roadkill". After 81 miles we finally made it to Huston (alive) and found our way to our planned motel/restaurant which looked "defunct". We did get a room but had to ride quite a way for supper and breakfast. We ran into a fellow cyclist at the motel going South on the Trace by himself as his friend had backed out.

The 8th day of our trip started early as usual except that we had to ride down a big hill and up to get to breakfast and then back down and up the same hill to get to the Trace. I felt like I had gone 30 miles by the time we entered the Trace, especially since the day before seemed to be especially draining on muscle stamina. It was another quiet, beautiful ride on the Trace especially with the contrast in traffic from the county road used the previous day. All along the Trace there are scenic stops with informative signs, overlooks, and walking paths, etc.. Our destination that day was Tupelo, Mississippi, the birthplace of Elvis Presley and the area where some important battles took place during the Civil War. We cycled a few miles past the cut off into Tupelo in order to stop at the Natchez Trace Visitor

## WHO DOES WHAT

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**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.





Center where we saw some exhibits and a slide presentation giving us a much greater understanding of what life was like along the Trace 150 to 200 years ago. After about 60 miles of riding we found a motel, did some laundry, and relaxed after a cool shower. The weather in June is generally hot but bearable (being used to Florida weather) with some afternoon cloud build up each day. It actually rained only 2 or 3 days during the trip. I picked out a nice looking restaurant in the yellow pages that was a 20 minute walk from our motel, but when we got there the outside looked very fancy and Peggy was hesitant to enter with our shorts and T-shirts. I told her that I was going in to check anyway and she reluctantly followed me. The chef/owner's wife greeted us and made us feel right at home. The food was excellent and we left full and satisfied.

I was undecided as to where to stop for the night on our 9th day. We started the day early and had covered 40 miles by about 10 AM. We were already at the cutoff for the first of two possible overnight stops; the next possible motel was approximately 75 more miles down the road. There was a state park campground half way between these two towns, but with no camping equipment that was not an option. I decided to ask Peggy if she felt up to her first "century" and with a fully loaded tandem at that. I also knew that the terrain was getting more and more "rolling" as they say in Tennessee, but it was more and more mountainous compared to Florida. Anyway, Peggy thought for a minute, and with her usual adventuresome spirit said "let's go for it". We crossed the Tennessee-Tombigbee Waterway and met a group of cyclists (a church youth group and leaders) coming South on the Trace. We talked with them for a short time, and we discovered that we recognized one man that we met a year ago on the "Bike Ride Across Tennessee". We crossed the Tennessee River bridge and stopped to take in the scenery, but noticed some dark clouds starting to build. We pushed on, eating at a small grocery for lunch, but we began to hear thunder. We were back on the Trace in the middle of nowhere when the wind began to howl, it got as dark as dusk, the thunder was booming, and the lightning seemed to be very close. We stopped under an overpass (one of very few along the Trace) just as the sky cut loose with sheets of water. We huddled within the protection of the overpass shivering even with our rain jackets on because of the rapid drop in

temperature. After a 40 minute delay we felt it was safe to get on our way with constant rain but very little lightning. We knew that we had a long way to go, and I was not positive that the one and only motel listed on the map was in operation. I tried to call several times but the lines were busy or down. We continued up and down many hills in the drizzle, thinking that the motel was surely over the next hill. Finally in the rainy, gloomy light at about 6:30 PM I thought that I was hallucinating, but it really was the cutoff to the motel. The outside condition looked questionable, and we were afraid that it had gone out of business, but we breathed a sigh of relief when we saw the owner and his wife in the little restaurant serving a few people. We climbed out of our saddles like cowboys after riding the range all day. A warm, relaxing shower was a welcome cleansing after the road grit of the day. Our dinner was excellent although by that time I would have eaten "lizard legs au jus smothered in turnips" if they had served it to me. It was the end of a long, wet, tiring, but fulfilling day for two very tired tandemists after 117 miles. We slept well.

On day 10 we again had the option of two shorter days, or we could do a longer day to allow a rest day in Nashville before flying home. We chose the longer day even though we were still tight and our muscles somewhat fatigued from yesterday. We also knew that the route was going to be quite hilly as we approached Nashville from the South. We crossed the Buffalo River, and stopped for a break at Fall Hollow Falls where there was a short boardwalk to see the falls. Back on the Trace we saw two deer cross the road and dart up the hill. They made it look so easy to go uphill, it made me wonder why we were straining, puffing, sweating, and struggling so much to go up the same hill. During a snack stop along side of the road Peggy was stung by a bee on the tongue which was obviously very painful, but it took her mind off of how tired she was for a short time. We celebrated with a cup of water at the last rest stop before we left the Trace to head into Franklin, TN. for the night. On the way in we had been clued in by a person we met at the rest stop to watch for the home of "The Judds". Sure enough we saw off to our left a beautiful farm with a big tour bus in the front, which was the home of the Judd Family. We were exhausted and finally stopped for lunch at a restaurant in Leiper's Fork. The traffic was getting heavier as we approached Franklin. That area





brought back memories as we had cycled through there in 1992 on the Bike Ride Across Tennessee (BRAT). We went through Franklin to get to a motel for the night, and were reminded of the charm of this little town. We coasted into the motel after spinning 78 miles, and I felt even more tired when I realized that we had cycled 195 miles in 2 days on Mount Everest type hills (HA! HA!), with a loaded tandem. I have read about a tandem being a "dog" on an uphill, but I now know and feel what that means. AH! But tandems are such fun on down-hills at 45 miles per hour.

Day 11 started early as usual riding back through Franklin and following the route to the Nashville Airport, graciously sent to me by the cycling club in Nashville. The route took us along beautiful country lanes, and past many estate-like mansions. We passed quite a few cyclists coming out of Nashville for a Saturday morning ride to Franklin. The traffic grew steadily heavier like long lines of ants along the ground. We passed a hot-air balloon festival with 15 or 20 on the ground ready to lift off. The colors were beautiful and reminded me of the beautiful Fall tree colors even though it was mid-June. Nashville must be like Rome being the city of "seven hills" as we seemed to go continually up and down as we circled the city toward the airport. Entering the airport was again like entering the freeway with 6 lanes of traffic. We had to watch for the particular lane to get to our airlines while jockeying for position as a driver might do in the "Indianapolis 500".

We finally made it to the terminal, and my plan was to disassemble the tandem and put it in a box to store at the airlines until Monday for a 7 AM flight out. The Northwest Airlines ticket agent had a different plan, and he was not the least bit interested in my plan. He indicated that regulations would not allow him to accept any luggage more than 2 hours before our flight. I was dismayed to put it mildly as Peggy was waiting outside guarding our loaded tandem. The agent would not give an inch except to agree that we could turn it in on Sunday evening because our flight was so early on Monday. At that point I was stuck with the problem of doing something with an over sized bike for 36 hours. I decided to go to the Avis car rental to see if I could rent a van to carry the tandem around until Monday AM. They had no empty vans that would hold a tandem. However, the agent at AVIS was very friendly and extremely helpful. He suggested renting

a small car, and he would be happy to store our tandem in their back room until Sunday night.

We got a motel and enjoyed a relaxing evening. On Sunday morning we went to Opryland USA as a wonderful change of pace to bring our trip to an end. We came back on Sunday night in order to disassemble the bike and put it in the bike box. After accomplishing that I then went back to the Northwest counter to turn it in, and found a new agent who said he could not take the bike until early Monday at 5 AM. After some verbal gymnastics I finally gave up and took the box back to the Avis counter and the same gentleman was kind enough to store it until early the next morning. The moral to that story is "anything goes when dealing with different airlines and ticket agents".

We flew home early on Monday, Day 13, without incident except that our bike box was totally ripped open on the bottom and the whole box was upside-down. Everything seemed to be unharmed but jumbled, and we loaded it in our van to head home.

We both felt the trip was wonderful touring, learning, sight seeing, and cycling. The independence of being self-contained for 750 miles and 13 days on a tandem was a humbling yet exciting experience that everyone should experience. As usual we met a lot of really nice people. We would recommend this ride to other cyclists and may even take a group with us again some day.

Dick and Peggy Marting  
Naples, Florida



Dick & Peggy Marting loaded for their tour.





## 1995 Northwest Tandem Rally.

I thought the Northwest Tandem Rally's 10th anniversary weekend was spectacular! Maybe I was a little biased since this was my second tandem rally and only the first I could ride. Victoria had beautiful scenery (the Strait, the Olympics, the Islands), fun times visiting with tandem friends, mostly good bicycle routes (except for gravel and that curb), the best bagels ever, and finally wonderful weather.

Friday began too early, but got better when Dan, Rhoda, and I arrived at the Port Angeles ferry and saw hundreds of other tandem enthusiasts including lots of TNT members. First order of business was to get rid of some tea that David could not fit into his car to take to Victoria; certain unnamed tea companies would not give us free tea--but Tazo of Portland came to the rescue. What luck, it fit perfectly into the back of unsuspecting Monte and Ann's truck; bet they wished they hadn't painted their names on their tandem which was in the back.

After a very wavy ferry ride, we arrived in Victoria and bicycled out to the University of Victoria leaving traffic-jammed cars behind. After eating dinner, Dan & Rhoda, Jim & Jessie, Alan & Allison, and I meandered around the Uplands and Oak Bay area instead of doing the planned route. I had heard rumors of an insane hill at the end of the ride. Only a few miles out, I was quite rudely reminded as to why a single biker should not ride with other tandemers; naps are not allowed unless you enjoy road rash for the rest of the week. The ice cream social back at UVic made me feel better though. Saturday I dumped my single bike when Terry Hamm asked me to stoke since Joyce had hurt her hip the day before. We opted for the long route which required cycling to (and from) the ferry.

Our route quickly left the city and wound along the edge of the island with superb views of the Strait. Hardly a car passed us as we rode through farmland to Sydney and on to Schwartz Bay. We had been one of the last teams leaving the University and I was beginning to get stressed that we were going to miss our NWTR designated bicycles only ferry. We made it with a few minutes to spare. The ferry ride to Fulford Harbour on Salt Spring Island was exhilarating; hundreds of other tandem riders packed the special NWTR ferry.

Riding off the ferry was just like a mass start ride as we overtook the island. Terry and I skipped the Beaver Point out & back and headed off for the town of Ganges. The hilly ride was shaded from the now warm sun and we were just getting our rhythm when we came to a section of gravel. Terry and I didn't mind it although I was a little nervous because of a dropoff to our right; I had never ridden with Terry and wasn't sure of his handling skills. My fears were for nothing. We ate lunch and leisurely toured the small town of Ganges. After enduring the long incline of Fulford-Ganges Road we stopped at the Honey Shop--a must for all those interested in history of the island, or honey of course.

We strapped 3 large jars of honey onto the tandem and sailed down the hill to the ferry 15 minutes before it was due to depart. The hills on the return trip seemed twice as hard since we were hungry (missing 2 checkpoints and getting lost) and carrying an extra 10 pounds (of honey). A 70 mile day finished. Boy, was I tired! Sunday dawned

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Bicycle Guide Magazine, January 1995

# TANDEM TOPPER

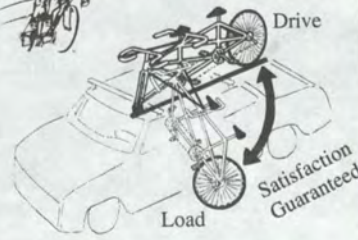
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another gorgeous day. Dan & Rhoda and I were lucky enough to catch a ride with the ride coordinator (David) to Butchart Gardens; Rhoda had caught a cold and I was just tired (from lack of sleep that is). The gardens were beautiful as usual, but crowded due to Memorial Day Weekend. We snuck in (free) for a brief look at the Sunken Garden. The three of us enjoyed the short 15 mile jaunt back to UVic.

Monday's ride showed off Victoria to its fullest with a ride through the rich Uplands neighborhood, Oak Bay, and west along the Strait. Ah! Another rally coming to an end. Goodbyes were said. See you all in Klamath Falls! Oh, and one more thing...Good job David. Maybe next year my Captain can actually ride.

Kim Rittenhouse  
Portland, OR



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## DEVELOPING ROCKY MOUNTAIN LEGS

Switch backs no longer scare me. After living nine years in flat eastern Colorado my legs had



Kelly & Luis Iniguez

forgotten what it was like to climb. Lamar is flatter than a pancake. Shifting is necessary only because of wind - which was frequent.

We moved back to western Colorado in January and started developing our mountain legs by taking short flat tandem rides and longer hillier single bike rides, gradually incorporating the two.

Jacinto and 8 year old Marcela ride a CoMotion Bofus. Kelly and 4 year old Luis ride a Santana Visa. Marcela grew out of the trailer and onto the Visa at age 5. We moved her on over to the Bofus when Luis turned 3 years old. We never had a bit of problem with starting them so young. Both were thrilled to get out of the trailer.

Our pocket book is rather lean after the move and we've skipped our usual adult out of state tour in favor of several short tandem torus staged around our new hometown of Rifle. Rifle is located on I-70 between Glenwood Springs and Grand Junction.





Our first mini tour took place in early June. We spend three days cycling in three different directions, returning home each night. Because of the rain at times it seems we've moved or Oregon. Colorado has been exceptionally wet this spring. We managed to avoid rain all three days.

**Day 1 - 32 miles. Silt-Mesa Road to New Castle Airport Rd back to Rifle**

Out the back door, down "killer" Cottonwood Hill, thru rolling farm country, passing the usually horses, cows and defensive farm dogs. We took a break near a llama farm and slowed down to check out an abandoned school house complete with bell tower. The piano teacher lives on a fruit farm at mile 12. We stopped for Marcel's lesson and then a quick 4 mile ride to the excellent inexpensive Apple Tree Restaurant across the river from New Castle. The airport road back tot own winds along the river part of the route - basically flat until another killer hill at Momm Creek. After the crest it is one long downhill swoop to Rifle. We choose the steep 7th street route up to our home and arrived 30 minutes before the rain.

**Day 2 - 20 miles. Highway 13 to State Hwy 325 out and back.**

Giving our legs a break from yesterday's climbing we cycled to Rifle Gap Reservoir where we had been rained out twice while fishing over Memorial Day weekend. The entire road is a slow steady uphill and can be continued clear to New Castle. Beautiful riding with Mountains on both sides. This is our favorite area so far for riding. We rode the 10 miles to the top of the dam where the kids discovered an old deer skeleton. Luis insisted on strapping the lower jaw to our rear rack so he could pry the teeth out later. We hardly touched the



Jacinto & Marcela Iniquez

pedals on the quick roll back to town. Easy 9th street back to the house.

**Day 3 43 miles Rifle - Parachute rd to Battlement Mesa returning on hwy 6**

Switch backs on the tandem? Could we or not? We were put to the test right outside of town, climbing to the top of Morrisana Mesa. Yes! Slow but sure! We took a rest/photo break at the top of the switch backs. Then a little more up before a long glorious down. The R-Parachute Rd follows the edge of the mesa and we enjoyed the view of the Colorado River and I-70 with it's mini cars below us. One more up, not so tough, and then another long downhill. Aren't those the best kind? After Rulison at mile 12 the road flattens out and there is one good climb left to the retirement community of Battlement Mesa. There's a gorgeous view of the Bookcliffs from there. We rode up to the community's olympic size pool for a much deserved dip. A wonderful idea enjoyed by all. After a so-so lunch at Jim's Restaurant served by a surely waitress, we had a request to ride by the neighboring store to show off the kid-back tandems. Happy to oblige what should have been an easy flat cruise home on highway 6 was spoiled by a headwind. There's always an afternoon tailwind. except for today. We toughed it out pretending we were back in Lamar where headwinds are the norm.

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Everyone held up well. Luis and Kelly took the direct 7th street route home, but had to walk the steepest part of the hill when Mom ran out of steam, much to Luis' disgust. Jacinto and Marcela took the easier round about 9th St route and we all arrived within minutes of each other.

We agreed on a rest day to prepare for the Elephant Rock Tide in Castle Rock, Colorado (see following story).

Luis' favorite part of the day was missing all of the fresh cowpies on the big descent near Battlement Mesa. Was there a recent cattle drive here? Jacinto and Marcela chose to blast down the hill and thru the cowpies resulting in shitty legs, literally! Slower is sometimes better. We would like to encourage everyone to explore this area. There are routes for all levels; also tons of paved back roads. Just give us a call for any help we can offer

Jacinto, Kelly, Luis & Marcela Iniguez  
Rifle, CO

## HEEVE, OH!

'Heeve Ho' takes place at an Elephant Rock ride. Going at 13 m.p.h. My dad and I choose the 32 mile route. We did pretty good at the beginning. But then we got to the rest stop somebody told us about a "Killer Hill," so we got prepared. Off we go! So we start up the "Killer Hill," not so bad and we pass a lot of people. Then it gets worse, "Come on Dad. Heeve Ho, Heeve Ho, Heeve Ho, Heeve Ho! So I just kept "Heeve Hoing" and we got to the top! And we went zooming down to the finish line. (By the way, we passed a lot too.)

Marcela Iniguez  
age 8  
Rifle, CO

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## CARE AND FEEDING OF RECHARGEABLE BATTERIES

In the July-August issue of DoubleTalk, Wally Retan of Birmingham put out a plea for advice on the care and feeding of rechargeable batteries for his VistaLite headlight system. Many TCA members responded to Wally. Wally asked us to share some of the suggestions with the TCA so that others may be spared a disappointing battery life with their systems.

If your rechargeable system is a NiCad...

(a) Do not recharge your batteries after each use. Make sure you discharge your battery fully before recharging it. Do this by leaving the lights on until they absolutely produce no more lights. (Technically speaking, the cells should be discharged to a level of about 0.9 volts/cell).

(b) Recharge your batteries according to Vista's instructions, but in no circumstance should you leave the charger on for more than 24 hours. Most "rechargers" available in consumer products today are nothing more than glorified DC adapters, with no voltage regulator in the system to disconnect the system when the battery is fully charged.

It may be necessary to repeat these steps several times to recover the expected battery life.

If your rechargeable system is a lead acid gel cell...

(a) Do not allow your battery to become fully discharged. As soon as the light dims, it is time to recharge it. This is exactly opposite of the care and feeding of a NiCad system, which requires that you do full discharge the system.

(b) Recharge your batteries according to the supplied instructions, but remember the 24-hour limit. Without a voltage regulating charger, current continues flowing through the system, causing continuous heating. This will damage the electrodes and the electrolytes in all types of batteries.

Wally responds: There is a little orange tag on my VistaLite battery cable that reads as follows: "Recommendation: To insure full charge, leave battery pack connected to charger and plug charger to wall outlet until the next ride." The Vista battery is a 6v, 5a-hr unit. It's described as a product of Hawker Energy. It is a Cyclon sealed lead rechargeable battery. I'll try the ideas listed above and I'll see if I can regain my lost riding time. Thanks to all who responded to my plea for help.

Wally Retan  
Birmingham, AL





## Another kind of a tandem

It is called a TRC, for tandem recumbent cycle and it is a "different" kind of a bike.

Some years ago, in the summer of '87 actually, we heard a talk by the president of the HPVA (human powered vehicle association), a young woman named Marti Daily, extolling recumbent bicycles. As a result I bought a single recumbent and learned to love it. Of course the desire for a tandem recumbent to allow me to share my fun with my spouse followed almost immediately and the search began.

Throughout 1989 we sent several letters to assorted people and did find many very interesting recumbents, both single and tandem. At the time Brummer Engineering offered a different tandem design where the riders sat back-to-back so that the stoker faced the rear. Dina said she was more interested in where we were going than where we had been and the quoted price was \$3400 so that model didn't really get much consideration.

We did examine the Counterpoint approach of a forward recumbent stoker and an upright captain, and even had a chance to ride one of these, but it didn't really seem to be what we had in mind. Dina's observation on this one was that she didn't want to be anyone's cowcatcher and besides she found it often terrifying enough in a rear stoker seat on long steep downhills.

What we really had in mind, and described in our letter to several manufacturers, was a tandem like Ryan now offers, much like the single Infinity that I ride but with two seats. At that time we were unable to find anything like that.

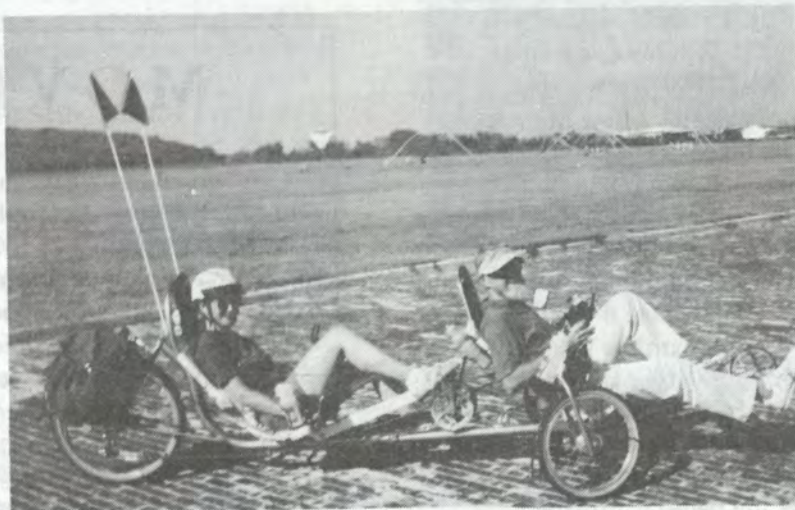
What we did find was T. R. C. Inc. of Monroe, MI, and its owner, Alan Matthes, who offered a

wonderfully comfortable looking, Sunday-afternoon type of a recumbent tandem at a very attractive price. At the time we received the initial letter the price was just \$890 for the basic tandem. Actually by the time we had decided that we really needed one of these the price had increased slightly but it was still a bargain.

On the 6th of April, 1990, a van pulled up to the drive and the driver asked me to sign for some packages that contained the TRC. I unpacked all 92 pounds of frame and components and began the assembly. The bike came with a 15 speed gear train, 20" tires in front with Sturmie Archer hub brakes and a 26" rear wheel with a conventional rim brake that serves primarily as a parking brake. The front wheels are coupled with a crossbar between trailing arms to move together and each front wheel has a steering arm rising to the side of the captain. At the top of these steering arms are the bar end shifters. Assembly was not difficult but did involve some sawing and drilling on the rear chain guard. Within a few hours we were riding around the neighborhood.

How has it been to use in the ensuing years? Well, in a word, delightful. Of course that must be said with a few words of explanation. First of all we live in what may be the flattest inhabited area of the US, suburban Houston, Texas. The enclosed picture

was taken on a day ride on Galveston Island, also a very flat piece of land. Anyone who has ridden a recumbent knows that they do not climb hills quite as easily as a conventional bicycle. Also it is not news that tandems are much superior going down hills rather than up. It should also be apparent that a



Gene Stucker on his tandem recumbent cycle (TRC)





tandem that weighs 92 pounds will be more trouble up an incline than a lighter bike, so in total, a recumbent tandem, a 92 pound bicycle, demonstrates most of its advantages in flat country if you can't find totally downhill country in which to use it.

Actually with time and use on flat land you can forget these facts and make some relatively embarrassing mistakes. Ours was a decision to take the TRC on a tour with several other conventional tandems in East Texas. Apparently we had forgotten just how hilly East Texas can be and the tour turned out to be a challenge. Each morning we sped through breakfast to be the first on the road and shortly later the remaining tandems would float by and shout cheerily. Late in the day we would coast into that day's retreat to find our compatriots showered, refreshed and into their second beer while reading something interesting. It was a wonderful tour but it was also a long week.

Mostly we ride the TRC in the immediate area; for example: the ride exploring Galveston, a ride to one of the towns about 12-15 miles from our home for breakfast, lunch or a cup of TCBY, or simply a leisurely exploration of the subdivision in the evening to check on the status of yard work or houses under construction. We have taken the TRC to rallies to ride it one day on a carefully selected route and to allow others there to experience it. The TRC has been at its best in some local parades. It is easy to add big signs and the stoker can engage in activities like throwing hard wrapped candies to the onlookers which makes it a crowd pleaser. The odometer put on the TRC a couple of years ago indicates that we log 500-600 miles a year on this bike.

Have we had any problems? A few but nothing very serious, really. The bike was built with conventional single bike components so that the front pedals and the left rear pedal were all threaded in the wrong direction. This quickly became apparent when the pedals unthreaded while riding. In the front it was no problem since it was noticed quickly and the use of Locktite on the threads has been sufficient for years. In the rear the pedal came out and severely damaged the aluminum crank arm threads before it was noticed. There we had to drill out the threads and put in an insert but this is not difficult to do and now the pedal is threaded

properly. Actually this would be a better solution for the front pedals too.

The idlers on this bike do not have toothed wheels but are instead tough plastic grooved rings fitted over ball bearings. The ones on our bike came apart, i.e., the plastic ring slid off the bearing. After trying several ways to adhere the plastic to the bearing surface we finally simply found some "fender washers" (big washers with small holes) that we put on each side of the idlers so that the washers would not allow the plastic to move significantly sideways. This probably contributes some slight friction some of the time but it isn't noticeable.

As on all bikes the seats were not perfectly comfortable. These seats are made like lawn chairs with woven plastic straps fastened with screws at their ends. Dina fabricated some pads that provided lumbar support and these were easily fastened in place with the screws that hold the plastic straps.

There are lots of places to fasten water bottles and the spray bottles of household ammonia with which we have trained the local dogs. Rolling down these flat roads in this vicinity does give you a limo-like feel that, when coupled with the comfort and ability to observe the surroundings that recumbents give, makes an occasional trip a real delight. If you have the space to store a bike that you will use only on some fraction of your rides and if you either are in flat country or want more exercise than your other bikes provide, the TRC can be a bike for you.

Gene Stucker  
Crosby, TX

## 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.

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## Requiem for a Heavyweight

Fred DeLong, one of the world's leading proponents of bicycling and tandeming died Sunday, July 30. He was 80.

Fred died the way he wanted to: actively. His last day of work was the previous Friday, July 28, 1995 and his next would have been Monday. He customarily commuted by bicycle from his home in Hatboro (northern suburbs of Philadelphia) to the northern terminus of the Broad Street Subway, which he took the rest of the way to his engineering writing job at the Philadelphia Naval Shipyard each day. In years gone by, he had fought off prostate cancer and a heart attack, and resumed riding after short recuperations. Some years ago he suffered a heart attack during the work week, but continued to commute by bike all week long until he saw the doctor over the weekend.

Fred, as many of you know, wrote innumerable articles for *Bicycling Magazine* (then *American Cycling*) in the 1960s and 1970s, and continued his journalism into the 1990s with *Bicycle USA* and various trade magazines. His early 1970s book "DeLong's guide to bicycles and bicycling" was a masterpiece. When it was published, it was the first time in my lifetime that you could walk into any bookstore and find astute discussion of so many technical cycling topics.

Fred learned to ride during his childhood in Philadelphia, where there was a good size group of "serious" bicyclists to nurture his interest in bicycling. Fred was one of a very few leaders who kept adult cycling alive in the United States during the dark years between World War II and 1970 or so. You can read his 1960s articles in *American Cycling* and find answers to many of the technical questions we still ask today. Back then, it was difficult to be a bike rider, but thanks to the evangelism of a few guys like Fred, it was at least possible.

Fred and his wife Pauline owned something like 8 tandems. I remember seeing one of them parked at a GEAR event about 15 years ago: it was this hopelessly cute blue French number with double twin lateral bracing, 650B tires, a neat complement of components and accessories, and a look that suggested it had been ridden long and hard for many years. I decided to wait to see what sophisticated

rider would own such a tandem. A minute later, Fred popped out. I should have known.

Fred could be a funny guy around a tandem. He claimed to have once ridden several miles without Pauline, not knowing she wasn't there. Once when he and I were driving together to Connecticut, he tossed a tandem in the back of his station wagon. I asked why he was bringing it. He said that we could use it in case the car broke down. I briefly visualized riding that tandem on the shoulder of the Cross Bronx Expressway or the Connecticut Turnpike, and decided to pray for a reliable car.

Fred was open minded. He loved every new permutation of bicycling. I recall the grin on his face the first time he rode a mountain bike; his enthusiasm for recumbents and HPVs; and his eagerness to help whenever an invention or new technology appeared.

Even if you never read any of Fred's writings, he created a climate in which it was easier for you to be a bike rider and a tandemist. You can return the favor by taking a moment to pray for Pauline, who is not well.

John Schubert  
Coopersburg, PA



Our printers have become intrigued with our sport... we received the following recently; I was in Glacier Park, Montana last week as the Tour Across America came thru. Pardon the fuzzy photo but I took this with a telephoto lens from the other side of the mountain, inside the car. That is snow, by the way! Herman, Daniels Press





#### UPDATE:

I was surprised but pleased to see the piece about my accident in the latest DoubleTalk. I'd like to put an update in, if I may.

It was sketchy information that I sent to Linda Harvey, so that must account for two errors. A: The accident was on May 17; I think I wrote to Linda on May 24. B: The driver was accelerating to pass the other vehicle, not slowing down. It was the sound of that Camaro engine revving up, and the flash of red in my rearview mirror, that was all the warning I had that I was going to get hit.

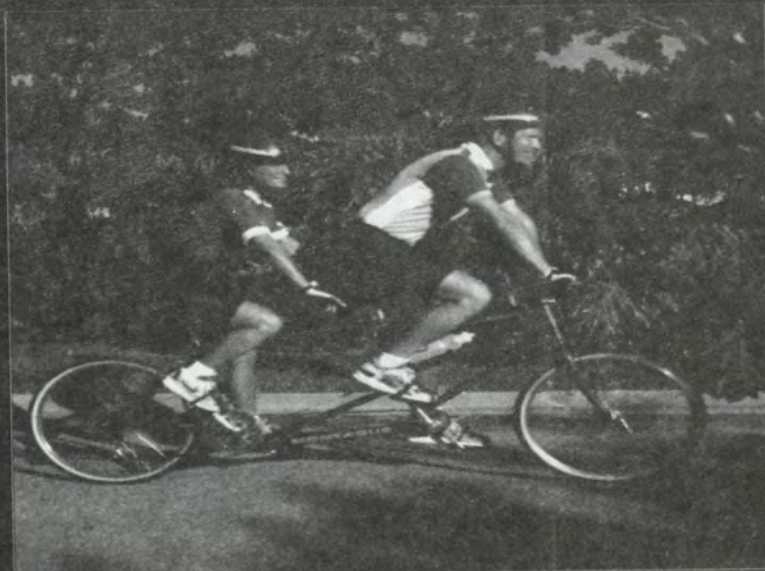
It was a glancing blow: the car's headlight rim caught the rear Blackburn rack on my Specialized StumpJumper which took most of the impact. The driver estimated his speed at 30-35 mph and I was going about 14. The crash launched both me and my bike through the air. I remember the whack from behind but nothing else until I was on the ground later. From the extent of my injuries, it appears that I landed on my right hip then rolled onto my left side and slid a way on the pavement. The reason for the two-day hospital stay was a hematoma on that right hip that necessitated a two-pint blood transfusion. I

missed seven and a half days of work. In short, I was a mess, but am damned lucky to be alive.

The driver pleaded no-contest to "operating a motor vehicle in a bike lane" and was fined \$77 in Albany Municipal Court. The good news is that, 38 days after the accident, I began a 9-day camping tour with 44 other members of our bike club in the mountains and high desert of southcentral Oregon. My goal was 10 miles a day, but I rode the entire trip and was even able to climb hills that I have had to walk up in the past. I finished the trip, 427 miles later, on July 2. (Stan drove the SAG wagon.) I've looked for a moral in what happened to me and haven't yet come up with one. I was riding to my exercise class, as I have done, year-round, for the last five years. I was wearing a helmet and gloves, using a handlebar-mounted rearview mirror, and following all the traffic rules like I always do, trying to set an example for those idiots who insist on riding the wrong way against traffic. (Frankly, I've always been more afraid of wrong-way riders than of cars.) It shouldn't have happened, but it did, and maybe that's the lesson: it can happen, to anyone. Be careful out there.

Marilyn Smith

## PERFORMANCE



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The Montague TriFrame™ is a world class, full-size, high-performance tandem. It also happens to fold to about 3' x 3' x 1' - letting you tour anywhere without the usual hassles of transporting a tandem. No compromises. It's at home in a car trunk, on a commercial flight, & flying down the road. Please call us for your free color brochure.



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Bicycling Magazine, Aug. '94

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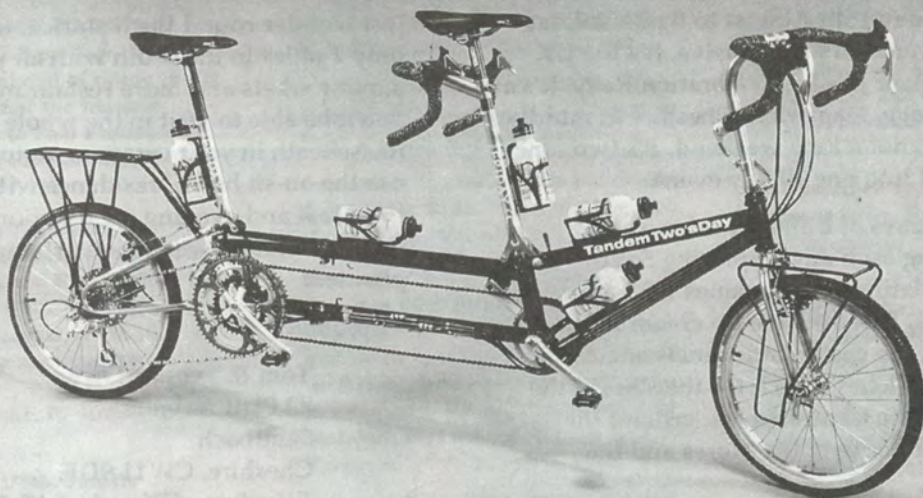
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Betty and Gene Newton  
California



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## MAKE A DATE FOR 1996

It's from Friday 16th August to Bank Holiday Monday, 26th August 1996 inclusive. It's the UK Tandem Club Silver Jubilee Celebration Rally. It's at Reaseheath College, Nantwich, Cheshire in middle England. No, it's not a long weekend, it's two long weekends rolled into one 10 day event.

There are 8 days of different rides, short, medium and long each day, exploring South Cheshire's undulating country lanes with a sortie or two into the hills. Discover the ice cream farms, the halls of heritage, the castles and canals and the Wizard and the Wiches. Reach for the stars at the Jodrell Bank Science Centre, potter around the Potteries or meander twix the Meres and the Marches.

Two days mid-week have been set aside to catch up on the rides that you may have missed or go to the city of Chester, go to the Railway Age Centre at Crewe, go tropical at Staplely Water Gardens; all within cycling reach from Reaseheath. Alternatively,

just wander round the historical town of Nantwich, only 2 miles to the south with all you need including supermarkets and more restaurants and inns than you'll be able to visit in the whole 10 days. Stay at Reaseheath in your caravan, motorhome or tent or use the on-sit hall of residence with full facilities plus breakfast and evening meal options. Large meeting room available, evening entertainment is being planned.

### contact

Tom & Yvonne Owen  
72 Platt Avenue  
Sandbach  
Cheshire, CW11 9DF.  
Telephone UK code + (0) 1270 760799

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## TANDEM RACES -- 1995

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

Sept 10, 1995. **Race for the Rock.** Plymouth, MA. Downtown criterium

Contact Kathy Carmickle, Mass Bay Road Club. (617) 545-0095

Sept 19, 1995. **Tour de Carroll.** Massachusetts. Criterium and Corporate challenge time trial. 3 hour time trial for individuals and teams - ride benefits Carroll Center for the

Blind, 770 Time St, Newton, MA 02158. (617) 969-6200.

September 23, 1995. **Colonie Centennial Criterium.** Albany NY. Shaker Heritage Craft & Harvest Festival is concurrent with the race at the same site. Contact HSC-TOCCC, 196 Forts Ferry Road, Latham, NY 12110-1234. (518) 371-0381.

Send your race listings to the DoubleTalk Editors Now!

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

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







## TANDEM CALENDAR 1995-96

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, 610-408-9029 or Compuserv 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 4, 1995. **183rd Annual Labor Day Tandem Rally and Ratherdrum Lion's Club Pancake Feed**. Spokane, WA. 9 am East Valley High School, 15711 East Wellesley, Spokane, WA. Ride is free, breakfast is cheap. Contact Ian Ledlin (509) 747-4352 evenings.

September 5-9, 1995. **MTR Post Tour** scenic, yes it really is, southern Indiana. Stay in country B&Bs, enjoy a country breakfast each day and a wine tasting one day. Preregistration required. Ken Gindling, RR4, Box 318, Nashville, IN 47448. (812) 988-6232.

Thursday, September 7, 1995. **TNT (Team Northwest Tandemonium) Thursday Night Tandemonium**. Portland, OR area. EVERY Thursday, though you better call just to be sure. About 18 miles, group ride. Meet at

the Butteville Boat Ramp. David & Kim Rittenhouse (503) 635-2993

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 10, 1995. **Dallas Double Dates Mid-Cities Ride & Swim**. David & Sandra McPherson

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 Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414), 757-6561.

September 16, 1995. **COWS, Fox River Metric Century**. Total distance will be about 70 miles, with a half route option for those who would like a shorter distance. Tom Thalmann (404) 757-6561 or SASE to N1583 Skyline Dr, Greenville, WI 54942.

September 16, 1995. **RATS (Richmond, VA Area Tandem Society Blue Ridge Parkway ride**. Start at Mabry Mill and head south. 50 miles. Contact Tom & Mary Breeden, 326 Lakeside Blvd, Richmond, VA 23227. (804) 261-1231.

September 16, 1995. **Toronto Tandem Co-op Ride**. Contact Doug & Joanne Barlow, 2 Timberlane CT, Courtice, ON L1E 2H1, (905) 728-8424 for the details on this ride.

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. **Twin Cities Tandem Club, Wild River Rendezvous Revisited**. Minneapolis, MN area. Bill & Mary Mobeck, 6340 437th St, Box 154, Harris, MN 55032. (612) 674-4498

September 17, 1995. **Dallas Double Dates Ride**. Rudy & Margrit Roschmann.

September 22-24, 1995. **17th Southern Tandem Rally**. Asheville, 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 Berzini, 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 24, 1995. **PIGS (Paired Iowans Going Somewhere) Apple Cider Ride**. 2 pm, Depart from the Art Center, 4900 Grand Ave, Des Moines. Contact Pat Fisher, 324 29th Street, West Des Moines, IA 50265. (515) 226-0172.

September 14, 1995. **Tour de Carroll**. Newton, MA. Tandem Race 12:30. Entry fee. Proceeds benefit Carroll Center for the Blind, preregistration required. 800-852-3131

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.

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 October ride.** David & Brenda Vandevelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1. (904) 824-9364.

October 2, 1995. **TNT (Team Northwest Tandemonium) Club Meeting.** Need to know the location? contact: Allison & Alan Zimmerman 3734 SE Woodstock Blvd, Portland OR 97202

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

October 7-8, 1995. **Heart Of Dixie Tandems potluck supper & Sunday ride.** Head to Birmingham for a potluck supper October 7. Rise on Sunday to ride 25, 50, 75 or 100 miles on low traffic roads. Birmingham Jam music festival is an added bonus. \$ Contact Jack or Susan Goertz (205) 991-7766.

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 8, 1995. **Twin Cities Tandems Chili Ride.** St Paul, MN area. Close out the year with a cool ride, a Potluck Chili Feast and warm camaraderie. Contact Chris & Rachael Gilchrist for details. (612) 731-8714

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

October 14, 1995. **T-Bones Ride planning party.** Bedford, MA. 5pm Pot Luck dinner. Contact Jack Donahue & Susan Grieb (617) 275-3991.

October 15, 1995. **Apple Dumpling Gang's Fall Spectacular.** St Charles, MO. 30 mile ride along the Missouri River on the Katy Trail. Meet @ the trails' head in the historical reman town of Augusta, MO. 9:30 am, Lunch at Augusta Winery after the ride. Info by calling Karolyn Reker, (314) 928-7109.

November 5, 1995. **T-Bone Ride Planning Party.** Salem, NH. 4pm, Potluck, possibly a ride before the party. Don & Carolyn Lane (603) 893-4766.

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.

November 24, 1995. **RATS (Richmond Area Tandem Society).** 10 am in beautiful downtown Bumpass, VA. 48.5 miles around Lake Anna. Tom or Mary Breeden, 326 Lakeside Blvd, Richmond, VA (804) 261-1231.

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

December 9, 1995. **Dallas Double Dates Christmas light ride and Party.** Ideas and information, phone: Dave Douthit and Missy Magnuson (214) 388-9485.

December 16, 1995. **T-Bone Ride Planning/Christmas Bash.** Avon, CT

5pm. Potluck and possible ride before. Bob & Alice Sawyer (2303) 673-1181.

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. Caribbean cruise with island riding. Contact Jerry & Christy about this 7 day cruise. 303-427-3916.

January 1, 1996. **RATS, Richmond, VA Area Tandem Society 1st annual FYBO morning ride.** Short ride in the Richmond, VA area followed by some hot cider, wine, cheese, etc. Tom & Mary Breeden, 326 Lakeside Blvd, Richmond, VA 23227. (804) 261-1231.

February 16-18, 1996. **Off-Road Tandem Rally, Tallahassee, FL.** Come join us for an off-road tandem experience in Northwest Florida on some terrific trails. Call Marvin or Miryam Rubenstein (904) 385-0534 or internet at "marverub@freenet.scri.fsu.edu"

April 19-21, 1996. **Alabama Tandem Weekend.** Return to the "loveliest village of the plains," Auburn, AL, for a fantastic tandem weekend. Beautiful country scenery with low traffic roads. Several ride options, all marked and maps provided. Traditional pizza party Saturday night and true southern hospitality. SASE to George and Judy Bacon, 305 Snake Hill Circle, Trussville, AL 35173. Call before 9pm central time (205) 655-2808.

April 26-28, 1996. **Southwest Tandem Rally 96.** Nacogdoches, TX. More details as they become available.

June 15-28, 1996. **Tandem Tour of Germany.** Twelve ride days in beautiful German countryside. Visit Lakes, castles, & museums. Includes 13 nights lodging, all breakfast, some dinners, SAG & guide. space limited to 14 couples. Call Kay or Rick Watson (evenings) (405) 223-8180 or write to HCR 70, Box 116, Ardmore, OK 73401.

August 16-26, 1996. **UK Tandem Club Silver Jubilee Celebration Rally.** Reaseheath College, Nantwich, Cheshire in middle England. Rides, tours, evening entertainment. Tom & Yvonne Owen, 72 Platt Avenue,





Sandbach, Cheshire, CW11 9DF. UK  
Code + (0) 1270 760799.

August 30-Sept 2, 1996. **Midwest Tandem Rally 96.** Appleton, WI. Paper Valley Hotel & Conference Center 800-242-3499, mention MTR96.

October 10-13, 1996. **18th Annual Southern Tandem Rally.** Sebring, FL. More details as they become available.

The TANDEM CLUB OF AMERICA wants to list your rides in the TANDEM CALENDAR. Rally and Ride Organizers, please send the

information about your tandem events to:

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

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

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## CLASSIFIEDS

**FOR SALE:** 1989 Santana Rio, 21x19, blue imron, perfect condition, less than 250 miles. Includes Yakima rack with tandem carrier. \$1600. Al Hauch, 1693 Alice Court, Annapolis, MD 21401. (410) 849-3034. 09/95

**FOR SALE:** Santana Team - 50/48cm, Beautiful pearl white, Columbus fillet-brazed frame, with high performance components. A real cherry! Must sell. (908) 774-8426 (NJ) 09/95

**FOR SALE:** Santana Sovereign, 1983, Blue, Shimano bar-cons, Deore XT rear derailleur, Deore DX front. TA crankset 54/44/32 Phil Wood hubs, 48 spoke wheels, with Arai drum brake, Blackburn bottle cages and rear rack. Mafac cantilever brakes. 23.5/22.5 John Caldwell (717) 299-3501 (PA) 09/95

**FOR SALE:** Custom Jeffrey Richman Tandem. Fillet-brazed, work of art. Ibis Long-fade paint job. 51x54 cm. 26" wheels built for on- road or off. XTR, Mavic, Hugi, Specialized. Lots of braze-ons, 7 bottle cages. \$2,500. (707) 576-7266 (CA) 09/95

**FOR SALE:** 1991 Santana Sovereign, 56x53, pre production specs, better than stock, Black forest metallic, 4 cages, rear rack, new Conti GP tires, 2

computers, excellent condition, \$2350. Brent Davis (812) 883-6463 w, (812) 883-1762 e. (IN) 09/95

**FOR SALE:** 1994 Cannondale Road tandem, 21x19, dark metallic blue, Shimano DX, XT equipped, barcons. Adjustable stoker stem, gel saddles, computer, rear rack 4 cages, pump. \$2,800. Felix Gallo (305) 255-4526 (FL) 09/95

**FOR SALE:** Ibis Cousin It, 20x18, Black splatter, excellent condition, asking \$2,000. Call Gary, (405) 943-3512. (OK) 09/95

**FOR SALE:** 1993 Santana triplet - top of the line components, campy and Shimano, Call Steve (707) 263-8714 (CA) 09/95

**FOR SALE:** 1991 Burley Duet, 22x19.5, dark blue, Stoker seatpost suspension, Blackburn rack, adjustable stoker stem with drop bars, water bottle cages. Great shape but we are switching to a Ryan recumbent tandem and this bike will be one too many. \$1175. Bob Krzewinski (313) 487-9085 (MI) 09/95

**FOR SALE:** 1993 Ibis Cousin It. 22/20 Pink/Black short fade, adj stoker stem & 2 captain stems. Currently

configured as all- terrain but is an excellent road bike. 26" wheels, Hope disc brake, rear rack, pump, computers. \$2,500 and I will pay U.S. shipping! Tom (703) 359-0830 (VA) 09/95

**FOR SALE:** 1994 Santana Sovereign Triplet (road) Sherwood green (dark metallic) 59/57.5/56, Shimano components, SIS 8 speed Edco hubs, arai drum brake. \$4400. Dave (209) 439-0917 (CA). 11/95

**FOR SALE:** Recently overhauled collector's item. 24x23x22 triplet. Original paint & logos (good condition) light sienna. Masterfully crafted frame with Ishiwata CrMo tubes. 18 speed Suntour VGTluxe drive train with brand new Shimano Deore XT front derailleur. Mafac cantilever brakes along with front & rear Shimano disc brakes. Phil Wood wheels & hubs, TA cranks. Set up for two complete child stokers. \$3,000. Call Rich Miller (810) 231-3305 (MI). 11/95

**FOR SALE:** King Lion Bicycle Special, made by the British Bicycle Company, the bike has 3 speeds and very old fashioned brake handles. Mixte rear with rear hub kickstand, same side drive with idler for chain. John





Hendricks, 13310 SW 16 Ct, Davie, FL 33325. ((305) 472-1453. 11/95

**FOR SALE:** Used but not abused 1988 Burley Duet, 22/20, metallic blue with Arai drum brake, indexed Suntour 21-speed with barcons, bottle cages, Avocet computers for captain & stoker, pump. Asking \$800 + shipping. Jeff and Chris Baker (814) 466-2145 evenings (PA). 11/95

**FOR SALE:** Cannondale 23x21, teal color, XTR & ST equipped. STI shifters, SE brakes, Control Tech adj stoker stem, USE suspension stoker seatpost. \$2175. Call Thaddeus at (303) 439-0069 (Denver, CO). 11/95

**FOR SALE:** 1991 Santana Elan, 22x20, Black, Columbus tubing, 48 spoke wheels w/QR front, 18 speed, f/r Scott Pederson brakes, Arai drum brake, stoker shock absorbing post, 2 gel seats, computer, bottle cages, rear rack, f/r Rhode gear bags. Excellent condition. \$1500. ED Copher, Dayton, OH (513) 294-2759. 11/95

**FOR SALE:** Motobecane Interclub tandem. Light blue, excellent condition, 22x20 mixte frame converted to 18 speed index shifting. Fenders, platform pedals with traps, center pull brakes front and rear + drum brake. Blackburn rear rack. \$625. Call Jack (612) 483-2174 (MN). 11/95

**FOR SALE:** Rodriguez steel road tandem, brazed 56 frame painted champaign white Imron, index barcons shifters, Pederson brakes, computer, drag brake, carrier rack, pump, immaculate, \$2695, (618) 654-6740. (IL) 11/95

**FOR SALE:** 1991 Santana Visa. Medium frame (56/53). Dark green. New tires, brakes, Shimano bar-end shifters, rear cassette. Rear drum brake. Children's crank shorteners. Yakima tandem mount. Very low mileage, excellent condition. \$1,350. (Hendersonville, NC) Brian Parsons (704) 981-5125. 11/95

**FOR SALE:** Santana Arriva 22x19, Phil Wood hub and disk brake, Girven flex stem, stoker suspension seat post. SE brakes with stiffeners. 36 spoke wheels, Mavic. \$1300. Wayne Kocher, Carson City, NV (702) 885-2166 11/95



**FOR SALE:** 1990 Santana Sovereign 56/53. Excellent condition, low mileage, Lumina Red Metallic. Complete with Shimano Deore XT derailleurs, specialized triple crank, Shimano bar-end shifters, Suzue 48 h hubs/Sun Chinook rims, drum brake, cages and rack. asking \$2500 Call Gary (504) 626-8772 after 6pm (LA) 11/95

**WANTED:** Santana Team, Nivacrom frame, 56x53 or 59x53 preferably 90's model. Toby (360) 425-7937 after 5 PST. Longview, WA 09/95

**WANTED:** Used triplet. Toddler son has outgrown his trailer. Currently riding a 22x20 Burley. Dealers/frame builders, will consider your demo model. Call Tom at (800) 747-0888 (days) or (717) 975-0925 (evenings, till 9:30), or e-mail TomHelm@aol.com (PA). 11/95

**FOR SALE:** Wheels and accessories, new Phil Wood 48h FSR tandem hubs, CRT 16II 700c, \$225 set. New Sansin 40h hubs, CRT 16II rims 700c \$175 set. New Sansin 40h CRT 16II rims 26", \$175 set. New Cannondale rear rack bag, black \$25. New DiaCompe tandem levers for dual cable, aero \$25/pair. ATB \$20/pair. Tom (703) 359-0830 (VA) 09/95

**FOR SALE:** Partial Santana Child Stoker conversion kit, includes bolt-on shell, short-arm crankset and chainring. used one year, \$125, also, purple "Tandem Power" Coolmax jerseys. Set of 2 for \$70. Eileen Crone (717) 627-4258 (PA) 09/95

**FOR SALE:** Tandem I mount for Yakima roof rack \$125. Humphrey (703) 962-6773 11/95

**FOR SALE:** Santana child stoker kit: includes bolt-on bottom bracket, short-arm crankarms, (2) 36t chainrings, 230 mm (non adjustable) stoker stem, and chain. This unit is about 5 years old but only used sparingly for 2 years. \$200, includes shipping. Louis Melini, Salt Lake City, UT (801) 487-6318. 11/95

**FOR SALE:** Thule Tandem Carrier secures bike at front & rear axles \$165. Towers, crossbars, and Thule fairing also available. All in A-1 condition. (Albuquerque, NM) call or e-



mail Fred: (505) 292- 8402 or phredofabq@aol.com 11/95

**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 hotel. 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

**TANDEMS, LIMITED.** Free Catalog. Stocking America's finest tandems/parts. Call to discuss wheels, kidbacks, upgrades or tour support. Test rides by appointment. 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@viper.net 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)

**TWICE AS NICE TANDEMS.** Touring, off-road, casual riding? Your happiness comes first! Tandems, knowledge and a commitment to you. Co-Motion, Ibis, Santana, more. 1500 McDonald Ave., Suite 14, Missoula, MT 59801 (406)-721-3373 11/95 (6245)

**GEAR-TO-GO.** Central and western New York and northern PA's source for Santana. Tandems in stock, test rides by appointment. 850 W. Clinton St., Elmira, NY 14905 (607)-732-4859. E-mail: RLTWOSEAT@AOL.COM 01/96

**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 (12030)

**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)

**Valley Cyclery** New tandem wheel special, Phil Wood Hubs, 40H Mavic Rims or 48H Super Champ, DT 14g ss \$209.95 plus freight. Pairs only while they last. Ask for Frank. 206-833-4910 Auburn, WA. 05/96 (12130)

**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). 05/96 (10987)

**Lyonsport custom tandems,** bicycles and single wheeled trailers; Lyon Cargo Cub, B.O.B., Wheelie and other tandem related products. Lyonsport, 1175 Plumtree Lane, Grants Pass, OR 97526. 503-476-7092. 05/96 (8559)

**Together Tandems** Rocky Mountain region's only tandem-exclusive dealer. Tandem bikes, parts, accessories, rentals. Large in-stock selection: Santana, Burley, Co-Motion, Cannondale, Bilenky, Ibis. 2030 S College Avenue, Fort Collins, CO 80525. (970) 224-0330 or E-Mail: Togtandems@aol.com 07/96 (3271)

## 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 Catalina areas. (800)-540-BIKE (2543) or ABTC, 1108 Vista Lago, San Luis Obispo, CA 93405 07/96 (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)

**BYCUE:** Cue Sheet holder. Easily clips on & off handlebar. \$8.95. Tie-Dyed Rainbow Swirl short sleeve tee. 3 rear pockets. 100% pre-shrunk cotton. \$23.00. S-M-L-XL-XXL. Visa/MC (800)-522-2640 or BYCUE, Box 14152, Silver Spring, MD 20911-4152 (09/95)

**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)

**Two for the Road Tandem Touring** - All-inclusive weekend and weeklong tours in North Carolina, Virginia, and Florida. Santana Rentals. Deluxe accommodations. Van supported. Call 1-800-2BIKE42 for 1995 catalog. 11/95 (6592)

**AMERICA BY BICYCLE** - Cycle fully-supported California to Maine, New England, or down the Mississippi. Motel lodging, meals, SAG and mechanical support included. (603)-362-4527, Box 805, Atkinson, NH 03811-0805 1/96 (11399)

**FREE** "We'd Rather Be Riding Our Tandem" License Plate Frame - **Scenic Cycling Adventures** - Affordable bicycle tours in six western states - Oregon, Washington, Utah, California, New Mexico, Arizona. 1-800-413-8432 11/95 (6778)

**"SEAT OF OUR PANTS"** offers real tours for real people. Affordable, camping, self contained, no sag. This year 19 days in France or short tours in Colorado. 1-800-748-3991 3/96 (12031)

Custom tandem carrier for pickups, vans, sport-utilities. Fits flat on floor/heavy duty for tandems & singles. Built to fit your vehicle. Call,





free brochure. **THE PICK-UP SHOP**,  
New Albany, OH. 614-855-9950  
03/96 (7472)

**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.

## 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 \$10.00 \_\_\_\_\_  
TCA Patches: Total Qty: \_\_\_\_\_ X \$4.00 \_\_\_\_\_  
Total Enclosed: \_\_\_\_\_

Indicate quantities and include \$10.00 for each shirt, \$4.00 for each patch ordered Canadian and other foreign orders should include extra for appropriate postage.

Ship To:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_ ZIP \_\_\_\_\_ Country \_\_\_\_\_





**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?



**T**he 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! 